Valley View

Level 1 Traffic Impact Analysis

GPA 2018-0001
ZC 2018-0001
SDP 2018-0007
HDP 2018-0004
HMP 2018-0004
MS 2018-0007

Prepared for:
Land Development LLC
PO Box 12409
El Cajon, CA 92022

Prepared by:
Marc Mizuta, PE, TE, PTOE

MIZUTA TRAFFIC CONSULTING
5694 Mission Center Road, #602-121
San Diego, CA 92108

March 2022

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1 INTRODUCTION

This Level 1 traffic impact analysis (TIA) evaluates the traffic conditions associated with the proposed project (herein referred to as "the Project") located along Palmer Way in the City of Carlsbad. **Figure 1-1** shows the location of the project within the San Diego region and **Figure 1-2** shows the project area. **Appendix A** contains the scoping agreement that was developed for this report and agreed upon by City staff.

1.1 Project Description

The proposed Project consists of an 11,404 square foot (sf) industrial office building to be constructed on a portion of an existing 6.34 acre parcel (APN 209-040-43-00) located on the north side of Palmer Way between Cougar Drive and Impala Drive. As part of the project, the parcel will be split into two lots. Lot 1 will be 4.93 acres and remain as open space. Lot 2 will be 1.41 acres and the project's building footprint will cover 22.9 percent of the lot. Access to the Project will be provided by two driveways off of Palmer Way. The Project is providing 46 parking spaces on-site. The Project is estimated to be constructed in 2022. **Figure 1-3** illustrates the Project site plan.

1.2 Study Area

The project study area is determined by the requirements contained in the *City of Carlsbad Transportation Impact Analysis Guidelines, April 2018*. Based on Table 1 of the *TIA Guidelines*, a Level II analysis would typically be required for a project generating less than 500 daily trips and for the land use not conforming to the General Plan or Zoning.

The existing zoning for the site is industrial (M-Q) and the proposed office building is a permitted use. As part of the project, the site will be split into two zones resulting in an industrial (M-Q) and open space (OS) zones. The OS zone would be associated for the steep hills contained on the site. The OS zone designation would result in 4.93 acres that would never be developed. As a result, a Level I analysis would be appropriate for the project since the proposed zone change would decrease the intensity of development on the project site since a large portion of the existing site would not be developable.

The following roadway segment is evaluated in this report:

Roadway Segment
Palmer Way between Cougar Drive and Impala Drive

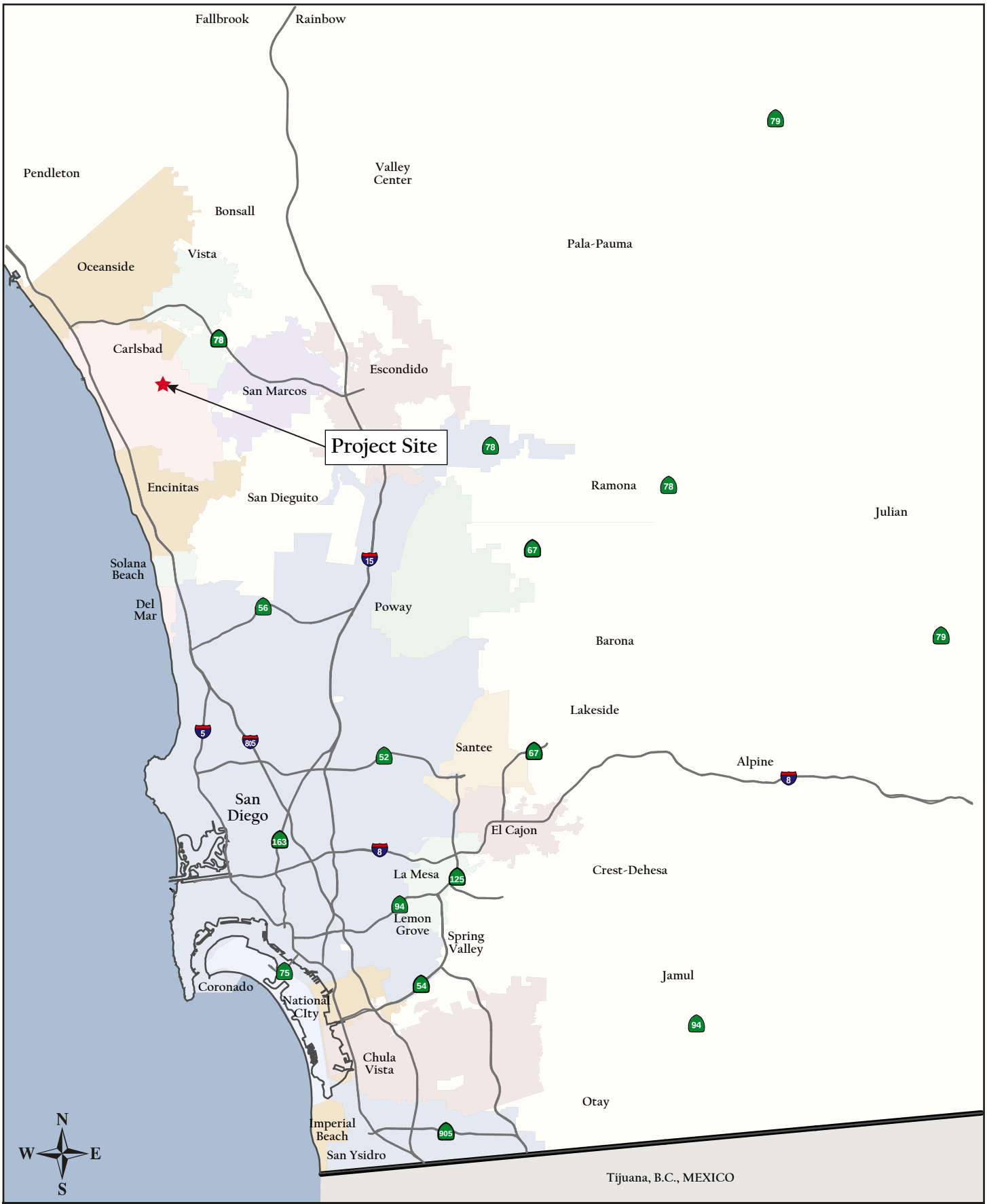

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Figure 1-1
Regional Vicinity Map

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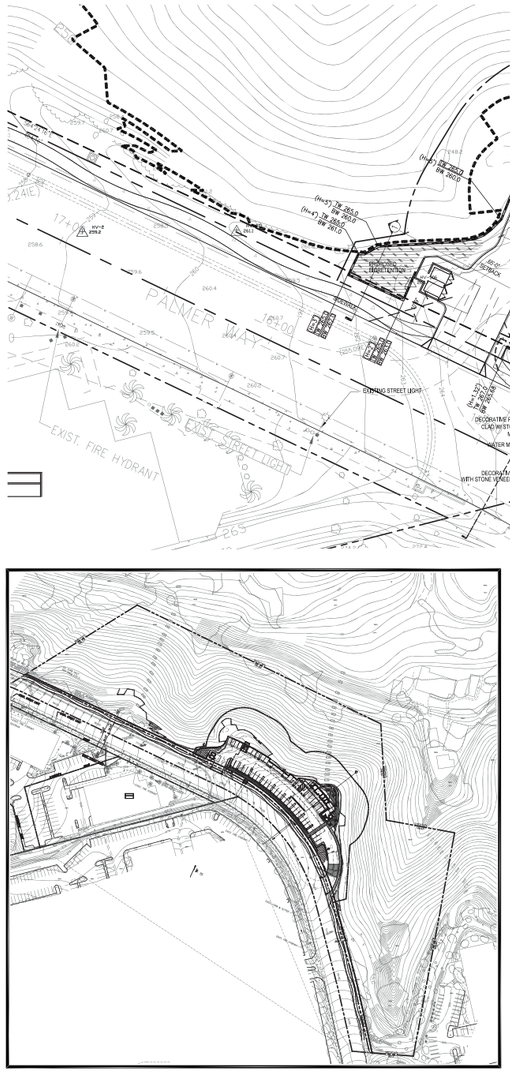
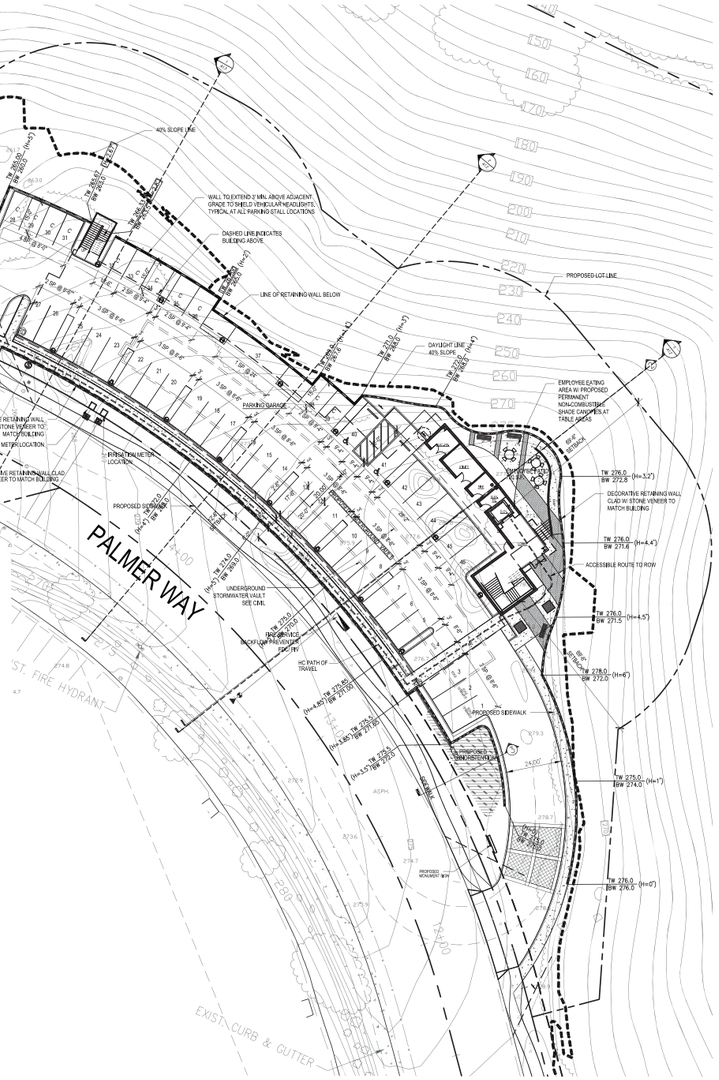
Figure 1-2
Project Area Map



OVERALL SITE PLAN

SCALE: 1" = 100'-0"



SITE PLAN

SCALE: 1" = 20'-0"

OWNER:
LAND DEVELOPMENT L.L.C.
CONTACT: SOLOMON LEVY
P.O. BOX 12409
EL CAJON, CA 92022
T619-482-0363

APPLICANT:
LAND DEVELOPMENT L.L.C.
CONTACT: SOLOMON LEVY
P.O. BOX 12409
EL CAJON, CA 92022
T619-482-0363

ASSESSOR'S PARCEL:
209-040-43-00

SITE ADDRESS
PALMER WAY
CARLSBAD, CA. 92008
2005 THOMAS BROTHERS PG. 1128 1-F

LEGAL DESCRIPTION:
PARCELS 4 AS SHOWN ON PARCEL MAP NO. 19059, IN THE CITY OF CARLSBAD, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, JULY 2, 1998

ZONING DATA:

GENERAL PLAN DESIGNATION:	PI
SITE ZONE:	M-Q
EXISTING USE:	VACANT LOT
PROPOSED USE:	OFFICE
SITE AREA:	276,123 S.F./6.34 ACRES
LOT COVERAGE:	14,064 S.F., (22.9%)

LOT AREAS:

PARCEL 1 (NOT DEVELOPABLE)	4.93 AC.
PARCEL 2 (DEVELOPABLE)	1.41 AC.
TOTAL EXISTING LOT	6.34 AC.

BUILDING DATA:

G.F.A.:	APPROX. 11,404 S.F.
1ST FLOOR:	1,067 S.F.
2ND FLOOR:	10,337 S.F.
OCCUPANCY:	B-OFFICE
STORIES:	2
MAX. HEIGHT:	31'-0"
TYPE OF CONSTRUCTION:	V-B
FIRE SPRINKLERS/ ALARM:	YES
BUILDING SETBACKS:	FRONT- 12'-6" REAR- 69'-6" SIDE (SOUTH)- 69'-6" SIDE (NORTH)- 65'-0"

PARKING DATA:

USE:	OFFICE
RATIO:	1:250
PARKING REQUIRED:	46 SPACES
TOTAL PARKING PROVIDED:	46 SPACES
COMPACT STALLS:	11 SPACES
(COMPACT STALLS INCLUDED IN TOTAL)	
ACCESSIBLE STALLS REQUIRED:	2 SPACES
ACCESSIBLE STALLS PROVIDED:	2 SPACES
(ACCESSIBLE STALLS INCLUDED IN TOTAL)	
EVCS STALLS PROVIDED:	4 SPACES
(EVCS STALLS INCLUDED IN TOTAL)	
LOADING SPACES REQUIRED:	0 SPACES
LOADING SPACES PROVIDED:	0 SPACES
ADT:	228

UTILITY PURVEYORS:

WATER/SEWER:	CITY OF CARLSBAD 1-760-438-2722
ELECTRICITY/GAS:	SDGE 1-800-411-7343
TELEPHONE:	AT&T 1-888-944-0447
CABLE:	TIME WARNER 1-760-707-1000
SCHOOL DIST.:	CARLSBAD UNIFIED 1-760-331-5000

APPLICATION TYPES SUBMITTED:
GENERAL PLAN AMENDMENT (GPA)
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2623 GPD / 1,440 = 1.82 GPM

PROJECTED SEWER USAGE:
OFFICE: 1 EDU / 1,800 SF = 11,404 SF / 1,800 = 6.3 X 220= 1,394 GAL/DAY

VICINITY MAP:

KMA
KIRK MOELLER ARCHITECTS, INC.
2888 LOKER AVE. EAST, STE 230
CARLSBAD, CA 92010
KIRK@KMARCHITECTSINC.COM
T619-345-38

GPA 2018-0001
ZC 2018-0001
SDP 2018-0007
HDP 2018-0004
HMP 2018-0004
MS 2018-0007
(DEV2018-0099)

VALLEY VIEW
PALMER WAY
CARLSBAD, CA.

Date:	6-4-20
Project:	19-121 VALLEY VIEW
File:	08194VL1
Revisions:	
1	10-25-19
2	10-10-19
3	3-3-20
4	6-4-20

Sheet Title:
SITE PLAN

Sheet Number:
A1.1

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Figure 1-3
Site Plan

2 Analysis Approach and Methodology

This section summarizes the analysis approach and methodology used to evaluate the study area associated with the Project.

2.1 Methodology

2.1.1 Street Typology

As part of the City's Mobility Element, streets were classified into typologies and the typology of the roadway determines which modes of travel are subjected to the LOS D standard. The intent is to provide a balanced mobility system that emphasizes primary users as opposed to always providing ideal level of service for all modes on every facility. **Table 2-1** summarizes the street typologies and the respective modes that need to be evaluated.

Table 2-1
Street Typology and Accommodated Modes

Street Typology	Auto	Pedestrian	Bicycle	Transit
Freeway	●			●
Arterial Streets	●			●
Identity Streets		●	●	
Village Streets		●	●	
Arterial Connector Streets	●	●	●	
Neighborhood Connector Streets		●	●	
Employment/Transit Connector Streets		●	●	●
Coastal Streets		●	●	
School Streets		●	●	
Industrial Streets	●			●
Local/Neighborhood Streets		●	●	

Source: *City of Carlsbad Transportation Impact Analysis Guidelines, April 2018*

The Palmer Way segment between Cougar Drive and Impala Drive is considered an industrial street. With a Level 1 analysis, the auto evaluation is not required. As a result, only transit MMLOS will be evaluated for the Palmer Way segment.

2.1.2 Transit MMLOS

The Transit MMLOS criteria evaluates the quality of the transit vehicle right-of-way (e.g., dedicated or shared, signal priority), hours and frequency of service (e.g., weekday/weekend hours, peak period highway), performance (e.g., on-time or late), amenities and safety (e.g., lighting, covered stop, bench, on-board bike/surfboard storage), and connectivity (e.g., to other transit routes, employment areas, schools, visitor attractions, and other major destinations).

Table 2-2 summarizes the MMLOS thresholds for each non-auto travel mode.

Table 2-2
MMLOS Thresholds

Point Score	LOS
90 – 100	A
80 – 89	B
70 – 79	C
60 – 69	D
50 – 59	E
0 - 49	F

Source: *City of Carlsbad, MMLOS Worksheet*

Appendix A contains excerpts from the City's Transportation Impact Analysis Guidelines.

3 PROJECT TRAFFIC

This section describes the estimated trip generation for the project.

3.1 Project Trip Generation

Trip generation rates for the Project were developed utilizing rates contained in the *SANDAG's Brief Guide of Vehicular Trip Generation Rates for the San Diego Region, April 2002.* **Table 3-1** summarizes the weekday trip generation rates and calculations.

Table 3-1
Project Trip Generation

TRIP GENERATION RATES[1]								
			AM PEAK			PM PEAK		
Land Use	Weekday Daily		% ADT	In:Out Ratio		% ADT	In:Out Ratio	
Commercial Office	20 trips / ksf		14%	0.90 : 0.10		13%	0.20 : 0.80	
TRIP GENERATION CALCULATIONS								
			AM PEAK			PM PEAK		
Land Use	Amount	ADT	In	Out	Total	In	Out	Total
Valley View	11.404 ksf	229	30	3	33	6	24	30

Notes:
ksf: 1,000 square feet
1. The trip rates are based on *SANDAG's Brief Guide of Vehicular Trip Generation Rates for the San Diego Region, April 2002.*

As shown in the table, the Project is estimated to generate 229 daily trips (ADT) with 33 trips (30 inbound, 3 outbound) during the AM peak hour and 30 trips (6 inbound, 24 outbound) in the PM peak-hour.

3.2 Project Trip Distribution and Assignment

According to Policy 3-P.11 of the Mobility Element, the following segments are exempt from vehicle LOS standards:

- La Costa Avenue between Palomar Airport Road and La Costa Avenue
- El Camino Real between Palomar Airport Road and La Costa Avenue
- Palomar Airport Road between I-5 ad College Boulevard
- Palomar Airport Road between El Camino Real and Melrose Drive

However, a Project would be subject to implementing TDM and TSM strategies per Policy 3-P.11 if it adds more than 110 ADT or 11 peak-hour trips in a single direction of travel to an exempt segment. **Figure 3-1** illustrates the assumed trip distribution and assignment for the Project and the number of trips added to each exempt roadway segment. As shown in the figure, the Project would not add more than 11 peak-hour trips or 110 ADT to any exempt segment. As a result, the Project is not subject to implementing TDM and TSM strategies.

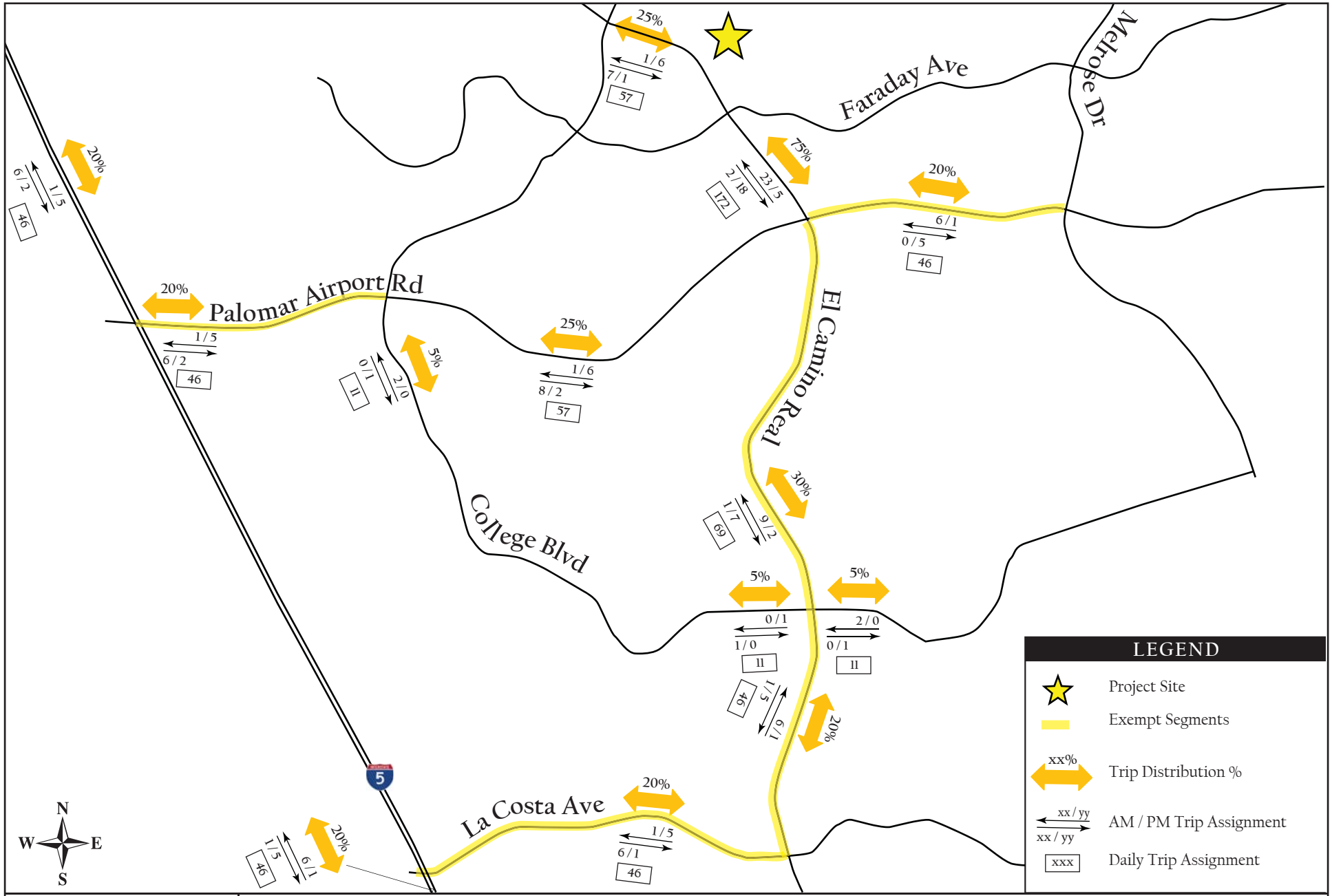

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Figure 3-1
Trip Distribution and Assignment

4 NON-AUTO ANALYSIS

The City of Carlsbad requires multimodal level of service (MMLOS) evaluation for pedestrian, bicycle, and transit users of the public roadway system. The Palmer Way segment falls under the street typology of Industrial Street. With a Level 1 analysis, the auto analysis is not required. As a result, only transit MMLOS is required.

4.1 MMLOS Results

Table 4-1 displays the transit MMLOS results for the Palmer Way roadway segment. It should be noted that there is no transit service along Palmer Way. However, the nearest transit stops are located within 0.5 miles from the Project along El Camino Real near the intersection with Faraday Avenue. One stop is located on the north side of Faraday Avenue west of El Camino Real. The other stop is located on the west side of El Camino Real south of Faraday Avenue.

The North County Transit District (NCTD) provides transit service to the study area with Routes 309 and 444. Route 309 provides daily service between Oceanside and Encinitas with 30-minute headways during the weekday peak periods and one-hour headways on the weekends. Route 444 provides weekday service to the Poinsettia COASTER Station with various stops throughout Carlsbad and 30-minute headways during the weekday peak periods.

Table 4-1
MMLOS Summary

Roadway Segment	Direction[1]	Transit	
		Score	LOS
Palmer Way (Cougar Dr to Impala Dr)	NB	70	C
	SB	87	B
El Camino Real (south of Faraday Ave)	SB	87	B
Faraday Ave (west of El Camino Real)	WB	70	C

Notes:
1. Refers to the direction of travel for the transit route located along El Camino Real near the intersection with Faraday Avenue.

As shown in the table, the MMLOS resulted in LOS C or better conditions for transit. **Appendix C** contains the detailed MMLOS worksheets and supporting data for the analysis.

5 SITE ACCESS

This section summarizes the access for both vehicles and pedestrians.

5.1 Vehicular Access

There will be two driveways located off Palmer Way for vehicles to access the site. The main access is located on the south end of the site with a driveway width of approximately 30 feet. The secondary access is located on the north end of the site with a driveway width of approximately 20 feet. The distance between the two driveways is approximately 230 feet.

A queuing analysis was performed at the project driveways with the addition of the Project traffic. Table 5-1 summarizes the results of the queueing analysis at the project driveways.

Table 5-1
Queueing Summary

Intersection	Peak Hour	Movement	Storage Length (ft)[1]	Queue Length (ft)[2]
				Existing w/Proj
1 Palmer Way & N Proj Dwy	AM	WB LT	100	0
	PM			0
	AM	SB LT	400	0
	PM			0
2 Palmer Way & S Proj Dwy	AM	WB LT	100	0
	PM			25
	AM	SB LT	230	0
	PM			25

Notes:
1. Distance measured from the site plan and/or Google Earth.
2. The queue length shown represents the 95th percentile queue length for each respective movement and reported from Synchro 11. Queue lengths were rounded up to the nearest 25 feet to represent the length of a typical vehicle.

As shown in the table, queues are not expected at the project driveways except at the South Project Driveway during the PM peak-hour. The combination of low traffic volumes along Palmer Way and low vehicular traffic generated by the Project results in few queues. **Appendix C** contains the queuing worksheets.

5.2 Pedestrian Access

Palmer Way from Cougar Drive to Faraday Avenue has a contiguous sidewalk on the south/west side of the roadway. The sidewalk along Faraday Avenue continues and intersects with the signalized intersection of El Camino Real where pedestrians can cross in the marked crosswalks. The Project proposes to construct a meandering sidewalk along the entire lot frontage of Palmer Way. The sidewalk will extend beyond the lot frontage to connect to both Cougar Drive and Impala Drive. Curb ramps and crosswalks are proposed at both locations.

6 SUMMARY OF FINDINGS AND RECOMMENDATIONS

The following list provides a summary of the key findings for the Project:

- The Project proposes to construct an 11,404 sf industrial office building located on the north side of Palmer Way between Cougar Drive and Impala Drive.
- The Project is forecasted to generate 229 daily trips (ADT) with 33 trips (30 inbound, 3 outbound) during the AM peak hour and 30 trips (6 inbound, 24 outbound) in the PM peak-hour.
- The Project does not add more than 11 peak-hour directional trips to any exempt segment and is not subject to implementing TSM and TDM measures per Policy 3P.11.
- Only a transit MMLOS analysis is required with a Level 1 study and the fronting roadway of Palmer Way falling under the street typology of Industrial Street.
- The transit MMLOS resulted in LOS C or better conditions.
- No queuing issues are expected at both project driveways along Palmer Way.

The Project is also responsible for implementing the various TDM measures contained in the Tier 1 TDM Plan.

Appendix A

Scoping Agreement

ATTACHMENT A

SCOPING AGREEMENT FOR TRANSPORTATION IMPACT STUDY

This letter acknowledges the City of Carlsbad Traffic Engineering Division requirements for the transportation impact analysis of the following project. The analysis must follow the latest City of Carlsbad Transportaion Impact Study Guidelines dated September 2017.

Case No. _____

Project Name: Valley View

Project Location: North side of Palmer Way between Cougar Dr and Impala Dr

Project Description: 11,404 sf industrial office building

Related Cases -

SP No. _____

EIR No. _____

GPA No. 2018-0001

CZ No. _____

	Consultant	Developer
Name:	Mizuta Traffic Consulting	Land Development, LLC
Address:	5694 Mission Center Rd #602-121	PO Box 12409
	San Diego, CA 92108	El Cajon, CA 92022
Telephone:	858-752-8212	

A. Trip Generation Source: SANDAG's Brief Guide of Vehicular Trip Generation Rates, April 2002

Extended Land Use	Vacant	Proposed Land Use	Office
Extended Zoning	M-Q	Proposed Zoning	M-Q
Total Daily Trips	0	Forcast Daily Trips	229

(Attach a trip generation table. Describe Trip Reduction Factors proposed and included in the trip generation table.) See Table 1

B. Trip Distribution: ☐ Select Zone (Model Series ____) n/a

(Provide exhibit for detailed trip distribution and assignment.)

C. Background Traffic

Phased Project ☒ No ☐ Yes Phases: _____

Please contact the Engineering Devision or use the most recently provided data

Model/Forcast Methodology: _____

D. Study Intersections: (NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments) n/a

1. _____ 5. _____
2. _____ 6. _____
3. _____ 7. _____
4. _____ 8. _____

E. Study Roadway Segments: (NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments) n/a

1. _____ 5. _____
2. _____ 6. _____
3. _____ 7. _____
4. _____ 8. _____

F. Other Jurisdictional Impacts

Is this project within any other Agency's Sphere of Influence or one-mile radius of boundaries? ☐ Yes ☒ No

If so, name of Jurisdiction: _____

G. Site Plan (Attach a legible 11'X17' copy) See Figure 1

H. Specific issues to be adressed in the Study (in addition to the standard analysis described in the Guidelines) (To be filled out by Engineering Devision)

Complete Level 1 TIA

Recommended by:

_____ _____
Consultant's Representative Date

Scoping Agreement Submitted on _____
Date

Scoping Agreement Resubmitted on _____
Date

Approved Scoping Agreement:

_____ _____
City of Carlsbad Date
Traffic Engineering Division

Table 1

TRIP GENERATION RATES[1]								
		AM PEAK		PM PEAK				
Land Use	Weekday Daily	% ADT	In:Out Ratio	% ADT	In:Out Ratio			
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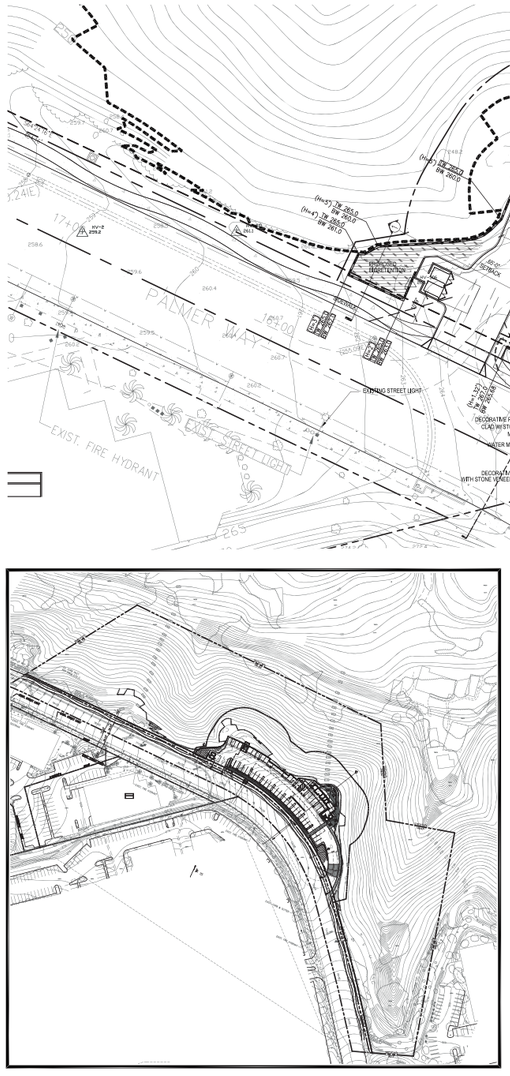

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SCALE: 1" = 20'-0"

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Sheet Title:
SITE PLAN

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A1.1

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Valley View

Figure 1
Site Plan

Appendix B

Excerpts from City of Carlsbad TIA Guidelines

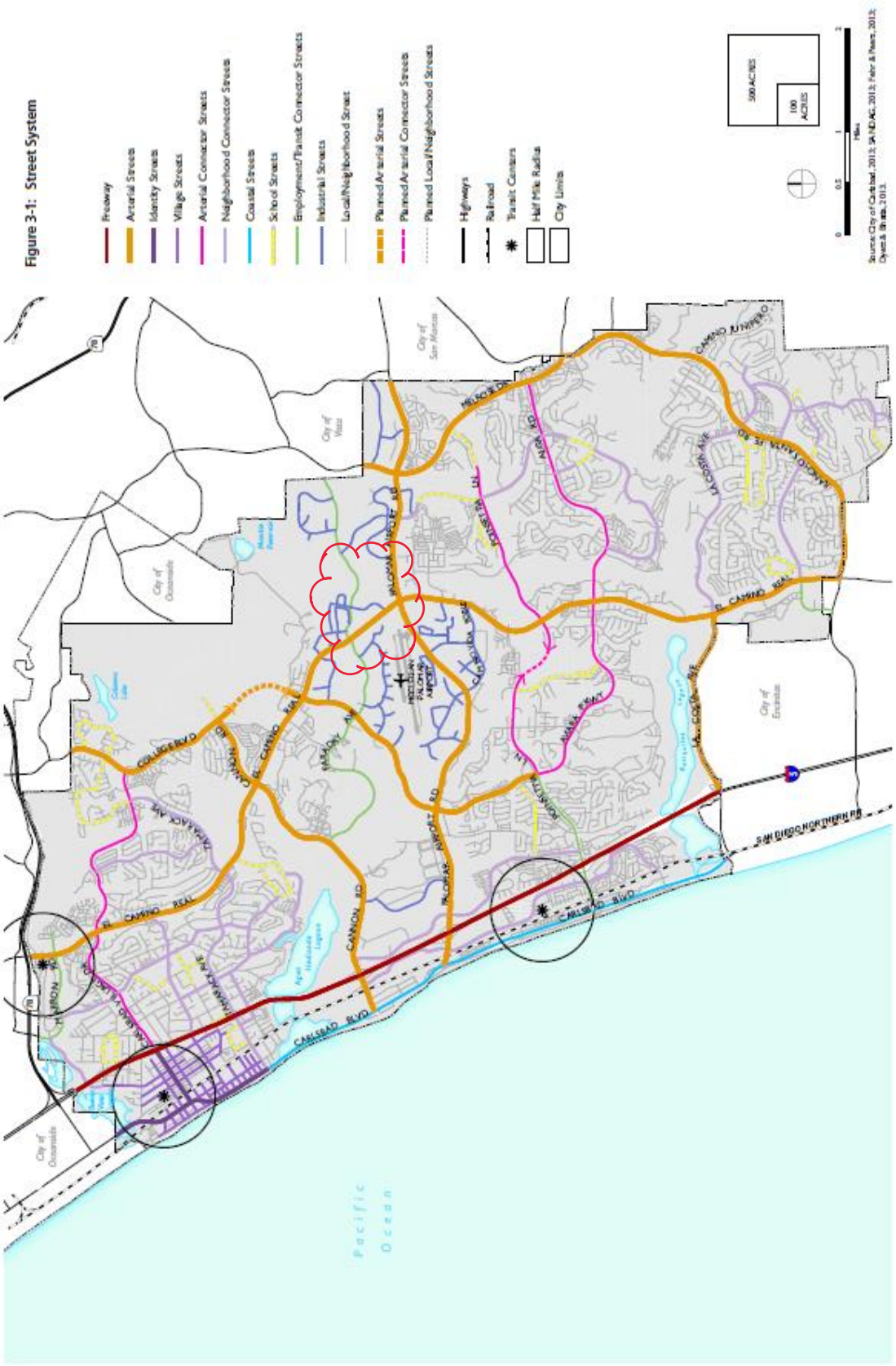

Figure 1: MMLOS Required Analysis by Mobility Element Roadway

Table 1: Types of Transportation Impact Analysis Report Required & Elements to be Included

Land Use	Forecast Project Generated Auto Trips			
	<500 ADT or <50 peak hour trips	500 to 1,000 ADT or 50 to 100 peak hour trips	1,000 to 2,400 ADT or 100 to 200 peak hour trips	>2,400 ADT or >200 peak hour trips
Conforms to Approved Specific Plan or Master Plan	Level I			
Conforms to General Plan or Zoning	Level I	Level III	Level V	Level VII
Does not Conform to General Plan or Zoning	Level II	Level IV	Level VI	Level VIII

	MMLOS (ped, bike, transit)	Study Area Map	Trip Generation Table	Trip Distribution & Assignment Figure	Signalized Intersection Analysis	Unsignalized Intersection Analysis	Scenarios to be Evaluated: Existing Conditions Analysis	Scenarios to be Evaluated: Cumulative Conditions Analysis	Scenarios to be Evaluated: Horizon Year Analysis	Scenarios to be Evaluated: Regional Travel Demand Model Run	LFMP Specific TIA
Level I	●	●	●								
Level II	●	●	●	●	●	●	●				●
Level III	●	●	●	●	●	●	●				
Level IV	●	●	●	●	●	●	●	●			●
Level V	●	●	●	●	●	●	●	●			
Level VI	●	●	●	●	●	●	●	●	●		●
Level VII	●	●	●	●	●	●	●	●	●	●	
Level VIII	●	●	●	●	●	●	●	●	●	●	●
Section Reference:	Section 7.6	Section 3.3	Section 5.0	Section 6.0	Section 7.1	Section 7.2	Section 4.0				Section 3.7

Note: All TIA's will require MMLOS Analysis. The modes evaluated for each study will be determined by street typology and project location, not total vehicular trips. Refer to Section 3.2 for additional information.

STREET TYPOLOGY AND ACCOMMODATED MODES		
ACCOMMODATED MODES	**SUBJECT TO MMLOS STANDARD (Y/N)**	**STREET TYPOLOGY DESCRIPTION AND PREFERRED ATTRIBUTES**
Freeways		
	Y	• High-speed facilities designed to accommodate vehicles and buses moving through the city and region • Bicycles and pedestrians are prohibited
	Y	
Arterial Streets		
	Y	• These are the primary vehicle routes through the city for both local and regional vehicle trips. • Designed to safely move all modes of travel while efficiently moving vehicles and buses throughout the city. • Traffic signals shall be coordinated to optimize vehicle movements • Bicycle lanes shall be provided and can be further enhanced or complemented by other facilities or off-street pathways • Pedestrian facilities to be provided consistent with ADA requirements • Mid-block crossings should not be provided • On-street parking should be prohibited along these corridors • Vertical traffic calming techniques (such as speed tables, humps, etc.) should not be considered • Special considerations can be considered on arterials within proximity to schools to enhance Safe Routes to Schools for pedestrians and bicyclists.
	N	
	N	
	Y	
Identity Streets		
	N	• These streets provide the primary access to and from the heart of the city - the Village • Designed to safely move all modes of travel while enhancing mobility for pedestrians and bicyclists • Vehicle speeds should be managed to promote safe pedestrian and bicycle movement • No pedestrian shall cross more than five vehicular travel and/or turn lanes • In addition to ADA compliant ramps and sidewalks, sidewalks should support the adjacent land uses as follows: – Adjacent to retail uses, modified/new sidewalks should generally be a minimum of 10 feet (12 feet preferred) in width where feasible and taking into consideration the traffic volumes of the adjacent roadway, and allow for the land use to utilize the sidewalk with outdoor seating and other activities – Adjacent to residential uses, modified/new sidewalks should be a minimum of six feet in width Elsewhere, modified/new sidewalks should be a minimum of eight feet in width • Where feasible, bicycle lanes should be provided • Vehicle speeds should complement the adjacent land uses • Bicycle parking should be provided in retail areas • Bike racks should be readily provided within the public right-of-way and encouraged on private property • Traffic calming devices, such as curb extensions (bulbouts) or enhanced pedestrian crossings should be considered and evaluated for implementation • Street furniture shall be oriented toward the businesses • Mid-block pedestrian crossings could be provided at appropriate locations (e.g. where sight distance is adequate and speeds are appropriate) • On-street vehicle parking should be provided. In areas with high parking demand, innovative parking management techniques should be implemented / considered • Pedestrians should typically be "buffered" from vehicle traffic using landscaping or parked vehicles
	Y	
	Y	
	N	

STREET TYPOLOGY AND ACCOMMODATED MODES		
ACCOMMODATED MODES	**SUBJECT TO MMLOS STANDARD (Y/N)**	**STREET TYPOLOGY DESCRIPTION AND PREFERRED ATTRIBUTES**
Village Streets		
	N	• Primary purpose is to move people throughout the Village; providing access to businesses, residences, transit and recreation within the Village area. • Designed to safely move all modes of travel while enhancing mobility for pedestrians and bicyclists. • Vehicle speeds should be managed to promote safe pedestrian and bicycle movement • Promote pedestrian and bicycle connectivity through short block lengths • Bicycle lanes should be provided • Bicycle boulevards can be considered • Pedestrians should be accommodated on sidewalks adjacent to the travel way (minimum 5' wide sidewalk) • Mid-block pedestrian crossings and traffic calming devices should be considered, but only at locations with high pedestrian activity levels or major destinations/attractions • On-street parking may be provided
	Y	
	Y	
	N	
Arterial Connector Streets		
	Y	• Primary purpose is to connect people to different areas and land uses of the city by connecting to/from arterial streets • Designed to safely move all modes of travel while enhancing mobility for pedestrians and bicyclists and efficiently moving vehicles between arterial streets. • Bicycle lanes should be provided • Pedestrians should be accommodated on sidewalks adjacent to the travel way (minimum 5' wide sidewalk) • Mid-block pedestrian crossings and traffic calming devices should be considered, but only at locations with high pedestrian activity levels or major destinations/attractions • On-street parking may be provided
	Y	
	Y	
	N	
Neighborhood Connector Street		
	N	• Primary purpose is to connect people to different neighborhoods and land uses of the city • Designed to safely move all modes of travel while enhancing mobility for pedestrians and bicyclists. • Vehicle speeds should be managed to promote safe pedestrian and bicycle movement • Bicycle lanes should be provided • Bicycle boulevards can be considered • Pedestrians should be accommodated on sidewalks adjacent to the travel way (minimum 5' wide sidewalk) • Mid-block pedestrian crossings and traffic calming devices should be considered, but only at locations with high pedestrian activity levels or major destinations/attractions • On-street parking may be provided
	Y	
	Y	
	N	

STREET TYPOLOGY AND ACCOMMODATED MODES		
ACCOMMODATED MODES	**SUBJECT TO MMLOS STANDARD (Y/N)**	**STREET TYPOLOGY DESCRIPTION AND PREFERRED ATTRIBUTES**
Employment/Transit Connector Streets		
	N	• Primary purpose is to connect people to and from the employment areas of the city, as well as important destinations and major transit facilities. • Designed to safely move all modes of travel while enhancing mobility for pedestrians and bicyclists and efficiently moving buses to employment, transit stations and major destinations. • Vehicle speeds should be managed to promote safe pedestrian and bicycle movement • Direct connections to bus stops should be provided • Enhanced bus stops should be considered that include shelters, benches, and lighting • Bicycle lanes and sidewalks should be provided • Pedestrian crossing distances should be minimized • On-street parking may be provided
	Y	
	Y	
	Y	
Coastal Streets		
	N	• Primary purpose is to move people along the city's ocean waterfront and connect people to the beach, recreation, businesses and residences in close proximity to the waterfront. The street serves as a destination for people who seek to drive, walk and bicycle along the ocean waterfront. • Designed to safely move all modes of travel while enhancing mobility for pedestrians and bicyclists. • Vehicle speeds shall be managed to support uses along the coast • Enhanced bicycle and pedestrian crossings should be provided, including: – High visibility crosswalks – Enhanced pedestrian notifications (e.g. responsive push-button devices) – Enhanced bicycle detection – Bicycle lanes shall be provided and can be further enhanced or complemented by other facilities (such as bicycle lane buffers or off-street pathways) • Pedestrian facilities should be a minimum of five feet and shall strive for six to eight feet in width and shall conform to ADA requirements • Pedestrian crossing distances should be minimized • Trail facilities should be encouraged • Opportunities for mid-block pedestrian crossings should be investigated • On-street parking should be provided • Transit facility and operation improvements should be encouraged
	Y	
	Y	
	N	

STREET TYPOLOGY AND ACCOMMODATED MODES		
ACCOMMODATED MODES	**SUBJECT TO MMLOS STANDARD (Y/N)**	**STREET TYPOLOGY DESCRIPTION AND PREFERRED ATTRIBUTES**
School Streets		
	N	• Primary purpose is to connect people to schools from nearby residential neighborhoods. • Designed to safely move all modes of travel with an emphasis on providing safe pedestrian and bicycle access for students traveling to and from nearby schools. • Vehicle speeds shall be managed to support school uses (typically 25 MPH) • Enhanced bicycle and pedestrian crossings should be provided, including: – High visibility crosswalks – Enhanced pedestrian notifications (e.g. responsive push-button devices) – Enhanced bicycle detection – Bicycle lanes shall be provided and can be further enhanced or complemented by other facilities or off-street pathways • Pedestrian facilities should be a minimum of six feet and shall strive for eight feet in width and shall conform to ADA requirements • Pedestrian crossing distances should be minimized • Opportunities for mid-block pedestrian crossings should be investigated • Traffic calming devices that improve service levels and safety for pedestrians and bicyclists should be considered
	Y	
	Y	
	N	
Industrial Streets		
	Y	• Primary purpose is to connect people to businesses within the city's industrial parks. • Designed to safely move all modes of travel while efficiently moving vehicles and buses from arterial streets and employment/transit connector streets to businesses. • Traffic calming devices are generally discouraged given the propensity for larger trucks and heavy vehicles in this area • On-street parking may be provided as long as it does not interfere with the turning radii of heavy vehicles.
	N	
	N	
	Y	
Local/Neighborhood Street		
	N	• Primary purpose is to connect people to and through residential neighborhoods and local areas of the city. • Designed to safely move all modes of travel while enhancing mobility for pedestrians and bicyclists. • Vehicle speeds should be managed to promote safe pedestrian and bicycle movement • Pedestrians should be accommodated on a sidewalk or soft surface trail (such as decomposed granite) unless those facilities are inconsistent with the existing desirable neighborhood character • Bicycles can be accommodated with a bicycle lane or route if vehicle volumes and/or speeds necessitate; otherwise bicycles can share the street • Bicycle boulevards can be considered • Traffic calming measures should be considered when supported by the neighborhood or when warranted for safety reasons • On-street parking should be considered
	Y	
	Y	
	N	

Appendix C

MMLOS Worksheets & Supporting Data

ROADWAY INFO

Roadway Name	Palmer Way
From	Cougar Dr
To	Impala Dr
Street Typology from Mobility Element	Industrials
Average Daily Traffic (ADT) volume (2-way total)	1,126

TRANSIT

NB SCORE | LOS	SB SCORE | LOS
70 | C	87 | B

	Roadway Direction	
	NB	**SB**
* **Transit stop amenities available:**	☐ Bench ☐ Trash Cans ☐ Covered Bus Stop ☐ Well-lit Stops ☑ Stop located within a block of commercial users	☑ Bench ☑ Trash Cans ☐ Covered Bus Stop ☑ Well-lit Stops ☑ Stop located within a block of commercial users
Do the sidewalks or path to the transit stop appear to be ADA compliant?	Yes	Yes
Do multiple transit routes stop on the study segment?	No	No
Do any of the routes provide a direct link to a COASTER station or mobility hub?	Yes	Yes
Do any of the routes provide a single transfer to reach a COASTER station or mobility hub?	No	No
Closest distance to existing transit stop:	1/4 to 1/2 mile walk to bus only	1/4 to 1/2 mile walk to bus only
What type of transit priority is present?	None present	None present
Headways between 6:30-8:30 am and 4-6 pm on weekdays:	30 minutes	30 minutes
Is there commute shuttle service provided during the morning and afternoon commute periods?	No	No
On weekends, are the headways no more than 1 hour headways between 9 am-5 pm?	Yes	Yes
Is there bike parking available at the bus stop?	No	No
Is the bus stop within 1/4 mile of a bike repair shop?	No	No
Is area governed by an adopted TDM ordinance that will promote ridesharing and/or the use of non-auto modes?	No	No

* *Indicates an essential feature that strongly supports and promotes the goals identifed in the Climate Action Plan (CAP).*

* The nearest transit stops are located on the west side of El Camino Real south of Faraday Ave and on the north side of Faraday Ave west of El Camino Real.

Project: Valley View
Segment: Palmer Way From Cougar Dr To Impala Dr
Scenario: Existing
By: MTC

Transit & Ridesharing MMLOS Criteria			NB	SB
	Criteria	Points	Points Assigned	Points Assigned
Transit Stop Located Within 1/2 Mile Walk from Subject Site or Roadway Segment				
Access	No greater than 1/4 mile walk to the nearest transit stop	50 (rail/bus) 30 (bus)	0	0
	No greater than 1/2 mile walk to the nearest transit stop	30 (rail/bus) 20 (bus)	20	20
	No greater than 1 mile bicycle ride to the nearest transit stop	5	5	5
	ADA compliant sidewalk or path to transit stops in both directions	15	15	15
Connectivity	Multiple transit routes stop on segment	10	0	0
	Route provides a direct link to a COASTER station or mobility hub	15	15	15
	Route provides for a single transfer to reach a COASTER station or mobility hub	5	0	0
Transit priority	Dedicated right of way	5	0	0
	Transit priority during peak hours	5	0	0
Service	Headways of- 15 minutes between 6:30-8:30 am and 4-6 pm on weekdays	15	0	0
	Headways of 30 minutes between 6:30-8:30 am and 4-6 pm on weekdays	5	5	5
	Headways of 1 hour between 6:30-8:30 am and 4-6 pm on weekdays	2	0	0
	Commute shuttle service provided during the morning and afternoon commute periods	10	0	0
	No more than 1 hour headways between 9 am and 5 pm on weekends	5	5	5
Amenities	Covered bus stops	5	0	0
	Bench	10	0	10
	Well-lit stop that provides a sense of security	5	0	5
	Trash cans	2	0	2
	Bus stop located within a block of commercial services	5	5	5
Bicycle Accommodations	Bike parking available at the bus stop	5	0	0
	Bus stop within 1/4 mile of a bike repair shop	5	0	0
No Transit Stop Located Within 1/2 Mile Walk from Subject Site or Roadway Segment				
Available Mobility Services	Area governed by an adopted TDM ordinance that will promote ridesharing and/or the use of non-auto modes	60	0	0
	On demand rideshare services available	60	0	0
	Segment within FLEX service area	60	0	0
		Total Score:	**70**	**87**
		Transit LOS:	**C**	**B**

ROADWAY INFO

Roadway Name	ECR
From	Faraday Ave
To	Palomar Airport Rd
Street Typology from Mobility Element	
Average Daily Traffic (ADT) volume (2-way total)	

TRANSIT

NB SCORE | LOS	SB SCORE | LOS
0 | -	87 | B

	Roadway Direction	
	NB	SB
* Transit stop amenities available:	n/a	☐ Bench ☐ Trash Cans ☐ Covered Bus Stop ☐ Well-lit Stops ☑ Stop located within a block of commercial users
Do the sidewalks or path to the transit stop appear to be ADA compliant?		Yes
Do multiple transit routes stop on the study segment?		No
Do any of the routes provide a direct link to a COASTER station or mobility hub?		Yes
Do any of the routes provide a single transfer to reach a COASTER station or mobility hub?		No
Closest distance to existing transit stop:		1/4 to 1/2 mile walk to bus only
What type of transit priority is present?		None present
Headways between 6:30-8:30 am and 4-6 pm on weekdays:		30 minutes
Is there commute shuttle service provided during the morning and afternoon commute periods?		No
On weekends, are the headways no more than 1 hour headways between 9 am-5 pm?		Yes
Is there bike parking available at the bus stop?		No
Is the bus stop within 1/4 mile of a bike repair shop?		No
Is area governed by an adopted TDM ordinance that will promote ridesharing and/or the use of non-auto modes?		No

* *Indicates an essential feature that strongly supports and promotes the goals identifed in the Climate Action Plan (CAP).*

* The nearest transit stops are located on the west side of El Camino Real south of Faraday Ave and on the north side of Faraday Ave west of El Camino Real.

Project: Valley View
Segment: ECR south of Faraday Ave
Scenario: Existing
By: MTC

Transit & Ridesharing MMLOS Criteria			NB	SB
	Criteria	Points	Points Assigned	Points Assigned
Transit Stop Located Within 1/2 Mile Walk from Subject Site or Roadway Segment				
Access	No greater than 1/4 mile walk to the nearest transit stop	50 (rail/bus) 30 (bus)		0
	No greater than 1/2 mile walk to the nearest transit stop	30 (rail/bus) 20 (bus)		20
	No greater than 1 mile bicycle ride to the nearest transit stop	5		5
	ADA compliant sidewalk or path to transit stops in both directions	15		15
Connectivity	Multiple transit routes stop on segment	10		0
	Route provides a direct link to a COASTER station or mobility hub	15		15
	Route provides for a single transfer to reach a COASTER station or mobility hub	5		0
Transit priority	Dedicated right of way	5		0
	Transit priority during peak hours	5		0
Service	Headways of- 15 minutes between 6:30-8:30 am and 4-6 pm on weekdays	15	n/a	0
	Headways of 30 minutes between 6:30-8:30 am and 4-6 pm on weekdays	5		5
	Headways of 1 hour between 6:30-8:30 am and 4-6 pm on weekdays	2		0
	Commute shuttle service provided during the morning and afternoon commute periods	10		0
	No more than 1 hour headways between 9 am and 5 pm on weekends	5		5
Amenities	Covered bus stops	5		0
	Bench	10		0
	Well-lit stop that provides a sense of security	5		0
	Trash cans	2		0
	Bus stop located within a block of commercial services	5		5
Bicycle Accommodations	Bike parking available at the bus stop	5		0
	Bus stop within 1/4 mile of a bike repair shop	5		0
No Transit Stop Located Within 1/2 Mile Walk from Subject Site or Roadway Segment				
Available Mobility Services	Area governed by an adopted TDM ordinance that will promote ridesharing and/or the use of non-auto modes	60		0
	On demand rideshare services available	60	n/a	0
	Segment within FLEX service area	60		0
		Total Score:		**70**
		Transit LOS:		**C**

ROADWAY INFO

Roadway Name	Faraday Ave
From	Priestly Dr
To	ECR
Street Typology from Mobility Element	
Average Daily Traffic (ADT) volume (2-way total)	

TRANSIT

EB SCORE | LOS	WB SCORE | LOS
0 | -	70 | C

	Roadway Direction	
	EB	**WB**
* **Transit stop amenities available:**	n/a	☐ Bench ☐ Trash Cans ☐ Covered Bus Stop ☐ Well-lit Stops ☑ Stop located within a block of commercial users
Do the sidewalks or path to the transit stop appear to be ADA compliant?		Yes
Do multiple transit routes stop on the study segment?		No
Do any of the routes provide a direct link to a COASTER station or mobility hub?		Yes
Do any of the routes provide a single transfer to reach a COASTER station or mobility hub?		No
Closest distance to existing transit stop:		1/4 to 1/2 mile walk to bus only
What type of transit priority is present?		None present
Headways between 6:30-8:30 am and 4-6 pm on weekdays:		30 minutes
Is there commute shuttle service provided during the morning and afternoon commute periods?		No
On weekends, are the headways no more than 1 hour headways between 9 am-5 pm?		Yes
Is there bike parking available at the bus stop?		No
Is the bus stop within 1/4 mile of a bike repair shop?		No
Is area governed by an adopted TDM ordinance that will promote ridesharing and/or the use of non-auto modes?		No

* *Indicates an essential feature that strongly supports and promotes the goals identifed in the Climate Action Plan (CAP).*

* The nearest transit stops are located on the west side of El Camino Real south of Faraday Ave and on the north side of Faraday Ave west of El Camino Real.

Project: Valley View
Segment: Faraday Ave w/o ECR
Scenario: Existing
By: MTC

Transit & Ridesharing MMLOS Criteria			WB	EB
Criteria		**Points**	**Points Assigned**	**Points Assigned**
Transit Stop Located Within 1/2 Mile Walk from Subject Site or Roadway Segment				
Access	No greater than 1/4 mile walk to the nearest transit stop	50 (rail/bus) 30 (bus)	0	n/a
	No greater than 1/2 mile walk to the nearest transit stop	30 (rail/bus) 20 (bus)	20	
	No greater than 1 mile bicycle ride to the nearest transit stop	5	5	
	ADA compliant sidewalk or path to transit stops in both directions	15	15	
Connectivity	Multiple transit routes stop on segment	10	0	
	Route provides a direct link to a COASTER station or mobility hub	15	15	
	Route provides for a single transfer to reach a COASTER station or mobility hub	5	0	
Transit priority	Dedicated right of way	5	0	
	Transit priority during peak hours	5	0	
Service	Headways of- 15 minutes between 6:30-8:30 am and 4-6 pm on weekdays	15	0	
	Headways of 30 minutes between 6:30-8:30 am and 4-6 pm on weekdays	5	5	
	Headways of 1 hour between 6:30-8:30 am and 4-6 pm on weekdays	2	0	
	Commute shuttle service provided during the morning and afternoon commute periods	10	0	
	No more than 1 hour headways between 9 am and 5 pm on weekends	5	5	
Amenities	Covered bus stops	5	0	
	Bench	10	0	
	Well-lit stop that provides a sense of security	5	0	
	Trash cans	2	0	
	Bus stop located within a block of commercial services	5	5	
Bicycle Accommodations	Bike parking available at the bus stop	5	0	
	Bus stop within 1/4 mile of a bike repair shop	5	0	
No Transit Stop Located Within 1/2 Mile Walk from Subject Site or Roadway Segment				
Available Mobility Services	Area governed by an adopted TDM ordinance that will promote ridesharing and/or the use of non-auto modes	60	0	n/a
	On demand rideshare services available	60	0	
	Segment within FLEX service area	60	0	
		Total Score:	**70**	
		Transit LOS:	**C**	

Prepared by National Data & Surveying Services

VOLUME

Palmer Way Bet. Cougar Dr & Impala Dr

Day: Tuesday
Date: 10/1/2019

City: Carlsbad
Project #: CA19_4375_001

DAILY TOTALS	NB	SB	EB	WB	Total
	842	284	0	0	1,126

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		0						0		12:00	10		1						11	
00:15	0		0						0		12:15	6		3						9	
00:30	0		0						0		12:30	17		4						21	
00:45	0		0						0		12:45	8	41	4	12					12	53
01:00	0		0						0		13:00	10		3						13	
01:15	1		0						1		13:15	14		2						16	
01:30	0		0						0		13:30	12		1						13	
01:45	0	1	0						0	1	13:45	13	49	4	10					17	59
02:00	0		0						0		14:00	17		5						22	
02:15	1		0						1		14:15	16		3						19	
02:30	0		0						0		14:30	19		34						53	
02:45	0	1	0						0	1	14:45	24	76	8	50					32	126
03:00	0		0						0		15:00	16		4						20	
03:15	0		0						0		15:15	9		0						9	
03:30	1		0						1		15:30	23		4						27	
03:45	2	3	0						2	3	15:45	36	84	2	10					38	94
04:00	1		0						1		16:00	31		11						42	
04:15	0		0						0		16:15	26		2						28	
04:30	0		0						0		16:30	41		18						59	
04:45	5	6	0						5	6	16:45	43	141	16	47					59	188
05:00	2		1						3		17:00	39		24						63	
05:15	14		0						14		17:15	19		10						29	
05:30	27		0						27		17:30	22		3						25	
05:45	16	59	3	4					19	63	17:45	19	99	2	39					21	138
06:00	5		1						6		18:00	13		1						14	
06:15	5		15						20		18:15	15		5						20	
06:30	8		20						28		18:30	5		13						18	
06:45	6	24	4	40					10	64	18:45	3	36	1	20					4	56
07:00	2		3						5		19:00	5		0						5	
07:15	7		2						9		19:15	5		0						5	
07:30	6		2						8		19:30	3		0						3	
07:45	4	19	2	9					6	28	19:45	4	17	1	1					5	18
08:00	10		2						12		20:00	2		5						7	
08:15	10		4						14		20:15	1		0						1	
08:30	8		3						11		20:30	2		0						2	
08:45	20	48	1	10					21	58	20:45	1	6	0	5					1	11
09:00	16		3						19		21:00	2		0						2	
09:15	15		2						17		21:15	1		0						1	
09:30	3		3						6		21:30	2		0						2	
09:45	14	48	2	10					16	58	21:45	1	6	0						1	6
10:00	10		5						15		22:00	1		0						1	
10:15	4		1						5		22:15	0		1						1	
10:30	5		0						5		22:30	0		0						0	
10:45	9	28	4	10					13	38	22:45	0	1	0	1					0	2
11:00	13		0						13		23:00	0		0						0	
11:15	10		1						11		23:15	0		0						0	
11:30	15		3						18		23:30	0		0						0	
11:45	11	49	2	6					13	55	23:45	0		0						0	
TOTALS		286		89						375	TOTALS		556		195						751
SPLIT %		76.3%		23.7%						33.3%	SPLIT %		74.0%		26.0%						66.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	842	284	0	0	1,126

AM Peak Hour	05:15	06:15			05:45	PM Peak Hour	16:15	16:30			16:30
AM Pk Volume	62	42			73	PM Pk Volume	149	68			210
Pk Hr Factor	0.574	0.525			0.652	Pk Hr Factor	0.866	0.708			0.833
7 - 9 Volume	67	19	0	0	86	4 - 6 Volume	240	86	0	0	326
7 - 9 Peak Hour	08:00	07:45			08:00	4 - 6 Peak Hour	16:15	16:30			16:30
7 - 9 Pk Volume	48	11	0	0	58	4 - 6 Pk Volume	149	68	0	0	210
Pk Hr Factor	0.600	0.688	0.000	0.000	0.690	Pk Hr Factor	0.866	0.708	0.000	0.000	0.833

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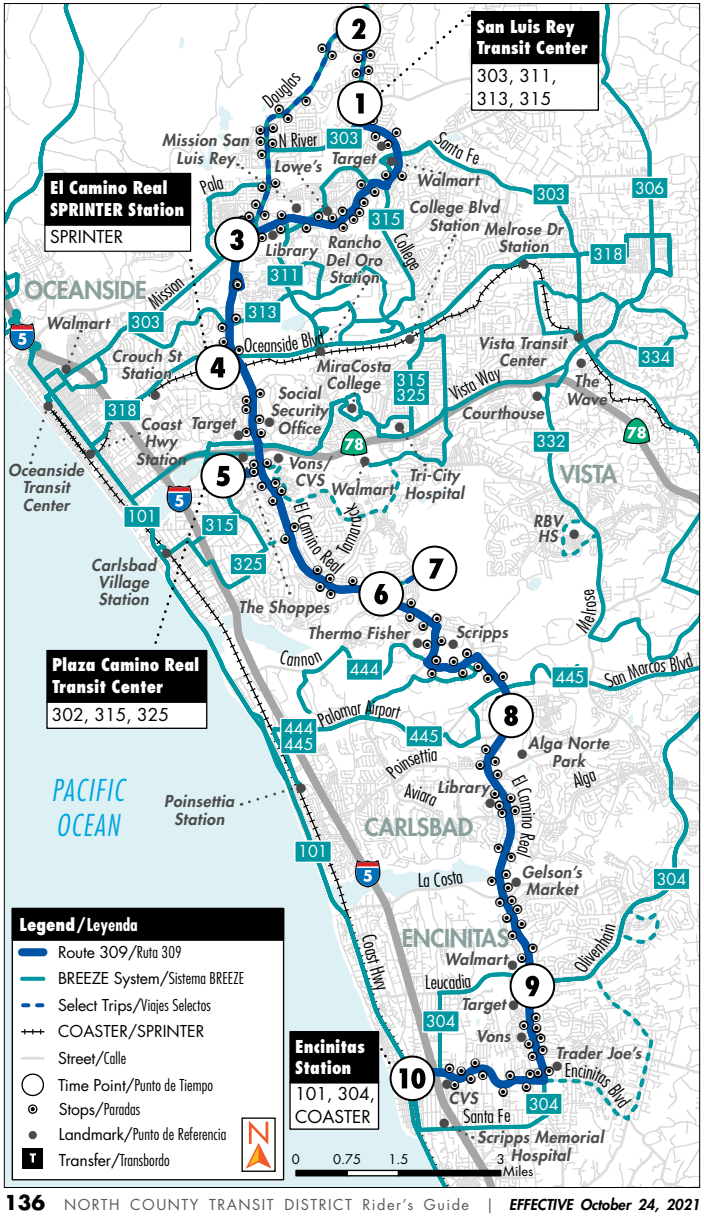
Oceanside to Encinitas via El Camino Real

Oceanside a Encinitas vía El Camino Real

M-F • SA • SU
L-V • SÁ • DO

Destinations/Destinos

- Encinitas City Hall
- Plaza Camino Real
- El Camino Real SPRINTER Station
- The Shoppes at Carlsbad
- Encinitas Ranch Town Center (Target)
- Sage Creek High School
- San Diego Botanic Gardens
- Viasat
- Social Security Administration
- McClellan Palomar Airport



309 Oceanside to Encinitas via El Camino Real

Oceanside a Encinitas vía El Camino Real

See pg. 6 for Holiday schedules/Ver pág. 254 para obtener los horarios de días festivos

Monday - Friday
Southbound to Encinitas
Lunes a Viernes • Dirección hacia el sur a Encinitas

San Luis Rey Transit Center	Douglas Dr. & Vandegrift Bl.	Mission Ave. & El Camino Real	El Camino Real Station	Plaza Camino Real	El Camino Real & Cannon Rd.	College Bl. & Cannon Rd.	El Camino Real & Gateway Rd.	El Camino Real & Leucadia Bl.	Encinitas Station
1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**
4:08	–	4:19	4:26	4:35	4:44	–	4:53	5:03	5:17a
4:37	–	4:48	4:56	5:05	5:14	–	5:24	5:34	5:48
5:06	–	5:17	5:26	5:35	5:44	–	5:54	6:04	6:18
5:30	–	5:42	5:51	6:00	6:09	–	6:19	6:30	6:47
5:59	–	6:12	6:21	6:30	6:41	–	6:52	7:05	7:25
6:29	–	6:42	6:51	7:00	7:11	–	7:24	7:38	8:00
6:57		7:12	7:21	7:32	7:43	–	7:56	8:10	8:32
7:27		7:42	7:51	8:02	8:13	–	8:26	8:41	9:03
7:57	–	8:12	8:21	8:32	8:43	–	8:54	9:09	9:29
8:27	–	8:42	8:51	9:02	9:13	–	9:24	9:38	9:58
8:54	8:58	9:08	9:21	9:33	9:44	–	9:53	10:07	10:27
9:27	–	9:42	9:51	10:03	10:14	–	10:23	10:37	10:57
9:57	–	10:12	10:21	10:33	10:44	–	10:53	11:07	11:27
10:27	–	10:42	10:51	11:04	11:15	–	11:24	11:38	**11:58**
10:54	10:58	11:08	11:21	11:34	11:45	–	11:54	**12:09**	**12:30p**
11:25	–	11:41	11:51	**12:04**	**12:15**	–	**12:24**	**12:39**	**1:00**
11:55	–	**12:11**	**12:21**	**12:34**	**12:46**	–	**12:55**	**1:10**	**1:31**
12:25	–	**12:41**	**12:51**	**1:04**	**1:16**	–	**1:25**	**1:40**	**2:01**
12:55	–	**1:11**	**1:21**	**1:34**	**1:46**	–	**1:55**	**2:10**	**2:31**
1:24	**1:28**	**1:38**	**1:51**	**2:04**	**2:16**	–	**2:25**	**2:40**	**3:01**
–	–	–	–	–	–	*2:45	*2:54	*3:09	*3:30
1:55	–	**2:11**	**2:21**	**2:34**	**2:46**	–	**2:55**	**3:10**	**3:31**
2:25	–	**2:41**	**2:51**	**3:05**	**3:17**	–	**3:26**	**3:41**	**4:02**
–	–	–	–	–	–	**3:44	**3:54	**4:09	**4:30
2:55	–	**3:11**	**3:21**	**3:35**	**3:47**	–	**3:56**	**4:11**	**4:32**
3:24	–	**3:40**	**3:51**	**4:04**	**4:16**	–	**4:25**	**4:40**	**5:01**
3:54	–	**4:10**	**4:21**	**4:34**	**4:46**	–	**4:55**	**5:10**	**5:31**
4:24	–	**4:40**	**4:51**	**5:04**	**5:16**	–	**5:25**	**5:40**	**6:01**
4:54	–	**5:10**	**5:21**	**5:34**	**5:46**	–	**5:55**	**6:08**	**6:29**

* **Operates Wednesdays only.**
Opera solamente los Miércoles.

** **Operates Monday, Tuesday, Thursday, and Friday.**
Opera Lunes, Martes, Jueves y Viernes.

Trip only operates when Sage Creek High School is open for in-person learning and is subject to change based on bell times. NCTD will update trip planning applications and GoNCTD.com when this service returns.

El servicio solo funciona mientras Sage Creek High School se encuentre abierta para clases presenciales y está sujeto a cambios en función de los horarios de entrada y salida. El NCTD actualizará las aplicaciones de planificación de viaje y GoNCTD.com cuando el servicio se reanude.

309 Oceanside to Encinitas via El Camino Real

Oceanside a Encinitas vía El Camino Real

See pg. 6 for Holiday schedules/Ver pág. 254 para obtener los horarios de días festivos

Monday - Friday
Southbound to Encinitas
Lunes a Viernes • Dirección hacia el sur a Encinitas

San Luis Rey Transit Center	Douglas Dr. & Vandegrift Bl.	Mission Ave. & El Camino Real	El Camino Real Station	Plaza Camino Real	El Camino Real & Cannon Rd.	College Bl. & Cannon Rd.	El Camino Real & Gateway Rd.	El Camino Real & Leucadia Bl.	Encinitas Station
1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**
5:25	–	5:41	5:51	6:03	6:15	–	6:24	6:37	6:54
6:28	–	6:42	6:51	7:02	7:14	–	7:22	7:35	7:52
7:28	–	7:42	7:51	8:02	8:12	–	8:20	8:31	8:47
8:29	–	8:42	8:51	9:01	9:11	–	9:19	9:29	9:44

309 Oceanside to Encinitas via El Camino Real

Oceanside a Encinitas vía El Camino Real

See pg. 6 for Holiday schedules/Ver pág. 254 para obtener los horarios de días festivos

Monday - Friday
Northbound to Oceanside

Lunes a Viernes • Dirección hacia el norte a Oceanside

Encinitas Station	El Camino Real & Leucadia Bl.	El Camino Real & Gateway Rd.	College Bl. & Cannon Rd.	El Camino Real & Cannon Rd.	Plaza Camino Real	El Camino Real Station	Mission Ave. & El Camino Real	Douglas Dr. & Vandegrift Bl.	San Luis Rey Transit Center
10	**9**	**8**	**7**	**6**	**5**	**4**	**3**	**2**	**1**
5:45	5:56	6:06	–	6:15	6:25	6:36	6:47	–	7:03a
6:10	6:22	6:32	–	6:45	6:55	7:06	7:17	–	7:33
6:35	6:48	7:00	–	7:13	7:25	7:36	7:47	–	8:03
7:06	7:19	7:31	–	7:43	7:55	8:06	8:17	–	8:33
–	7:45	7:58	8:10	–	–	–	–	–	–
7:32	7:47	8:00	–	8:11	8:23	8:36	8:47	–	9:03
8:02	8:17	8:30	–	8:41	8:53	9:06	9:17	–	9:33
8:34	8:49	9:01	–	9:12	9:23	9:36	9:49	9:59	10:05
9:04	9:19	9:31	–	9:42	9:53	10:06	10:17	–	10:34
9:34	9:49	10:01	–	10:12	10:23	10:36	10:47	–	11:04
10:03	10:19	10:31	–	10:42	10:53	11:06	11:17	–	11:36
10:32	10:48	11:00	–	11:11	11:22	11:36	11:47	–	**12:06p**
11:02	11:18	11:30	–	11:41	11:52	**12:06**	**12:19**	**12:29**	**12:35**
11:30	11:46	11:58	–	**12:10**	**12:22**	**12:36**	**12:47**	**–**	**1:06**
12:00	**12:16**	**12:28**	**–**	**12:40**	**12:52**	**1:06**	**1:17**	**–**	**1:36**
12:30	**12:46**	**12:58**	**–**	**1:10**	**1:22**	**1:36**	**1:47**	**–**	**2:08**
12:57	**1:13**	**1:25**	**–**	**1:38**	**1:50**	**2:06**	**2:17**	**–**	**2:38**
1:25	**1:42**	**1:55**	**–**	**2:08**	**2:20**	**2:36**	**2:48**	**–**	**3:09**
1:54	**2:11**	**2:24**	**–**	**2:38**	**2:50**	**3:06**	**3:19**	**–**	**3:40**
2:18	**2:36**	**2:51**	**–**	**3:05**	**3:20**	**3:36**	**3:49**	**–**	**4:10**
2:47	**3:05**	**3:20**	**–**	**3:35**	**3:50**	**4:06**	**4:21**	**–**	**4:42**
3:16	**3:35**	**3:50**	**–**	**4:05**	**4:20**	**4:36**	**4:51**	**–**	**5:12**
3:46	**4:05**	**4:20**	**–**	**4:35**	**4:50**	**5:06**	**5:21**	**–**	**5:42**
4:17	**4:35**	**4:50**	**–**	**5:07**	**5:20**	**5:36**	**5:51**	**–**	**6:11**
4:47	**5:05**	**5:20**	**–**	**5:37**	**5:50**	**6:06**	**6:21**	**–**	**6:41**
5:18	**5:37**	**5:51**	**–**	**6:06**	**6:19**	**6:35**	**6:47**	**–**	**7:06**
5:52	**6:09**	**6:23**	**–**	**6:37**	**6:50**	**7:06**	**7:18**	**–**	**7:37**
6:25	**6:41**	**6:54**	**–**	**7:07**	**7:20**	**7:36**	**7:47**	**–**	**8:05**
7:37	**7:51**	**8:03**	**–**	**8:13**	**8:23**	**8:36**	**8:47**	**–**	**9:04**
8:41	**8:53**	**9:04**	**–**	**9:13**	**9:23**	**9:36**	**9:47**	**–**	**10:03**
9:43	**9:55**	**10:06**	**–**	**10:15**	**10:25**	**10:36**	**10:47**	**–**	**11:02**

Please note, BREEZE "school tripper" bus service only runs while Sage Creek High School is in session for in-person learning and are subject to change based on bell times. NCTD will update trip planning applications and GoNCTD.com when this service returns.

Tenga en cuenta que el servicio de autobús "school tripper" de BREEZE solo funciona mientras Sage Creek High School se encuentre abierta para clases presenciales y está sujeto a cambios en función de los horarios de entrada y salida. El NCTD actualizará las aplicaciones de planificación de viaje y GoNCTD.com cuando el servicio se reanude.

309 Oceanside to Encinitas via El Camino Real

Oceanside a Encinitas vía El Camino Real

See pg. 6 for Holiday schedules/Ver pág. 254 para obtener los horarios de días festivos

Saturday
Southbound to Encinitas
Sábado • Dirección hacia el sur a Encinitas

San Luis Rey Transit Center	Mission Ave. & El Camino Real	El Camino Real Station	Plaza Camino Real	El Camino Real & Cannon Rd.	El Camino Real & Gateway Rd.	El Camino Real & Leucadia Bl.	Encinitas Station
1	**3**	**4**	**5**	**6**	**8**	**9**	**10**
4:58	5:11	5:21	5:38	5:49	5:57	6:09	6:24a
5:58	6:11	6:21	6:38	6:49	6:58	7:10	7:28
6:57	7:11	7:21	7:38	7:49	7:58	8:10	8:28
7:57	8:11	8:21	8:38	8:49	8:58	9:10	9:28
8:56	9:11	9:21	9:38	9:49	9:58	10:10	10:28
9:26	9:41	9:51	10:08	10:19	10:28	10:40	10:58
9:56	10:11	10:21	10:38	10:49	10:58	11:10	11:29
10:25	10:41	10:51	11:08	11:19	11:28	11:40	11:59
10:55	11:11	11:21	11:38	11:49	11:58	**12:10**	**12:29p**
11:25	11:41	11:51	**12:08**	**12:19**	**12:28**	**12:40**	**12:59**
11:55	**12:11**	**12:21**	**12:38**	**12:49**	**12:58**	**1:10**	**1:29**
12:24	**12:41**	**12:51**	**1:08**	**1:19**	**1:28**	**1:40**	**1:59**
12:54	**1:11**	**1:21**	**1:38**	**1:49**	**1:58**	**2:10**	**2:29**
1:24	**1:41**	**1:51**	**2:08**	**2:19**	**2:28**	**2:40**	**2:59**
1:55	**2:11**	**2:21**	**2:38**	**2:49**	**2:58**	**3:10**	**3:29**
2:25	**2:41**	**2:51**	**3:08**	**3:18**	**3:27**	**3:39**	**3:58**
2:55	**3:11**	**3:21**	**3:38**	**3:48**	**3:57**	**4:09**	**4:27**
3:25	**3:41**	**3:51**	**4:08**	**4:18**	**4:27**	**4:39**	**4:57**
3:54	**4:10**	**4:21**	**4:38**	**4:48**	**4:57**	**5:09**	**5:27**
4:24	**4:40**	**4:51**	**5:08**	**5:18**	**5:27**	**5:39**	**5:56**
4:55	**5:10**	**5:21**	**5:38**	**5:48**	**5:57**	**6:09**	**6:24**
5:25	**5:40**	**5:51**	**6:08**	**6:18**	**6:27**	**6:39**	**6:54**
5:55	**6:10**	**6:21**	**6:38**	**6:48**	**6:57**	**7:09**	**7:23**
6:56	**7:10**	**7:21**	**7:38**	**7:48**	**7:57**	**8:09**	**8:23**
7:56	**8:10**	**8:21**	**8:38**	**8:48**	**8:57**	**9:09**	**9:23**
8:57	**9:10**	**9:21**	**9:38**	**9:47**	**9:54**	**10:05**	**10:17**
10:05	**10:16**	**10:26**	**10:43**	**10:52**	**10:59**	**11:09**	**11:21**

309 Oceanside to Encinitas via El Camino Real

Oceanside a Encinitas vía El Camino Real

See pg. 6 for Holiday schedules/Ver pág. 254 para obtener los horarios de días festivos

Saturday
Northbound to Oceanside
Sábado • Dirección hacia el norte a Oceanside

Encinitas Station	El Camino Real & Leucadia Bl.	El Camino Real & Gateway Rd.	El Camino Real & Cannon Rd.	Plaza Camino Real	El Camino Real Station	Mission Ave. & El Camino Real	San Luis Rey Transit Center
10	**9**	**8**	**6**	**5**	**4**	**3**	**1**
5:15	5:26	5:35	5:44	5:55	6:06	6:17	6:30a
6:15	6:26	6:35	6:44	6:55	7:06	7:17	7:30
7:13	7:25	7:35	7:44	7:55	8:06	8:17	8:32
8:10	8:23	8:34	8:43	8:54	9:06	9:19	9:34
8:39	8:53	9:04	9:13	9:24	9:36	9:49	10:04
9:08	9:22	9:33	9:43	9:54	10:06	10:19	10:34
9:37	9:52	10:03	10:13	10:24	10:36	10:49	11:04
10:07	10:22	10:33	10:43	10:54	11:06	11:19	11:34
10:36	10:52	11:03	11:13	11:24	11:36	11:49	**12:06p**
11:06	11:22	11:33	11:43	11:54	**12:06**	**12:19**	**12:36**
11:37	11:53	**12:03**	**12:13**	**12:24**	**12:36**	**12:49**	**1:06**
12:07	**12:23**	**12:33**	**12:43**	**12:54**	**1:06**	**1:19**	**1:36**
12:37	**12:53**	**1:03**	**1:13**	**1:24**	**1:36**	**1:49**	**2:06**
1:06	**1:22**	**1:32**	**1:42**	**1:54**	**2:06**	**2:19**	**2:36**
1:35	**1:51**	**2:01**	**2:11**	**2:24**	**2:36**	**2:49**	**3:06**
2:03	**2:19**	**2:29**	**2:39**	**2:52**	**3:06**	**3:19**	**3:36**
2:32	**2:48**	**2:59**	**3:09**	**3:22**	**3:36**	**3:49**	**4:06**
3:02	**3:18**	**3:29**	**3:39**	**3:52**	**4:06**	**4:19**	**4:36**
3:32	**3:48**	**3:59**	**4:09**	**4:22**	**4:36**	**4:49**	**5:06**
4:02	**4:18**	**4:29**	**4:39**	**4:52**	**5:06**	**5:19**	**5:36**
4:32	**4:48**	**4:59**	**5:09**	**5:22**	**5:36**	**5:49**	**6:06**
5:04	**5:20**	**5:31**	**5:41**	**5:52**	**6:06**	**6:19**	**6:36**
5:34	**5:50**	**6:01**	**6:11**	**6:22**	**6:36**	**6:49**	**7:06**
6:05	**6:20**	**6:31**	**6:41**	**6:52**	**7:06**	**7:19**	**7:35**
7:12	**7:26**	**7:37**	**7:46**	**7:57**	**8:11**	**8:23**	**8:37**
8:30	**8:44**	**8:54**	**9:03**	**9:14**	**9:26**	**9:38**	**9:52**
10:22	**10:34**	**10:44**	**10:53**	**11:04**	**11:16**	**11:27**	**11:41**

309 Oceanside to Encinitas via El Camino Real

Oceanside a Encinitas vía El Camino Real

See pg. 6 for Holiday schedules/Ver pág. 254 para obtener los horarios de días festivos

Sunday
Southbound to Encinitas
Domingo • Dirección hacia el sur a Encinitas

San Luis Rey Transit Center	Mission Ave. & El Camino Real	El Camino Real Station	Plaza Camino Real	El Camino Real & Cannon Rd.	El Camino Real & Gateway Rd.	El Camino Real & Leucadia Bl.	Encinitas Station
1	**3**	**4**	**5**	**6**	**8**	**9**	**10**
4:58	5:11	5:21	5:38	5:49	5:57	6:09	6:24a
5:58	6:11	6:21	6:38	6:49	6:58	7:10	7:28
6:57	7:11	7:21	7:38	7:49	7:58	8:10	8:28
7:57	8:11	8:21	8:38	8:49	8:58	9:10	9:28
8:56	9:11	9:21	9:38	9:49	9:58	10:10	10:28
9:56	10:11	10:21	10:38	10:49	10:58	11:10	11:29
10:55	11:11	11:21	11:38	11:49	11:58	**12:10**	**12:29p**
11:55	**12:11**	**12:21**	**12:38**	**12:49**	**12:58**	**1:10**	**1:29**
12:54	**1:11**	**1:21**	**1:38**	**1:49**	**1:58**	**2:10**	**2:29**
1:55	**2:11**	**2:21**	**2:38**	**2:49**	**2:58**	**3:10**	**3:29**
2:55	**3:11**	**3:21**	**3:38**	**3:48**	**3:57**	**4:09**	**4:27**
3:54	**4:10**	**4:21**	**4:38**	**4:48**	**4:57**	**5:09**	**5:27**
4:55	**5:10**	**5:21**	**5:38**	**5:48**	**5:57**	**6:09**	**6:24**
5:55	**6:10**	**6:21**	**6:38**	**6:48**	**6:57**	**7:09**	**7:23**
6:56	**7:10**	**7:21**	**7:38**	**7:48**	**7:57**	**8:09**	**8:23**
7:56	**8:10**	**8:21**	**8:38**	**8:48**	**8:57**	**9:09**	**9:23**
8:57	**9:10**	**9:21**	**9:38**	**9:47**	**9:54**	**10:05**	**10:17**
10:05	**10:16**	**10:26**	**10:43**	**10:52**	**10:59**	**11:09**	**11:21**

309 Oceanside to Encinitas via El Camino Real

Oceanside a Encinitas vía El Camino Real

See pg. 6 for Holiday schedules/Ver pág. 254 para obtener los horarios de días festivos

Sunday
Northbound to Oceanside
Domingo • Dirección hacia el norte a Oceanside

Encinitas Station	El Camino Real & Leucadia Bl.	El Camino Real & Gateway Rd.	El Camino Real & Cannon Rd.	Plaza Camino Real	El Camino Real Station	Mission Ave. & El Camino Real	San Luis Rey Transit Center
10	**9**	**8**	**6**	**5**	**4**	**3**	**1**
5:15	5:26	5:35	5:44	5:55	6:06	6:17	6:30a
6:15	6:26	6:35	6:44	6:55	7:06	7:17	7:30
7:13	7:25	7:35	7:44	7:55	8:06	8:17	8:32
8:10	8:23	8:34	8:43	8:54	9:06	9:19	9:34
9:08	9:22	9:33	9:43	9:54	10:06	10:19	10:34
10:07	10:22	10:33	10:43	10:54	11:06	11:19	11:34
11:06	11:22	11:33	11:43	11:54	**12:06**	**12:19**	**12:36p**
12:07	**12:23**	**12:33**	**12:43**	**12:54**	**1:06**	**1:19**	**1:36**
1:06	**1:22**	**1:32**	**1:42**	**1:54**	**2:06**	**2:19**	**2:36**
2:03	**2:19**	**2:29**	**2:39**	**2:52**	**3:06**	**3:19**	**3:36**
3:02	**3:18**	**3:29**	**3:39**	**3:52**	**4:06**	**4:19**	**4:36**
4:02	**4:18**	**4:29**	**4:39**	**4:52**	**5:06**	**5:19**	**5:36**
5:04	**5:20**	**5:31**	**5:41**	**5:52**	**6:06**	**6:19**	**6:36**
6:05	**6:20**	**6:31**	**6:41**	**6:52**	**7:06**	**7:19**	**7:35**
7:12	**7:26**	**7:37**	**7:46**	**7:57**	**8:11**	**8:23**	**8:37**
8:30	**8:44**	**8:54**	**9:03**	**9:14**	**9:26**	**9:38**	**9:52**
10:22	**10:34**	**10:44**	**10:53**	**11:04**	**11:16**	**11:27**	**11:41**

444

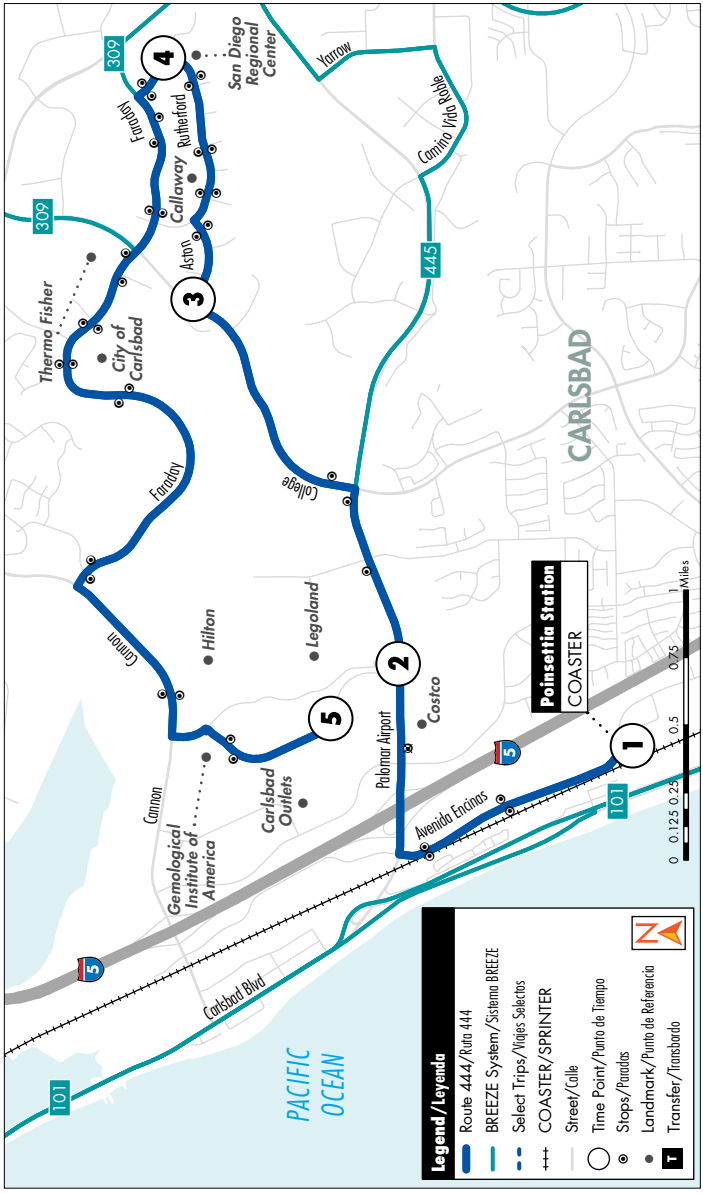
Carlsbad Poinsettia COASTER Connection via Faraday Ave. & Rutherford Rd.

Conexión Carlsbad Poinsettia COASTER vía Faraday Ave. y Rutherford Rd.

M-F
L-V

Destinations/Destinos

- Callaway Golf
- Flower Fields
- Sheraton Carlsbad Resort
- Carlsbad Poinsettia COASTER Station



444 Carlsbad Poinsettia COASTER Connection via Faraday Ave. & Rutherford Rd.

Conexión Carlsbad Poinsettia COASTER vía Faraday Ave. y Rutherford Rd.

See pg. 6 for Holiday schedules/Ver pág. 254 para obtener los horarios de días festivos

Monday - Friday
Northbound to Cannon Rd.
Lunes a Viernes • Dirección hacia el norte a Cannon Rd.

ARRIVING SB COASTER **From Oceanside** *Llegada SB COASTER desde Oceanside*	**ARRIVING** NB COASTER **From San Diego** *Llegada NB COASTER desde San Diego*	Carlsbad Poinsettia Station	Palomar Airport Rd. & Armada Dr.	College Bl. & Aston Ave.	Rutherford Rd. & Priestly Dr.	Armada Dr. & Fleet St.
COASTER	COASTER	1	2	3	4	5
7:29	7:31	7:36	7:42	7:47	7:50	8:05a
7:49	8:31	8:36	8:43	8:48	8:52	9:07
–	9:11	9:16	9:23	9:28	9:32	9:47
–	9:31	9:36	9:43	9:48	9:52	10:07

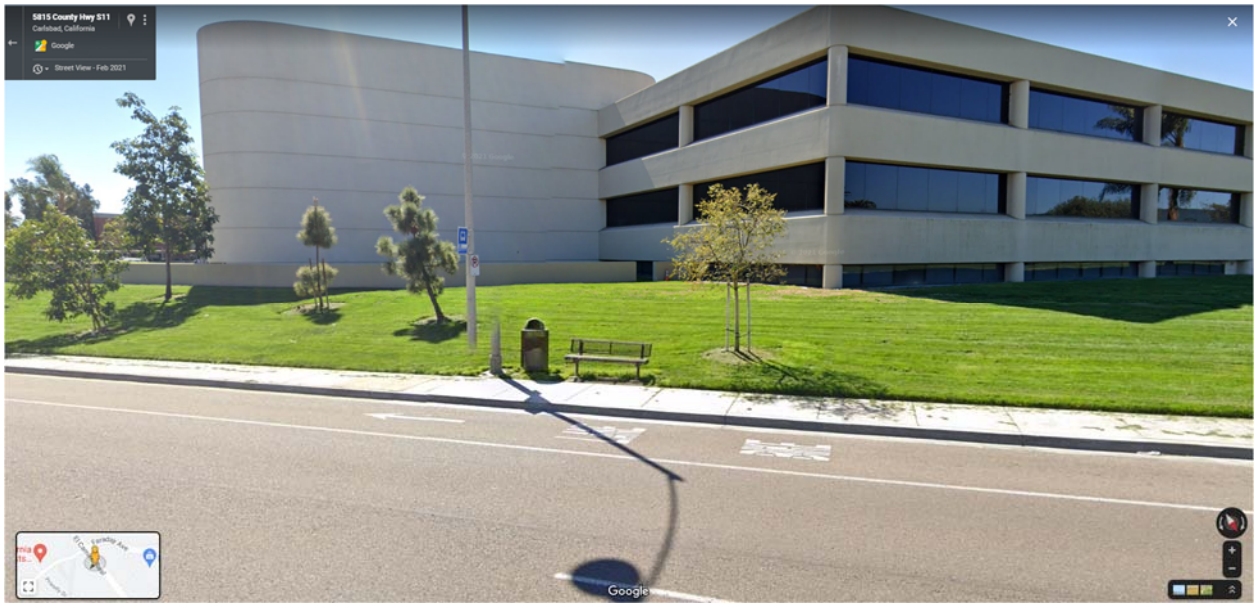
Monday - Friday
Southbound to Carlsbad Poinsettia Station
Lunes a Viernes • Dirección hacia el sur a la Estación Carlsbad Poinsettia

Armada Dr. & Fleet St.	Rutherford Rd. & Priestly Dr.	College Bl. & Aston Ave.	Palomar Airport Rd. & Armada Dr.	Carlsbad Poinsettia Station	**DEPARTING** NB COASTER **To Oceanside** *SALIDA NB COASTER a Oceanside*	**DEPARTING** SB COASTER **To San Diego** *SALIDA SB COASTER a San Diego*
5	4	3	2	1	COASTER	COASTER
3:50	4:00	4:02	4:08	4:16	4:31	4:29p
4:10	4:20	4:22	4:28	4:36	5:11	4:49
4:50	5:00	5:02	5:08	5:16	–	5:29
5:51	6:01	6:04	6:10	6:19	6:31	6:29

Route 444 does not operate on Saturdays, Sundays, or holidays.
La Ruta 444 no opera los sábados, domingos o en días festivos.

* **Bus may wait up to ten minutes for a late arriving COASTER train.**
El autobús puede esperar hasta diez minutos en caso que un tren COASTER que esté atrasado.

SB El Camino Real s/o Faraday Ave



WB Faraday Ave w/o El Camino Real

MIZUTA TRAFFIC CONSULTING

Valley View

Trip Distribution and Assignment

Appendix D

Queuing Worksheets

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	48	0	7	10
Future Vol, veh/h	0	1	48	0	7	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	52	0	8	11

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	79	52	0	0	52	0
Stage 1	52	-	-	-	-	-
Stage 2	27	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	924	1016	-	-	1554	-
Stage 1	970	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	919	1016	-	-	1554	-
Mov Cap-2 Maneuver	919	-	-	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	991	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1016	1554	-
HCM Lane V/C Ratio	-	-	0.001	0.005	-
HCM Control Delay (s)	-	-	8.5	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	0	48	23	10	0
Future Vol, veh/h	2	0	48	23	10	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	0	52	25	11	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	87	65	0	0	77	0
Stage 1	65	-	-	-	-	-
Stage 2	22	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	914	999	-	-	1522	-
Stage 1	958	-	-	-	-	-
Stage 2	1001	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	908	999	-	-	1522	-
Mov Cap-2 Maneuver	908	-	-	-	-	-
Stage 1	958	-	-	-	-	-
Stage 2	994	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	7.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	908	1522	-
HCM Lane V/C Ratio	-	-	0.002	0.007	-
HCM Control Delay (s)	-	-	9	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	6	141	0	1	47
Future Vol, veh/h	0	6	141	0	1	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	7	153	0	1	51

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	206	153	0	0	153	0
Stage 1	153	-	-	-	-	-
Stage 2	53	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	782	893	-	-	1428	-
Stage 1	875	-	-	-	-	-
Stage 2	970	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	781	893	-	-	1428	-
Mov Cap-2 Maneuver	781	-	-	-	-	-
Stage 1	875	-	-	-	-	-
Stage 2	969	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	893	1428	-
HCM Lane V/C Ratio	-	-	0.007	0.001	-
HCM Control Delay (s)	-	-	9.1	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	0	141	5	47	0
Future Vol, veh/h	18	0	141	5	47	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	0	153	5	51	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	258	156	0	0	158	0
Stage 1	156	-	-	-	-	-
Stage 2	102	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	731	890	-	-	1422	-
Stage 1	872	-	-	-	-	-
Stage 2	922	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	705	890	-	-	1422	-
Mov Cap-2 Maneuver	705	-	-	-	-	-
Stage 1	872	-	-	-	-	-
Stage 2	889	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	7.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	705	1422	-
HCM Lane V/C Ratio	-	-	0.028	0.036	-
HCM Control Delay (s)	-	-	10.3	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-