

CITY OF PERRIS HOUSING IMPLEMENTATION MEASURES TRANSPORTATION STUDY

City of Perris
May 12, 2023
Revised (May 30, 2024)



Traffic Engineering • Transportation Planning • Parking • Noise & Vibration
Air Quality • Global Climate Change • Health Risk Assessment

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May 12, 2023
Revised (May 30, 2024)

prepared by

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Project No. 19598

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EXECUTIVE SUMMARY

The proposed project involves creation of an overlay zone for Housing Opportunity Sites identified in the recently adopted *City of Perris General Plan Housing Element* (August 17, 2022) that would continue to permit development in accordance with current zoning regulations or allow activation of the overlay zoning for development of up to 5,419 high-density, multifamily residential dwelling units distributed over 12 Housing Opportunity Areas (“Project”).

The Housing Opportunity Areas are identified on Figure 7-3 of the Housing Element. Appendix B of the Housing Element provides detailed descriptions of each Housing Opportunity Area including the maximum number of potential units of multifamily housing that can be developed for each area. Full development of all Housing Opportunity Areas could result in up to 5,419 multifamily residential dwelling units.

Existing Conditions

The study roadway segments currently operate within acceptable Levels of Service for Existing (2023) traffic conditions, except for the following study roadway segments that currently operate at unacceptable Levels of Service:

- D Street, I-215 Freeway to 4th Street (SR-74)
- Ethanac Road, I-215 Freeway to SR-74
- San Jacinto Avenue, Redlands Boulevard to Wilson Avenue
- San Jacinto Avenue, Wilson Avenue to Evans Road
- SR-74, Navajo Road to A Street
- SR-74, A Street to D Street

Project Trip Generation

The proposed project (i.e., maximum buildout potential of the Housing Opportunity Areas) is forecast to generate approximately 36,524 daily trips, including 2,169 trips during the AM peak hour and 2,764 trips during the PM peak hour.

General Plan Buildout Roadway Segment Capacity Analysis

The study roadway segments are projected to operate within acceptable Levels of Service (D or better) for General Plan Buildout (Post 2030) Without Project conditions, except for the following study roadway segments that are currently forecast to operate at Levels of Service E or F:

- G Street, San Jacinto Avenue to 4th Street (SR-74)
- G Street, 4th Street (SR-74) to Case Road
- SR-74, Navajo Road to A Street
- SR-74, A Street to D Street

The current City of Perris General Plan Circulation Element previously identified that these four roadway segments are projected to operate at Level of Service E or F for General Plan Buildout (Post 2030) Without Project conditions, and as a result will fall short of the City’s performance standard of Level of Service D or better.

The General Plan Circulation Element states that SR-74 falls within City limits and therefore, due to right-of-way constraints, can serve at Level of Service E as indicated within the policy section under Goal 2, which

identifies the downtown area as an urban development area where transit and pedestrian activity should be encouraged.

The General Plan Circulation Element also notes that G Street should be upgraded to a 4-lane Secondary Arterial wherever feasible, and Transportation Demand Measures (TDM) should be considered to improve intersection and operations where right-of-way constraints prevent upgrade.

the addition of project trips (i.e., maximum development of the Housing Opportunity Areas) is forecast to cause no additional study roadway segments to operate at Level of Service E or F compared to the current General Plan Circulation Element forecasts, except for the following roadway segment:

- D Street, 4th Street (SR-74) to 11th Street

Similar to the deficient segments of SR-74, Level of Service E may be considered acceptable at this segment of D Street in accordance with Goal 2 policies of the General Plan Circulation Element, which identify the downtown area as an urban development area where transit and pedestrian activity should be encouraged.

Based on the roadway segment daily capacity analysis for General Plan Buildout (Post 2030) With Project conditions, maximum buildout of the proposed Housing Opportunity Areas is forecast to require no changes to roadway classifications or additional roadway widening beyond those already identified in the City's current General Plan Circulation Element.

Recommendation

While this analysis demonstrates that implementation of the overall Housing Overlay is not forecast to necessitate changes to the roadway classifications in the City of Perris General Plan Circulation Element, individual development proposals within the Housing Opportunity Areas should be required to review trip generation and determine the need and extent of site-specific evaluation in consultation with City of Perris staff.

1. INTRODUCTION

This section describes the purpose of this study, the proposed project, and the general scope of the analysis.

PURPOSE AND OBJECTIVES

The purpose of this study is to evaluate the potential for transportation impacts resulting from development of the proposed project in the context of the City of Perris' discretionary authority for conformance with locally established operational standards. Although this is a technical report, effort has been made to write the report clearly and concisely. A glossary is provided in Appendix A to assist the reader with terms related to transportation engineering.

This study was prepared in consultation with City of Perris staff and in accordance with the procedures and methodologies for assessing transportation impacts established by the City of Perris. To assess the project's conformance with local operational standards, this study evaluates the project's effect on traffic operations and, if necessary, identifies recommended improvements or corrective measures to alleviate operational deficiencies substantially caused or worsened by the proposed project.

This transportation study will assess the effects to the City of Perris roadway network resulting from development of Housing Opportunity Areas identified in the City's recently updated Housing Element.

PROJECT DESCRIPTION

The proposed project involves creation of an overlay zone for Housing Opportunity Sites identified in the recently adopted *City of Perris General Plan Housing Element* (August 17, 2022) that would continue to permit development in accordance with current zoning regulations or allow activation of the overlay zoning for development of up to 5,419 high-density, multifamily residential dwelling units distributed over 12 Housing Opportunity Areas ("Project").

The Housing Opportunity Areas are identified on Figure 7-3 of the Housing Element. Appendix B of the Housing Element provides detailed descriptions of each Housing Opportunity Area including the maximum number of potential units of multifamily housing that can be developed for each area. Table 1 summarizes the Housing Opportunity Area development potential, including the sites within each area and the maximum number of residential units estimated for each site. This information was obtained from Appendix B of the Housing Element. As shown in Table 1, full development of all Housing Opportunity Areas could result in up to 5,419 multifamily residential dwelling units.

Figure 1 shows the project location map. This figure shows the location of all twelve Housing Opportunity Areas overlaid onto the City of Perris Future Roadway Network (as identified on Exhibit CE-12 of the *City of Perris General Plan Circulation Element* (August 26, 2022)).

SCOPE OF ANALYSIS

The scope of this analysis was determined in consultation with City of Perris staff as documented in the City-approved scoping agreement provided in Appendix B.

Study Area

Based on the study intersections identified in the approved scoping agreement (Appendix B), the study area consists of 48 study roadway segments within the City of Perris and California Department of Transportation (Caltrans) jurisdictions as shown in Table 2. Figure 2 shows the study roadway segment map.

Analysis Scenarios

The following scenarios are analyzed for typical weekday daily conditions:

- Existing (2023)
- General Plan Buildout (Post 2030) Without Project
- General Plan Buildout (Post 2030) With Project

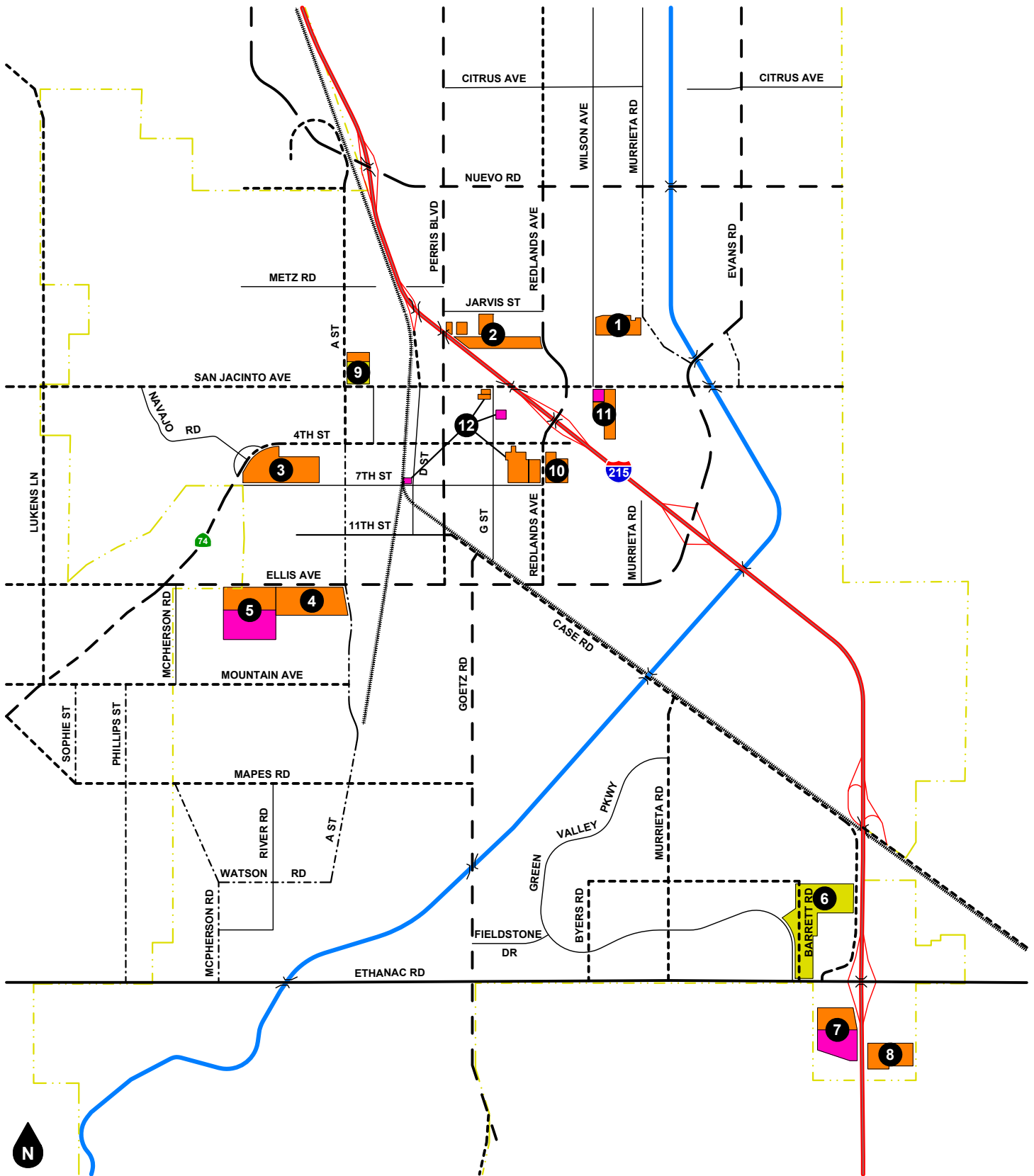
**Table 1
Housing Opportunity Area Development Potential**

Area	Buildout Potential (DU)	Area	Buildout Potential (DU)
1 - Subtotal	320	7 - Site 7.1	113
2 - Site 2.1	109	7 - Site 7.2	179
2 - Site 2.2	120	7 - Site 7.3	13
2 - Site 2.3	123	7 - Site 7.4	69
2 - Site 2.4	120	7 - Subtotal	374
2 - Site 2.5	46	8 - Site 8.1	24
2 - Site 2.6	19	8 - Site 8.2	49
2 - Subtotal	537	8 - Site 8.3	111
3 - Site 3.1	104	8 - Site 8.4	17
3 - Site 3.2	122	8 - Subtotal	201
3 - Site 3.3	26	9 - Site 9.1	79
3 - Site 3.4	114	9 - Site 9.2	220
3 - Site 3.5	156	9 - Subtotal	299
3 - Site 3.6	36	10 - Site 10.1	70
3 - Site 3.7	127	10 - Site 10.2	60
3 - Subtotal	685	10 - Subtotal	130
4 - Subtotal	881	11 - Site 11.1	32
5 - Site 5.1	233	11 - Site 11.2	93
5 - Site 5.2	222	11 - Site 11.3	24
5 - Site 5.3	263	11 - Subtotal	149
5 - Site 5.4	251	12 - Site 12.1	35
5 - Subtotal	969	12 - Site 12.2	28
6 - Site 6.1	239	12 - Site 12.3	10
6 - Site 6.2	303	12 - Site 12.4	49
6 - Subtotal	542	12 - Site 12.5	31
-	-	12 - Site 12.6	109
-	-	12 - Site 12.7	70
-	-	12 - Subtotal	332
TOTAL			5,419

Source: City of Perris Housing Element (August 17, 2022); Appendix B.

**Table 2
Study Roadway Segments**

ID	Street	Roadway Segment
1	7th Street	Redlands Avenue to SR-74
2	A Street	North of San Jacinto Avenue
3	A Street	San Jacinto Avenue to 4th Street (SR-74)
4	A Street	4th Street (SR-74) to 11th Street
5	A Street	11th Street to Ellis Avenue
6	A Street	Ellis Avenue to Mountain Avenue
7	Case Road	Perris Boulevard to Goetz Road
8	Case Road	Goetz Road to Ellis Avenue
9	Case Road	Ellis Avenue to Murrieta Road
10	Case Road	Murrieta Road to I-215 Freeway
11	D Street	I-215 Freeway to 4th Street (SR-74)
12	D Street	4th Street (SR-74) to 11th Street
13	Ellis Avenue	SR-74 to A Street
14	Ellis Avenue	A Street to Goetz Road
15	Ellis Avenue	Goetz Road to Case Road
16	Ellis Avenue	Case Road to Redlands Avenue
17	Ethanac Road	Murrieta Road to Green Valley Parkway
18	Ethanac Road	Green Valley Parkway to I-215 Freeway
19	Ethanac Road	I-215 Freeway to SR-74
20	G Street	San Jacinto Avenue to 4th Street (SR-74)
21	G Street	4th Street (SR-74) to Case Road
22	Jarvis Avenue	Perris Boulevard to Redlands Avenue
23	Mountain Avenue	McPherson Road to A Street
24	Murrieta Road	Nuevo Road to Evans Road
25	Perris Boulevard	Nuevo Road to East Jarvis Avenue
26	Perris Boulevard	East Jarvis Avenue to San Jacinto Avenue
27	Perris Boulevard	San Jacinto Avenue to 4th Street (SR-74)
28	Perris Boulevard	4th Street (SR-74) to 11th Street
29	Perris Boulevard	11th Street to Ellis Avenue
30	Redlands Avenue	Nuevo Road to East Jarvis Avenue
31	Redlands Avenue	East Jarvis Avenue to San Jacinto Avenue
32	Redlands Avenue	San Jacinto Avenue to I-215 Freeway
33	Redlands Avenue	I-215 Freeway to 4th Street (SR-74)
34	Redlands Avenue	4th Street (SR-74) to Ellis Avenue
35	San Jacinto Avenue	East of A Street
36	San Jacinto Avenue	A Street to D Street
37	San Jacinto Avenue	D Street to Perris Boulevard
38	San Jacinto Avenue	Perris Boulevard to G Street
39	San Jacinto Avenue	G Street to Redlands Boulevard
40	San Jacinto Avenue	Redlands Boulevard to Wilson Avenue
41	San Jacinto Avenue	Wilson Avenue to Evans Road
42	SR-74	Ellis Avenue to Navajo Road
43	SR-74	Navajo Road to A Street
44	SR-74	A Street to D Street
45	SR-74	D Street to Perris Boulevard
46	SR-74	Perris Boulevard to G Street
47	SR-74	G Street to Redlands Boulevard
48	Wilson Avenue	Nuevo Road to San Jacinto Avenue



Legend

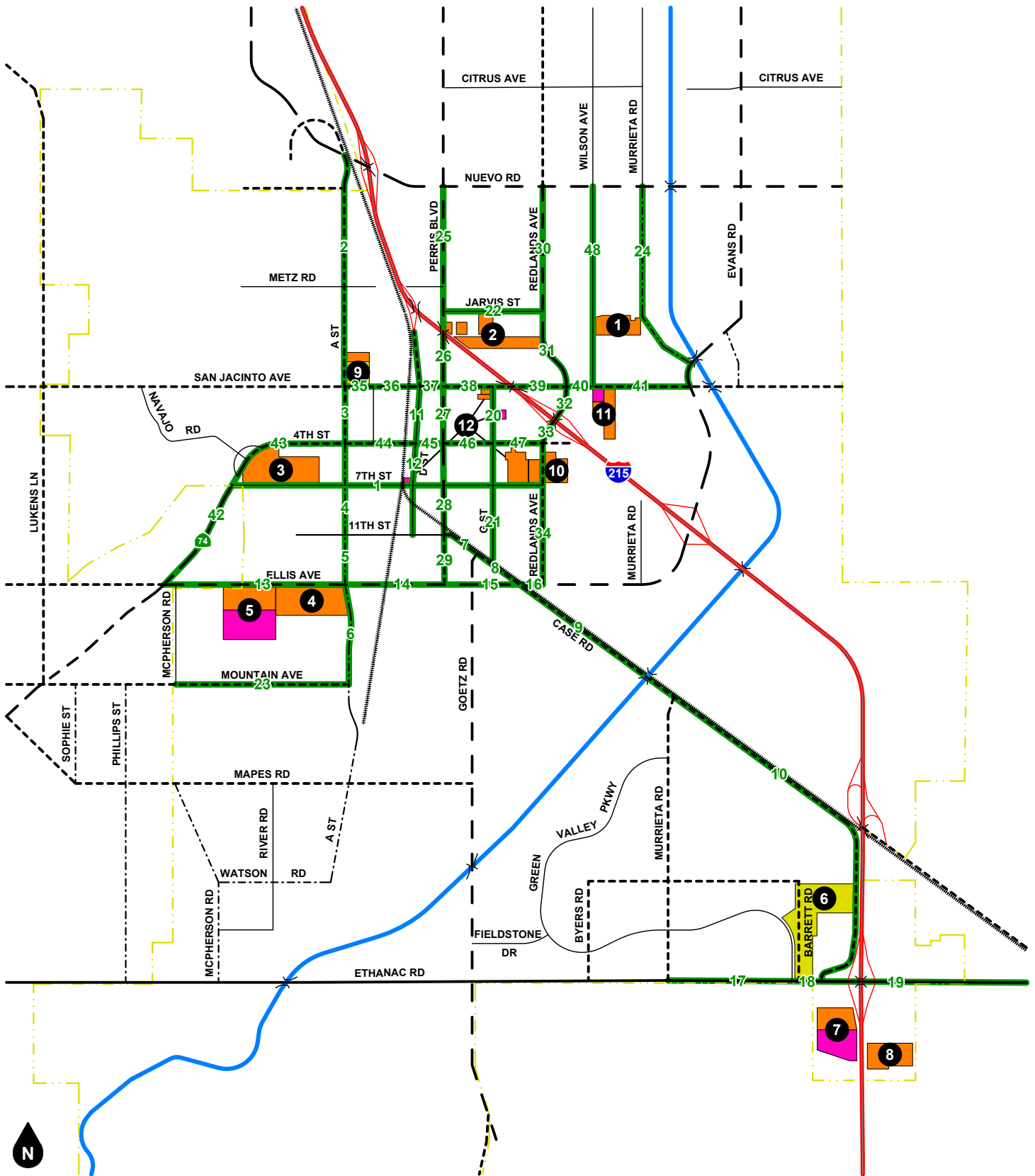
- Freeway
- Expressway (184' ROW)
- Arterial (128' ROW)
- Secondary Arterial (94' ROW)
- Major Collector (78' ROW)

- Collector (66' ROW)
- Railroad
- Bridge
- Water
- City Boundary

Housing Opportunity Areas

- Lower Income
- Moderate Income
- Mixed Income

Figure 1
Project Location Map



- | | | | |
|------------------------------|------------------------|----------------------------------|--|
| Legend | | Housing Opportunity Areas | |
| Freeway | Collector (66' ROW) | Lower Income | |
| Expressway (184' ROW) | Railroad | Moderate Income | |
| Arterial (128' ROW) | Bridge | Mixed Income | |
| Secondary Arterial (94' ROW) | Water | | |
| Major Collector (78' ROW) | City Boundary | | |
| | Study Roadway Segments | | |

Figure 2
Study Roadway Segments

2. METHODOLOGY

This section discusses the analysis methodologies used to assess transportation facility performance as adopted by the City of Perris.

ROADWAY SEGMENT LEVEL OF SERVICE ANALYTICAL METHODOLOGY

Level of Service analysis is performed to assess conformance with General Plan and operational standards established by the applicable agencies. In accordance with current CEQA provisions, a project's effect on automobile delay (as measured by Level of Service) shall not constitute a significant environmental impact.

Analytical Methodology

Roadway segment Level of Service is evaluated based on the volume-to-capacity methodology. Roadway capacities by classification and Level of Service are shown in Table 3 in accordance with the values established in the City of Perris General Plan Circulation Element (Table CE-9, Perris Roadway Future Capacity/Level of Service). The roadway segment capacities shown in Table 3 represent the theoretical maximum two-way average daily traffic volumes that the specified roadway can accommodate within one typical 24-hour day, given typical peak hour characteristics. Generally, roadway segment analysis is performed for planning purposes only and is affected by factors such as the number of intersections (spacing, configuration and control features), degree of access control, roadway grades, design geometrics (horizontal and vertical alignments), sight distance, vehicle mix (truck and bus traffic), and bicycle/pedestrian traffic. Roadway segments benefit from on-going traffic signal progression timing adjustments that maximize green time during peak traffic demands.

Performance Standards

The City of Perris has established Level of Service D as the minimum acceptable Level of Service along all City maintained roads (including intersections) and Level of Service D along I-215 and SR-74 (including intersections with local streets and roads). An exception to the local road standard is Level of Service E at intersections of any Arterials and Expressways with SR-74, the Ramona-Cajalco Expressway, or at I-215 freeway ramps. Level of Service E may be allowed within the boundaries of the Downtown Specific Plan Area to the extent that it would support transit-oriented development and walkable communities. Increased congestion in this area will facilitate an increase in transit ridership and encourage development of a complementary mix of land uses within a comfortable walking distance from light rail stations.

Table 3
City of Perris Future Roadway Segment Daily Capacities

Roadway Classification	Number of Lanes	Maximum Two-Way Traffic Volume (ADT) ^{1,2}				
		LOS A	LOS B	LOS C	LOS D	LOS E
Collector/Local	2	7,800	9,100	10,400	11,700	13,000
Major Collector	2	10,800	12,600	14,400	16,200	18,000
Secondary Arterial	4	21,540	25,130	28,700	32,300	35,900
Arterial	6	32,340	37,730	43,100	48,500	53,900
Expressway	6	36,780	42,910	49,000	55,200	61,300
Expressway	8	49,020	57,190	65,400	73,500	81,700
Freeway	4	45,900	53,550	61,200	68,900	76,500
Freeway	6	70,500	82,250	94,000	105,800	117,500
Freeway	8	96,300	112,350	128,400	144,500	160,500
Freeway	10	120,360	140,420	160,500	180,500	200,600

Notes:

1. Source: City of Perris roadway daily service volume standards from *City of Perris General Plan Circulation Element* (Table CE-9: Perris Roadway Future Capacity / Level of Service).
2. ADT = Average Daily Traffic; LOS = Level of Service

3. EXISTING (2023) CONDITIONS

This section summarizes existing roadway volumes and Level of Service conditions for the study roadway segments.

EXISTING (2023) ROADWAY VOLUMES

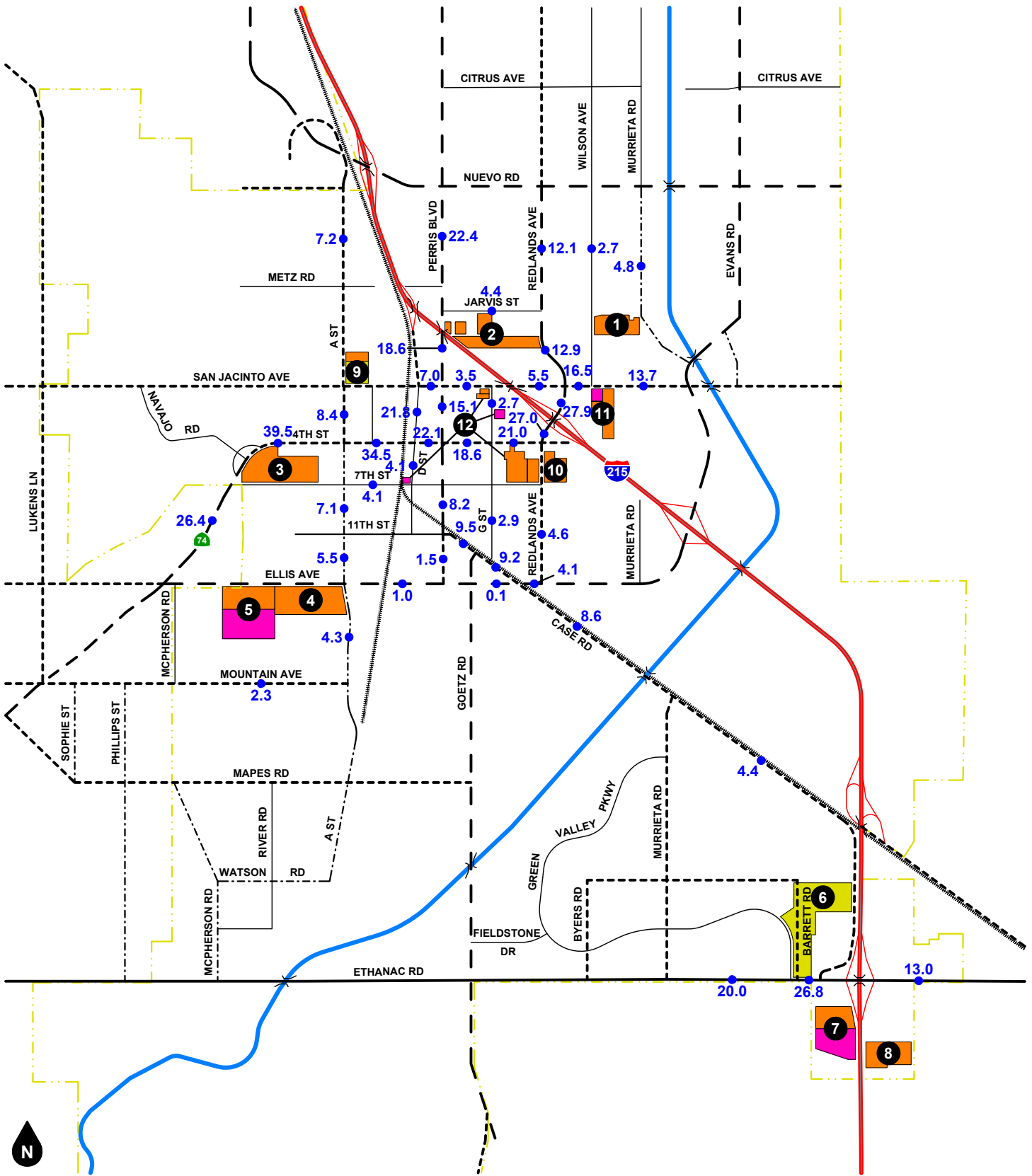
Figure 3 shows existing average daily traffic volumes for the study roadway segments. Existing roadway segment volumes are based on 24-hour daily counts obtained in April 2023 during typical weekday conditions when the local schools were in session. Roadway segment count worksheets are provided in Appendix C.

EXISTING (2023) ROADWAY SEGMENT LEVELS OF SERVICE

Table 4 shows the roadway segment daily capacity analysis for existing conditions. The roadway classification utilized is the classification that most closely resembles the existing design of the roadway segment.

As shown in Table 4, the study roadway segments currently operate within acceptable Levels of Service (D or better) for existing conditions, except for the following study roadway segments that currently operate at deficient Levels of Service (E or F):

- D Street, I-215 Freeway to 4th Street (SR-74)
- Ethanac Road, I-215 Freeway to SR-74
- San Jacinto Avenue, Redlands Boulevard to Wilson Avenue
- San Jacinto Avenue, Wilson Avenue to Evans Road
- SR-74, Navajo Road to A Street
- SR-74, A Street to D Street



Legend

- Freeway
- Expressway (184' ROW)
- Arterial (128' ROW)
- - - Secondary Arterial (94' ROW)
- · - · - Major Collector (78' ROW)

- Collector (66' ROW)
- · - · - Railroad
-) (Bridge
- Water
- City Boundary

Housing Opportunity Areas

- Lower Income
- Moderate Income
- Mixed Income

● ## Vehicles Per Day (1,000's)

Figure 3
Existing (2023) Average Daily Traffic Volumes

Table 4 (1 of 2)
Existing (2023) Roadway Segment Daily Capacity Analysis

ID	Roadway Segment		Existing (2023) Conditions					
	Roadway	Segment	Classification ¹	Lanes ²	Capacity ³	ADT ⁴	V/C ⁴	LOS ⁴
1	7th St	Redlands Ave to SR-74	Collector	2	13,000	4,100	0.32	A
2	A St	North of San Jacinto Ave	Collector	2	13,000	7,200	0.55	A
3	A St	San Jacinto Ave to 4th St (SR-74)	Collector	2	13,000	8,400	0.65	B
4	A St	4th St (SR-74) to 11th St	Collector	2	13,000	7,100	0.54	A
5	A St	11th St to Ellis Ave	Collector	2	13,000	5,500	0.42	A
6	A St	Ellis Ave to Mountain Ave	Collector	2	13,000	4,300	0.33	A
7	Case Rd	Perris Blvd to Goetz Rd	Major Collector	2	18,000	9,500	0.53	A
8	Case Rd	Goetz Rd to Ellis Ave	Collector	2	13,000	9,200	0.71	C
9	Case Rd	Ellis Ave to Murrieta Rd	Collector	2	13,000	8,600	0.66	B
10	Case Rd	Murrieta Rd to I-215 Freeway	Collector	2	13,000	4,400	0.34	A
11	D St	I-215 Freeway to 4th St (SR-74)	Major Collector	2	18,000	21,800	1.21	F
12	D St	4th St (SR-74) to 11th St	Collector	2	13,000	4,100	0.31	A
13	Ellis Ave	SR-74 to A St	Road Not Built	n/a	n/a	n/a	n/a	n/a
14	Ellis Ave	A St to Goetz Rd	Secondary Arterial	4	35,900	1,000	0.03	A
15	Ellis Ave	Goetz Rd to Case Rd	Collector	2	13,000	100	0.00	A
16	Ellis Ave	Case Rd to Redlands Ave	Collector	2	13,000	4,100	0.31	A
17	Ethanac Rd	Murrieta Rd to Green Valley Pkwy	Secondary Arterial	4	35,900	20,000	0.56	A
18	Ethanac Rd	Green Valley Pkwy to I-215 Freeway	Secondary Arterial	4	35,900	26,800	0.75	C
19	Ethanac Rd	I-215 Freeway to SR-74	Collector	2	13,000	13,000	1.00	E
20	G St	San Jacinto Ave to 4th St (SR-74)	Collector	2	13,000	2,700	0.21	A
21	G St	4th St (SR-74) to Case Rd	Collector	2	13,000	2,900	0.22	A
22	Jarvis Ave	Perris Blvd to Redlands Ave	Collector	2	13,000	4,400	0.34	A
23	Mountain Ave	McPherson Rd to A St	Collector	2	13,000	2,300	0.18	A
24	Murrieta Rd	Nuevo Rd to Evans Rd	Collector	2	13,000	4,800	0.37	A
25	Perris Blvd	Nuevo Rd to East Jarvis Ave	Secondary Arterial	4	35,900	22,400	0.62	B
26	Perris Blvd	East Jarvis Ave to San Jacinto Ave	Secondary Arterial	4	35,900	18,600	0.52	A
27	Perris Blvd	San Jacinto Ave to 4th St (SR-74)	Secondary Arterial	4	35,900	15,100	0.42	A
28	Perris Blvd	4th St (SR-74) to 11th St	Major Collector	2	18,000	8,200	0.45	A
29	Perris Blvd	11th St to Ellis Ave	Major Collector	2	18,000	1,500	0.09	A
30	Redlands Ave	Nuevo Rd to East Jarvis Ave	Secondary Arterial	4	35,900	12,100	0.34	A
31	Redlands Ave	East Jarvis Ave to San Jacinto Ave	Secondary Arterial	4	35,900	12,900	0.36	A
32	Redlands Ave	San Jacinto Ave to I-215 Freeway	Arterial	6	53,900	27,900	0.52	A
33	Redlands Ave	I-215 Freeway to 4th St (SR-74)	Arterial	6	53,900	27,000	0.50	A
34	Redlands Ave	4th St (SR-74) to Ellis Ave	Collector	2	13,000	4,600	0.36	A
35	San Jacinto Ave	East of A St	Collector	2	13,000	n/a	n/a	n/a
36	San Jacinto Ave	A St to D St	Secondary Arterial	4	35,900	n/a	n/a	n/a
37	San Jacinto Ave	D St to Perris Blvd	Secondary Arterial	4	35,900	7,000	0.19	A
38	San Jacinto Ave	Perris Blvd to G St	Major Collector	2	18,000	3,500	0.20	A
39	San Jacinto Ave	G St to Redlands Blvd	Collector	2	13,000	5,500	0.42	A

Table 4 (2 of 2)
Existing (2023) Roadway Segment Daily Capacity Analysis

ID	Roadway Segment		Existing (2023) Conditions					
	Roadway	Segment	Classification ¹	Lanes ²	Capacity ³	ADT ⁴	V/C ⁴	LOS ⁴
40	San Jacinto Ave	Redlands Blvd to Wilson Ave	Major Collector	2	18,000	16,500	0.92	E
41	San Jacinto Ave	Wilson Ave to Evans Rd	Collector	2	13,000	13,700	1.05	F
42	SR-74	Ellis Ave to Navajo Rd	Secondary Arterial	4	35,900	26,400	0.74	C
43	SR-74	Navajo Rd to A St	Secondary Arterial	4	35,900	39,500	1.10	F
44	SR-74	A St to D St	Secondary Arterial	4	35,900	34,200	0.95	E
45	SR-74	D St to Perris Blvd	Secondary Arterial	4	35,900	22,100	0.62	B
46	SR-74	Perris Blvd to G St	Secondary Arterial	4	35,900	18,600	0.52	A
47	SR-74	G St to Redlands Blvd	Secondary Arterial	4	35,900	21,000	0.59	A
48	Wilson Ave	Nuevo Rd to San Jacinto Ave	Collector	2	13,000	2,700	0.21	A

Notes:

- (1) Based on closest future classification available for existing roadway segment.
- (2) Based on the part of the roadway segment with the fewest number of lanes.
- (3) Based on maximum capacity at Level of Service E (see Table 3).
- (4) ADT = Average Daily Traffic; V/C = Volume/Capacity; LOS = Level of Service

4. PROJECT TRIP FORECASTS

This section describes how project trip generation, trip distribution, and trip assignment forecasts were developed. The project trip distribution and assignment forecasts are illustrated on the figures contained in this section.

PROJECT TRIP GENERATION

Table 5 shows the weekday AM peak hour, PM peak hour, and daily trip generation forecast associated with the project based on average rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021) for ITE Land Use Code 220: Multifamily Housing (Low-Rise). Based on the minimum density of 30 dwelling units per acre, it is likely that many of the future residential developments within the Housing Opportunity Areas would consist of mid-rise multifamily housing (4-10 floors), which have lower trip generation rates compared to low-rise multifamily housing. Since actual development plans are not available at this time, however, this analysis conservatively uses the higher trip generation estimate associated with low-rise multifamily housing development.

As shown in Table 5, the proposed project (i.e., maximum buildout potential of the Housing Opportunity Areas) is forecast to generate approximately 36,524 daily trips, including 2,169 trips during the AM peak hour and 2,764 trips during the PM peak hour.

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

Figure 4 to Figure 17 show the forecast directional distribution patterns for the project-generated trips. The project trip distribution patterns were developed using engineering judgment in consultation with City of Perris staff and are based on review of existing volume data, surrounding land uses, the local and regional roadway facilities in the project vicinity, and the future roadway network as shown in the *City of Perris General Plan Circulation Element Future Roadway Network*.

Based on the identified project trip generation and distributions, project-generated average daily traffic volumes are shown on Figure 18.

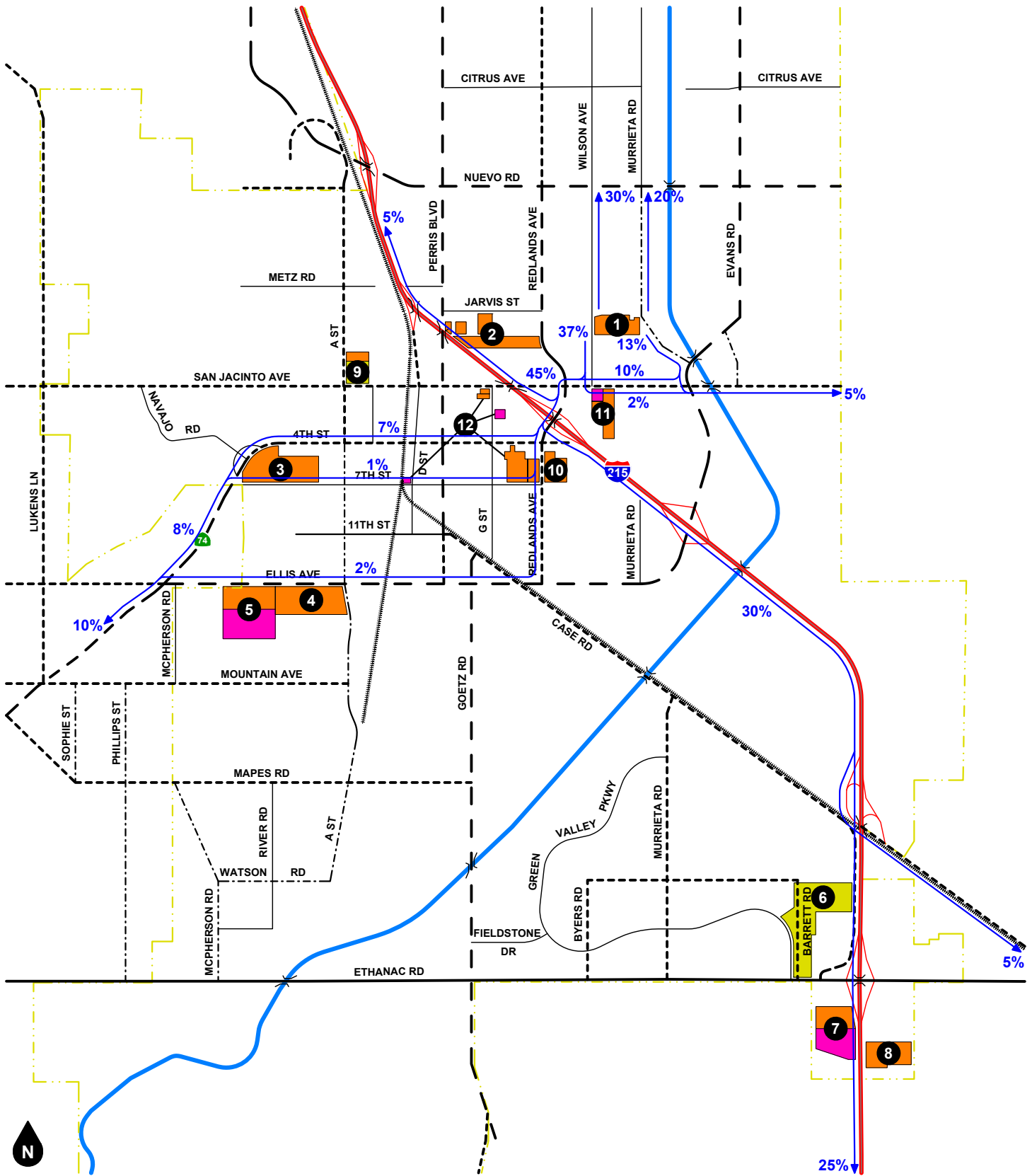
**Table 5
Project Trip Generation**

Trip Generation Rates									
Land Use	Source ¹	Unit ²	AM Peak Hour			PM Peak Hour			Daily
			% In	% Out	Rate	% In	% Out	Rate	
Multifamily Housing (Low-Rise)	ITE 220	DU	24%	76%	0.40	63%	37%	0.51	6.74

Trips Generated									
Housing Opportunity Area	Quantity	Unit ²	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Area 1	320	DU	31	97	128	103	60	163	2,157
Area 2	537	DU	52	163	215	173	101	274	3,619
Area 3	685	DU	66	208	274	220	129	349	4,617
Area 4	881	DU	85	268	353	283	166	449	5,938
Area 5	969	DU	93	295	388	311	183	494	6,531
Area 6	542	DU	52	165	217	174	102	276	3,653
Area 7	374	DU	36	114	150	120	71	191	2,521
Area 8	201	DU	19	61	80	65	38	103	1,355
Area 9	299	DU	29	91	120	96	56	152	2,015
Area 10	130	DU	12	40	52	42	25	67	876
Area 11	149	DU	14	45	59	48	28	76	1,004
Area 12	332	DU	32	101	133	107	63	170	2,238
TOTAL NEW PROJECT TRIPS			521	1,648	2,169	1,742	1,022	2,764	36,524

Notes:

- (1) ITE = Institute of Transportation Engineers *Trip Generation Manual* (11th Edition, 2021); ### = Land Use Code(s).
- (2) DU = Dwelling Units



Legend

- Freeway
- Expressway (184' ROW)
- - - Arterial (128' ROW)
- - - - - Secondary Arterial (94' ROW)
- · - · - Major Collector (78' ROW)

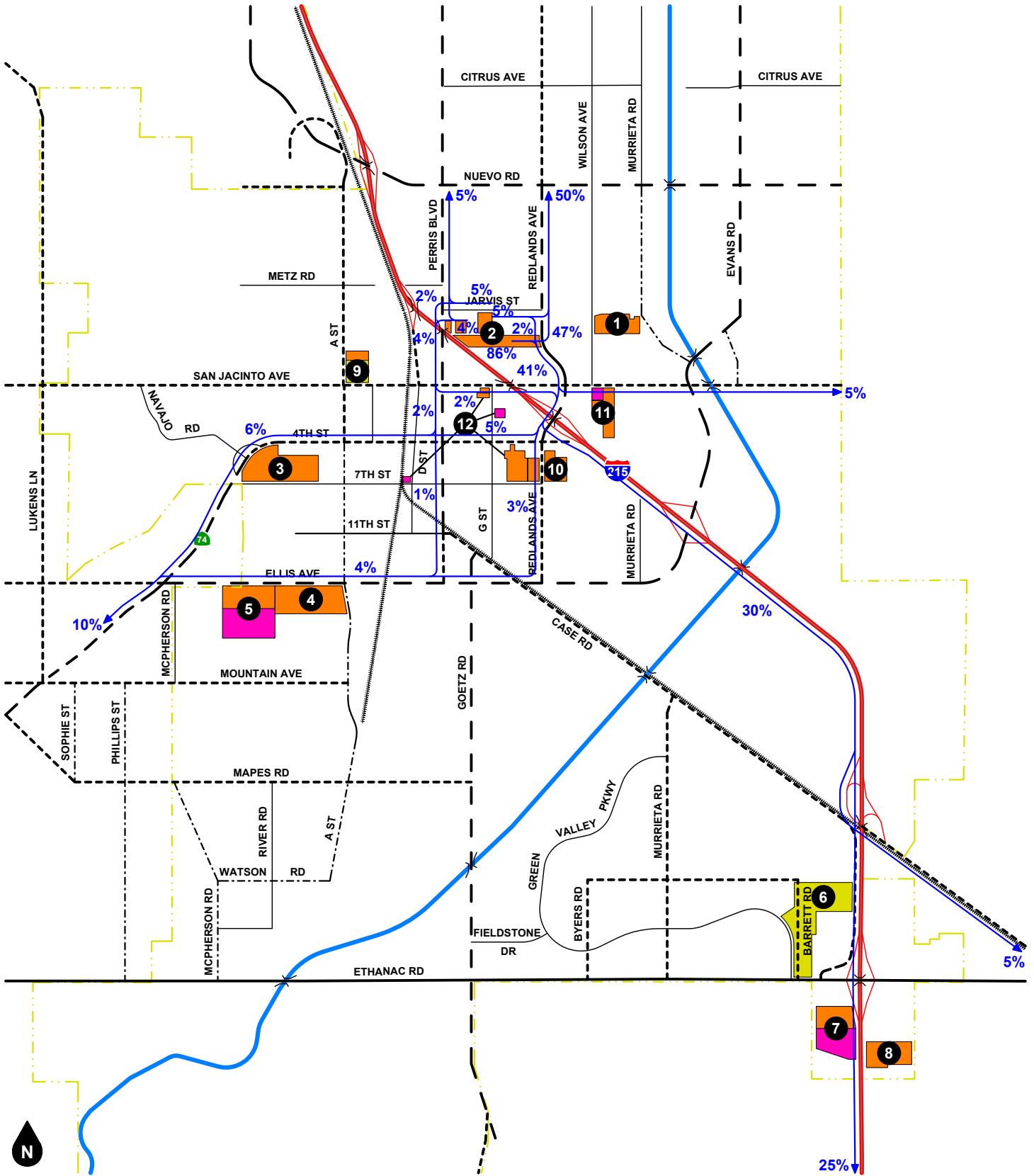
- Collector (66' ROW)
- · - · - Railroad
-) (Bridge
- Water
- City Boundary

Housing Opportunity Areas

- Lower Income
- Moderate Income
- Mixed Income

← 10% Percent To/From Project

Figure 4
Area 1 Trip Distribution



Legend

- Freeway
- Expressway (184' ROW)
- Arterial (128' ROW)
- Secondary Arterial (94' ROW)
- Major Collector (78' ROW)

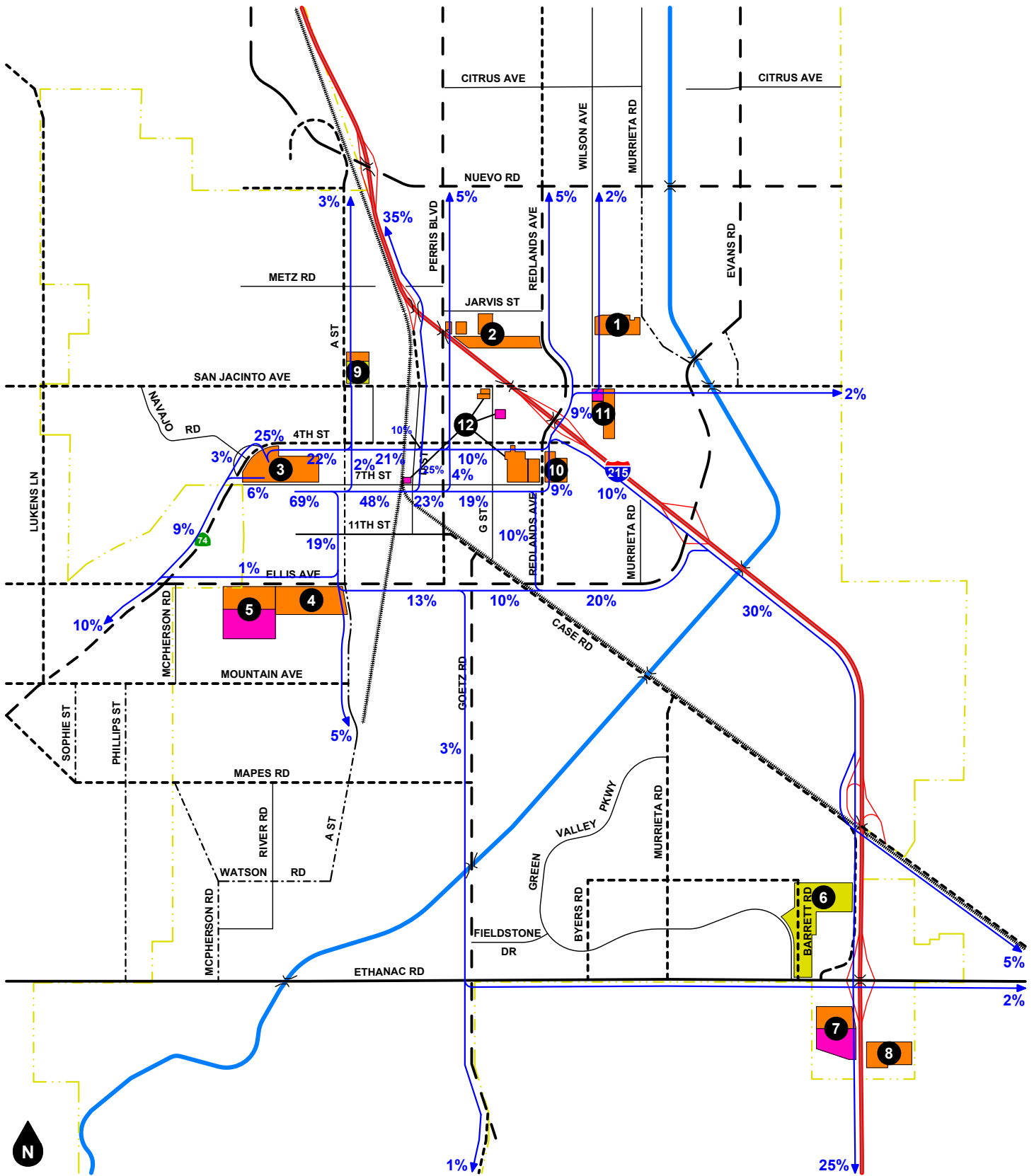
- Collector (66' ROW)
- Railroad
- Bridge
- Water
- City Boundary

Housing Opportunity Areas

- Lower Income
- Moderate Income
- Mixed Income

← 10% Percent To/From Project

Figure 5
Area 2 Trip Distribution



Legend

- Freeway
- Expressway (184' ROW)
- - - Arterial (128' ROW)
- - - - - Secondary Arterial (94' ROW)
- · - · - Major Collector (78' ROW)

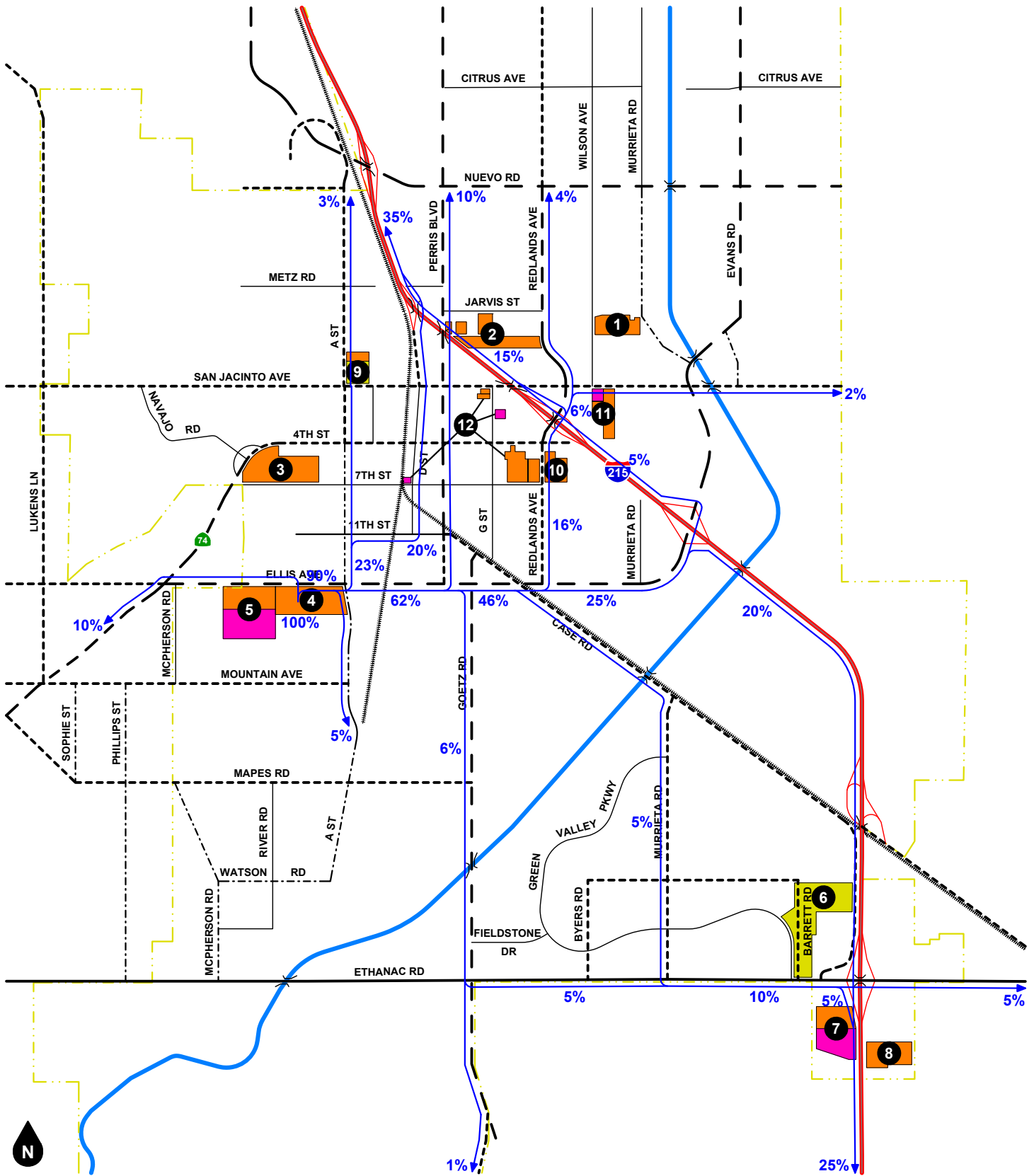
- Collector (66' ROW)
- · - · - Railroad
-) (Bridge
- Water
- City Boundary

Housing Opportunity Areas

- Lower Income
- Moderate Income
- Mixed Income

← 10% Percent To/From Project

Figure 6
Area 3 Trip Distribution



Legend

- Freeway
- Expressway (184' ROW)
- Arterial (128' ROW)
- - - Secondary Arterial (94' ROW)
- · - · - Major Collector (78' ROW)

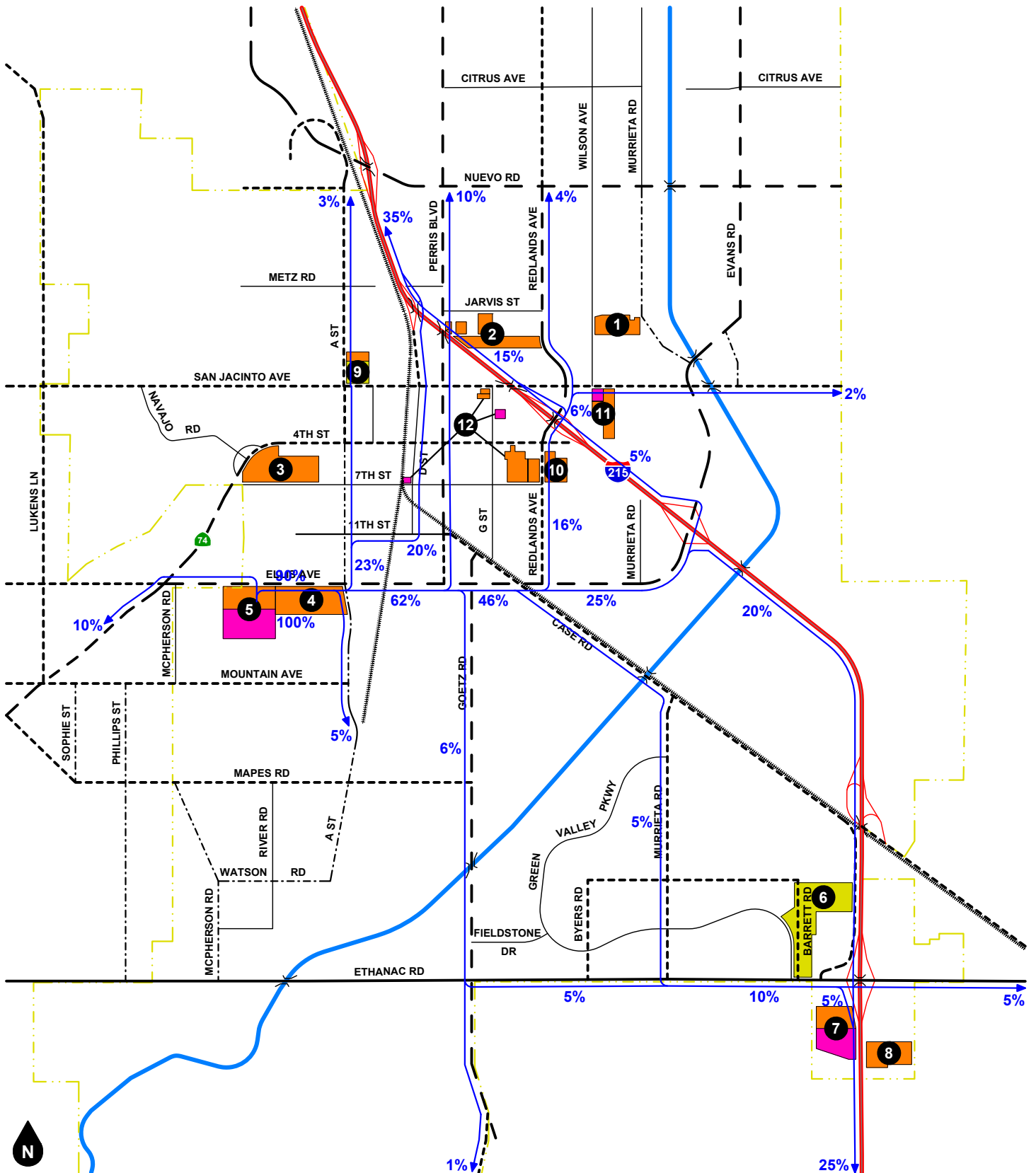
- Collector (66' ROW)
- Railroad
-) Bridge
- Water
- - - City Boundary

Housing Opportunity Areas

- Lower Income
- Moderate Income
- Mixed Income

← 10% Percent To/From Project

Figure 7
Area 4 Trip Distribution



Legend

- Freeway
- Expressway (184' ROW)
- Arterial (128' ROW)
- Secondary Arterial (94' ROW)
- Major Collector (78' ROW)

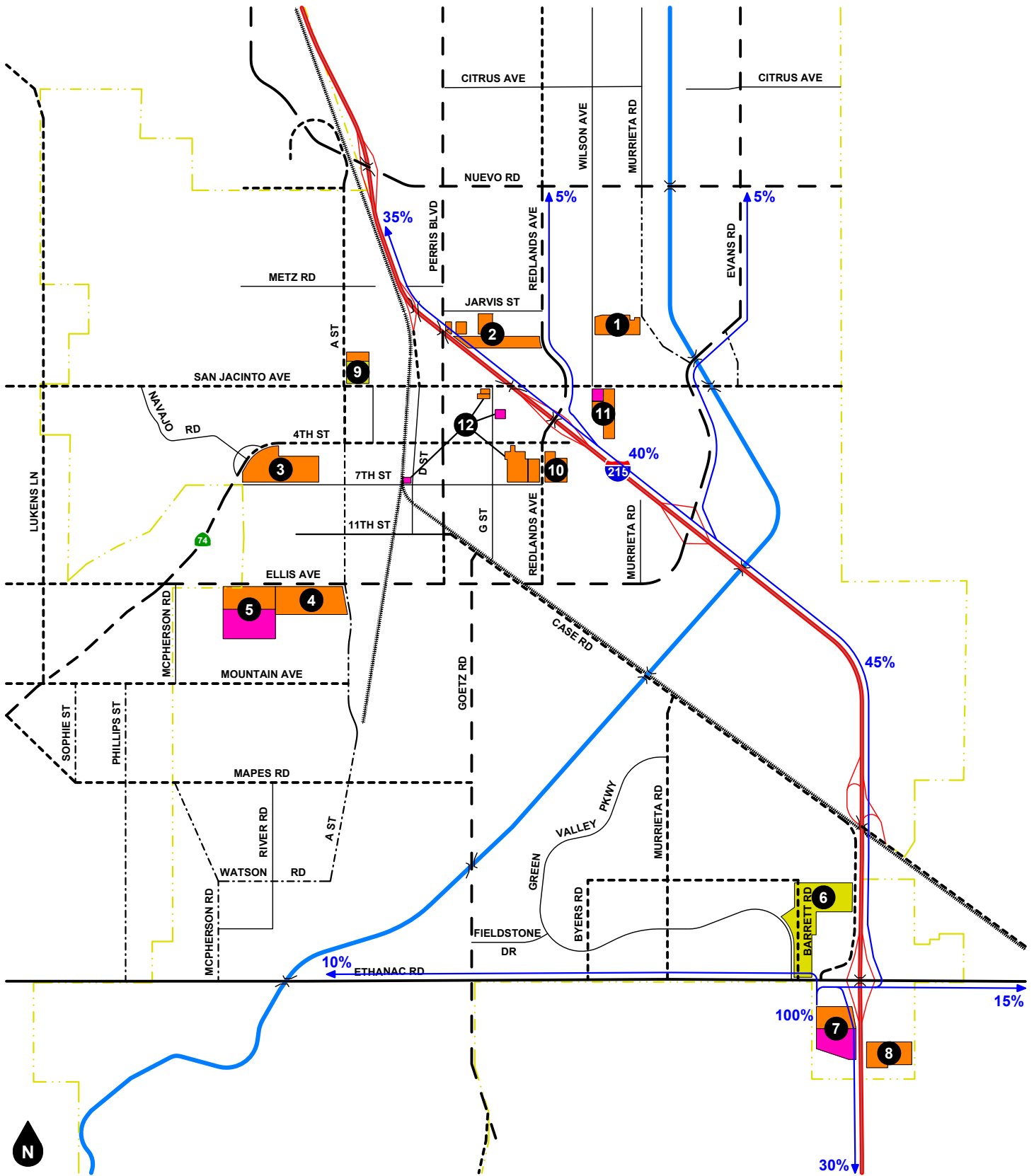
- Collector (66' ROW)
- Railroad
- Bridge
- Water
- City Boundary

Housing Opportunity Areas

- Lower Income
- Moderate Income
- Mixed Income

← 10% Percent To/From Project

Figure 8
Area 5 Trip Distribution



Legend

- Freeway
- Expressway (184' ROW)
- Arterial (128' ROW)
- Secondary Arterial (94' ROW)
- Major Collector (78' ROW)

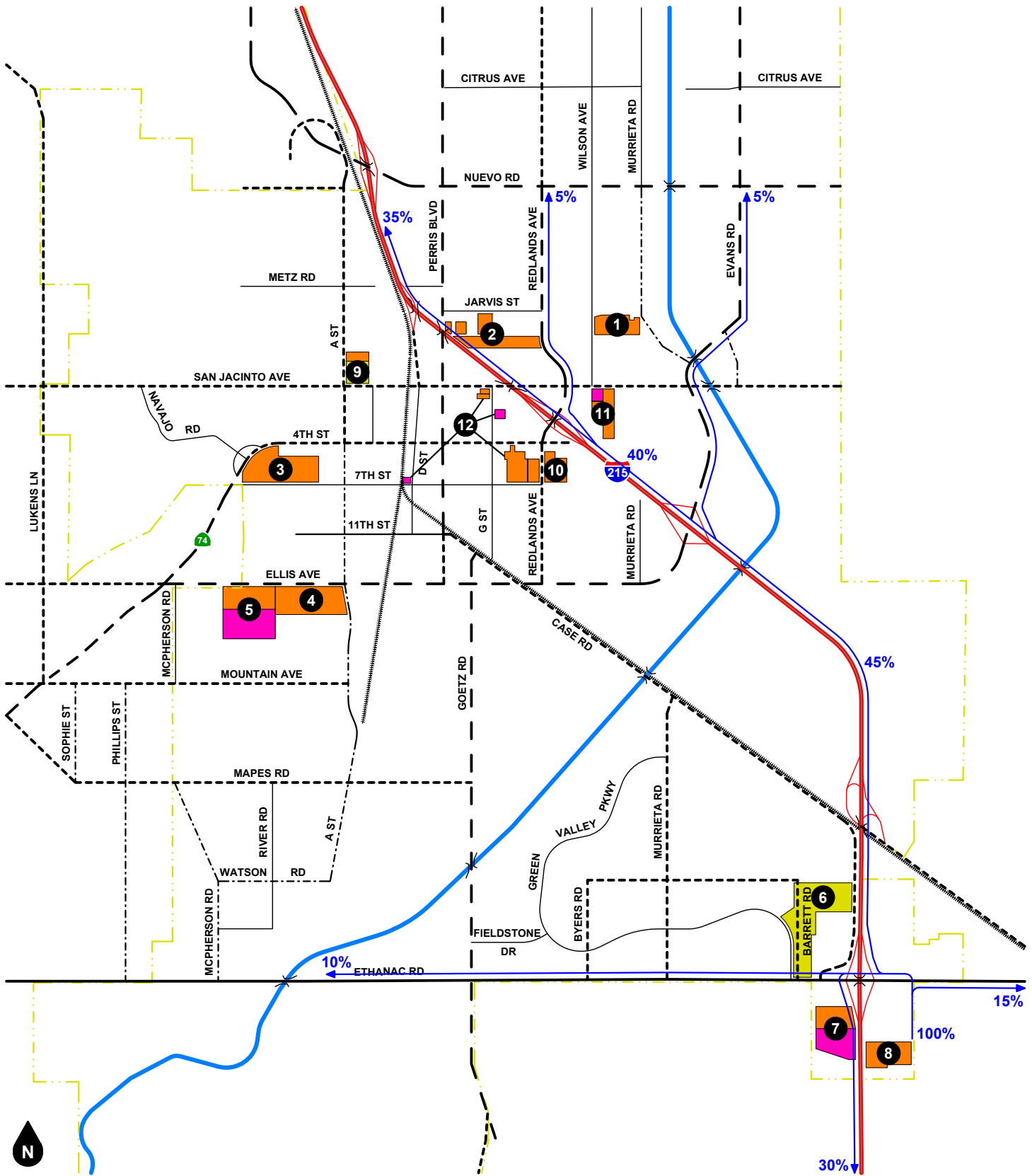
- Collector (66' ROW)
- Railroad
- Bridge
- Water
- City Boundary

Housing Opportunity Areas

- Lower Income
- Moderate Income
- Mixed Income

← 10% Percent To/From Project

Figure 10
Area 7 Trip Distribution



Legend

- Freeway
- Expressway (184' ROW)
- Arterial (128' ROW)
- Secondary Arterial (94' ROW)
- Major Collector (78' ROW)

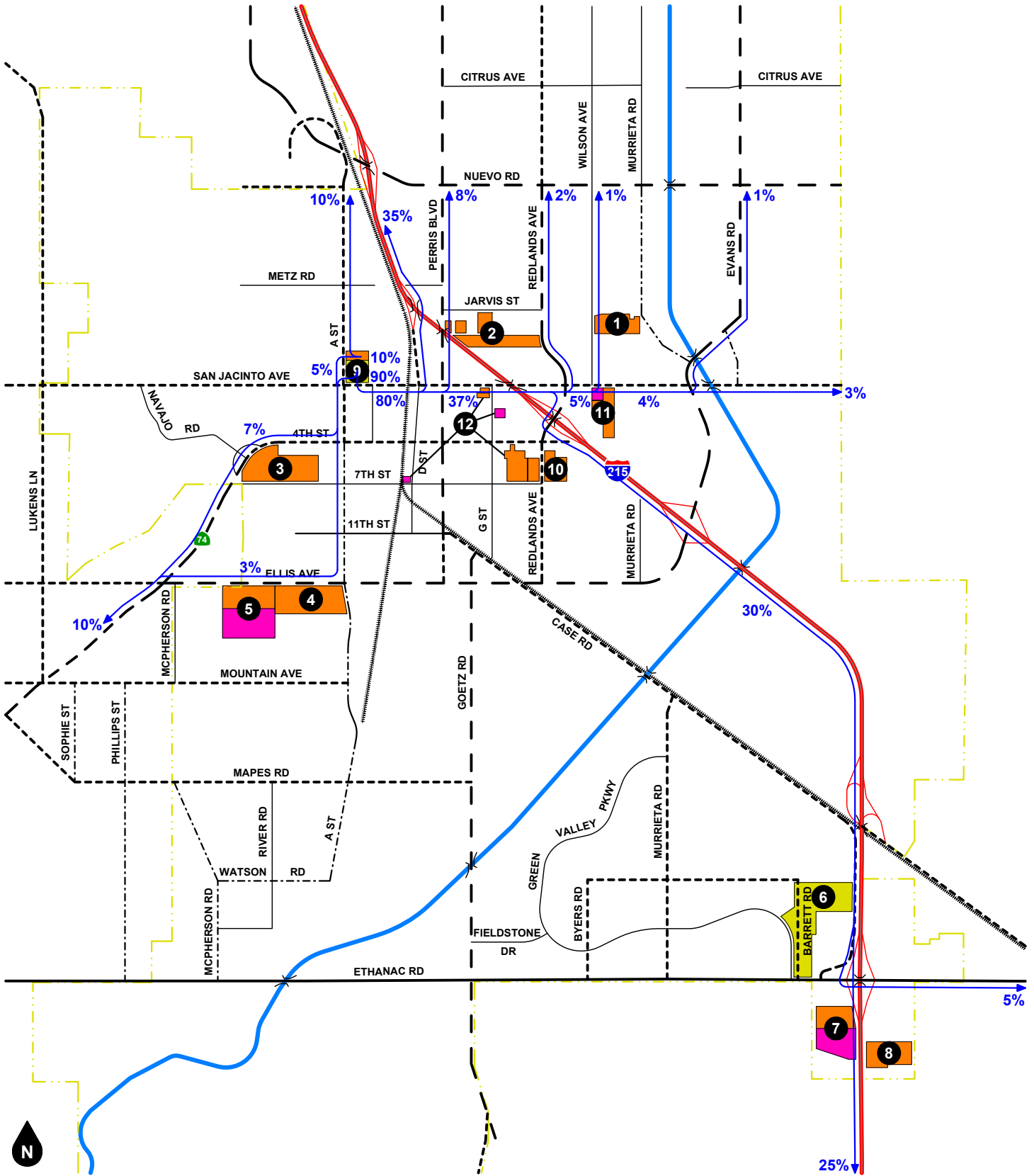
- Collector (66' ROW)
- Railroad
- Bridge
- Water
- City Boundary

Housing Opportunity Areas

- Lower Income
- Moderate Income
- Mixed Income

← 10% Percent To/From Project

Figure 11
Area 8 Trip Distribution



Legend

- Freeway
- Expressway (184' ROW)
- Arterial (128' ROW)
- - - Secondary Arterial (94' ROW)
- · - · - Major Collector (78' ROW)

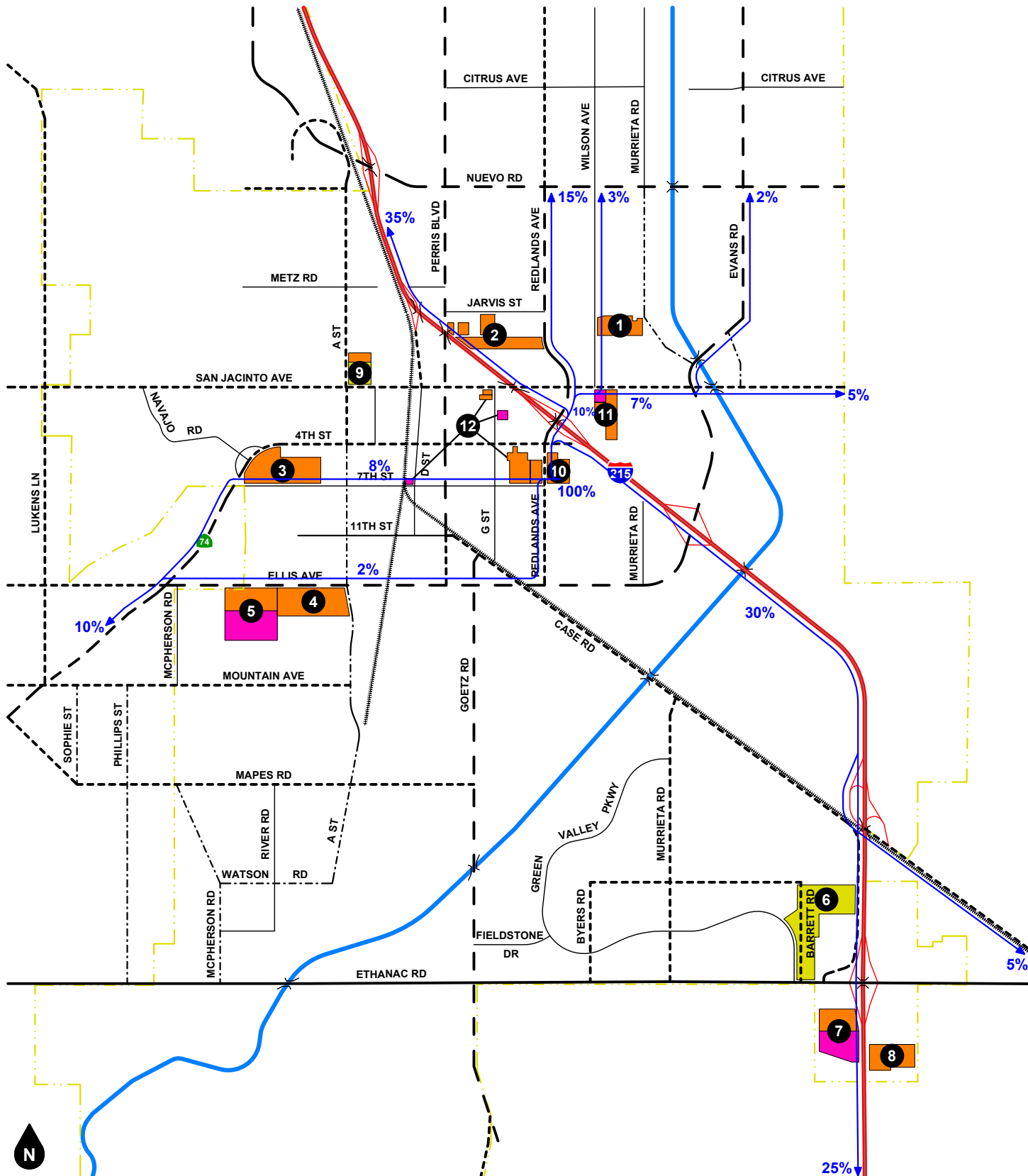
- Collector (66' ROW)
- · - · - Railroad
-) (Bridge
- Water
- City Boundary

Housing Opportunity Areas

- Lower Income
- Moderate Income
- Mixed Income

← 10% Percent To/From Project

Figure 12
Area 9 Trip Distribution



Legend

- Freeway
- Expressway (184' ROW)
- Arterial (128' ROW)
- - - Secondary Arterial (94' ROW)
- · - · - Major Collector (78' ROW)

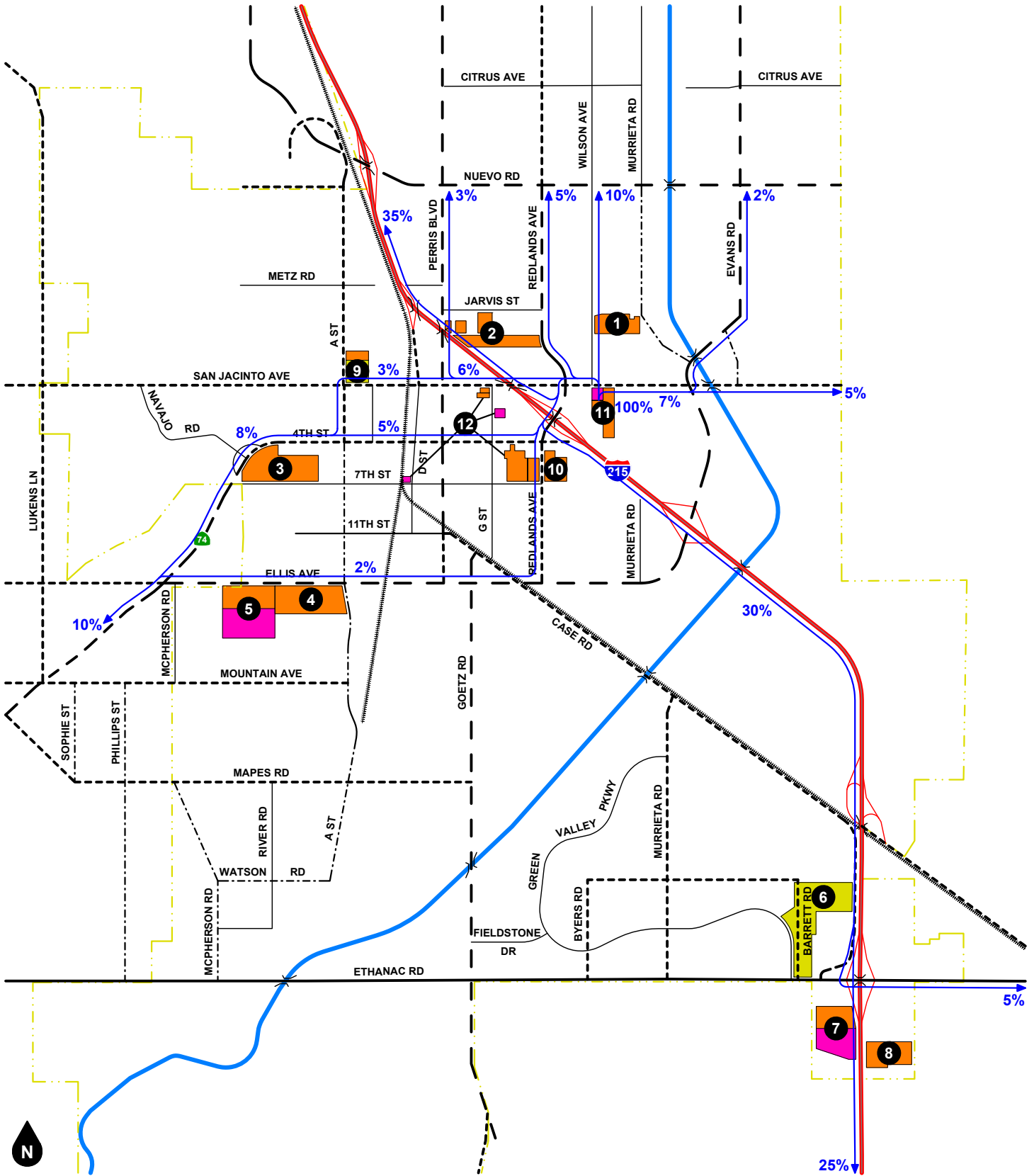
- Collector (66' ROW)
- · - · - Railroad
-) (Bridge
- Water
- City Boundary

Housing Opportunity Areas

- Lower Income
- Moderate Income
- Mixed Income

← 10% Percent To/From Project

Figure 13
Area 10 Trip Distribution



Legend

- Freeway
- Expressway (184' ROW)
- - - Arterial (128' ROW)
- - - - - Secondary Arterial (94' ROW)
- · - · - Major Collector (78' ROW)

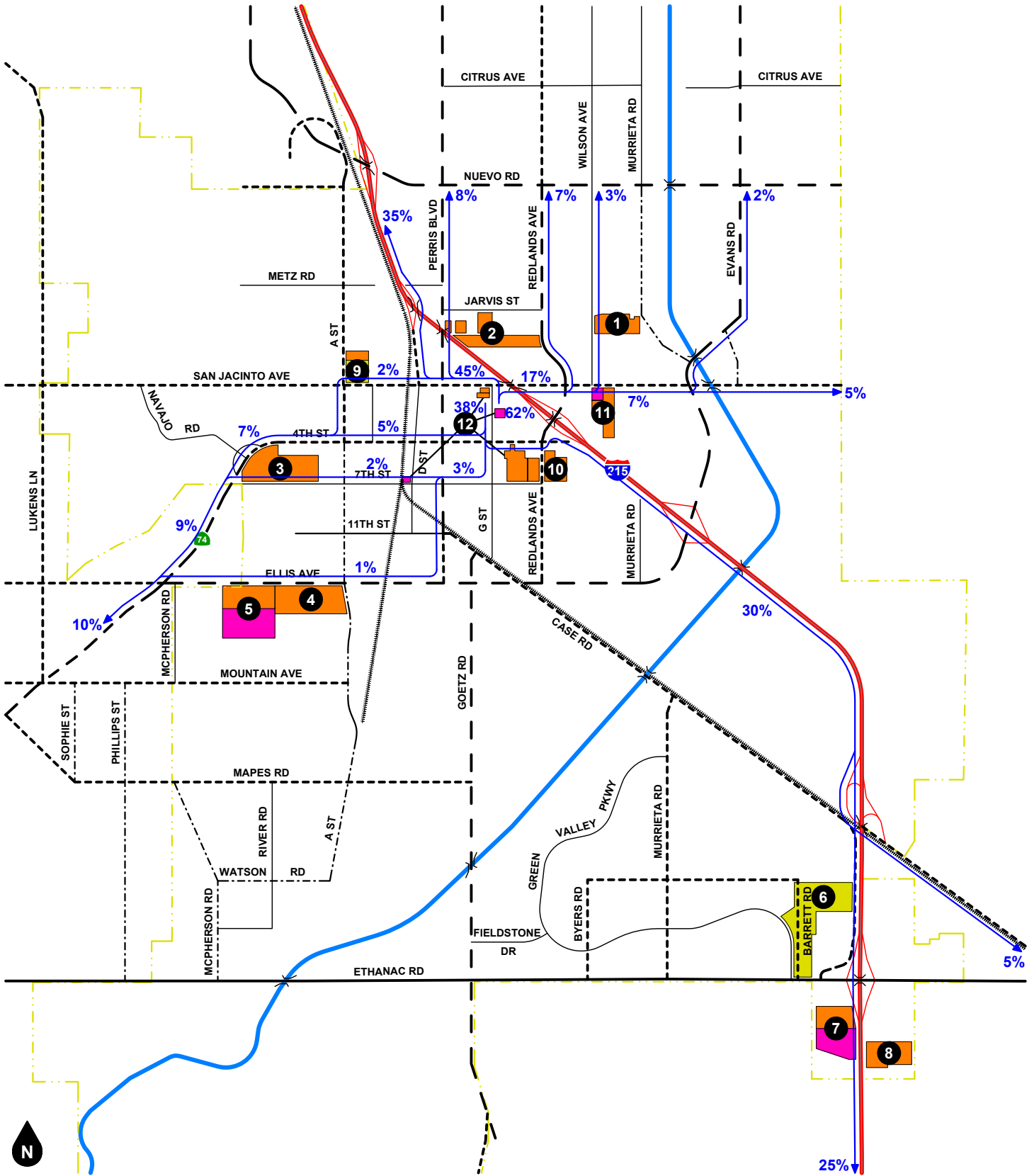
- Collector (66' ROW)
- · - · - Railroad
-) (Bridge
- Water
- City Boundary

Housing Opportunity Areas

- Lower Income
- Moderate Income
- Mixed Income

← 10% Percent To/From Project

Figure 14
Area 11 Trip Distribution



Legend

- Freeway
- Expressway (184' ROW)
- Arterial (128' ROW)
- Secondary Arterial (94' ROW)
- Major Collector (78' ROW)

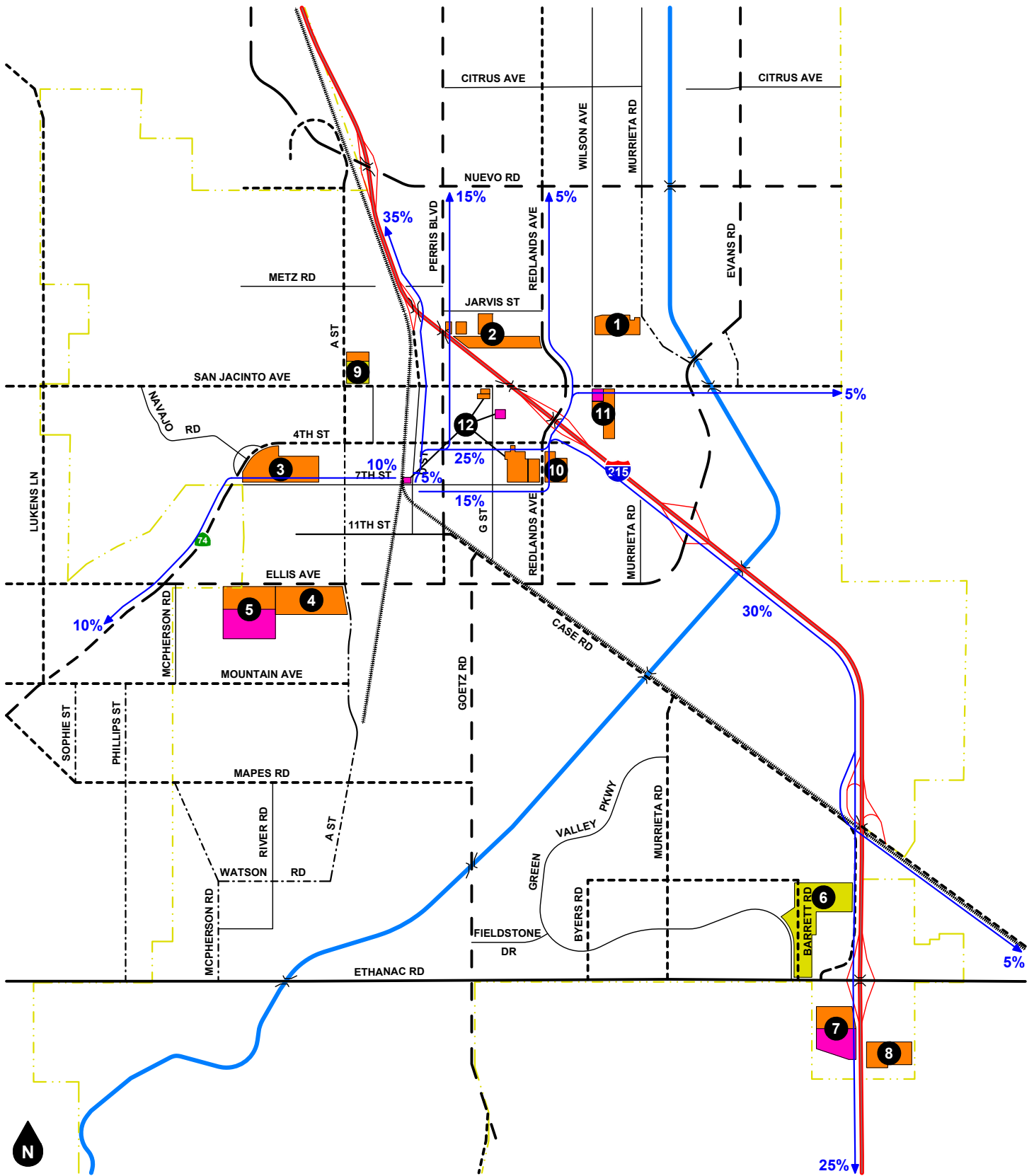
- Collector (66' ROW)
- Railroad
- Bridge
- Water
- City Boundary

Housing Opportunity Areas

- Lower Income
- Moderate Income
- Mixed Income

← 10% Percent To/From Project

Figure 15
Area 12.1 and 12.2 Trip Distribution



Legend

- Freeway
- Expressway (184' ROW)
- Arterial (128' ROW)
- Secondary Arterial (94' ROW)
- Major Collector (78' ROW)

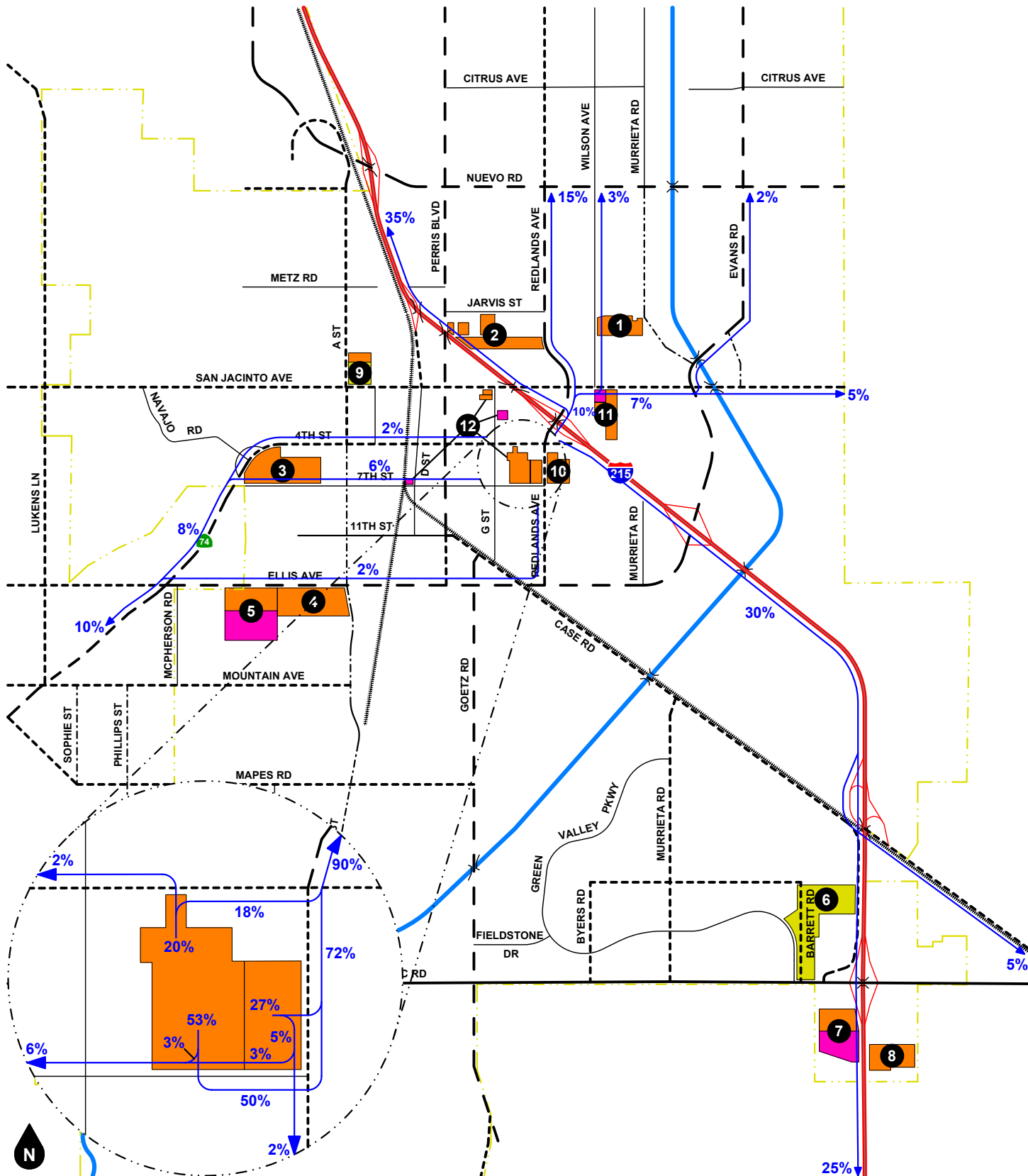
- Collector (66' ROW)
- Railroad
- Bridge
- Water
- City Boundary

Housing Opportunity Areas

- Lower Income
- Moderate Income
- Mixed Income

← 10% Percent To/From Project

Figure 16
Area 12.3 Trip Distribution



Legend

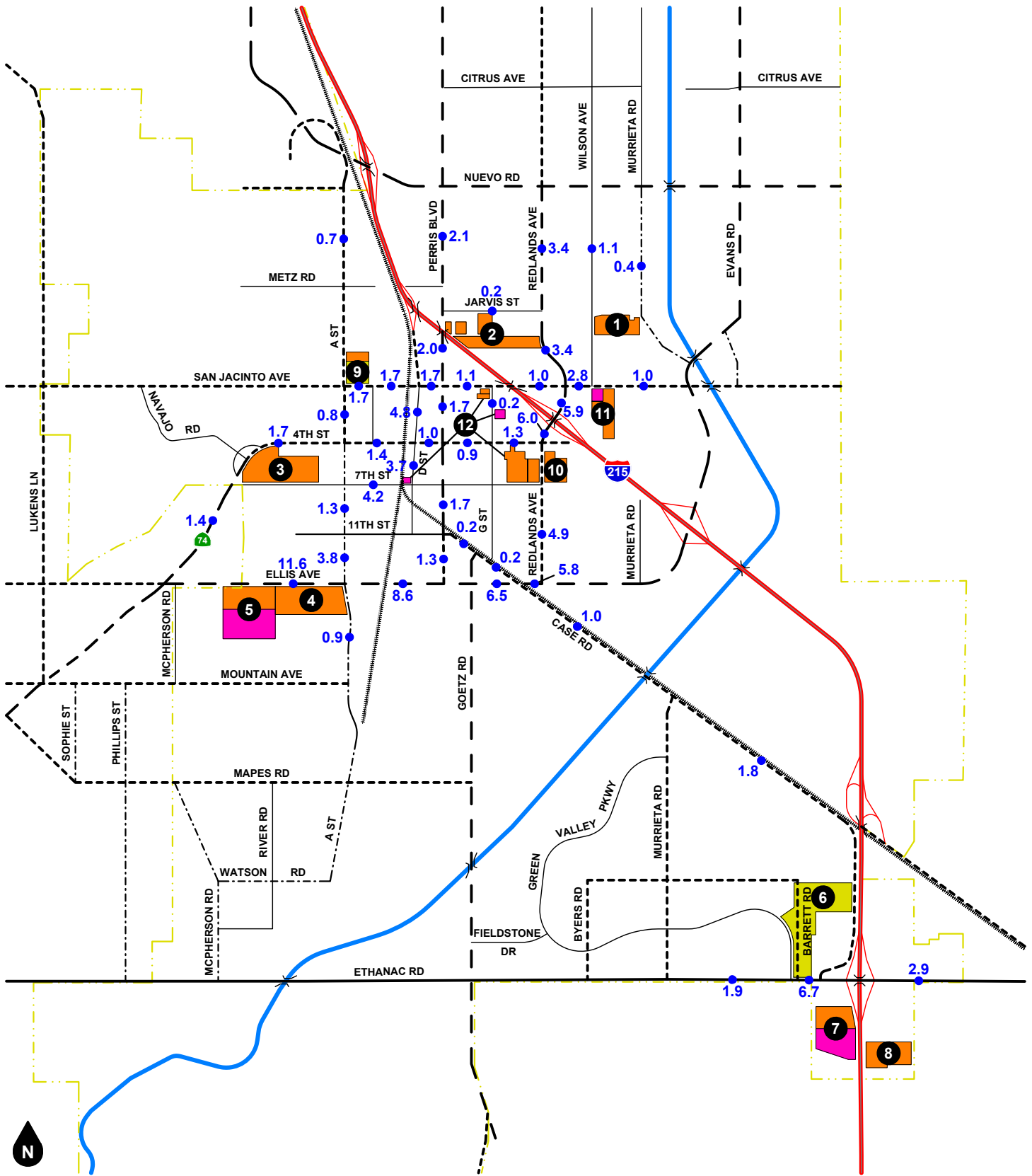
- Freeway
- Expressway (184' ROW)
- Arterial (128' ROW)
- - - Secondary Arterial (94' ROW)
- · - · - Major Collector (78' ROW)
- Collector (66' ROW)
- Railroad
- Bridge
- Water
- - - City Boundary

Housing Opportunity Areas

- Lower Income
- Moderate Income
- Mixed Income

← 10% Percent To/From Project

Figure 17
Area 12.4 to 12.7 Trip Distribution



Legend

- Freeway
- Expressway (184' ROW)
- Arterial (128' ROW)
- - - Secondary Arterial (94' ROW)
- · - · - Major Collector (78' ROW)

- Collector (66' ROW)
- · - · - Railroad
-) (Bridge
- Water
- City Boundary

Housing Opportunity Areas

- Lower Income
- Moderate Income
- Mixed Income

● ## Vehicles Per Day (1,000's)

Figure 18
Project Average Daily Traffic Volumes

5. FUTURE VOLUME FORECASTS

This section describes how future volume forecasts for each analysis scenario were developed. Forecast study area volumes are illustrated on figures contained in this section.

ANALYSIS SCENARIO VOLUME FORECASTS

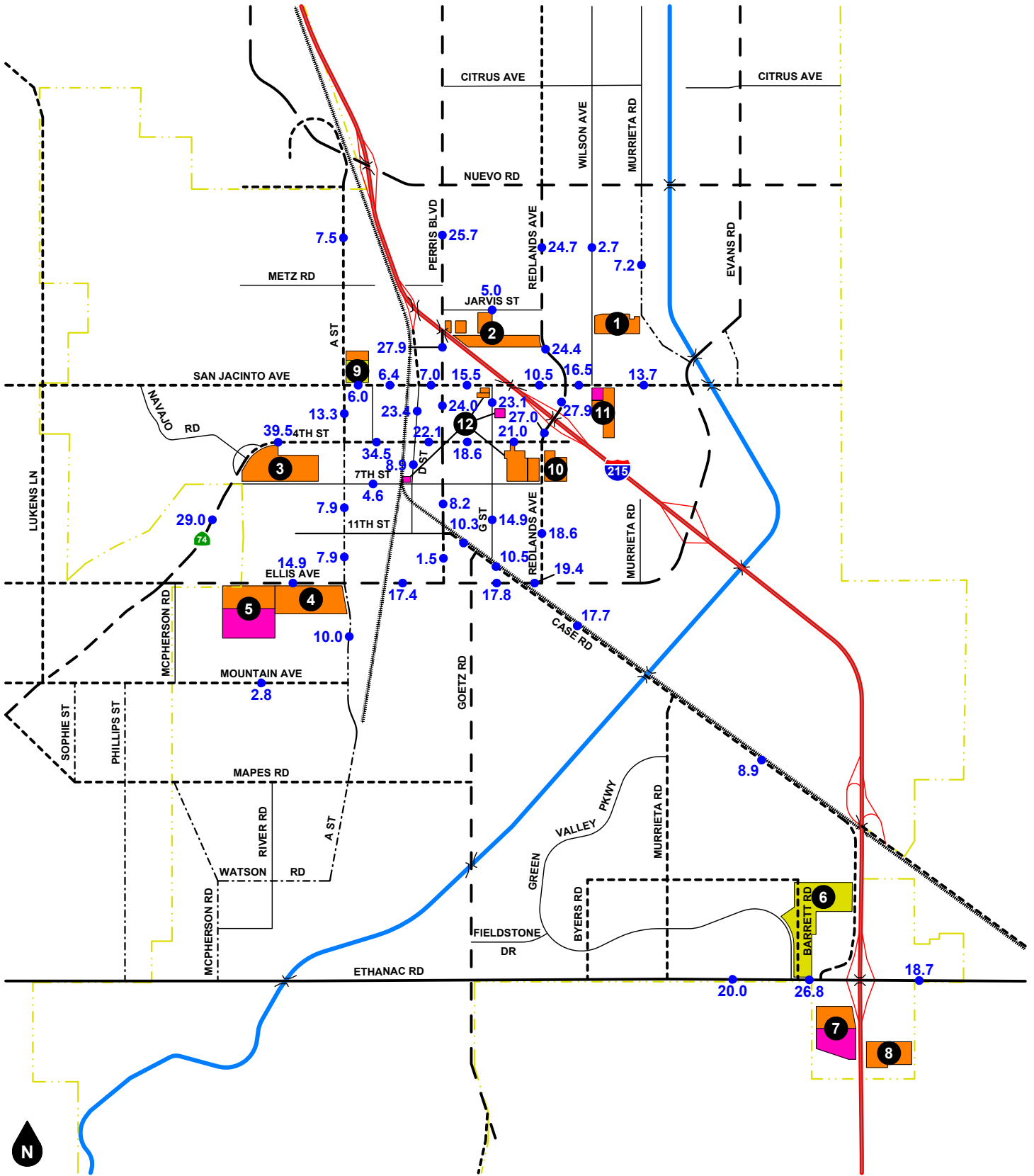
General Plan Buildout (Post 2030) Without Project

General Plan Buildout (Post 2030) Without Project average daily traffic volumes are shown on Figure 19.

The General Plan Buildout (Post 2030) Without Project average daily traffic (ADT) volumes were developed based on the currently adopted *City of Perris General Plan Circulation Element* (Table CE-10, Future Segment Average Daily Traffic and Level of Service). The existing daily volume counts were compared with the General Plan Buildout baseline volumes for each roadway segment to ensure that the baseline forecasts are not any lower than existing volumes. At locations where the existing roadway segment volume was greater than the future volume, the baseline volume was adjusted to reflect the existing volume.

General Plan Buildout (Post 2030) With Project

General Plan Buildout (Post 2030) With Project daily traffic volumes are shown on Figure 20. General Plan Buildout (Post 2030) With Project volume forecasts were developed by adding project-generated trips to the General Plan Buildout (Post 2030) Without Project forecast.



Legend

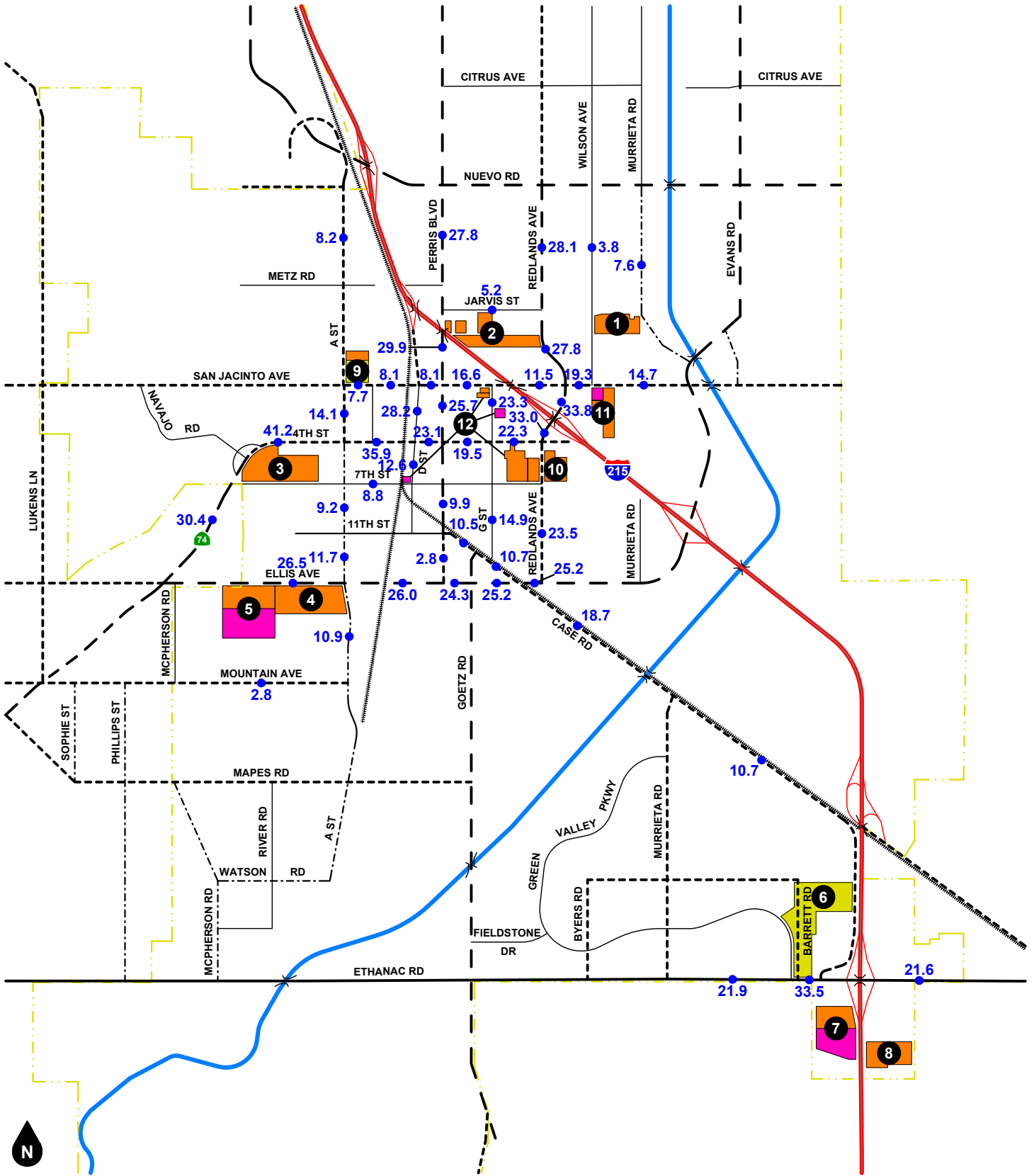
- Freeway
- Expressway (184' ROW)
- Arterial (128' ROW)
- - - Secondary Arterial (94' ROW)
- · - · - Major Collector (78' ROW)
- Collector (66' ROW)
- · - · - Railroad
-) (Bridge
- Water
- · - · - City Boundary

Housing Opportunity Areas

- Lower Income
- Moderate Income
- Mixed Income

● ## Vehicles Per Day (1,000's)

Figure 19
General Plan Buildout (Post 2030)
Without Project Average Daily Traffic Volumes



Legend

- Freeway
- Expressway (184' ROW)
- Arterial (128' ROW)
- - - Secondary Arterial (94' ROW)
- · - · - Major Collector (78' ROW)
- Collector (66' ROW)
- · - · - Railroad
-) (Bridge
- Water
- · - · - City Boundary

Housing Opportunity Areas

- Lower Income
- Moderate Income
- Mixed Income

● ## Vehicles Per Day (1,000's)

Figure 20
General Plan Buildout (Post 2030)
With Project Average Daily Traffic Volumes

6. FUTURE OPERATIONAL ANALYSIS

This section presents the results of the study roadway segment capacity analysis for General Plan Buildout (Post 2030) conditions without and with maximum buildout of the Housing Opportunity Areas.

ROADWAY SEGMENT ANALYSIS FOR GENERAL PLAN BUILDOUT (POST 2030) WITHOUT PROJECT

Table 6 shows the roadway segment daily capacity analysis for General Plan Buildout (Post 2030) Without Project conditions. As shown in Table 6, the study roadway segments are projected to operate within acceptable Levels of Service (D or better) for General Plan Buildout (Post 2030) Without Project conditions, except for the following study roadway segments that are currently forecast to operate at Levels of Service E or F:

- G Street, San Jacinto Avenue to 4th Street (SR-74)
- G Street, 4th Street (SR-74) to Case Road
- SR-74, Navajo Road to A Street
- SR-74, A Street to D Street

The current City of Perris General Plan Circulation Element previously identified that these four roadway segments are projected to operate at Level of Service E or F for General Plan Buildout (Post 2030) conditions, and as a result will fall short of the City's performance standard of Level of Service D or better.

The General Plan Circulation Element states that SR-74 falls within City limits and therefore, due to right-of-way constraints, can serve at Level of Service E as indicated within the policy section under Goal 2, which identifies the downtown area as an urban development area where transit and pedestrian activity should be encouraged.

The General Plan Circulation Element also notes that G Street should be upgraded to a 4-lane Secondary Arterial wherever feasible, and Transportation Demand Measures (TDM) should be considered to improve intersection and operations where right-of-way constraints prevent upgrade.

ROADWAY SEGMENT ANALYSIS FOR GENERAL PLAN BUILDOUT (POST 2030) WITH PROJECT

Table 7 shows the roadway segment daily capacity analysis for General Plan Buildout (Post 2030) With Project conditions. As shown in Table 7, the addition of project trips (i.e., maximum development of the Housing Opportunity Areas) is forecast to cause no additional study roadway segments to operate at Level of Service E or F compared to the current General Plan Circulation Element forecasts, except for the following roadway segment:

- D Street, 4th Street (SR-74) to 11th Street

Similar to the deficient segments of SR-74, Level of Service E may be considered acceptable at this segment of D Street in accordance with Goal 2 policies of the General Plan Circulation Element, which identify the downtown area as an urban development area where transit and pedestrian activity should be encouraged.

Based on the roadway segment daily capacity analysis for General Plan Buildout (Post 2030) With Project conditions, maximum buildout of the proposed Housing Opportunity Areas is forecast to require no changes to roadway classifications or additional roadway widening beyond those already identified in the City's current General Plan Circulation Element.

Table 6 (1 of 2)
General Plan Buildout (Post 2030) Without Project Roadway Segment Daily Capacity Analysis

ID	Roadway Segment		Existing (2023)	General Plan Buildout (Post 2030) Without Project Conditions						
	Roadway	Segment		ADT ¹	Classification ²	Lanes ³	Capacity ⁴	GP ADT ⁵	Revised GP ADT ^{6,7}	V/C ⁶
1	7th St	Redlands Ave to SR-74	4,100	Collector	2	13,000	4,600	4,600	0.35	A
2	A St	North of San Jacinto Ave	7,200	Secondary Arterial	4	35,900	7,500	7,500	0.21	A
3	A St	San Jacinto Ave to 4th St (SR-74)	8,400	Secondary Arterial	4	35,900	13,300	13,300	0.37	A
4	A St	4th St (SR-74) to 11th St	7,100	Major Collector	2	18,000	7,900	7,900	0.44	A
5	A St	11th St to Ellis Ave	5,500	Major Collector	2	18,000	7,900	7,900	0.44	A
6	A St	Ellis Ave to Mountain Ave	4,300	Major Collector	2	18,000	10,000	10,000	0.56	A
7	Case Rd	Perris Blvd to Goetz Rd	9,500	Secondary Arterial	4	35,900	10,300	10,300	0.29	A
8	Case Rd	Goetz Rd to Ellis Ave	9,200	Secondary Arterial	4	35,900	10,500	10,500	0.29	A
9	Case Rd	Ellis Ave to Murrieta Rd	8,600	Secondary Arterial	4	35,900	17,700	17,700	0.49	A
10	Case Rd	Murrieta Rd to I-215 Freeway	4,400	Secondary Arterial	4	35,900	8,900	8,900	0.25	A
11	D St	I-215 Freeway to 4th St (SR-74)	21,800	Secondary Arterial	4	35,900	23,400	23,400	0.65	B
12	D St	4th St (SR-74) to 11th St	4,100	Collector	2	13,000	8,900	8,900	0.68	B
13	Ellis Ave	SR-74 to A St	n/a	Arterial	6	53,900	14,900	14,900	0.28	A
14	Ellis Ave	A St to Goetz Rd	1,000	Arterial	6	53,900	17,400	17,400	0.32	A
15	Ellis Ave	Goetz Rd to Case Rd	100	Arterial	6	53,900	17,800	17,800	0.33	A
16	Ellis Ave	Case Rd to Redlands Ave	4,100	Arterial	6	53,900	19,400	19,400	0.36	A
17	Ethanac Rd	Murrieta Rd to Green Valley Pkwy	20,000	Expressway	6	61,300	16,100	20,000	0.33	A
18	Ethanac Rd	Green Valley Pkwy to I-215 Freeway	26,800	Expressway	6	61,300	17,600	26,800	0.44	A
19	Ethanac Rd	I-215 Freeway to SR-74	13,000	Expressway	6	61,300	18,700	18,700	0.31	A
20	G St	San Jacinto Ave to 4th St (SR-74)	2,700	Collector	2	13,000	23,100	23,100	1.78	F
21	G St	4th St (SR-74) to Case Rd	2,900	Collector	2	13,000	14,900	14,900	1.15	F
22	Jarvis Ave	Perris Blvd to Redlands Ave	4,400	Collector	2	13,000	5,000	5,000	0.38	A
23	Mountain Ave	McPherson Rd to A St	2,300	Secondary Arterial	4	35,900	2,800	2,800	0.08	A
24	Murrieta Rd	Nuevo Rd to Evans Rd	4,800	Major Collector	2	18,000	7,200	7,200	0.40	A
25	Perris Blvd	Nuevo Rd to East Jarvis Ave	22,400	Arterial	6	53,900	25,700	25,700	0.48	A
26	Perris Blvd	East Jarvis Ave to San Jacinto Ave	18,600	Arterial	6	53,900	27,900	27,900	0.52	A
27	Perris Blvd	San Jacinto Ave to 4th St (SR-74)	15,100	Arterial	6	53,900	24,000	24,000	0.45	A
28	Perris Blvd	4th St (SR-74) to 11th St	8,200	Arterial	6	53,900	7,000	8,200	0.15	A
29	Perris Blvd	11th St to Ellis Ave	1,500	Arterial	6	53,900		1,500	0.03	A
30	Redlands Ave	Nuevo Rd to East Jarvis Ave	12,100	Arterial	6	53,900	24,700	24,700	0.46	A
31	Redlands Ave	East Jarvis Ave to San Jacinto Ave	12,900	Arterial	6	53,900	24,400	24,400	0.45	A
32	Redlands Ave	San Jacinto Ave to I-215 Freeway	27,900	Arterial	6	53,900	24,700	27,900	0.52	A
33	Redlands Ave	I-215 Freeway to 4th St (SR-74)	27,000	Arterial	6	53,900	26,400	27,000	0.50	A
34	Redlands Ave	4th St (SR-74) to Ellis Ave	4,600	Secondary Arterial	4	35,900	18,600	18,600	0.52	A
35	San Jacinto Ave	East of A St	n/a	Secondary Arterial	4	35,900	6,000	6,000	0.17	A
36	San Jacinto Ave	A St to D St	n/a	Secondary Arterial	4	35,900	6,400	6,400	0.18	A
37	San Jacinto Ave	D St to Perris Blvd	7,000	Secondary Arterial	4	35,900	6,800	7,000	0.19	A
38	San Jacinto Ave	Perris Blvd to G St	3,500	Secondary Arterial	4	35,900	15,500	15,500	0.43	A
39	San Jacinto Ave	G St to Redlands Blvd	5,500	Secondary Arterial	4	35,900	10,500	10,500	0.29	A
40	San Jacinto Ave	Redlands Blvd to Wilson Ave	16,500	Arterial	6	53,900	3,300	16,500	0.31	A
41	San Jacinto Ave	Wilson Ave to Evans Rd	13,700	Arterial	6	53,900	6,300	13,700	0.25	A

Table 6 (2 of 2)
General Plan Buildout (Post 2030) Without Project Roadway Segment Daily Capacity Analysis

ID	Roadway Segment		Existing (2023)	General Plan Buildout (Post 2030) Without Project Conditions						
	Roadway	Segment		ADT ¹	Classification ²	Lanes ³	Capacity ⁴	GP ADT ⁵	Revised GP ADT ^{6,7}	V/C ⁶
42	SR-74	Ellis Ave to Navajo Rd	26,400	Arterial	6	53,900	29,000	29,000	0.54	A
43	SR-74	Navajo Rd to A St	39,500	Secondary Arterial	4	35,900	34,300	39,500	1.10	F
44	SR-74	A St to D St	34,200	Secondary Arterial	4	35,900	34,500	34,500	0.96	E
45	SR-74	D St to Perris Blvd	22,100	Secondary Arterial	4	35,900	22,100	22,100	0.62	B
46	SR-74	Perris Blvd to G St	18,600	Secondary Arterial	4	35,900	14,400	18,600	0.52	A
47	SR-74	G St to Redlands Blvd	21,000	Secondary Arterial	4	35,900	14,600	21,000	0.58	A
48	Wilson Ave	Nuevo Rd to San Jacinto Ave	2,700	Collector	2	13,000	500	2,700	0.21	A

Notes:

- (1) See Table 4.
- (2) Based on closest future classification available for existing roadway segment.
- (3) Based on future number of lanes per General Plan Circulation Element designation.
- (4) Based on maximum capacity at Level of Service E (see Table 3).
- (5) GP ADT = Current General Plan Buildout ADT per Table CE-10 of the City of Perris General Plan
- (6) ADT = Average Daily Traffic; V/C = Volume/Capacity; LOS = Level of Service
- (7) Revised GP ADT is based on the greater of GP ADT from the City of Perris General Plan or existing daily volume count.

Table 7 (1 of 2)
General Plan Buildout (Post 2030) With Project Roadway Segment Daily Capacity Analysis

ID	Roadway Segment		General Plan Buildout (Post 2030) With Project Conditions					
	Roadway	Segment	Classification ¹	Lanes ²	Capacity ³	ADT ^{4,5}	V/C ⁴	LOS ⁴
1	7th St	Redlands Ave to SR-74	Collector	2	13,000	8,800	0.68	B
2	A St	North of San Jacinto Ave	Secondary Arterial	4	35,900	8,200	0.23	A
3	A St	San Jacinto Ave to 4th St (SR-74)	Secondary Arterial	4	35,900	14,100	0.39	A
4	A St	4th St (SR-74) to 11th St	Major Collector	2	18,000	9,200	0.51	A
5	A St	11th St to Ellis Ave	Major Collector	2	18,000	11,700	0.65	B
6	A St	Ellis Ave to Mountain Ave	Major Collector	2	18,000	10,900	0.61	B
7	Case Rd	Perris Blvd to Goetz Rd	Secondary Arterial	4	35,900	10,500	0.29	A
8	Case Rd	Goetz Rd to Ellis Ave	Secondary Arterial	4	35,900	10,700	0.30	A
9	Case Rd	Ellis Ave to Murrieta Rd	Secondary Arterial	4	35,900	18,700	0.52	A
10	Case Rd	Murrieta Rd to I-215 Freeway	Secondary Arterial	4	35,900	10,700	0.30	A
11	D St	I-215 Freeway to 4th St (SR-74)	Secondary Arterial	4	35,900	28,200	0.79	C
12	D St	4th St (SR-74) to 11th St	Collector	2	13,000	12,600	0.97	E
13	Ellis Ave	SR-74 to A St	Arterial	6	53,900	26,500	0.49	A
14	Ellis Ave	A St to Goetz Rd	Arterial	6	53,900	26,000	0.48	A
15	Ellis Ave	Goetz Rd to Case Rd	Arterial	6	53,900	24,300	0.45	A
16	Ellis Ave	Case Rd to Redlands Ave	Arterial	6	53,900	25,200	0.47	A
17	Ethanac Rd	Murrieta Rd to Green Valley Pkwy	Expressway	6	61,300	21,900	0.36	A
18	Ethanac Rd	Green Valley Pkwy to I-215 Freeway	Expressway	6	61,300	33,500	0.55	A
19	Ethanac Rd	I-215 Freeway to SR-74	Expressway	6	61,300	21,600	0.35	A
20	G St	San Jacinto Ave to 4th St (SR-74)	Collector	2	13,000	23,300	1.79	F
			Secondary Arterial	4	35,900	23,300	0.65	B
21	G St	4th St (SR-74) to Case Rd	Collector	2	13,000	14,900	1.15	F
			Secondary Arterial	4	35,900	14,900	0.42	A
22	Jarvis Ave	Perris Blvd to Redlands Ave	Collector	2	13,000	5,200	0.40	A
23	Mountain Ave	McPherson Rd to A St	Secondary Arterial	4	35,900	2,800	0.08	A
24	Murrieta Rd	Nuevo Rd to Evans Rd	Major Collector	2	18,000	7,600	0.42	A
25	Perris Blvd	Nuevo Rd to East Jarvis Ave	Arterial	6	53,900	27,800	0.52	A
26	Perris Blvd	East Jarvis Ave to San Jacinto Ave	Arterial	6	53,900	29,900	0.55	A
27	Perris Blvd	San Jacinto Ave to 4th St (SR-74)	Arterial	6	53,900	25,700	0.48	A
28	Perris Blvd	4th St (SR-74) to 11th St	Arterial	6	53,900	9,900	0.18	A
29	Perris Blvd	11th St to Ellis Ave	Arterial	6	53,900	2,800	0.05	A
30	Redlands Ave	Nuevo Rd to East Jarvis Ave	Arterial	6	53,900	28,100	0.52	A
31	Redlands Ave	East Jarvis Ave to San Jacinto Ave	Arterial	6	53,900	27,800	0.52	A
32	Redlands Ave	San Jacinto Ave to I-215 Freeway	Arterial	6	53,900	33,800	0.63	B
33	Redlands Ave	I-215 Freeway to 4th St (SR-74)	Arterial	6	53,900	33,000	0.61	B
34	Redlands Ave	4th St (SR-74) to Ellis Ave	Secondary Arterial	4	35,900	23,500	0.65	B
35	San Jacinto Ave	East of A St	Secondary Arterial	4	35,900	7,700	0.21	A
36	San Jacinto Ave	A St to D St	Secondary Arterial	4	35,900	8,100	0.23	A
37	San Jacinto Ave	D St to Perris Blvd	Secondary Arterial	4	35,900	8,100	0.23	A

Table 7 (2 of 2)
General Plan Buildout (Post 2030) With Project Roadway Segment Daily Capacity Analysis

ID	Roadway Segment		General Plan Buildout (Post 2030) With Project Conditions					
	Roadway	Segment	Classification ¹	Lanes ²	Capacity ³	ADT ^{4,5}	V/C ⁴	LOS ⁴
38	San Jacinto Ave	Perris Blvd to G St	Secondary Arterial	4	35,900	16,600	0.46	A
39	San Jacinto Ave	G St to Redlands Blvd	Secondary Arterial	4	35,900	11,500	0.32	A
40	San Jacinto Ave	Redlands Blvd to Wilson Ave	Arterial	6	53,900	19,300	0.36	A
41	San Jacinto Ave	Wilson Ave to Evans Rd	Arterial	6	53,900	14,700	0.27	A
42	SR-74	Ellis Ave to Navajo Rd	Arterial	6	53,900	30,400	0.56	A
43	SR-74	Navajo Rd to A St	Secondary Arterial	4	35,900	41,200	1.15	F
44	SR-74	A St to D St	Secondary Arterial	4	35,900	35,900	1.00	E
45	SR-74	D St to Perris Blvd	Secondary Arterial	4	35,900	23,100	0.64	B
46	SR-74	Perris Blvd to G St	Secondary Arterial	4	35,900	19,500	0.54	A
47	SR-74	G St to Redlands Blvd	Secondary Arterial	4	35,900	22,300	0.62	B
48	Wilson Ave	Nuevo Rd to San Jacinto Ave	Collector	2	13,000	3,800	0.29	A

Notes:

- (1) Based on closest future classification available for existing roadway segment.
- (2) Based on future number of lanes per General Plan Circulation Element designation.
- (3) Based on maximum capacity at Level of Service E (see Table 3).
- (4) ADT = Average Daily Traffic; V/C = Volume/Capacity; LOS = Level of Service
- (5) Future ADT is based on the greater future ADT in Table CE-10 of the City of Perris General Plan Circulation Element or existing data.

7. CONCLUSIONS

This section summarizes the findings and recommended improvements (if any) identified in previous sections of this study.

PROJECT TRIP GENERATION

The proposed project (i.e., maximum buildout potential of the Housing Opportunity Areas) is forecast to generate approximately 36,524 daily trips, including 2,169 trips during the AM peak hour and 2,764 trips during the PM peak hour.

GENERAL PLAN BUILDOUT ROADWAY SEGMENT CAPACITY ANALYSIS

The study roadway segments are projected to operate within acceptable Levels of Service (D or better) for General Plan Buildout (Post 2030) Without Project conditions, except for the following study roadway segments that are currently forecast to operate at Levels of Service E or F:

- G Street, San Jacinto Avenue to 4th Street (SR-74)
- G Street, 4th Street (SR-74) to Case Road
- SR-74, Navajo Road to A Street
- SR-74, A Street to D Street

The current City of Perris General Plan Circulation Element previously identified that these four roadway segments are projected to operate at Level of Service E or F for General Plan Buildout (Post 2030) Without Project conditions, and as a result will fall short of the City's performance standard of Level of Service D or better.

The General Plan Circulation Element states that SR-74 falls within City limits and therefore, due to right-of-way constraints, can serve at Level of Service E as indicated within the policy section under Goal 2, which identifies the downtown area as an urban development area where transit and pedestrian activity should be encouraged.

The General Plan Circulation Element also notes that G Street should be upgraded to a 4-lane Secondary Arterial wherever feasible, and Transportation Demand Measures (TDM) should be considered to improve intersection and operations where right-of-way constraints prevent upgrade.

the addition of project trips (i.e., maximum development of the Housing Opportunity Areas) is forecast to cause no additional study roadway segments to operate at Level of Service E or F compared to the current General Plan Circulation Element forecasts, except for the following roadway segment:

- D Street, 4th Street (SR-74) to 11th Street

Similar to the deficient segments of SR-74, Level of Service E may be considered acceptable at this segment of D Street in accordance with Goal 2 policies of the General Plan Circulation Element, which identify the downtown area as an urban development area where transit and pedestrian activity should be encouraged.

Based on the roadway segment daily capacity analysis for General Plan Buildout (Post 2030) With Project conditions, maximum buildout of the proposed Housing Opportunity Areas is forecast to require no changes to roadway classifications or additional roadway widening beyond those already identified in the City's current General Plan Circulation Element.

RECOMMENDATION

While this analysis demonstrates that implementation of the overall Housing Overlay is not forecast to necessitate changes to the roadway classifications in the City of Perris General Plan Circulation Element, individual development proposals within the Housing Opportunity Areas should be required to review trip generation and determine the need and extent of site-specific evaluation in consultation with City of Perris staff.

APPENDICES

Appendix A Glossary

Appendix B Scoping Agreement

Appendix C Volume Count Worksheets

APPENDIX A

GLOSSARY

ACRONYMS

AC	Acres
ADT	Average Daily Traffic
Caltrans	California Department of Transportation
DU	Dwelling Unit
ICU	Intersection Capacity Utilization
GFA	Gross Floor Area
LOS	Level of Service
PCE	Passenger Car Equivalent
SP	Service Population
TSF	Thousand Square Feet
V/C	Volume/Capacity
VMT	Vehicle Miles Traveled

TERMS

ACTUATED SIGNAL CONTROL: A type of traffic signal control in which display of each phase depends on whether the corresponding phase detector has registered a service call or the phase is on recall.

ACTUATION: Detection of a roadway user that is forwarded to the signal controller.

AVERAGE DAILY TRAFFIC: The average 24-hour volume for a stated period divided by the number of days in that period. For example, Annual Average Daily Traffic is the total volume during a year divided by 365 days.

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

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

CALL: An indication within a signal controller that a particular phase is waiting for service, either through actuation from a roadway user or phase recall.

CAPACITY: The maximum number of vehicles that can be reasonably expected to pass through a roadway facility during a specified period.

CHANNELIZATION: The separation of conflicting traffic movements by use of pavement markings, raised curbs, or other suitable means to facilitate free flow movement.

CLEARANCE INTERVAL: Equal to the yellow plus all-red time, if any, when a traffic signal changes between phases (i.e., the amount of time between the end of a green light from one movement to the beginning of a green light for the next).

COORDINATED SIGNAL CONTROL: A type of traffic signal control in which non-coordinated phases associated with minor movements are constrained such that the coordinated phases are served at a specific time during the signal cycle, thus maintaining the efficient progression of traffic flow along the major roadway.

CONTROL DELAY: The portion of delay attributed to the intersection traffic control (such as a traffic signal or stop sign). It includes initial deceleration, queue move-up time, stopped delay, and final acceleration delay.

CORDON: An imaginary boundary line around or across a study area across which vehicles, persons, or other information can be collected for survey and analytical purposes.

CORNER SIGHT DISTANCE: The minimum sight distance required by the driver of a vehicle to cross or enter the lanes of the major roadway without requiring approaching traffic traveling at a given speed to radically alter their speed or trajectory.

CYCLE: A complete sequence of signal indications for all phases.

CYCLE LENGTH: The total time for a traffic signal to complete one full cycle.

DAILY CAPACITY: A theoretical value representing the daily traffic volume that will typically result in a peak hour volume equal to the capacity of the roadway.

DELAY: The total additional travel time experienced by a roadway user (driver, passenger, bicyclist, or pedestrian) beyond that required to travel at a desired speed.

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 used to count or determine the presence of a roadway user.

DESIGN SPEED: A speed used for purposes of designing horizontal and vertical alignments of a highway.

DIRECTIONAL SPLIT: The percent of two-way traffic traveling in a specified direction.

DIVERSION: The rerouting of traffic from a normal path of travel between two points, such as to avoid congestion or perform a secondary trip.

FREE FLOW: Traffic flow that is unaffected by a traffic control and/or or upstream or downstream conditions.

GAP: Time or distance between two vehicles measured from rear bumper of the front vehicle to front bumper of the second vehicle.

GAP ACCEPTANCE: The method by which a driver accepts an available gap in traffic to enter or cross the road.

HEADWAY: Time or distance between two successive vehicles measured from same point on both vehicles (i.e., front bumper to front bumper).

LEVEL OF SERVICE: A grading scale of quantitative performance measures representing the quality of service of a transportation facility or service from an average traveler's perspective.

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.

MULTI-MODAL: More than one mode, such as automobile, transit, bicycle, and pedestrian.

OFFSET: The time interval between the beginning of a traffic signal cycle at one intersection and the beginning of signal cycle an adjacent intersection.

PLATOON: A set of vehicles traveling at similar speed and moving as a general group with clear separation between other vehicles ahead and behind.

PASSENGER CAR EQUIVALENT: A metric used to assess the impact of larger vehicles, such as trucks, recreational vehicles, and buses, by converting the traffic volume of larger vehicles to an equivalent number of passenger cars.

PEDESTRIAN CLEARANCE INTERVAL: Also known as the “Flashing Don’t Walk” interval, it signals the end of pedestrian entry into the crosswalk following the “Walk” indication and provides time for pedestrians who have already entered the crosswalk to finishing crossing.

PEAK HOUR: The hour within a day in which the maximum volume occurs.

PEAK HOUR FACTOR: The peak hour volume divided by the four times the peak 15-minute flow rate.

PHASE: In traffic signals, the green, yellow, and red clearance intervals assigned to a specified traffic movement.

PRETIMED SIGNAL: A traffic signal operation in which the cycle length, phasing sequence, and phasing times are predetermined and fixed, regardless of actual demand for any given traffic movement. Also known as a fixed time signal.

PROGRESSION: The coordinated movement of vehicles through signalized intersections along a corridor.

QUEUE: The number of vehicles waiting at a service area such as a traffic signal, stop sign, or access gate.

QUEUE LENGTH: The length of vehicle queue, typically expressed in feet, waiting at a service area such as a traffic signal, stop sign, or access gate.

RECALL: A signal phasing operation in which a specified phase places a call to the signal controller each time a conflicting phase is served, thus ensuring the specified phase will be serviced again.

SEMI-ACTUATED CONTROL: A type of traffic signal control in which only the minor movements are provided detection.

SIGHT DISTANCE: The continuous length of roadway visible to a driver or roadway user.

STACKING DISTANCE: The length of area available behind a service area, such as a traffic signal or gate, for vehicle queuing to occur.

STOPPING SIGHT DISTANCE: The minimum distance required by the driver of a vehicle traveling at a given speed to bring the vehicle to a stop after an object on the road becomes visible, including reaction and response time.

TRIP OR TRIP END: The one-directional movement of a person or vehicle. Every trip has an origin and a destination at its respective ends (i.e., trip ends). In terms of site trip generation, the same vehicle entering and exiting a site generates two trips: one inbound trip and one outbound trip.

TRIP GENERATION RATE: The rate at which a land use generates trips per the specified land use variable, such per dwelling unit or per thousand square feet.

TRUCK: A heavy motor vehicle generally used for transporting goods.

VEHICLE MILES TRAVELED: A measure of the amount and distance of automobile travel essentially calculated as the sum of each trip times the trip length.

APPENDIX B
SCOPING AGREEMENT



MEMORANDUM OF UNDERSTANDING

TO: Mr. Kenneth Phung, Ms. Patricia Brenes | CITY OF PERRIS
FROM: Bryan Crawford, Senior Transportation Planner
DATE: February 27, 2023
SUBJECT: City of Perris Housing Implementation Measures Transportation Study Scoping Agreement

The purpose of this transportation study scoping agreement is to outline the proposed traffic analysis parameters and assumptions for review/concurrence by City of Perris staff. This transportation study will assess the effects to the City of Perris roadway network resulting from development of Housing Opportunity Areas identified in the City’s recently updated Housing Element.

PROJECT DESCRIPTION

The proposed project involves creation of an overlay zone for Housing Opportunity Sites identified in the recently adopted *City of Perris General Plan Housing Element* (August 17, 2022) that would continue to permit development in accordance with current zoning regulations or allow activation of the overlay zoning for development of up to 5,419 high-density, multi-family residential dwelling units distributed over 12 Housing Opportunity Areas (“Project”).

The Housing Opportunity Areas are identified on Figure 7-3 of the Housing Element. Appendix B of the Housing Element provides detailed descriptions of each Housing Opportunity Area including the maximum number of potential units of multi-family housing that can be developed for each area. Table 1 summarizes the Housing Opportunity Area development potential, including the sites within each area and the maximum number of residential units estimated for each site. This information was obtained from Appendix B of the Housing Element. As shown in Table 1, full development of all Housing Opportunity Areas could result in up to 5,419 multi-family residential dwelling units.

Figure 1 shows the project location map. This figure shows the location of all twelve Housing Opportunity Areas overlaid onto the City of Perris Future Roadway Network (as identified on Exhibit CE-12 of the *City of Perris General Plan Circulation Element* (August 26, 2022).

PROJECT TRIP GENERATION

Table 2 shows the weekday AM peak hour, PM peak hour, and daily project trip generation forecast based on average rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021) for ITE Land Use Code 220: Multi-Family Housing (Low-Rise). As shown in Table 2, the proposed project is forecast to generate approximately 36,524 daily trips, including 2,169 trips during the AM peak hour and 2,764 trips during the PM peak hour.

For information purposes of this scoping agreement, Table 3 shows an alternative trip generation forecast based on average rates for ITE Land Use Code 221: Multi-Family Housing (Mid-Rise). As shown in Table 3,

use of ITE rates for mid-rise multi-family housing would result in a trip generation forecast of 24,602 daily trips, including 2,003 trips during the AM peak hour and 2,114 trips during the PM peak hour.

While both ITE Land Use Codes 220 and 221 describe apartments, townhouses, and condominiums, the low-rise multi-family housing category (ITE 220) represents two- to three-story developments, whereas the mid-rise multi-family housing category (ITE 221) represents four- to ten-story developments. Since the proposed overlay would require a minimum density of 30 dwelling units/acre, developments within the Housing Opportunity Areas would likely consist of both low-rise and mid-rise multi-family. Since the trip generation rates for low-rise multi-family housing are greater than mid-rise multi-family housing, the study shall use the trip generation rates for low-rise multi-family housing for all 5,419 potential multi-family housing dwelling units (as shown in Table 2) to provide a conservative analysis.

LEVEL OF SERVICE ANALYSIS

Study Area

Figure 2 and Table 4 identify the proposed study area roadway segments to be analyzed. The study roadway segments were selected based on proximal location to each Housing Opportunity Area, roadway classification within the City of Perris Circulation Element, and forecasted travel patterns between the Housing Opportunity Area and potential local and regional destinations.

Project Trip Distribution

Figures 3 to 16 illustrate the forecast directional distribution patterns of project-generated trips for each Housing Opportunity Site. The project trip distribution patterns are based on review of existing and future volume data from the City of Perris General Plan Circulation Element, surrounding land uses, designated truck routes, local and regional roadway facilities in the project vicinity, and the City of Perris General Plan Circulation Element Future Roadway Network.

Traffic Counts

New roadway segment counts will be collected at the study roadway segments during a 24-hour period on a typical weekday (Tuesday, Wednesday, or Thursday). These counts will separate passenger cars and trucks by axle.

Analysis Scenarios

The traffic study shall evaluate the following analysis scenarios for weekday average daily traffic conditions:

- Existing [2023]
- General Plan Buildout (Post 2030) Without Project
- General Plan Buildout (Post 2030) With Project

Method Of Projection

The General Plan Buildout (Post 2030) Without Project average daily traffic (ADT) volumes will be obtained from the currently adopted City of Perris General Plan Circulation Element (Table CE-10, Future Segment Average Daily Traffic and Level of Service). The existing traffic counts to be collected will be compared with the future volumes for each roadway segment to ensure that the future volumes are greater than existing volumes. In the event that the existing roadway segment volume is greater than the future volume, the future volume may be revised to reflect the existing volume. The future volume may not be revised to reflect the

existing greater volume if the roadway segment in question is expected to have reduced future volumes due to traffic pattern realignment due to future roadway construction as shown in the City of Perris General Plan Circulation Element Future Roadway Network for roadways that are not currently constructed and operational. Each future ADT will be reviewed on a case-by-case basis to determine if it is appropriate to modify based on the greater existing traffic volume.

The General Plan Buildout (Post 2030) With Project volumes will be developed by adding project-generated trips to the adjusted General Plan Buildout (Post 2030) With Project volumes.

Analytical Methodology

Roadway segment Level of Service will be evaluated based on the volume-to-capacity methodology using roadway capacities by classification established in the City of Perris General Plan Circulation Element Table CE-9 (Perris Roadway Future Capacity / Level of Service).

Performance Standards

The City of Perris has established Level of Service (LOS) D or better as acceptable for all roadway segments along the designated street and highway system in the City's General Plan Circulation Element. If necessary, the analysis will identify any changes in roadway classifications necessary to maintain established LOS standards.

VEHICLE MILES TRAVELED (VMT) IMPACT ANALYSIS

Modeling

VMT impacts will be evaluated using the Riverside County Transportation Model (RIVCOM). Socio-economic data inputs associated with full development of the Housing Opportunity Zones will be added and two new model runs will be performed for base year plus project and future year plus project. Model outputs will include total VMT per service population and home-based VMT per capita. Model runs will be obtained via Western Riverside Council of Governments (WRCOG) transportation modeling services.

Consistency with RHNA

The study will include a discussion addressing whether or not the project is consistent with Regional Housing Needs Allocation (RHNA) housing supply allocations for the City of Perris.

Thresholds of Significance

The project VMT impact will be considered significant if:

- The base model year project-generated VMT per service population exceeds the City of Perris baseline VMT per service population, or
- The future model year project-generated VMT per service population exceeds the City of Perris base year VMT per service population.

Mitigation

The study will identify three impact categories for the Housing Opportunity areas: very efficient (no mitigation necessary), moderately efficient (some mitigation necessary), and least efficient (likely to result in significant unavoidable impacts with mitigation).

Mitigation measures for each impact category will be identified in the form of transportation demand measures (TDM) and associated VMT reduction based on guidance from the WRCOG SB 743 Implementation Pathway Document Package (2019) and the California Air Pollution Control Officers Association (CAPCOA) *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (December 2021).

CONCLUSION

We appreciate the opportunity to provide this scoping document for your review. Should you have any questions or comments regarding the proposed scope, please contact Bryan Crawford at (714) 795-3100 x 104 or bryan@ganddini.com.

Table 1
Housing Opportunity Area Development Potential

Area	Maximum Potential Number of Multi-Family Residential Units	Area	Maximum Potential Number of Multi-Family Residential Units
1	320	7 - Site 7.1	113
2 - Site 2.1	109	7 - Site 7.2	179
2 - Site 2.2	120	7 - Site 7.3	13
2 - Site 2.3	123	7 - Site 7.4	69
2 - Site 2.4	120	8 - Site 8.1	24
2 - Site 2.5	46	8 - Site 8.2	49
2 - Site 2.6	19	8 - Site 8.3	111
3 - Site 3.1	104	8 - Site 8.4	17
3 - Site 3.2	122	9 - Site 9.1	79
3 - Site 3.3	26	9 - Site 9.2	220
3 - Site 3.4	114	10 - Site 10.1	70
3 - Site 3.5	156	10 - Site 10.2	60
3 - Site 3.6	36	11 - Site 11.1	32
3 - Site 3.7	127	11 - Site 11.2	93
4	881	11 - Site 11.3	24
5 - Site 5.1	233	12 - Site 12.1	35
5 - Site 5.2	222	12 - Site 12.2	28
5 - Site 5.3	263	12 - Site 12.3	10
5 - Site 5.4	251	12 - Site 12.4	49
6 - Site 6.1	239	12 - Site 12.5	31
6 - Site 6.2	303	12 - Site 12.6	109
		12 - Site 12.7	70
Total			5,419

Source: City of Perris Housing Element (August 17, 2022); Appendix B.

**Table 2
Project Trip Generation To Be Used for Analysis**

Trip Generation Rates									
Land Use	Source ¹	Unit ²	AM Peak Hour			PM Peak Hour			Daily
			% In	% Out	Rate	% In	% Out	Rate	
Multifamily Housing (Low-Rise)	ITE 220	DU	24%	76%	0.40	63%	37%	0.51	6.74

Trips Generated									
Area	Quantity	Unit ²	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Area 1	320	DU	31	97	128	103	60	163	2,157
Area 2	537	DU	52	163	215	173	101	274	3,619
Area 3	685	DU	66	208	274	220	129	349	4,617
Area 4	881	DU	85	268	353	283	166	449	5,938
Area 5	969	DU	93	295	388	311	183	494	6,531
Area 6	542	DU	52	165	217	174	102	276	3,653
Area 7	374	DU	36	114	150	120	71	191	2,521
Area 8	201	DU	19	61	80	65	38	103	1,355
Area 9	299	DU	29	91	120	96	56	152	2,015
Area 10	130	DU	12	40	52	42	25	67	876
Area 11	149	DU	14	45	59	48	28	76	1,004
Area 12	332	DU	32	101	133	107	63	170	2,238
TOTAL NEW PROJECT TRIPS			521	1,648	2,169	1,742	1,022	2,764	36,524

Notes:

- (1) ITE = Institute of Transportation Engineers *Trip Generation Manual* (11th Edition, 2021); ### = Land Use Code(s).
- (2) DU = Dwelling Units

**Table 3
Project Trip Generation (Multifamily Housing (Mid-Rise))**

Trip Generation Rates									
Land Use	Source ¹	Unit ²	AM Peak Hour			PM Peak Hour			Daily Rate
			% In	% Out	Rate	% In	% Out	Rate	
Multifamily Housing (Mid-Rise)	ITE 221	DU	23%	77%	0.37	61%	39%	0.39	4.54

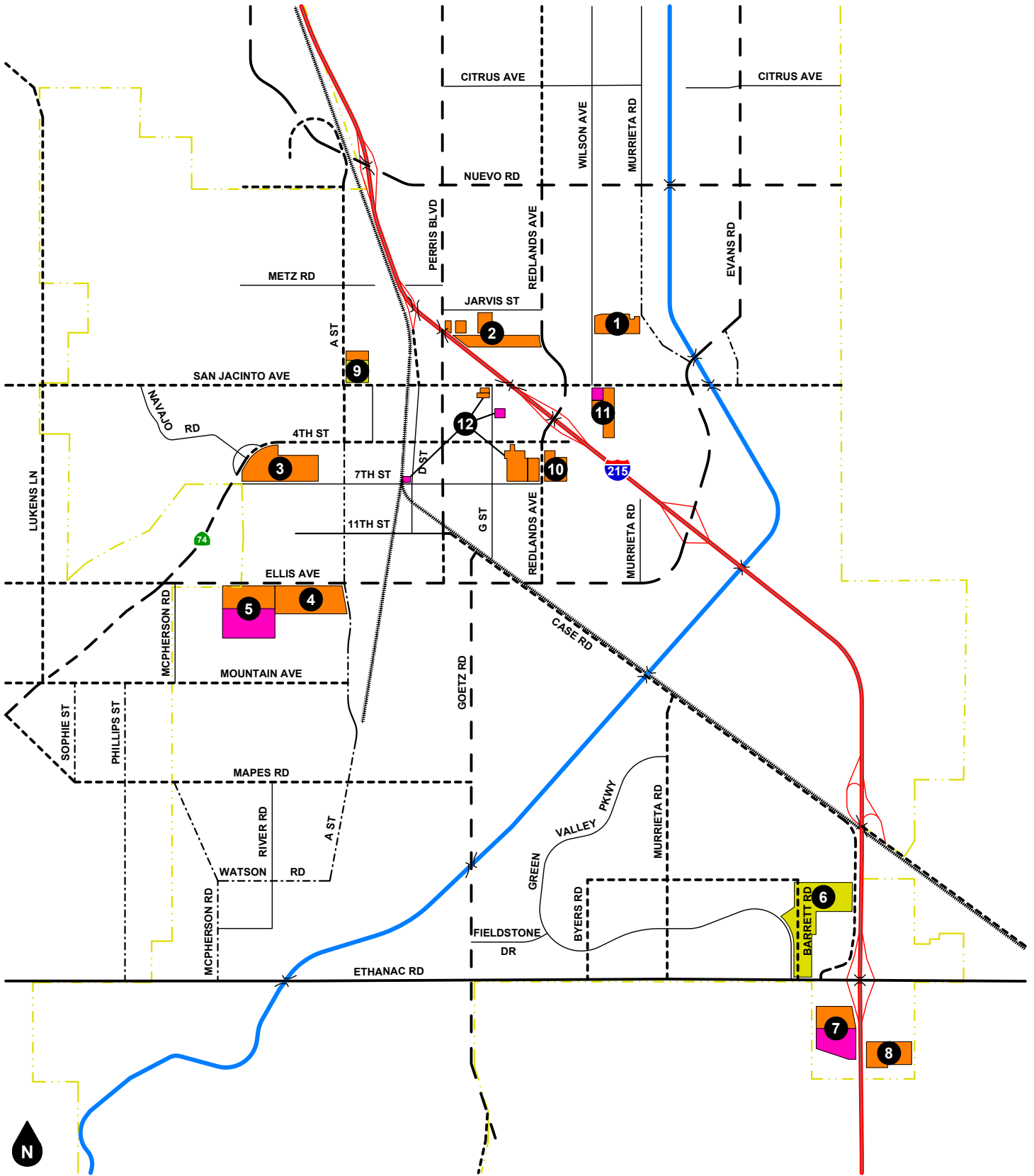
Trips Generated									
Area	Quantity	Unit ²	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Area 1	320	DU	27	91	118	76	49	125	1,453
Area 2	537	DU	46	153	199	128	82	210	2,438
Area 3	685	DU	58	195	253	163	104	267	3,110
Area 4	881	DU	75	251	326	210	134	344	4,000
Area 5	969	DU	82	276	358	231	147	378	4,399
Area 6	542	DU	46	154	200	129	82	211	2,461
Area 7	374	DU	32	107	139	89	57	146	1,698
Area 8	201	DU	17	57	74	48	31	79	913
Area 9	299	DU	25	85	110	71	45	116	1,357
Area 10	130	DU	11	37	48	31	20	51	590
Area 11	149	DU	13	42	55	35	23	58	676
Area 12	332	DU	28	95	123	79	50	129	1,507
TOTAL NEW PROJECT TRIPS			460	1,543	2,003	1,290	824	2,114	24,602

Notes:

- (1) ITE = Institute of Transportation Engineers *Trip Generation Manual* (11th Edition, 2021); ### = Land Use Code(s).
- (2) DU = Dwelling Units

Table 4
List of Study Roadway Segments To Be Analyzed

Number	Street	Roadway Segment
1	7th Street	Redlands Avenue to SR-74
2	A Street	North of San Jacinto Avenue
3	A Street	San Jacinto Avenue to 4th Street (SR-74)
4	A Street	4th Street (SR-74) to 11th Street
5	A Street	11th Street to Ellis Avenue
6	A Street	Ellis Avenue to Mountain Avenue
7	Case Road	Perris Boulevard to Goetz Road
8	Case Road	Goetz Road to Ellis Avenue
9	Case Road	Ellis Avenue to Murrieta Road
10	Case Road	Murrieta Road to I-215 Freeway
11	D Street	I-215 Freeway to 4th Street (SR-74)
12	D Street	4th Street (SR-74) to 11th Street
13	Ellis Avenue	A Street to Goetz Road
14	Ellis Avenue	Goetz Road to Case Road
15	Ellis Avenue	Case Road to Redlands Avenue
16	Ethanac Road	Murrieta Road to Green Valley Parkway
17	Ethanac Road	Green Valley Parkway to I-215 Freeway
18	Ethanac Road	I-215 Freeway to SR-74
19	G Street	San Jacinto Avenue to 4th Street (SR-74)
20	G Street	4th Street (SR-74) to Case Road
21	Jarvis Avenue	Perris Boulevard to Redlands Avenue
22	Mountain Avenue	McPherson Road to A Street
23	Murrieta Road	Nuevo Road to Ellis Avenue
24	Perris Boulevard	Nuevo Road to East Jarvis Avenue
25	Perris Boulevard	East Jarvis Avenue to San Jacinto Avenue
26	Perris Boulevard	San Jacinto Avenue to 4th Street (SR-74)
27	Perris Boulevard	4th Street (SR-74) to 11th Street
28	Perris Boulevard	11th Street to Ellis Avenue
29	Redlands Avenue	Nuevo Road to East Jarvis Avenue
30	Redlands Avenue	East Jarvis Avenue to San Jacinto Avenue
31	Redlands Avenue	San Jacinto Avenue to I-215 Freeway
32	Redlands Avenue	I-215 Freeway to 4th Street (SR-74)
33	Redlands Avenue	4th Street (SR-74) to Ellis Avenue
34	San Jacinto Avenue	East of A Street
35	San Jacinto Avenue	A Street to D Street
36	San Jacinto Avenue	D Street to Perris Boulevard
37	San Jacinto Avenue	Perris Boulevard to G Street
38	San Jacinto Avenue	G Street to Redlands Boulevard
39	San Jacinto Avenue	Redlands Boulevard to Wilson Avenue
40	San Jacinto Avenue	Wilson Avenue to Evans Road
41	SR-74	Ellis Avenue to Navajo Road
42	SR-74	Navajo Road to A Street
43	SR-74	A Street to D Street
44	SR-74	D Street to Perris Boulevard
45	SR-74	Perris Boulevard to G Street
46	SR-74	G Street to Redlands Boulevard
47	Wilson Avenue	Nuevo Road to San Jacinto Avenue



Legend

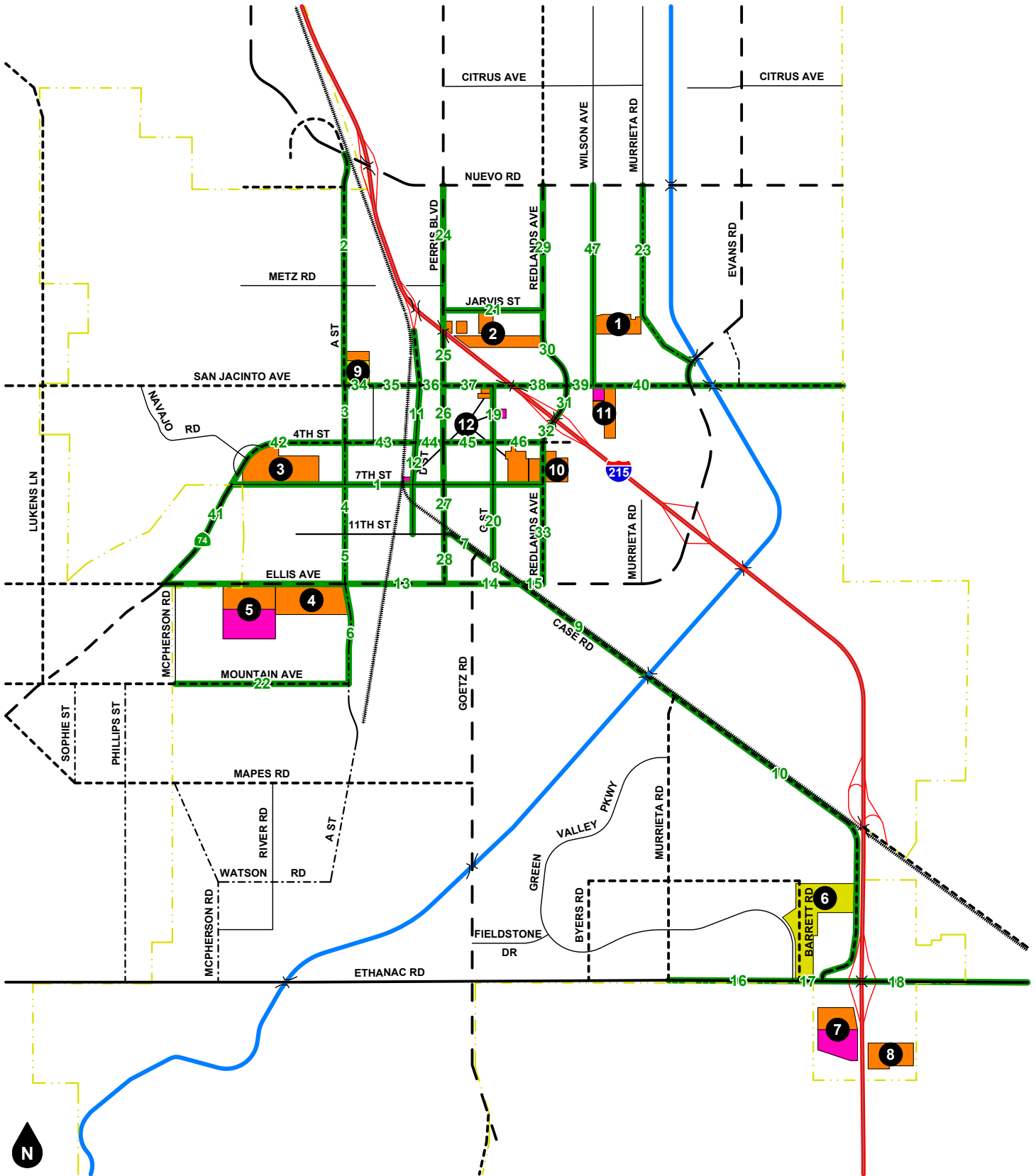
- Freeway
- Expressway (184' ROW)
- Arterial (128' ROW)
- Secondary Arterial (94' ROW)
- Major Collector (78' ROW)

- Collector (66' ROW)
- Railroad
- Bridge
- Water
- City Boundary

Housing Opportunity Areas

- Lower Income
- Moderate Income
- Mixed Income

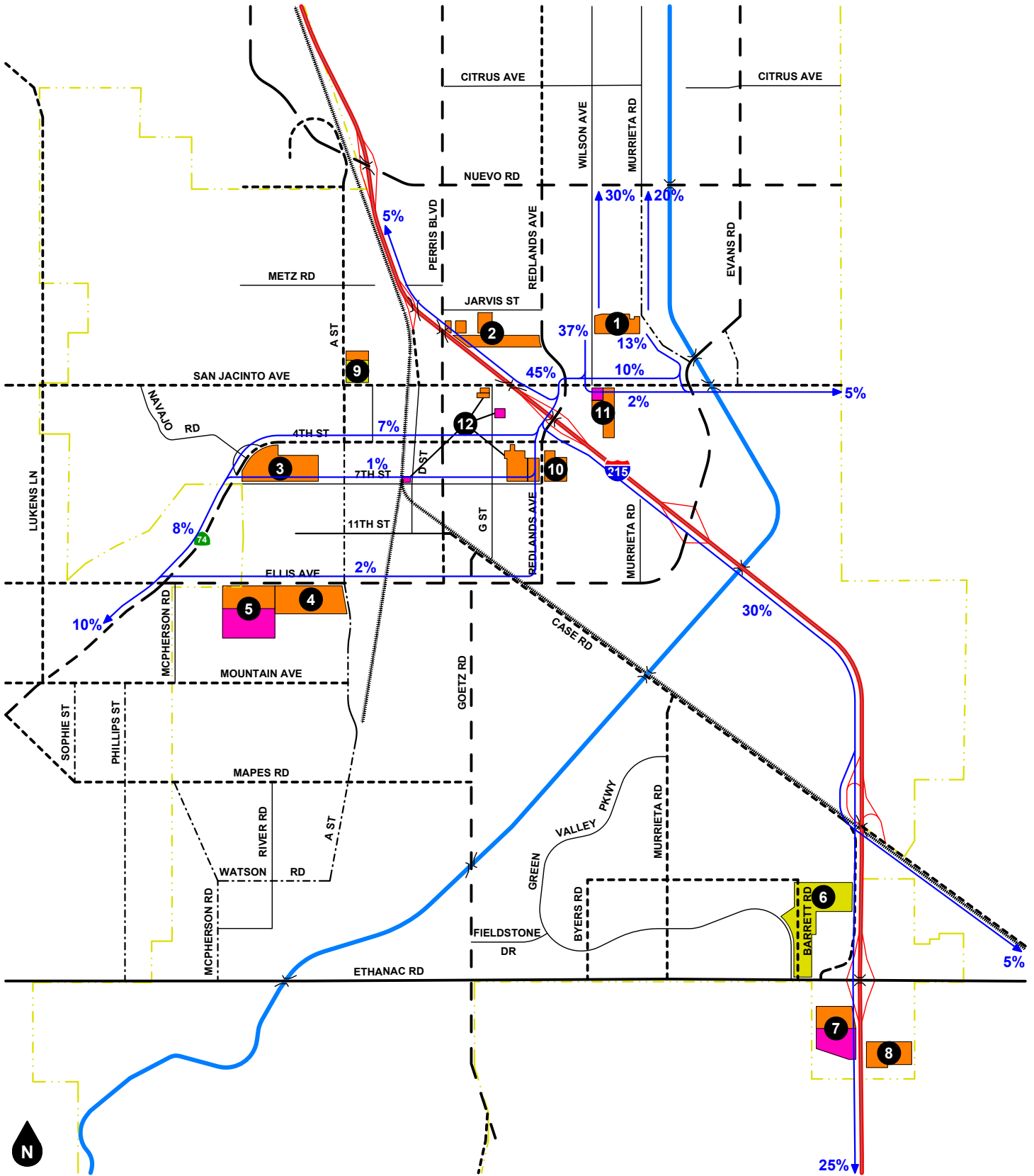
Figure 1
Project Location Map



Legend

- | | | |
|---|---|--|
| <ul style="list-style-type: none"> — Freeway — Expressway (184' ROW) — Arterial (128' ROW) - - - Secondary Arterial (94' ROW) - · - · - Major Collector (78' ROW) | <ul style="list-style-type: none"> — Collector (66' ROW) - · - · - Railroad) (Bridge — Water — City Boundary — Study Roadway Segments | <p>Housing Opportunity Areas</p> <ul style="list-style-type: none"> Lower Income Moderate Income Mixed Income |
|---|---|--|

Figure 2
Study Roadway Segments



Legend

- Freeway
- Expressway (184' ROW)
- - - Arterial (128' ROW)
- - - - - Secondary Arterial (94' ROW)
- · - · - Major Collector (78' ROW)

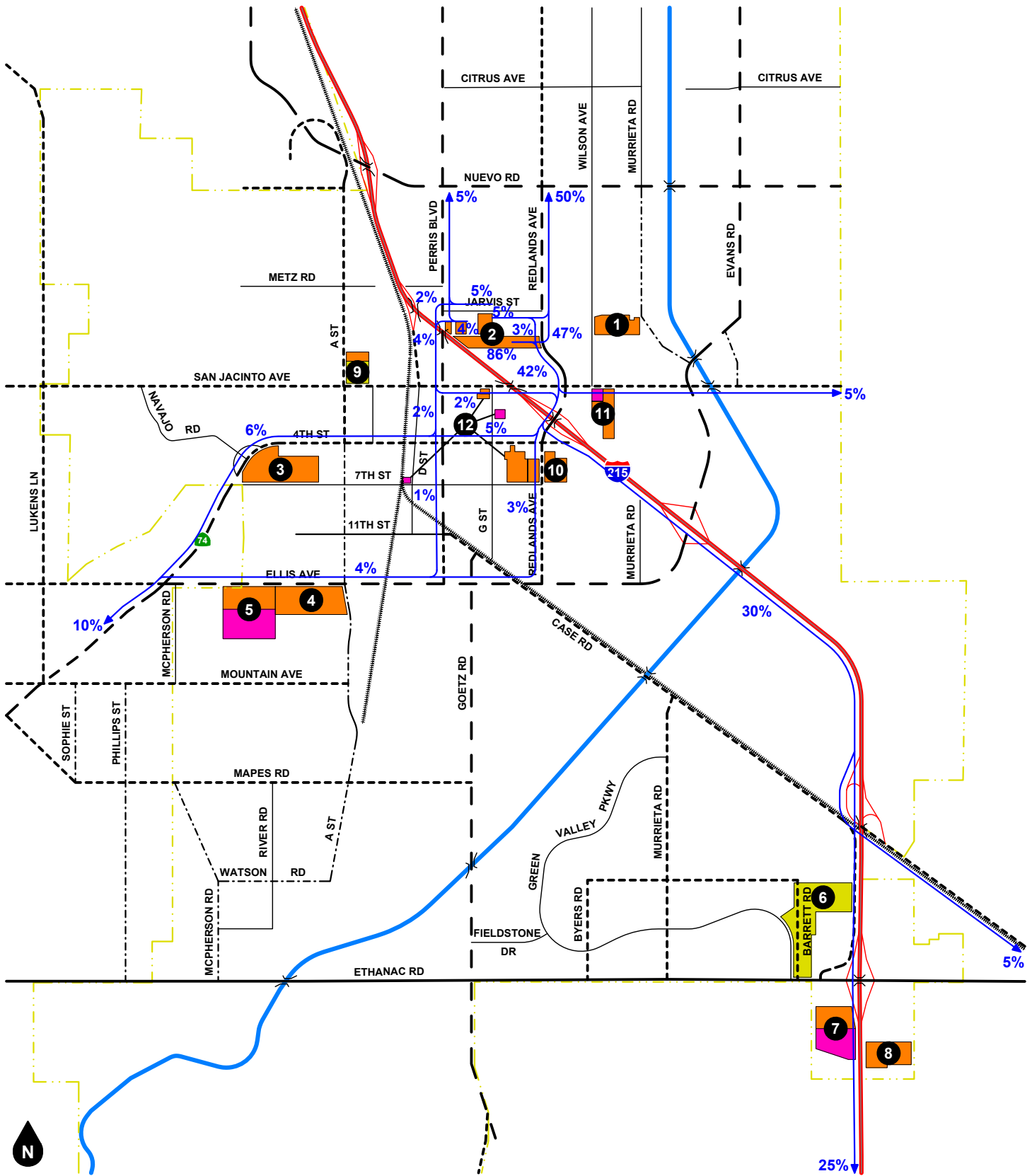
- Collector (66' ROW)
- · - · - Railroad
-) (Bridge
- Water
- City Boundary

Housing Opportunity Areas

- Lower Income
- Moderate Income
- Mixed Income

← 10% Percent To/From Project

Figure 3
Area 1 Trip Distribution



Legend

- Freeway
- Expressway (184' ROW)
- - - Arterial (128' ROW)
- - - - - Secondary Arterial (94' ROW)
- · - · - Major Collector (78' ROW)

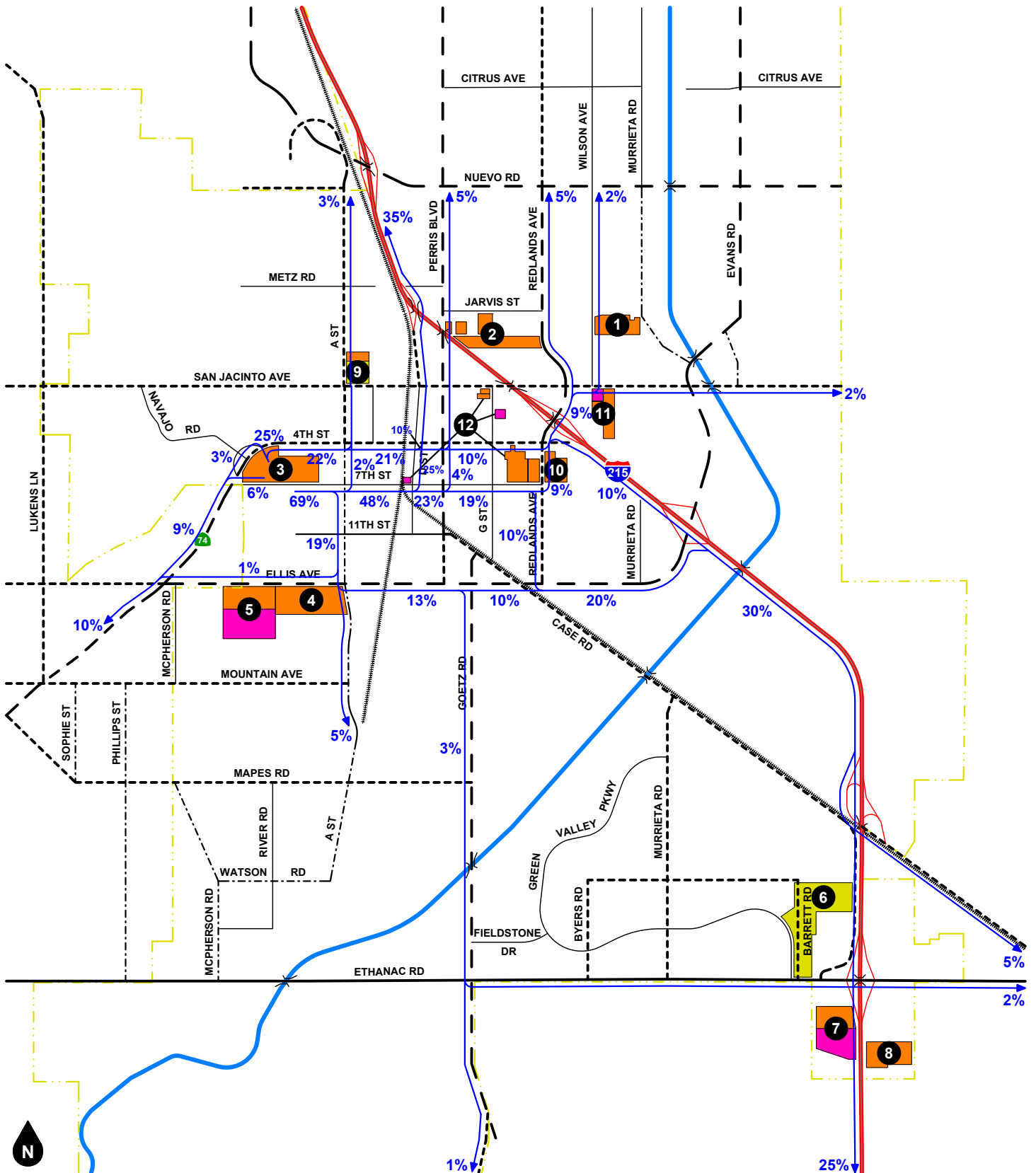
- Collector (66' ROW)
- · - · - Railroad
-) (Bridge
- Water
- City Boundary

Housing Opportunity Areas

- Lower Income
- Moderate Income
- Mixed Income

← 10% Percent To/From Project

Figure 4
Area 2 Trip Distribution



Legend

- Freeway
- Expressway (184' ROW)
- - - Arterial (128' ROW)
- - - - - Secondary Arterial (94' ROW)
- · - · - Major Collector (78' ROW)

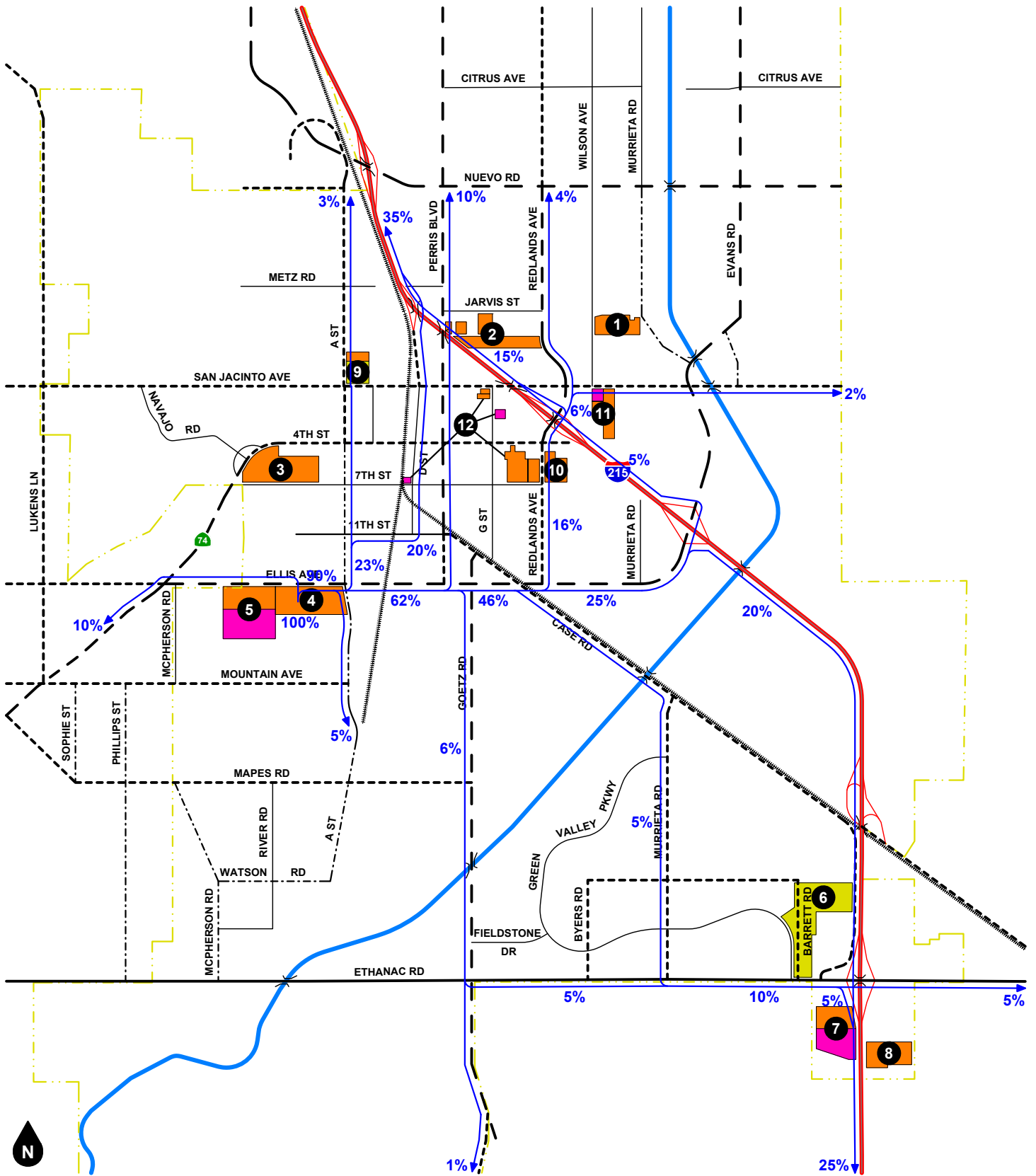
- Collector (66' ROW)
- · - · - Railroad
-) (Bridge
- Water
- City Boundary

Housing Opportunity Areas

- Lower Income
- Moderate Income
- Mixed Income

← 10% Percent To/From Project

Figure 5
Area 3 Trip Distribution



Legend

- Freeway
- Expressway (184' ROW)
- Arterial (128' ROW)
- - - Secondary Arterial (94' ROW)
- · - · - Major Collector (78' ROW)

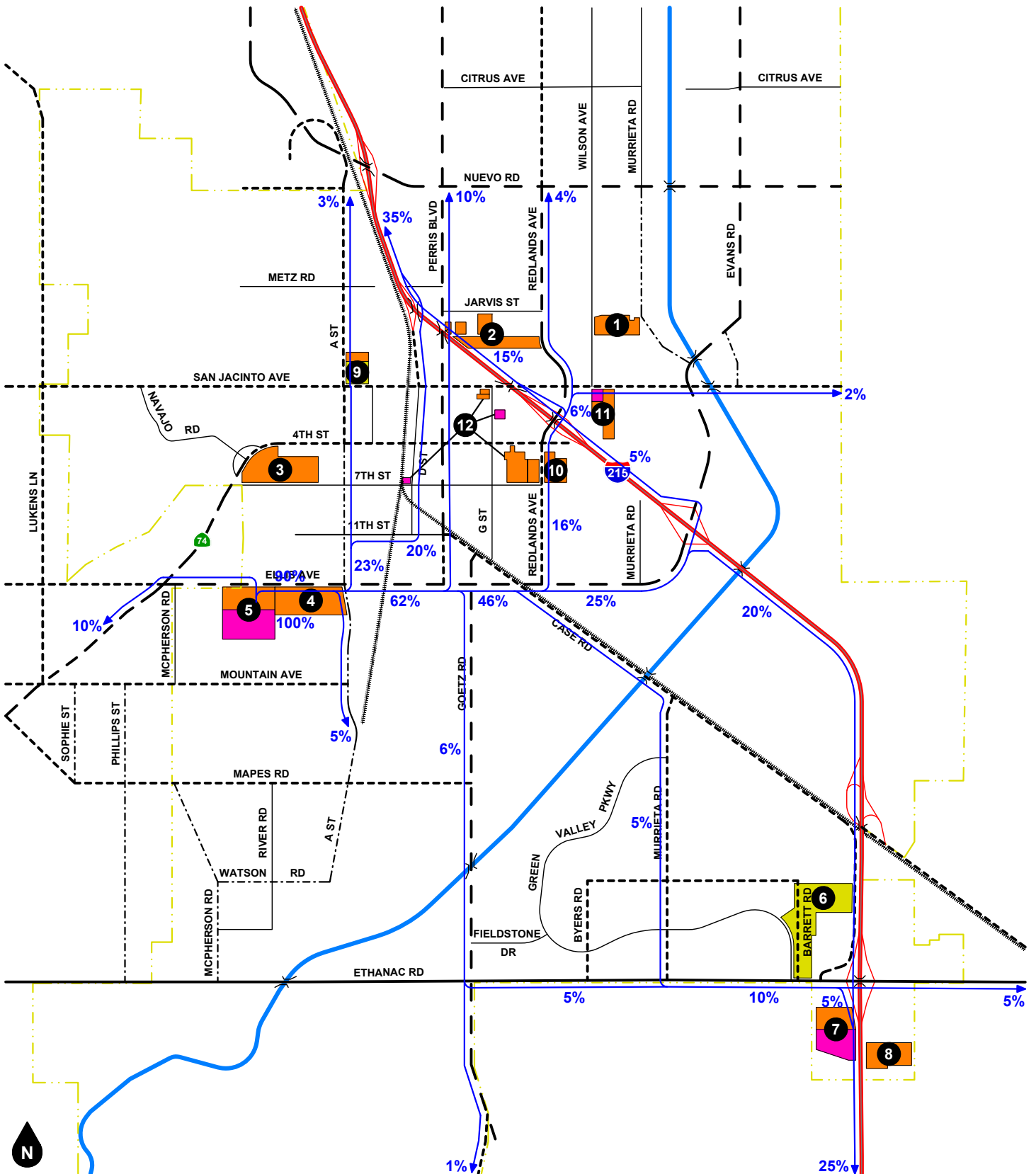
- Collector (66' ROW)
- · — · — Railroad
-) (Bridge
- Water
- City Boundary

Housing Opportunity Areas

- Lower Income
- Moderate Income
- Mixed Income

← 10% Percent To/From Project

Figure 6
Area 4 Trip Distribution



Legend

- Freeway
- Expressway (184' ROW)
- Arterial (128' ROW)
- - - Secondary Arterial (94' ROW)
- · - · - Major Collector (78' ROW)

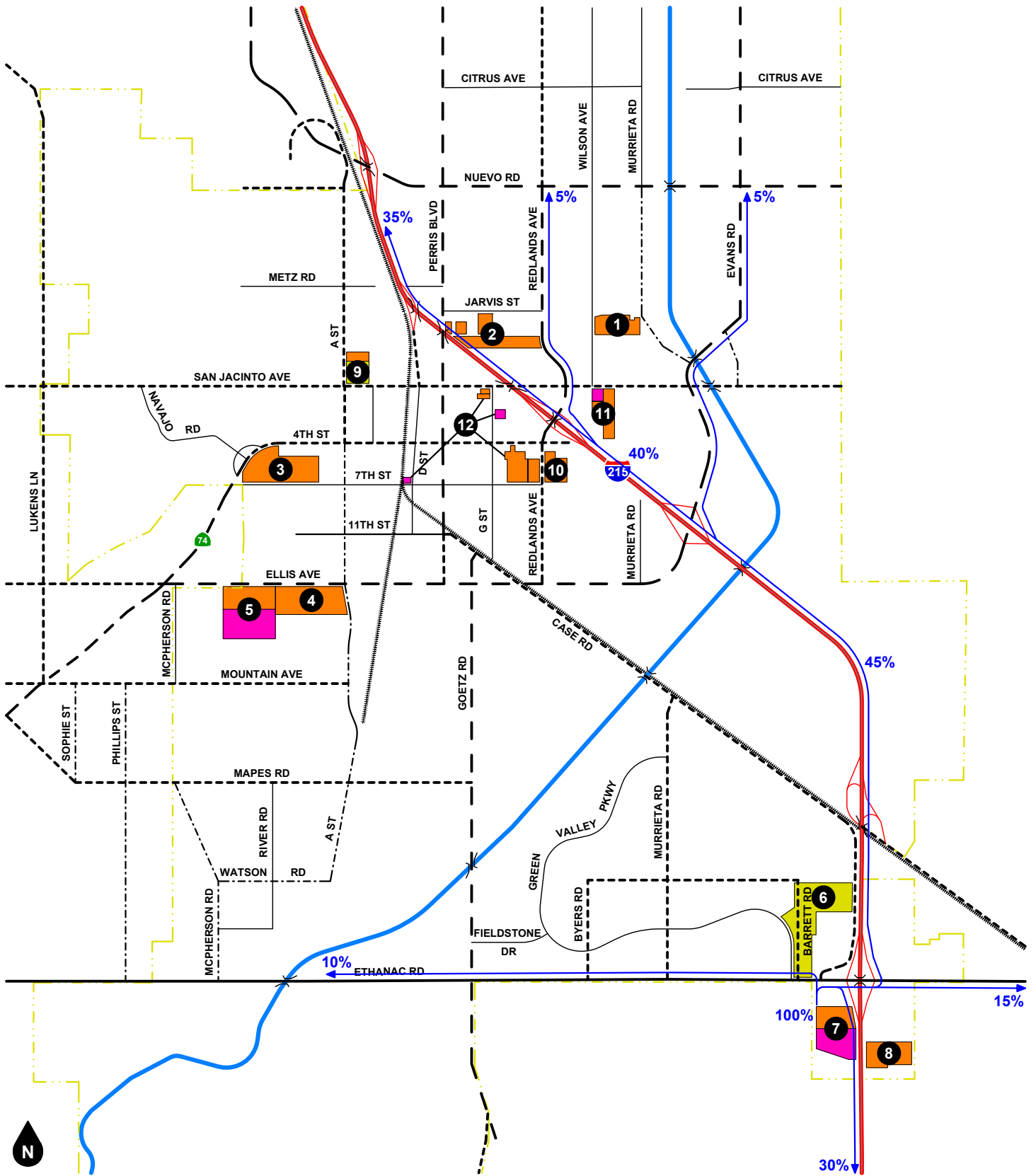
- Collector (66' ROW)
- - - Railroad
-) (Bridge
- Water
- City Boundary

Housing Opportunity Areas

- Lower Income
- Moderate Income
- Mixed Income

← 10% Percent To/From Project

Figure 7
Area 5 Trip Distribution



Legend

- Freeway
- Expressway (184' ROW)
- - - Arterial (128' ROW)
- - - - - Secondary Arterial (94' ROW)
- · - · - Major Collector (78' ROW)

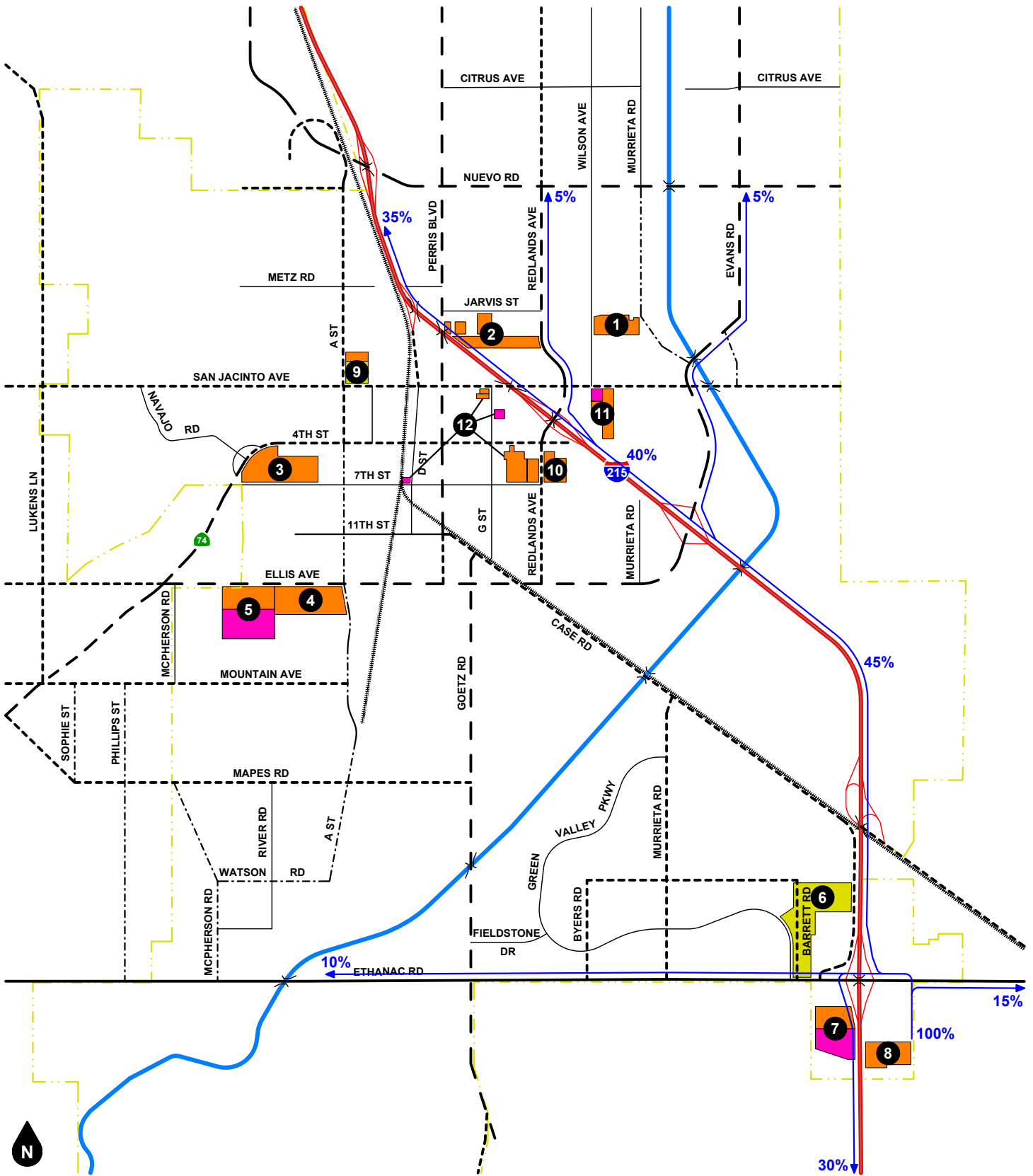
- Collector (66' ROW)
- · - · - Railroad
-) (Bridge
- Water
- City Boundary

Housing Opportunity Areas

- Lower Income
- Moderate Income
- Mixed Income

← 10% Percent To/From Project

Figure 9
Area 7 Trip Distribution



Legend

- Freeway
- Expressway (184' ROW)
- Arterial (128' ROW)
- Secondary Arterial (94' ROW)
- Major Collector (78' ROW)

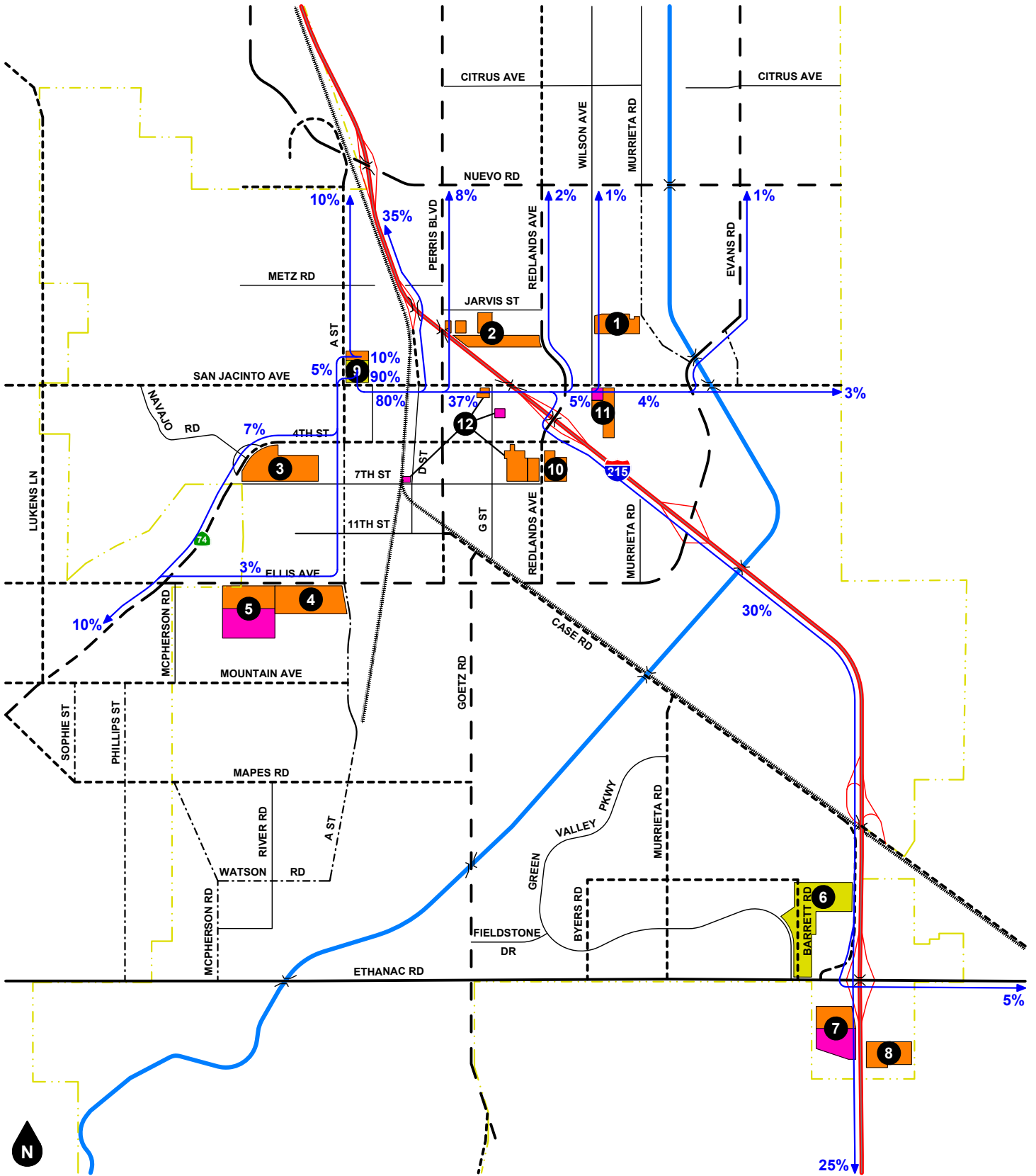
- Collector (66' ROW)
- Railroad
- Bridge
- Water
- City Boundary

Housing Opportunity Areas

- Lower Income
- Moderate Income
- Mixed Income

← 10% Percent To/From Project

Figure 10
Area 8 Trip Distribution



Legend

- Freeway
- Expressway (184' ROW)
- Arterial (128' ROW)
- Secondary Arterial (94' ROW)
- Major Collector (78' ROW)

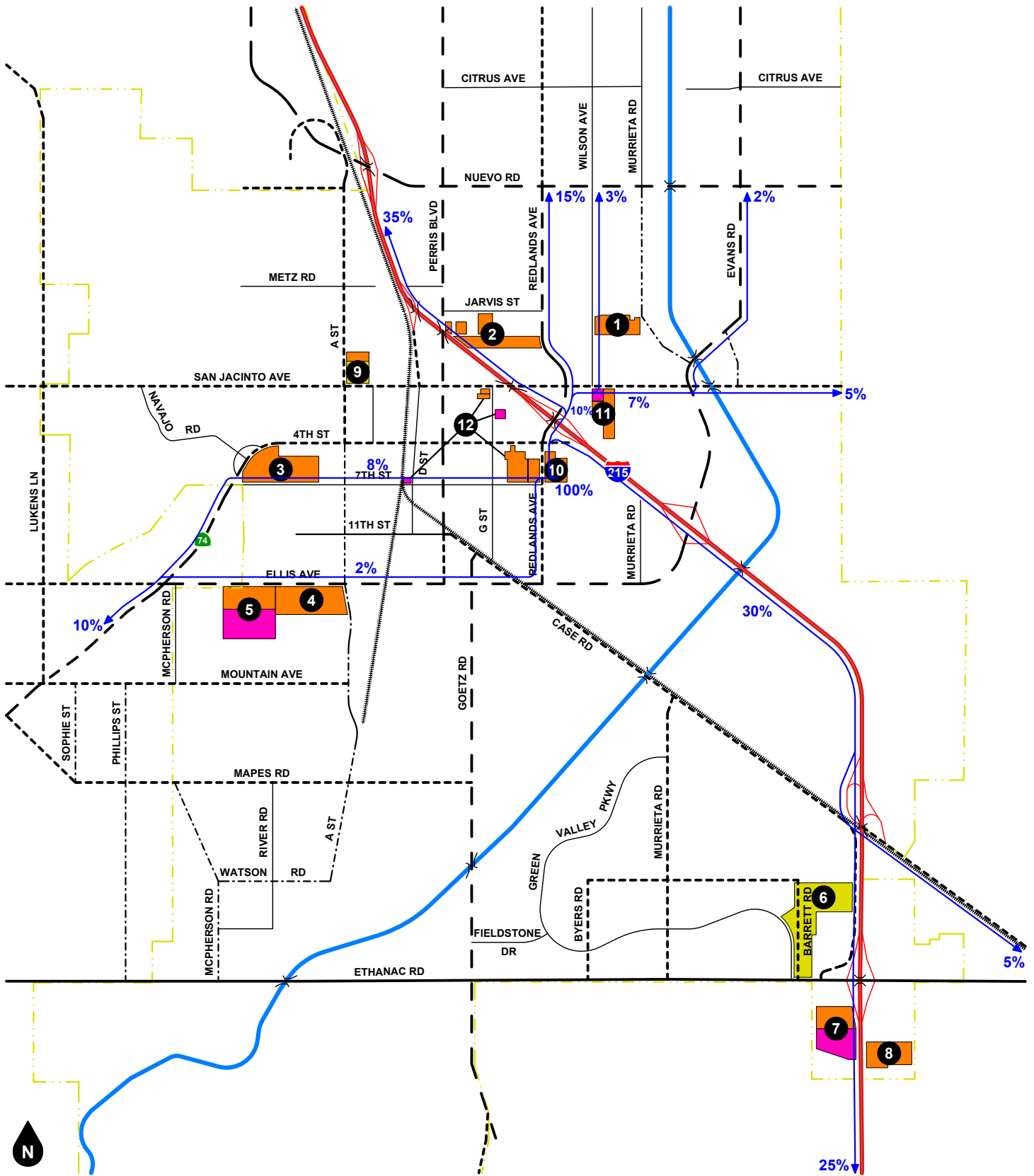
- Collector (66' ROW)
- Railroad
- Bridge
- Water
- City Boundary

Housing Opportunity Areas

- Lower Income
- Moderate Income
- Mixed Income

← 10% Percent To/From Project

Figure 11
Area 9 Trip Distribution



Legend

- Freeway
- Expressway (184' ROW)
- Arterial (128' ROW)
- - - Secondary Arterial (94' ROW)
- · - · - Major Collector (78' ROW)

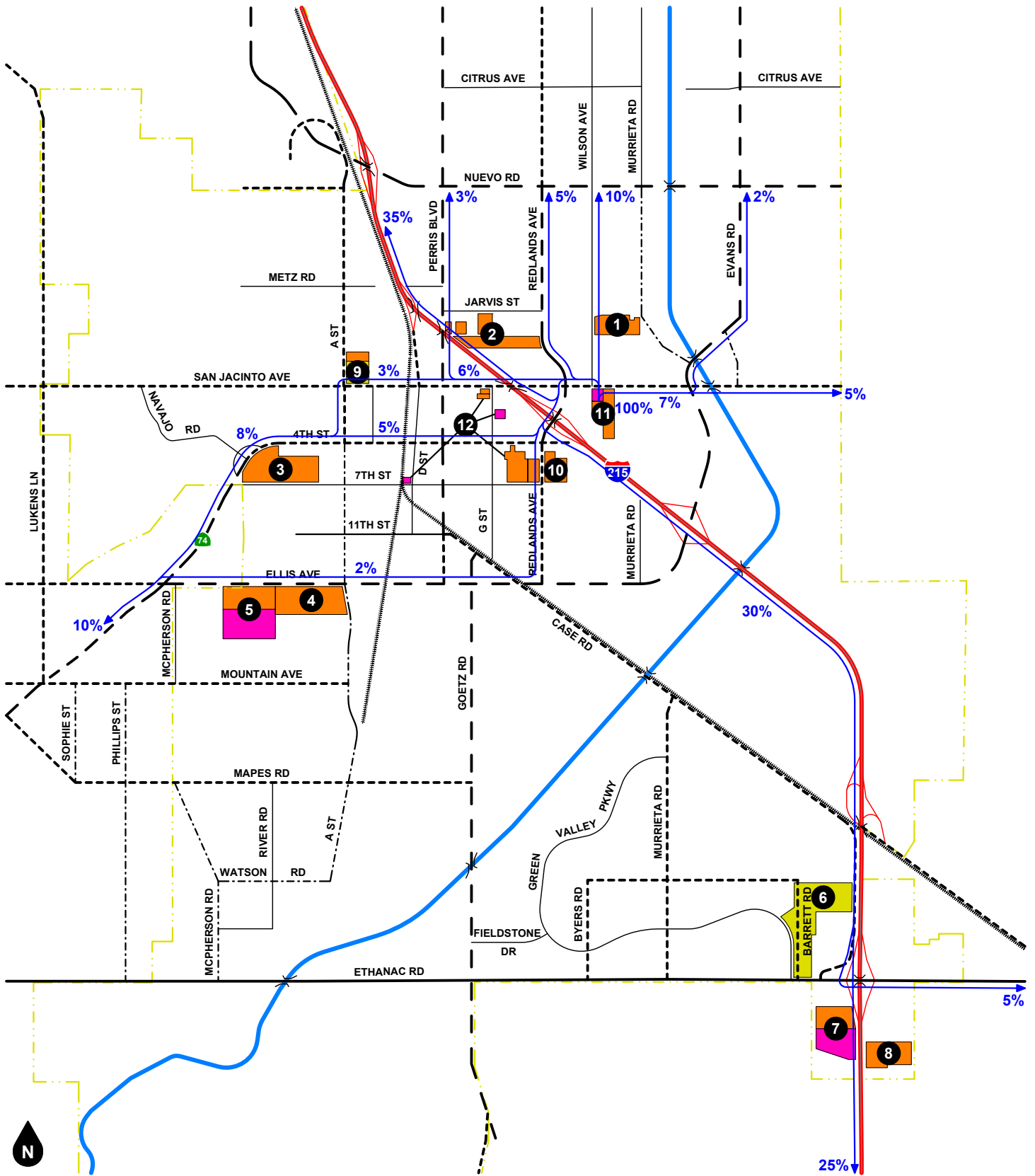
- Collector (66' ROW)
- · - · - Railroad
-) (Bridge
- Water
- City Boundary

Housing Opportunity Areas

- Lower Income
- Moderate Income
- Mixed Income

← 10% Percent To/From Project

Figure 12
Area 10 Trip Distribution



Legend

- Freeway
- Expressway (184' ROW)
- - - Arterial (128' ROW)
- - - - - Secondary Arterial (94' ROW)
- · - · - Major Collector (78' ROW)

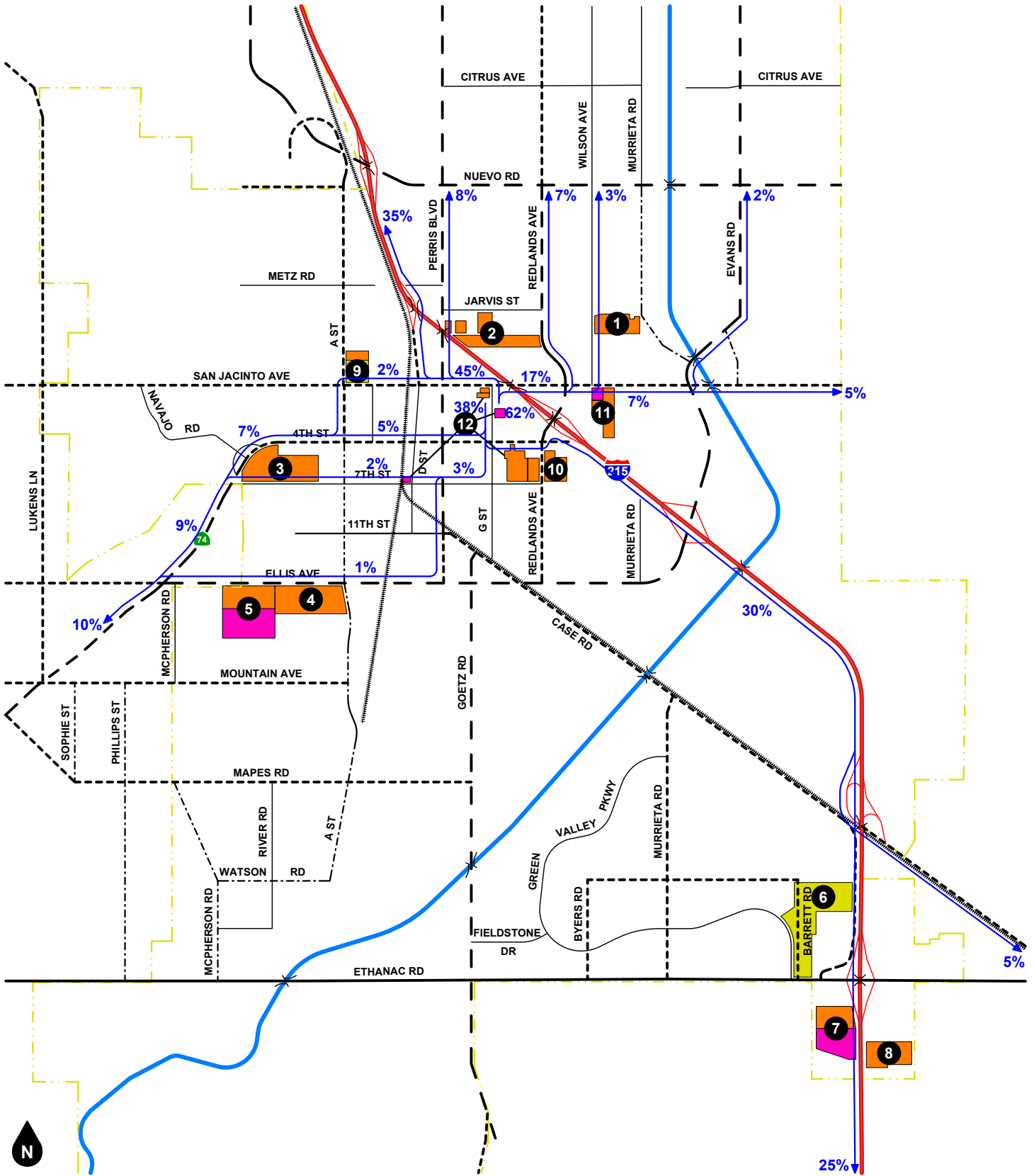
- Collector (66' ROW)
- · - · - Railroad
-) (Bridge
- Water
- - - - - City Boundary

Housing Opportunity Areas

- Lower Income
- Moderate Income
- Mixed Income

← 10% Percent To/From Project

Figure 13
Area 11 Trip Distribution



Legend

- Freeway
- Expressway (184' ROW)
- Arterial (128' ROW)
- Secondary Arterial (94' ROW)
- Major Collector (78' ROW)

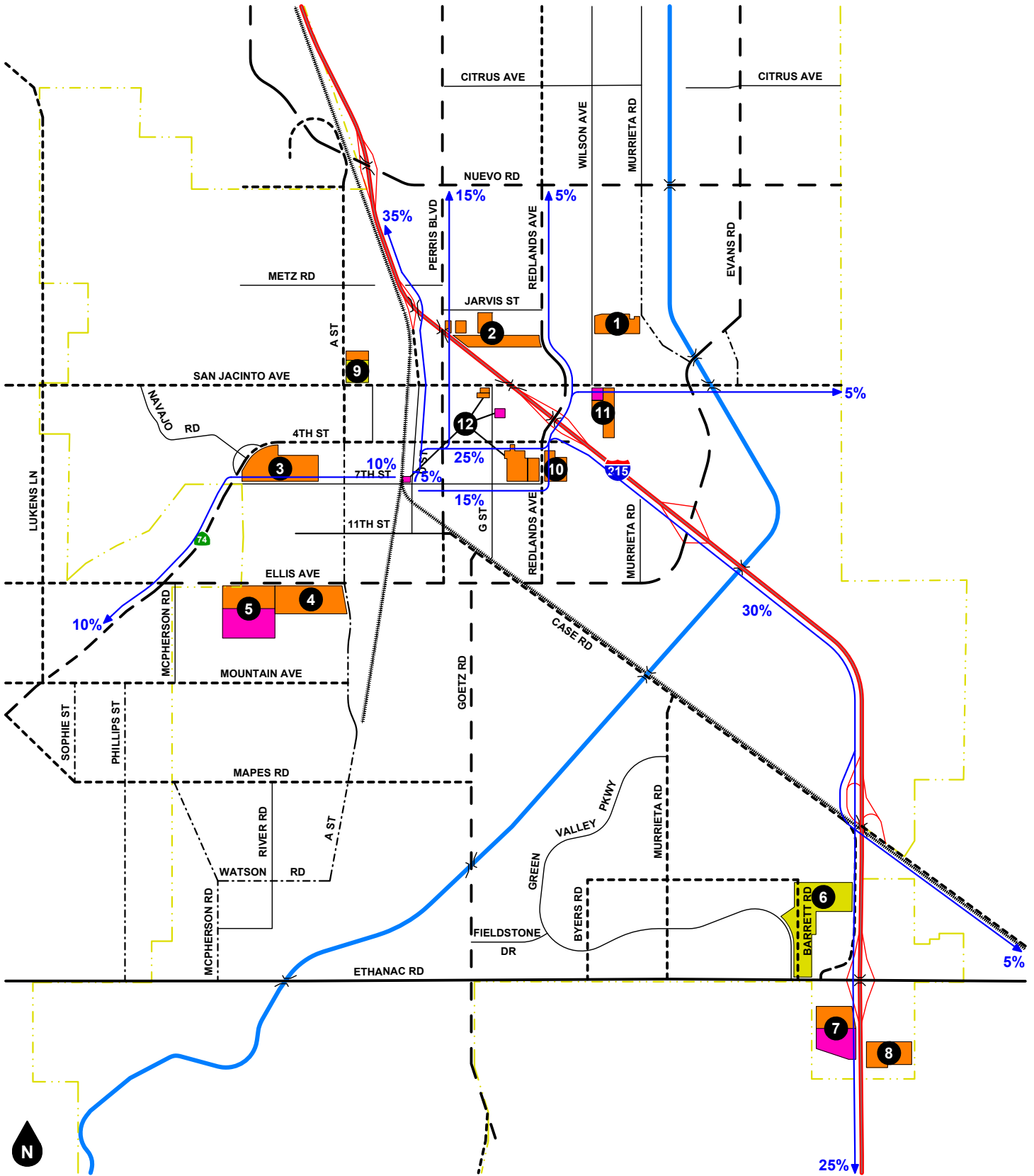
- Collector (66' ROW)
- Railroad
- Bridge
- Water
- City Boundary

Housing Opportunity Areas

- Lower Income
- Moderate Income
- Mixed Income

← 10% Percent To/From Project

Figure 14
Area 12.1 and 12.2 Trip Distribution



Legend

- Freeway
- Expressway (184' ROW)
- Arterial (128' ROW)
- - - Secondary Arterial (94' ROW)
- · - · - Major Collector (78' ROW)

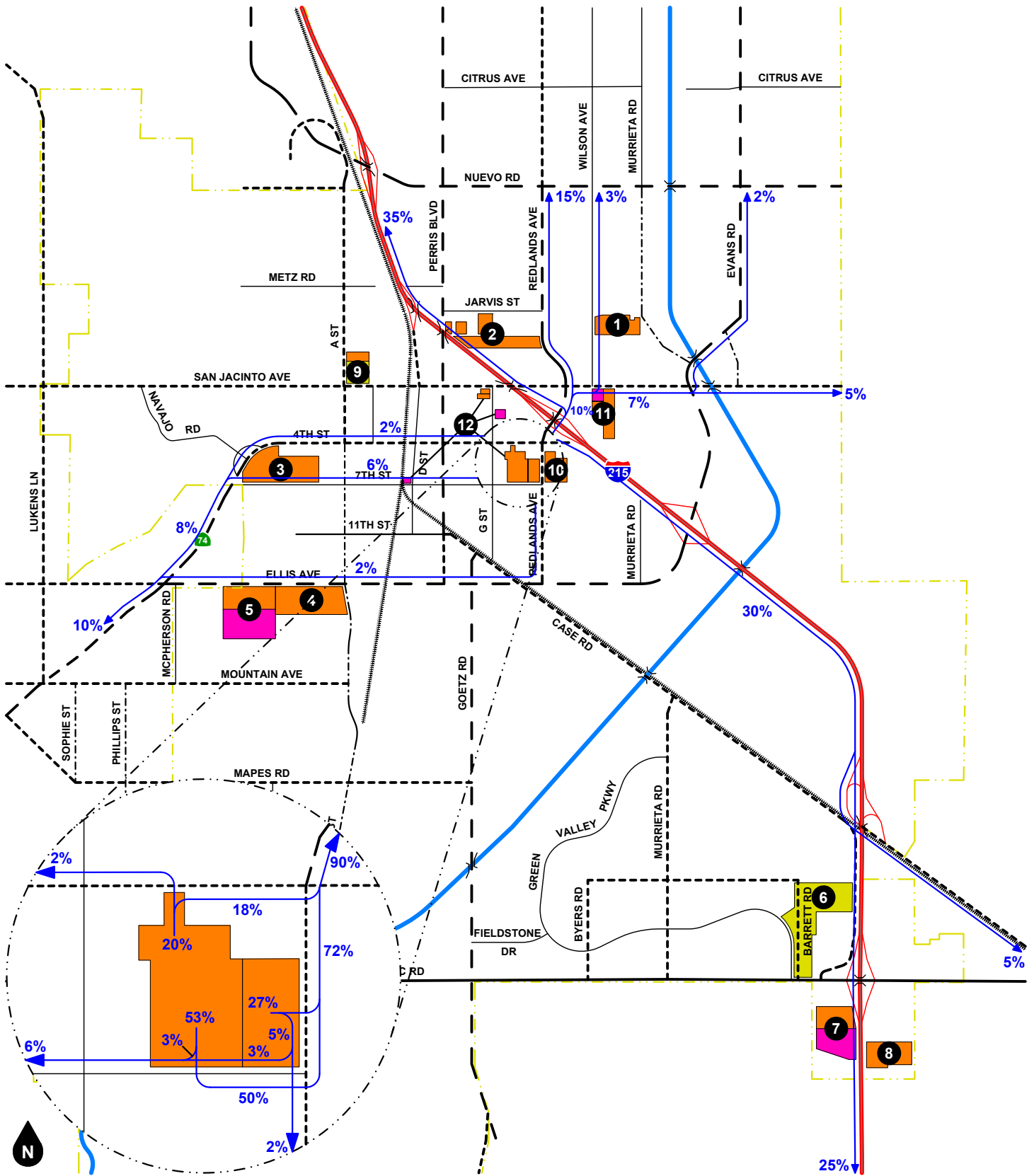
- Collector (66' ROW)
- · - · - Railroad
-) (Bridge
- Water
- City Boundary

Housing Opportunity Areas

- Lower Income
- Moderate Income
- Mixed Income

← 10% Percent To/From Project

Figure 15
Area 12.3 Trip Distribution



Legend

- Freeway
- Expressway (184' ROW)
- Arterial (128' ROW)
- - - Secondary Arterial (94' ROW)
- · - · - Major Collector (78' ROW)
- Collector (66' ROW)
- · - · - Railroad
- () Bridge
- Water
- City Boundary

Housing Opportunity Areas

- Lower Income
- Moderate Income
- Mixed Income

← 10% Percent To/From Project

Figure 16
Area 12.4 to 12.7 Trip Distribution



Bryan Crawford <bryandavidcrawford@gmail.com>

City of Perris Housing Implementation Measures Scoping Agreement

John Pourkazemi <john@trilakeconsultants.com>

Mon, Mar 27, 2023 at 6:01 PM

To: Bryan Crawford <bryan@ganddini.com>

Cc: Kelly Ribuffo <KRibuffo@sagecrestplanning.com>, Patricia Brenes <pbrenes@cityofperris.org>, Kenneth Phung <Kphung@cityofperris.org>, David Blumenthal <dblumenthal@sagecrestplanning.com>, Giancarlo Ganddini <giancarlo@ganddini.com>

Hello Bryan,

The scoping agreement is acceptable, please proceed with the study.

[Quoted text hidden]

APPENDIX C

VOLUME COUNT WORKSHEETS

ADT29 7th between S C St and S D St.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB		WB		PM Period	EB		WB		
0:00	0		4		12:00	48		34		
0:15	3		3		12:15	21		25		
0:30	1		2		12:30	10		29		
0:45	2	6	1	10	12:45	24	103	32	120	223
1:00	0		1		13:00	23		46		
1:15	1		2		13:15	55		52		
1:30	1		1		13:30	54		40		
1:45	2	4	0	4	13:45	33	165	43	181	346
2:00	0		1		14:00	57		49		
2:15	1		1		14:15	39		35		
2:30	0		0		14:30	34		44		
2:45	0	1	1	3	14:45	45	175	54	182	357
3:00	2		1		15:00	37		50		
3:15	3		1		15:15	37		46		
3:30	4		3		15:30	42		50		
3:45	2	11	2	7	15:45	37	153	95	241	394
4:00	4		3		16:00	34		91		
4:15	9		4		16:15	40		55		
4:30	13		4		16:30	36		62		
4:45	12	38	3	14	16:45	35	145	41	249	394
5:00	10		2		17:00	40		50		
5:15	10		4		17:15	23		34		
5:30	13		3		17:30	30		46		
5:45	17	50	8	17	17:45	35	128	34	164	292
6:00	10		10		18:00	24		40		
6:15	14		11		18:15	21		37		
6:30	9		10		18:30	24		31		
6:45	18	51	14	45	18:45	16	85	36	144	229
7:00	16		23		19:00	15		26		
7:15	31		44		19:15	19		30		
7:30	60		77		19:30	15		25		
7:45	84	191	89	233	19:45	14	63	23	104	167
8:00	88		40		20:00	7		18		
8:15	38		37		20:15	13		22		
8:30	23		31		20:30	8		13		
8:45	23	172	18	126	20:45	5	33	14	67	100
9:00	21		17		21:00	8		13		
9:15	23		28		21:15	8		13		
9:30	19		23		21:30	3		10		
9:45	26	89	12	80	21:45	8	27	16	52	79
10:00	16		16		22:00	6		12		
10:15	10		20		22:15	8		7		
10:30	19		27		22:30	5		3		
10:45	18	63	12	75	22:45	3	22	10	32	54
11:00	15		27		23:00	4		4		
11:15	24		36		23:15	3		1		
11:30	23		25		23:30	1		3		
11:45	15	77	32	120	23:45	1	9	3	11	20
Total Vol.		753		734	1487		1108		1547	2655

Daily Totals		
EB	WB	Combined
1861	2281	4142

	AM			PM		
Split %	50.6%	49.4%	35.9%	41.7%	58.3%	64.1%
Peak Hour	7:30	7:15	7:15	13:15	15:45	15:45
Volume	270	250	513	199	303	450
P.H.F.	0.77	0.70	0.74	0.87	0.80	0.85

ADT27 S A St between Serrana and Metz

Prepared by AimTD LLC tel. 714 253 7888

AM Period	NB	SB	PM Period	NB	SB	
0:00	1	8	12:00	49	55	
0:15	2	5	12:15	45	44	
0:30	1	2	12:30	31	40	
0:45	3 7	2 17	12:45	39 164	48 187	351
1:00	1	2	13:00	36	35	
1:15	2	1	13:15	53	52	
1:30	4	2	13:30	51	45	
1:45	2 9	0 5	13:45	56 196	54 186	382
2:00	4	2	14:00	41	59	
2:15	1	1	14:15	46	55	
2:30	1	1	14:30	64	69	
2:45	3 9	2 6	14:45	54 205	68 251	456
3:00	6	4	15:00	64	86	
3:15	8	6	15:15	64	86	
3:30	4	8	15:30	173	90	
3:45	6 24	4 22	15:45	91 392	83 345	737
4:00	10	9	16:00	64	84	
4:15	14	14	16:15	56	62	
4:30	23	13	16:30	62	107	
4:45	13 60	21 57	16:45	55 237	89 342	579
5:00	20	15	17:00	53	86	
5:15	20	24	17:15	46	67	
5:30	49	25	17:30	46	65	
5:45	35 124	21 85	17:45	58 203	69 287	490
6:00	23	36	18:00	54	64	
6:15	33	31	18:15	38	51	
6:30	56	44	18:30	52	41	
6:45	63 175	45 156	18:45	62 206	42 198	404
7:00	39	50	19:00	48	40	
7:15	84	103	19:15	35	36	
7:30	144	104	19:30	32	33	
7:45	160 427	145 402	19:45	49 164	23 132	296
8:00	137	123	20:00	15	32	
8:15	113	94	20:15	16	22	
8:30	51	42	20:30	22	35	
8:45	45 346	34 293	20:45	18 71	20 109	180
9:00	37	37	21:00	12	35	
9:15	32	42	21:15	11	14	
9:30	35	41	21:30	12	8	
9:45	39 143	43 163	21:45	9 44	20 77	121
10:00	27	35	22:00	6	11	
10:15	46	31	22:15	4	18	
10:30	43	34	22:30	3	11	
10:45	34 150	34 134	22:45	6 19	13 53	72
11:00	39	32	23:00	3	14	
11:15	30	42	23:15	2	8	
11:30	39	34	23:30	1	8	
11:45	37 145	32 140	23:45	2 8	6 36	44
Total Vol.	1619	1480	3099	1909	2203	4112
				Daily Totals		Combined
				NB	SB	
				3528	3683	7211
	AM			PM		
Split %	52.2%	47.8%	43.0%	46.4%	53.6%	57.0%
Peak Hour	7:30	7:15	7:30	15:00	16:30	15:00
Volume	554	475	1020	392	349	737
P.H.F.	0.87	0.82	0.84	0.68	0.82	0.70

ADT41 Case between Perris and Goetz.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB		WB		PM Period		EB		WB	
0:00	10		6		12:00	48		89		
0:15	6		7		12:15	51		79		
0:30	8		6		12:30	62		95		
0:45	5	29	6	25	12:45	65	226	79	342	568
1:00	6		7		13:00	60		69		
1:15	7		5		13:15	61		86		
1:30	4		5		13:30	73		78		
1:45	4	21	2	19	13:45	66	260	89	322	582
2:00	4		8		14:00	86		81		
2:15	3		3		14:15	90		85		
2:30	4		9		14:30	92		72		
2:45	7	18	4	24	14:45	99	367	96	334	701
3:00	2		8		15:00	71		81		
3:15	7		4		15:15	93		94		
3:30	8		13		15:30	102		102		
3:45	7	24	9	34	15:45	91	357	96	373	730
4:00	4		20		16:00	94		106		
4:15	13		25		16:15	99		89		
4:30	12		28		16:30	107		105		
4:45	39	68	30	103	16:45	104	404	101	401	805
5:00	24		34		17:00	85		80		
5:15	27		43		17:15	82		80		
5:30	34		51		17:30	90		90		
5:45	31	116	38	166	17:45	94	351	89	339	690
6:00	29		40		18:00	75		69		
6:15	37		63		18:15	62		64		
6:30	44		89		18:30	57		68		
6:45	58	168	88	280	18:45	63	257	67	268	525
7:00	48		98		19:00	48		70		
7:15	64		94		19:15	47		53		
7:30	70		92		19:30	41		53		
7:45	83	265	108	392	19:45	50	186	47	223	409
8:00	94		112		20:00	37		41		
8:15	61		87		20:15	39		37		
8:30	72		81		20:30	37		38		
8:45	45	272	61	341	20:45	45	158	36	152	310
9:00	33		66		21:00	29		29		
9:15	42		63		21:15	30		29		
9:30	51		61		21:30	23		29		
9:45	43	169	46	236	21:45	21	103	22	109	212
10:00	47		60		22:00	16		21		
10:15	49		65		22:15	14		23		
10:30	58		60		22:30	12		14		
10:45	40	194	50	235	22:45	17	59	16	74	133
11:00	50		62		23:00	15		8		
11:15	65		86		23:15	11		13		
11:30	57		68		23:30	9		16		
11:45	56	228	63	279	23:45	14	49	2	39	88
Total Vol.		1572		2134	3706		2777		2976	5753

Daily Totals		
EB	WB	Combined
4349	5110	9459

	AM			PM		
Split %	42.4%	57.6%	39.2%	48.3%	51.7%	60.8%
Peak Hour	7:15	7:15	7:15	16:00	16:00	16:00
Volume	311	406	717	404	401	805
P.H.F.	0.83	0.91	0.87	0.94	0.95	0.95

ADT38 Case between Mapes and Dwy

Prepared by AimTD LLC tel. 714 253 7888

AM Period	NB	SB	PM Period	NB	SB						
0:00	4	5	12:00	52	44						
0:15	1	0	12:15	46	61						
0:30	1	6	12:30	34	40						
0:45	3	9	3	14	23	12:45	42	174	33	178	352
1:00	3	3	13:00	47	46						
1:15	0	3	13:15	36	48						
1:30	2	3	13:30	44	41						
1:45	4	9	3	12	21	13:45	46	173	44	179	352
2:00	1	2	14:00	51	39						
2:15	1	2	14:15	33	28						
2:30	1	1	14:30	37	44						
2:45	2	5	1	6	11	14:45	40	161	48	159	320
3:00	0	0	15:00	39	52						
3:15	1	1	15:15	47	42						
3:30	2	1	15:30	32	41						
3:45	8	11	2	4	15	15:45	51	169	45	180	349
4:00	6	0	16:00	43	55						
4:15	5	5	16:15	36	66						
4:30	7	2	16:30	38	41						
4:45	8	26	3	10	36	16:45	39	156	39	201	357
5:00	10	4	17:00	39	54						
5:15	5	4	17:15	47	39						
5:30	5	7	17:30	47	36						
5:45	13	33	4	19	52	17:45	33	166	35	164	330
6:00	12	7	18:00	29	43						
6:15	14	3	18:15	35	30						
6:30	16	8	18:30	35	43						
6:45	16	58	12	30	88	18:45	31	130	43	159	289
7:00	23	7	19:00	32	42						
7:15	17	15	19:15	24	25						
7:30	17	9	19:30	27	29						
7:45	38	95	23	54	149	19:45	22	105	34	130	235
8:00	25	19	20:00	26	26						
8:15	35	24	20:15	15	23						
8:30	39	23	20:30	7	21						
8:45	37	136	23	89	225	20:45	10	58	21	91	149
9:00	45	31	21:00	9	11						
9:15	46	25	21:15	8	15						
9:30	35	33	21:30	6	8						
9:45	35	161	27	116	277	21:45	8	31	10	44	75
10:00	34	33	22:00	6	8						
10:15	41	31	22:15	4	6						
10:30	34	23	22:30	1	9						
10:45	43	152	39	126	278	22:45	4	15	3	26	41
11:00	50	33	23:00	4	8						
11:15	31	36	23:15	3	4						
11:30	36	47	23:30	1	6						
11:45	52	169	39	155	324	23:45	4	12	0	18	30
Total Vol.	864	635	1499				1350	1529			2879
									Daily Totals		
							EB	WB			Combined
							2214	2164			4378
			AM						PM		
Split %	57.6%	42.4%	34.2%				46.9%	53.1%			65.8%
Peak Hour	11:30	11:30	11:30				13:15	15:30			15:45
Volume	186	191	377				177	207			375
P.H.F.	0.89	0.78	0.88				0.93	0.78			0.92

ADT35 N D St between I-215 Fwy and San Jacinto

Prepared by AimTD LLC tel. 714 253 7888

AM Period	NB		SB		PM Period	NB		SB		
0:00	10		44		12:00	129		91		
0:15	19		24		12:15	115		120		
0:30	11		30		12:30	148		172		
0:45	19	59	25	123	12:45	144	536	183	566	1102
1:00	12		18		13:00	122		160		
1:15	9		26		13:15	160		173		
1:30	13		26		13:30	185		188		
1:45	19	53	23	93	13:45	153	620	190	711	1331
2:00	14		13		14:00	152		210		
2:15	21		17		14:15	159		183		
2:30	11		29		14:30	157		200		
2:45	16	62	29	88	14:45	150	618	221	814	1432
3:00	25		20		15:00	176		212		
3:15	57		18		15:15	169		200		
3:30	78		26		15:30	201		215		
3:45	73	233	41	105	15:45	173	719	248	875	1594
4:00	101		41		16:00	184		189		
4:15	121		45		16:15	176		183		
4:30	136		66		16:30	204		220		
4:45	188	546	52	204	16:45	158	722	221	813	1535
5:00	135		107		17:00	182		191		
5:15	181		80		17:15	166		152		
5:30	223		75		17:30	156		163		
5:45	187	726	103	365	17:45	148	652	171	677	1329
6:00	174		107		18:00	167		178		
6:15	165		136		18:15	138		178		
6:30	143		125		18:30	161		162		
6:45	147	629	132	500	18:45	115	581	159	677	1258
7:00	113		131		19:00	119		140		
7:15	102		149		19:15	106		137		
7:30	124		162		19:30	99		123		
7:45	130	469	163	605	19:45	113	437	121	521	958
8:00	153		168		20:00	73		132		
8:15	198		153		20:15	81		107		
8:30	161		139		20:30	84		95		
8:45	150	662	113	573	20:45	71	309	110	444	753
9:00	140		144		21:00	58		91		
9:15	119		125		21:15	71		100		
9:30	126		128		21:30	87		90		
9:45	138	523	122	519	21:45	46	262	74	355	617
10:00	119		127		22:00	48		66		
10:15	120		113		22:15	36		84		
10:30	123		131		22:30	48		77		
10:45	135	497	119	490	22:45	34	166	77	304	470
11:00	102		128		23:00	20		70		
11:15	135		116		23:15	22		64		
11:30	121		121		23:30	19		48		
11:45	115	473	117	482	23:45	23	84	46	228	312
Total Vol.	4932		4147		9079		5706		6985	12691
							Daily Totals			
							NB	SB		Combined
							10638	11132		21770
							AM	PM		
Split %	54.3%		45.7%		41.7%		45.0%	55.0%		58.3%
Peak Hour	5:15		7:30		7:45		15:45	15:00		15:00
Volume	765		646		1265		737	875		1594
P.H.F.	0.86		0.96		0.90		0.96	0.88		0.95

ADT43 Ellis between Plaza Way and Perris.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB		WB		PM Period	EB		WB		
0:00	1		1		12:00	8		12		
0:15	0		1		12:15	6		9		
0:30	0		0		12:30	2		7		
0:45	0	1	1	3	12:45	9	25	7	35	
1:00	0		1		13:00	6		5		
1:15	0		0		13:15	3		15		
1:30	0		0		13:30	9		19		
1:45	0	0	0	1	13:45	5	23	11	50	
2:00	0		0		14:00	3		5		
2:15	0		0		14:15	3		11		
2:30	0		1		14:30	3		12		
2:45	0	0	0	1	14:45	2	11	9	37	
3:00	0		0		15:00	6		11		
3:15	1		0		15:15	6		13		
3:30	0		0		15:30	5		10		
3:45	1	2	0	0	15:45	7	24	18	52	
4:00	4		0		16:00	4		18		
4:15	3		0		16:15	3		9		
4:30	4		0		16:30	4		22		
4:45	2	13	2	2	16:45	5	16	10	59	
5:00	0		3		17:00	9		12		
5:15	4		3		17:15	2		11		
5:30	2		0		17:30	5		10		
5:45	2	8	1	7	17:45	8	24	17	50	
6:00	4		1		18:00	6		13		
6:15	3		2		18:15	3		7		
6:30	1		3		18:30	5		15		
6:45	4	12	3	9	18:45	5	19	14	49	
7:00	5		4		19:00	9		14		
7:15	10		3		19:15	9		16		
7:30	9		8		19:30	7		15		
7:45	11	35	8	23	19:45	6	31	13	58	
8:00	4		17		20:00	3		5		
8:15	6		8		20:15	1		16		
8:30	7		2		20:30	2		9		
8:45	4	21	5	32	20:45	0	6	6	36	
9:00	2		3		21:00	2		7		
9:15	6		2		21:15	4		8		
9:30	5		6		21:30	3		5		
9:45	4	17	5	16	21:45	2	11	7	27	
10:00	0		6		22:00	2		8		
10:15	4		6		22:15	2		6		
10:30	2		10		22:30	2		7		
10:45	5	11	9	31	22:45	3	9	6	27	
11:00	4		7		23:00	0		6		
11:15	6		7		23:15	1		5		
11:30	5		8		23:30	0		4		
11:45	5	20	6	28	23:45	0	1	2	17	
Total Vol.		140		153	293		200		497	697

Daily Totals		
EB	WB	Combined
340	650	990

	AM			PM		
Split %	47.8%	52.2%	29.6%	28.7%	71.3%	70.4%
Peak Hour	7:00	7:30	7:30	19:00	15:45	18:45
Volume	35	41	71	31	67	89
P.H.F.	0.80	0.60	0.85	0.86	0.76	0.89

ADT45 Ellis between Case and Redlands.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB		WB		PM Period	EB		WB		
0:00	4		8		12:00	32		39		
0:15	1		2		12:15	33		35		
0:30	2		3		12:30	39		33		
0:45	2	9	10	23	12:45	47	151	27	134	285
1:00	3		1		13:00	33		25		
1:15	1		2		13:15	36		23		
1:30	0		0		13:30	32		36		
1:45	3	7	3	6	13:45	31	132	27	111	243
2:00	1		1		14:00	27		31		
2:15	4		3		14:15	48		33		
2:30	1		1		14:30	31		36		
2:45	5	11	3	8	14:45	33	139	45	145	284
3:00	3		3		15:00	49		44		
3:15	7		1		15:15	44		29		
3:30	7		3		15:30	41		45		
3:45	6	23	6	13	15:45	28	162	38	156	318
4:00	7		4		16:00	42		44		
4:15	8		3		16:15	40		47		
4:30	11		5		16:30	32		53		
4:45	17	43	14	26	16:45	38	152	29	173	325
5:00	13		3		17:00	29		50		
5:15	22		5		17:15	21		42		
5:30	14		15		17:30	35		40		
5:45	15	64	12	35	17:45	43	128	33	165	293
6:00	23		10		18:00	31		48		
6:15	35		4		18:15	33		45		
6:30	29		11		18:30	37		25		
6:45	33	120	23	48	18:45	31	132	27	145	277
7:00	28		11		19:00	22		29		
7:15	44		19		19:15	20		30		
7:30	53		28		19:30	18		15		
7:45	52	177	35	93	19:45	19	79	24	98	177
8:00	47		34		20:00	19		19		
8:15	27		35		20:15	17		17		
8:30	24		27		20:30	11		15		
8:45	23	121	20	116	20:45	19	66	22	73	139
9:00	28		19		21:00	12		16		
9:15	24		19		21:15	16		15		
9:30	20		18		21:30	9		17		
9:45	24	96	16	72	21:45	9	46	19	67	113
10:00	30		21		22:00	17		4		
10:15	7		15		22:15	4		7		
10:30	12		16		22:30	8		9		
10:45	21	70	25	77	22:45	3	32	5	25	57
11:00	24		43		23:00	6		7		
11:15	27		30		23:15	5		6		
11:30	30		30		23:30	2		7		
11:45	37	118	31	134	23:45	2	15	3	23	38
Total Vol.		859		651	1510		1234		1315	2549

Daily Totals		
EB	WB	Combined
2093	1966	4059

	AM			PM		
Split %	56.9%	43.1%	37.2%	48.4%	51.6%	62.8%
Peak Hour	7:15	11:45	7:15	14:45	15:45	14:45
Volume	196	138	312	167	182	330
P.H.F.	0.92	0.88	0.90	0.85	0.86	0.89

ADT36 Ethanac between Hull and Case.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB		WB		PM Period		EB		WB	
0:00	14		22		12:00	175	127			
0:15	11		20		12:15	174	139			
0:30	5		26		12:30	152	127			
0:45	10	40	7	75	115	127	628	139	532	1160
1:00	7		17		13:00	156	128			
1:15	8		12		13:15	166	162			
1:30	9		13		13:30	196	117			
1:45	9	33	14	56	89	215	733	128	535	1268
2:00	14		11		14:00	150	147			
2:15	8		8		14:15	177	181			
2:30	11		4		14:30	220	175			
2:45	14	47	12	35	82	201	748	196	699	1447
3:00	17		12		15:00	170	203			
3:15	20		6		15:15	170	188			
3:30	32		10		15:30	175	205			
3:45	27	96	12	40	136	152	667	206	802	1469
4:00	54		16		16:00	159	193			
4:15	56		16		16:15	157	198			
4:30	79		24		16:30	172	187			
4:45	87	276	29	85	361	152	640	194	772	1412
5:00	92		35		17:00	174	177			
5:15	88		35		17:15	158	195			
5:30	93		49		17:30	173	197			
5:45	126	399	73	192	591	158	663	181	750	1413
6:00	129		61		18:00	142	158			
6:15	147		92		18:15	158	178			
6:30	172		85		18:30	132	177			
6:45	136	584	89	327	911	126	558	172	685	1243
7:00	143		115		19:00	106	150			
7:15	240		115		19:15	104	119			
7:30	284		98		19:30	108	118			
7:45	269	936	150	478	1414	87	405	117	504	909
8:00	194		164		20:00	109	103			
8:15	191		153		20:15	77	108			
8:30	158		139		20:30	77	104			
8:45	153	696	110	566	1262	67	330	91	406	736
9:00	140		90		21:00	62	98			
9:15	136		119		21:15	45	88			
9:30	139		87		21:30	41	87			
9:45	119	534	82	378	912	41	189	70	343	532
10:00	140		89		22:00	38	64			
10:15	111		100		22:15	39	47			
10:30	145		117		22:30	28	44			
10:45	143	539	99	405	944	22	127	27	182	309
11:00	134		113		23:00	23	44			
11:15	138		110		23:15	15	42			
11:30	138		120		23:30	19	31			
11:45	151	561	137	480	1041	12	69	19	136	205
Total Vol.	4741		3117		7858	5757		6346		12103

Daily Totals		
EB	WB	Combined
10498	9463	19961

	AM			PM		
Split %	60.3%	39.7%	39.4%	47.6%	52.4%	60.6%
Peak Hour	7:15	7:45	7:15	14:15	15:00	14:15
Volume	987	606	1514	768	802	1523
P.H.F.	0.87	0.92	0.90	0.87	0.97	0.96

ADT37 Ethanac between Case and I-215 SB Ramps.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB		WB		PM Period	EB		WB		
0:00	24		29		12:00	228	195			
0:15	13		26		12:15	221	212			
0:30	14		28		12:30	199	183			
0:45	16	67	12	95	12:45	198	846	199	789	
1:00	18		18		13:00	207	208			
1:15	14		15		13:15	222	219			
1:30	11		15		13:30	259	185			
1:45	12	55	16	64	13:45	261	949	160	772	
2:00	20		13		14:00	214	194			
2:15	11		9		14:15	257	253			
2:30	14		6		14:30	268	218			
2:45	15	60	21	49	14:45	259	998	259	924	
3:00	21		13		15:00	231	275			
3:15	25		12		15:15	235	264			
3:30	36		14		15:30	223	268			
3:45	35	117	25	64	15:45	220	909	273	1080	
4:00	59		27		16:00	256	270			
4:15	71		33		16:15	222	263			
4:30	89		37		16:30	241	240			
4:45	93	312	55	152	16:45	210	929	256	1029	
5:00	110		52		17:00	206	250			
5:15	100		54		17:15	218	249			
5:30	116		76		17:30	207	247			
5:45	142	468	99	281	17:45	220	851	224	970	
6:00	145		86		18:00	185	214			
6:15	160		114		18:15	201	244			
6:30	194		119		18:30	182	248			
6:45	174	673	132	451	18:45	166	734	211	917	
7:00	171		151		19:00	164	191			
7:15	265		161		19:15	159	160			
7:30	336		147		19:30	153	153			
7:45	286	1058	236	695	19:45	118	594	148	652	
8:00	253		229		20:00	133	133			
8:15	237		220		20:15	133	137			
8:30	207		228		20:30	115	135			
8:45	195	892	177	854	20:45	86	467	125	530	
9:00	197		154		21:00	104	111			
9:15	180		176		21:15	88	103			
9:30	180		143		21:30	62	83			
9:45	163	720	148	621	21:45	53	307	81	378	
10:00	164		163		22:00	51	59			
10:15	162		151		22:15	43	52			
10:30	168		177		22:30	43	48			
10:45	185	679	162	653	22:45	32	169	43	202	
11:00	177		170		23:00	39	52			
11:15	171		169		23:15	26	40			
11:30	204		208		23:30	25	37			
11:45	201	753	195	742	23:45	21	111	22	151	
Total Vol.		5854		4721	10575		7864		8394	16258
							Daily Totals			
							EB	WB		Combined
							13718	13115		26833
							AM			PM
Split %		55.4%	44.6%	39.4%			48.4%	51.6%		60.6%
Peak Hour		7:15	7:45	7:30			14:15	15:00		14:15
Volume		1140	913	1944			1015	1080		2020
P.H.F.		0.85	0.97	0.93			0.95	0.98		0.97

ADT8 Jarvis between Ruby and Corte San Luis.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB	WB	PM Period	EB	WB						
0:00	0	2	12:00	35	31						
0:15	3	1	12:15	36	17						
0:30	5	3	12:30	35	38						
0:45	6	14	3	9	23	12:45	47	153	39	125	278
1:00	1	2	13:00	32	37						
1:15	1	1	13:15	62	45						
1:30	1	3	13:30	50	25						
1:45	3	6	0	6	12	13:45	31	175	29	136	311
2:00	0	0	14:00	28	32						
2:15	0	0	14:15	39	28						
2:30	2	0	14:30	43	22						
2:45	3	5	4	4	9	14:45	38	148	38	120	268
3:00	1	1	15:00	41	39						
3:15	1	2	15:15	37	36						
3:30	2	7	15:30	42	33						
3:45	1	5	5	15	20	15:45	53	173	37	145	318
4:00	1	3	16:00	44	28						
4:15	6	11	16:15	53	37						
4:30	3	11	16:30	58	29						
4:45	2	12	12	37	49	16:45	54	209	50	144	353
5:00	11	8	17:00	47	34						
5:15	3	18	17:15	49	29						
5:30	9	12	17:30	52	39						
5:45	4	27	8	46	73	17:45	34	182	39	141	323
6:00	9	15	18:00	52	28						
6:15	10	12	18:15	41	34						
6:30	10	30	18:30	42	28						
6:45	11	40	19	76	116	18:45	32	167	27	117	284
7:00	9	29	19:00	38	28						
7:15	33	40	19:15	24	23						
7:30	48	53	19:30	38	17						
7:45	57	147	53	175	322	19:45	29	129	19	87	216
8:00	60	81	20:00	39	13						
8:15	53	46	20:15	23	23						
8:30	32	31	20:30	23	20						
8:45	21	166	37	195	361	20:45	29	114	14	70	184
9:00	27	25	21:00	24	14						
9:15	14	33	21:15	15	8						
9:30	26	28	21:30	34	15						
9:45	25	92	20	106	198	21:45	17	90	12	49	139
10:00	20	20	22:00	13	6						
10:15	14	24	22:15	14	6						
10:30	28	14	22:30	4	5						
10:45	16	78	24	82	160	22:45	12	43	5	22	65
11:00	24	23	23:00	8	3						
11:15	25	32	23:15	7	4						
11:30	24	25	23:30	8	2						
11:45	34	107	28	108	215	23:45	5	28	5	14	42
Total Vol.	699	859	1558				1611		1170		2781

Daily Totals

EB	WB	Combined
2310	2029	4339

AM

PM

Split %	44.9%	55.1%	35.9%	57.9%	42.1%	64.1%
Peak Hour	7:30	7:30	7:30	16:15	12:30	16:15
Volume	218	233	451	212	159	362
P.H.F.	0.91	0.72	0.80	0.94	0.88	0.87

ADT25 Mountain between Yucateca and S A St.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB		WB		PM Period	EB		WB		
0:00	3		0		12:00	29		16		
0:15	1		1		12:15	10		16		
0:30	0		0		12:30	10		19		
0:45	1	5	1	2	7	10	59	14	65	124
1:00	1		0		13:00	16		21		
1:15	0		0		13:15	35		29		
1:30	0		0		13:30	25		13		
1:45	1	2	2	2	4	22	98	19	82	180
2:00	0		0		14:00	47		26		
2:15	1		0		14:15	33		26		
2:30	1		1		14:30	18		14		
2:45	1	3	0	1	4	25	123	10	76	199
3:00	1		3		15:00	27		22		
3:15	2		0		15:15	25		25		
3:30	0		4		15:30	23		15		
3:45	1	4	4	11	15	57	132	19	81	213
4:00	1		1		16:00	49		14		
4:15	0		5		16:15	36		13		
4:30	1		7		16:30	30		23		
4:45	3	5	2	15	20	20	135	11	61	196
5:00	4		5		17:00	19		14		
5:15	2		4		17:15	20		13		
5:30	4		7		17:30	21		33		
5:45	3	13	10	26	39	35	95	22	82	177
6:00	2		14		18:00	23		17		
6:15	7		7		18:15	9		10		
6:30	7		7		18:30	11		11		
6:45	9	25	5	33	58	16	59	13	51	110
7:00	3		17		19:00	14		8		
7:15	16		28		19:15	12		8		
7:30	35		78		19:30	9		12		
7:45	38	92	105	228	320	15	50	12	40	90
8:00	43		34		20:00	4		1		
8:15	18		15		20:15	13		2		
8:30	21		8		20:30	9		9		
8:45	6	88	12	69	157	18	44	13	25	69
9:00	10		9		21:00	11		7		
9:15	5		7		21:15	12		7		
9:30	10		10		21:30	8		7		
9:45	12	37	14	40	77	5	36	3	24	60
10:00	5		7		22:00	14		4		
10:15	7		3		22:15	4		3		
10:30	11		13		22:30	7		6		
10:45	9	32	11	34	66	4	29	4	17	46
11:00	11		9		23:00	3		1		
11:15	14		9		23:15	5		2		
11:30	11		16		23:30	4		0		
11:45	8	44	16	50	94	3	15	4	7	22
Total Vol.		350		511	861		875		611	1486

Daily Totals		
EB	WB	Combined
1225	1122	2347

	AM			PM		
Split %	40.7%	59.3%	36.7%	58.9%	41.1%	63.3%
Peak Hour	7:30	7:15	7:15	15:45	13:15	15:45
Volume	134	245	377	172	87	241
P.H.F.	0.78	0.58	0.66	0.75	0.75	0.79

ADT1 Murrieta between Patriot Ln and San Jacinto.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	NB	SB	PM Period	NB	SB						
0:00	2	3	12:00	30	50						
0:15	4	3	12:15	16	26						
0:30	2	2	12:30	39	12						
0:45	4	12	2	10	22	12:45	33	118	20	108	226
1:00	6	3	13:00	42	24						
1:15	1	1	13:15	35	73						
1:30	0	0	13:30	31	28						
1:45	1	8	0	4	12	13:45	29	137	26	151	288
2:00	0	0	14:00	33	19						
2:15	0	2	14:15	44	33						
2:30	2	4	14:30	36	28						
2:45	4	6	2	8	14	14:45	37	150	39	119	269
3:00	4	3	15:00	38	30						
3:15	1	4	15:15	44	48						
3:30	1	8	15:30	56	33						
3:45	2	8	12	27	35	15:45	67	205	40	151	356
4:00	1	12	16:00	59	59						
4:15	0	15	16:15	43	37						
4:30	3	22	16:30	60	42						
4:45	4	8	18	67	75	16:45	52	214	32	170	384
5:00	5	13	17:00	63	44						
5:15	5	11	17:15	67	32						
5:30	11	25	17:30	75	24						
5:45	9	30	30	79	109	17:45	46	251	35	135	386
6:00	23	29	18:00	39	31						
6:15	33	35	18:15	46	34						
6:30	44	38	18:30	65	27						
6:45	47	147	32	134	281	18:45	56	206	33	125	331
7:00	59	38	19:00	40	41						
7:15	65	50	19:15	54	26						
7:30	68	72	19:30	33	19						
7:45	82	274	70	230	504	19:45	35	162	15	101	263
8:00	55	77	20:00	27	21						
8:15	35	41	20:15	28	8						
8:30	22	43	20:30	33	10						
8:45	26	138	30	191	329	20:45	15	103	19	58	161
9:00	21	22	21:00	34	26						
9:15	15	25	21:15	19	14						
9:30	20	29	21:30	24	12						
9:45	22	78	24	100	178	21:45	12	89	9	61	150
10:00	19	29	22:00	13	6						
10:15	22	18	22:15	14	3						
10:30	20	23	22:30	7	5						
10:45	20	81	25	95	176	22:45	9	43	6	20	63
11:00	19	12	23:00	14	1						
11:15	18	24	23:15	9	2						
11:30	15	18	23:30	9	4						
11:45	33	85	18	72	157	23:45	10	42	2	9	51
Total Vol.	875	1017	1892		1720	1208	2928				
							Daily Totals				
							NB	SB	Combined		
							2595	2225	4820		
AM			PM								
Split %	46.2%	53.8%	39.3%		58.7%	41.3%	60.7%				
Peak Hour	7:00	7:15	7:15		16:45	15:15	15:45				
Volume	274	269	539		257	180	407				
P.H.F.	0.84	0.87	0.89		0.93	0.76	0.86				

ADT13 Perris between Bowen and Mildred.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	NB	SB	PM Period	NB	SB	
0:00	14	5	12:00	163	172	
0:15	16	5	12:15	181	198	
0:30	13	4	12:30	180	198	
0:45	9 52	4 18	70 12:45	209 733	165 733	1466
1:00	7	7	13:00	181	188	
1:15	9	14	13:15	201	169	
1:30	17	11	13:30	189	168	
1:45	17 50	13 45	95 13:45	233 804	173 698	1502
2:00	8	11	14:00	170	246	
2:15	9	15	14:15	199	242	
2:30	7	39	14:30	315	232	
2:45	5 29	40 105	134 14:45	286 970	228 948	1918
3:00	15	54	15:00	241	183	
3:15	23	73	15:15	207	183	
3:30	21	89	15:30	212	179	
3:45	67 126	78 294	420 15:45	197 857	197 742	1599
4:00	45	56	16:00	212	156	
4:15	45	75	16:15	195	177	
4:30	47	125	16:30	207	177	
4:45	59 196	84 340	536 16:45	189 803	190 700	1503
5:00	55	86	17:00	157	171	
5:15	49	100	17:15	194	169	
5:30	64	172	17:30	183	156	
5:45	71 239	170 528	767 17:45	172 706	164 660	1366
6:00	95	188	18:00	181	142	
6:15	115	174	18:15	160	143	
6:30	130	230	18:30	159	141	
6:45	142 482	278 870	1352 18:45	141 641	134 560	1201
7:00	181	301	19:00	145	106	
7:15	216	319	19:15	116	97	
7:30	138	173	19:30	119	75	
7:45	146 681	130 923	1604 19:45	127 507	76 354	861
8:00	132	139	20:00	97	91	
8:15	115	131	20:15	93	58	
8:30	123	123	20:30	87	56	
8:45	87 457	125 518	975 20:45	82 359	70 275	634
9:00	125	123	21:00	82	42	
9:15	129	138	21:15	50	43	
9:30	143	147	21:30	43	49	
9:45	130 527	136 544	1071 21:45	67 242	34 168	410
10:00	128	150	22:00	60	20	
10:15	139	162	22:15	62	17	
10:30	133	155	22:30	45	20	
10:45	170 570	134 601	1171 22:45	36 203	15 72	275
11:00	144	202	23:00	25	11	
11:15	166	143	23:15	25	12	
11:30	176	148	23:30	24	16	
11:45	180 666	163 656	1322 23:45	14 88	9 48	136
Total Vol.	4075	5442	9517	6913	5958	12871
				Daily Totals		Combined
				NB	SB	
				10988	11400	22388
	AM			PM		
Split %	42.8%	57.2%	42.5%	53.7%	46.3%	57.5%
Peak Hour	11:45	6:30	6:30	14:30	14:00	14:15
Volume	704	1128	1797	1049	948	1926
P.H.F.	0.97	0.88	0.84	0.86	0.96	0.88

ADT14 Perris between Jarvis and San Jacinto.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	NB		SB		PM Period	NB		SB			
0:00	6		22		12:00	148		120			
0:15	5		14		12:15	121		129			
0:30	7		13		12:30	138		131			
0:45	10	28	14	63	91	12:45	146	553	145	525	1078
1:00	8		15		13:00	140		142			
1:15	5		15		13:15	138		156			
1:30	1		9		13:30	146		140			
1:45	4	18	4	43	61	13:45	255	679	149	587	1266
2:00	6		6		14:00	146		168			
2:15	11		7		14:15	161		146			
2:30	6		11		14:30	154		164			
2:45	11	34	10	34	68	14:45	164	625	184	662	1287
3:00	8		7		15:00	181		135			
3:15	7		8		15:15	224		146			
3:30	19		9		15:30	206		236			
3:45	26	60	7	31	91	15:45	182	793	223	740	1533
4:00	40		10		16:00	167		180			
4:15	50		20		16:15	157		171			
4:30	52		25		16:30	163		172			
4:45	46	188	67	122	310	16:45	166	653	157	680	1333
5:00	30		50		17:00	134		160			
5:15	41		41		17:15	157		170			
5:30	85		54		17:30	162		153			
5:45	48	204	57	202	406	17:45	165	618	145	628	1246
6:00	63		56		18:00	151		144			
6:15	69		47		18:15	155		147			
6:30	138		78		18:30	143		135			
6:45	123	393	82	263	656	18:45	135	584	148	574	1158
7:00	137		91		19:00	108		126			
7:15	113		114		19:15	123		120			
7:30	168		146		19:30	116		107			
7:45	198	616	168	519	1135	19:45	110	457	119	472	929
8:00	259		166		20:00	107		90			
8:15	241		191		20:15	77		92			
8:30	159		183		20:30	67		91			
8:45	110	769	134	674	1443	20:45	76	327	87	360	687
9:00	114		128		21:00	60		75			
9:15	113		106		21:15	56		72			
9:30	104		125		21:30	49		52			
9:45	113	444	100	459	903	21:45	48	213	52	251	464
10:00	110		121		22:00	40		59			
10:15	104		123		22:15	36		43			
10:30	125		130		22:30	40		32			
10:45	115	454	125	499	953	22:45	27	143	56	190	333
11:00	111		104		23:00	22		41			
11:15	124		136		23:15	15		46			
11:30	147		113		23:30	19		33			
11:45	107	489	124	477	966	23:45	6	62	24	144	206
Total Vol.	3697	3386	7083			5707	5813	11520			
									Daily Totals		
						NB	SB			Combined	
						9404	9199			18603	
									AM	PM	
Split %	52.2%	47.8%	38.1%			49.5%	50.5%			61.9%	
Peak Hour	7:30	7:45	7:45			15:00	15:30			15:15	
Volume	866	708	1565			793	810			1564	
P.H.F.	0.84	0.93	0.91			0.91	0.86			0.88	

ADT21 Perris between San Jacinto and 2nd.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	NB		SB		PM Period	NB		SB																																														
0:00	7		12		12:00	109		104																																														
0:15	5		13		12:15	93		111																																														
0:30	7		10		12:30	118		110																																														
0:45	13	32	13	48	80	12:45	113	433	113	438																																												
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1:00	9		14		13:00	113		118																																														
1:15	4		13		13:15	122		132																																														
1:30	3		9		13:30	131		117																																														
1:45	4	20	7	43	63	13:45	240	606	130	497																																												
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2:00	9		5		14:00	119		134																																														
2:15	12		6		14:15	128		119																																														
2:30	8		11		14:30	117		137																																														
2:45	11	40	8	30	70	14:45	127	491	150	540																																												
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3:00	5		10		15:00	127		101																																														
3:15	8		9		15:15	168		112																																														
3:30	18		7		15:30	149		149																																														
3:45	32	63	8	34	97	15:45	131	575	175	537																																												
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4:00	46		10		16:00	124		136																																														
4:15	53		18		16:15	124		136																																														
4:30	55		17		16:30	130		129																																														
4:45	55	209	59	104	313	16:45	132	510	113	514																																												
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5:00	38		39		17:00	94		118																																														
5:15	51		41		17:15	121		130																																														
5:30	87		47		17:30	130		117																																														
5:45	58	234	45	172	406	17:45	121	466	116	481																																												
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6:00	66		45		18:00	111		101																																														
6:15	72		42		18:15	106		100																																														
6:30	129		68		18:30	103		106																																														
6:45	122	389	69	224	613	18:45	114	434	114	421																																												
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7:00	132		74		19:00	68		95																																														
7:15	94		82		19:15	90		105																																														
7:30	130		118		19:30	72		80																																														
7:45	157	513	120	394	907	19:45	83	313	92	372																																												
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8:00	197		108		20:00	74		76																																														
8:15	178		140		20:15	53		76																																														
8:30	124		145		20:30	57		74																																														
8:45	106	605	103	496	1101	20:45	68	252	68	294																																												
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9:00	104		89		21:00	47		66																																														
9:15	109		92		21:15	47		61																																														
9:30	81		100		21:30	37		45																																														
9:45	99	393	82	363	756	21:45	45	176	43	215																																												
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10:00	91		95		22:00	36		56																																														
10:15	89		102		22:15	38		36																																														
10:30	111		102		22:30	39		29																																														
10:45	101	392	101	400	792	22:45	26	139	48	169																																												
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11:00	87		89		23:00	18		35																																														
11:15	100		118		23:15	12		42																																														
11:30	112		99		23:30	19		28																																														
11:45	99	398	113	419	817	23:45	7	56	22	127																																												
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Total Vol.	3288		2727		6015		4451		4605	9056																																												
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Daily Totals																																																						
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	7739	7332								15071																																												
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<table border="0" style="width: 100%;"> <tr> <td style="width: 50%;"></td> <td style="width: 10%; text-align: center;">AM</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td>Split %</td> <td style="text-align: center;">54.7%</td> <td style="text-align: center;">45.3%</td> <td style="text-align: center;">39.9%</td> <td></td> <td style="text-align: center;">49.1%</td> <td style="text-align: center;">50.9%</td> <td style="text-align: center;">60.1%</td> <td></td> <td></td> <td></td> </tr> </table>												AM										Split %	54.7%	45.3%	39.9%		49.1%	50.9%	60.1%																									
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Split %	54.7%	45.3%	39.9%		49.1%	50.9%	60.1%																																															
<hr/>																																																						
<table border="0" style="width: 100%;"> <tr> <td style="width: 50%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td>Peak Hour</td> <td style="text-align: center;">7:30</td> <td style="text-align: center;">7:45</td> <td style="text-align: center;">7:45</td> <td></td> <td style="text-align: center;">13:30</td> <td style="text-align: center;">15:30</td> <td style="text-align: center;">15:15</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Volume</td> <td style="text-align: center;">662</td> <td style="text-align: center;">513</td> <td style="text-align: center;">1169</td> <td></td> <td style="text-align: center;">618</td> <td style="text-align: center;">596</td> <td style="text-align: center;">1144</td> <td></td> <td></td> <td></td> </tr> <tr> <td>P.H.F.</td> <td style="text-align: center;">0.84</td> <td style="text-align: center;">0.88</td> <td style="text-align: center;">0.92</td> <td></td> <td style="text-align: center;">0.63</td> <td style="text-align: center;">0.85</td> <td style="text-align: center;">0.93</td> <td></td> <td></td> <td></td> </tr> </table>																						Peak Hour	7:30	7:45	7:45		13:30	15:30	15:15				Volume	662	513	1169		618	596	1144				P.H.F.	0.84	0.88	0.92		0.63	0.85	0.93			
Peak Hour	7:30	7:45	7:45		13:30	15:30	15:15																																															
Volume	662	513	1169		618	596	1144																																															
P.H.F.	0.84	0.88	0.92		0.63	0.85	0.93																																															

ADT32 Perris between 9th and 11th.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	NB	SB	PM Period	NB	SB	
0:00	3	10	12:00	68	51	
0:15	4	5	12:15	65	53	
0:30	4	7	12:30	75	43	
0:45	7 18	7 29	47 12:45	75 283	60 207	490
1:00	6	4	13:00	60	55	
1:15	6	6	13:15	79	60	
1:30	4	6	13:30	63	61	
1:45	2 18	5 21	39 13:45	62 264	74 250	514
2:00	6	1	14:00	65	77	
2:15	3	2	14:15	84	69	
2:30	9	4	14:30	56	75	
2:45	5 23	6 13	36 14:45	77 282	76 297	579
3:00	4	3	15:00	70	69	
3:15	6	5	15:15	88	65	
3:30	13	6	15:30	70	78	
3:45	14 37	2 16	53 15:45	63 291	84 296	587
4:00	25	0	16:00	74	105	
4:15	31	12	16:15	51	70	
4:30	35	5	16:30	74	74	
4:45	27 118	35 52	170 16:45	53 252	86 335	587
5:00	34	28	17:00	63	76	
5:15	43	18	17:15	46	73	
5:30	51	16	17:30	70	75	
5:45	33 161	30 92	253 17:45	64 243	69 293	536
6:00	45	19	18:00	49	70	
6:15	64	24	18:15	52	53	
6:30	87	31	18:30	50	56	
6:45	84 280	31 105	385 18:45	55 206	57 236	442
7:00	87	31	19:00	50	48	
7:15	79	47	19:15	41	56	
7:30	100	64	19:30	50	38	
7:45	120 386	66 208	594 19:45	36 177	54 196	373
8:00	127	65	20:00	37	39	
8:15	76	69	20:15	35	51	
8:30	57	55	20:30	27	40	
8:45	47 307	44 233	540 20:45	33 132	48 178	310
9:00	54	31	21:00	18	29	
9:15	59	42	21:15	18	37	
9:30	49	49	21:30	24	23	
9:45	39 201	36 158	359 21:45	18 78	21 110	188
10:00	43	44	22:00	15	24	
10:15	64	44	22:15	15	15	
10:30	55	39	22:30	14	14	
10:45	44 206	51 178	384 22:45	18 62	25 78	140
11:00	52	42	23:00	8	27	
11:15	60	54	23:15	11	19	
11:30	59	64	23:30	15	14	
11:45	45 216	59 219	435 23:45	3 37	17 77	114
Total Vol.	1971	1324	3295	2307	2553	4860
				Daily Totals		
				NB	SB	Combined
				4278	3877	8155
	AM			PM		
Split %	59.8%	40.2%	40.4%	47.5%	52.5%	59.6%
Peak Hour	7:15	7:30	7:30	14:45	15:30	15:15
Volume	426	264	687	305	337	627
P.H.F.	0.84	0.96	0.89	0.92	0.80	0.88

ADT12 Redlands between Calle Del Alba and Mildred.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	NB	SB	PM Period	NB	SB	
0:00	9	11	12:00	80	124	
0:15	9	9	12:15	82	73	
0:30	10	7	12:30	77	84	
0:45	9 37	5 32	12:45	95 334	77 358	692
1:00	5	10	13:00	104	91	
1:15	7	7	13:15	98	124	
1:30	6	8	13:30	79	116	
1:45	6 24	10 35	13:45	102 383	99 430	813
2:00	2	4	14:00	82	100	
2:15	9	6	14:15	82	113	
2:30	5	2	14:30	97	94	
2:45	11 27	6 18	14:45	120 381	114 421	802
3:00	5	7	15:00	103	119	
3:15	8	9	15:15	109	112	
3:30	18	10	15:30	148	139	
3:45	18 49	10 36	15:45	114 474	126 496	970
4:00	16	20	16:00	122	141	
4:15	28	13	16:15	122	130	
4:30	33	25	16:30	100	132	
4:45	27 104	28 86	16:45	100 444	99 502	946
5:00	19	24	17:00	101	102	
5:15	37	18	17:15	104	92	
5:30	37	35	17:30	99	156	
5:45	64 157	24 101	17:45	105 409	93 443	852
6:00	43	30	18:00	73	100	
6:15	62	36	18:15	94	96	
6:30	63	93	18:30	82	127	
6:45	59 227	102 261	18:45	84 333	82 405	738
7:00	69	81	19:00	72	97	
7:15	127	85	19:15	56	90	
7:30	159	126	19:30	56	67	
7:45	187 542	110 402	19:45	55 239	68 322	561
8:00	144	118	20:00	56	73	
8:15	155	102	20:15	46	75	
8:30	124	75	20:30	36	61	
8:45	79 502	63 358	20:45	40 178	58 267	445
9:00	61	59	21:00	49	40	
9:15	85	59	21:15	41	60	
9:30	69	50	21:30	45	47	
9:45	56 271	57 225	21:45	22 157	47 194	351
10:00	68	58	22:00	33	32	
10:15	55	59	22:15	20	31	
10:30	55	62	22:30	25	34	
10:45	56 234	59 238	22:45	27 105	19 116	221
11:00	54	72	23:00	12	23	
11:15	65	68	23:15	30	16	
11:30	66	80	23:30	17	13	
11:45	82 267	72 292	23:45	17 76	14 66	142
Total Vol.	2441	2084	4525	3513	4020	7533
				Daily Totals		
				NB	SB	Combined
				5954	6104	12058
	AM			PM		
Split %	53.9%	46.1%	37.5%	46.6%	53.4%	62.5%
Peak Hour	7:30	7:30	7:30	15:30	15:30	15:30
Volume	645	456	1101	506	536	1042
P.H.F.	0.86	0.90	0.93	0.85	0.95	0.91

ADT11 Redlands between Dale and San Jacinto.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	NB	SB	PM Period	NB	SB	
0:00	15	7	12:00	80	102	
0:15	10	10	12:15	74	99	
0:30	14	7	12:30	101	81	
0:45	6 45	9 33	78 12:45	102 357	89 371	728
1:00	8	3	13:00	113	81	
1:15	11	10	13:15	92	109	
1:30	15	8	13:30	106	103	
1:45	9 43	14 35	78 13:45	93 404	110 403	807
2:00	6	6	14:00	100	94	
2:15	6	7	14:15	108	97	
2:30	3	7	14:30	108	101	
2:45	3 18	13 33	51 14:45	98 414	135 427	841
3:00	3	6	15:00	112	138	
3:15	5	13	15:15	115	112	
3:30	10	17	15:30	150	140	
3:45	9 27	20 56	83 15:45	136 513	146 536	1049
4:00	8	27	16:00	141	138	
4:15	10	42	16:15	135	121	
4:30	11	58	16:30	136	118	
4:45	16 45	44 171	216 16:45	118 530	107 484	1014
5:00	17	32	17:00	113	130	
5:15	18	59	17:15	116	115	
5:30	23	61	17:30	121	140	
5:45	22 80	70 222	302 17:45	109 459	93 478	937
6:00	25	67	18:00	116	88	
6:15	31	80	18:15	132	88	
6:30	93	79	18:30	118	84	
6:45	84 233	89 315	548 18:45	102 468	76 336	804
7:00	81	80	19:00	92	77	
7:15	123	120	19:15	112	53	
7:30	130	148	19:30	74	62	
7:45	133 467	136 484	951 19:45	69 347	53 245	592
8:00	115	144	20:00	75	54	
8:15	103	141	20:15	86	45	
8:30	60	114	20:30	73	57	
8:45	66 344	89 488	832 20:45	56 290	42 198	488
9:00	67	57	21:00	43	66	
9:15	49	77	21:15	59	33	
9:30	70	91	21:30	51	48	
9:45	47 233	71 296	529 21:45	31 184	28 175	359
10:00	67	82	22:00	45	30	
10:15	65	61	22:15	30	23	
10:30	55	71	22:30	46	26	
10:45	66 253	72 286	539 22:45	27 148	29 108	256
11:00	71	74	23:00	31	12	
11:15	78	73	23:15	17	23	
11:30	71	84	23:30	13	19	
11:45	86 306	90 321	627 23:45	19 80	14 68	148
Total Vol.	2094	2740	4834	4194	3829	8023
				Daily Totals		
				NB	SB	Combined
				6288	6569	12857
				AM		
Split %	43.3%	56.7%	37.6%	PM		62.4%
Peak Hour	7:15	7:30	7:30	15:30	15:30	15:30
Volume	501	569	1050	562	545	1107
P.H.F.	0.94	0.96	0.94	0.95	0.93	0.95

ADT5 San Jacinto between N D St and Perris.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB		WB		PM Period		EB		WB		
0:00	2		8		12:00		56		48		
0:15	1		3		12:15		44		46		
0:30	3		6		12:30		58		58		
0:45	1	7	6	23	30	12:45	57	215	64	216	431
1:00	3		6		13:00		50		51		
1:15	1		2		13:15		46		56		
1:30	2		3		13:30		46		73		
1:45	2	8	0	11	19	13:45	71	213	70	250	463
2:00	0		7		14:00		49		54		
2:15	0		3		14:15		49		61		
2:30	2		3		14:30		61		54		
2:45	2	4	6	19	23	14:45	48	207	58	227	434
3:00	6		2		15:00		59		64		
3:15	4		3		15:15		57		47		
3:30	3		9		15:30		67		114		
3:45	5	18	11	25	43	15:45	80	263	86	311	574
4:00	4		15		16:00		64		78		
4:15	9		19		16:15		45		74		
4:30	9		27		16:30		42		86		
4:45	11	33	30	91	124	16:45	55	206	75	313	519
5:00	11		29		17:00		51		74		
5:15	21		31		17:15		53		71		
5:30	23		36		17:30		60		63		
5:45	19	74	39	135	209	17:45	72	236	60	268	504
6:00	25		32		18:00		65		67		
6:15	17		33		18:15		68		61		
6:30	38		46		18:30		48		46		
6:45	32	112	42	153	265	18:45	35	216	55	229	445
7:00	25		43		19:00		40		41		
7:15	46		59		19:15		49		30		
7:30	66		58		19:30		42		37		
7:45	70	207	81	241	448	19:45	26	157	34	142	299
8:00	83		89		20:00		36		31		
8:15	88		92		20:15		36		36		
8:30	47		65		20:30		21		27		
8:45	39	257	59	305	562	20:45	19	112	28	122	234
9:00	34		59		21:00		14		24		
9:15	40		62		21:15		17		21		
9:30	47		53		21:30		13		11		
9:45	47	168	39	213	381	21:45	13	57	20	76	133
10:00	28		33		22:00		14		9		
10:15	44		59		22:15		5		12		
10:30	38		56		22:30		5		13		
10:45	30	140	46	194	334	22:45	8	32	14	48	80
11:00	44		49		23:00		10		9		
11:15	44		62		23:15		9		6		
11:30	51		45		23:30		5		10		
11:45	39	178	44	200	378	23:45	1	25	2	27	52
Total Vol.		1206		1610	2816			1939		2229	4168

Daily Totals		
EB	WB	Combined
3145	3839	6984

	AM			PM		
Split %	42.8%	57.2%	40.3%	46.5%	53.5%	59.7%
Peak Hour	7:30	7:45	7:30	15:15	15:30	15:30
Volume	307	327	627	268	352	608
P.H.F.	0.87	0.89	0.87	0.84	0.77	0.84

ADT6 San Jacinto between Perris and S G St.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB		WB		PM Period		EB		WB		
0:00	5		0		12:00		24		39		
0:15	1		2		12:15		26		38		
0:30	1		1		12:30		32		31		
0:45	0	7	1	4	11	12:45	33	115	41	149	264
1:00	1		2		13:00		29		33		
1:15	0		0		13:15		25		27		
1:30	1		0		13:30		23		42		
1:45	0	2	1	3	5	13:45	47	124	42	144	268
2:00	0		3		14:00		39		37		
2:15	0		1		14:15		25		43		
2:30	1		0		14:30		23		26		
2:45	0	1	2	6	7	14:45	22	109	35	141	250
3:00	1		3		15:00		19		44		
3:15	2		1		15:15		30		42		
3:30	1		6		15:30		29		46		
3:45	2	6	3	13	19	15:45	34	112	43	175	287
4:00	0		5		16:00		33		46		
4:15	2		7		16:15		16		43		
4:30	5		12		16:30		20		54		
4:45	5	12	7	31	43	16:45	22	91	32	175	266
5:00	8		7		17:00		22		43		
5:15	10		10		17:15		27		41		
5:30	9		13		17:30		30		29		
5:45	11	38	9	39	77	17:45	25	104	28	141	245
6:00	13		6		18:00		39		38		
6:15	8		16		18:15		32		27		
6:30	9		16		18:30		17		26		
6:45	16	46	14	52	98	18:45	14	102	21	112	214
7:00	13		19		19:00		19		29		
7:15	20		20		19:15		18		17		
7:30	33		35		19:30		11		23		
7:45	32	98	36	110	208	19:45	16	64	24	93	157
8:00	31		41		20:00		15		29		
8:15	25		41		20:15		15		23		
8:30	15		30		20:30		11		10		
8:45	25	96	18	130	226	20:45	13	54	11	73	127
9:00	35		31		21:00		2		16		
9:15	15		27		21:15		6		8		
9:30	17		21		21:30		4		7		
9:45	37	104	25	104	208	21:45	4	16	5	36	52
10:00	29		27		22:00		7		3		
10:15	21		30		22:15		6		4		
10:30	25		29		22:30		3		9		
10:45	22	97	28	114	211	22:45	6	22	5	21	43
11:00	23		37		23:00		7		4		
11:15	14		38		23:15		5		1		
11:30	18		33		23:30		3		3		
11:45	22	77	24	132	209	23:45	3	18	1	9	27
Total Vol.		584		738	1322			931		1269	2200
								Daily Totals			
								EB		WB	Combined
								1515		2007	3522
								AM		PM	
Split %		44.2%		55.8%	37.5%			42.3%		57.7%	62.5%
Peak Hour		7:30		7:30	7:30			13:15		15:45	15:15
Volume		121		153	274			134		186	303
P.H.F.		0.92		0.93	0.95			0.71		0.86	0.96

ADT7 San Jacinto between La Bonita and Redlands.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB		WB		PM Period	EB		WB		
0:00	4		5		12:00	28		47		
0:15	4		9		12:15	43		37		
0:30	6		4		12:30	28		33		
0:45	2	16	4	22	12:45	50	149	55	172	321
1:00	3		3		13:00	44		42		
1:15	3		5		13:15	46		45		
1:30	8		5		13:30	39		58		
1:45	3	17	6	19	13:45	44	173	48	193	366
2:00	3		1		14:00	53		27		
2:15	0		1		14:15	39		49		
2:30	2		1		14:30	45		47		
2:45	5	10	6	9	14:45	38	175	51	174	349
3:00	5		2		15:00	33		47		
3:15	4		9		15:15	56		52		
3:30	7		5		15:30	44		54		
3:45	6	22	2	18	15:45	31	164	57	210	374
4:00	8		9		16:00	50		49		
4:15	15		9		16:15	48		55		
4:30	21		13		16:30	58		51		
4:45	17	61	18	49	16:45	54	210	47	202	412
5:00	17		8		17:00	51		52		
5:15	20		22		17:15	57		54		
5:30	27		14		17:30	55		42		
5:45	30	94	21	65	17:45	36	199	49	197	396
6:00	29		19		18:00	44		51		
6:15	25		29		18:15	49		41		
6:30	44		25		18:30	44		40		
6:45	20	118	22	95	18:45	31	168	37	169	337
7:00	18		22		19:00	48		47		
7:15	44		43		19:15	38		29		
7:30	63		62		19:30	28		38		
7:45	54	179	56	183	19:45	25	139	31	145	284
8:00	35		65		20:00	26		37		
8:15	49		45		20:15	35		32		
8:30	42		45		20:30	32		29		
8:45	40	166	46	201	20:45	19	112	27	125	237
9:00	30		33		21:00	15		28		
9:15	34		40		21:15	23		23		
9:30	35		34		21:30	13		25		
9:45	36	135	30	137	21:45	16	67	16	92	159
10:00	29		29		22:00	12		22		
10:15	18		15		22:15	11		9		
10:30	21		27		22:30	7		12		
10:45	34	102	29	100	22:45	9	39	12	55	94
11:00	33		26		23:00	11		5		
11:15	28		29		23:15	3		8		
11:30	38		41		23:30	6		8		
11:45	63	162	20	116	23:45	9	29	10	31	60
Total Vol.		1082		1014	2096		1624		1765	3389
							Daily Totals			
							EB	WB	Combined	
							2706	2779	5485	
							AM	PM		
Split %		51.6%	48.4%	38.2%			47.9%	52.1%	61.8%	
Peak Hour		7:30	7:30	7:30			16:30	15:30	16:30	
Volume		201	228	429			220	215	424	
P.H.F.		0.80	0.88	0.86			0.95	0.94	0.95	

ADT3 San Jacinto between Redlands and Wilson.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB		WB		PM Period		EB		WB	
0:00	16		14		12:00	86		138		
0:15	17		8		12:15	94		98		
0:30	11		6		12:30	111		89		
0:45	13	57	9	37	12:45	126	417	73	398	815
1:00	13		6		13:00	120		90		
1:15	12		3		13:15	123		153		
1:30	16		8		13:30	125		113		
1:45	7	48	2	19	13:45	111	479	96	452	931
2:00	11		5		14:00	132		79		
2:15	10		7		14:15	140		85		
2:30	7		10		14:30	146		118		
2:45	14	42	4	26	14:45	173	591	119	401	992
3:00	9		11		15:00	176		126		
3:15	6		25		15:15	183		138		
3:30	3		25		15:30	192		114		
3:45	10	28	31	92	15:45	237	788	131	509	1297
4:00	12		41		16:00	213		154		
4:15	8		68		16:15	170		145		
4:30	13		79		16:30	231		135		
4:45	22	55	75	263	16:45	200	814	125	559	1373
5:00	23		72		17:00	250		119		
5:15	29		84		17:15	205		120		
5:30	36		101		17:30	235		148		
5:45	52	140	108	365	17:45	175	865	108	495	1360
6:00	48		97		18:00	167		108		
6:15	88		119		18:15	163		98		
6:30	94		120		18:30	168		102		
6:45	108	338	128	464	18:45	177	675	85	393	1068
7:00	155		125		19:00	168		105		
7:15	139		150		19:15	180		80		
7:30	144		209		19:30	128		64		
7:45	183	621	209	693	19:45	108	584	54	303	887
8:00	147		152		20:00	101		57		
8:15	126		137		20:15	103		41		
8:30	83		136		20:30	105		53		
8:45	99	455	115	540	20:45	92	401	56	207	608
9:00	84		94		21:00	101		67		
9:15	73		100		21:15	74		56		
9:30	84		89		21:30	60		59		
9:45	82	323	101	384	21:45	56	291	35	217	508
10:00	76		87		22:00	50		33		
10:15	60		75		22:15	44		17		
10:30	88		88		22:30	45		23		
10:45	86	310	73	323	22:45	36	175	25	98	273
11:00	80		71		23:00	34		10		
11:15	68		90		23:15	34		17		
11:30	66		86		23:30	24		15		
11:45	111	325	66	313	23:45	31	123	7	49	172

Total Vol. 2742 3519 **6261** 6203 4081 **10284**

Daily Totals
EB WB **Combined**
8945 7600 **16545**

	AM			PM		
Split %	43.8%	56.2%	37.8%	60.3%	39.7%	62.2%
Peak Hour	7:00	7:15	7:15	16:45	15:45	15:45
Volume	621	720	1333	890	565	1416
P.H.F.	0.85	0.86	0.85	0.89	0.92	0.96

ADT4 San Jacinto between Wilson and Murrieta.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB		WB		PM Period	EB		WB		
0:00	7		9		12:00	71		109		
0:15	16		6		12:15	84		73		
0:30	7		7		12:30	92		78		
0:45	13	43	7	29	12:45	93	340	63	323	
1:00	11		4		13:00	93		62		
1:15	7		1		13:15	88		136		
1:30	9		3		13:30	105		99		
1:45	4	31	2	10	13:45	89	375	73	370	
2:00	9		3		14:00	115		68		
2:15	4		6		14:15	119		78		
2:30	8		10		14:30	132		88		
2:45	9	30	3	22	14:45	146	512	87	321	
3:00	8		10		15:00	145		110		
3:15	5		16		15:15	151		103		
3:30	3		21		15:30	167		108		
3:45	8	24	31	78	15:45	195	658	127	448	
4:00	11		33		16:00	187		145		
4:15	8		45		16:15	136		102		
4:30	11		68		16:30	198		123		
4:45	22	52	64	210	16:45	176	697	106	476	
5:00	26		58		17:00	218		85		
5:15	25		68		17:15	172		106		
5:30	35		88		17:30	210		97		
5:45	50	136	85	299	17:45	139	739	82	370	
6:00	52		80		18:00	142		80		
6:15	78		106		18:15	133		88		
6:30	89		97		18:30	140		82		
6:45	105	324	102	385	18:45	133	548	77	327	
7:00	136		118		19:00	122		83		
7:15	129		147		19:15	125		67		
7:30	122		190		19:30	100		59		
7:45	137	524	172	627	19:45	94	441	48	257	
8:00	115		136		20:00	83		49		
8:15	111		113		20:15	80		31		
8:30	73		116		20:30	89		38		
8:45	81	380	101	466	20:45	69	321	45	163	
9:00	72		91		21:00	83		51		
9:15	66		79		21:15	59		32		
9:30	74		69		21:30	54		34		
9:45	64	276	81	320	21:45	47	243	19	136	
10:00	61		71		22:00	37		18		
10:15	49		60		22:15	38		14		
10:30	73		73		22:30	33		19		
10:45	76	259	62	266	22:45	26	134	19	70	
11:00	68		47		23:00	27		7		
11:15	59		71		23:15	29		14		
11:30	51		77		23:30	15		12		
11:45	80	258	60	255	23:45	22	93	6	39	
Total Vol.		2337		2967	5304		5101		3300	8401

Daily Totals		
EB	WB	Combined
7438	6267	13705

	AM			PM		
Split %	44.1%	55.9%	38.7%	60.7%	39.3%	61.3%
Peak Hour	7:00	7:15	7:00	16:45	15:45	15:45
Volume	524	645	1151	776	497	1213
P.H.F.	0.96	0.85	0.92	0.89	0.86	0.91

ADT16 CA-74 between 7th and Dockery.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB	WB	PM Period	EB	WB	
0:00	11	36	12:00	174	166	
0:15	18	23	12:15	156	189	
0:30	13	36	12:30	188	199	
0:45	6 48	22 117	12:45	206 724	213 767	1491
1:00	8	13	13:00	192	217	
1:15	4	19	13:15	244	184	
1:30	15	19	13:30	231	227	
1:45	4 31	31 82	13:45	197 864	238 866	1730
2:00	8	16	14:00	211	215	
2:15	9	23	14:15	229	262	
2:30	11	26	14:30	216	253	
2:45	7 35	30 95	14:45	269 925	262 992	1917
3:00	6	39	15:00	236	242	
3:15	27	25	15:15	306	241	
3:30	34	41	15:30	240	246	
3:45	29 96	49 154	15:45	269 1051	264 993	2044
4:00	40	71	16:00	254	295	
4:15	49	72	16:15	248	291	
4:30	75	80	16:30	225	282	
4:45	53 217	100 323	16:45	239 966	266 1134	2100
5:00	63	129	17:00	203	296	
5:15	57	141	17:15	266	231	
5:30	102	143	17:30	237	234	
5:45	83 305	169 582	17:45	236 942	226 987	1929
6:00	93	191	18:00	232	189	
6:15	91	218	18:15	192	235	
6:30	124	241	18:30	186	207	
6:45	132 440	257 907	18:45	149 759	167 798	1557
7:00	103	258	19:00	127	166	
7:15	154	281	19:15	129	151	
7:30	152	252	19:30	100	148	
7:45	148 557	267 1058	19:45	106 462	161 626	1088
8:00	159	253	20:00	97	127	
8:15	166	261	20:15	89	140	
8:30	130	253	20:30	81	135	
8:45	118 573	207 974	20:45	70 337	126 528	865
9:00	124	178	21:00	60	99	
9:15	122	175	21:15	47	105	
9:30	150	164	21:30	53	98	
9:45	152 548	186 703	21:45	38 198	100 402	600
10:00	145	165	22:00	34	65	
10:15	146	166	22:15	48	74	
10:30	146	167	22:30	27	62	
10:45	160 597	172 670	22:45	28 137	78 279	416
11:00	144	150	23:00	18	60	
11:15	156	145	23:15	29	61	
11:30	152	145	23:30	18	50	
11:45	169 621	193 633	23:45	17 82	36 207	289
Total Vol.	4068	6298	10366	7447	8579	16026
				Daily Totals		Combined
				NB	SB	
				11515	14877	26392
	AM			PM		
Split %	39.2%	60.8%	39.3%	46.5%	53.5%	60.7%
Peak Hour	11:45	7:00	7:15	15:15	16:15	15:45
Volume	687	1058	1666	1069	1135	2128
P.H.F.	0.91	0.94	0.96	0.89	0.96	0.97

ADT15 4th between Navajo and S A St.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB		WB		PM Period		EB		WB		
0:00	25		51		12:00		247		261		
0:15	25		47		12:15		213		271		
0:30	19		29		12:30		233		271		
0:45	20	89	31	158	12:45	247	241	934	278	1081	
1:00	11		27		13:00		252		301		
1:15	21		18		13:15		280		308		
1:30	24		29		13:30		274		331		
1:45	20	76	19	93	13:45	169	287	1093	304	1244	
2:00	18		15		14:00		296		341		
2:15	28		19		14:15		271		302		
2:30	21		37		14:30		296		365		
2:45	29	96	24	95	14:45	191	301	1164	345	1353	
3:00	27		27		15:00		335		378		
3:15	48		28		15:15		365		351		
3:30	64		57		15:30		388		388		
3:45	73	212	48	160	15:45	372	347	1435	380	1497	
4:00	106		56		16:00		328		463		
4:15	125		74		16:15		320		419		
4:30	181		96		16:30		382		435		
4:45	154	566	129	355	16:45	921	369	1399	392	1709	
5:00	156		116		17:00		318		403		
5:15	188		175		17:15		321		350		
5:30	267		189		17:30		314		369		
5:45	208	819	183	663	17:45	1482	380	1333	332	1454	
6:00	189		202		18:00		313		341		
6:15	227		233		18:15		302		312		
6:30	309		257		18:30		289		323		
6:45	239	964	325	1017	18:45	1981	275	1179	288	1264	
7:00	240		321		19:00		253		270		
7:15	287		366		19:15		252		284		
7:30	351		299		19:30		180		221		
7:45	323	1201	302	1288	19:45	2489	208	893	235	1010	
8:00	431		359		20:00		186		209		
8:15	316		340		20:15		147		227		
8:30	252		365		20:30		131		196		
8:45	231	1230	243	1307	20:45	2537	156	620	186	818	
9:00	242		201		21:00		132		169		
9:15	212		226		21:15		112		168		
9:30	208		226		21:30		120		139		
9:45	227	889	210	863	21:45	1752	86	450	122	598	
10:00	204		217		22:00		77		130		
10:15	201		244		22:15		69		103		
10:30	230		244		22:30		81		89		
10:45	244	879	216	921	22:45	1800	60	287	102	424	
11:00	253		212		23:00		51		86		
11:15	224		218		23:15		35		84		
11:30	208		232		23:30		41		76		
11:45	241	926	241	903	23:45	1829	32	159	58	304	
Total Vol.		7947		7823	15770			10946		12756	23702

Daily Totals		
EB	WB	Combined
18893	20579	39472

	AM			PM		
Split %	50.4%	49.6%	40.0%	46.2%	53.8%	60.0%
Peak Hour	7:30	7:45	7:30	15:00	16:00	16:00
Volume	1421	1366	2721	1435	1709	3108
P.H.F.	0.82	0.94	0.86	0.92	0.92	0.95

ADT17 4th between S A St and S C St.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB		WB		PM Period	EB		WB		
0:00	24		50		12:00	236		222		
0:15	22		47		12:15	201		228		
0:30	18		30		12:30	226		228		
0:45	20	84	28	155	12:45	220	883	239	917	
1:00	11		25		13:00	241		246		
1:15	18		17		13:15	255		237		
1:30	21		25		13:30	264		274		
1:45	20	70	20	87	13:45	266	1026	254	1011	
2:00	18		15		14:00	276		273		
2:15	27		19		14:15	259		232		
2:30	21		40		14:30	263		283		
2:45	28	94	21	95	14:45	269	1067	280	1068	
3:00	25		22		15:00	298		291		
3:15	44		25		15:15	302		293		
3:30	63		51		15:30	354		277		
3:45	75	207	43	141	15:45	321	1275	228	1089	
4:00	113		52		16:00	296		292		
4:15	122		60		16:15	285		238		
4:30	176		87		16:30	339		300		
4:45	150	561	114	313	16:45	321	1241	261	1091	
5:00	156		100		17:00	295		297		
5:15	183		145		17:15	283		257		
5:30	250		159		17:30	292		280		
5:45	197	786	154	558	17:45	306	1176	247	1081	
6:00	183		171		18:00	290		260		
6:15	224		190		18:15	262		251		
6:30	274		222		18:30	260		241		
6:45	201	882	268	851	18:45	250	1062	252	1004	
7:00	223		269		19:00	220		230		
7:15	245		327		19:15	240		240		
7:30	297		263		19:30	169		190		
7:45	285	1050	246	1105	19:45	187	816	189	849	
8:00	385		287		20:00	176		176		
8:15	284		254		20:15	136		199		
8:30	228		303		20:30	132		165		
8:45	215	1112	212	1056	20:45	141	585	172	712	
9:00	224		170		21:00	124		156		
9:15	209		192		21:15	109		154		
9:30	194		198		21:30	112		138		
9:45	232	859	188	748	21:45	78	423	110	558	
10:00	198		190		22:00	77		123		
10:15	189		202		22:15	70		98		
10:30	224		220		22:30	80		85		
10:45	227	838	193	805	22:45	59	286	94	400	
11:00	241		175		23:00	47		81		
11:15	223		179		23:15	35		81		
11:30	197		197		23:30	37		66		
11:45	229	890	212	763	23:45	31	150	53	281	
Total Vol.		7433		6677	14110		9990		10061	20051
							Daily Totals			
							EB	WB		Combined
							17423	16738		34161
							AM			PM
Split %		52.7%		47.3%	41.3%		49.8%		50.2%	58.7%
Peak Hour		7:30		6:45	7:15		15:00		14:30	14:45
Volume		1251		1127	2335		1275		1147	2364
P.H.F.		0.81		0.86	0.87		0.90		0.98	0.94

ADT18 4th between S D St and Perris.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB		WB		PM Period	EB		WB		
0:00	22		23		12:00	168		143		
0:15	12		30		12:15	144		136		
0:30	17		18		12:30	184		155		
0:45	14	65	12	83	12:45	144	640	170	604	
<hr/>										
1:00	7		9		13:00	185		159		
1:15	17		9		13:15	177		181		
1:30	8		12		13:30	201		157		
1:45	11	43	11	41	13:45	191	754	169	666	
<hr/>										
2:00	8		10		14:00	203		167		
2:15	15		9		14:15	187		159		
2:30	12		12		14:30	183		160		
2:45	16	51	13	44	14:45	217	790	158	644	
<hr/>										
3:00	11		13		15:00	216		177		
3:15	13		14		15:15	229		164		
3:30	20		25		15:30	236		195		
3:45	29	73	25	77	15:45	251	932	192	728	
<hr/>										
4:00	41		28		16:00	250		175		
4:15	56		34		16:15	217		164		
4:30	61		51		16:30	213		166		
4:45	75	233	62	175	16:45	230	910	155	660	
<hr/>										
5:00	66		52		17:00	210		169		
5:15	68		78		17:15	211		158		
5:30	110		87		17:30	203		190		
5:45	90	334	88	305	17:45	211	835	140	657	
<hr/>										
6:00	115		91		18:00	193		166		
6:15	112		113		18:15	169		141		
6:30	179		146		18:30	194		141		
6:45	152	558	141	491	18:45	177	733	129	577	
<hr/>										
7:00	159		189		19:00	183		132		
7:15	165		200		19:15	178		126		
7:30	196		197		19:30	128		111		
7:45	197	717	178	764	19:45	132	621	128	497	
<hr/>										
8:00	201		159		20:00	141		99		
8:15	239		164		20:15	113		103		
8:30	150		154		20:30	89		111		
8:45	137	727	132	609	20:45	111	454	97	410	
<hr/>										
9:00	143		120		21:00	92		96		
9:15	138		105		21:15	72		91		
9:30	148		109		21:30	73		87		
9:45	152	581	128	462	21:45	63	300	61	335	
<hr/>										
10:00	152		122		22:00	61		67		
10:15	117		128		22:15	56		58		
10:30	166		150		22:30	55		38		
10:45	154	589	130	530	22:45	47	219	51	214	
<hr/>										
11:00	141		122		23:00	24		33		
11:15	158		129		23:15	24		35		
11:30	152		132		23:30	28		28		
11:45	166	617	146	529	23:45	19	95	22	118	
<hr/>										
Total Vol.	4588		4110		8698	7283		6110		13393
						Daily Totals				
						EB	WB	Combined		
						11871	10220	22091		
	AM					PM				
Split %	52.7%	47.3%	39.4%			54.4%	45.6%	60.6%		
Peak Hour	7:30	7:00	7:30			15:15	15:00	15:15		
Volume	833	764	1531			966	728	1692		
P.H.F.	0.87	0.96	0.95			0.96	0.93	0.95		

ADT19 4th between Perris and S F St.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB		WB		PM Period	EB		WB		
0:00	19		21		12:00	152		136		
0:15	15		26		12:15	140		117		
0:30	15		18		12:30	170		147		
0:45	14	63	14	79	12:45	122	584	135	535	
1:00	12		8		13:00	174		134		
1:15	17		8		13:15	159		138		
1:30	9		10		13:30	179		146		
1:45	10	48	11	37	13:45	164	676	131	549	
2:00	8		12		14:00	180		146		
2:15	14		10		14:15	155		128		
2:30	11		8		14:30	170		138		
2:45	13	46	11	41	14:45	176	681	124	536	
3:00	10		9		15:00	183		154		
3:15	12		14		15:15	180		152		
3:30	11		22		15:30	180		137		
3:45	18	51	21	66	15:45	195	738	135	578	
4:00	25		23		16:00	213		169		
4:15	42		30		16:15	176		147		
4:30	44		38		16:30	196		146		
4:45	53	164	42	133	16:45	196	781	138	600	
5:00	62		37		17:00	200		157		
5:15	60		60		17:15	179		136		
5:30	74		64		17:30	169		155		
5:45	72	268	83	244	17:45	167	715	121	569	
6:00	90		69		18:00	167		149		
6:15	87		97		18:15	137		141		
6:30	128		117		18:30	161		96		
6:45	107	412	123	406	18:45	133	598	103	489	
7:00	110		151		19:00	166		109		
7:15	128		166		19:15	156		112		
7:30	145		154		19:30	112		101		
7:45	152	535	160	631	19:45	118	552	95	417	
8:00	150		129		20:00	117		82		
8:15	172		131		20:15	102		88		
8:30	127		106		20:30	88		89		
8:45	120	569	114	480	20:45	93	400	83	342	
9:00	118		104		21:00	84		73		
9:15	133		91		21:15	60		75		
9:30	136		92		21:30	63		83		
9:45	122	509	99	386	21:45	59	266	53	284	
10:00	135		102		22:00	50		58		
10:15	109		106		22:15	54		50		
10:30	152		128		22:30	40		26		
10:45	147	543	99	435	22:45	42	186	37	171	
11:00	132		101		23:00	23		27		
11:15	150		120		23:15	23		20		
11:30	122		116		23:30	29		19		
11:45	163	567	132	469	23:45	18	93	25	91	
Total Vol.		3775		3407	7182		6270		5161	11431

Daily Totals		
EB	WB	Combined
10045	8568	18613

	AM			PM		
Split %	52.6%	47.4%	38.6%	54.9%	45.1%	61.4%
Peak Hour	11:45	7:00	7:30	16:00	16:00	16:00
Volume	625	631	1193	781	600	1381
P.H.F.	0.92	0.95	0.96	0.92	0.89	0.90

ADT20 4th between S G St and Redlands.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB		WB		PM Period		EB		WB	
0:00	24		20		12:00	182	193			
0:15	17		35		12:15	173	167			
0:30	12		16		12:30	169	141			
0:45	16	69	11	82	12:45	199	723	154	655	1378
1:00	15		8		13:00	196	155			
1:15	10		6		13:15	199	184			
1:30	18		8		13:30	180	178			
1:45	9	52	10	32	13:45	190	765	174	691	1456
2:00	11		9		14:00	206	154			
2:15	15		15		14:15	184	159			
2:30	16		14		14:30	212	158			
2:45	11	53	10	48	14:45	212	814	157	628	1442
3:00	8		6		15:00	185	209			
3:15	20		19		15:15	207	161			
3:30	17		21		15:30	228	178			
3:45	17	62	26	72	15:45	220	840	194	742	1582
4:00	23		36		16:00	224	185			
4:15	54		38		16:15	215	189			
4:30	40		44		16:30	252	166			
4:45	58	175	63	181	16:45	251	942	163	703	1645
5:00	71		57		17:00	225	176			
5:15	71		79		17:15	223	172			
5:30	75		78		17:30	227	181			
5:45	84	301	108	322	17:45	221	896	168	697	1593
6:00	105		73		18:00	224	134			
6:15	79		104		18:15	169	148			
6:30	107		121		18:30	169	123			
6:45	97	388	133	431	18:45	170	732	133	538	1270
7:00	104		163		19:00	161	135			
7:15	120		164		19:15	167	106			
7:30	125		173		19:30	134	96			
7:45	132	481	170	670	19:45	148	610	118	455	1065
8:00	127		143		20:00	104	67			
8:15	142		126		20:15	106	79			
8:30	114		140		20:30	93	80			
8:45	110	493	133	542	20:45	113	416	65	291	707
9:00	108		125		21:00	106	70			
9:15	136		126		21:15	66	57			
9:30	147		111		21:30	59	75			
9:45	149	540	140	502	21:45	59	290	47	249	539
10:00	140		125		22:00	51	48			
10:15	133		141		22:15	53	38			
10:30	155		148		22:30	53	26			
10:45	160	588	129	543	22:45	39	196	37	149	345
11:00	139		111		23:00	37	27			
11:15	146		129		23:15	22	24			
11:30	147		138		23:30	26	25			
11:45	199	631	160	538	23:45	26	111	19	95	206
Total Vol.		3833		3963	7796		7335		5893	13228
							Daily Totals			
							EB	WB	Combined	
							11168	9856	21024	
							AM			PM
Split %		49.2%		50.8%	37.1%		55.5%	44.5%	62.9%	
Peak Hour		11:45		7:00	11:45		16:30	15:30	15:45	
Volume		723		670	1384		951	746	1645	
P.H.F.		0.91		0.97	0.92		0.94	0.96	0.98	



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