APPENDIX F

Traffic Technical Report

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CITY OF HEMET GENERAL PLAN
CIRCULATION ELEMENT UPDATE TRANSPORTATION STUDY
HEMET, CALIFORNIA

March 10, 2011 (Revised)
November 1, 2010

JN: 02748-09_REPORT
JK:CW:MW:rd

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GENERAL PLAN CIRCULATION ELEMENT TRAFFIC STUDY
CITY OF HEMET, CALIFORNIA

1.0 INTRODUCTION AND ANALYSIS METHODOLOGY

1.1 Introduction

This traffic study has been prepared in support of an update to the City of Hemet General Plan Circulation Element. The city location is depicted on Exhibit 1-A. The City of Hemet is located in western Riverside County. Two state routes (SR-74 and SR-79) provide regional access to the City. Established bus transit service also connects the City to nearby communities.

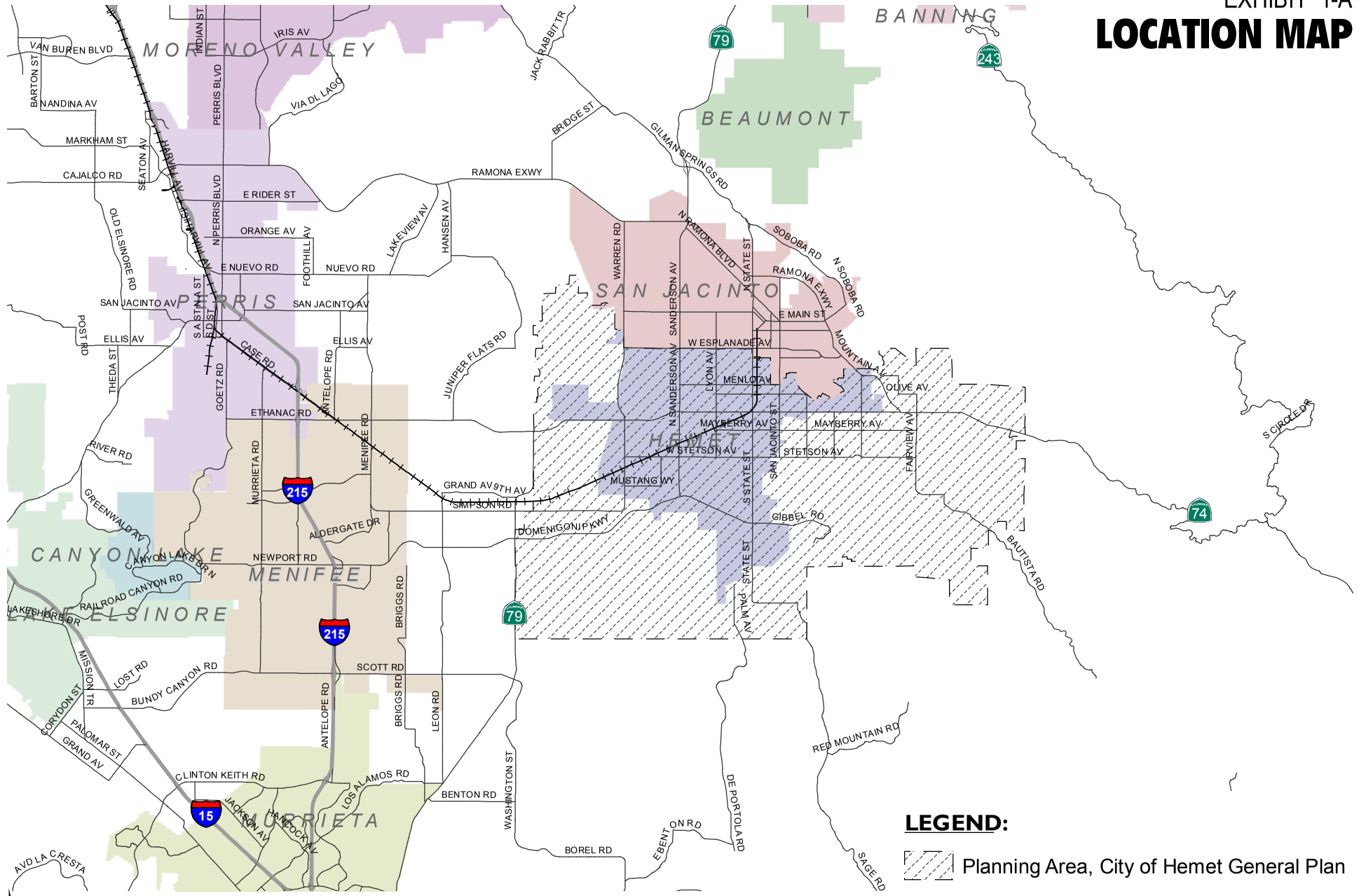
The City of Hemet General Plan update process began in 2005 and has been through an extensive planning and analysis process lasting several years. The City of Hemet General Plan Circulation Element Update Existing Conditions Assessment (Urban Crossroads, Inc., 2006) evaluated existing conditions and presented the currently adopted Circulation Plan. This assessment has been included as Appendix 1.1.

Since the existing conditions analysis was performed, Urban Crossroads, Inc. initially built a subarea traffic model for purposes of evaluating the City of Hemet General Plan, and worked with City staff members and decision makers to evaluate many alternative roadway networks. Additional components of the proposed Circulation Element have been developed to encourage travel via modes other than standard automobiles, including bicycle, pedestrian, public transit, and neighborhood electric vehicle (NEV). These networks have been refined to provide a comprehensive plan for the transportation systems in the City of Hemet.

As a result of this General Plan update process, a number of recommendations related to the Circulation Element have also been developed. These recommendations include more detailed stratification of the roadway classifications (including classifications with and without on-street bike lanes), along with the addition of divided secondary and rural classifications.

EXHIBIT 1-A

LOCATION MAP



LEGEND:

Planning Area, City of Hemet General Plan

City of Hemet General Plan Circulation Element Update (November 1, 2010)
City of Hemet, CA (JN - 02748:gis\maps\2010\locmap.mxd)

URBAN CROSSROADS

A new comprehensive roadway system map depicting all of the roadways recommended for inclusion on the Circulation Element roadway system has also been developed as part of this work effort. The Circulation Element emphasizes the upgrade and maintenance of a transportation system for the City that responds to the demands of the current and planned land uses, as set forth in the Land Use Element. The traffic associated with the planned General Plan land use is evaluated throughout the City with respect to daily traffic volumes. Additionally, peak hour intersection analysis has been performed at selected key intersections.

The City of Hemet General Plan Circulation Element is not contained in a vacuum—state and regional programs have helped shape the Plan and its goals and policies; in turn, the Plan's goals and policies work together to meet the intent of various programs. Five of these key programs are summarized below; following each summary is a discussion of the City of Hemet Circulation Plan's relationship to the program.

1.1.1 California Assembly Bill 1358 (2008): The Complete Streets Act

AB 1358, the Complete Streets Act, requires cities and counties (starting in 2011), upon revision of the circulation element of their general plan, to identify how the jurisdiction will provide for the routine accommodation of **all** users of the roadway, including motorists, pedestrians, bicyclists, individuals with disabilities, seniors, and users of public transportation. Planning and implementing "complete streets" is one way cities and counties can meet this requirement.

A complete street is a transportation facility that is planned, designed, operated, and maintained to enable safe access for all roadway users; pedestrians, bicyclists, motorists, and transit riders of all ages and abilities must be able to safely move along and across a complete street. Complete streets help facilitate a variety of important community benefits. Some of these benefits are described below:

- Complete streets provide safe travel choices and give people the option to avoid traffic jams while increasing the overall capacity of the transportation network.
- Complete streets encourage healthy physical activity. Public health experts promote walking and bicycling to combat obesity, especially in children.

- Planning for complete streets cuts costs. Integrating sidewalks, bike lanes, transit amenities, and safe crossings into the initial design of a project is more cost-effective than making retrofits later.
- Complete streets can lead to economic revitalization by reducing transportation costs and travel time while increasing property values and job growth in communities.
- Thoughtful design and accommodations for bicyclists and pedestrians reduces the incidence of crashes and improves safety for all transportation users.
- Complete streets foster strong communities where all people feel safe and welcome on the roadways and where walking and bicycling are an essential part of improving public transportation and creating friendly, walkable neighborhoods.

The Complete Streets Act is supported by Caltrans Deputy Directive DD-64-R1. DD-64-R1 memorializes the importance of pedestrian and bicycle facilities to the state's transportation system and outlines responsibilities for Caltrans employees to ensure that travelers of all ages and abilities can move safely and efficiently along and across a network of complete streets throughout the state.

Relationship of the City of Hemet Circulation Plan to the Complete Streets Act

The City of Hemet Plan meets the goals and policies of the Complete Streets Act in several ways. First, the Plan fundamentally increases the range of transportation options for travel within the City of Hemet and to adjacent western Riverside County jurisdictions by identifying a backbone network of bicycle and pedestrian routes. This on- and off-street network of routes improves safety for pedestrians and cyclists by providing dedicated facilities apart from motorist. The Plan also addresses ancillary facilities that are necessary to make a complete street work: the Plan establishes preferred or "typical" design standards for route classifications and discusses the need for bicycle accommodations. Lastly, the Plan specifically includes facilities consistent with the recently completed Western Riverside County Non-Motorized Transportation Plan (Urban Crossroads, Inc., June 2010).

1.1.2 California Streets and Highways Code: California Bicycle Transportation Act

The intent of the California Bicycle Transportation Act is to design and develop a transportation system that achieves the functional commuting needs of the employee, student, business person, and shopper, ensures the physical safety of the bicyclist and bicyclist's property; and accommodate bicyclists of all ages and skills.

The California Streets and Highways Code spells out required components of bicycle plans each jurisdiction must include to be eligible for Caltrans Bicycle Transportation Account (BTA) funds. Local governments seeking these funds must have their plan approved by the regional funding agency. Those components are:

- Estimated number of existing bike commuters and estimated increase
- Map and description of existing and proposed land use
- Map and description of existing and proposed bicycle routes
- Map and description of existing and proposed bicycle parking
- Map and description of existing and proposed links to other transportation modes
- Map and description of existing and proposed facilities for changing and storing clothes and equipment
- Description of safety education programs, efforts by law enforcement, and effect on accident rates
- Description of public input
- Description of coordination with other local and regional transportation, air quality, and energy conservation plans
- Description of projects and their priorities
- Description of past expenditures and future financial needs

Relationship of the City of Hemet Circulation Plan to the California Bicycle Transportation Act

This City of Hemet General Plan Traffic Study specifically addresses a number of the requirements of the California Bicycle Transportation Act in Chapter 5 of this report. Key routes are developed to meet the needs of the users outlined in the Bicycle Transportation Act: employees, students, business people, and shoppers. The plan also

focuses on the safety of bicyclists by providing design classifications and best practices related to street network configurations. The use of on- and off-street facilities provides a variety of route configurations that may accommodate bicyclists of all different ages and skills at different locations throughout the City. As the City continues planning for the future, it is recommended that additional components of a complete bicycle plan be developed in order to be eligible for BTA funds.

1.1.3 California Assembly Bill 32 (2006): Global Warming Solutions Act

AB 32, the Global Warming Solutions Act, establishes the first-in-the-world comprehensive program of regulatory and market mechanisms to achieve real, quantifiable, cost-effective reductions in greenhouse gasses (GHG). AB 32 makes the California Air Resources Board (CARB) responsible for monitoring and reducing GHG emissions and continues the existing Climate Action Team to coordinate statewide efforts. This landmark legislation calls for a reduction of the state's greenhouse gas emissions to 1990 levels by 2020 and will require the state to cut emissions by 30 percent over projected levels. Reduction measures proposed to meet the 2020 target levels are to be adopted by the start of 2011.

Relationship of the City of Hemet Circulation Plan to the Global Warming Solutions Act

The City of Hemet Circulation Plan defines a network of bicycle routes, transit, neighborhood electric vehicle (NEV) and pedestrian accommodations that encourages Hemet residents to utilize modes of transportation other than the automobile. The Plan provides a network to connect to regional bicycle and pedestrian trails from the Western Riverside County Non-Motorized Transportation Plan (Urban Crossroads, Inc., June 2010). The Non-Motorized Transportation Plan evaluates demand for such facilities. This City of Hemet General Plan Traffic Study also describes public transit, and NEV connectivity to major employment and activity centers to facilitate access to these destinations without the use of an automobile.

1.1.4 California Senate Bill 375 (2008)

SB 375 requires the CARB to set regional targets for years 2020 and 2035 to reduce greenhouse gas emissions from passenger vehicles. The targets apply to regions in the state covered by the 18 metropolitan planning organizations (MPOs)—SCAG is the MPO that represents the City of Hemet and other parts of western Riverside County. SB 375 provides emissions-reducing goals regions can plan for, integrates disjointed planning activities, and provides incentives for local governments and developers to follow new, conscientiously planned growth patterns. Reducing the number of vehicle miles traveled (VMT) is one strategy MPOs can employ to achieve these targets.

As California's population continues to grow, SB 375 identifies the need to envision and plan communities that rely less on automobiles and more on alternative modes of transportation, especially for short-distance trips. The intent of SB 375 is to reduce VMT by reshaping the face of California's communities into more sustainable, walkable environments with alternative transportation options and increased quality of life. SB 375 provides incentives for creating attractive, walkable, sustainable communities and revitalized existing ones. It also encourages the development of more alternative transportation options, including well-planned and -maintained pedestrian and bicycle routes. Through these land use strategies, SB 375 plays an important role in achieving the greenhouse gas emission reduction targets set in AB 32

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Relationship of the City of Hemet Circulation Plan to SB 375

Passenger vehicles are the largest single source of greenhouse gas emissions in California—a reduction in VMT translates to a reduction in GHG emissions (the intent of SB 375). One way to reduce VMT is to create connections between destinations using alternative transportation modes. The City of Hemet Circulation Plan identifies connections that enable western Riverside County residents to more easily travel to local and regional destinations without the use of a car, thereby reducing VMT (see Chapters 3 through 6).

The City of Hemet Circulation Plan provides a framework for key routes and facilities that will enhance connectivity within the City of Hemet and between nearby jurisdictions. The proposed plan enables travel by various modes to major activity areas, including civic

and county facilities, hospitals, libraries, major parks and recreation area, colleges and universities, malls and major retail centers and large employment centers. It also serves existing and future planned transit facilities, including potential future Metrolink stations.

1.1.5 Southern California Association of Governments Regional Transportation Plan (2008)

The Southern California Association of Governments (SCAG) 2008 Regional Transportation Plan (RTP) is a 25-year plan that provides long-range regional strategies for new construction and improvements to the existing transportation system to enhance the movement of people and goods. The RTP addresses 12 topic areas: transportation finance, air quality conformity, integrated growth forecast and regional land use, highways and arterials, public transit, goods movement, aviation and airport ground access, high-speed regional transport, transportation safety and security, environmental justice, environmental mitigation, and non-motorized transportation.

SCAG's Non-Motorized Transportation Report promotes development that is less dependent on automobiles, increases transit service and use, reduces congestion, and assists in reducing air pollution. Non-motorized transportation is supported by the RTP through the development of bicycle and pedestrian incentive policies, and changes in development patterns for both new and redeveloped communities. The goals of the non-motorized chapter of the RTP are:

- Decrease injuries and fatalities to bicyclists and pedestrians
- Increase accommodation and planning for bicycles and pedestrians
- Increase bicycle and pedestrian use
- Increase funding for non-motorized transportation plans and projects
- Encourage development of local non-motorized plans
- Produce a comprehensive regional non-motorized plan

In addition to improving non-motorized transportation options through the RTP and the development of the NMTP, SCAG also participates in the California Bicycle Advisory Committee and the Caltrans District 7 Bicycle Advisory Committee. SCAG has worked with local governments in reviewing their Bicycle Transportation Account applications, Safe Routes to School Applications, and partnered with or supported local agencies on

projects that may have regional impacts. SCAG is also working with Caltrans, the Adventure Cycling Association, and the American Association of State Highway and Transportation Officials on the development of the Southern California portions of a National Bike Route System.

Relationship of the City of Hemet Circulation Plan to SCAG's RTP

The City of Hemet Circulation Plan supports the goals identified in the non-motorized report of SCAG's RTP in a variety of ways. The Plan seeks to improve safety for both bicyclists and pedestrians through specific design measures, including sidewalk design, use and maintenance of materials, and street crossing standards. Accommodations are provided for bicycles and pedestrians through a network of routes in the City of Hemet and to surrounding areas linking routes to major destinations, which encourage bicycle and pedestrian use.

The City of Hemet Circulation Plan is consistent with WRCOG's Non-Motorized Transportation Plan in order to create the most comprehensive and useful non-motorized transportation network possible. It is recommended that the City of Hemet coordinate with the Riverside County Transportation Commission, Riverside Transit Agency, and SCAG to ensure that the Plan is integrated with the RTP and consistent with subregional initiatives.

1.2 Traffic Operations Analysis

The current technical guide to the evaluation of traffic operations is the 2000 Highway Capacity Manual (HCM) (Transportation Research Board Special Report 209). The HCM defines level of service as a qualitative measure which describes operational conditions within a traffic stream, generally in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. The criteria used to evaluate LOS (Level of Service) conditions vary based on the type of roadway and whether the traffic flow is considered interrupted or uninterrupted.

The definitions of level of service for uninterrupted flow (flow unrestrained by the existence of traffic control devices) are:

- LOS "A" represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream. LOS "B" is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver.

- LOS "C" is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.

- LOS "D" represents high-density but stable flow. Speed and freedom to maneuver are severely restricted, and the driver experiences a generally poor level of comfort and convenience.

- LOS "E" represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Small increases in flow will cause breakdowns in traffic movement.

- LOS "F" is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations.

The definitions of level of service for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control.

The level of service is typically dependent on the quality of traffic flow at the intersections along a roadway. The HCM methodology expresses the level of service at an intersection in terms of delay time for the various intersection approaches. The HCM uses different procedures depending on the type of intersection control. The levels of service determined in this study are calculated using the HCM methodology.

For signalized intersections, average stopped delay per vehicle for the overall Intersection is used to determine level of service. Levels of service at signalized study intersections have been evaluated using an HCM intersection analysis program.

The levels of service are defined in terms of average delay for the intersection analysis methodology as follows:

LEVEL OF SERVICE	AVERAGE TOTAL DELAY PER VEHICLE(SECONDS)	
	SIGNALIZED	UNSIGNALIZED
A	0 to 10.00	0 to 10.00
B	10.01 to 20.00	10.01 to 15.00
C	20.01 to 35.00	15.01 to 25.00
D	35.01 to 55.00	25.01 to 35.00
E	55.01 to 80.00	35.01 to 50.00
F	80.01 and up	50.01 and up

1.3 Definition of Deficiency and Significant Impact

The City of Hemet General Plan currently states that peak hour intersection operations of LOS "D" or better are generally acceptable. Therefore, any intersection operating at LOS "E" or "F" is considered deficient, based upon current City guidelines. The 2010 Riverside County Congestion Management Program (CMP) also establishes a traffic standard of no lower than LOS “E” for any segment or intersection on the CMP system, unless the current LOS is lower. Because the CMP standards are less stringent than the standards set by the City of Hemet, the City of Hemet standards are used. Highways 74 and 79 are the only CMP facilities in the City of Hemet.

Congestion can be thought of not as a transportation system problem but instead as an economic problem where demand exceeds supply during peak hours. In the case of congestion, there is not enough supply to meet the demand of every driver on the road, so a shortage develops during peak hours. In economic terms, there are three general ways to relieve a shortage – reduce demand or increase supply or spread demand to off-peak hours. All methods are needed in transportation planning to reduce congestion. Reducing demand involves encouraging some drivers to shift to transit, bicycling, or other alternatives, or by not making the trip at all. Increasing supply involves adding more capacity to the street, by adding lanes or making existing facilities more efficient. Spreading demand involves alternative work schedules and different shopping choices to travel for shopping and recreation during off-peak periods.

Congestion is an economic problem for another reason besides simple supply and demand. Drivers incur costs when making a vehicle trip. These include both personal costs, such as costs for fuel, the vehicle, maintenance, and insurance, as well as time costs, and the cost of a driver's time in making a particular trip. However, an individual trip also incurs a cost – in terms of delay – to every other driver on the road at the same time. There are also broader costs – costs of pollution, noise, and CO2 emissions – that are incurred by society at large. These societal costs are not borne by the driver, so they must instead be paid for by others. While Hemet cannot solve these major societal costs alone, it can set policies that better reflect the true costs of driving to encourage drivers to make different transportation choices.

The City of Hemet should ensure a balanced, multi-modal transportation system that provides accessibility to all its' citizens, serves new development and responds to increased regional congestion, and will provide transportation services in an economically and environmentally sustainable manner by minimizing physical impacts, and placing high value on the City's local, community feel.

2.0 LONG RANGE FORECAST DEVELOPMENT AND ANALYSIS

This section of the report describes the development of the long range traffic forecasts and operations analysis based upon the resulting traffic volumes. The forecast development approach, input data, and analysis results are each described in turn.

2.1 Analysis Approach

The General Plan roadway network is evaluated by developing and analyzing long range future traffic volume forecasts for the study area. In the initial phases of the City of Hemet General Plan Update, the Western Riverside Subarea Applications Traffic Model (WRSATM) was used for this purpose. WRSATM was developed by disaggregating and refining the Riverside County Integrated Project (RCIP) model which was developed for the County of Riverside. The WRSATM is primarily a vehicle travel forecasting tool, with limited capabilities to evaluate travel by alternative modes of transport.

More recent project analyses were performed using the recently released Riverside County Transportation Analysis Model (RivTAM). The City of Hemet focused version of RivTAM has been updated to include the proposed City of Hemet General Plan land use (converted to socio-economic data) and roadway system. The RivTAM incorporates additional detail regarding residential and non-residential activity (input data) throughout the region (including the City of Hemet) and this additional detail allows for more sophisticated analysis of travel behaviour. For instance, household size, vehicle ownership, and income all affect the likelihood that modes of transport other than the automobile will be utilized to satisfy the daily transportation needs of a household.

As both modeling tools have been utilized during the course of the City of Hemet General Plan update transportation analysis, each is described under a separate section in this report. The model results related to automobile travel are generally comparable, although the different modeling procedures can result in somewhat different forecasts related to the differences in modeling procedures (as opposed to differences in the underlying input data / project alternatives). Direct comparisons should therefore be used carefully, recognizing the underlying differences in modeling processes / procedures.

2.1.1 Western Riverside Subarea Analysis Traffic Model

WRSATM is a focused traffic model that includes the entire southern California region (Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties). The concept of a focused model is to provide the greatest level of detail within the primary analysis or study area, with the least detail included in those parts of the model which are geographically distant from the primary study area. The primary analysis area of WRSATM for this effort is generally the City of Hemet. WRSATM is a vehicle trip based modeling tool, and it is intended for evaluating general roadway system supply and demand problems and issues. Additional roadway network and TAZ detail within the City of Hemet enhances the performance of the model by improving the ability of the model to load traffic onto the roadway network accurately.

WRSATM utilizes a relatively simple set of input socio-economic data (SED), such as dwelling units, population, employed residents, and jobs (retail, services and other employment), for trip generation.

WRSATM is based on traditional forecasting procedures that include:

- Trip generation
- Trip distribution
- Time of day factoring (trip table development)
- Traffic assignment

WRSATM relies on regional model data and parameters for determining trip generation, trip distribution, and mode choice. The model structure accommodates changes in land use and network characteristics in the following manner:

Socio-Economic Data Conversion – Land use data is converted to socio-economic data (SED) using rates developed by the project team to reflect the specific characteristics of Hemet. These rates calculate population and employment data for each type of land use.

Trip Generation – Trip generation estimates are based on SED driven vehicle trip generation rates. Trip generation rates are consistent with the RCIP model and other regional models. WRSATM is not intended to deal with issues related to mode choice and as such the vehicle travel estimates have not been reduced for potential future increases in transit ridership.

Trip Distribution – Trip distribution estimates are based on trip distribution patterns estimated using the same procedure as the regional travel demand model and incorporated into the subarea model.

Time of Day Factoring – Daily trips are factored into AM, PM, midday and nighttime periods using the factors from the regional model.

Traffic Assignment – Traffic is assigned to the roadway system on the basis of travel time and cost. Traffic is assigned separately for the AM, mid-day, PM, and nighttime periods of the day, to allow for more accurate representation of the effects of congestion on the choice of travel routes by drivers.

WRSATM is not designed to deal with issues related to mode choice (transit), and trip generation may be conservative in areas where above average transit service is provided, or where the mix of urban land uses has been developed in conjunction with pedestrian facilities to reduce dependence on the automobile. In 2010, Urban Crossroads, Inc. therefore recommended that the City of Hemet General Plan Update be evaluated with the new Riverside County Transportation Analysis Model (RIVTAM).

2.1.2 City of Hemet Focused Version of the Riverside County Transportation Analysis Model

The County of Riverside released the Riverside County Transportation Analysis Model (RIVTAM) in 2010, which has since been updated for analysis of the proposed City of Hemet General Plan. The City of Hemet Focused Version of RIVTAM has been used to evaluate the trip-making characteristics and resulting travel patterns of the Hemet General Plan. In order to accomplish this, the land uses in the City of Hemet were converted to socio-economic data, the roadway network was updated, and the model

processes were performed. The resulting forecasts were evaluated to determine appropriate circulation system features.

RIVTAM is a focused traffic model that is consistent with the SCAG Regional Model and includes the entire southern California region (Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties). It includes the greatest level of detail within the primary analysis or study area, with the least detail included in those parts of the model which are geographically distant from the primary study area.

RIVTAM (similar to WRSATM) also utilizes a set of input socio-economic data (SED), such as dwelling units, population, employed residents, and jobs (retail, services and other employment), for trip generation. However, the input SED is considerably more complex and includes many more variables. On the residential side, additional detail related to different household sizes, income levels, and even the age distribution within the households in each TAZ are included the data set. The employment side SED variables are disaggregated into 13 separate employment categories, and employee wage levels (low, medium, and high) are also included in the data. The additional detail available from the RIVTAM data has been used to disaggregate the General Plan data.

In addition to the trip generation, trip distribution, time of day factoring, and traffic assignment steps included in WRSATM, RIVTAM also includes a mode choice component, explicitly calculating mode share for transit and non-motorized travel components. The RIVTAM also incorporates “feedback loops” that are intended to increase the sensitivity of the model to changes in travel supply and demand in reaching equilibrium / convergence between supply and demand.

Many highway network coding changes were necessary to create the more detailed City of Hemet Focused Version of RivTAM. Each roadway component included on the City General Plan Circulation Element roadway system was explicitly modeled, resulting in a substantially more detailed set of travel demand forecasts. The final network coding for the roadways, including the number of lanes and the segment distances, are included in Appendix 2.1 of this report.

2.2 Model Input Data

The model input data has been obtained from the project team and input to the RIVTAM databases. The data is derived from the proposed General Plan Land Use Element for future conditions. The buildout data reflects full buildout of the land uses ultimately envisioned for the City of Hemet at this time and does not correspond to a specific horizon year (unlike the approach taken in the Regional Transportation Plan). Therefore, the General Plan buildout data is not directly comparable to the RivTAM 2035 data, which is derived from the Regional Transportation Plan dataset.

The existing (2008) conditions and General Plan Buildout land use / SED data are summarized in aggregate form in Table 2-1. The following variables are included in Table 2-1:

- Households
- Population
- Employment
- Commercial / Office Square Footage
- Industrial Square Footage

This data was provided directly by the project team for use in evaluating projected future traffic conditions for the study area. The highlighting of retail employment as a separate category is included because retail land uses tend to generate relatively high numbers of trips and are therefore important in understanding travel demand. Residential variables indicate an increase of 44% in households and a 72% increase in population. The higher increase in population is driven by a decrease in the percentage of senior households (estimated to decrease from around 1/3rd to around 1/4th as the community becomes more typical of the overall subregion and less of a retirement oriented community. Much higher increases in employment and non-residential development square footage (ranging from 196% for office uses to 610% for industrial uses) are included in the General Plan Land Use Element.

The data shown on Table 2-1 has been disaggregated to the much more detailed model data subsets described previously. The disaggregated data is included in Appendix 2.2, along with the source data used to develop Table 2-1 and used in the disaggregation process. The data in

TABLE 2-1

EXISTING AND GENERAL PLAN BUILDOUT LAND USE / SED DATA

VARIABLE	EXISTING (2006)[1]	BUILDOUT[2]	DIFFERENCE	% DIFFERENCE
Residential Units (HH's)	47,793	68,948	21,155	44%
Population	95,384	163,753	68,369	72%
Employment[3]	25,190	96,260	71,070	282%
Commercial SF (000's)	6,857	20,269	13,412	196%
Office SF (000's)	1,026	6,662	5,636	549%
Industrial SF (000's)	3,898	27,690	23,792	610%

[1] Source: Table C-1, General Plan Update Fiscal Analysis, Stanley R. Hoffman Associates, Inc., 1/19/11

[2] Source: Table 2-1, General Plan Update Fiscal Analysis, Stanley R. Hoffman Associates, Inc., 1/19/11

[3] Includes incorporated City only for existing conditions.

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Appendix 2.2 includes some additional SED for boundary TAZs that include areas outside the City of Hemet Planning Area boundaries.

2.3 General Plan Buildout Forecasts and Analysis

The input data has been used to generate trip generation and vehicle miles of travel estimates, as well as the raw model forecasts that form the basis for the refined future peak hour traffic volumes. Due to the importance of air quality and climate change issues in the context of CEQA, trip generation and baseline VMT estimates have been calculated in accordance with procedures developed for the South Coast Air Quality Management District. The procedures are documented in Appendix A to the California Emissions Estimator Model documentation. Table 2-2 presents the estimated trip generation and VMT for existing conditions, General Plan Buildout conditions (e.g., without considering the effect of the various policies and plans oriented towards transportation sustainability), and General Plan Buildout With Trip Reduction Measures that take such policies and plans into account. Appendix 2.3 contains the supporting calculations.

The anticipated reduction in VMT related to the proposed City of Hemet policies and plans related to sustainability have been calculated using data in a publication available from the California Air Pollution Control Officers Association (CAPCOA). Various resources have been utilized in the CAPCOA publication to facilitate calculation of vehicle miles of travel (VMT). VMT is a key measure of effectiveness with regard to various initiatives intended to reduce emissions, including green house gas emissions. Although general ranges of effectiveness are often published in resource documents, it is important to specifically quantify the effectiveness of various measures in reducing VMT. Generalized ranges should not be used to in lieu of direct quantification. It is also important to understand the assumptions and limitation of the various methods used to quantify VMT reduction calculations.

For purposes of this analysis, both a baseline calculation and a baseline reduction calculation have been performed. The baseline reflects “business as usual” conditions, or the level of VMT that would be anticipated if current development and infrastructure patterns were to continue into the future. The baseline reduction calculation then reflects the reduction in VMT anticipated through implementation of various aspects of the proposed General Plan, including changes in

TABLE 2-2

DAILY TRIP GENERATION & VMT SUMMARY

VEHICLE TRIP-ENDS	QUANTITY	INCREASE OVER EXISTING	% INCREASE OVER EXISTING
Existing	623,990	--	--
General Plan Buildout	1,603,300	979,310	157%
General Plan Buildout with Trip Reduction Measures	1,430,627	806,637	129%

VEHICLE MILES OF TRAVEL	QUANTITY	INCREASE OVER EXISTING	% INCREASE OVER EXISTING
Existing	1,991,595	--	--
General Plan Buildout	4,939,270	2,947,675	148%
General Plan Buildout with Trip Reduction Measures	4,407,317	2,415,722	121%

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land use intensity and mix, as well as improvements in transportation facilities for various modes of transport other than the automobile.

In general, the approach to calculating baseline VMT involves a two step process of 1) estimating trip generation and 2) calculating average trip length for various types of trips. These two factors are then multiplied to determine VMT. Various measures can reduce one or both of these factors. It is also important to understand that implementing a combination of measures or policies in the General Plan may result in an overall reduction in VMT when compared to the reduction that would be anticipated for each individual measure or policy. For instance, improved pedestrian and bicycle facilities may compete with one another for trips that would have otherwise been made using an automobile. Therefore the reductions are calculated as percentage reductions, converted to a VMT factor, and then multiplied to calculate an overall factor prior to being applied to the appropriate initial VMT figure. This directly accounts for the effect applying multiple sustainability oriented policies has on the overall effectiveness in reducing citywide VMT. It is also important to recognize that each trip that is made has two ends. Therefore, the calculation must divide the initial VMT estimate in half to account for the contribution of both ends of the trip. For trips internal to the City of Hemet, the VMT attributable to both ends of the trip is accounted for. Trips that involve one trip-end outside the City of Hemet are allocated 50% to the City of Hemet and 50% to the other end of the trip.

Table 2-3 summarizes the effect of the various sustainable policies and plans on reducing VMT attributable to the City of Hemet. The effect of various measures related to encouraging the use of alternative modes of transport, such as pedestrian facilities, bicycle facilities, enhanced transit accessibility, and establishing a formal neighborhood electric vehicle (NEV) network / expanding the use of NEVs ranges from 0.14% to 2%. The proposed mixed use designation, with a mix of residential, commercial, and office uses, is expected to result in a 21% reduction in VMT that is applicable only to the mixed use areas included in the Land Use Element. Overall, implementing sustainability oriented plans and policies is expected to reduce overall VMT citywide by 11% (from 4,939,270 VMT daily to 4, 407,317 VMT daily). However, VMT compared to existing conditions is expected to increase substantially. The existing 1,991,595 VMT is expected to increase by 148% (to 2,947,675 VMT) under baseline conditions (no policies or plans oriented towards sustainability) or by 121% (to 2,407,317 VMT) with the proposed policies and plans oriented towards sustainability.

TABLE 2-3

TRIP REDUCTION MEASURES VMT REDUCTION SUMMARY

POLICY	APPLICABILITY	VMT REDUCTION RANGE	REDUCTION ESTIMATE	FACTOR (1 - RED.)	COMMENT
Mixed Use Areas	Designated mixed use areas in the City anticipated to include residential, office, and retail uses	9 - 30 %	21% (Mixed Use Areas Only)	0.7900	Calculated based on mix of uses
Providing Pedestrian Facilities	Citywide	0 - 2%	2%	0.9800	Recommended value for connectivity both within and among specific projects
Implement Neighborhood Electric Vehicle (NEV) Network	Citywide	0.5 - 12.7%	1.30%	0.9870	Based on estimated penetration (ownership) of 10%
Incorporate Bike Lanes / Increase Density	Citywide	.05 - .14%	0.14%	0.9986	Based on anticipated 1/2 mile or closer spacing
Increase Transit Accessibility	Citywide	0.5 - 24.6%	0.50%	0.9950	Based on minimum of range, will still double transit contribution
OVERALL MIXED USE AREA				0.76	
OTHER CITYWIDE				0.96	

The RIVTAM tool has been used to develop the traffic volume forecasts. Appendix 2.4 contains the raw model daily and peak hour roadway segment traffic volume forecasts. SR-74 is expected to carry daily traffic volumes as high as 76,000 vehicles per day (VPD). SR-79, which has been modeled as an expressway, carries daily traffic volumes ranging between 108,000 VPD and 127,000 VPD in the study area. Other relatively high volume roadways include Sanderson Avenue), Domenigoni Parkway, Stetson Avenue, and Ramona Expressway.

In order to evaluate the overall performance of the proposed General Plan roadway network, thirty (30) intersection locations were identified for analysis purposes. The determination of specific lane geometries (through lanes and turn lanes) at these key intersections is based upon peak hour level of service analysis.

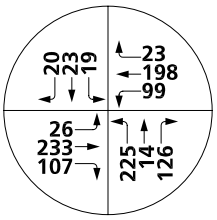
Peak hour service levels are based on turning movement estimates that have been extracted from the City of Hemet Focused Version of RivTAM and further refined. The post-processed AM and PM peak hour traffic volumes at the key intersections selected for analysis are shown Exhibit 2-A and Exhibit 2-B, respectively.

The intersection analysis for General Plan Buildout conditions is summarized on Table 2-4. Intersection analysis worksheets are included in Appendix 2.5. For comparative purposes, the lanes and LOS results for existing conditions have also been provided on Table 2-1. Recommended intersection lane improvements have been denoted with bold and underlined text.

Recommended intersection lane configurations have been based upon the recommended General Plan buildout roadway cross-sections and review of future travel patterns. The through lanes are generally consistent with the recommended cross-sections, with some judgment applied at locations where roadways transition from one classification to another (for instance, North California Avenue at Florida Avenue) or where through lanes become turn lanes (for instance, at "T" intersections). In general, the General Plan policy should be to carry the higher designation through the intersection and then transition to the lower designation. The study area intersections have been improved to achieve the City's minimum Level of Service (LOS) standard of "D". The recommended intersection lane improvements are also illustrated on Exhibit 2-C. Locations with additional turn lanes (i.e., dual left turn lanes and / or exclusive right turn lanes) may require additional right of way in the immediate vicinity of the intersection. Monitoring / ongoing analysis of arterial level intersections should be

EXHIBIT 2-A

GENERAL PLAN BUILDOUT
AM PEAK HOUR INTERSECTION VOLUMES



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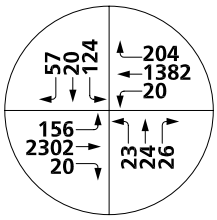

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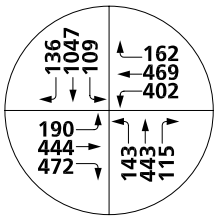

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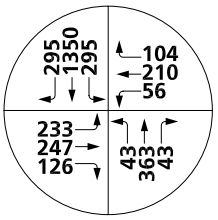

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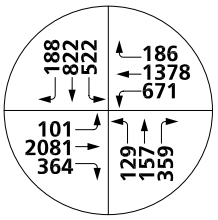

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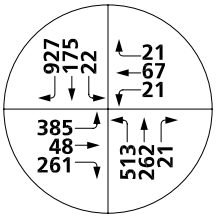

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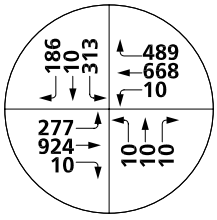

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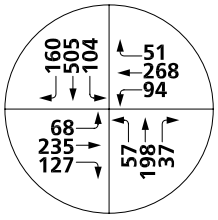

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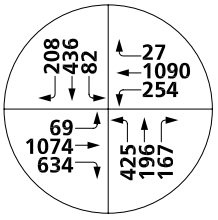

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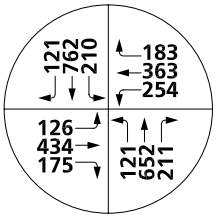

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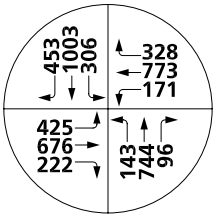

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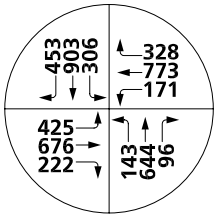

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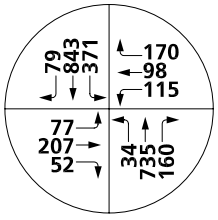

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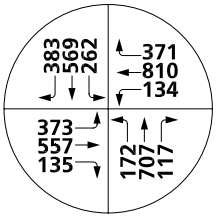

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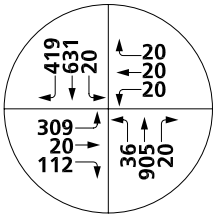

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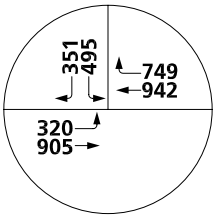

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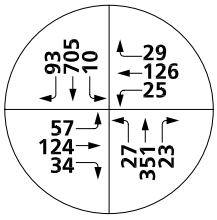

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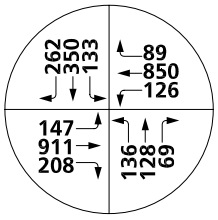

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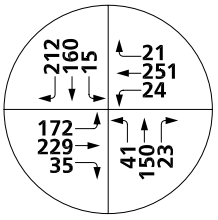

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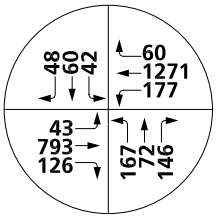

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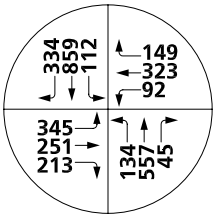

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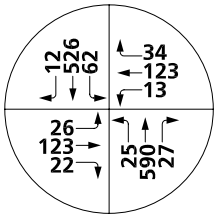

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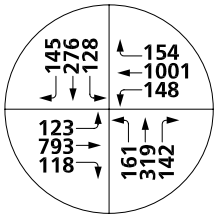

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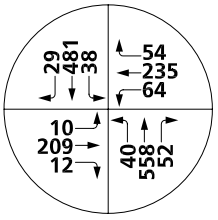

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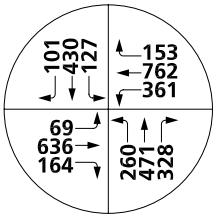

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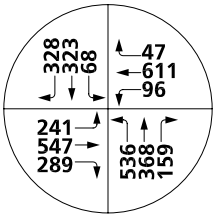

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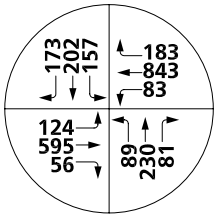

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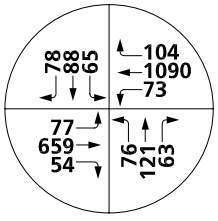

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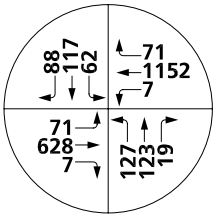

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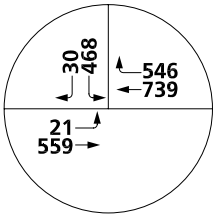

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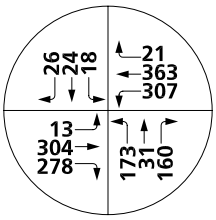
EXHIBIT 2-B

GENERAL PLAN BUILDOUT
PM PEAK HOUR INTERSECTION VOLUMES



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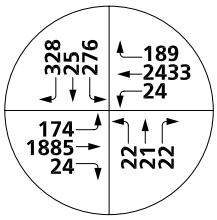

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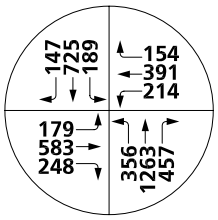

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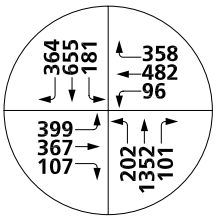

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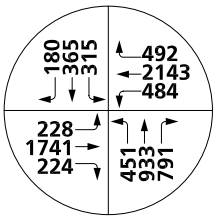

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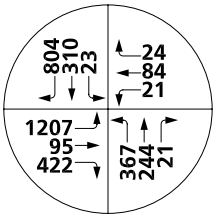

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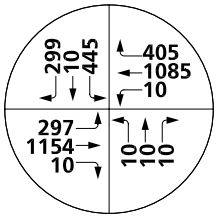

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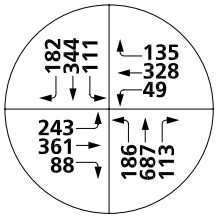

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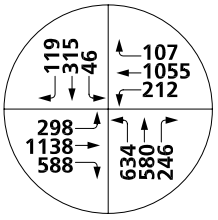

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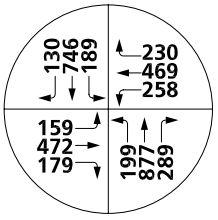

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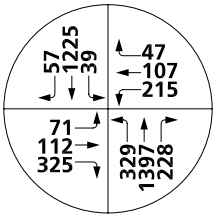

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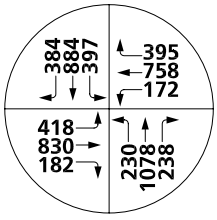

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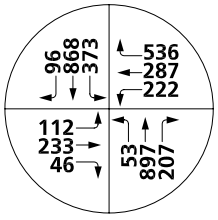

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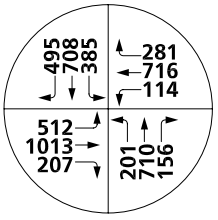

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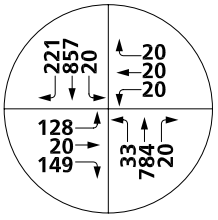

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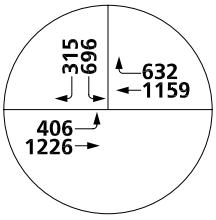
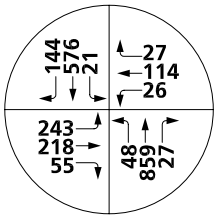
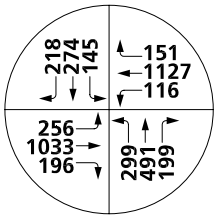


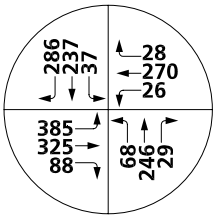
SANDERSON AV. &
DOMENIGONI PKWY.



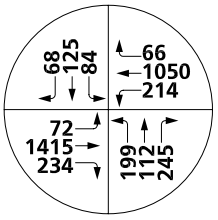
LYON AV. &
DEVONSHIRE AV.



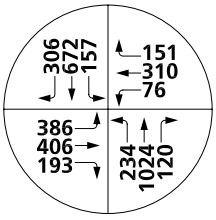
LYON AV. &
FLORIDA AV. (SR-74)



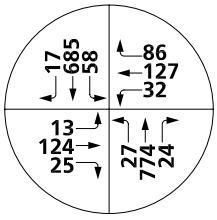
LYON AV. &
ACACIA AV.



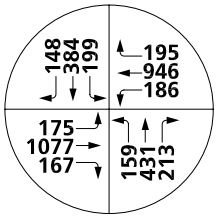
LYON AV. &
STETSON AV.



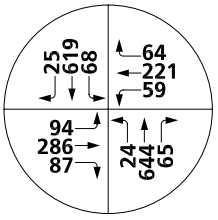
STATE ST. &
ESPLANADE AV.



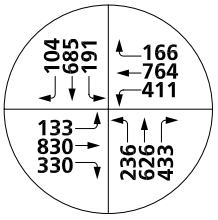
STATE ST. &
DEVONSHIRE AV.



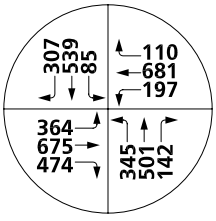
STATE ST. &
FLORIDA AV. (SR-74)



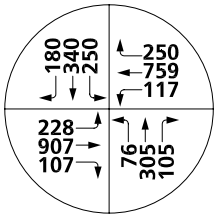
STATE ST. &
ACACIA AV.



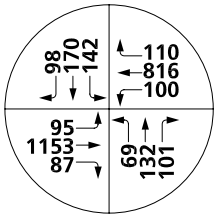
STATE ST. &
STETSON AV.



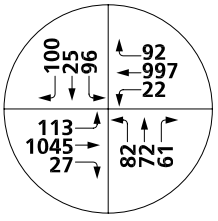
STATE ST. &
DOMENIGONI PKWY./
GIBBEL RD.



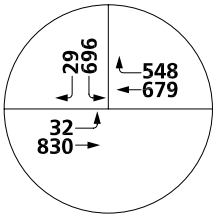
SAN JACINTO ST. &
FLORIDA AV. (SR-74)



COLUMBIA ST. &
FLORIDA AV. (SR-74)



MERIDIAN ST. &
FLORIDA AV. (SR-74)



RAMONA EXWY. &
FLORIDA AV. (SR-74)

TABLE 2-4

INTERSECTION ANALYSIS SUMMARY FOR GENERAL PLAN BUILDOUT CONDITIONS

INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1]												DELAY[2] (SECS.)		LEVEL OF SERVICE	
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND						
		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
California Av. (NS) at:																	
• Devonshire Av. (EW)																	
- Existing	AWS	0.5	0.5	1	0.5	1	0.5	1	1	1	1	0.5	0.5	8.8	8.6	A	A
- General Plan Buildout	**TS**	**1**	**1**	1	**1**	**1.5**	0.5	1	**1.5**	**0.5**	**2**	**1.5**	0.5	32.0	29.9	C	C
• Florida Av. (EW)																	
- Existing	CSS	0	1!	0	0.5	0.5	1	1	1.5	0.5	1	1.5	0.5	--[4]	--[4]	F	F
- General Plan Buildout	**TS**	**2**	1	**1**	**2**	**1**	1	**2**	**3**	**1**	**2**	**3**	**1**	24.7	50.9	C	D
Warren Rd. (NS) at:																	
• Esplanade Av. (EW)																	
- Existing	AWS	0	1!	0	0	1!	0	0	1!	0	0	1!	0	20.1	24.9	C	C
- General Plan Buildout	**TS**	**1**	**3**	**1>**	**2**	**2.5**	**0.5**	**1**	**2**	**1**	**1**	**2**	**1**	51.3	37.3	D	D
• Devonshire Av. (EW)																	
- Existing	AWS	0	1!	0	0	1!	0	0	1!	0	0.5	0.5	1	17.6	29.9	C	D
- General Plan Buildout	**TS**	**1**	**3**	**1**	**1**	**2.5**	**0.5**	**1**	**1.5**	**0.5**	**1**	**2**	1	34.7	49.8	C	D
• Florida Av. (EW)																	
- Existing	TS	1	2	1	1	2	1	1	2	1	1	2	1	35.7	37.4	D	D
- General Plan Buildout	TS	**2**	**3**	**1>>**	**2**	**3**	1	**2**	**3**	1	**2**	**3**	1	41.4	26.8	D	C
• Simpson Rd. (EW)																	
- Existing	CSS	0.5	0	0.5	0	0	0	0	0.5	0.5	1	0.5	0.5	13.7	17.7	B	C
- General Plan Buildout	**TS**	**2**	**3**	**1**	**2**	**3**	**1>>**	**2**	**1**	**1**	1	0.5	0.5	34.1	42.8	C	D
• Domenigoni Pw. (EW)																	
- Existing	TS	0	1!	0	0	1!	0	1	2	1	1	2	1	24.1	27.1	C	C
- General Plan Buildout	TS	**0.5**	**0.5**	**1**	**1.5**	**0.5**	**1**	1	**3**	1	1	**3**	1	41.7	52.0	D	D
Cawston Av. (NS) at:																	
• Devonshire Av. (EW)																	
- Existing	AWS	0.5	0.5	1	0	1!	0	0.5	0.5	1	0.5	0.5	1	11.0	9.8	B	A
- General Plan Buildout	**TS**	**1**	**1.5**	**0.5**	**1**	**2**	**1**	**1**	**2**	1	**1**	**1.5**	**0.5**	23.7	30.3	C	C
• Florida Av. (EW)																	
- Existing	TS	0	0	0	1	0	1	1	2	0	0	1.5	0.5	17.9	47.8	B	D
- General Plan Buildout	TS	**1.5**	**1.5**	**1**	1	**2**	1	**2**	**3**	**1**	**2**	**3**	**1**	32.0	45.7	C	D
Sanderson Av. (NS) at:																	
• Esplanade Av. (EW)																	
- Existing	TS	1	0.5	0.5	1	1	1	1	0.5	0.5	1	1	1	23.7	30.5	C	C
- General Plan Buildout	TS	**2**	**1.5**	0.5	**2**	**1.5**	**0.5**	1	**1.5**	0.5	1	**1.5**	**0.5**	37.2	43.0	D	D
• Devonshire Av. (EW)																	
- Existing	TS	1	1.5	0.5	1	2	1	1	1	1	1	1	1	27.4	33.0	C	C
- General Plan Buildout	TS	1	1.5	0.5	1	2	1	1	**1.5**	**0.5**	1	**1.5**	**0.5**	--[4]	61.1	F	E
- With Additional Through Lanes	TS	1	**2.5**	0.5	1	**3**	1	1	**2**	1	1	**2**	1	52.1	41.2	D	D
• Florida Av. (EW)																	
- Existing	TS	1	2	1	1	2	1	1	2	1	1	2	1	32.2	43.8	C	D
- General Plan Buildout	TS	**2**	1.5	0.5	**2**	1.5	0.5	**2**	1.5	0.5	**2**	1.5	0.5	--[4]	--[4]	F	F
- With Additional Through Lanes	TS	**2**	**3**	0	**2**	**3**	0	**2**	**3**	0	**2**	**3**	0	37.5	42.7	D	D
• Acacia Av. (EW)																	
- Existing	TS	1	1.5	0.5	1	2	1	1	1	1	1	1	1	21.0	21.8	C	C
- General Plan Buildout	TS	**2**	1.5	0.5	**2**	1.5	0.5	1	**1.5**	**0.5**	1	**1.5**	**0.5**	31.8	53.1	C	D
• Stetson Av. (EW)																	
- Existing	TS	1	2	1>	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	18.5	24.7	C	C
- General Plan Buildout	TS	**2**	**1.5**	**0.5**	**2**	1.5	0.5	**2**	**2.5**	0.5	**2**	**2.5**	0.5	36.9	47.4	D	D

TABLE 2-4

INTERSECTION ANALYSIS SUMMARY FOR GENERAL PLAN BUILDOUT CONDITIONS

INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1]												DELAY[2] (SECS.)		LEVEL OF SERVICE	
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND						
		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Sanderson Av. (NS) at:																	
• Mustang Wy. (EW)																	
- Existing	TS	1	2	1	1	1.5	1.5	1.5	0.5	1	0.5	0.5	1	28.7	30.5	C	C
- General Plan Buildout	TS	1	2	1	1	1.5	1.5	1.5	0.5	1	0.5	0.5	1	28.5	31.8	C	C
• Domenigoni Pw. (EW)																	
- Existing	TS	0	0	0	1	0	2>	2	2	0	0	2	1>	16.5	16.2	B	B
- General Plan Buildout	TS	0	0	0	1	0	2>	2	**3**	0	0	**3**	1>	16.0	21.9	B	C
Lyon Av. (NS) at:																	
• Devonshire Av. (EW)																	
- Existing	AWS	0.5	0.5	1	0.5	0.5	1	0.5	0.5	1	0.5	0.5	1	14.2	32.0	B	D
- General Plan Buildout	**TS**	**1**	**1.5**	**0.5**	**1**	**1.5**	**0.5**	**1**	0.5	**0.5**	**1**	**1.5**	**0.5**	23.8	30.5	C	C
• Florida Av. (EW)																	
- Existing	TS	1	1	1	1	1	1	1	1.5	0.5	1	2	1	19.9	22.3	B	C
- General Plan Buildout	TS	1	1	1	1	1	1	1	1.5	0.5	1	2	1	25.9	46.0	C	D
• Acacia Av. (EW)																	
- Existing	TS	1	1	1	1	1	1	1	0.5	0.5	1	0.5	0.5	16.9	23.0	B	C
- General Plan Buildout	TS	1	**1.5**	**0.5**	1	**1.5**	**0.5**	1	**1.5**	0.5	1	0.5	0.5	17.2	22.6	B	C
• Stetson Av. (EW)																	
- Existing	TS	1	1	1	0.5	0.5	1.0	1	1.5	0.5	1	1.5	0.5	30.6	31.5	C	C
- General Plan Buildout	TS	1	**1.5**	**0.5**	1	**1.5**	**0.5**	1	**2**	**1**	1	**2**	**1**	34.5	51.4	C	D
State St. (NS) at:																	
• Esplanade Av. (EW)																	
- Existing	TS	1	1.5	0.5	1	1.5	0.5	1	2	1	1	2	1	29.6	32.4	C	C
- General Plan Buildout	TS	1	1.5	0.5	1	1.5	0.5	1	2	1	1	2	1	44.4	51.4	D	D
• Devonshire Av. (EW)																	
- Existing	AWS	0.5	1.5	1	0.5	1	0.5	0.5	0.5	1	0.5	0.5	1	20.4	21.5	C	C
- General Plan Buildout	**TS**	**1**	1.5	**0.5**	**1**	**1.5**	0.5	**1**	0.5	**0.5**	**1**	**1.5**	**0.5**	23.6	24.4	C	C
• Florida Av. (EW)																	
- Existing	TS	1	1.5	0.5	1	1	1	1	1.5	0.5	1	1.5	0.5	96.5	152.8	F	F
- General Plan Buildout	TS	1	1.5	0.5	1	**2**	1	1	**2**	**1**	1	**2**	**1**	33.6	43.0	C	D
• Acacia Av. (EW)																	
- Existing	TS	1	1	1	1	0.5	0.5	0.5	0.5	1	0.5	0.5	1	31.0	39.2	C	D
- General Plan Buildout	TS	1	**2**	1	1	**2**	**1**	**1**	**1.5**	**0.5**	**1**	0.5	**0.5**	17.1	17.6	B	B
• Stetson Av. (EW)																	
- Existing	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	26.5	29.6	C	C
- General Plan Buildout	TS	1	**2**	**1>**	1	**2**	**1**	**2**	**2**	**1**	**2**	**2**	**1**	36.2	40.7	D	D
• Domenigoni Pw. (EW)																	
- Existing	TS	1	0.5	0.5	1	1	1	1	1	1>	1	0.5	0.5	28.7	32.9	C	C
- General Plan Buildout	TS	**2**	**1.5**	0.5	**2**	**1.5**	**0.5**	1	**2**	1>	1	**2.5**	0.5	40.1	45.5	D	D
San Jacinto St. (NS) at:																	
• Florida Av. (EW)																	
- Existing	TS	1	1.5	0.5	1.5	0.5	1	1	1.5	0.5	1	2	1	42.9	42.2	D	D
- General Plan Buildout	TS	1	1.5	0.5	**1**	**1.5**	**0.5**	1	1.5	0.5	1	2	1	32.4	42.7	C	D
Columbia St. (NS) at:																	
• Florida Av. (EW)																	
- Existing	TS	1	1	1	1	1	1	1	1.5	0.5	1	2	1	9.8	7.4	A	A
- General Plan Buildout	TS	1	1	1	1	1	1	1	1.5	0.5	1	2	1	7.5	9.4	A	A

TABLE 2-4

INTERSECTION ANALYSIS SUMMARY FOR GENERAL PLAN BUILDOUT CONDITIONS

INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1]												DELAY[2] (SECS.)		LEVEL OF SERVICE	
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND						
		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Meridian St. (NS) at:																	
• Florida Av. (EW)																	
- Existing	TS	0.5	0.5	1	0.5	0.5	1	1	2	1	1	1.5	0.5	11.1	9.8	B	A
- General Plan Buildout	TS	**1**	0.5	**0.5**	**1**	0.5	**0.5**	1	2	1	1	**2**	**1**	11.5	10.6	B	B
Ramona Ex. (NS) at:																	
• Florida Av. (EW)																	
- Existing	TS	0	0	0	2	0	1>	1	2	0	0	2	1	8.9	12.6	A	B
- General Plan Buildout	TS	0	0	0	2	0	1>	1	2	0	0	2	1	15.9	19.8	B	B

[1] Shared lanes are indicated with decimal values. When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; > = Right Turn Overlap Signal Phase (Green Arrow); >> = Free Right Turn
0.5 = shared left-through or shared through-right turn lane; 1! = shared left-through-right turn lane; **1** = Improvement

[2] Delay and level of service calculated using the following analysis software: Traffix, Version 7.5 R1 (2002). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] CSS = Cross Street Stop; AWS = All Way Stop; TS = Traffic Signal

[4] -- = Delay is greater than 200.0 seconds; Intersection is unstable; Level of Service "F".

[5] Volume-to-Capacity Ratio is greater than 1.00; Intersection is unstable; Level of Service "F".

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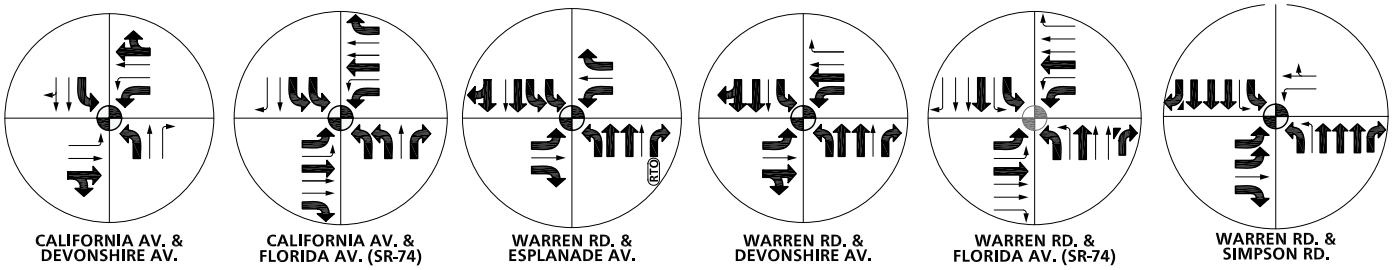
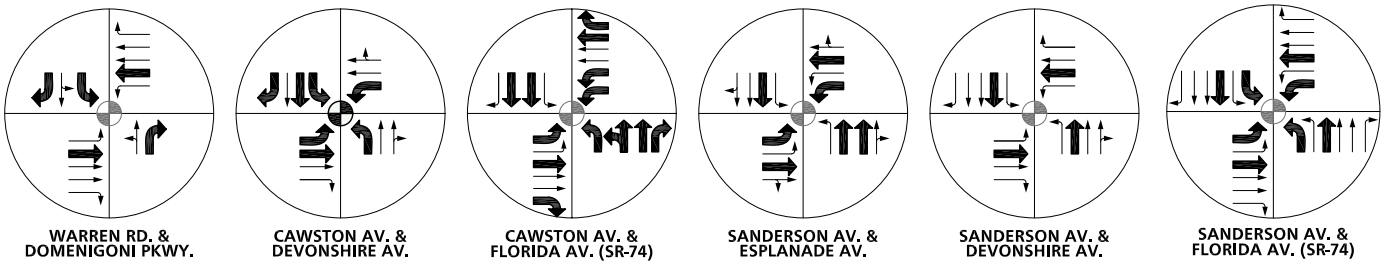
EXHIBIT 2-C

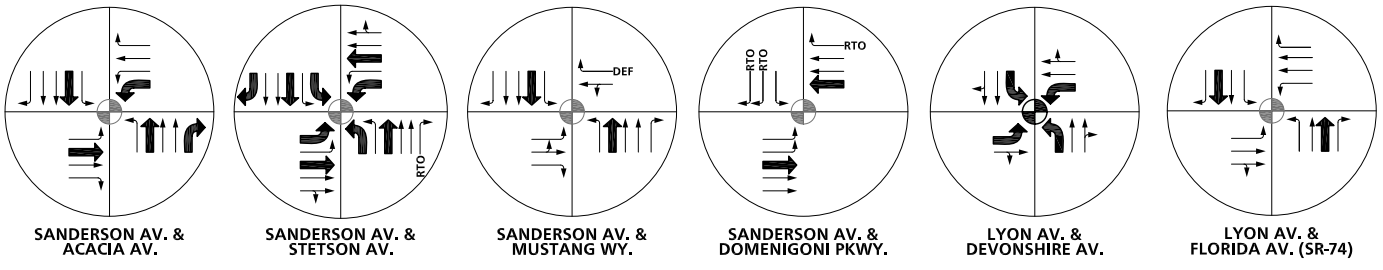
RECOMMENDED IMPROVEMENTS FOR GENERAL PLAN BUILDOUT CONDITIONS



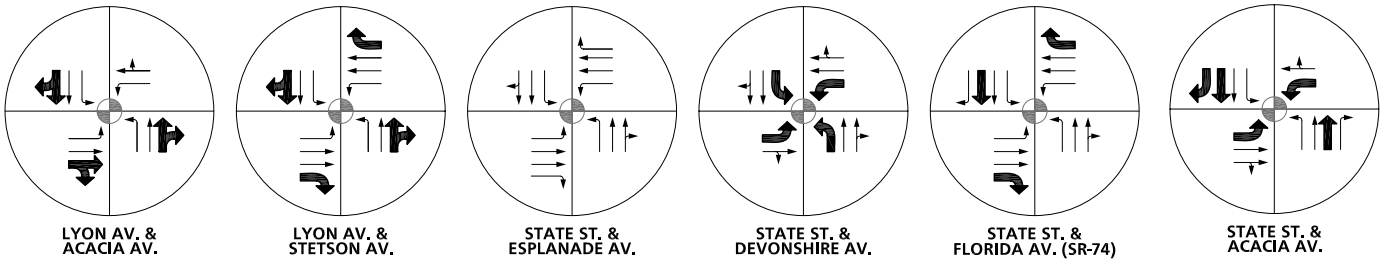
CALIFORNIA AV. & DEVONSHIRE AV. | CALIFORNIA AV. & FLORIDA AV. (SR-74) | WARREN RD. & ESPLANADE AV. | WARREN RD. & DEVONSHIRE AV. | WARREN RD. & FLORIDA AV. (SR-74) | WARREN RD. & SIMPSON RD.



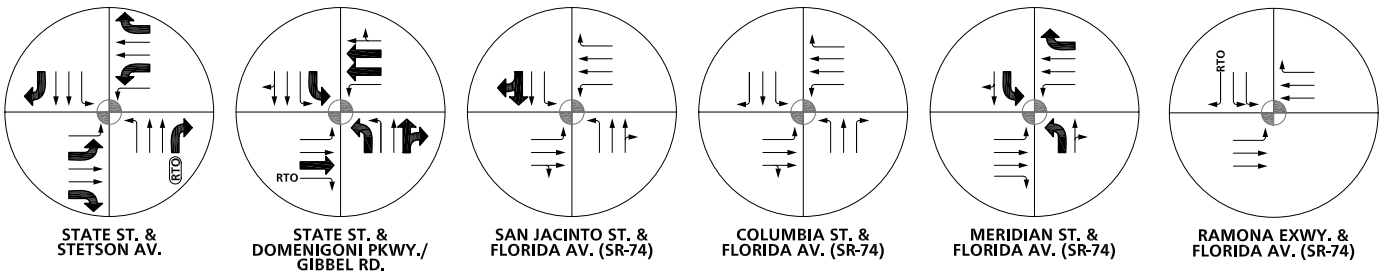
WARREN RD. & DOMENIGONI PKWY. | CAWSTON AV. & DEVONSHIRE AV. | CAWSTON AV. & FLORIDA AV. (SR-74) | SANDERSON AV. & ESPLANADE AV. | SANDERSON AV. & DEVONSHIRE AV. | SANDERSON AV. & FLORIDA AV. (SR-74)



SANDERSON AV. & ACACIA AV. | SANDERSON AV. & STETSON AV. | SANDERSON AV. & MUSTANG WY. | SANDERSON AV. & DOMENIGONI PKWY. | LYON AV. & DEVONSHIRE AV. | LYON AV. & FLORIDA AV. (SR-74)



LYON AV. & ACACIA AV. | LYON AV. & STETSON AV. | STATE ST. & ESPLANADE AV. | STATE ST. & DEVONSHIRE AV. | STATE ST. & FLORIDA AV. (SR-74) | STATE ST. & ACACIA AV.



STATE ST. & STETSON AV. | STATE ST. & DOMENIGONI PKWY./ GIBBEL RD. | SAN JACINTO ST. & FLORIDA AV. (SR-74) | COLUMBIA ST. & FLORIDA AV. (SR-74) | MERIDIAN ST. & FLORIDA AV. (SR-74) | RAMONA EXWY. & FLORIDA AV. (SR-74)

LEGEND:

- = TRAFFIC SIGNAL
- = ALL WAY STOP
- = STOP SIGN
- = EXISTING LANE
- = LANE IMPROVEMENT
- RTO = RIGHT TURN OVERLAP
- DEF = DEFACTO RIGHT TURN LANE
- = FREE-RIGHT TURN LANE IMPROVEMENT

conducted in conjunction with specific development projects to ensure that adequate intersection configurations are implemented in a phased manner in conjunction with ongoing development.

If there are right-of-way constraints which preclude the implementation of the recommended improvements, then City staff may allow for reduced peak hour level of service operations at these select locations based on their discretion. The recommended roadway designations / cross-sections have been developed in consultation with the project team, with final direction provided by City staff. The recommended roadway designations reflect these types of right of way constraints. The only known situation where this occurs is along Sanderson Avenue between Devonshire Avenue and Acacia Avenue. The intersections of Sanderson Avenue at Florida Avenue and Sanderson Avenue at Devonshire Avenue will not meet the City level of service goal (LOS "D") if the additional through (and turn) lanes depicted on Exhibit 2-C are not constructed.

Although interim conditions was not assessed as part of this analysis, traffic studies for future proposed projects within the City, which are consistent with the General Plan, should assess interim conditions. Interim conditions analyses typically identify interim mitigation measures, which are necessary without the future General Plan roadway network in place, such as the proposed SR-79 bypass. The interim conditions analysis conducted in conjunction with proposed development projects will also assist the City of Hemet in identifying the phasing of the improvements anticipated as part of the General Plan Circulation Element roadway system.

Roadway link analysis is typically performed for planning purposes and are affected by such factors as intersections (spacing, configuration and control features), degree of access control, roadway grades, design geometrics (horizontal and vertical alignment standards), sight distance, vehicle mix (truck and bus traffic) and pedestrian and bicycle traffic. As such, a review of the more detailed peak hour intersection analysis was undertaken as opposed to providing an ADT-based roadway segment analysis. The more detailed peak hour intersection analysis explicitly accounts for most of the factors that affect roadway capacity. Therefore, it has been assumed that a roadway segment is operating at acceptable levels of service if two intersections on either side of the roadway segment are operating at acceptable levels of service during the peak hours.

3.0 ROADWAY NETWORK / CIRCULATION PLAN

Sustainable transportation networks are designed to improve the balance between environmental concerns, community objectives, and performance (mobility and safety). Within Hemet, progress toward a sustainable transportation system can be advanced by focusing on the following objectives:

- **Network Connectivity** (more than one route between land uses and a mixture of low speed and high speed road connections wherever possible)
- **Operational Balance** (flexibility to achieve community objectives and place making without sacrificing safety and mobility)
- **Emissions Reduction / Energy Efficiency** (prioritize designs which minimize idling times and vehicle miles traveled, help conserve resources and minimize waste)
- **Pedestrian and Bicycle Accommodations** (walkways and bikeways fully integrated)
- **Transit Readiness** (access to transit stops and effective interface of modes)
- **Neighborhood Electric Vehicle Facilities** (system of NEV provisions: paths, lanes, charging stations, etc.)
- **Quality Public Space** (roadways spatially defined with structures and landscaping).

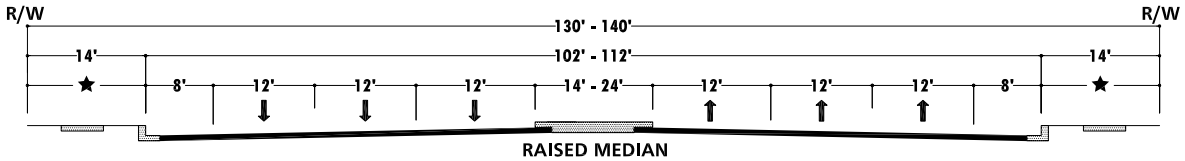
This chapter of the report describes the proposed Circulation Plan for the City of Hemet, focusing on the roadway network. Following chapters describe each other component (public transportation, bike paths, and neighborhood electric vehicle accommodations) in detail.

3.1 Roadway Cross-sections

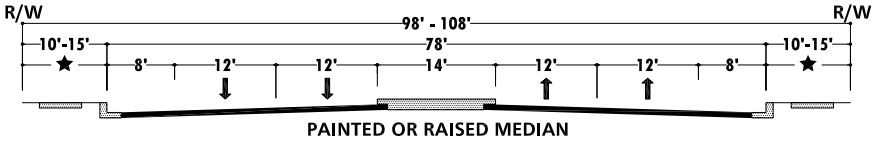
The recommended City of Hemet General Plan highway cross-sections are shown on Exhibit 3-A. Classifications range from an Arterial (the largest) to a Rural-B (the smallest). Several modifications to the currently adopted City of Hemet highway cross-sections are recommended, in order to accommodate a broader array of traffic volume conditions, to provide appropriate lane capacities within limited right-of-way (ROW), and to provide more detailed information on lane configurations, shoulders, medians, etc.. Several cross-sections include variable curb-to-curb widths and right-of-way, which can respect existing constraints.

EXHIBIT 3-A

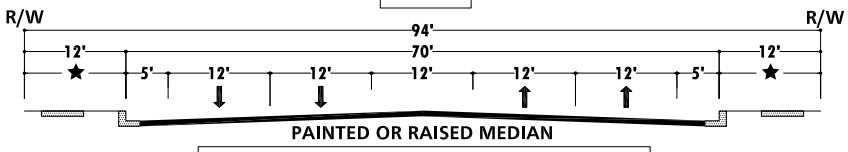
CITY OF HEMET
GENERAL PLAN ROADWAY CROSS-SECTIONS



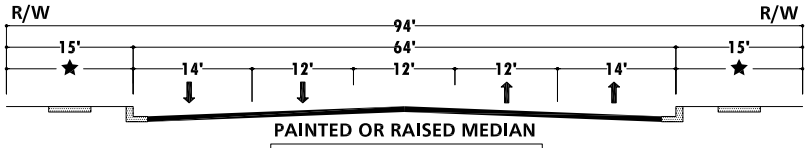
ARTERIAL



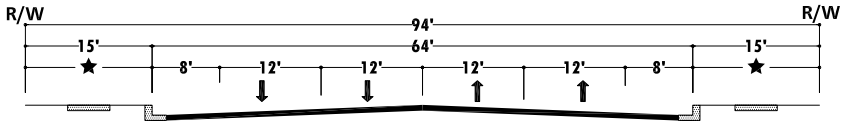
MAJOR



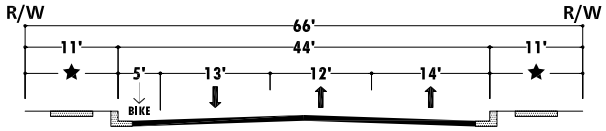
DIVIDED SECONDARY - A (W/ BIKE LANES)



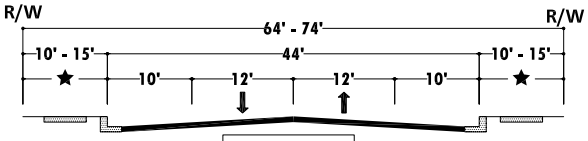
DIVIDED SECONDARY - B



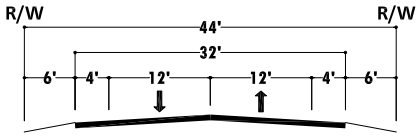
SECONDARY



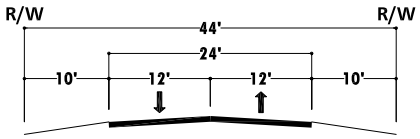
EXPRESS COLLECTOR



COLLECTOR



RURAL - A (W/ BIKE LANES)



RURAL - B

★ *ALL SIDEWALK LOCATIONS PER COMMUNITY DESIGN ELEMENT USING PARKWAYS EXCEPT IN COMMERCIAL OR MULTI-FAMILY AREAS WITH ON-STREET PARKING. CROSS-SECTIONS EMPHASIZE TYPICAL CURB-TO-CURB LAYOUTS. RIGHT-OF-WAY, PARKWAY AND ADDITIONAL LANDSCAPE LOT DESIGNS ARE DISCUSSED IN THE COMMUNITY DESIGN ELEMENT.*

THESE STANDARD SECTIONS ARE FOR TYPICAL ROADWAY SEGMENTS. INTERSECTION LANE REQUIREMENTS MAY INCREASE THE CROSS-SECTION WIDTHS.

NOT TO SCALE

The SR-79 Expressway classification is not included on the City of Hemet General Plan Roadway Cross-Sections, as SR-79 is a Caltrans facility, which is not maintained by the City of Hemet. Regional issues will need to be addressed for this Expressway to be constructed.

An Arterial is a six-lane section with a curbed median. The Arterial cross-section has been modified from the currently adopted cross-section to provide more detail and more flexibility on the median and parkway widths. Right-of-way requirements range from 130' to 140'.

A Major is a four-lane section with a painted or raised median. The Major cross-section has been modified from the currently adopted cross-section to provide more detail and more flexibility on the parkway widths. Right-of-way requirements range from 98' to 108'.

Divided Secondary–A and Divided Secondary–B sections are recommended, to provide detail and flexibility in this four-lane classification. Each Divided Secondary classification has 94' right-of-way width, with varying curb-to-curb width (64'-70'). Divided Secondary–A includes a painted median and bike lanes, while Divided Secondary–B includes a painted median, but does not include on-street bike lanes.

The Secondary classification has been modified to accommodate four lanes without median treatment, but with 8' shoulders within a 94' right-of-way.

A new Express Collector classification is included to accommodate heavier flow in one direction, providing a method for guiding traffic (through additional capacity) towards signalized intersections with appropriate capacity and turning movement facilities. The Express Collector cross-section (between intersections) includes two lanes in one direction and one lane in the opposite direction. At signal controlled intersections, a center turning lane (for the wider direction movement) is provided. Express Collectors accommodate one bike lane, in which bicyclists travel in the same direction as the single-lane automobile traffic. Express Collectors are recommended for parallel segments, so travelers can utilize one for their first travel direction (e.g. inbound) and the other for the second travel direction (e.g. outbound).

A Collector is a two-lane section with full shoulders in 64'-74' ROW. The Collector cross-section has been modified from the currently adopted cross-section to provide more detail.

Rural sections accommodate two lanes of traffic, with or without bike lanes (for Rural-A and Rural-B, respectively).

3.2 Circulation Plan

The proposed City of Hemet Circulation Plan (Exhibit 3-B) shows the functional classification of roads. The entire roadway plan is shown on Exhibit 3-B, but the same information is included at a larger scale on subsequent exhibits. The inset areas shown on these later exhibits are indicated through the background colors of the map. A description of each classification and its' typical cross-section was included in Section 3.1 of this Chapter. To the best of our knowledge these improvements can be implemented in the long term, but future design efforts based on in-depth engineering work will be necessary to ultimately resolve any questions of feasibility.

Exhibit 3-C includes the Circulation Plan for the **Northwest Area**.

The **North Central Area** Circulation Plan is shown on Exhibit 3-D.

There are two Express Collectors in the north central area, both from Kirby Street to State Street. Devonshire Avenue is planned for two lanes westbound, while Acacia Avenue is planned for two lanes eastbound.

The **Northeast Area** is shown on Exhibit 3-E.

The **Southwest Area** Circulation Plan is shown on Exhibit 3-F.

The Circulation Plan for the **South Central Area** is shown on Exhibit 3-G.

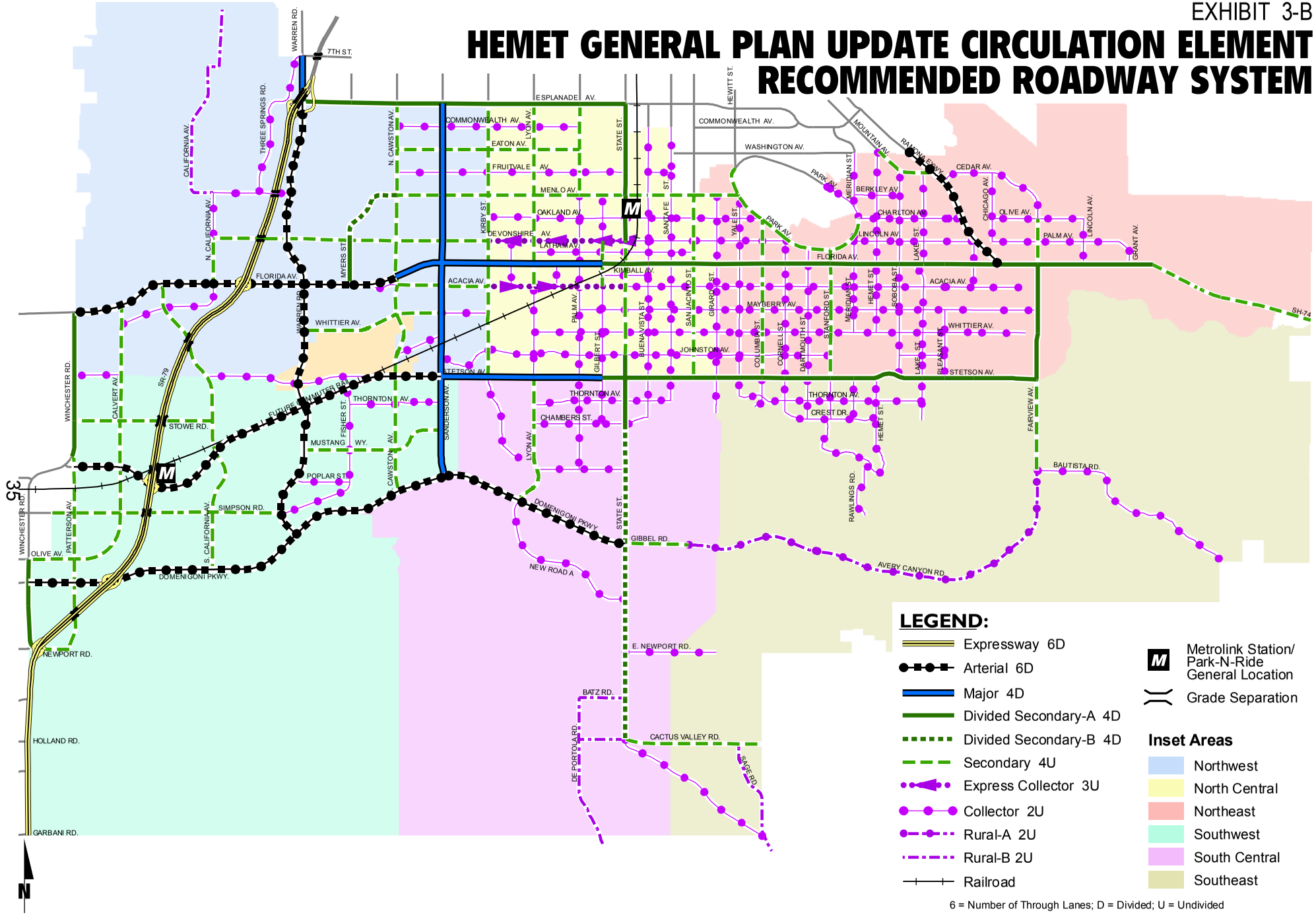
The **Southeast Area** Circulation Plan is included on Exhibit 3-H.

3.3 Changes to 1992 Plan

A detailed description comparing each roadway link's classification on the proposed Circulation Plan to the adopted 1992 Circulation Plan is included in Table 3-1. In general, classifications have been further stratified and the City of Hemet collector system is now included.

EXHIBIT 3-B

HEMET GENERAL PLAN UPDATE CIRCULATION ELEMENT RECOMMENDED ROADWAY SYSTEM

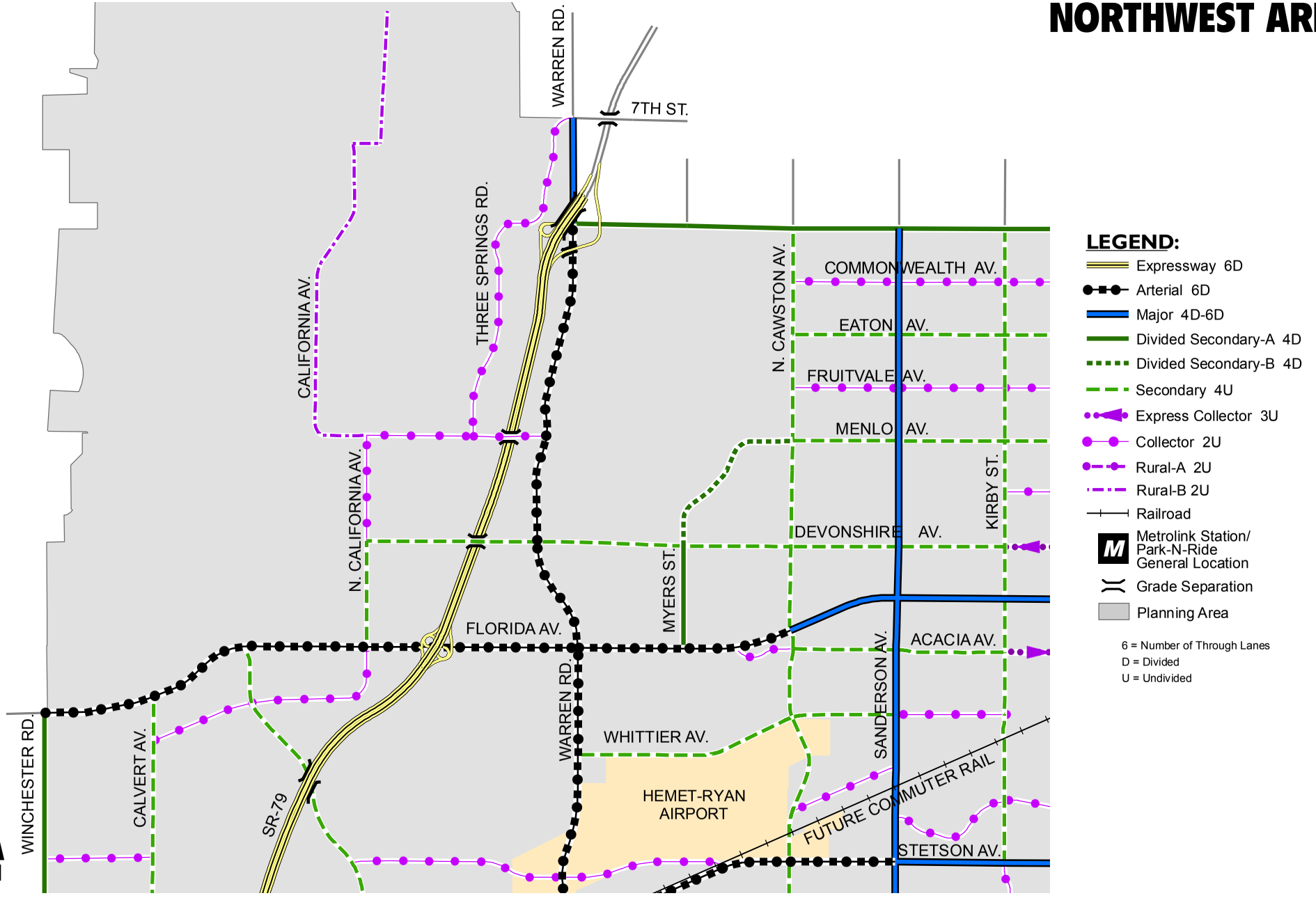


City of Hemet General Plan Circulation Element Update (January, 2011)
City of Hemet, CA (JN - 02748:gis\maps\2010\circulation_03-letter.mxd)

URBAN CROSSROADS

EXHIBIT 3-C

HEMET GENERAL PLAN UPDATE CIRCULATION ELEMENT
NORTHWEST AREA

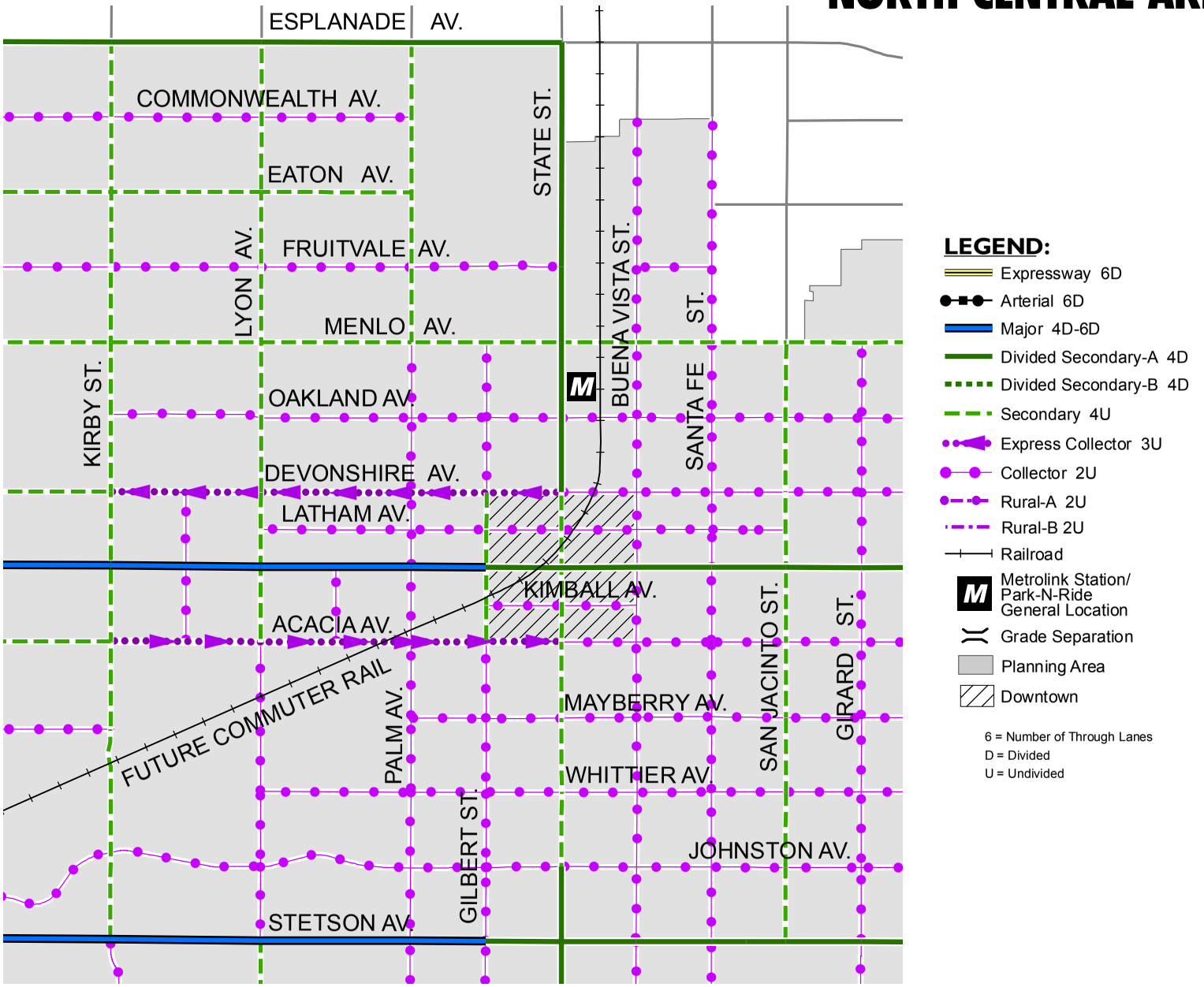


City of Hemet General Plan Circulation Element Update (January, 2011)
City of Hemet, CA (JN - 02748:circulation_nw.mxd)

URBAN CROSSROADS

EXHIBIT 3-D

HEMET GENERAL PLAN UPDATE CIRCULATION ELEMENT
NORTH CENTRAL AREA

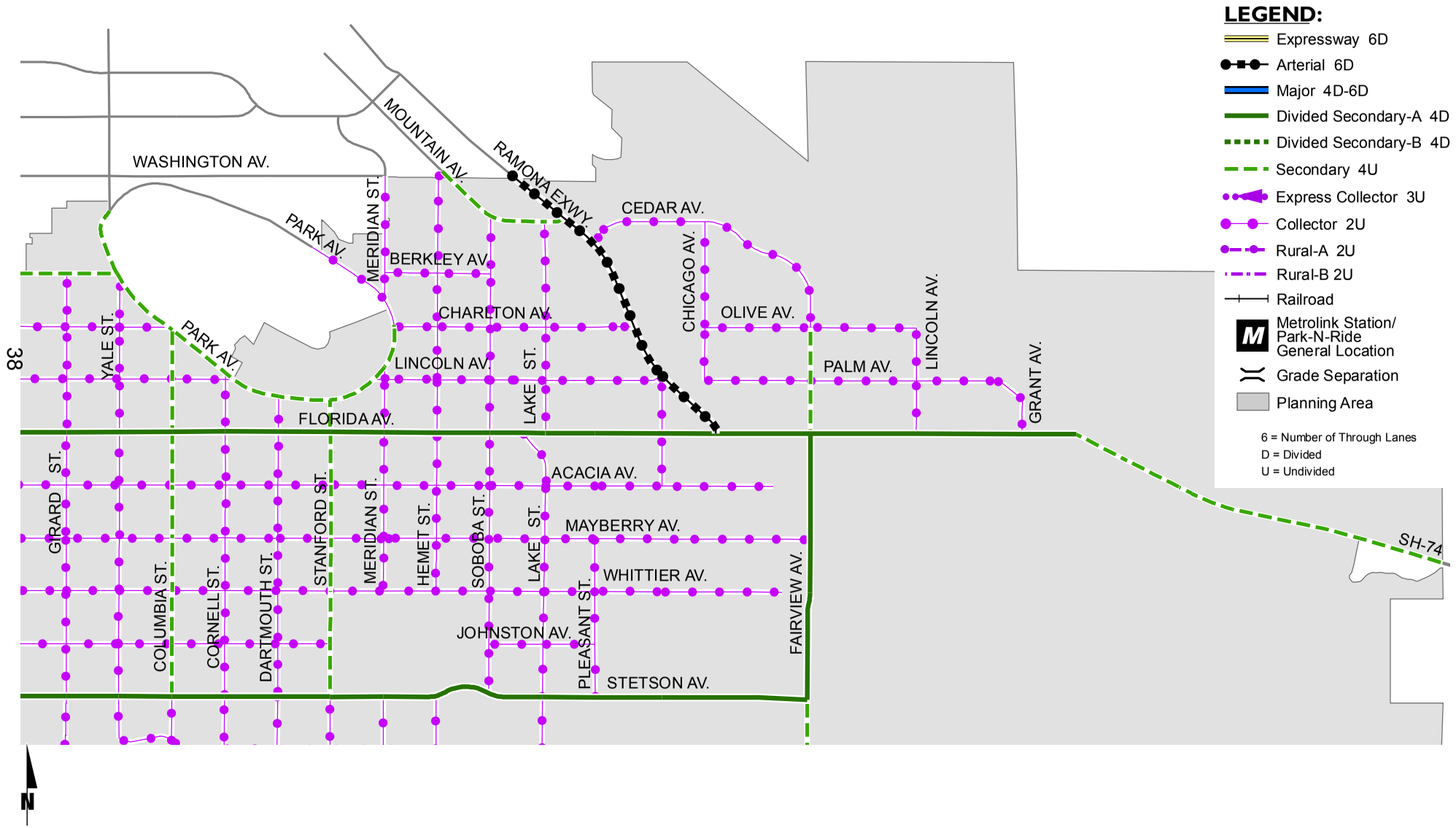


City of Hemet General Plan Circulation Element Update (January, 2011)
City of Hemet, CA (JN - 02748:circulation_nc.mxd)

URBAN CROSSROADS

EXHIBIT 3-E

HEMET GENERAL PLAN UPDATE CIRCULATION ELEMENT NORTHEAST AREA

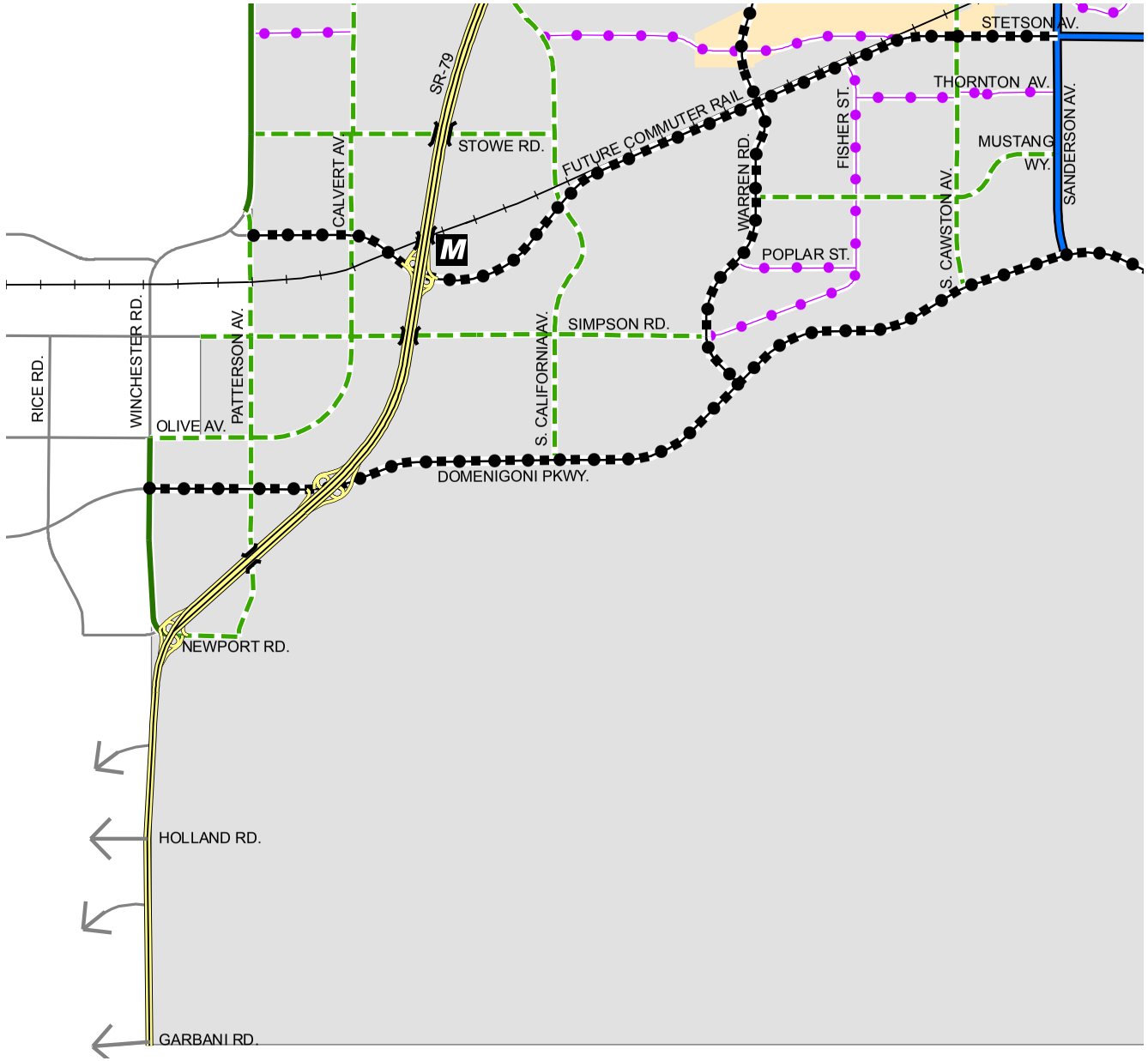


City of Hemet General Plan Circulation Element Update (January, 2011)
City of Hemet, CA (JN - 02748:circulation_ne.mxd)

URBAN CROSSROADS

EXHIBIT 3-F

HEMET GENERAL PLAN UPDATE CIRCULATION ELEMENT
SOUTHWEST AREA



LEGEND:

- Expressway 6D
- Arterial 6D
- Major 4D-6D
- Divided Secondary-A 4D
- Divided Secondary-B 4D
- Secondary 4U
- Express Collector 3U
- Collector 2U
- Rural-A 2U
- Rural-B 2U
- Railroad
- Metrolink Station/ Park-N-Ride General Location
- Grade Separation
- Planning Area

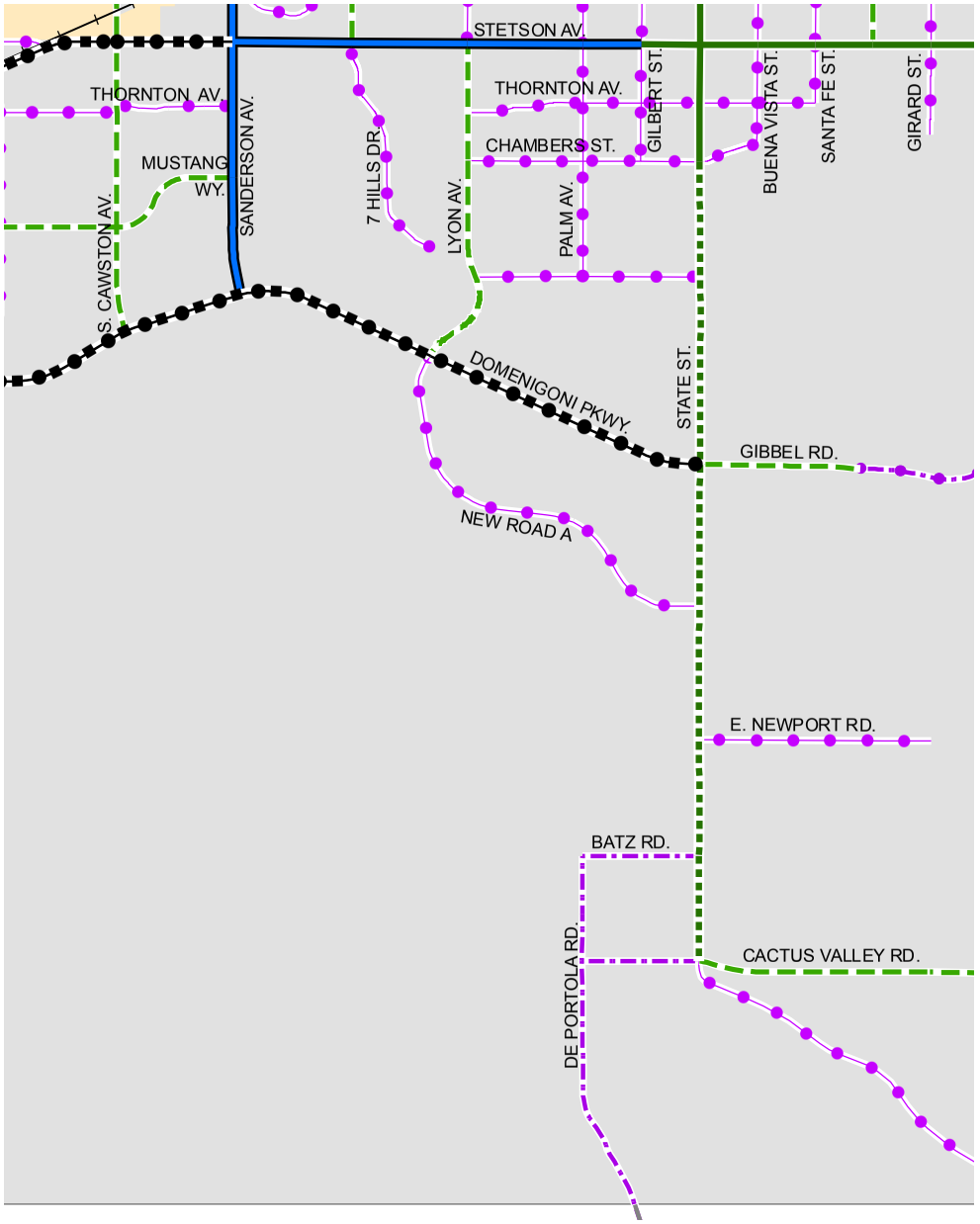
6 = Number of Through Lanes
D = Divided
U = Undivided

City of Hemet General Plan Circulation Element Update (January, 2011)
City of Hemet, CA (JN - 02748:circulation_sw.mxd)

URBAN CROSSROADS

EXHIBIT 3-G

HEMET GENERAL PLAN UPDATE CIRCULATION ELEMENT
SOUTH CENTRAL AREA



LEGEND:

- Expressway 6D
- Arterial 6D
- Major 4D-6D
- Divided Secondary-A 4D
- Divided Secondary-B 4D
- Secondary 4U
- Express Collector 3U
- Collector 2U
- Rural-A 2U
- Rural-B 2U
- Railroad
- Metrolink Station/ Park-N-Ride General Location
- Grade Separation
- Planning Area

6 = Number of Through Lanes
D = Divided
U = Undivided

N

EXHIBIT 3-H

HEMET GENERAL PLAN UPDATE CIRCULATION ELEMENT
SOUTHEAST AREA

City of Hemet General Plan Circulation Element Update (January, 2011)
City of Hemet, CA (JN - 02748:circulation_se.mxd)

URBAN CROSSROADS

TABLE 3-1

CITY OF HEMET GENERAL PLAN CIRCULATION ELEMENT PROPOSED CHANGES TO THE NETWORK

ROADWAY/SEGMENT	EXISTING LANES	GENERAL PLAN ROADWAY CROSS-SECTION		PROPOSED LANES
		1992 PLAN	PROPOSED UPDATE	
NORTH-SOUTH ROADWAYS				
Winchester Road				
• between Florida Avenue and Patterson Avenue	2	Major Arterial	Divided Secondary-A	4
• between Olive Avenue and Domenigoni Parkway	2	Major Arterial	Divided Secondary-A	4
• between Domenigoni Parkway and SR-79	2	--	Divided Secondary-A	4
Patterson Avenue				
• between Winchester Road and Simpson Road	2	--	Secondary	4
• between Simpson Road and Newport Road	--	--	Secondary	4
Calvert Avenue				
• between Florida Avenue and Olive Avenue	--	Secondary	Secondary	4
California Avenue				
• north Planning Area boundary to Menlo Avenue	--	--	Rural B	2
North California Avenue				
• Menlo Avenue to Devonshire Avenue	2	Local Collector	Collector	2
• between Devonshire Avenue and Florida Avenue	4	Secondary	Secondary	4
• between Florida Avenue and Calvert Avenue	2	--	Collector	2
South California Avenue				
• between Florida Avenue and N. California Avenue	--	--	Secondary	4
• between N. California Avenue and Old Stetson Avenue	--	Secondary	Secondary	4
• between Old Stetson Avenue and Simpson Road	2	Secondary	Secondary	4
• between Simpson Road and Domenigoni Parkway	--	Secondary	Secondary	4
SR-79				
• north of Esplanade Avenue to south of Domenigoni Parkway	--	Highway	Expressway	6
Los Rancherias Road				
• between Hyatt Avenue and Devonshire Avenue	2	Collector	--	--
• between Devonshire Avenue and Florida Avenue	--	Collector	--	--
Hyatt Avenue				
• between Esplanade Avenue and Florida Avenue	--	Collector	--	--
Three Springs Road				
• between 7th Street and Menlo Avenue	2	--	Collector	2
Warren Road				
• between 7th Street and Esplanade Avenue	2	Arterial Highway	Major	4
• between Esplanade Avenue and Menlo Avenue	2	--	Arterial	6
• between Menlo Avenue and Devonshire Avenue	2	--	Arterial	6
• between Devonshire Avenue and Florida Avenue	2	Secondary	Arterial	6
• between Florida Avenue and Whittier Avenue	3	Major Arterial	Arterial	6
• between Whittier Avenue and Domenigoni Parkway	2	Major Arterial	Arterial	6
Myers Street				
• between Menlo Avenue and Devonshire Avenue	--	Collector	Divided Secondary-B	4
• between Devonshire Avenue and Florida Avenue	--	Secondary	Divided Secondary-A	4
Fisher Street				
• between Stetson Avenue and Thornton Avenue	--	Secondary	Collector	2
• between Thornton Avenue and Poplar Street	2	Secondary	Collector	2
North Cawston Avenue/South Cawston Avenue				
• between Esplanade Avenue and Menlo Avenue	4	Secondary	Secondary	4
• between Menlo Avenue and Florida Avenue	2	Secondary	Secondary	4
• between Florida Avenue and Acacia Avenue	4	Secondary	Secondary	4
• between Acacia Avenue and Wentworth Drive	--	Collector	Secondary	4
• between Wentworth Drive and Thornton Avenue	2	--	Secondary	4
• between Thornton Avenue and Mustang Way	4	Secondary	Secondary	4
• between Mustang Way and Poplar Street	2	Secondary	Secondary	4
• between Poplar Street and Domenigoni Parkway	--	--	Secondary	4
Sanderson Avenue				
• between Esplanade Avenue and Fruitvale Avenue	2	Major Highway	Major	4
• between Fruitvale Avenue and Domenigoni Parkway	4	Major Highway	Major	4

TABLE 3-1

CITY OF HEMET GENERAL PLAN CIRCULATION ELEMENT PROPOSED CHANGES TO THE NETWORK - CONTINUED

ROADWAY/SEGMENT	EXISTING LANES	GENERAL PLAN ROADWAY CROSS-SECTION		PROPOSED LANES
		1992 PLAN	PROPOSED UPDATE	
Kirby Street				
• between Esplanade Avenue and Fruitvale Avenue	2	Secondary	Secondary	4
• between Fruitvale Avenue and Stetson Avenue	4	Secondary	Secondary	4
• south of Stetson Avenue	2	Secondary	Collector	2
Gilmore Street				
• between Devonshire Avenue and Acacia Avenue	2	--	Collector	2
Lyon Avenue				
• between Esplanade Avenue and Acacia Avenue	2	Secondary	Secondary	4
• between Acacia Avenue and Stetson Avenue	2	Collector	Collector	2
• between Stetson Avenue and Chambers Street	2	Secondary	Secondary	4
• between Chambers Street and Domenigoni Parkway	--	Secondary	Secondary	4
New Road A				
• between Domenigoni Parkway and State Street	--	--	Collector	2
Pine Avenue				
• between Florida Avenue and Acacia Avenue	2	--	Collector	2
Palm Avenue				
• between Esplanade Avenue and Menlo Avenue	2	Secondary	Secondary	4
• between Menlo Avenue and Whittier Avenue	2	Local Collector	Collector	2
• between Whittier Avenue and Johnston Avenue	4	Local Collector	Collector	2
• between Johnston Avenue and Stetson Avenue	4	Collector	Collector	2
• between Stetson Avenue and Thornton Avenue	3	Collector	Collector	2
• between Thornton Avenue and Chambers Street	2	Collector	Collector	2
• between Chambers Street and Poplar Street	--	Collector	Collector	2
De Portola Road				
• between Batz Road and south of Cactus Valley Road	--	--	Rural-B	2
Gilbert Street				
• between Menlo Avenue and Devonshire Avenue	2	--	Collector	2
• between Devonshire Avenue and Acacia Avenue	2	--	Secondary	4
• between Acacia Avenue and Chambers Street	2	--	Collector	2
State Street				
• between Esplanade Avenue and Devonshire Avenue	4	Secondary	Divided Secondary-A	4
• between Devonshire Avenue and Florida Avenue	4	Secondary	Secondary	4
• between Florida Avenue and Johnston Avenue	2	Secondary	Secondary	4
• between Johnston Avenue and Stetson Avenue	4	Secondary	Divided Secondary-A	4
• between Stetson Avenue and Chambers Street	4	Major Highway	Divided Secondary-A	4
• between Chambers Street and Domenigoni Parkway	4	Major Highway	Divided Secondary-B	4
• between Domenigoni Parkway and New Road A	3	Major Highway	Divided Secondary-B	4
• between New Road A and E. Newport Road	2	Major Highway	Divided Secondary-B	4
• between Newport Road and Cactus Valley Road	2	--	Divided Secondary-B	4
• south of Cactus Valley Road	2	--	Collector	2
Buena Vista Street				
• north of Fruitvale Avenue to Chambers Street	2	Collector	Collector	2
Santa Fe Street				
• north of Washington Avenue to Stetson Avenue	2	Collector	Collector	2
• between Stetson Avenue and Thornton Avenue	2	--	Collector	2
San Jacinto Street				
• between Menlo Avenue and Florida Avenue	4	Secondary	Secondary	4
• between Florida Avenue and Stetson Avenue	2	Secondary	Secondary	4
• south of Stetson Avenue	2	Collector	--	--
Girard Street				
• between Menlo Avenue and Devonshire Avenue	2	Collector	Collector	2
• Devonshire Avenue to south of Stetson Avenue	2	Secondary	Collector	2
Hewitt Street				
• north of Park Avenue	2	Secondary	--	--
Yale Street				
• between Park Avenue and Thornton Avenue	2	--	Collector	2
Sage Road				
• south of Cactus Valley Road	2	--	Rural-B	2

TABLE 3-1

CITY OF HEMET GENERAL PLAN CIRCULATION ELEMENT PROPOSED CHANGES TO THE NETWORK - CONTINUED

ROADWAY/SEGMENT	EXISTING LANES	GENERAL PLAN ROADWAY CROSS-SECTION		PROPOSED LANES
		1992 PLAN	PROPOSED UPDATE	
Columbia Street				
• between Park Avenue and Stetson Avenue	2	Secondary	Secondary	4
• between Stetson Avenue and Crest Drive	2	Collector	Collector	2
Cornell Street				
• between Park Avenue and Crest Drive	2	Local Collector	Collector	2
Dartmouth Street				
• between Park Avenue and Crest Drive	2	--	Collector	2
Stanford Street				
• between Park Avenue and Stetson Avenue	2	Secondary	Secondary	4
• between Stetson Avenue and Crest Drive	2	Secondary	Collector	2
Vista Del Valle				
• between Crest Drive and Rawlings Road	2	--	Collector	2
Meridian Street				
• between Washington Avenue and Whittier Avenue	2	Secondary	Collector	2
• between Whittier Avenue and Stetson Avenue	2	Secondary	--	--
• between Stetson Avenue and Crest Drive	2	--	Collector	2
Rawlings Road				
• south of Vista Del Valle	2	--	Collector	2
Hemet Street				
• north of Berkley Avenue to Florida Avenue	2	Collector	Collector	2
• between Florida Avenue and Whittier Avenue	2	--	Collector	2
• between Stetson Avenue and Vista Del Valle	2	--	Collector	2
Soboba Street				
• between Ramona Expressway and Mountain Avenue	2	Collector	--	2
• between Mountain Avenue and Stetson Avenue	2	Collector	Collector	2
Lake Street				
• between Mountain Avenue and Florida Avenue	2	Local Collector	Collector	2
• between Florida Avenue and Acacia Avenue	--	--	Collector	2
• between Acacia Avenue and Stetson Avenue	2	Local Collector	Collector	2
• Stetson Avenue to south of Thornton Avenue	2	--	Collector	2
Pleasant Street				
• between Florida Avenue and Acacia Avenue	2	Collector	--	--
• between Acacia Avenue and Mayberry Avenue	--	Collector	--	--
• between Mayberry Avenue and Whittier Avenue	2	Collector	Collector	2
• between Whittier Avenue and Stetson Avenue	--	Collector	Collector	2
Ramona Expressway				
• north of Mountain Avenue to Cedar Avenue	2	Expressway	Arterial	6
• between Cedar Avenue and Florida Avenue	4	Expressway	Arterial	6
New Chicago Avenue				
• between Lincoln Avenue and Florida Avenue	2	--	Collector	2
• between Florida Avenue and Acacia Avenue	2	Collector	Collector	2
• between Acacia Avenue and Mayberry Avenue	2	Collector	--	--
• between Mayberry Avenue and Stetson Avenue	--	Collector	--	--
Chicago Avenue				
• between Cedar Avenue and Olive Avenue	4	Collector	Collector	2
• between Olive Avenue and Palm Avenue	2	--	Collector	2
Casino Road				
• between Acacia Avenue and Whittier Avenue	2	Collector	--	2
• between Whittier Avenue and Stetson Avenue	--	Collector	--	--
Fairview Avenue				
• between Olive Avenue and Florida Avenue	2	Secondary	Secondary	4
• between Florida Avenue and Stetson Avenue	2	Major Highway	Divided Secondary-A	4
• between Stetson Avenue and Bautista Road	2	Major Highway	Secondary	4
Lincoln Avenue				
• between Olive Avenue and Florida Avenue	2	--	Collector	2
Grant Avenue				
• between Palm Avenue and Florida Avenue	2	--	Collector	2

TABLE 3-1

CITY OF HEMET GENERAL PLAN CIRCULATION ELEMENT PROPOSED CHANGES TO THE NETWORK - CONTINUED

ROADWAY/SEGMENT	EXISTING LANES	GENERAL PLAN ROADWAY CROSS-SECTION		PROPOSED LANES
		1992 PLAN	PROPOSED UPDATE	
EAST-WEST ROADWAYS				
Esplanade Avenue				
• between SR-79 and N. Cawston Avenue	--	Secondary	Divided Secondary-A	4
• between N. Cawston Avenue and Palm Avenue	2	Secondary	Divided Secondary-A	4
• between Palm Avenue and State Street	4	Secondary	Divided Secondary-A	4
Commonwealth Avenue				
• between N Cawston Avenue and Palm Avenue	2	--	Collector	2
Mountain Avenue				
• north of Soboba Street to Lake Street	2	Collector	Secondary	4
• between Lake Street and Ramona Expressway	3	--	Secondary	4
Eaton Avenue				
• between N. Cawston Avenue and Palm Avenue	2	Secondary	Secondary	4
Fruitvale Avenue				
• between N. Cawston Avenue and State Street	2	Collector	Collector	2
• between Buena Vista Street and Santa Fe Street	2	--	Collector	2
Cedar Avenue				
• between Ramona Expressway and Chicago Avenue	2	Collector	Collector	2
• between Chicago Avenue and Fairview Avenue	4	Collector	Collector	2
Tres Cerritos Avenue				
• west of California Avenue	2	Collector	Rural-B	2
• between California Avenue and Three Springs Road	2	Collector	Collector	2
• between Three Springs Road and Warren Road	--	--	Collector	2
Menlo Avenue				
• between Myers Street and N. Cawston Avenue	--	Collector	Divided Secondary-B	4
• between N. Cawston Avenue and Park Avenue	2	Secondary	Secondary	4
Berkley Avenue				
• between Meridian Street and Soboba Street	2	Collector	Collector	2
• between Soboba Street and Ramona Expressway	2	Collector	--	--
Oakland Avenue				
• between Kirby Street and Palm Avenue	2	--	Collector	2
• between Palm Avenue and Girard Street	2	Local Collector	Collector	2
• between Girard Street and Park Avenue	2	--	Collector	2
Park Avenue				
• between Hewitt Street and Charlton Avenue	2	Secondary	Secondary	4
• between Charlton Avenue and Hewitt Street	2	--	Collector	2
Charlton Avenue				
• between Park Avenue and Ramona Expressway	2	Collector	Collector	2
Olive Avenue				
• between Chicago Avenue and Cedar Avenue	2	Collector	Collector	2
• between Cedar Avenue and Lincoln Avenue	2	--	Collector	2
Devonshire Avenue				
• between S. California Avenue and N. California Avenue	2	Secondary	--	--
• between N. California Avenue and Warren Road	2	Secondary	Secondary	4
• between Warren Road and Myers Street	--	Secondary	Secondary	4
• between Myers Street and N. Cawston Avenue	2	Secondary	Secondary	4
• between N. Cawston Avenue and Sanderson Avenue	2-4	Secondary	Secondary	4
• between Sanderson Avenue and Kirby Street	2	Collector	Secondary	4
• between Kirby Street and State Street	2	Collector	Express Collector	3
• between State Street and Park Avenue	2	Collector	Collector	2
Lincoln Avenue				
• between Meridian Street and Soboba Street	2	Collector	Collector	2
• between Soboba Street and Ramona Expressway	2	--	Collector	2
Palm Avenue				
• between Chicago Avenue and Florida Avenue	2	--	Collector	2
Latham Avenue				
• California Avenue to east of Hyatt Avenue	--	Collector	--	--
• between Lyon Avenue and San Jacinto Street	2	--	Collector	2

TABLE 3-1

CITY OF HEMET GENERAL PLAN CIRCULATION ELEMENT PROPOSED CHANGES TO THE NETWORK - CONTINUED

ROADWAY/SEGMENT	EXISTING LANES	GENERAL PLAN ROADWAY CROSS-SECTION		PROPOSED LANES
		1992 PLAN	PROPOSED UPDATE	
Florida Avenue				
• between Winchester Road and California Avenue	4	Enhanced R.O.W.	Arterial	6
• between S. California Avenue and N. California Avenue	5	Enhanced R.O.W.	Arterial	6
• between N. California Avenue and Myers Street	4	Enhanced R.O.W.	Arterial	6
• between Myers Street and Acacia Avenue	5	Enhanced R.O.W.	Arterial	6
• between Acacia Avenue and N. Cawston Avenue	4	Enhanced R.O.W.	Arterial	6
• between N. Cawston Avenue and Gilbert Street	4	Major Highway	Major	4
• between Gilbert Street and State Street	4	Major Highway	Divided Secondary-A	4
• between State Street and Ramona Expressway	4	Arterial Highway	Divided Secondary-A	4
• between Ramona Expressway and Grant Avenue	4	Major Highway	Divided Secondary-A	4
• east of Grant Ave	4	Major Highway	Secondary	4
Kimball Avenue				
• between Gilbert Street and Buena Vista Street	2	--	Collector	2
Acacia Avenue				
• between Florida Avenue and S. Cawston Avenue	2	--	Collector	2
• between S. Cawston Avenue and Kirby Street	2	Collector	Secondary	4
• between Kirby Street and State Street	2	Collector	Express Collector	3
• between State Street and e/o New Chicago Avenue	2	Collector	Collector	2
• between e/o New Chicago Avenue and Fairview Avenue	2	Collector	--	2
Whittier Avenue				
• between SR-79 and Warren Road	--	Collector	--	--
• between Warren Road and S. Cawston Avenue	2	Collector	Secondary	4
• between S. Cawston Avenue and Sanderson Avenue	--	--	Secondary	4
• between Sanderson Avenue and Kirby Street	--	--	Collector	2
• between Johnston Avenue and Lyon Avenue	2	Collector	--	2
• between Lyon Avenue and Pleasant Street	2	Collector	Collector	2
• between Pleasant Street and Casino Road	--	Collector	Collector	2
• between Casino Road and Fairview Avenue	--	Collector	--	--
Mayberry Avenue				
• between Lyon Avenue and Palm Avenue	2	Collector	--	2
• between Palm Avenue and Fairview Avenue	2	Collector	Collector	2
Wentworth Drive				
• between S. Cawston Avenue and Sanderson Avenue	2	--	Collector	2
Johnston Avenue				
• between Sanderson Avenue and Stanford Street	2	Local Collector	Collector	2
• between Stanford Street and Meridian Street	2	Local Collector	--	2
• between Soboba Street and Pleasant Street	2	--	Collector	2
Old Stetson Avenue				
• between Winchester Road and Calvert Avenue	--	--	Collector	2
• between S. California Avenue and Warren Road	2	--	Collector	2
• between Warren Road and Stetson Avenue	2	Collector	Collector	2
Stowe Road				
• between Winchester Road and California Avenue	2	Secondary	Secondary	4
Stetson Avenue				
• between Winchester Road and California Avenue	--	Urban Arterial	Arterial	6
• between S. California Avenue and Sanderson Avenue	2	Secondary	Arterial	6
• between Sanderson Avenue and Gilbert Street	4	Secondary	Major	4
• between Gilbert Street and State Street	4	Secondary	Divided Secondary-A	4
• between State Street and Buena Vista Street	3	Secondary	Divided Secondary-A	4
• between Buena Vista Street and San Jacinto Street	2	Secondary	Divided Secondary-A	4
• between San Jacinto Street and Dartmouth Street	2	Major Highway	Divided Secondary-A	4
• between Dartmouth Street and Stanford Street	4	Major Highway	Divided Secondary-A	4
• between Stanford Street and Fairview Avenue	2	Major Highway	Divided Secondary-A	4
Thornton Avenue				
• between Fisher Street and Santa Fe Street	2	--	Collector	2
• between Yale Street and Columbia Street	--	--	Collector	2
• between Columbia Street and Lake Street	2	--	Collector	2

TABLE 3-1

CITY OF HEMET GENERAL PLAN CIRCULATION ELEMENT PROPOSED CHANGES TO THE NETWORK - CONTINUED

ROADWAY/SEGMENT	EXISTING LANES	GENERAL PLAN ROADWAY CROSS-SECTION		PROPOSED LANES
		1992 PLAN	PROPOSED UPDATE	
Mustang Way				
• between S. California Avenue and Warren Road	--	Secondary	--	--
• between Warren Road and Fisher Street	3	Secondary	Secondary	4
• between Fisher Street and Sanderson Avenue	4	Secondary	Secondary	4
Chambers Street				
• between Lyon Avenue and Buena Vista Street	2	Collector	Collector	2
Crest Drive				
• between Girard Street and Columbia Street	--	Local Collector	--	--
• between Columbia Street and Cornell Street	2	Local Collector	--	2
• Cornell Street to east of Stanford Street	2	Local Collector	Collector	2
Bautista Road				
• east of Fairview Avenue	2	Major Highway	Collector	2
Poplar Street				
• between Warren Road and Fisher Street	--	Collector	Collector	2
• between Fisher Street and Cawston Avenue	--	Collector	--	--
• between Lyon Avenue and State Street	--	--	Collector	2
Simpson Road				
• between west of Patterson Avenue and Calvert Avenue	2	Major Highway	Secondary	4
• between Calvert Avenue and Warren Road	2	Secondary	Secondary	4
• between Warren Road and Fisher Street	2	Secondary	Collector	2
Olive Avenue				
• between Winchester Road and Patterson Avenue	--	Secondary	Secondary	4
• between Patterson Avenue and Calvert Avenue	--	Secondary	--	--
Domenigoni Parkway				
• between Winchester Road and California Avenue	4	Urban Arterial	Arterial	6
• between S. California Avenue and State Street	4	Expressway	Arterial	6
Gibbel Road				
• east of State Street	2	Secondary	Secondary	4
• west of E. Newport Road	--	Collector	--	--
Avery Canyon Road				
• between E. Newport Road and Fairview Avenue	--	--	Rural-A	2
Newport Avenue				
• between SR-79 and Patterson Avenue	2	--	Secondary	4
E. Newport Road				
• between State Street and e/o State Street	2	--	Collector	2
Batz Road				
• between De Portola Road and State Street	2	--	Rural-B	2
Cactus Valley Road				
• between De Portola Road and State Street	--	--	Rural-B	2
• State Street to east of Sage Road	2	--	Secondary	4

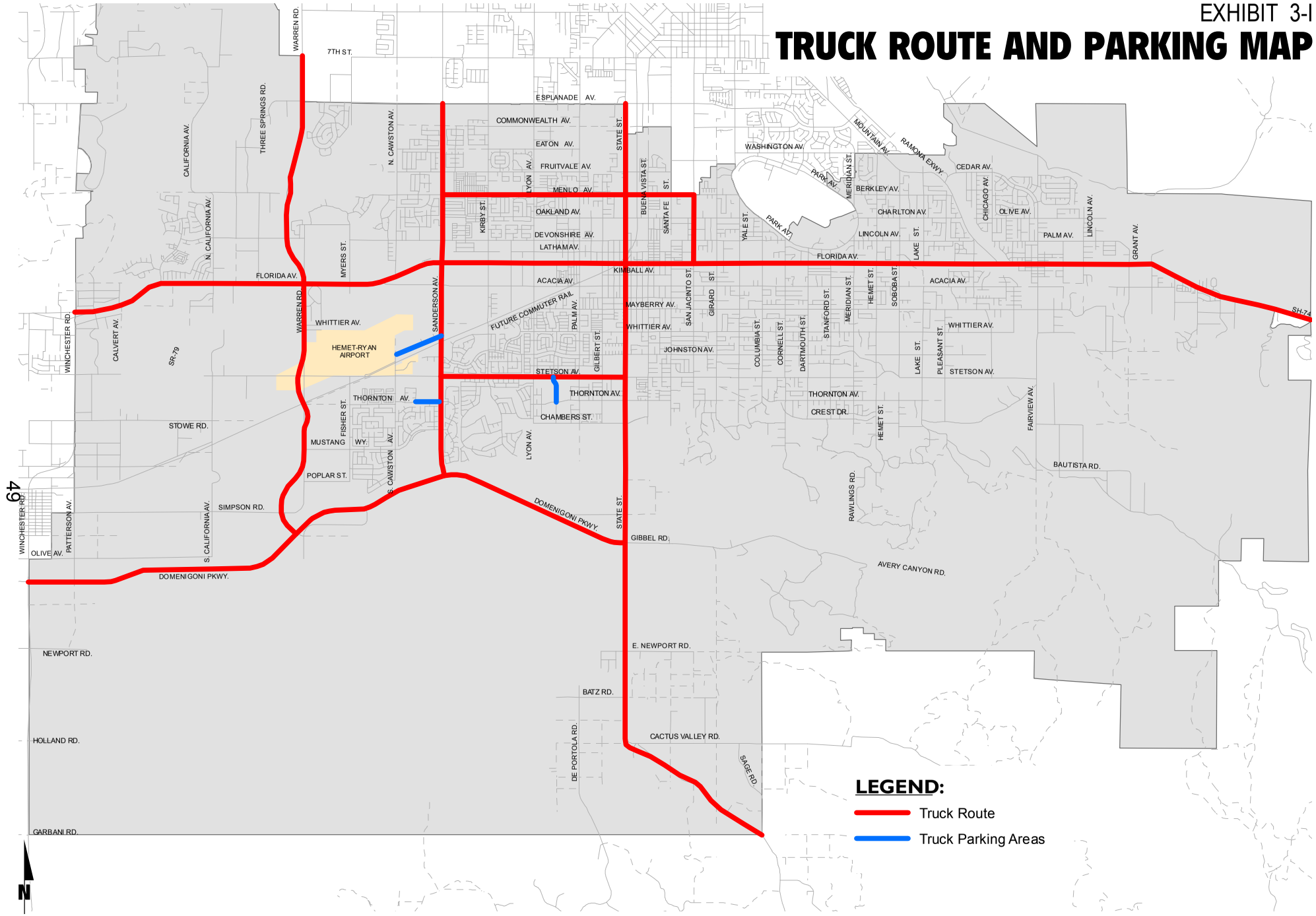
U:\UcJobs_00000-03000_02000\02748\Excel\[02748-10.xls]T 3-1 GPCE SegChanges

3.4 Truck Routes

Currently Adopted General Plan truck routes in the City of Hemet are shown on Exhibit 3-I. It is expected that the new SR-79 will be a truck route.

EXHIBIT 3-I

TRUCK ROUTE AND PARKING MAP



City of Hemet General Plan Circulation Element Update (November 1, 2010)
City of Hemet, CA (JN - 02748:truck-letter.mxd)

URBAN CROSSROADS

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4.0 PUBLIC TRANSPORTATION

A comprehensive public transit network is critical in providing a transportation system that meets the goals and policies of the Circulation Element. As vehicle congestion continues to grow and opportunities to add road capacity are further limited, transit will increasingly be utilized to meet the mobility needs of the City of Hemet over the next 30 years.

Transit promotes livable communities. Use of public transit will also promote more walkable neighborhoods, foster more cohesive communities, and provide better transportation options for members of the community where car ownership is either a hardship or an impossibility. Providing more transportation choices through extension of pubic transit opportunities will enable the City's residents and employees to rely less on automobile travel, reduce vehicle-miles traveled, and accommodate new development while minimizing the need for unsustainable roadway expansion.

A well connected transit network, with good regional connections as well as connections to other modes of travel (bicycle, pedestrian) is key to providing balance in the transportation network.

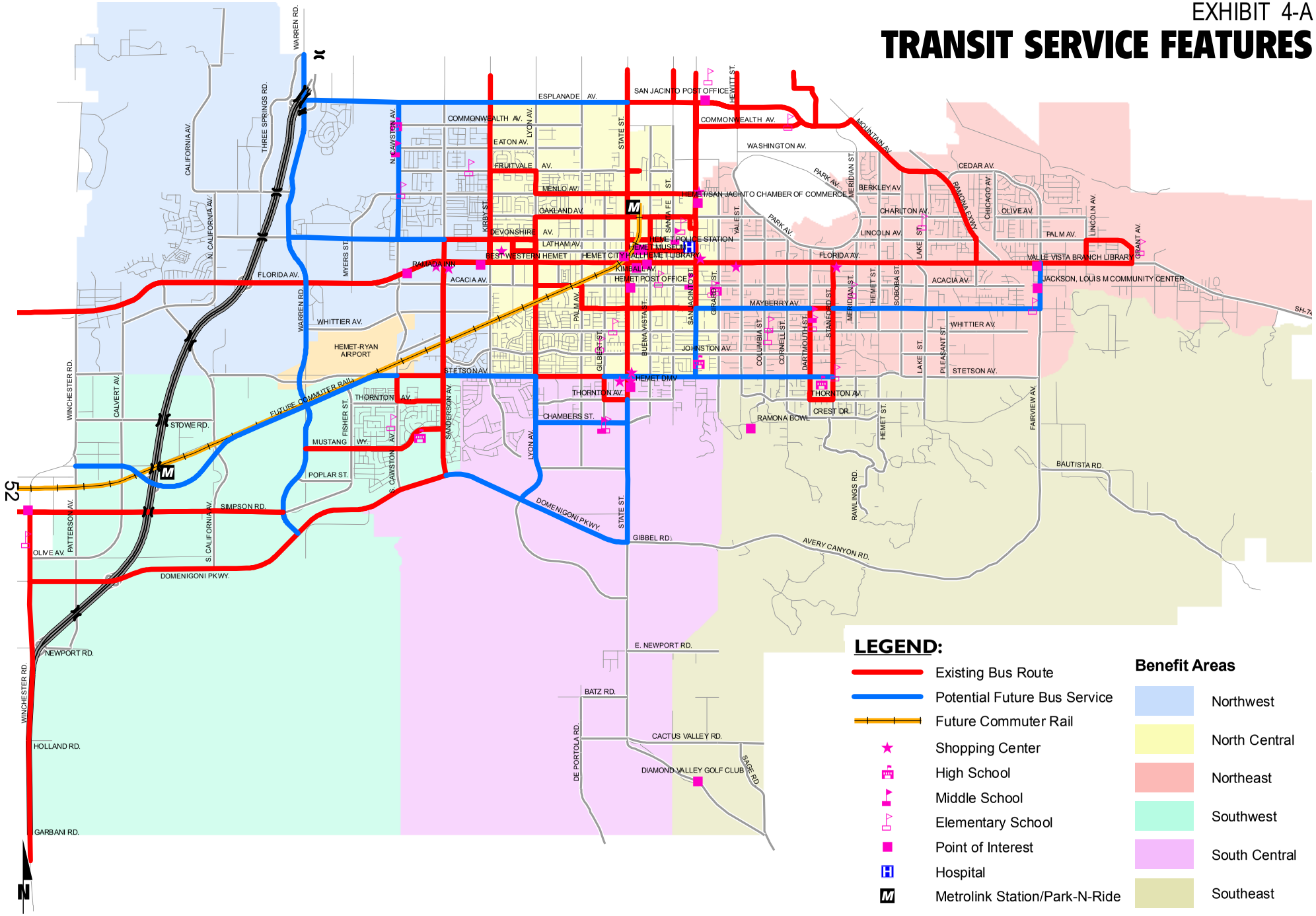
Public transportation in Hemet is served by the Riverside Transit Agency (RTA). Because of this dependence on the regional agency, inter-jurisdictional cooperation is crucial to ensure that the transit network operates effectively. Collaboration with RTA is needed to ensure the ongoing operation and expansion of fixed route bus and demand responsive systems.

According to the Year 2000 Post-Census Regional Travel Survey, Final Report of Survey Results (Southern California Association of Governments, Fall, 2003), for existing conditions in Riverside County, 0.4% of trips are served by transit. For the entire SCAG region, transit accommodates approximately 1.8% of person trips. As transit service is expanded, the proportion of trips served by transit (i.e. the transit mode share) is expected to increase.

Proposed public transportation features in Hemet are shown on Exhibit 4-A. Existing bus routes are concentrated in the central areas of the City, with additional connectivity to surrounding areas. Future on-road transit routes are anticipated to provide additional connectivity throughout the less centralized areas of the City, in particular. In addition, Metrolink service is anticipated to be extended along the

EXHIBIT 4-A

TRANSIT SERVICE FEATURES



LEGEND:

- Existing Bus Route
- Potential Future Bus Service
- Future Commuter Rail
- Shopping Center
- High School
- Middle School
- Elementary School
- Point of Interest
- Hospital
- Metrolink Station/Park-N-Ride

Benefit Areas

- Northwest
- North Central
- Northeast
- Southwest
- South Central
- Southeast

City of Hemet General Plan Circulation Element Update (January, 2011)
City of Hemet, CA (JN - 02748:gis\maps\2010\transit-letter.mxd)

URBAN CROSSROADS

San Jacinto Branch Line to the City of Hemet. This rail line location and potential station locations are shown on Exhibit 4-A.

Potential transit corridors are identified which could be used to extend existing fixed route service. Facility needs should be incorporated into development proposals allowing for joint use of parking facilities.

Recommended Hemet transit service features are included in the following descriptions:

Arterial Fixed Routes

The arterial fixed route bus network will continue to be the backbone service for Riverside Transit Agency. The routes will provide inter-community service for the most part along major roadways, with some circulation provided. These routes will serve major generators within the service area, and operate on a regular schedule.

Route Deviation/Point Deviation Circulator

For some areas it is possible that either a route deviation or point deviation service be provided. Route deviation services are routes that have a fixed route and setup to pick-up and drop-off passengers within 3/4 mile of that route. The 3/4 mile figure is a common distance used for route deviation services; however certain circumstances within the Hemet service area may result in larger or smaller deviation areas. Schedules for these routes would be set up with enough time for deviation, and a premium fare can be charged for deviations.

A point deviation service is a service that has fixed timepoints but no fixed route and will pick-up passengers anywhere requested between the timepoints. Passengers using point deviation services can catch the vehicle at the timepoints for a regular fare, or request service for a premium. Route deviation routes and point deviation services are able to cover the requirements for ADA within the areas they operate, assuming the vehicle is ADA accessible.

Dial-A-Ride

RTA's Dial-A-Ride (DAR) is a curb-to-curb, advanced reservation transportation service operating in Hemet and other parts of Western Riverside County, offering service within 3/4 mile of a regular RTA fixed bus route. Senior/Disabled Dial-A-Ride is for seniors age 60 and above and for anyone carrying an RTA Disabled ID card or an ADA card.

Priority service is given to persons certified under the Americans with Disabilities Act (ADA). RTA provides ADA service to persons who, due to a disability, are unable to use the fixed-route bus service.

Hemet-Ryan Airport

The Hemet-Ryan Airport is located in the City of Hemet and provides access to the mid-county region of Riverside County, including the cities of Hemet and San Jacinto. Highways 74 and 79 connect the airport to neighboring communities and to Interstates 10, 215 and 15. The Hemet-Ryan Airport Master Plan (EDA Aviation, June, 2004) projects that total annual aircraft operations will increase by approximately 43% from 70,000 (in 2000) to 100,000 (in 2020).

5.0 NON-MOTORIZED TRANSPORTATION

Non-motorized travel includes walking and bicycling and is therefore the second-most popular travel mode (after the automobile). The choice to use non-motorized modes is influenced by walk connectivity and proximity of buildings, bike accommodations, in addition to climate, social preferences, etc. The proposed City of Hemet circulation system has been updated to encourage non-motorized travel.

Mode choice is influenced by walk connectivity and proximity of buildings, bike accommodations, transit stop density and service characteristics, and availability of interconnected low speed routes. Later sections of this report document individual transportation plan features which have been created to serve this demand. Alternative mode choices will also contribute to sustainable development by allowing users to satisfy their functional travel needs while supporting their environmental, social, and recreational interests.

The City of Hemet is well-suited to alternative mode use, largely due to the natural environment. The climate is temperate to hot, which allows for year-round activity outside. During the most intense heat of summer or on rainy days, it is likely that travelers may choose enclosed travel modes more often than at other times of the year; they will also travel less. For the shorter trips and trips where alternate modes are faster, travelers may choose their preferred mode, regardless of weather conditions.

The Circulation Element for the City of Hemet has bikeway and pedestrian features specifically designed to provide special accommodations for travelers choosing non-motorized modes. The special accommodations are expected to appeal to travelers who prefer to travel without interacting with automobiles.

5.1 Bicycle Facilities

Bicycling promotes the neighborhood character and community feel of Hemet by allowing for a low-impact, convenient, and healthy transportation option. Reducing short commute and utilitarian vehicle trips can promote healthier living, and encourage residents to interact with their local neighborhood by patronizing local business and socializing with neighbors. An effective bicycle transportation plan promotes bicycling as both a viable transportation alternative and an enjoyable recreational pastime.

A comprehensive bicycle network, including bicycle routes, convenient bicycle parking facilities, and overall street designs that make the roadway network more hospitable to cycling, will make cycling competitive with the private automobile for short trips. Implementing a bicycle network helps to achieve balance in the transportation network by providing an affordable alternative to the private automobile, and provides better transportation options for people who cannot drive.

The City of Hemet bikeway facilities are proposed as shown on Exhibit 5-A. Hemet's bicycle network is part of a larger regional bikeway system that provides bicycle corridors and transit connections to regional facilities. The recently completed Western Riverside County Non-Motorized Transportation Plan (Urban Crossroads, Inc., June 2010) accommodates the regional needs of bicycle and pedestrian travelers. Cooperation with the Western Riverside Council of Governments (WRCOG), Riverside County, and neighboring cities is crucial in making the bicycle network an effective tool to provide greater access to the region's transit network, as well as providing a backbone of commuter bikeways to facilitate greater commuter bicycle travel.

The City's bikeways are classified into three types as identified by the State of California:

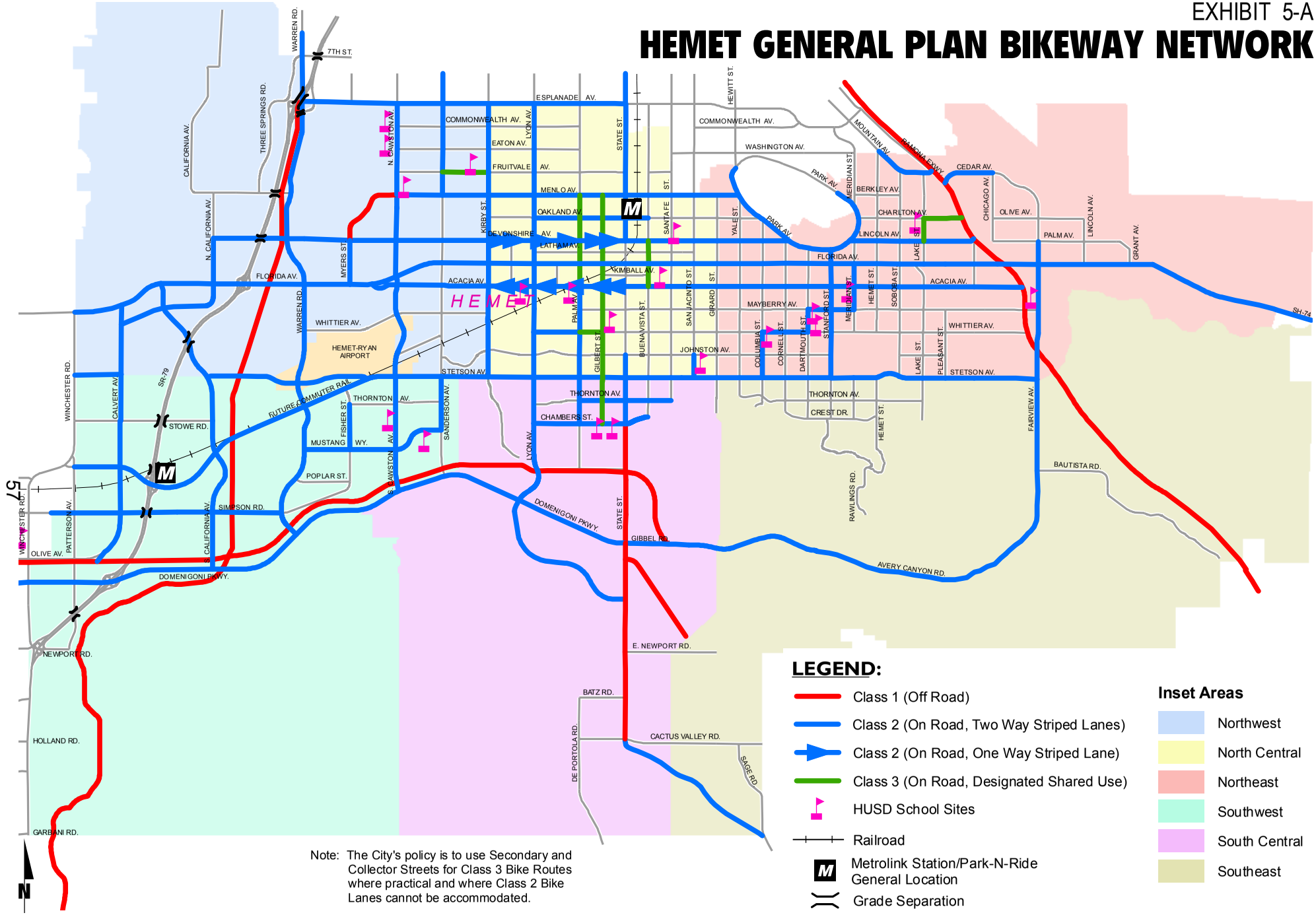
- **Class I Bikeway** – these are commonly called bike paths or bike trails and provide a separate, paved right-of-way for bicycle travel
- **Class II Bikeway** – these are commonly called bike lanes and provide a striped and stenciled lane for one-way travel on a street or highway
- **Class III Bikeway** – these are commonly called bike routes and provide a shared travel with pedestrians and motor vehicles; these routes are identified only by signing

Exhibit 5-B shows typical cross-sections for Class I and Class II bikeways. The backbone street network also incorporates designated Class II bike lanes and Class II NEV/bike lanes, along with Class III shared bike routes. Options for Class I paths are shown on Exhibit 5-C. Exhibit 5-D demonstrates options for on-road bike lanes. The following width design standards for Class I and Class II bikeways are recommended:

- Class I, two-way bike trails – a minimum right-of-way of twelve (12) feet, and a minimum paved width eight (8) feet

EXHIBIT 5-A

HEMET GENERAL PLAN BIKEWAY NETWORK



Note: The City's policy is to use Secondary and Collector Streets for Class 3 Bike Routes where practical and where Class 2 Bike Lanes cannot be accommodated.

LEGEND:

- Class 1 (Off Road)
- Class 2 (On Road, Two Way Striped Lanes)
- Class 2 (On Road, One Way Striped Lane)
- Class 3 (On Road, Designated Shared Use)
- HUSD School Sites
- Railroad
- Metrolink Station/Park-N-Ride General Location
- Grade Separation

Inset Areas

- Northwest
- North Central
- Northeast
- Southwest
- South Central
- Southeast

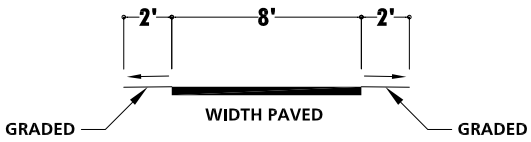
City of Hemet General Plan Circulation Element Update (October 29, 2010)
City of Hemet, CA (JN - 02748:gis\maps\2010\bikeways_03-letter.mxd)

URBAN CROSSROADS

EXHIBIT 5-B

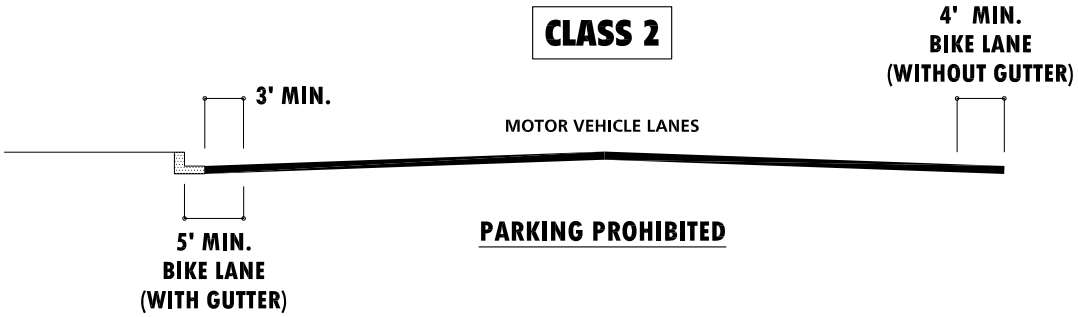
CITY OF HEMET
GENERAL PLAN BIKEWAY CROSS-SECTIONS (ON HIGHWAYS)

CLASS 1



TWO-WAY BIKE PATH ON SEPARATE RIGHT OF WAY

CLASS 2



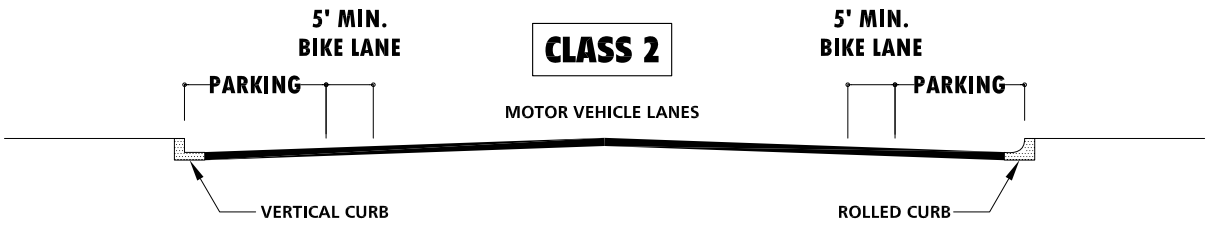
PARKING PROHIBITED

CLASS 2

PARKING PERMITTED WITHOUT MARKED PARKING OR STALL

* 13' IS RECOMMENDED WHERE THERE IS SUBSTANTIAL PARKING OR TURNOVER OF PARKED CARS IS HIGH (e.g. COMMERCIAL AREAS).

CLASS 2

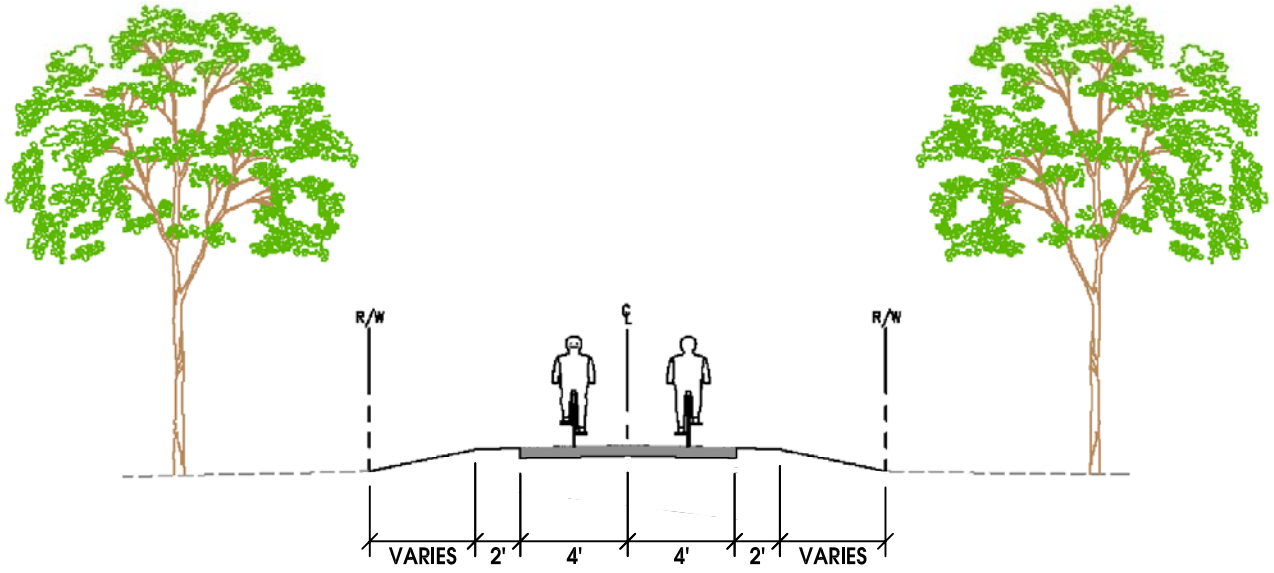


MARKED PARKING

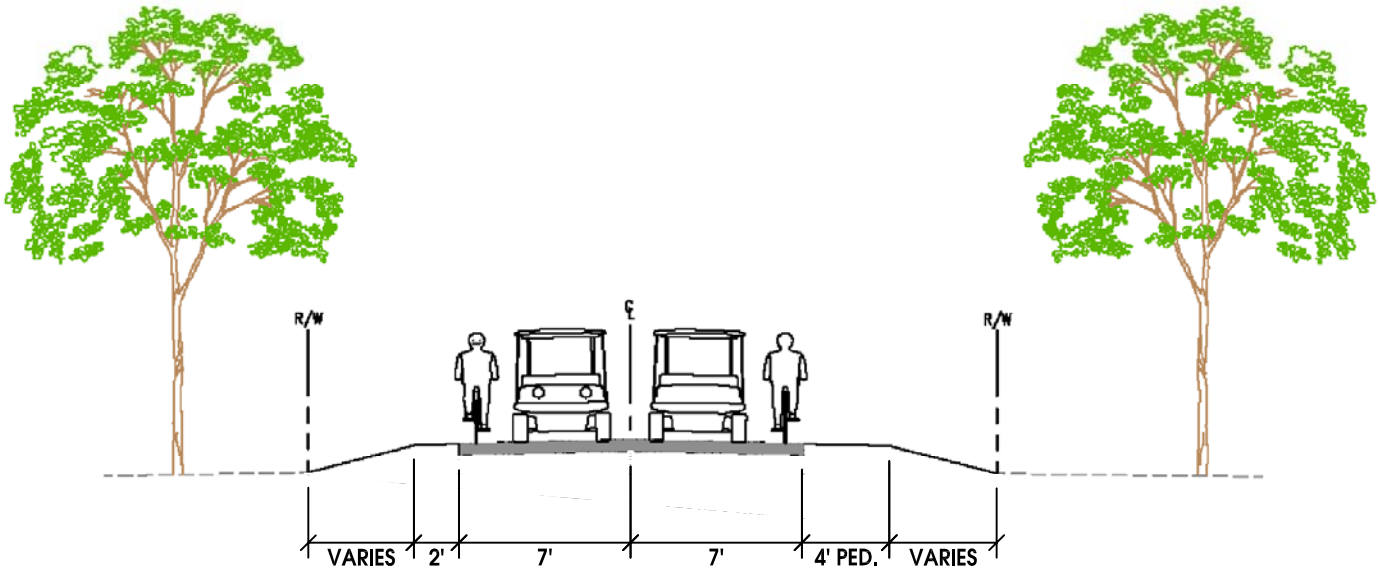
NOT TO SCALE

EXHIBIT 5-C

GENERAL PLAN BIKEWAY CROSS-SECTIONS (OFF-ROAD)



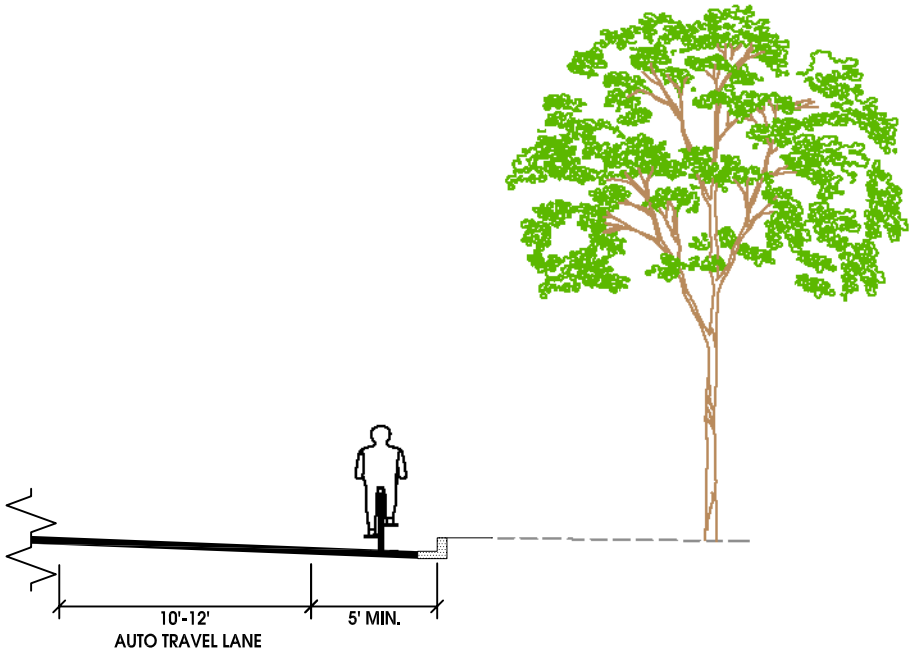
OPTION A: OFF ROAD BIKE PATH



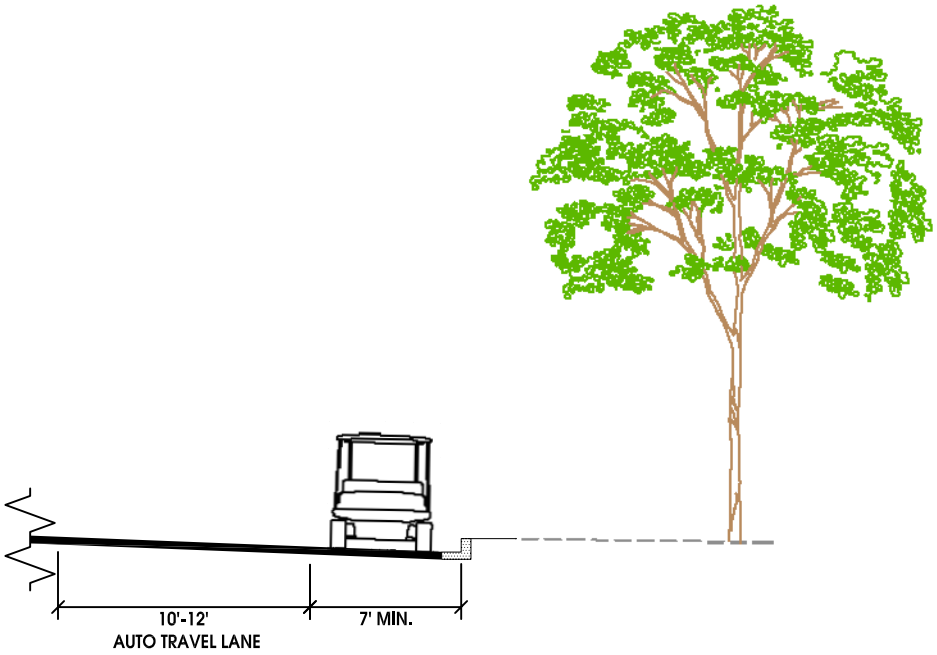
OPTION B: OFF ROAD SHARED BIKE/NEV PATH (CONSTRAINED R/W)

EXHIBIT 5-D

ON ROAD DIRECTIONAL BIKEWAY CROSS-SECTION OPTIONS (WITHOUT AND WITH NEVS)



OPTION A: ON ROAD BIKE LANE



OPTION B: ON ROAD SHARED NEV/BIKE LANE

- Class II, one-way on-street bike lane – a minimum width of five (5) feet on paved roads with gutters and four (4) feet on rural paved roads without gutters.
- Class II, one-way NEV / Bike Lane – a minimum width of seven (7) feet

Bicyclists vary significantly in their skill level, comfort with cars and traffic, reasons for bicycling, and common destinations. All of these factors can affect what facilities a cyclist will use and value, and how a cyclist will use those facilities. The following definitions help to describe and assess the different needs of the City of Hemet's cycling public; however, most bicyclists have attributes of multiple types of bicyclists.

Casual Bicyclist. Includes those who feel less comfortable negotiating traffic, often bicycle shorter distances than experienced riders, and may be unfamiliar with many of the rules of the road. Casual bicyclists benefit from route markers and wayfinding signage, bicycle lanes, wider curbs, and educational programs.

Commuter Bicyclist: Employee. Bicycle commuters who ride to work, making their entire commute by bicycle or by using their bicycle to link with other modes of transportation including buses, trains, or carpools and rideshares. Commuter bicyclists value direct routes between residential and employment areas, safe and secure bicycle parking facilities, and locker and shower facilities at their place of employment.

Commuter Bicyclist: Student. Bicyclists who travel between their home and their grade school, college, or university. Grade school bicycle commuters typically commute less than five miles to school, cross few arterials, and often use the sidewalk. College and university students are likely to bicycle less than five miles as well, but may travel as long as ten to fifteen miles. Like employee commuters, student commuters are likely to value direct routes, and may be more likely than employee commuters to prefer routes with less traffic and arterial crossings.

Experienced Bicyclist. Includes those who prefer the most direct route between origin and destination and prefer riding within or near the vehicle travel lanes. Experienced bicyclists negotiate streets in much the same manner as motor vehicles, merging across traffic to make left turns, and avoiding bicycle lanes and shoulders that contain gravel and glass. Experienced bicyclists benefit from wider curb lanes and bicycle-actuated loop detectors at signals.

Recreational Bicyclists: Casual Bicyclist. Casual recreational cyclists are those who generally want to ride on off-street bikeways and cover shorter trip distances at slower speeds. Casual cyclists will tend to take trips of less than 10 miles in length, and may ride as a family group with children. Recreational destinations are also important for casual cyclists, as they provide a place to stop and get off the bike. To this end, having secure bicycle parking at destinations is important.

Recreational Bicyclists: Road Bicyclist. Road cyclists bicycle almost exclusively on roadways, which accommodate higher speeds, longer distances, and few conflicts with other recreational users. Typical trip distances for the road cyclist can range from 10 miles to over 50 miles. While the average road cyclist would likely prefer to ride on roads with little or no traffic, they are generally comfortable riding in traffic if necessary. To this end, a road cyclist will tend to ride in a manner similar to a motor vehicle (e.g., when approaching traffic signals or making left turns). Road cyclists are typically not seeking a recreational destination along the route, as a ride itself is the recreation.

Class I (off-road) bike paths can be located within easements which are adjacent to roadway right-of-way boundaries. Class II (on-road) bike lanes are contained within the roadway cross-section. Class III (on-road) bike routes are also contained within the roadway cross-section, but do not have their own lanes specified. It is important to recognize that all public roadways, except where prohibited, are open to travel by bicycle.

The use of bicycles for travel and recreation should be encouraged through the provision of bicycle facilities, including travel routes, lighting, rest amenities, and storage facilities. Additionally, bicycle safety programs can increase the tendency to choose the bicycle travel mode.

The proposed bikeway system includes more connectivity than in previous plans, allowing bicycle users better access throughout the City and planning area. Table 5-1 provides a detailed comparison of the proposed plan to the currently adopted bikeway plan.

For the northwest area, two Class I bikeways are included (see Exhibit 5-E). One Class I bikeway runs north-south between SR-79 and Warren Road; the other connects the intersection of North Cawston Avenue at Menlo Avenue to Myers Street at Devonshire Avenue, along the

TABLE 5-1

CITY OF HEMET GENERAL PLAN CIRCULATION ELEMENT PROPOSED CHANGES TO BIKE TRAIL NETWORK

ROADWAY/SEGMENT	GENERAL PLAN BIKE CLASSIFICATION	
	ADOPTED PLAN	PROPOSED UPDATE
Calvert Avenue		
• between Florida Avenue and Old Stetson Avenue	--	Class 2
• between Old Stetson Avenue and Stowe Road	--	Regional
North California Avenue		
• north of Devonshire Avenue	Class 4 (Mixed Use)	Regional[1]
• between Devonshire Avenue and Florida Avenue	Class 2	Class 2
• between Florida Avenue and Whittier Avenue	--	Class 2
South California Avenue		
• between Devonshire Avenue and Domenigoni Parkway	Class 4 (Mixed Use)	Regional[1]
Warren Road		
• between 7th Street and Domenigoni Parkway	Class 1	Class 2
North Cawston Avenue/South Cawston Avenue		
• between Esplanade Avenue and Menlo Avenue	Class 4 (Mixed Use)	Class 2
• between Menlo Avenue and Domenigoni Parkway	--	Class 2
Sanderson Avenue		
• between Esplanade Avenue and Domenigoni Parkway	Class 1	Class 1
Kirby Street		
• between Menlo Avenue and Stetson Avenue	--	Class 2
Lyon Avenue		
• between Esplanade Avenue and State Street	Class 2	Class 2
State Street		
• between Esplanade Avenue and Devonshire Avenue	--	Class 2
• between Stetson Avenue and Chambers Street	Class 1	--
• between Chambers Street and Domenigoni Parkway	Class 1	Class 2
• between Domenigoni Parkway and Newport Road	Class 1	Regional[1]
Buena Vista Street		
• between Devonshire Avenue and Chambers Street	Class 2	Class 2
San Jacinto Street		
• between Menlo Avenue and Devonshire Avenue	Class 2	--
Columbia Street		
• between Park Avenue and Devonshire Avenue	--	Class 2
• between Devonshire Avenue and Stetson Avenue	Class 2	Class 2
Meridian Street		
• between Washington Avenue and Park Avenue	--	Class 2
• between Park Avenue and Stetson Avenue	Class 2	Class 2
Lake Street		
• between Mountain Avenue and Florida Avenue	Class 3	--
Fairview Avenue		
• between Florida Avenue and Bautista Road	--	Class 1/ Regional
Esplanade Avenue		
• between SR-79 Freeway and Myers Street	Class 2	Regional
• between Myers Street and State Street	Class 2	Class 2
Mountain Avenue		
• north of Soboba Street to Ramona Expressway	--	Class 1/ Regional
Bautista Creek Trail		
• east of Mountain Avenue	Class 4 (Mixed Use)	Historic Trail[3]
Menlo Avenue		
• between N. Cawston Avenue and Park Avenue	Class 3	Class 2

TABLE 5-1

CITY OF HEMET GENERAL PLAN CIRCULATION ELEMENT PROPOSED CHANGES TO BIKE TRAIL NETWORK

ROADWAY/SEGMENT	GENERAL PLAN BIKE CLASSIFICATION	
	ADOPTED PLAN	PROPOSED UPDATE
Park Avenue		
• between Menlo Avenue and Charlton Avenue	Class 1	Class 1
Devonshire Avenue		
• between S. California Avenue and N. California Avenue	--	Regional
• between N. California Avenue and Park Avenue	Class 2	Class 2
Florida Avenue		
• between N. California Avenue and Acacia Avenue	Class 1	--
• between Meridian Street and Ramona Expressway	--	Class 2
• between Ramona Expressway and Fairview Avenue	Class 2	Class 1/ Regional
• east of Fairview Avenue	Class 2	Class 2
Acacia Avenue		
• between Florida Avenue and Kirby Street	Class 2	--
• between Kirby Street and Soboba Street	Class 2	Class 2
• between Soboba Street and Fairview Avenue	--	Class 2
Whittier Avenue		
• between SR-79 and Kirby Street	--	Class 2
Old Stetson Avenue		
• between Winchester Road and Calvert Avenue	--	Regional
Stowe Road		
• between Calvert Avenue and S. California Avenue	Class 3	Regional
Stetson Avenue		
• between Winchester Road and Warren Road	--	Class 1
• between Warren Road and Fairview Avenue	Class 1	Class 1
Mustang Way		
• between Simpson Road and Sanderson Avenue	--	Class 2
Bautista Road		
• east of Fairview Avenue	Class 4 (Mixed Use)	Class 1/ Regional
Simpson Road		
• between Patterson Avenue and Warren Road	Class 2	Class 2
• between Warren Road and Stetson Avenue	--	Class 2
Domenigoni Parkway		
• between Winchester Road and State Street	Class 4 (Mixed Use)	Class 1/ Regional[2]
Gibbel Road		
• east of State Street	Class 5 (Hiking+Equestrian)	Class 1/ Regional
• west of E. Newport Road	Class 5 (Hiking+Equestrian)	Class 1/ Regional
Avery Canyon Road		
• between E. Newport Road and Fairview Avenue	--	Class 1/ Regional

[1] consistent with RCIP San Jacinto Valley Area Plan of Regional Trails

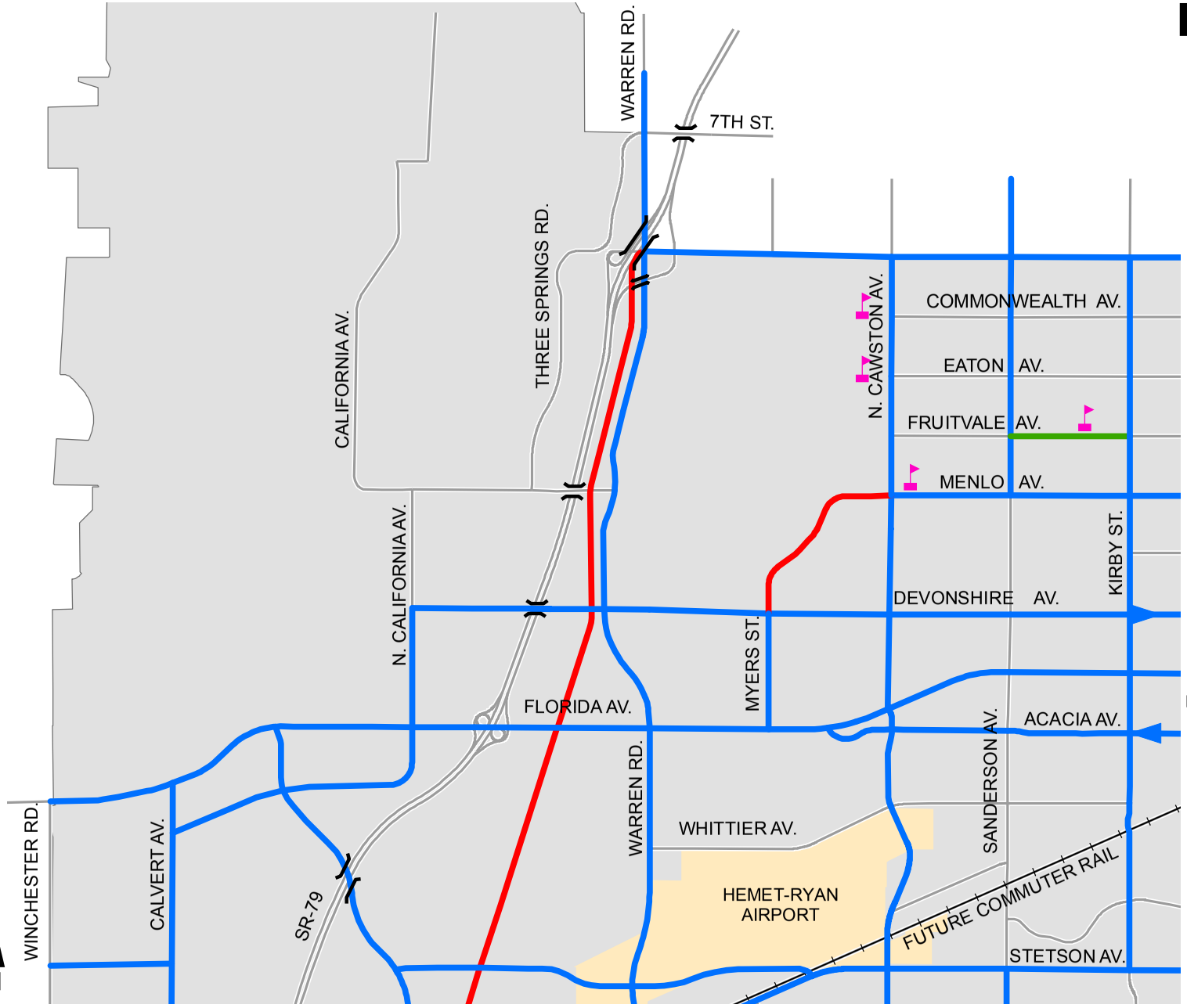
[2] consistent with RCIP San Jacinto Valley Area Plan of Class 1/ Regional Trails

[3] consistent with RCIP San Jacinto Valley Area Plan of Historic Trails

U:\UcJobs_00000-03000_02000\02748\Excel\[02748-09.xls]Bikes

EXHIBIT 5-E

HEMET GENERAL PLAN BIKEWAY NETWORK
NORTHWEST AREA



LEGEND:

- Class 1 (Off Road)
- Class 2 (On Road, Two Way Striped Lanes)
- Class 2 (On Road, One Way Striped Lane)
- Class 3 (On Road, Designated Shared Use)
- HUSD School Sites
- Railroad
- M Metrolink Station/Park-N-Ride General Location
- Grade Separation
- Planning Area

Note: The City's policy is to use Secondary and Collector Streets for Class 3 Bike Routes where practical and where Class 2 Bike Lanes cannot be accommodated.

City of Hemet General Plan Circulation Element Update (October 29, 2010)
City of Hemet, CA (JN - 02748:bikeway_nw.mxd)

URBAN CROSSROADS

Menlo Avenue / Myers Street alignment. A Class III bike route (shared-use) is shown on Fruitvale Avenue from Sanderson Avenue to Kirby Street.

Bicycle facilities in the north central area are shown on Exhibit 5-F, and do not include Class I facilities in this area.

Exhibit 5-G shows bicycle facilities in the northeast area. The only Class I bike path is parallel to the Ramona Expressway throughout the northeast area.

The southwest area bicycle network is shown on Exhibit 5-H. There are no Class III bike routes in the southwest area.

Exhibit 5-I shows the south central area bicycle network.

The southeast area bicycle network is shown on Exhibit 5-J. Class I bike paths are included in the westernmost area extending from Exhibit 5-I, and along the Ramona Expressway. There are no Class III bike routes in the southeast area.

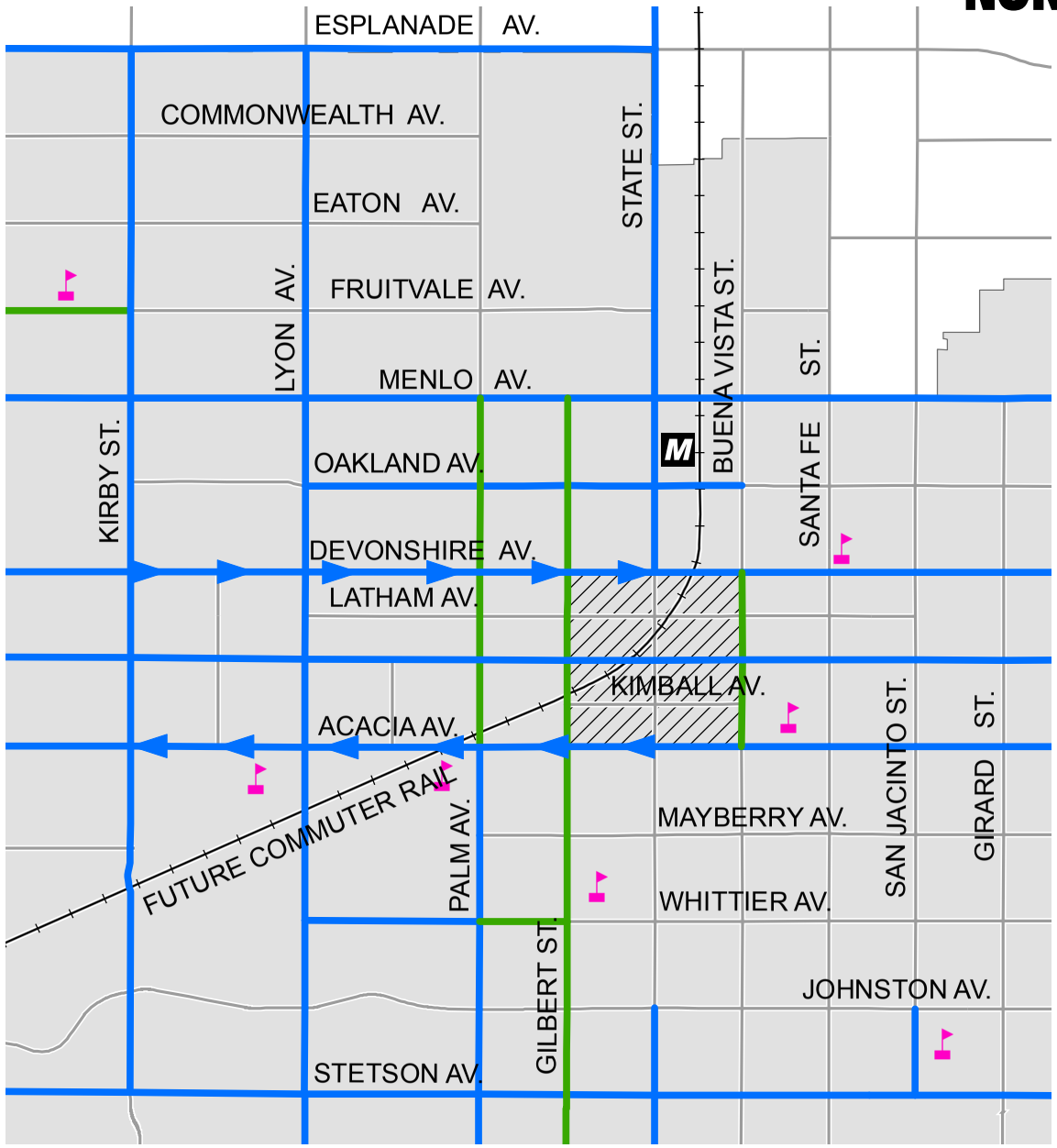
5.2 Pedestrian Accommodations

Walking is the least expensive transportation mode, so building and maintaining a high quality pedestrian infrastructure is advisable to help ensure that the community will be a safe, convenient, and attractive place to walk, emphasizing safe routes to school, core area paths, and connections to transit. Everyone is a pedestrian at some point during the day. We all walk with or without mobility aids (including wheelchairs, walkers, crutches, canes, scooters, and service animals used by people with disabilities), whether to a school, transit stop, to a parked car, to work, or for exercise.

The inclusion of sidewalks and other pedestrian facilities in the transportation system is necessary to help minimize greenhouse gas (GHG) emissions per capita, traffic congestion, infrastructure maintenance costs, and to increase the quality of life in the City of Hemet. Some walking will occur regardless of the pedestrian environment. However, the full potential for walking trips will not be met unless good sidewalks and walkways are in place, there are direct connections to places people need to go, and people feel safe using them.

EXHIBIT 5-F

HEMET GENERAL PLAN BIKEWAY NETWORK
NORTH CENTRAL AREA



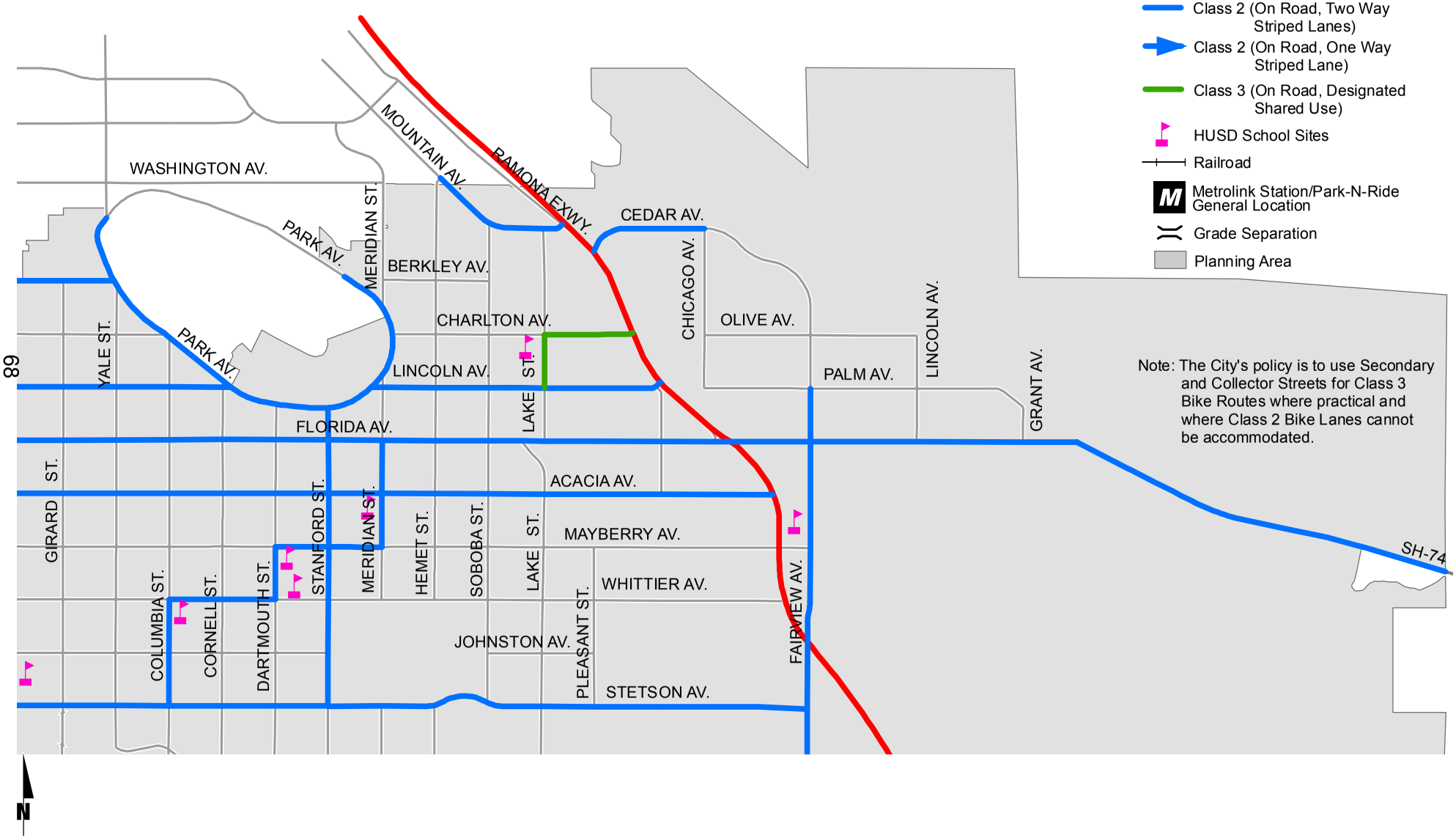
Note: The City's policy is to use Secondary and Collector Streets for Class 3 Bike Routes where practical and where Class 2 Bike Lanes cannot be accommodated.

City of Hemet General Plan Circulation Element Update (January, 2011)
City of Hemet, CA (JN - 02748:bikeway_nc.mxd)

URBAN CROSSROADS

EXHIBIT 5-G

HEMET GENERAL PLAN BIKEWAY NETWORK
NORTHEAST AREA

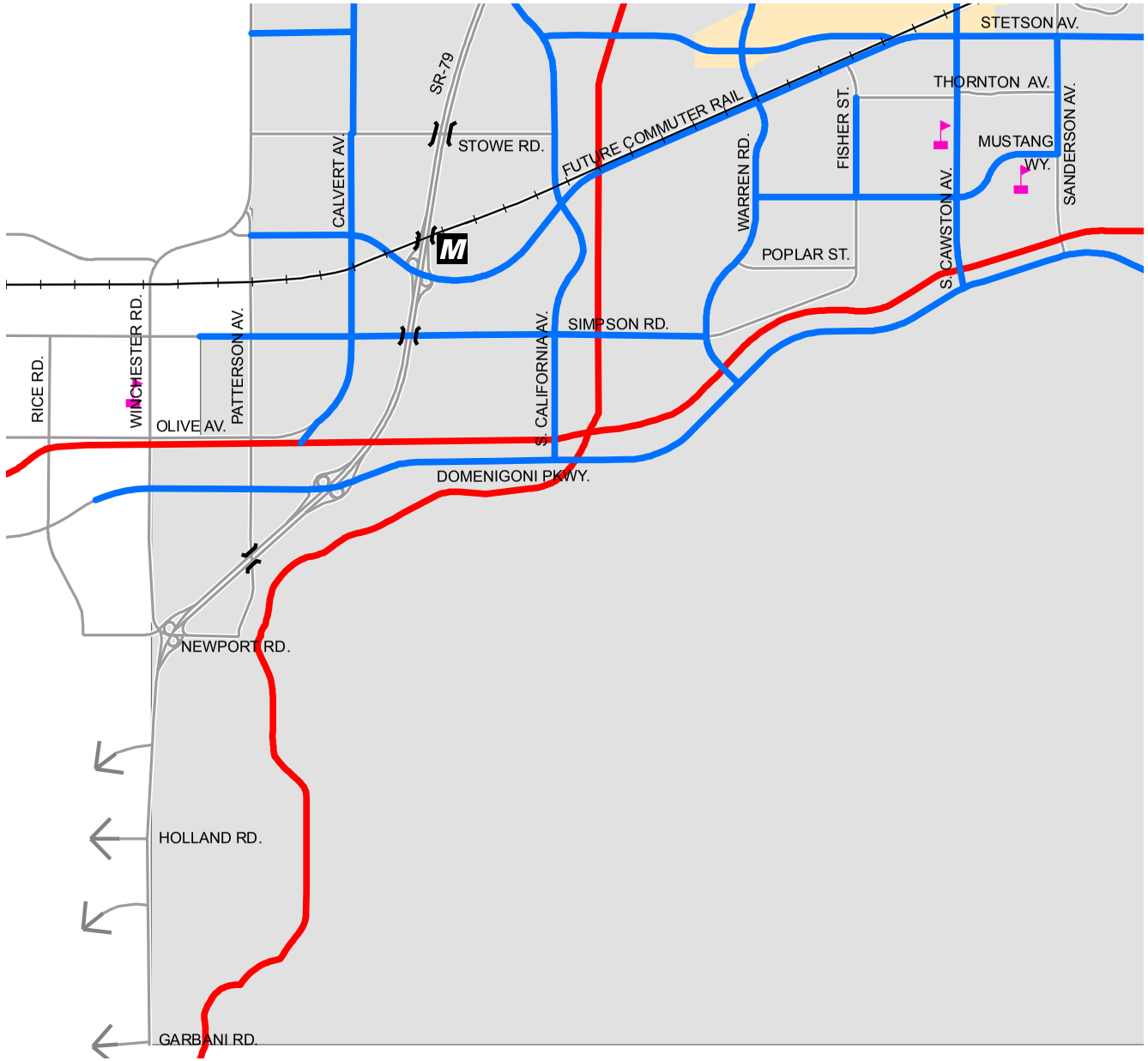


City of Hemet General Plan Circulation Element Update (October 29, 2010)
City of Hemet, CA (JN - 02748:bikeway_ne.mxd)

URBAN CROSSROADS

EXHIBIT 5-H

HEMET GENERAL PLAN BIKEWAY NETWORK SOUTHWEST AREA



LEGEND:

- Class 1 (Off Road)
- Class 2 (On Road, Two Way Striped Lanes)
- Class 2 (On Road, One Way Striped Lane)
- Class 3 (On Road, Designated Shared Use)
- HUSD School Sites
- Railroad
- Metrolink Station/Park-N-Ride General Location
- Grade Separation
- Planning Area

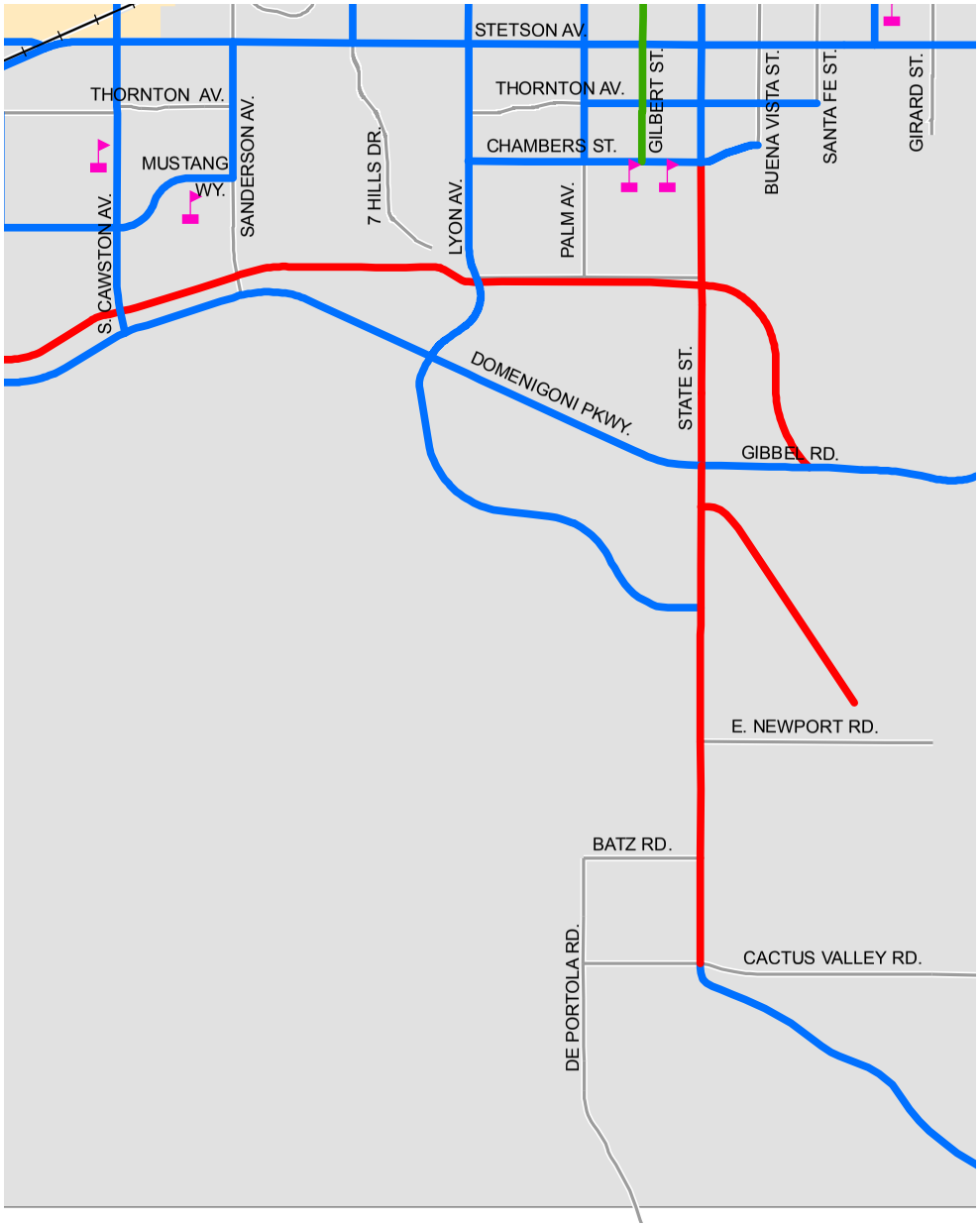
Note: The City's policy is to use Secondary and Collector Streets for Class 3 Bike Routes where practical and where Class 2 Bike Lanes cannot be accommodated.

City of Hemet General Plan Circulation Element Update (October 29, 2010)
City of Hemet, CA (JN - 02748:bikeway_sw.mxd)

URBAN CROSSROADS

EXHIBIT 5-I

HEMET GENERAL PLAN BIKEWAY NETWORK
SOUTH CENTRAL AREA



LEGEND:

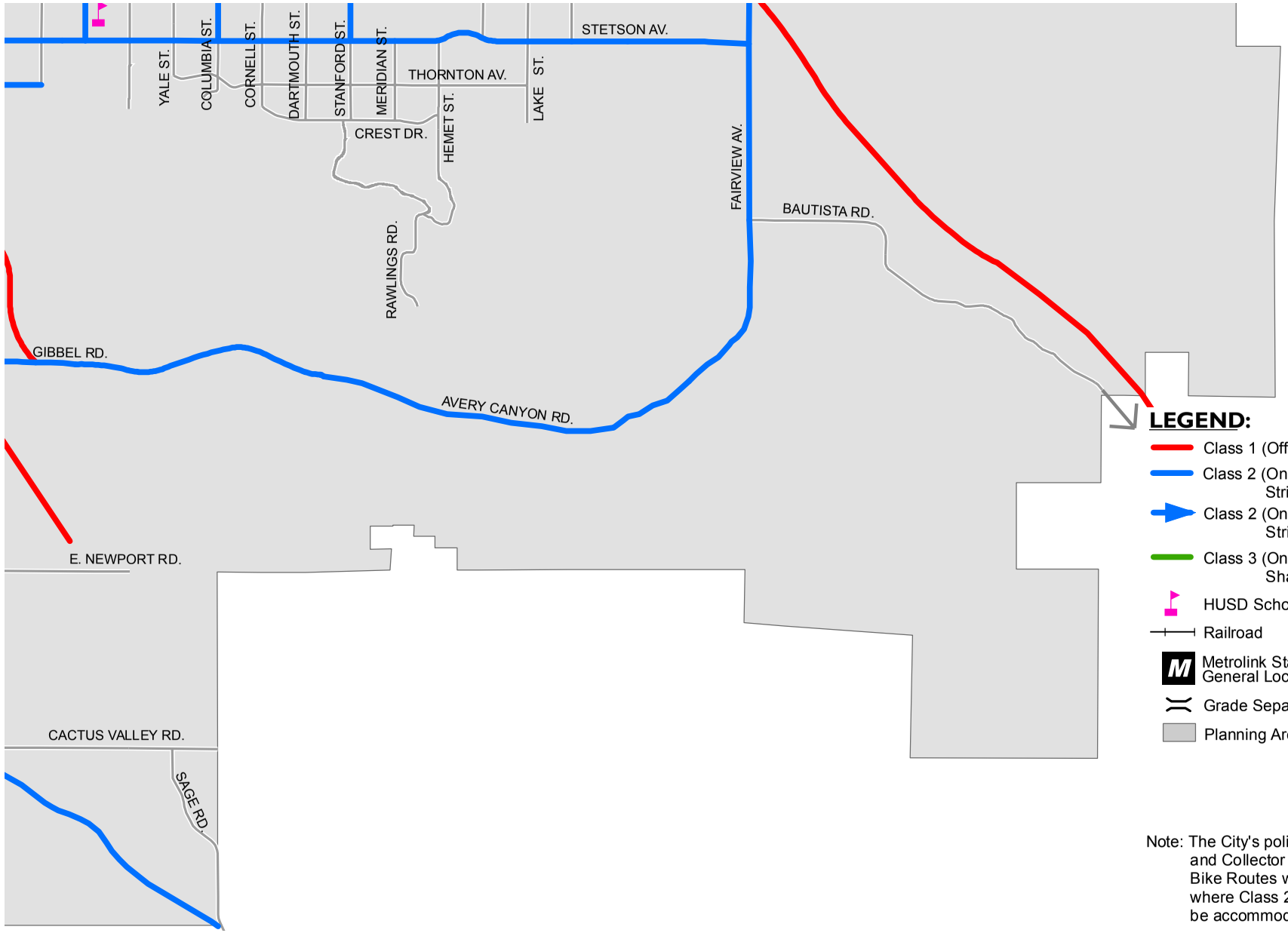
- Class 1 (Off Road)
- Class 2 (On Road, Two Way Striped Lanes)
- Class 2 (On Road, One Way Striped Lane)
- Class 3 (On Road, Designated Shared Use)
- HUSD School Sites
- Railroad
- Metrolink Station/Park-N-Ride General Location
- Grade Separation
- Planning Area

Note: The City's policy is to use Secondary and Collector Streets for Class 3 Bike Routes where practical and where Class 2 Bike Lanes cannot be accommodated.

N

EXHIBIT 5-J

HEMET GENERAL PLAN BIKEWAY NETWORK
SOUTHEAST AREA



Note: The City's policy is to use Secondary and Collector Streets for Class 3 Bike Routes where practical and where Class 2 Bike Lanes cannot be accommodated.

City of Hemet General Plan Circulation Element Update (October 29, 2010)
City of Hemet, CA (JN - 02748:bikeway_se.mxd)

URBAN CROSSROADS

Safe pedestrian crossings are critical components of the pedestrian network. Although the California Vehicle Code states that a crosswalk implicitly exits on every leg at every intersection, it is important to recognize that visibility and safety are important factors that determine where people will attempt to cross a street. The following guidelines are recommended for pedestrian crossings, including both signalized and unsignalized crosswalks:

- Crosswalks should meet Caltrans standards, with wide crosswalks considered in areas of high pedestrian volumes.
- The City should use high-visibility crosswalks, especially along busy streets, in school zones, along pedestrian-oriented streets, and where a significant number of pedestrians are present. "Zebra" style crosswalks are most visible.
- Unsignalized pedestrian crosswalks should be adequately lighted, have clear sight distances, and be free from obstructions, such as landscaping and poles.
- Appropriate pedestrian crossing signs should be displayed in advance of, and adjacent to, all marked unsignalized crosswalks in order to enhance visibility of pedestrians by motorists.
- Mid-block crosswalks should be designated only in areas with relatively high pedestrian activity and crossing patterns, or where the distance to the nearest crosswalk is greater than 200 feet.
- At signalized intersections, efforts should be made to install marked crosswalks at every leg of the intersection where feasible, given traffic and other considerations.
- Pedestrian signals should be timed in order to accommodate slower pedestrians. This should take into consideration people with slower walking speeds, such as seniors and persons with disabilities, in areas where this is appropriate. This may also be achieved by using Pedestrian-Friendly-User-Intelligent signals that detect pedestrians in the crosswalk and extend the walk time to allow pedestrians to finish their crossing.
- In pedestrian-oriented retail districts the "walk" signals should be automatically timed with the traffic signal and no push buttons should be needed.
- All crossings should meet ADA standards and guidelines.
- ADA-compliant curb ramps should be provided at all corners. Where physically feasible, every corner should have two perpendicular ramps.

- Where feasible, pedestrian crossing islands should be considered where pedestrians are required to cross a wide multi-lane street.
- Consideration should be given to reducing the turning radius of corners at intersections in order to minimize the crossing distance of pedestrians and to slow traffic, especially across busy multi-lane arterials. The presence of business, trucks and other large vehicles should be considered in designing the turning radii.
- Curb extensions should be considered at intersection corners as a way to minimize the crossing distance of pedestrians and to increase visibility.
- Raised crosswalks also contribute to pedestrian safety through catching the attention of drivers, slowing automobiles, and they provide a more comfortable walking environment. According to the Federal Highway Administration (FHWA), raised crosswalks increase pedestrian visibility and eliminate the need for curb ramps, which improves access for people with mobility impairments and increases the sidewalk area available to pedestrians waiting to cross the street.

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6.0 NEIGHBORHOOD ELECTRIC VEHICLE ACCOMMODATIONS

Neighborhood electric vehicles (NEVs) are a street legal, low cost, energy efficient, zero emissions mode of local travel that is currently available – but current impediments to widespread usage include the following: (1) lack of interconnected low speed routes, and (2) driver confusion regarding where these vehicles can safely be operated. These problems can be addressed in Hemet by the implementation of an integrated local NEV plan which overcomes connection issues, identifies safe routes, and enable clear communication about where residents can go in low speed vehicles.

The unintended consequence of providing a high level of mobility on our roadways includes high-speed auto-oriented patterns that sometimes inhibit the operation of low speed vehicles and other modes. Drivers are gradually becoming aware of the official low speed vehicle classification, commonly described as NEVs, which are already approved at federal and state levels for use on public streets. With their emphasis on short trips and speed capabilities capped at 25mph, NEVs are generally restricted to streets with posted speed limits of 35mph or less. Drivers need to know where they can safely operate NEVs in Hemet – until they do, confusion regarding NEVs will exacerbate conflicts with auto drivers and bicyclists, and the appropriate use of low speed vehicles by both businesses and residents will be restrained.

6.1 Accommodating a Low Speed Travel Culture in Hemet

Accommodating low speed zero emission vehicles is a potent strategy to reduce greenhouse gas (GHG) emissions while encouraging a healthier level of community interaction. Although some level of NEV ownership and operation will occur regardless of the city's attention to the matter, Hemet can proactively address conflicting mode issues and encourage safe NEV operations by identifying the suitable NEV backbone routes, implementing street signage and striping of lanes for appropriate operation of low speed vehicles, providing parking incentives and low cost charging stations, and promoting the NEV plan to the public – activities that are essential to acceptance and use of NEVs by residents and businesses.

To accommodate the NEV users, special parking areas can be provided in local grocery and commercial shopping centers. There has been an increase in NEV usage by the general public for transporting kids to school, shopping, and other neighborhood trips. NEV accommodations

make available an economic mode of transportation for those who cannot walk or ride a bicycle long distances, as well as for those who do not wish to operate a heavier high speed car for short local trips.

Exhibit 6-A shows the roadway segments in the Hemet planning area which currently have posted speed limits that exceed 35 miles per hour. The downtown core of Hemet, and the neighborhoods immediately surrounding it, tends to have collector streets with speed limits of 25 to 35 MPH, and are suitable for NEVs. Given Hemet's grid street system with lower speed limits, and relatively compact geography, these vehicles can be accommodated as a means of providing local transport. Larger new planned developments present the same opportunity if low speed connecting roads are provided.

6.2 Regulatory Context for NEVs

Section 385.5 of the California Vehicle Code (CVC) defines a Low Speed Vehicle (LSV) as a motor vehicle, other than a motor truck, having four wheels on the ground that is capable of propelling itself at a lowest maximum speed of 20 miles per hour and a highest maximum speed of 25 miles per hour, on a paved level surface. Because only electric powered LSVs are sold in California, all LSVs in California are also referred to as NEVs.

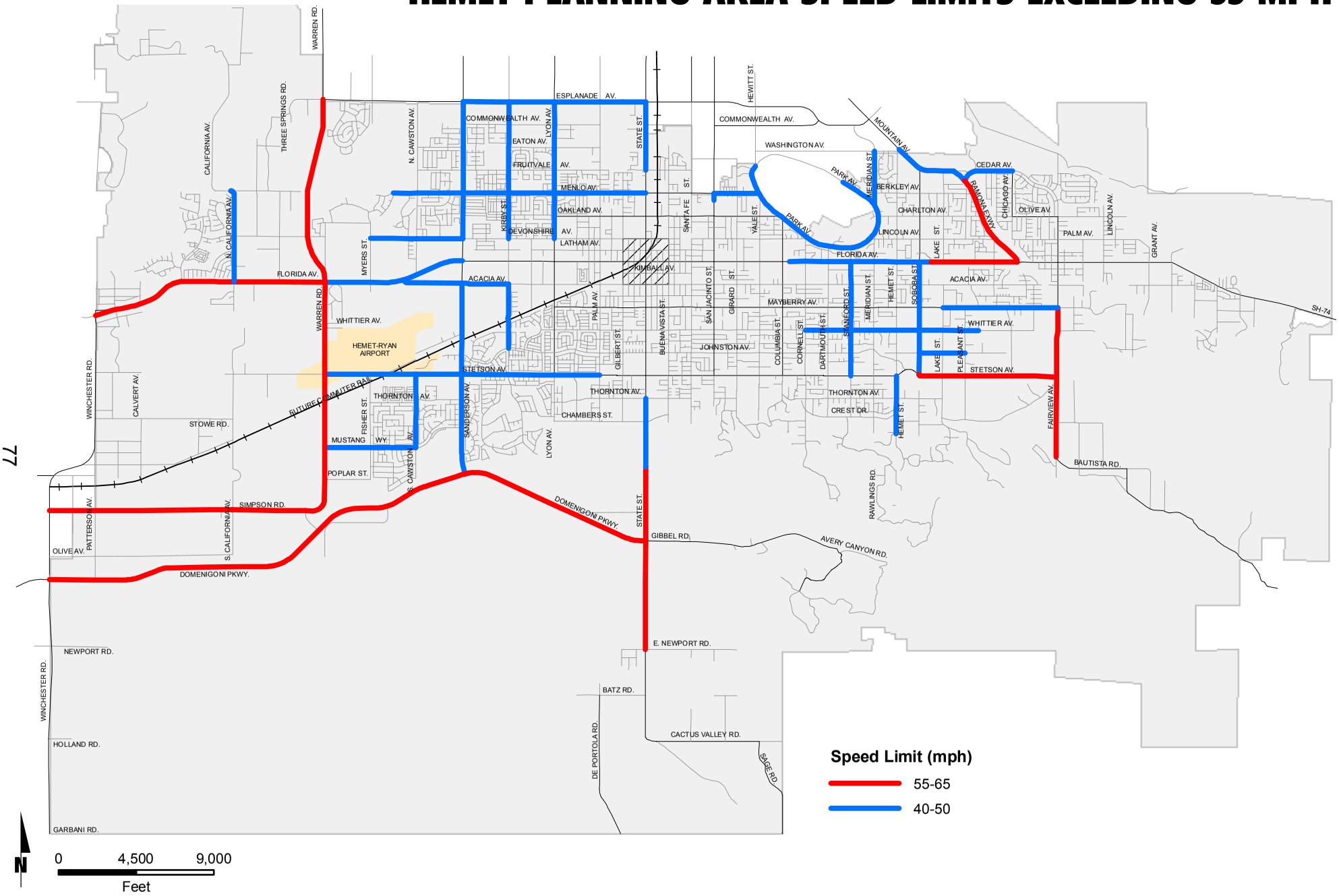
CVC Section 2160 (a) notes that NEVs cannot be operated on any roadway with a speed limit in excess of 35 miles per hour (unless allowed by separate legislative action).

The CVC allows NEVs to cross a roadway with a speed limit in excess of 35 miles per hour if the crossing begins and ends on a roadway with a speed limit of 35 miles per hour or less and occurs at an intersection of approximately 90 degrees. However, NEVs can only cross a state highway with the approval of the agency having primary traffic enforcement responsibilities. Although it is not desirable, NEVs can legally be operated on or cross a State Highway with a speed limit of 35 miles per hour.

CVC Section 21266 (b) enables local law enforcement or the CHP to prohibit the operation of NEVs on any roadway under its jurisdiction in the interest of public safety. Signs must be erected giving notice that NEVs are prohibited.

EXHIBIT 6-A

HEMET PLANNING AREA SPEED LIMITS EXCEEDING 35 MPH



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City of Hemet General Plan Circulation Element Update
City of Hemet, CA (JN - 02748:gis\maps\2010\existing_speed.mxd)

URBAN CROSSROADS

Drivers of NEVs must hold a valid California Driver License. NEVs must be registered and licensed with the Department of Motor Vehicles.

6.3 Expanding NEV Use by Implementing a Citywide NEV Plan

Assembly Bill No. 2353 was enacted in September 2004 to allow specified cities to develop "Neighborhood Electric Vehicle Plans" so that the NEVs could operate on public streets with speed limits greater than 35 miles per hour. Only two cities are currently named in AB 2353, the City of Lincoln and the City of Rocklin. NEVs operated on streets with speed limits greater than 35 mph must be operated in their own striped lane separate from general traffic.

The NEV can be a valued local transportation component of most communities. It will offer residents the ability to circulate the community without having to start an internal combustion powered automobile engine. The NEV will be an enjoyable mode to reach nearby commercial and activity centers in the local area, and to visit neighbors.

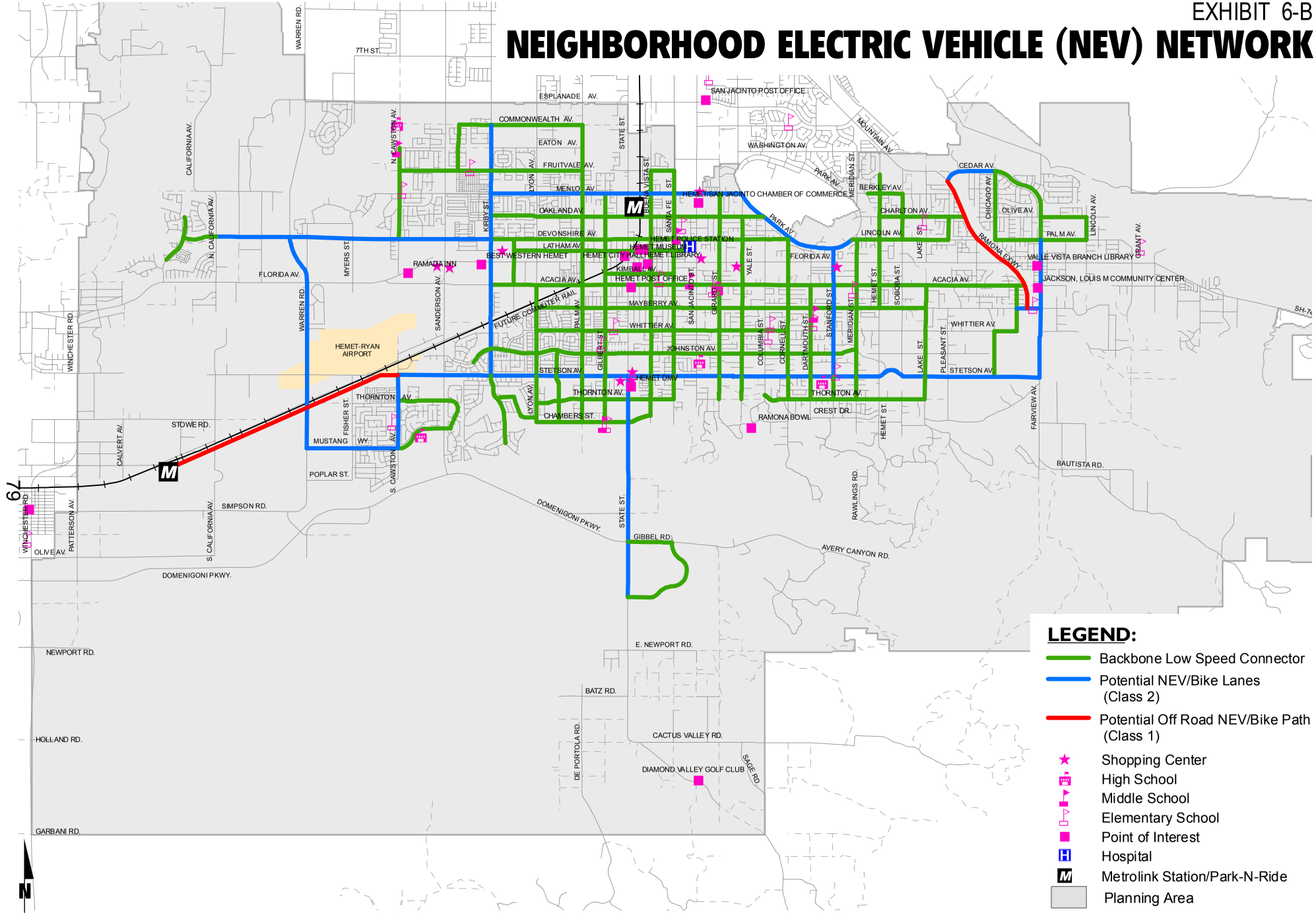
The benefits of NEVs include the following:

- Relatively inexpensive vehicle to own and operate.
- Particularly well suited to trip lengths of less than 10 miles.
- NEVs do not contribute to the air pollution caused by the cold-starts and operation of typical high speed autos.
- NEVs achieve an "energy equivalent" of at least 150 mpg (based upon 2002 California Energy Commission report).
- By using solar or wind power to generate the electricity for these vehicles, they have potential to run fossil fuel free.

Exhibit 6-B shows a potential NEV network for Hemet that is oriented to existing roadways and could therefore be implemented in the next few years. It incorporates “backbone low speed connectors” that focus on streets with a posted speed limit of 35 miles per hour or less. Low speed connectors either provide direct connection to key destinations or link to NEV/bike lanes on higher speed routes. Shared NEV/bike lanes are proposed for higher speed routes in conjunction with Class II bike lanes. Restriping or, in some cases, widening of roadway cross-

EXHIBIT 6-B

NEIGHBORHOOD ELECTRIC VEHICLE (NEV) NETWORK



City of Hemet General Plan Circulation Element Update (November 1, 2010)
City of Hemet, CA (JN - 02748:nev-letter.mxd)

URBAN CROSSROADS

sections may be necessary where bike lanes do not exist, or where existing bike lanes are less than 7 feet wide.

The proposed Backbone Network provides a basic NEV system that can be modified or embellished upon as needed as new areas of the city are developed. Connections to nearby jurisdictions can also be evaluated where appropriate because travel is rarely restricted by city boundaries.

While there is sometimes interest in allowing golf carts to be included in a NEV Plan, this may raise concerns for on-street usage on a citywide scale. When a NEV travels at its top speed of 25mph, it still holds up some traffic in shared-lane conditions on local or collector streets. If it travels slower, it may encourage inappropriate passing by vehicles from the rear that could disrupt neighborhood safety. There are several models of NEV today that travel at 25 mph and should offer a reasonable variety to residents.

The modern NEV can travel 30 miles between charges. They plug into any 110V outlet, in a garage, or at an outlet at a neighborhood commercial center. Any NEV parking site that would have NEVs parked for several hours would likely benefit from available charging infrastructure. Visitors driving their NEV to a neighbor's house for an afternoon party would enjoy having an external electric outlet to charge from as well.

There are also opportunities to utilize solar photovoltaic-integrated parking shade structures or home systems to charge NEVs. Structures could be located at destinations where NEVs park during the day (opportunity charging), increasing the vehicle's range and yet not impacting daytime peak loads on the grid.

California's climate offers opportunities to employ solar photovoltaic facilities to charge NEVs. Solar facilities can be located in many areas:

- On building roofs
- Integrated into a building's fabric (roofing, walls and glass)
- On building-related site features, such as walkways, pergolas, pool enclosures, and other shade structures
- At-grade parking lots and top levels of parking structures

6.4 NEVs, Transit and Bikes – Strategies for Safe Operations

The mix of NEVs with autos and buses and bikes and pedestrians raises safety concerns that must be addressed. However, cities do not expect a bicycle or bus to meet the same safety standards as a passenger car. A NEV should therefore be held to the standards defined by its class.

In terms of vehicle class, the NEV has an exemplary safety record. Although thousands of NEVs have been operating on public roads for the past ten years, there is no evidence in either the U.S. or Canada that NEVs have been involved in a disproportional share of roadway accidents. Nor is there evidence that NEV injuries or fatalities have been unusual.

The admirable NEV safety record can be attributed to low operating speeds (such things as better driver control at lower speeds, and shorter braking distances), reduced trip lengths (general use of NEVs within neighborhoods / communities) and awareness of ambient conditions (drivers of NEVs are generally aware of their operating limitations and drive them appropriately). The NEV also provides an increase in occupant protection when compared to other low speed transportation options in the marketplace such as bicycles and motor scooters.

Nevertheless, the City of Hemet NEV Plan should be carefully reviewed by professionals and stakeholders so that potential conflicts between low speed vehicles and autos or bikes or transit operations can be addressed. For example, NEVs are not allowed in standard bike lanes (Class II facilities), which are often five or six feet in width (too narrow for NEVs). They are also not allowed in the auto lanes on fast roads. The initial NEV network suggested for Hemet (Exhibit 6-B) identifies backbone low speed routes where NEVs can safely operate, as well as shared NEV / bikes lanes for selected routes with higher speeds. Once this network is refined and adopted into a NEV Plan, it can then be made available to residents and businesses in order to communicate clearly how they can get around town in low speed vehicles.

NEVs are a desirable part of the urban fabric. When NEVs are combined with car sharing options at transit stations, the transit services become more convenient. Because NEVs generally share the same road space as other motorized vehicles, bicyclists benefit from their clean and lower speed operation. There will always be situations on our streets where cars, trucks, bikes, motorcycles, NEVs and pedestrians must cross the same space. Because

motorized vehicles are generally becoming quieter in their designs, visual caution is necessary by all users of streets, drivers must be vigilant for the needs of visually impaired pedestrians, and all aspects of our transportation networks need to be professionally evaluated in terms of vehicle operations and pedestrian safety.

6.5 NEVs: Viable for Long Term Future Conditions

Neighborhood electric vehicles provide the on-demand door to door service of typical high-speed cars, but their designs are tailored to efficiently serve short trips. Because these vehicles are purchased by individual drivers, no large public investments are required. But if technological changes in the next decade result in zero emission vehicles that are fully capable of operating at all speed levels, will NEVs become extinct? If Hemet makes striping and signage changes under the guidance of a NEV Plan today, will such efforts need to be undone tomorrow?

NEVs provide immediate cost savings to drivers and environmental benefits to the community. Although other forms of zero emission high speed cars will be introduced into the marketplace during the next 10 years, NEVs will always be relatively less expensive and more efficient for short trips. And NEVs serve an enduring role in the spectrum of local travel. Hemet can embrace both lower and higher speeds, as well as shorter and longer trip distances, as measures of successful mobility. The use of low speed vehicles, regardless of technological changes that could otherwise speed them up, will always have appeal to certain users of our street networks. As such, local initiatives in California to accommodate NEVs are responsive to AB 1358, the California Complete Streets Act of 2008. This law requires cities and counties to include complete streets policies in their general plans so that roadways are designed to safely accommodate all users, including bicyclists, pedestrians, transit riders, children, older people, and disabled people, as well as motorists.

There will always be a role for low speed vehicles, but today very few communities accommodate them effectively with rational plans. Because of local street connectivity problems, families have no choice but to places their teens in standard autos as they learn to drive. If teenagers were able to initially travel to school and other destinations in NEVs, some parents would prefer that their teens travel in low speed vehicles. NEVs are also particularly well suited to the needs of seniors. Because all NEV drivers must be able to obtain a standard

drivers license, their operation can be as effectively regulated as other modes **if** Hemet ultimately adopts a NEV plan that clarifies the routes that are available to them.

6.6 NEV Plan Follow-Up / Implementation Activities

Once the local NEV plan is completed, Hemet can build on this plan with the following activities:

1. Install signing and striping improvements consistent with the NEV plan, and prioritize funds (or work in partnership with the private sector and other agencies / special districts) to implement related aspects of the NEV plans such as re-striping parking lots and adding public charging facilities.

2. Provide information to residents and businesses regarding NEV routes, vehicle distributors, and insurance requirements.

3. Monitor the sales and operation of NEVs locally and periodically update NEV plan features in response to the evolving travel mode choices observed within the city.

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APPENDIX 1.1

CITY OF HEMET GENERAL PLAN CIRCULATION ELEMENT UPDATE
EXISTING CONDITIONS ASSESSMENT,
(URBAN CROSSROADS, INC., 2006)

41 Corporate Park, Suite 300
Irvine, CA 92606

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CITY OF HEMET GENERAL PLAN CIRCULATION ELEMENT UPDATE EXISTING CONDITIONS ASSESSMENT HEMET, CALIFORNIA

April 13, 2006

JN:02748-EX1
JK:CW:MW:AT:mt

CITY OF HEMET

GENERAL PLAN CIRCULATION ELEMENT UPDATE

EXISTING CONDITIONS ASSESSMENT

This preliminary assessment describes the existing roadway features, daily traffic volumes, intersection turning movement volumes, levels of services analysis, and existing transit services for the City General Plan Update planning area. It also includes a summary of the currently adopted General Plan Circulation Element and roadway standard cross-sections, as well as the roadway network recommended for consideration in the Circulation Element update process.

1. Planned and Existing Roadway Characteristics

Exhibit A illustrates the currently adopted General Plan Circulation Element in the City of Hemet. Exhibit B summarizes the City of Hemet currently adopted Roadway Cross-sections. As illustrated, the roadway cross-sections lane configurations within the City of Hemet range from Local Collector roadways to Expressway facilities. Exhibits C and D show the roadway network that is suggested for consideration for further analysis (with SR-79 freeway alignment features, and with SR-79 expressway alignment features, respectively). Potential roadway cross-sections consistent with these maps are included as Exhibit E.

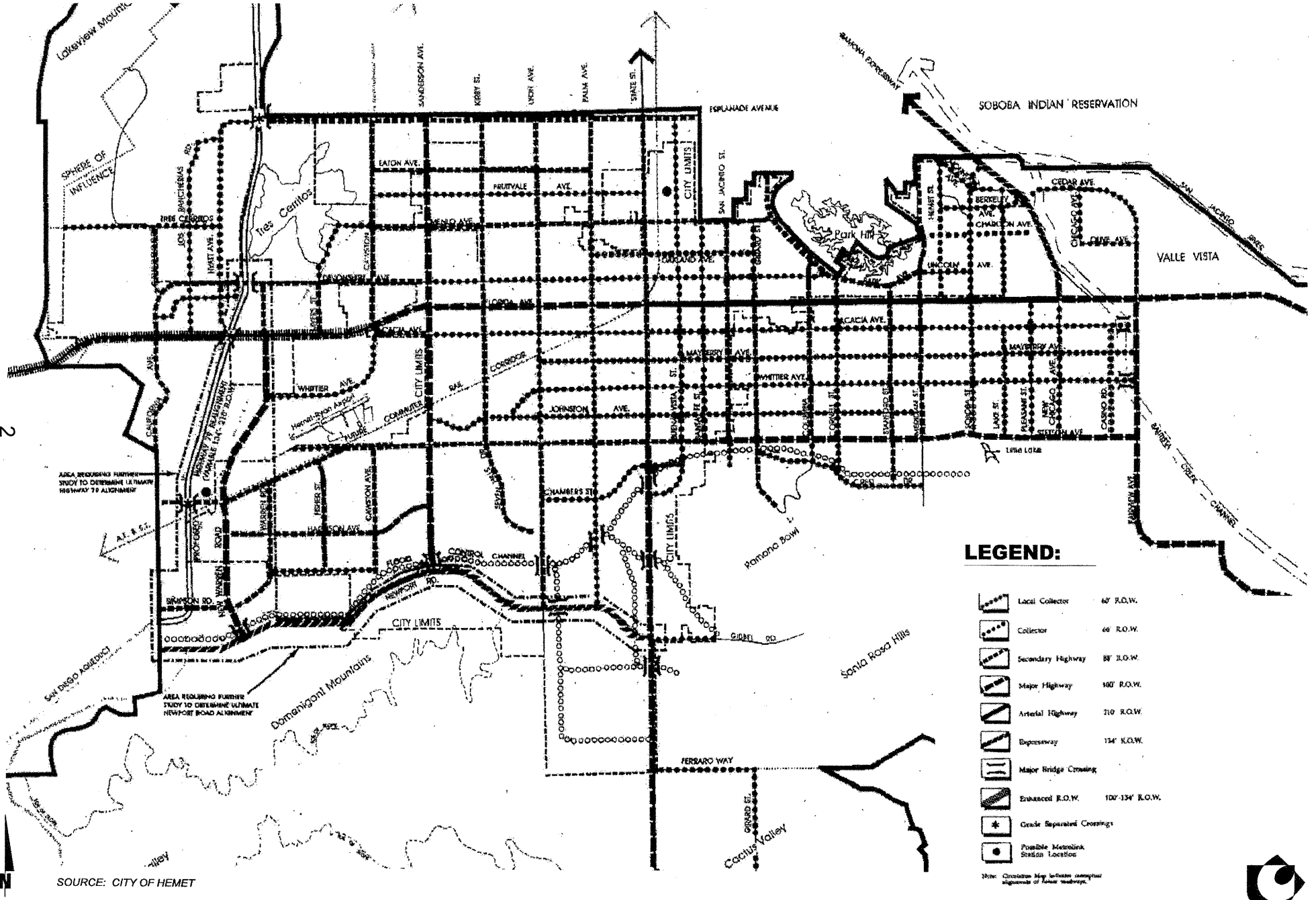
Field review of the existing roadway system has been performed. Exhibit F depicts the existing number of through lanes, intersection lane configurations, and the intersection traffic control devices at the study area intersections.

A brief description of each roadway including existing and planned roadway width is provided below:

California Avenue is designated on the City of Hemet currently adopted General Plan Circulation Element as a Secondary south of Devonshire Avenue. North of

EXHIBIT A

CITY OF HEMET CURRENTLY ADOPTED GENERAL PLAN CIRCULATION ELEMENT



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1.1-3

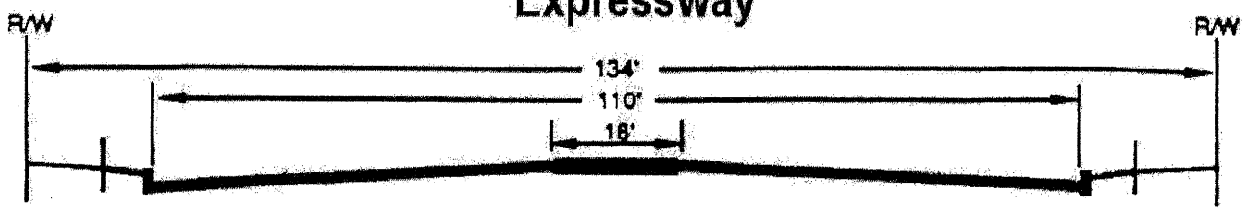
HEMET GENERAL PLAN UPDATE, Hemet, California - 02748: hemet_cagpce.dwg

URBAN CROSSROADS

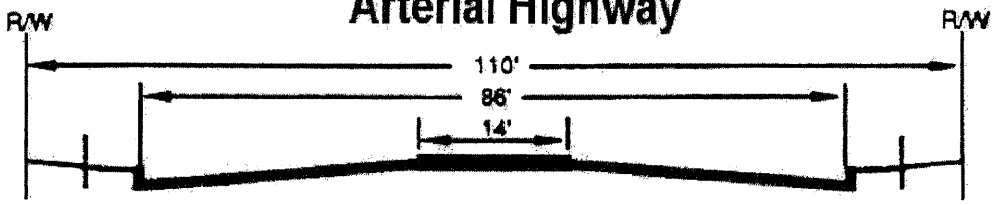
EXHIBIT B

CITY OF HEMET
CURRENTLY ADOPTED ROADWAY CROSS-SECTIONS

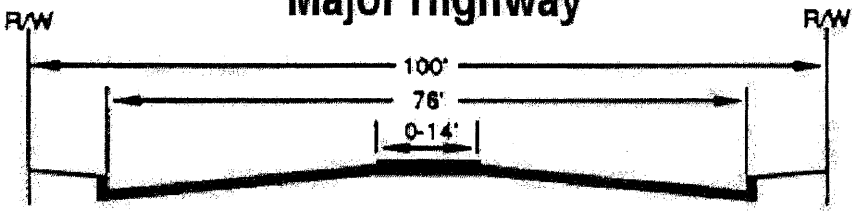
Expressway



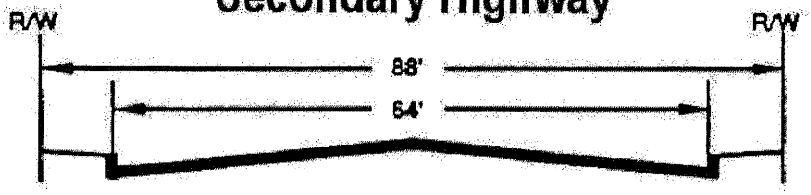
Arterial Highway



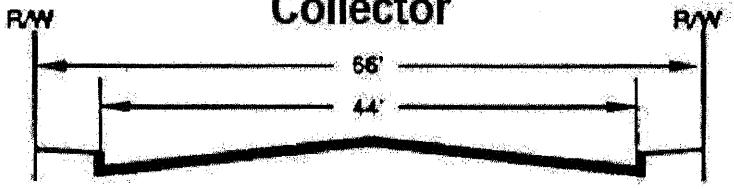
Major Highway



Secondary Highway



Collector



Local Collector

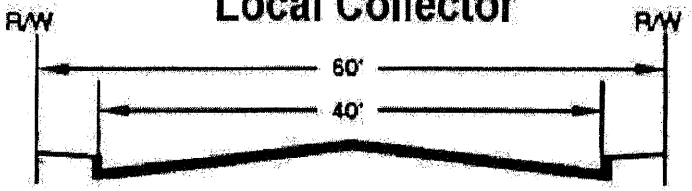
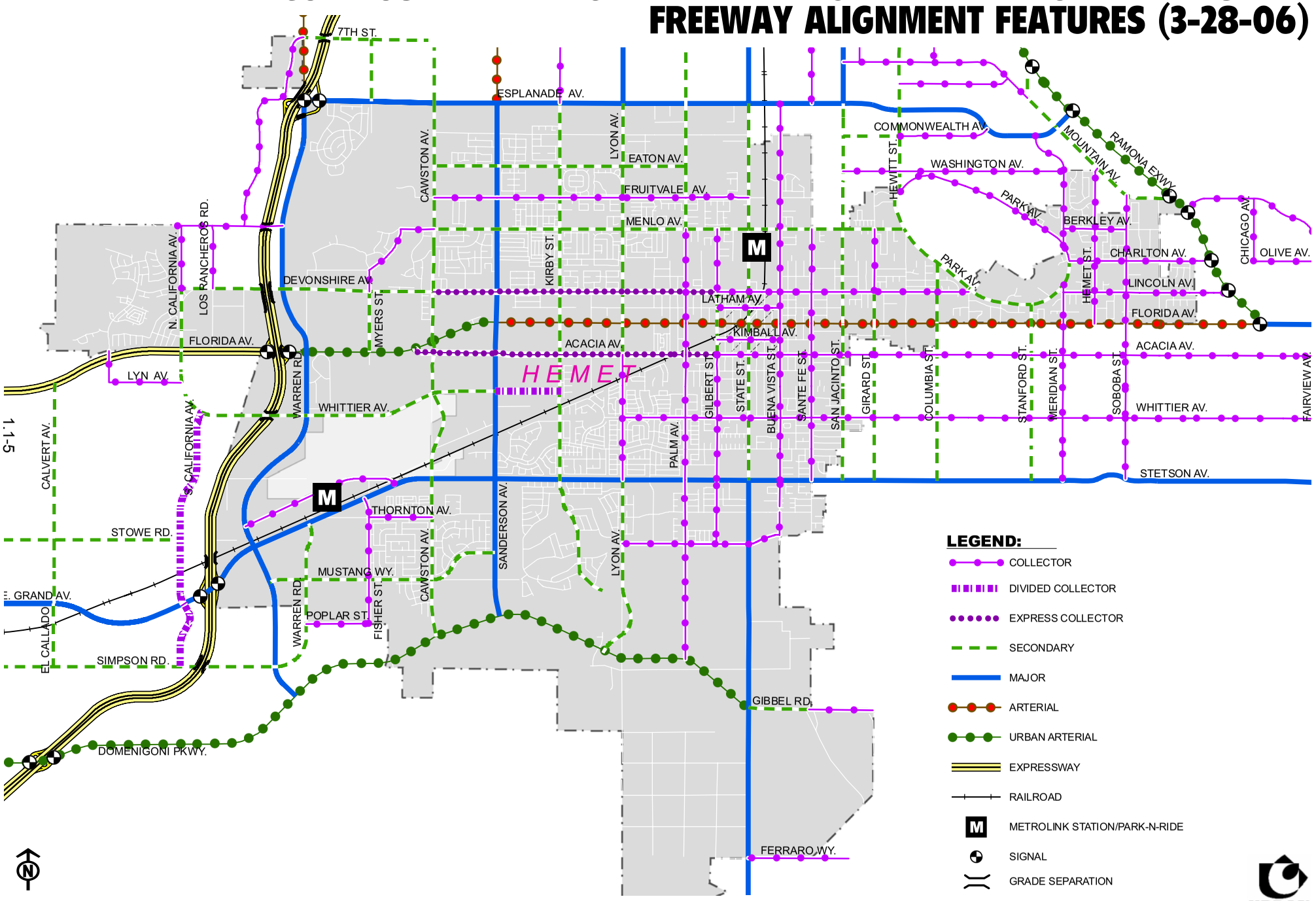


EXHIBIT C

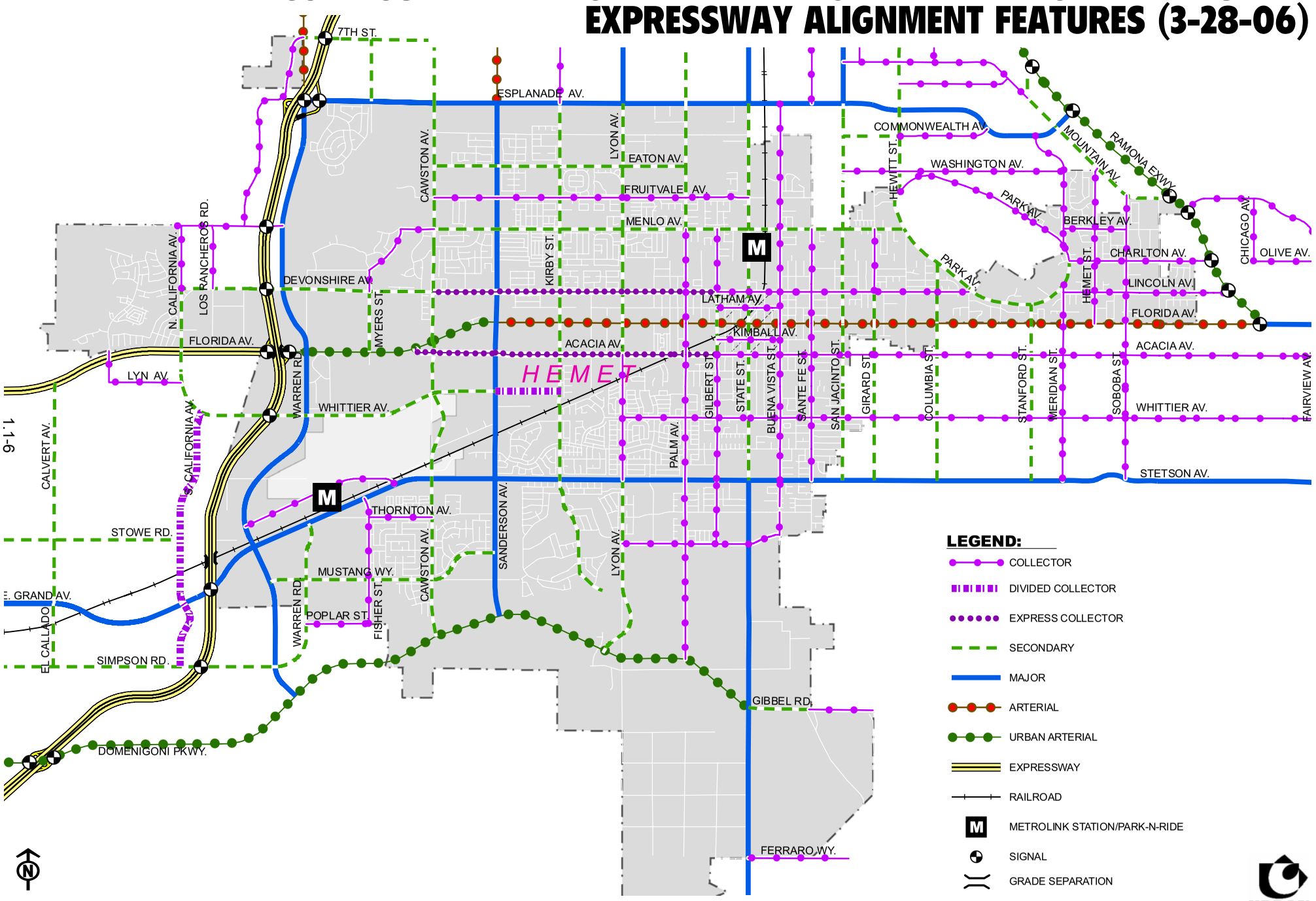
COMPOSITE HEMET GENERAL PLAN UPDATE NETWORK WITH SR-79 FREEWAY ALIGNMENT FEATURES (3-28-06)



HEMET GENERAL PLAN UPDATE, Hemet, California - 02748:hmt_fwy_3-28-06_letter.mxd

EXHIBIT D

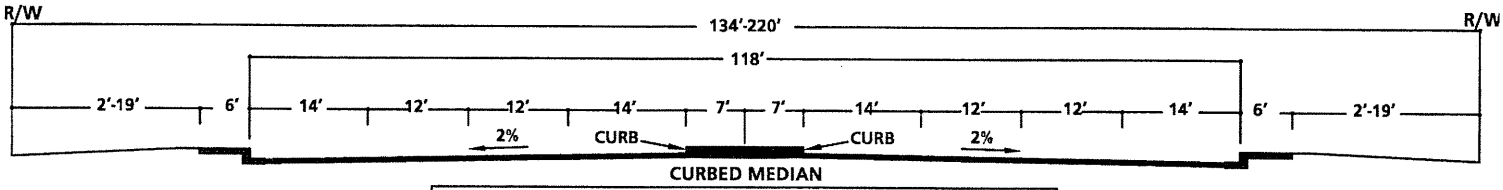
COMPOSITE HEMET GENERAL PLAN UPDATE NETWORK WITH SR-79 EXPRESSWAY ALIGNMENT FEATURES (3-28-06)



HEMET GENERAL PLAN UPDATE, Hemet, California - 02748:hmt_exwy_3-28-06_letter.mxd

EXHIBIT E

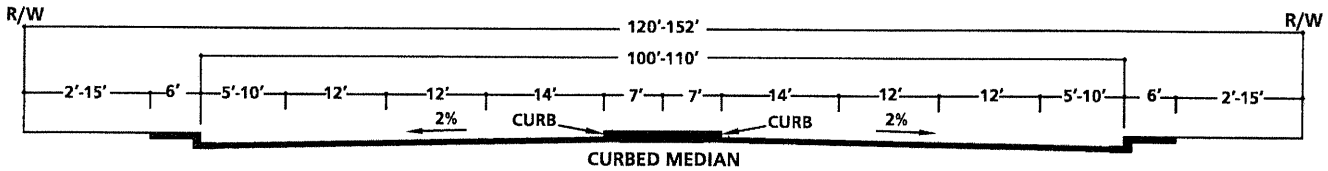
RECOMMENDED CITY OF HEMET GENERAL PLAN HIGHWAY CROSS-SECTIONS (1 of 2)



CURBED MEDIAN

LIMITED ACCESS HIGHWAY/EXPRESSWAY - 6 TO 8 LANES

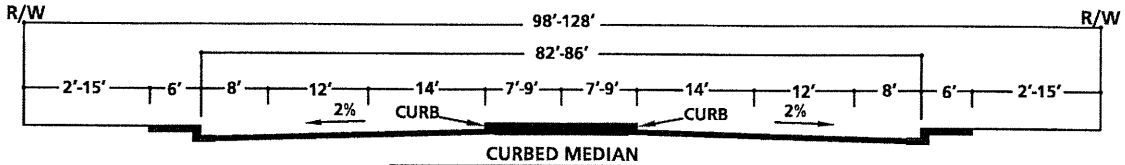
MEDIAN WIDTH MAY VARY FROM 14' TO 62'



CURBED MEDIAN

URBAN ARTERIAL - 6 LANES

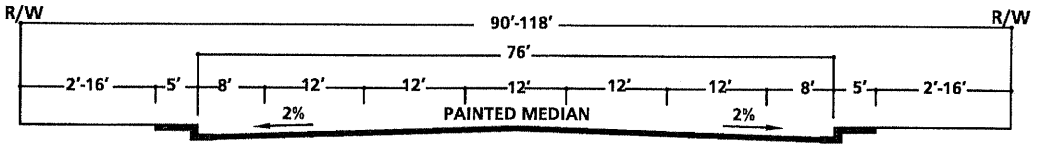
MEDIAN WIDTH MAY VARY FROM 14' TO 24'



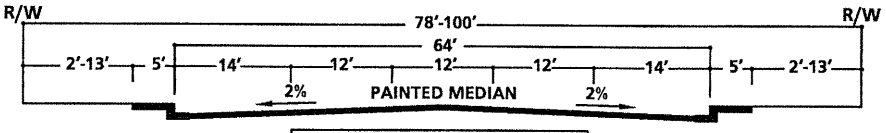
CURBED MEDIAN

ARTERIAL - 4 LANES

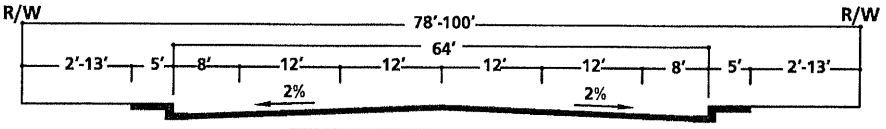
MEDIAN WIDTH MAY VARY FROM 14' TO 18'



MAJOR - 4 LANES



SECONDARY - A

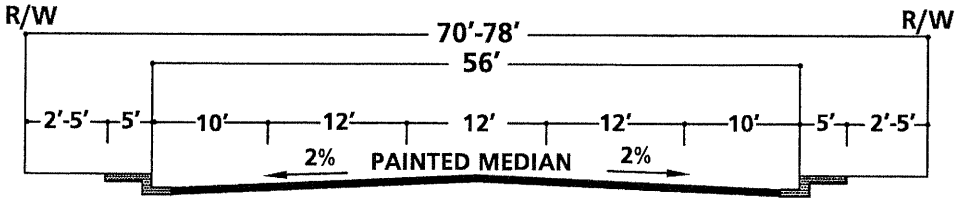


SECONDARY - B

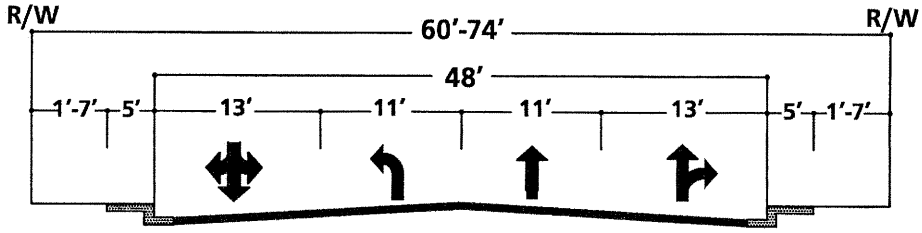
REV. 12/21/05

EXHIBIT E

RECOMMENDED CITY OF HEMET GENERAL PLAN COLLECTOR CROSS-SECTIONS (2 of 2)

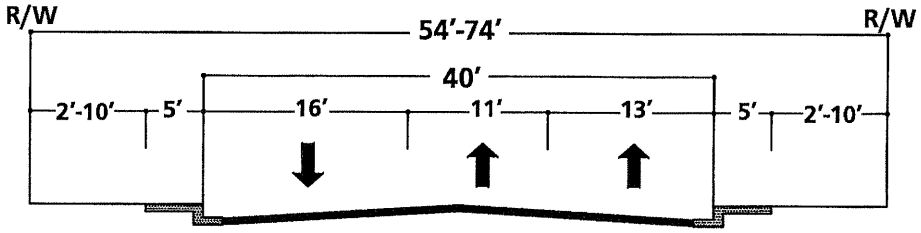


DIVIDED COLLECTOR



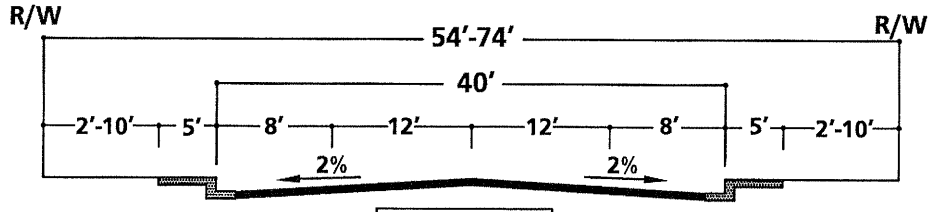
EXPRESS COLLECTOR - 3 LANES

AT SIGNAL CONTROLLED INTERSECTIONS



EXPRESS COLLECTOR - 3 LANES

BETWEEN INTERSECTIONS

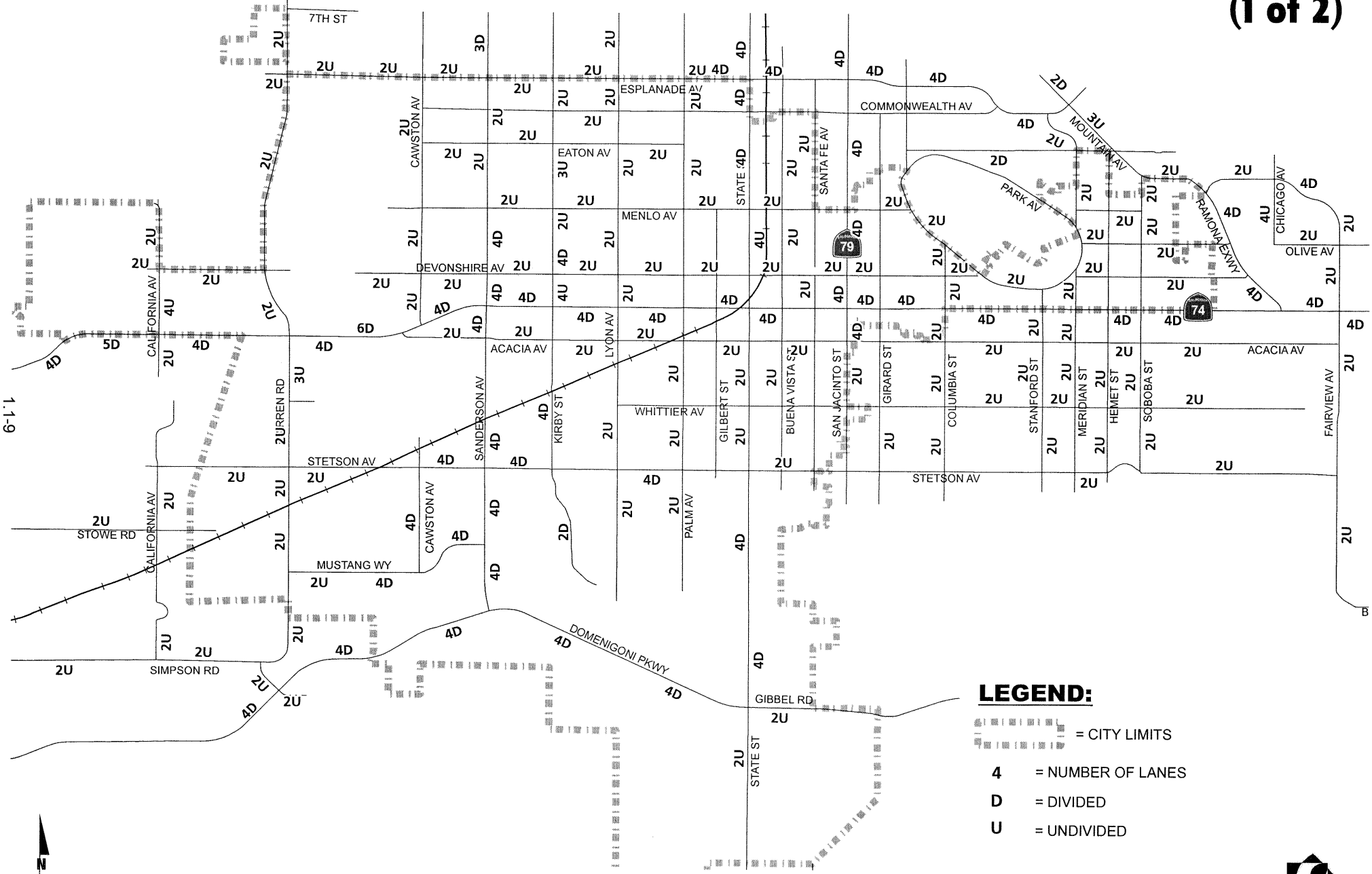


COLLECTOR

REV. 12/21/05

EXHIBIT F

EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS (1 of 2)



LEGEND:

= CITY LIMITS

4 = NUMBER OF LANES

D = DIVIDED

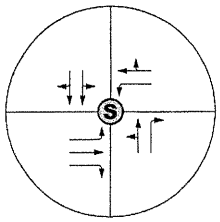
U = UNDIVIDED

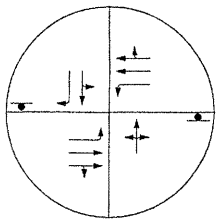
N

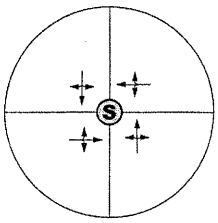
URBAN CROSSROADS

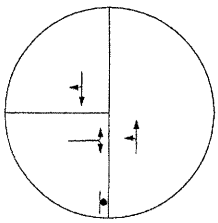
EXHIBIT F

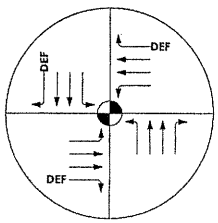
EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS (2 of 2)


CALIFORNIA AV. & DEVONSHIRE AV.

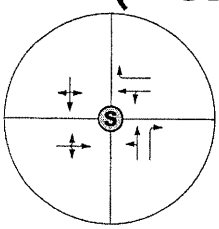

CALIFORNIA AV. & FLORIDA AV. (SR-74)

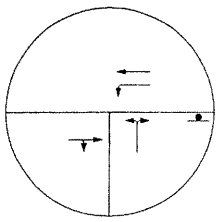

WARREN RD. & ESPLANADE AV.

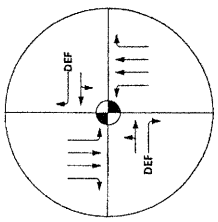

WARREN RD. & DEVONSHIRE AV.



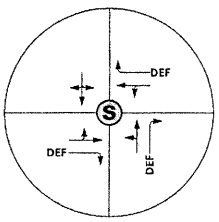
WARREN RD. & FLORIDA AV. (SR-74)


WARREN RD. & STETSON AV.

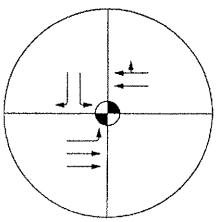

WARREN RD. & SIMPSON RD.

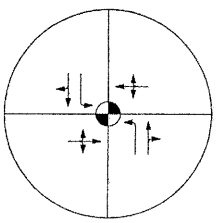


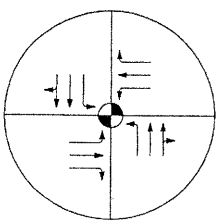
WARREN RD. & DOMENIGONI PKWY.

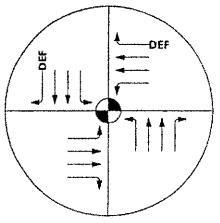


CAWSTON AV. & DEVONSHIRE AV.

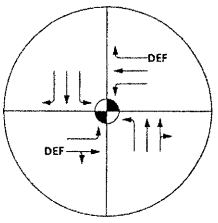

CAWSTON AV. & FLORIDA AV. (SR-74)


SANDERSON AV. & ESPLANADE AV.

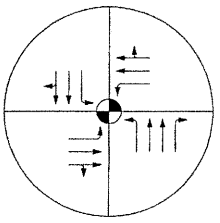

SANDERSON AV. & DEVONSHIRE AV.

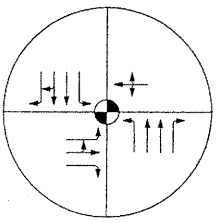


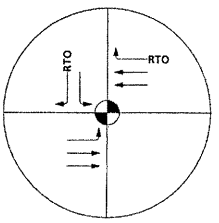
SANDERSON AV. & FLORIDA AV. (SR-74)



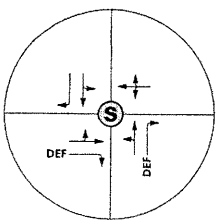
SANDERSON AV. & ACACIA AV.


SANDERSON AV. & STETSON AV.

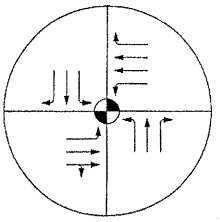

SANDERSON AV. & MUSTANG WY.

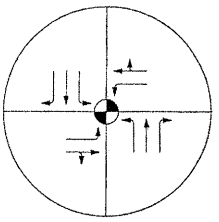


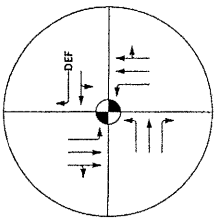
SANDERSON AV. & DOMENIGONI PKWY.



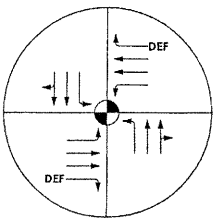
LYON AV. & DEVONSHIRE AV.


LYON AV. & FLORIDA AV. (SR-74)

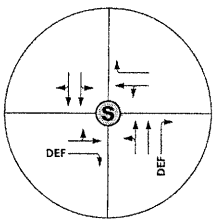

LYON AV. & ACACIA AV.



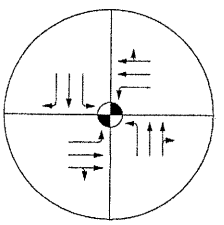
LYON AV. & STETSON AV.

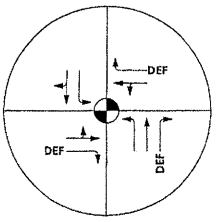


STATE ST. & ESPLANADE AV.

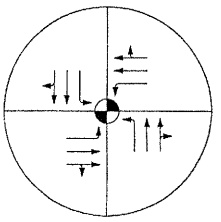


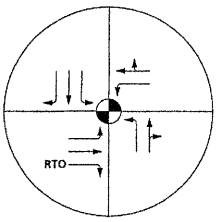
STATE ST. & DEVONSHIRE AV.


STATE ST. & FLORIDA AV. (SR-74)

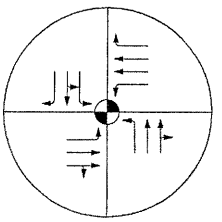


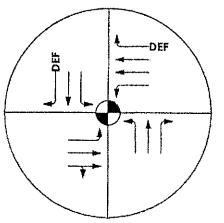
STATE ST. & ACACIA AV.


STATE ST. & STETSON AV.

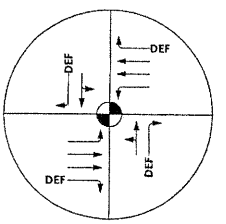


STATE ST. & DOMENIGONI PKWY./ GIBBEL RD.

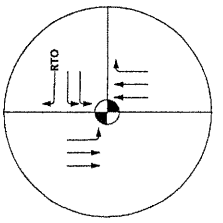

SAN JACINTO ST. & FLORIDA AV. (SR-74)



COLUMBIA ST. & FLORIDA AV. (SR-74)



MERIDIAN ST. & FLORIDA AV. (SR-74)



RAMONA EXWY. & FLORIDA AV. (SR-74)

LEGEND:

- = TRAFFIC SIGNAL
- = ALL WAY STOP
- = STOP SIGN
- RTO = RIGHT TURN OVERLAP
- DEF = DEFACTO RIGHT TURN LANE

N

HEMET GENERAL PLAN UPDATE, Hemet, California - 02748: 03.dwg

URBAN CROSSROADS

Devonshire Avenue, California Avenue is a Local Collector. California Avenue is a Secondary between Devonshire Avenue and Whittier Avenue in the network suggested for consideration for further analysis. From Whittier Avenue to Simpson Road, California Avenue is a Divided Collector. North of Devonshire Avenue it is a Collector. California exists as a four lane undivided road between Devonshire Avenue and north of Florida Avenue (from Florida Avenue to just north of Florida Avenue, only one of the northbound through lanes exists). The segment between Devonshire Avenue and Florida Avenue carries the highest volume (approximately 3,300 vehicles per day). All other existing segments have two lane roadway cross-sections, with current daily traffic volumes less than 1,000 vehicles per day (VPD).

Los Rancheros Road and Hyatt Avenue are each designated as Collector facilities on the City of Hemet currently adopted General Plan Circulation Element and the network under consideration.

SR-79 currently runs east-west along Florida Avenue (concurrent with SR-74) from the west end of the study area to San Jacinto Street, where SR-79 turns north and exits the City. On the current Circulation Element, SR-79 is shown as possibly being realigned west of the City, with variable right-of-way ranging from 134'-210'. On the network under consideration, SR-79 is also shown as possibly being realigned with either an expressway or freeway designation. Evaluation of potential alignment alternatives is currently under consideration. SR-79 is proposed to be realigned from its current alignment on Gilman Springs Road and San Jacinto Avenue. The proposed realignment will be to the west of the current alignment and generally returning to the existing alignment south of Domenigoni Parkway. The latest design concept has been obtained from RCTC for the area of Warren Road in the vicinity of Esplanade and 7th Street. Exhibits C and D depict the consultant's recommendation for the alignment for SR-79, which may not match the RCTC alignment alternatives exactly. Given the lack of known funding to construct SR-79 as a freeway facility within the next 25 years (the time

frame generally required for General Plan analysis), it may be prudent for the City of Hemet to pursue expressway level facilities capable of serving General Plan land uses within this time frame. However, the City's General Plan should also anticipate the ultimate freeway facilities along the SR-79 alignment preferred by the City. Florida Avenue is currently designated as State Route (SR)-74 in the City of Hemet. Portions of Florida Avenue are also designated as SR-79 under existing conditions.

In the currently adopted Circulation Element, New Warren Road is included as a Secondary north of Florida Avenue, and as a Major from Florida Avenue to Domenigoni Parkway. In the network under consideration, New Warren Road is a Major. New Warren Road is a realignment of Warren Road, which exists to the east as a two lane undivided facility. The City of Hemet currently adopted General Plan Circulation Element and the network suggested for consideration for further analysis includes Warren Road as a Secondary on its current alignment. Warren Road carries volumes ranging from a minimum of 10,500 VPD north of the planning area to 14,100 VPD south of Esplanade Avenue.

Fisher Street is a Secondary on the City of Hemet currently adopted General Plan Circulation Element, and a collector on the network under consideration. Fisher Street exists as a four lane divided facility.

Cawston Avenue carries traffic volumes of 4,500 to 6,600 VPD. Cawston Avenue is a Secondary on the City of Hemet currently adopted General Plan Circulation Element and the network under consideration. Cawston Avenue exists as a two lane undivided facility.

Sanderson Avenue is designated as a Major on the City of Hemet currently adopted General Plan Circulation Element and the network suggested for consideration for further analysis. On the north and south ends of Sanderson Avenue, it currently has two lanes, while through the center of the City,

Sanderson Avenue is primarily a four lane divided road. Traffic volumes on Sanderson Avenue range from 12,500 VPD north of Domenigoni Parkway to 25,900 north of Stetson Avenue.

Kirby Street exists as a four lane facility through much of the study area, and is designated as a Secondary on the Circulation Element and the network under consideration.

Traffic volumes on Lyon Avenue range from 3,500 VPD to almost 10,000 VPD. Lyon Avenue is designated as a Collector from Acacia Avenue to Stetson Avenue, and as a Secondary from Stetson Avenue south to Domenigoni Parkway and from Acacia Avenue north to the City boundary in both the currently adopted Circulation Element and the network under consideration. Currently, Lyon Avenue is a two lane undivided road.

In the City of Hemet currently adopted General Plan Circulation Element, Palm Avenue is designated as a Secondary from the north end of the City to Menlo Avenue. South of Menlo Avenue, Palm Avenue is a Collector or Local Collector to the south end of the City. In the network suggested for consideration for further analysis, Palm Avenue is designated as a Secondary from the north end of the City to Menlo Avenue. South of Menlo Avenue to the south end of the City, Palm Avenue is a Collector. Palm Avenue does not currently connect with Domenigoni Parkway, but the extension is projected to be constructed in the future.

On the network under consideration for further analysis, Gilbert Street has been designated a collector, except in the downtown area (between Devonshire Avenue and Acacia Avenue). In the downtown area, it is designated as a Secondary, which will work with the Express Collectors (Devonshire Avenue and Acacia Avenue) to improve traffic flow into downtown from the westerly portions of the City.

In the Circulation Element and the network under consideration, State Street is a Secondary from Esplanade Avenue to Stetson Avenue. From Stetson Avenue to the south end of the planning area, State Street is designated a Major. Volumes on State Street range from 6,800 VPD south of Domenigoni Parkway to 23,200 north of Esplanade Avenue.

Buena Vista Street and Santa Fe Street are parallel north/south collectors east of State Street in both the Circulation Element and the network under consideration.

San Jacinto Street is the current alignment of SR-79 from Florida Avenue (SR-74/79) north to the City of San Jacinto and beyond. The Circulation Element designates San Jacinto Street as a Secondary north of Stetson Avenue. The network under consideration also designates San Jacinto Street as a Secondary north of Stetson Avenue. Traffic volumes generally increase going northbound on San Jacinto Street, starting at approximately 8,700 VPD south of Acacia Avenue and increasing to 21,300 VPD north of Esplanade Avenue.

In both the Circulation Element and the network under consideration, Girard Street is a Collector north of Devonshire Avenue. From Devonshire Avenue to the south end of the planning area, Girard Street is a Secondary.

In the Circulation Element, Columbia Street north of Stetson Avenue is a Secondary. South of Stetson Avenue, Columbia Street is a Collector. In the network under consideration, Columbia Street north of Stetson Avenue is a Secondary. Daily traffic volumes are 3,400 VPD north of Florida Avenue and 7,200 VPD south of Florida Avenue.

Cornell Street is designated as a Local Collector on the currently adopted City of Hemet General Plan Circulation Element. Other streets that are designated as Local Collectors throughout their length include Lake Street, Casino Road, Mayberry Avenue, Johnston Avenue, and Crest Drive. The Local Collector

designation is not included on the network suggested for consideration for further analysis, and facilities that have the Local Collector designation on the currently adopted City of Hemet General Plan Circulation Element will not be designated at all on the Recommended Circulation Element.

Stanford Street is a Secondary from Crest Drive to Park Avenue in the Circulation Element. The network under consideration designates Stanford Street as a Secondary from Stetson Avenue to Park Avenue. Stanford Street carries approximately 8,500 VPD north of Stetson Avenue.

In the City of Hemet currently adopted General Plan Circulation Element, Meridian Street is a Secondary from Stetson Avenue to the north limit of the City of Hemet. Meridian Street is a Collector from Stetson Avenue to Esplanade Avenue in the network suggested for consideration for further analysis. Meridian Street carries approximately 5,000 vehicles per day.

In the Circulation Element, Hemet Street and Soboba Street are Collectors north of Florida Avenue. Soboba Street is a Local Collector from Florida Avenue to Stetson Avenue. In the network under consideration, Hemet Street and Soboba Street are Collectors north of Florida Avenue and Stetson Avenue. Soboba is also a Collector from Florida Avenue to Stetson Avenue

On the currently adopted City of Hemet General Plan Circulation Element, New Chicago Avenue is a Collector from Florida Avenue to Stetson Avenue. North of Florida Avenue, it is an Expressway (the Ramona Expressway). The recommended Circulation Element includes the Ramona Expressway as an Urban Arterial. New Chicago does not appear on the network suggested for consideration

Chicago Avenue and Olive Avenue are Collectors on the currently adopted City of Hemet General Plan Circulation Element. On the network suggested for consideration for further analysis, Chicago Avenue and Olive Avenue are Collectors.

Daily traffic volumes on Fairview Avenue range from less than 1,000 VPD south of Stetson Avenue to almost 6,000 VPD south of Florida Avenue. In the Circulation Element, Fairview Avenue is a Secondary north of Florida Avenue. South of Florida Avenue, Fairview Avenue is a Major. In the network under consideration, Fairview Avenue is a Secondary from Olive Avenue to Florida Avenue. South of Florida Avenue, Fairview Avenue is a Major.

Esplanade Avenue is a Secondary from the SR-79 realignment to State Street on the currently adopted City of Hemet General Plan Circulation Element. On the network suggested for consideration for further analysis, Esplanade Avenue is a Major from the SR-79 realignment to Ramona Expressway. Daily traffic volumes on Esplanade Avenue range from less than 1,000 VPD west of Warren Road to 19,300 VPD east of San Jacinto Street.

In both the Circulation Element and the network under consideration, Eaton Avenue is a Secondary that exists from Cawston Avenue to Palm Avenue. Eaton Avenue carries approximately 1,000 VPD.

Fruitvale Avenue is a Collector from Cawston Avenue to State Street on both the Circulation Element and the network under consideration.

Mountain Avenue, Berkeley Avenue, and Cedar Avenue are all facilities near the east end of the City of Hemet that are designated Collectors in the currently adopted City of Hemet General Plan Circulation Element. In the network under consideration, Mountain Avenue is classified as a Secondary within the planning area. Cedar Avenue, Berkeley Avenue, Charlton Avenue, Olive Avenue, and Lincoln Avenue are all facilities near the east end of the City of Hemet that are designated Collectors in the network under consideration.

Menlo carries approximately 7,000 to 8,000 VPD. In both the Circulation Element and the network under consideration, Menlo Avenue is a Secondary from Cawston Avenue to Park Avenue. West of Cawston Avenue, Menlo Avenue is a Collector, connecting with the northerly extension of Fisher Street.

In the City of Hemet currently adopted General Plan Circulation Element, Oakland Avenue is a Local Collector from Palm Avenue to Park Avenue. Charlton Avenue is a Collector at approximately the same alignment as Oakland Avenue, east of Park Avenue. Oakland Avenue does not appear on the network suggested for consideration for further review.

On the Circulation Element, Park Avenue is a Secondary facility that follows a somewhat circular path around Park Hill in the northeast portion of the City. On the network under consideration, Park Avenue is a Secondary facility from south of Hewitt Street to Charlton Avenue, and a Collector north of Hewitt Street to Charlton Avenue. Park Avenue carries approximately 9,300 VPD.

Devonshire Avenue carries daily traffic volumes ranging from less than 1,000 VPD west of Cawston Avenue to 8,700 west of Lyon Avenue. On the currently adopted City of Hemet General Plan Circulation Element, Devonshire is designated as a Secondary west of Sanderson Avenue, and a Collector east of Sanderson Avenue to Park Avenue. On the network under consideration, Devonshire Avenue is designated as a Secondary west of Cawston Avenue and an Express Collector (with 2 lanes in the westbound direction and 1 lane in the eastbound direction) east of Cawston Avenue to Gilbert Street. From Gilbert Street to Park Avenue, Devonshire Avenue becomes a Collector.

Florida Avenue (SR-74/SR-79) is designated on the currently adopted City of Hemet General Plan Circulation Element as an enhanced right-of-way facility west of Cawston Avenue. From Cawston Avenue to State Street, Florida Avenue is a Major Highway. Florida Avenue is an Arterial Highway from State Street to New Chicago Avenue (the Ramona Expressway). East of New Chicago Avenue, Florida Avenue is a Major Highway. On the network under consideration, Florida Avenue is designated as an Urban Arterial west of Sanderson Avenue. From Sanderson Avenue to Ramona Expressway, Florida Avenue is an Arterial. Florida Avenue is a Major east of Ramona Expressway. Florida Avenue has the

highest existing planning area daily traffic volume (38,800 VPD) west of California Avenue, leaving the planning area. Volumes on the remaining sections of Florida Avenue are generally within the range of 20,000 VPD to 35,000 VPD.

Acacia Avenue is designated as a Collector from Cawston Avenue to Fairview Avenue in the Circulation Element. On the network under consideration, Acacia Avenue is designated an Express Collector (with 2 lanes in the eastbound direction and 1 lane in the westbound direction) from Florida Avenue to Gilbert Street and as a Collector from Gilbert Street to the easterly boundary of the planning area. Daily traffic volumes on Acacia Avenue range from less than 5,000 VPD to more than 13,000 VPD.

Whittier Avenue is designated a Collector for its entire length in the planning area in the Circulation Element. On the network suggested for consideration for further review, Whittier Avenue is designated as a Collector from Lyon Avenue to the easterly boundary of the planning area. There is a new realignment of Whittier Avenue from California Avenue to Kirby Street. From California Avenue to Sanderson Avenue, Whittier Avenue is a Secondary. From Sanderson Avenue to Kirby Street it is a Divided Collector.

Stetson Avenue currently exists from California Avenue to Fairview Avenue. It carries daily traffic volumes ranging from 3,900 VPD west of Warren Road to 26,900 VPD east of Sanderson Avenue. The currently adopted City of Hemet General Plan Circulation Element proposes a realignment of Stetson Avenue west of Cawston Avenue to California Avenue. The current alignment of Stetson Avenue west of Cawston Avenue is designated as a Collector (although it is not continuous to California Avenue). The potentially realigned section is designated as a Secondary. Stetson Avenue is a Secondary throughout the remainder of the City of Hemet. East of the City boundary, Stetson Avenue becomes a Major Highway. The network suggested for consideration for further review proposes a

realignment of Stetson Avenue west of Cawston Avenue to California Avenue. The current alignment of Stetson Avenue west of Cawston Avenue is designated as a Collector (although it is not continuous to California Avenue). The potentially realigned section is designated as a Major. Stetson Avenue is a Major throughout the remainder of the planning area.

Mustang Way carries volumes ranging from 2,800 VPD to 11,500 VPD. It is designated as a Secondary Highway on both the Circulation Element and the network under consideration.

In the Circulation Element and the network under consideration, Poplar Street and Chambers Street are Collectors for their entire lengths.

In the Circulation Element, Domenigoni Parkway is an expressway through the planning area. Domenigoni Parkway carries volumes ranging from less than 10,000 VPD to 19,500 VPD. East of State Street, Domenigoni Parkway becomes Gibbel Road, which carries approximately 1,100 VPD. In the network under consideration, Domenigoni Parkway is an Urban Arterial through the planning area. Gibbel Road is classified as a Secondary from State Street to the City boundary. East of the City boundary it is designated as a Collector.

2. Existing Daily Traffic Conditions

Exhibit G shows the existing average daily traffic (ADT) volumes for the study area. Daily traffic count data was compiled from 24-hour intersection approach count data provided to Urban Crossroads, Inc. or estimated based on peak hour turning movement volumes at adjacent intersections using the following formula for each intersection leg:

[AM + PM Peak Hour (Approach + Exit Volume)] / (14.10%) = Daily Leg Volume.

In the above formula, the constant of 14.10% is calculated AM and PM Peak Hour to ADT ratios based on the actual turning movement counts and ADT counts.

Appendix "A" contains the ADT count data and the peak to daily relationship analysis.

Daily traffic volumes on the City of Hemet arterial system and immediate vicinity range from very low volumes to daily traffic volumes that exceed 20,000 vehicles per day (VPD). Florida Avenue carries up to a maximum of 38,800 VPD at the west end of the planning area. Sanderson Avenue carries in excess of 25,900 VPD south of Acacia Avenue. Stetson Avenue carries volumes greater than 26,900 VPD east of Sanderson Avenue. Just north of the City of Hemet, State Street carries 23,200 VPD.

3. Existing Intersection Traffic Conditions

Thirty-one (31) existing intersections in and near the City of Hemet have been selected for analysis in coordination with City staff for this analysis. Existing intersection lanes are shown on Exhibit F (previously presented). Peak hour turning movement volumes for the existing intersections are included as Appendix "B". The existing turning movement volume data has been reviewed to verify the conservation of flow with adjacent intersections. The 2004/2005/2006 existing intersection AM and PM traffic volumes are included on Exhibits H and I, respectively.

Existing (2004/2005/2006) peak hour traffic operations have been evaluated for the 31 study area intersections. The results of this analysis are summarized in Table 1, along with the existing intersection geometrics and traffic control devices at the analysis locations. As indicated on Table 1, for the existing traffic conditions, the following study area intersections are currently operating at Level of Service "D" or worse better during AM and PM peak hours:

- California Avenue (NS) at SR-74 (Florida Avenue) (EW)
- Warren Road (NS) at Esplanade Avenue (EW)
- Warren Road (NS) at Devonshire avenue (EW)

EXHIBIT G

EXISTING AVERAGE DAILY TRAFFIC (ADT) VOLUMES

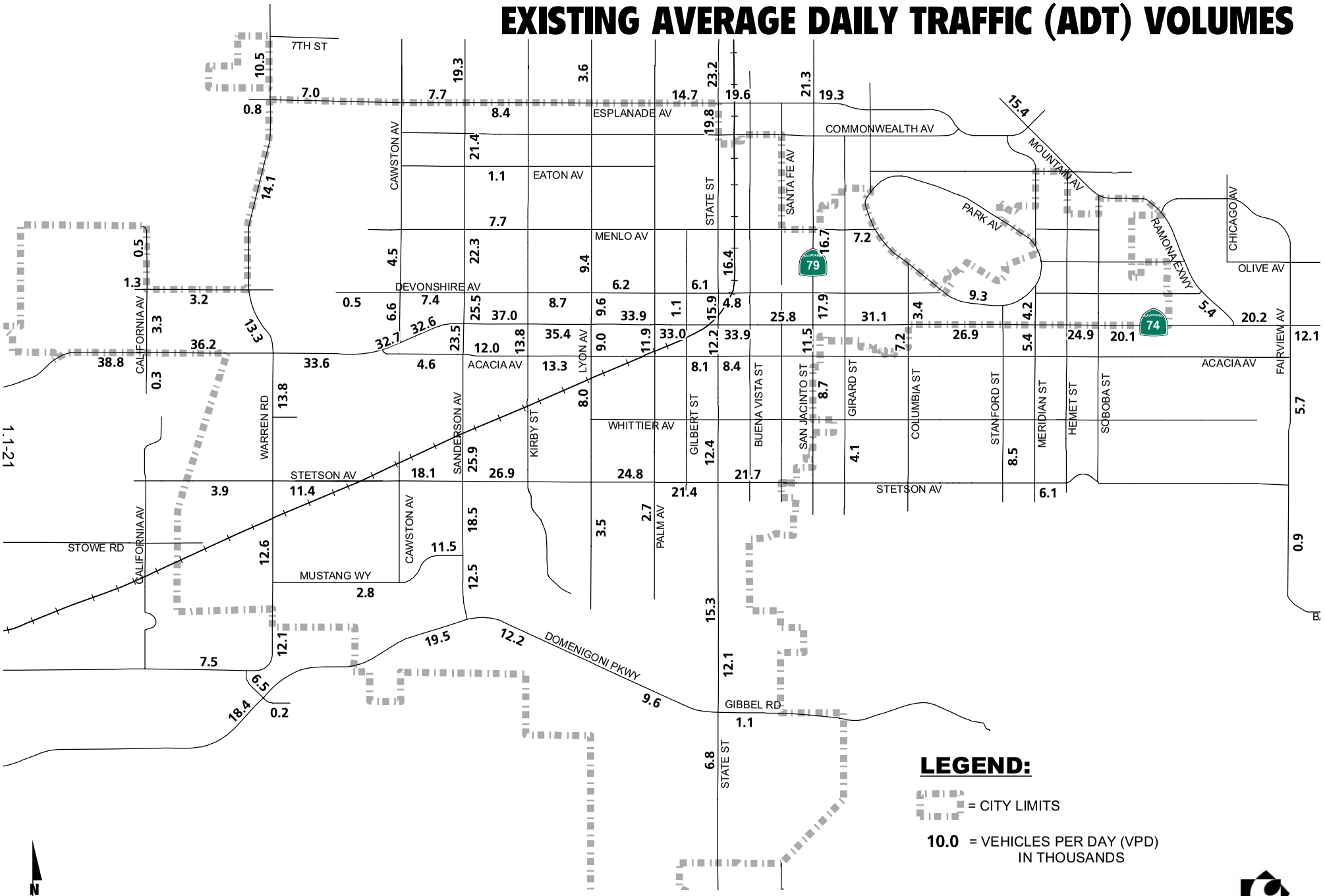
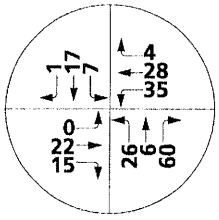
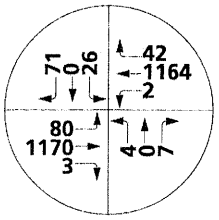


EXHIBIT H

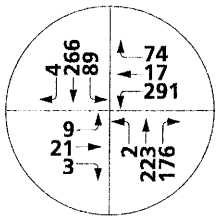
EXISTING AM PEAK HOUR INTERSECTION VOLUMES



CALIFORNIA AV. & DEVONSHIRE AV.



CALIFORNIA AV. & FLORIDA AV. (SR-74)



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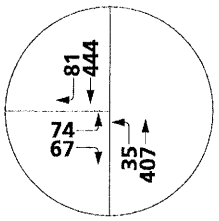

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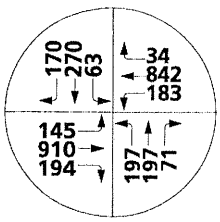

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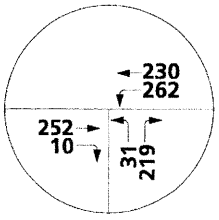

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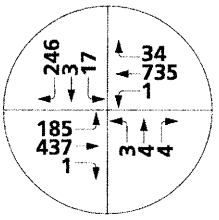
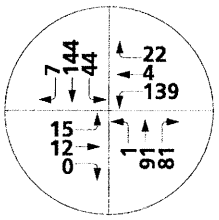


WARREN RD. & DOMENIGONI PKWY.



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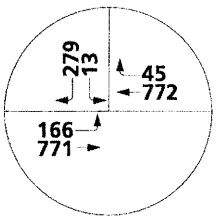

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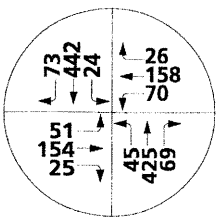

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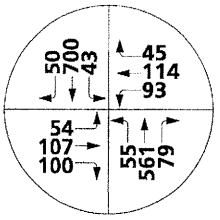

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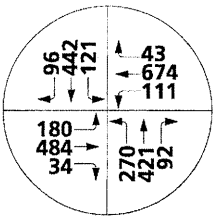

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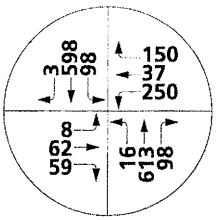

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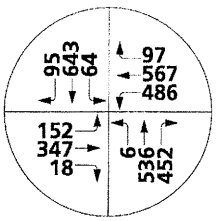

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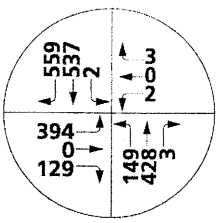

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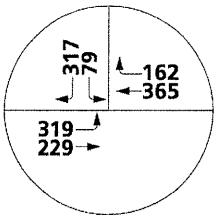

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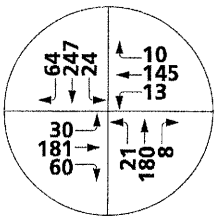

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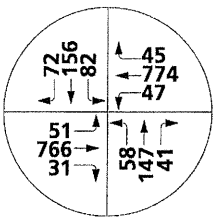

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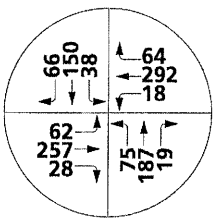

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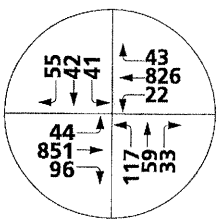

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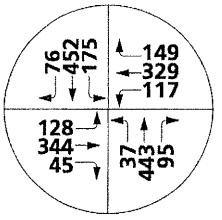
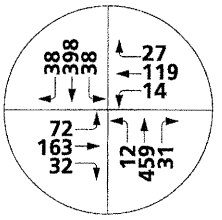


STATE ST. & ESPLANADE AV.



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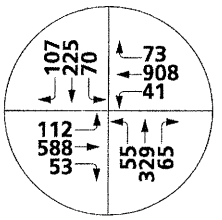

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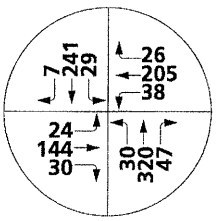

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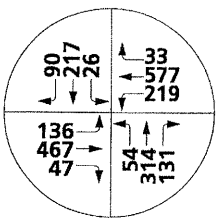

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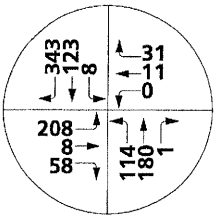
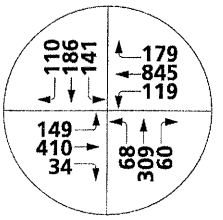
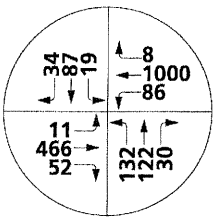


STATE ST. & DOMENIGONI PKWY./ GIBBEL RD.



SAN JACINTO ST. & FLORIDA AV. (SR-74)



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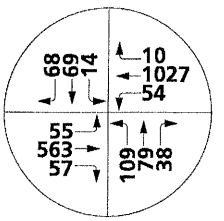

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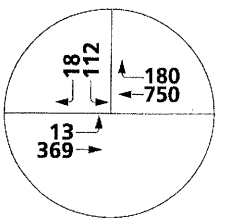
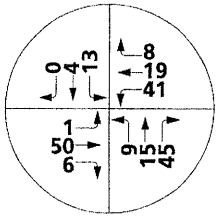


RAMONA EXWY. & FLORIDA AV. (SR-74)

EXHIBIT I

EXISTING PM PEAK HOUR INTERSECTION VOLUMES



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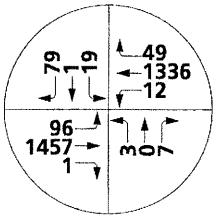

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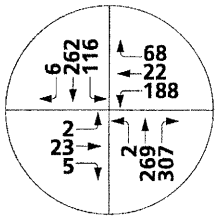

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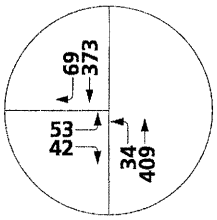

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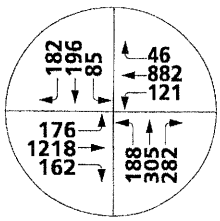

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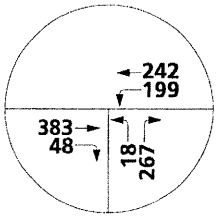

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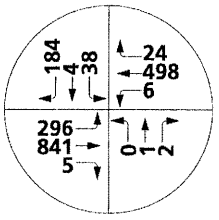

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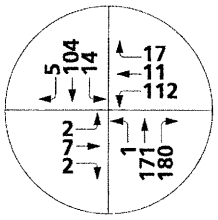

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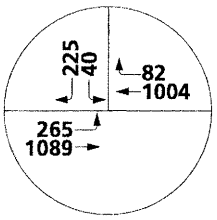

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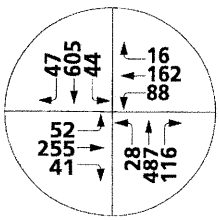

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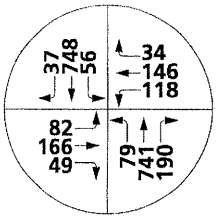

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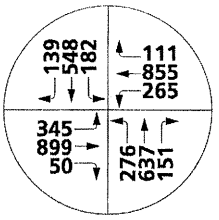

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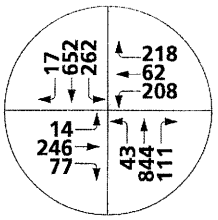

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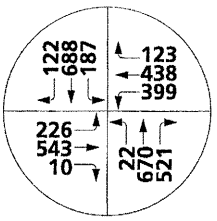

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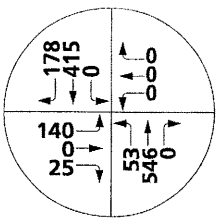

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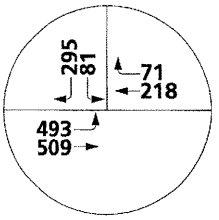

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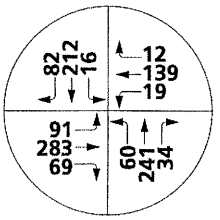

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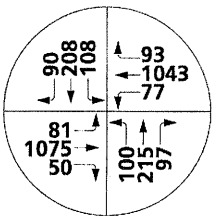

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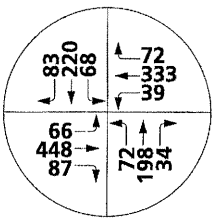

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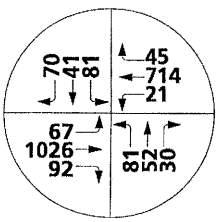

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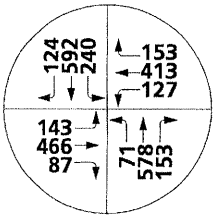

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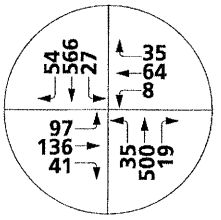

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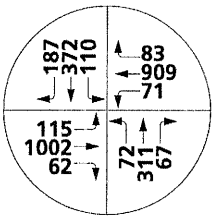

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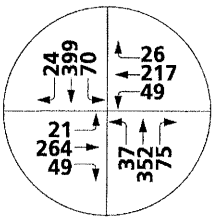

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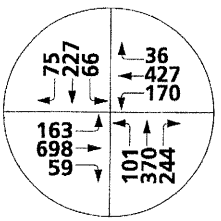

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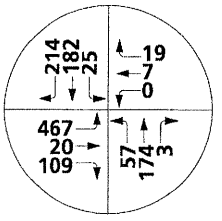
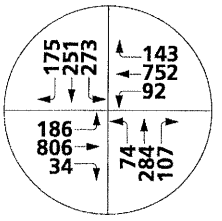
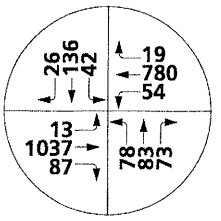


STATE ST. & DOMENIGONI PKWY./ GIBBEL RD.



SAN JACINTO ST. & FLORIDA AV. (SR-74)



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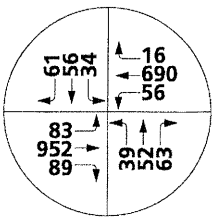

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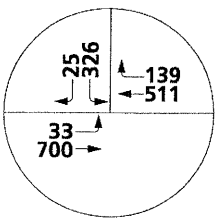

RAMONA EXWY. & FLORIDA AV. (SR-74)

TABLE 1

INTERSECTION ANALYSIS SUMMARY FOR EXISTING CONDITIONS

INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1]												DELAY[2] (SECS.)		LEVEL OF SERVICE	
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND						
		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
California Av. (NS) at:																	
• Devonshire Av. (EW)	AWS	0.5	0.5	1	0.5	1	0.5	1	1	1	1	1	0	7.8	7.9	A	A
• Florida Av. (EW)	CSS	0	1	0	0.5	0.5	1	1	2	0	1	2	0	--[4]	--[4]	F	F
Warren Rd. (NS) at:																	
• Esplanade Av. (EW)	AWS	0	1	0	0	1	0	0	1	0	0	1	0	24.3	36.0	C	E
• Devonshire Av. (EW)	CSS	0.5	0.5	0	0	1	0	0	1	0	0	0	0	30.0	23.3	D	C
• Florida Av. (EW)	TS	1	2	1	1	2	1	1	2	1	1	2	1	30.5	37.0	C	D
• Stetson Av. (EW)	AWS	0.5	0.5	1	0	1	0	0	1	0	0.5	0.5	1	--[4]	--[4]	F	F
• Simpson Rd. (EW)	CSS	0	1	0	0	0	0	0	1	0	1	1	0	18.8	21.3	C	C
• Domenigoni Pw. (EW)	TS	0.5	0.5	1	0.5	0.5	1	1	2	1	1	2	1	19.3	17.4	B	B
Cawston Av. (NS) at:																	
• Devonshire Av. (EW)	AWS	0.5	0.5	1	0	1	0	0.5	0.5	1	0.5	0.5	1	11.0	9.8	B	A
• Florida Av. (EW)	TS	0	0	0	1	0	1	1	2	0	0	2	0	16.9	17.1	B	B
Sanderson Av. (NS) at:																	
• Esplanade Av. (EW)	TS	1	1	0	1	1	0	0	1	0	0	1	0	34.0	33.9	C	C
• Devonshire Av. (EW)	TS	1	2	0	1	2	0	1	1	1	1	1	1	25.2	25.8	C	C
• Florida Av. (EW)	TS	1	2	1	1	2	1	1	2	1	1	2	1	32.4	49.7	C	D
• Acacia Av. (EW)	TS	1	2	0	1	1	1	1	1	1	1	1	1	35.1	52.6	D	D
• Stetson Av. (EW)	TS	1	2	1	1	2	0	1	2	0	1	2	0	--[4]	--[4]	F	F
• Mustang Wy. (EW)	TS	1	2	1	1	1.5	1.5	1.5	0.5	1	0	0	0	20.4	11.2	C	B
• Domenigoni Pw. (EW)	TS	0	0	0	1	0	1>	1	2	0	0	2	1>	12.8	11.5	B	B
Lyon Av. (NS) at:																	
• Devonshire Av. (EW)	AWS	0.5	0.5	1	0.5	0.5	1	0.5	0.5	1	0	1	0	15.9	22.8	C	C
• Florida Av. (EW)	TS	1	1	1	1	1	1	1	2	0	1	2	1	16.9	19.1	B	B
• Acacia Av. (EW)	TS	1	1	1	1	1	1	1	1	0	1	1	0	27.8	33.6	C	C
• Stetson Av. (EW)	TS	1	1	1	0.5	0.5	1	1	2	0	1	2	0	24.3	23.2	C	C
State St. (NS) at:																	
• Esplanade Av. (EW)	TS	1	2	0	1	2	0	1	2	1	1	2	1	26.5	30.5	C	C
• Devonshire Av. (EW)	AWS	0.5	1.5	1	0.5	1	0.5	0.5	0.5	1	0.5	0.5	1	20.4	21.5	C	C
• Florida Av. (EW)	TS	1	2	0	1	1	1	1	2	0	1	2	0	19.0	22.6	B	C
• Acacia Av. (EW)	TS	1	1	1	1	1	0	0.5	0.5	1	0.5	0.5	1	31.0	39.2	C	D
• Stetson Av. (EW)	TS	1	2	0	1	2	0	1	2	0	1	2	0	26.5	29.6	C	C
• Domenigoni Pw. (EW)	TS	1	1	0	1	1	1	1	1	1>	1	1	0	28.7	32.9	C	C
San Jacinto St. (NS) at:																	
• Florida Av. (EW)	TS	1	2	0	1.5	0.5	1	1	2	0	1	2	1	28.1	30.0	C	C
Columbia St. (NS) at:																	
• Florida Av. (EW)	TS	1	1	1	1	1	1	1	2	0	1	2	1	9.8	7.4	A	A
Meridian St. (NS) at:																	
• Florida Av. (EW)	TS	0.5	0.5	1	0.5	0.5	1	1	2	1	1	2	1	10.4	6.8	B	A
Ramona Ex. (NS) at:																	
• Florida Av. (EW)	TS	0	0	0	2	0	1>	1	2	0	0	2	1	8.9	12.6	A	B

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; > = Overlap; >> = Free Right

[2] Delay and level of service calculated using the following analysis software: Traffix, Version 7.5 R1 (2002). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] CSS = Cross Street Stop; AWS = All Way Stop; TS = Traffic Signal

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- Warren Road (NS) at Florida Avenue (EW)
- Warren Road (NS) at Stetson Avenue (EW)
- Sanderson Avenue (NS) at Florida Avenue (EW)
- Sanderson Avenue (NS) at Acacia Avenue (EW)
- Sanderson Avenue (NS) at Stetson Avenue (EW)
- State Street (NS) at Acacia Avenue (EW)

LOS "D" represents the upper end of the range of acceptability. Existing HCM calculation worksheets are provided in Appendix "C". Signal warrant analysis has been performed and is included in Appendix "D". For existing conditions, traffic signal warrants are satisfied at:

- California Avenue (NS) at SR-74 (Florida Avenue) (EW)
- Warren Road (NS) at Esplanade Avenue (EW)
- Warren Road (NS) at Stetson Avenue (EW)
- Warren Road (NS) at Simpson Road (EW)
- Lyon Avenue (NS) at Devonshire Avenue (EW)
- State Street (NS) at Devonshire Avenue (EW)

4. Sanderson Avenue / Florida Avenue Progression Analysis

Urban Crossroads, Inc. has recently completed existing conditions progression analysis in the vicinity of Sanderson Avenue and Florida Avenue. This analysis focused on the existing traffic conditions in the vicinity of Sanderson Avenue and Florida Avenue. For this assessment, Urban Crossroads, Inc.:

A. Conducted midday and PM peak hour traffic counts at the intersection of Sanderson Avenue / Florida Avenue and at driveway locations in the vicinity of the Sanderson Avenue / Florida Avenue intersection.

B. Undertook field reviews of the area along Sanderson Avenue and Florida Avenue to evaluate current conditions.

C. Analyzed the progression of traffic along Sanderson Avenue in the vicinity of Florida Avenue to evaluate potential stacking issues utilizing the SYNCHRO traffic analysis software.

D. Developed recommendations to address intersection deficiencies and stacking issues.

The letter report summarizing the results of this analysis is included in Appendix E.

Existing peak hour traffic operations were evaluated for both the Midday and PM peak hours of traffic for the study intersections. Currently, the intersection operates at a 120 second cycle length. Both the northbound/southbound and the westbound/eastbound movement are allocated about half of the available green time. The left turns are currently operating with a protected left turn with lead/lag phasing and restriction of u-turns. A protected left turn with lead lag phasing is defined as a phasing with one direction on the subject street released while the other is held. Since the opposing flow is stopped, left turns from this approach are protected. This is followed by a phase in which the second through movement is started and allowed to move simultaneously with the first. During this period, left turns are prohibited. Finally, the initial movement is stopped while the opposing flow continues, giving the second left turn movement protection.

The service level analysis indicates that the intersection of Sanderson Avenue and Florida Avenue is currently operating at unacceptable conditions. The intersection is currently operating at LOS E for both Midday and PM peak hour. As defined previously, LOS E operates at or near capacity. All speeds are reduced to a low, but relatively uniform value. Small increases in flow will cause breakdowns in traffic movement.

Several improvement alternatives at different time frames were analyzed. Alternative A is an immediate solution, while Alternative B and C are near term and future solutions, respectively.

Alternative A – Immediate Solution

Alternative A is an immediate solution which only requires changes to the signal timing and geometric re-striping for the northbound and southbound movements. The northbound and southbound movement is changed to implement a split phase, while the westbound and eastbound movement remains as left turn protected with lead-lag phasing. Split phase is a signal phase where either the northbound or southbound left, through, and right turn movements are released simultaneously. During this period, the other movement is prohibited to cross the intersection. When the allocated green time for the released movement is done, the other movement is given the green releasing the vehicles to cross the street.

In addition to the re-configuration of the signal timing, re-striping of the northbound and southbound through movement to a northbound and southbound shared through-left turn lane is also recommended.

Due to the conflict with the left turn vehicles at the intersection of Sanderson Avenue and Florida Avenue, some driveways in the vicinity of the intersection were recommended to be restricted to right in/right out driveways only. With these restrictions, U-turns at the intersection of Sanderson Avenue and Florida Avenue for the westbound and eastbound movements will need to be allowed.

The service level analysis for Alternative A indicates that the intersection of Sanderson Avenue and Florida Avenue is projected to operate at unacceptable conditions, with improvements. The intersection is projected to operate at LOS E. In comparison to the existing service level analysis, the HCM delay has increased by 5 to 10 seconds. This increase in delay is caused by the additional green time allocated to the northbound and southbound movement having a split phase and taking away green time from the westbound and eastbound movements. As shown on the simulation, queuing is anticipated to occur on the westbound and eastbound through and left turn movements. Although, the HCM delay has become worse due to the recommendation, based on the

simulation, the northbound and southbound movement has improved. This improvement also accommodates the high volume left turn movements, and addresses the queuing observed during the existing conditions analysis.

Alternative B - Near Term Solution

Alternative B is a near term solution which requires additional lanes and re-striping of lanes at the intersection of Sanderson Avenue and Florida Avenue. For this alternative, an additional left turn lane for all movements is recommended. To accommodate the additional left turn lane for the northbound and eastbound movements within the existing right-of-way, the northbound and eastbound right turn lanes are recommended to be converted to a shared through-right turn lane. Accommodating the additional left turn lane will also require re-striping for the southbound and westbound movements. Although the southbound and westbound movement do not have an existing right turn lane, the width of the shared through-right turn lane is greater than 19 feet. Therefore re-striping to include an additional lane would be possible. The signal phasing for this intersection will remain as left turn protected with lead-lag phasing.

Due to the conflict with the left turn vehicles at the intersection of Sanderson Avenue and Florida Avenue, driveways near the intersection are recommended to be restricted to right in/right out driveways only. With this restriction, U-turns at the intersection for the westbound and eastbound movements will need to be allowed.

The service level analysis for Alternative B indicates that the intersection of Sanderson Avenue and Florida Avenue is projected to operate at acceptable conditions, with improvements. The intersection is projected to operate at LOS D. As defined previously, LOS D operates at high density but stable flow. Speed and freedom to maneuver are severely restricted, and the driver experiences a generally poor level of comfort and convenience. As shown on the simulation, a high density of cars can be seen on the roadway but a stable flow of cars is obtained which is consistent with the determination of the service level analysis.

Alternative C – Future Solution

Alternative C is a future solution which requires additional lanes and acquiring right-of-way at the intersection of Sanderson Avenue and Florida Avenue. For this alternative, an additional left turn lane for all movements is recommended. In comparison to Alternative B, Alternative C will not involve converting the existing right turn lanes to shared through-right lanes to accommodate for the additional left turn lanes. Instead, acquiring more right-of-way along Sanderson Avenue and Florida Avenue will be needed. The signal phasing for this intersection will remain as left turn protected with lead-lag phasing.

Due to the conflict with the left turn vehicles at the intersection of Sanderson Avenue and Florida Avenue, driveways near the intersection are recommended to be restricted to right in/right out driveways only. With this restriction, U-turns at the intersection for the westbound and eastbound movements will need to be allowed.

The service level analysis for Alternative C indicates that the intersection of Sanderson Avenue and Florida Avenue is projected to operate at acceptable conditions, with improvements. The intersection is projected to operate at LOS D. As defined previously, LOS D operates at high density but stable flow. Speed and freedom to maneuver are severely restricted, and the driver experiences a generally poor level of comfort and convenience. As shown on the simulation, a high density of cars can be seen on the roadway but a stable flow of cars is obtained which is consistent with the determination of the service level analysis.

5. Existing Transit Services

Riverside Transit Agency provides public transportation throughout the Coachella Valley. RTA bus lines 32 and 33 provide local access in the City of Hemet, and the neighboring City of San Jacinto. Route 27 provides service between the Galleria at Tyler and Valle Vista, with service to Hemet on some trips. Route 31

provides a connection to the Cities of Beaumont and Banning, Route 74 provides service to the Cities of Menifee and Perris, and Route 79 provides a connection to the Cities of Winchester and Temecula.

Metrolink service is anticipated to be extended along the San Jacinto Branch Line to the City of Hemet. This rail line location and potential station locations are shown on the attached Exhibits C and D.

6. Transportation Planning Context

The transportation planning context for the City of Hemet includes the City's Currently Adopted General Plan Circulation Element and the standard roadway cross-sections (presented previously on Exhibit A and Exhibit B). The transportation planning context also includes ongoing regional planning efforts, including the Regional Transportation Plan, the Riverside County Integrated Project, and the Congestion Management Program.

A. The Regional Transportation Plan

The Regional Transportation Plan (RTP) is a component of the Regional Comprehensive Plan and Guide prepared by the Southern California Association of Governments (SCAG) to address regional issues, goals, objectives, and policies for the Southern California region into the early part of the 21st century. The RTP, which SCAG periodically updates to address changing conditions in the Southland, has been developed with active participation from local agencies throughout the region, elected officials, the business community, community groups, private institutions, and private citizens. The RTP sets broad goals for the region and provides strategies to reduce problems related to congestion and mobility.

B. Riverside County Integrated Project

The purpose of the RCIP is to integrate the processes of planning land use, transportation improvements and preserving habitat for endangered species. A primary objective of the RCIP is to accommodate projected population growth within Riverside County by focusing development within areas that will be readily accessible, will provide a good quality of life for future residents, and will minimize environmental and community impacts, including impacts to sensitive habitats and endangered species.

The most current RCIP network is depicted on Exhibit J and the RCIP cross-sections are illustrated on Exhibit K.

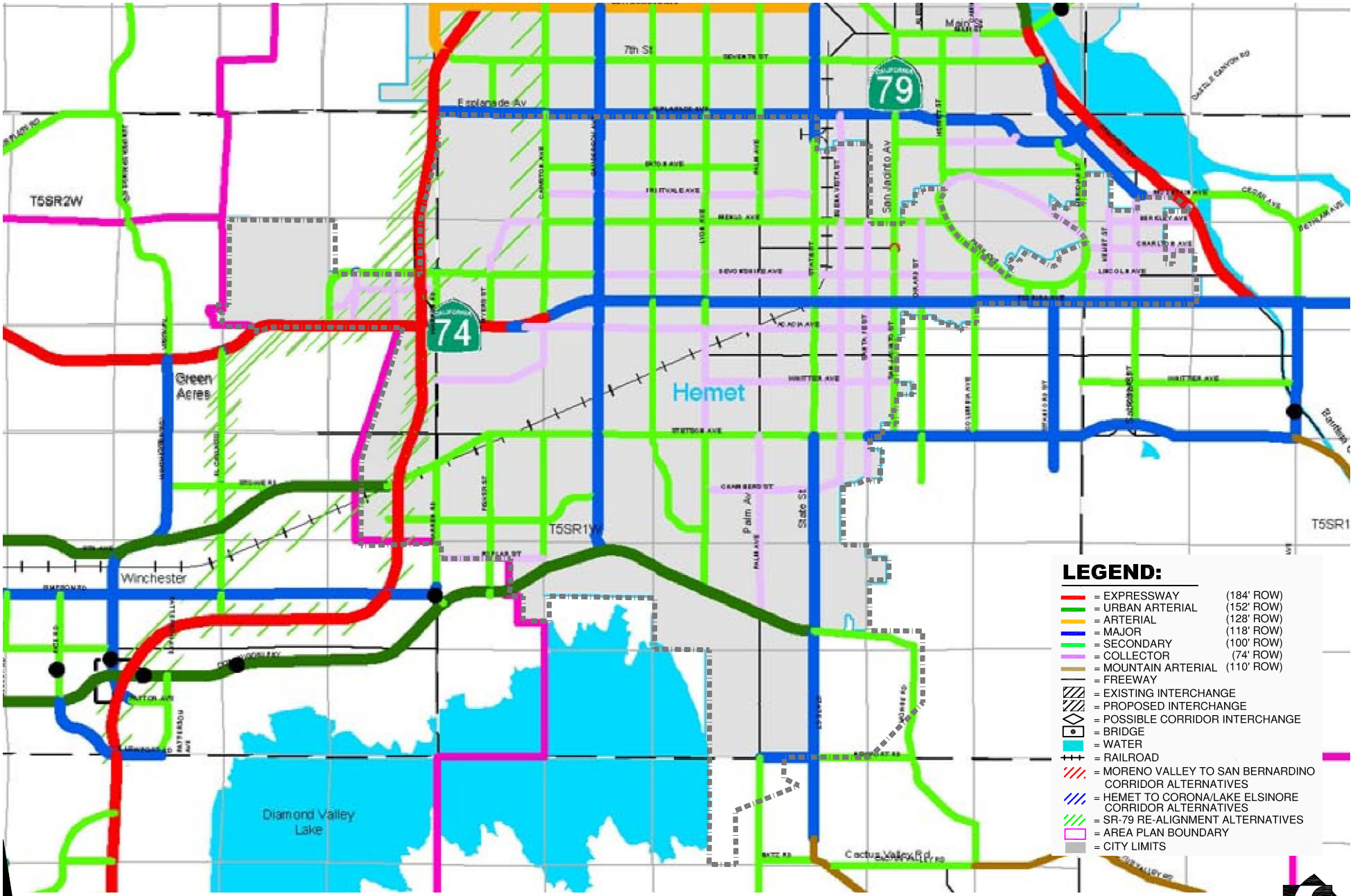
C. Congestion Management Program

The Riverside County Congestion Management Program (CMP) is updated every five years in accordance with Proposition 111, passed in June 1990. The CMP was established in the State of California to more directly link land use, transportation and air quality and to prompt reasonable growth management programs that would more effectively utilize new and existing transportation funds, alleviate traffic congestion and related impacts, and improve air quality.

The Circulation Element describes how the future transportation system will function. This is important for congestion management, since deficiencies along the CMP system must be mitigated when they occur. The ability to address such deficiencies now, instead of when they occur, is critical. Understanding the reason for these deficiencies and identifying ways to reduce the impact of future growth and development along a critical CMP corridor will conserve scarce funding resources and help target those resources appropriately.

EXHIBIT J

RIVERSIDE COUNTY GENERAL PLAN CIRCULATION ELEMENT

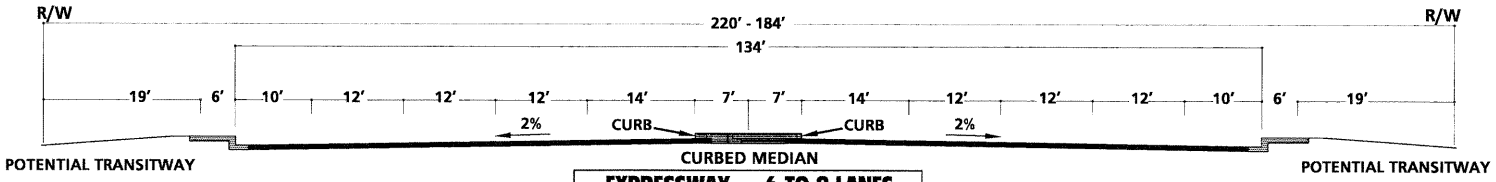


HEMET GENERAL PLAN UPDATE, Hemet, California - 02748: rcip.dwg

URBAN CROSSROADS

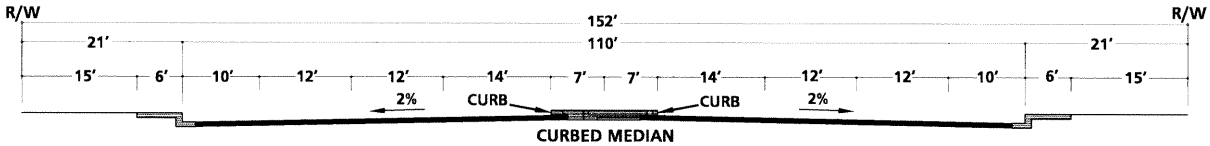
EXHIBIT K

RIVERSIDE COUNTY GENERAL PLAN ROADWAY CROSS-SECTIONS

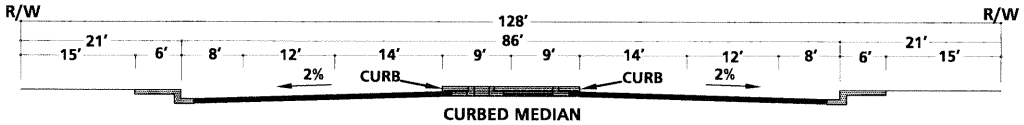


EXPRESSWAY - 6 TO 8 LANES

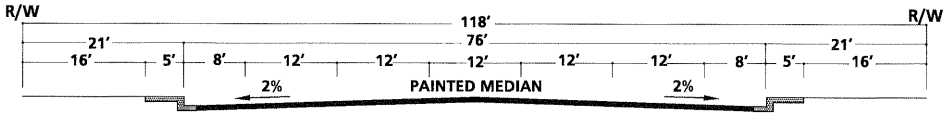
MEDIAN WIDTH MAY VARY FROM 14' TO 62'



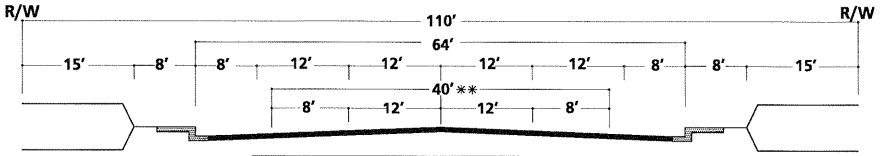
URBAN ARTERIAL HIGHWAY *



ARTERIAL HIGHWAY *

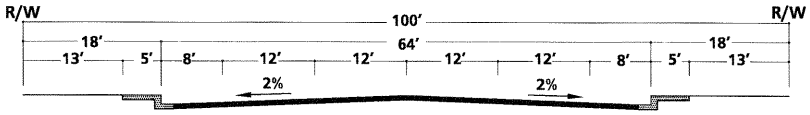


MAJOR HIGHWAY - 4 LANES

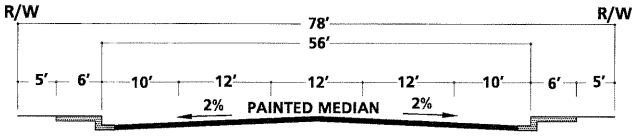


MOUNTAIN ARTERIAL - 2 TO 4 LANES

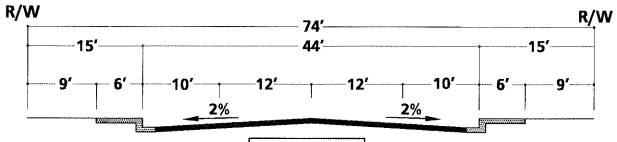
** 2 LANE SECTION



SECONDARY HIGHWAY



INDUSTRIAL COLLECTOR



COLLECTOR

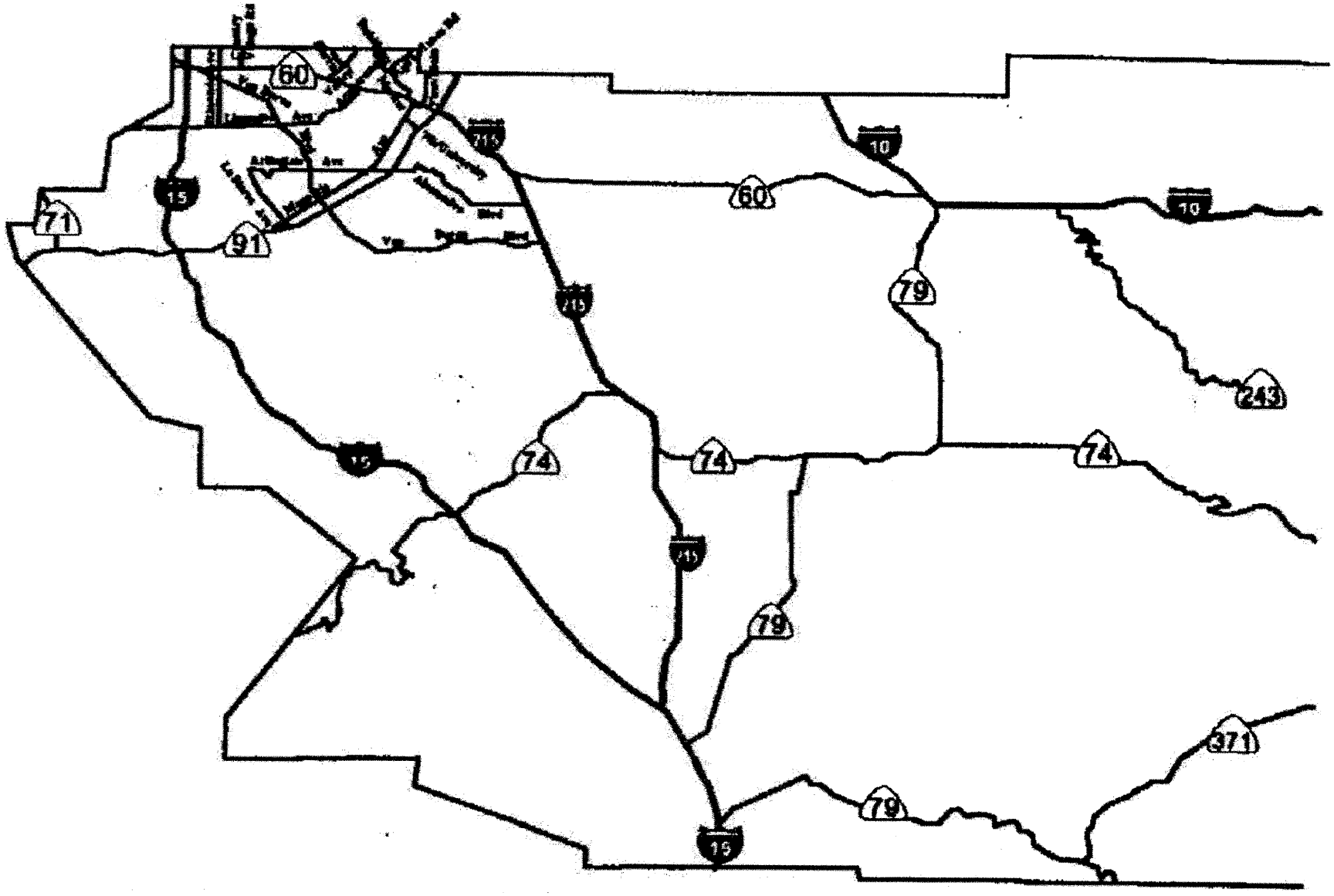
SOURCE: RIVERSIDE COUNTY

* IMPROVEMENTS MAY BE RECONFIGURED TO ACCOMMODATE EXCLUSIVE TRANSIT LANES OR ALTERNATIVE LANE ARRANGEMENTS ADDITIONAL RIGHT OF WAY MAY BE REQUIRED AT INTERSECTIONS TO ACCOMMODATE ULTIMATE IMPROVEMENTS FOR STATE HIGHWAYS SHALL CONFORM TO CALTRANS DESIGN STANDARDS.

The CMP system in Riverside County is shown on Exhibit L. SR-74 and SR-79 are included on the CMP roadway system in the study area. For principal arterials, the CMP standard of LOS "E" or better is less stringent than the City of Hemet standard of LOS "D" or better, therefore, additional analysis at these locations is unnecessary.

EXHIBIT L

CONGESTION MANAGEMENT PROGRAM (CMP) SYSTEM
WESTERN RIVERSIDE COUNTY



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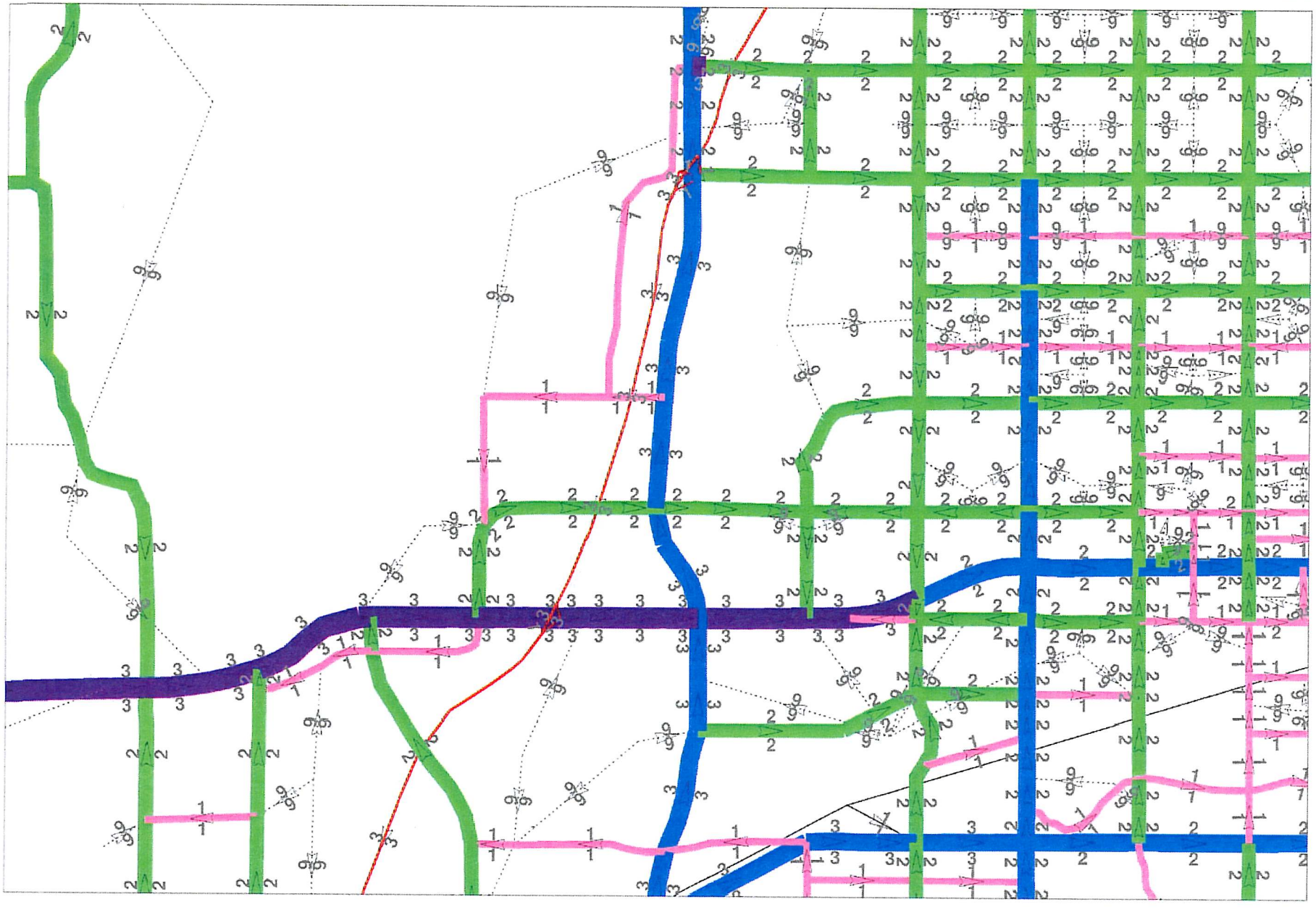
URBAN CROSSROADS

APPENDIX 2.1

REFINED RIVTAM ROADWAY DATA

CITY OF HEMET REFINED VERSION OF THE RIVTAM NORTHWEST AREA NUMBER OF LANES



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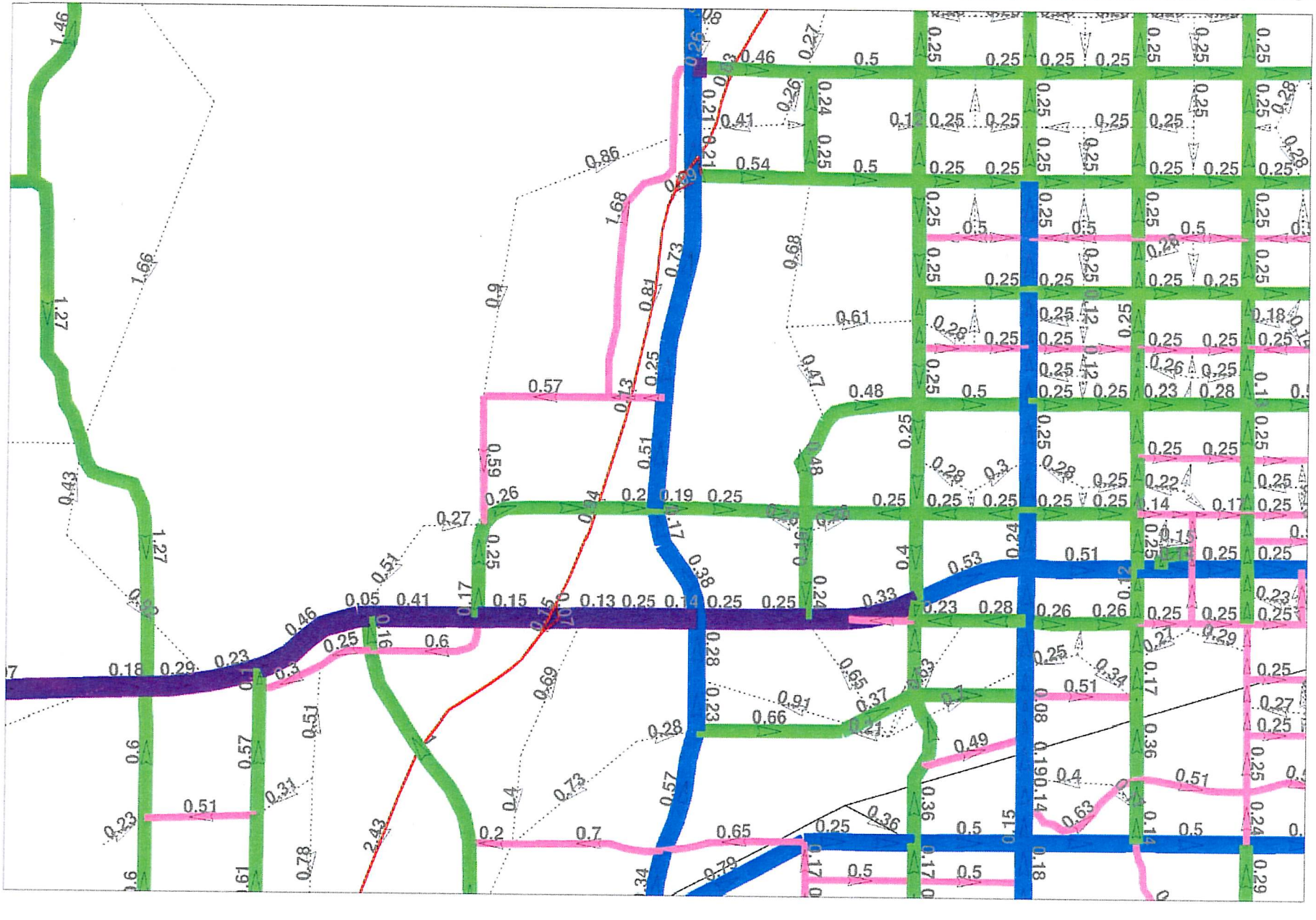
URBAN CROSSROADS

CITY OF HEMET REFINED VERSION OF THE RIVTAM NORTHWEST AREA SEGMENT LENGTH



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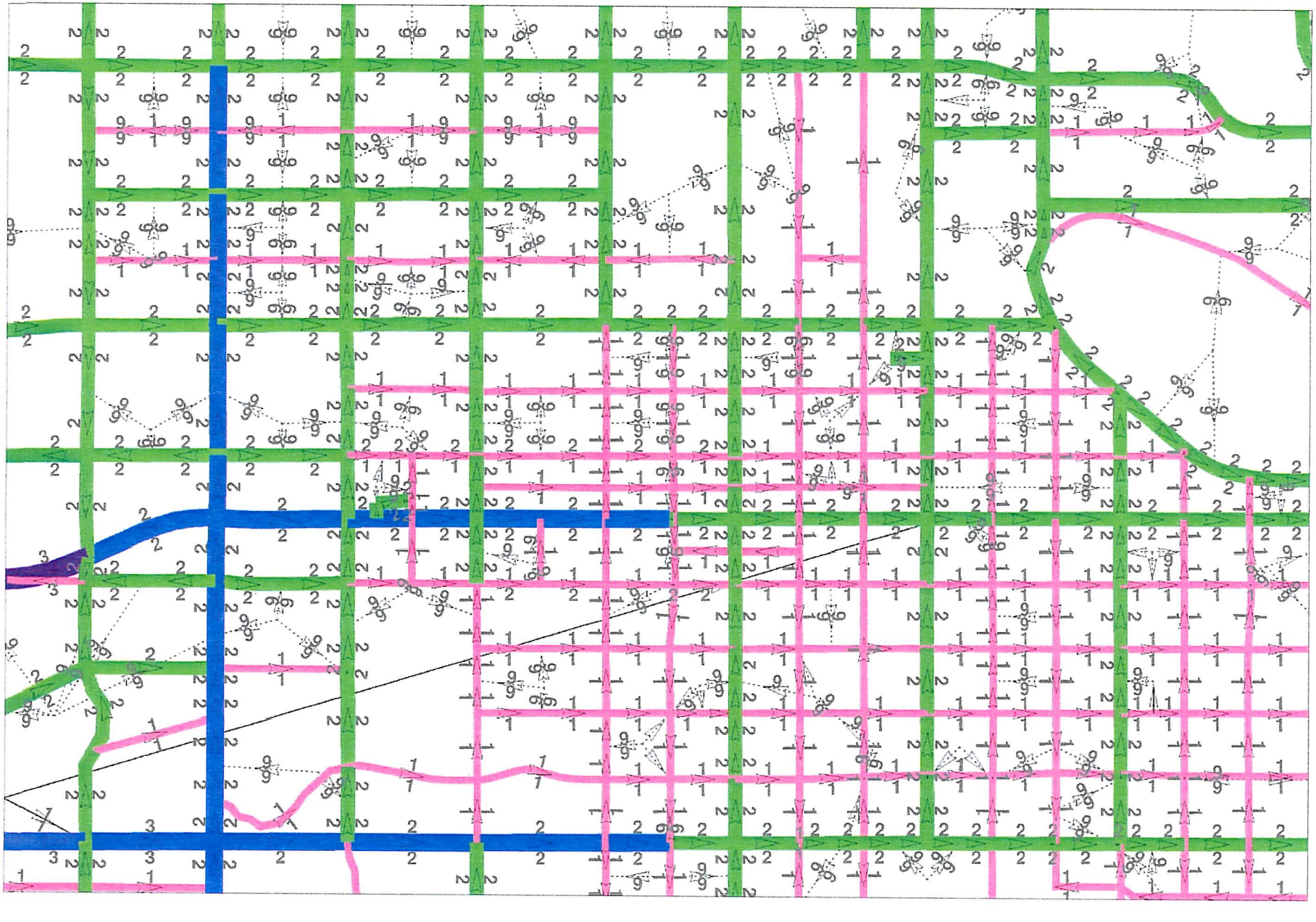
URBAN CROSSROADS

CITY OF HEMET REFINED VERSION OF THE RIVTAM NORTH CENTRAL AREA NUMBER OF LANES



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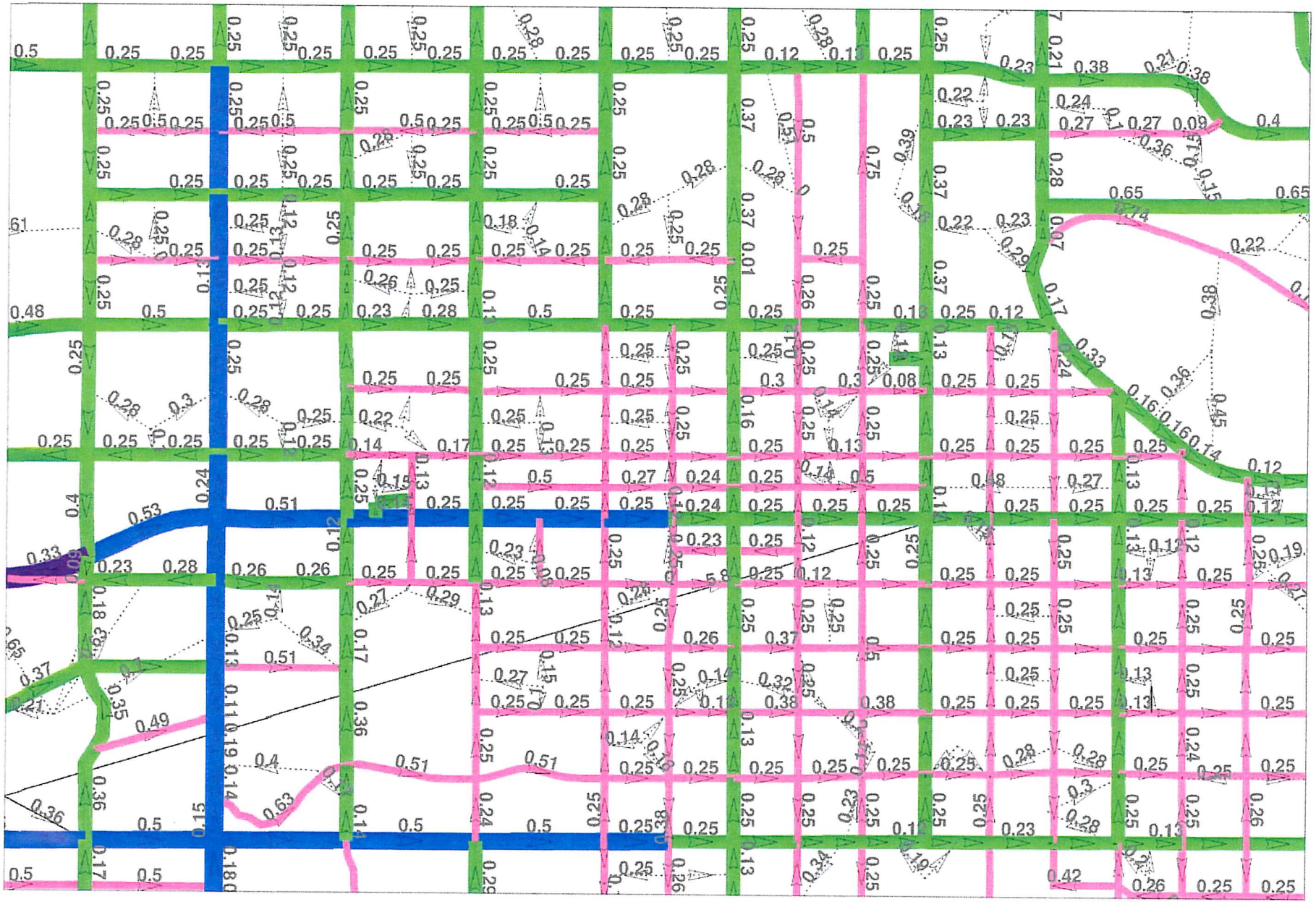
URBAN CROSSROADS

CITY OF HEMET REFINED VERSION OF THE RIVTAM NORTH CENTRAL AREA SEGMENT LENGTH



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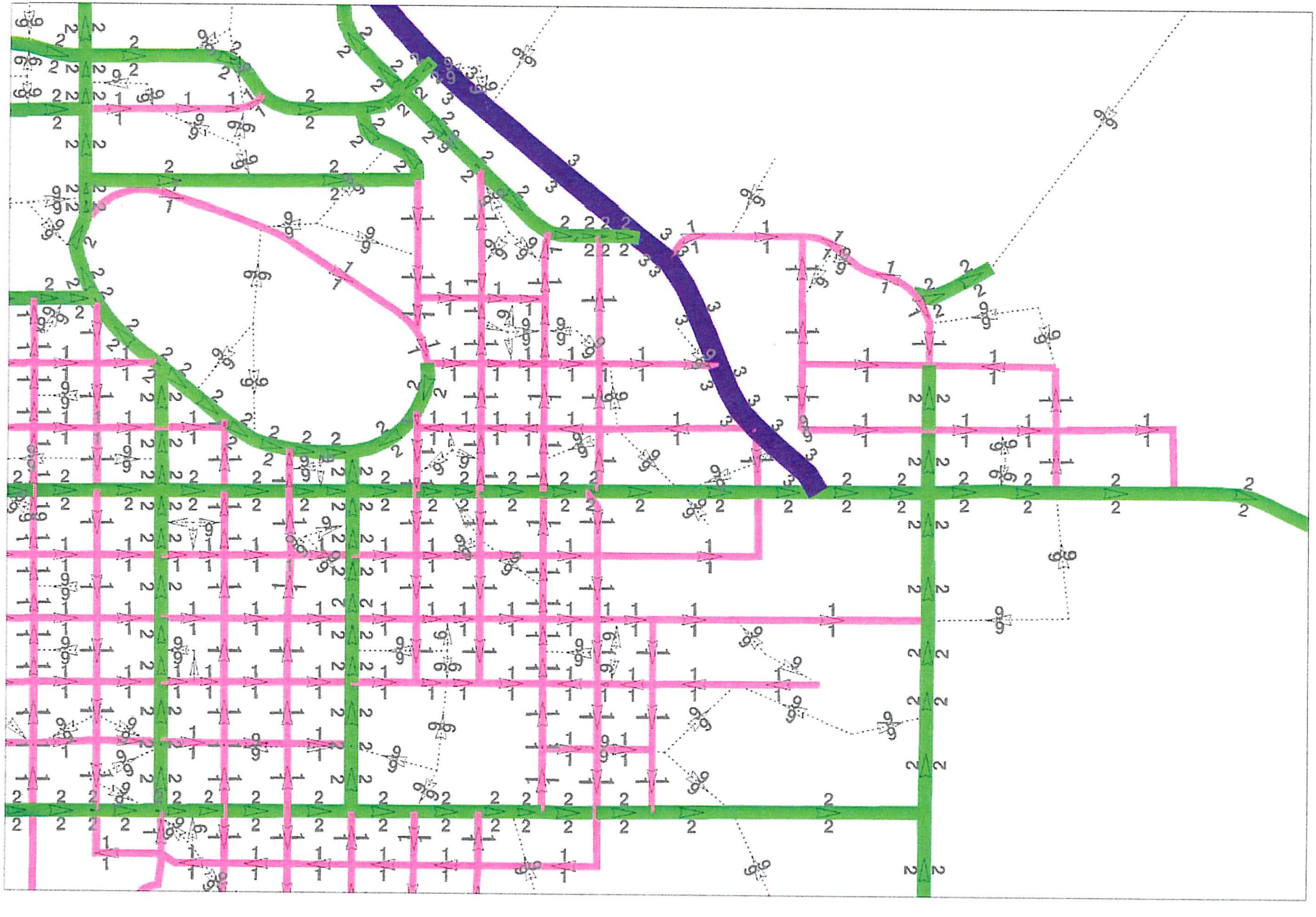
URBAN CROSSROADS

CITY OF HEMET REFINED VERSION OF THE RIVTAM NORTHEAST AREA NUMBER OF LANES



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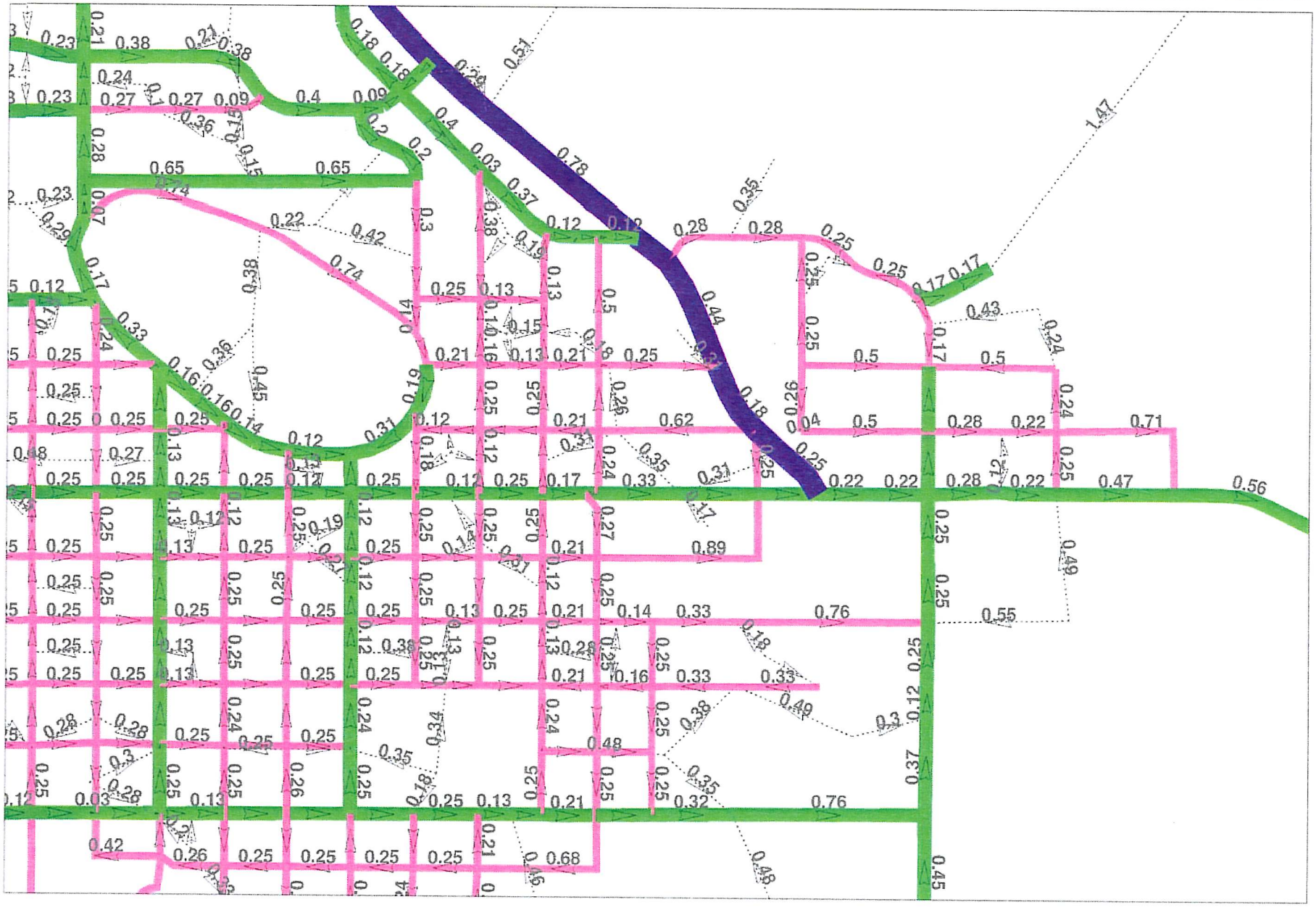
URBAN CROSSROADS

CITY OF HEMET REFINED VERSION OF THE RIVTAM NORTHEAST AREA SEGMENT LENGTH



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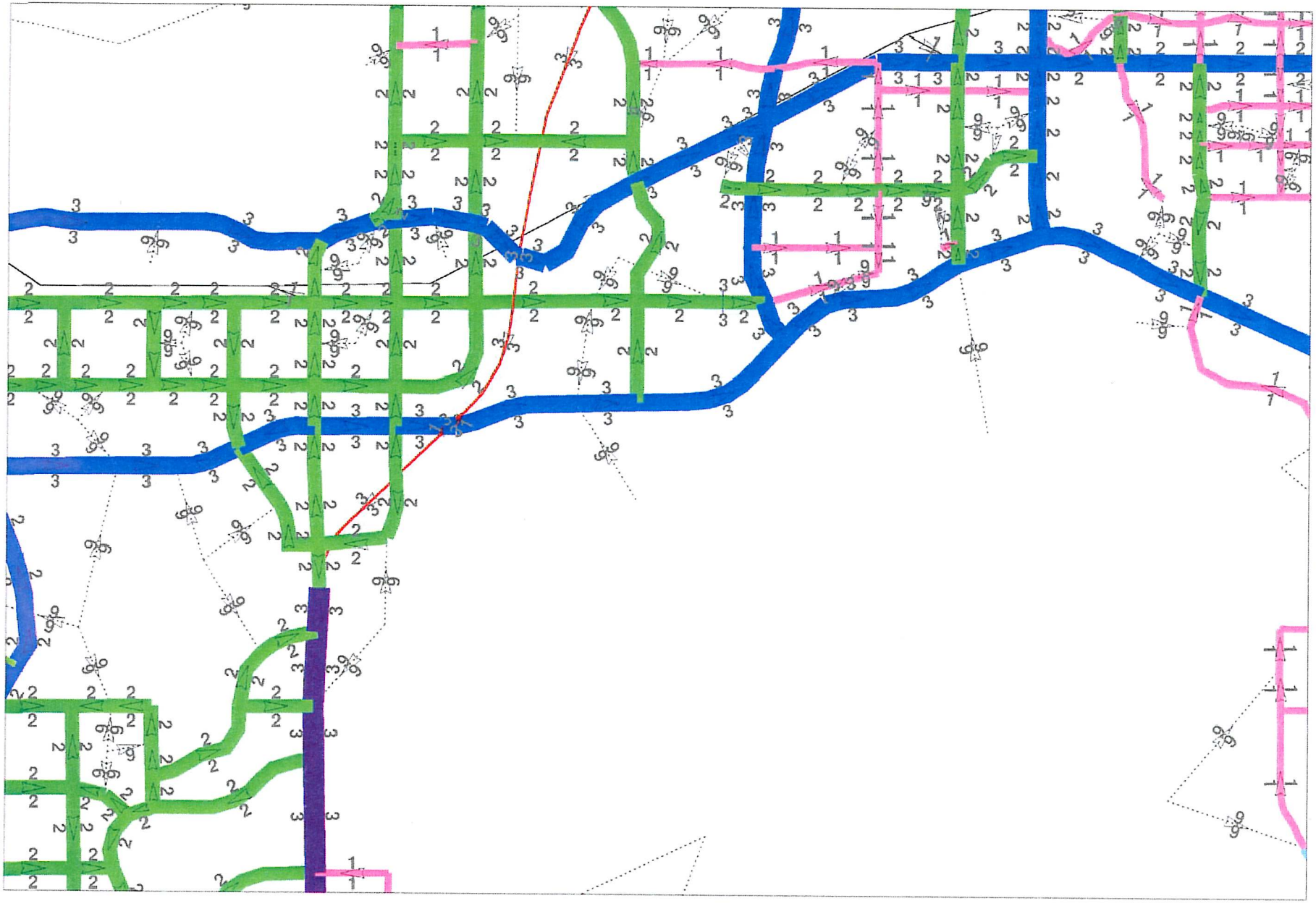
URBAN CROSSROADS

CITY OF HEMET REFINED VERSION OF THE RIVTAM SOUTHWEST AREA NUMBER OF LANES



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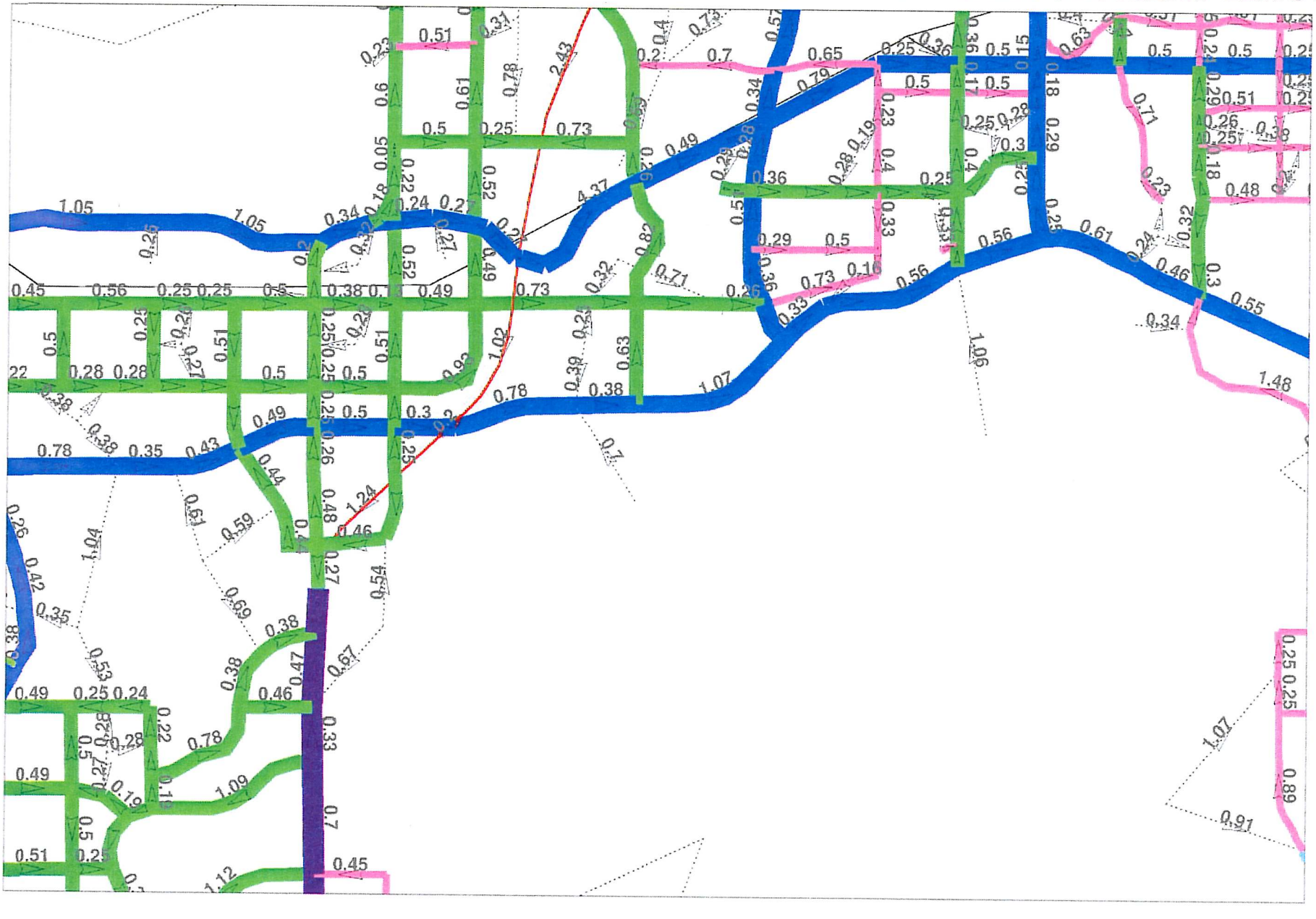
URBAN CROSSROADS

CITY OF HEMET REFINED VERSION OF THE RIVTAM SOUTHWEST AREA SEGMENT LENGTH



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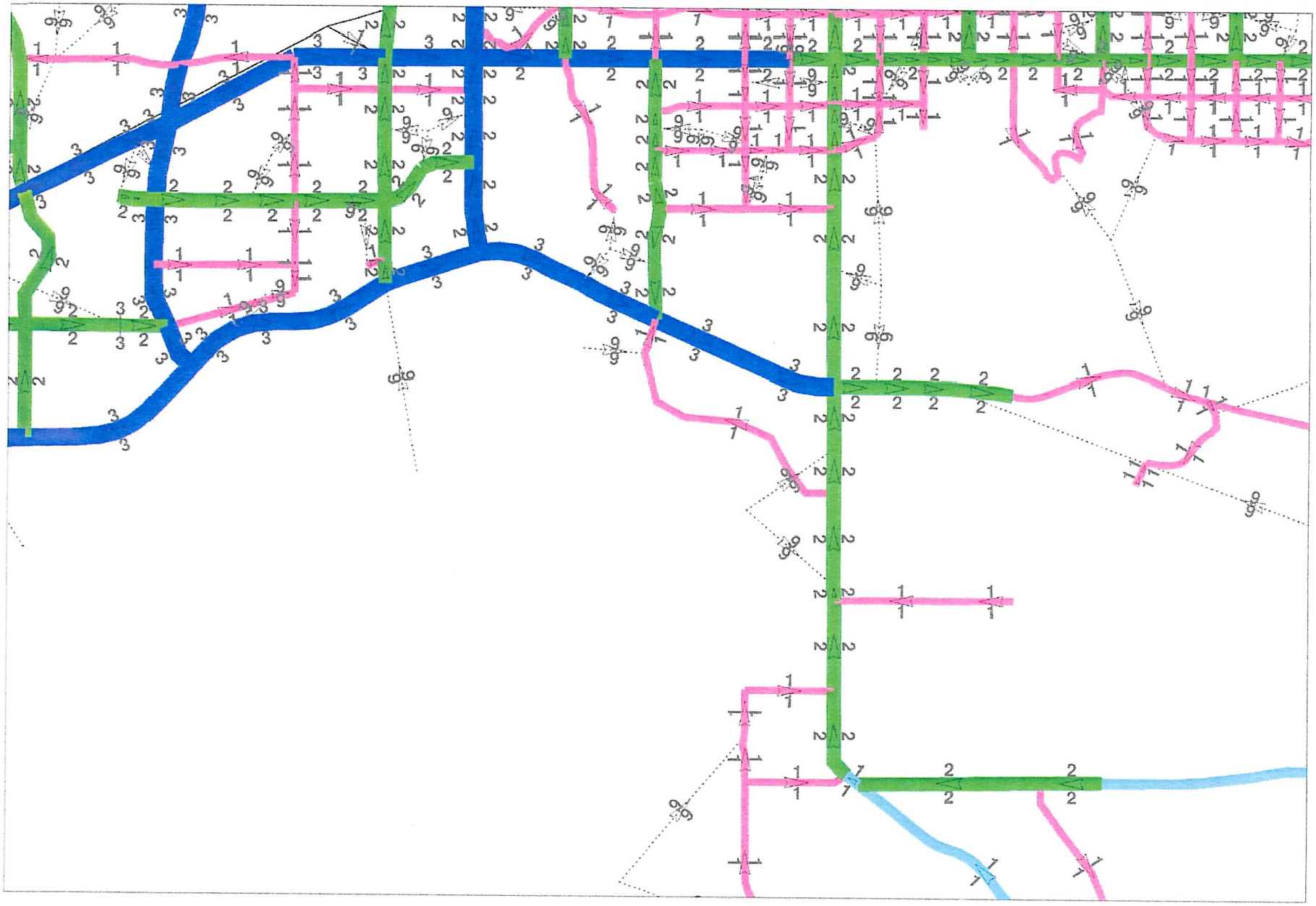
URBAN CROSSROADS

CITY OF HEMET REFINED VERSION OF THE RIVTAM SOUTH CENTRAL AREA NUMBER OF LANES



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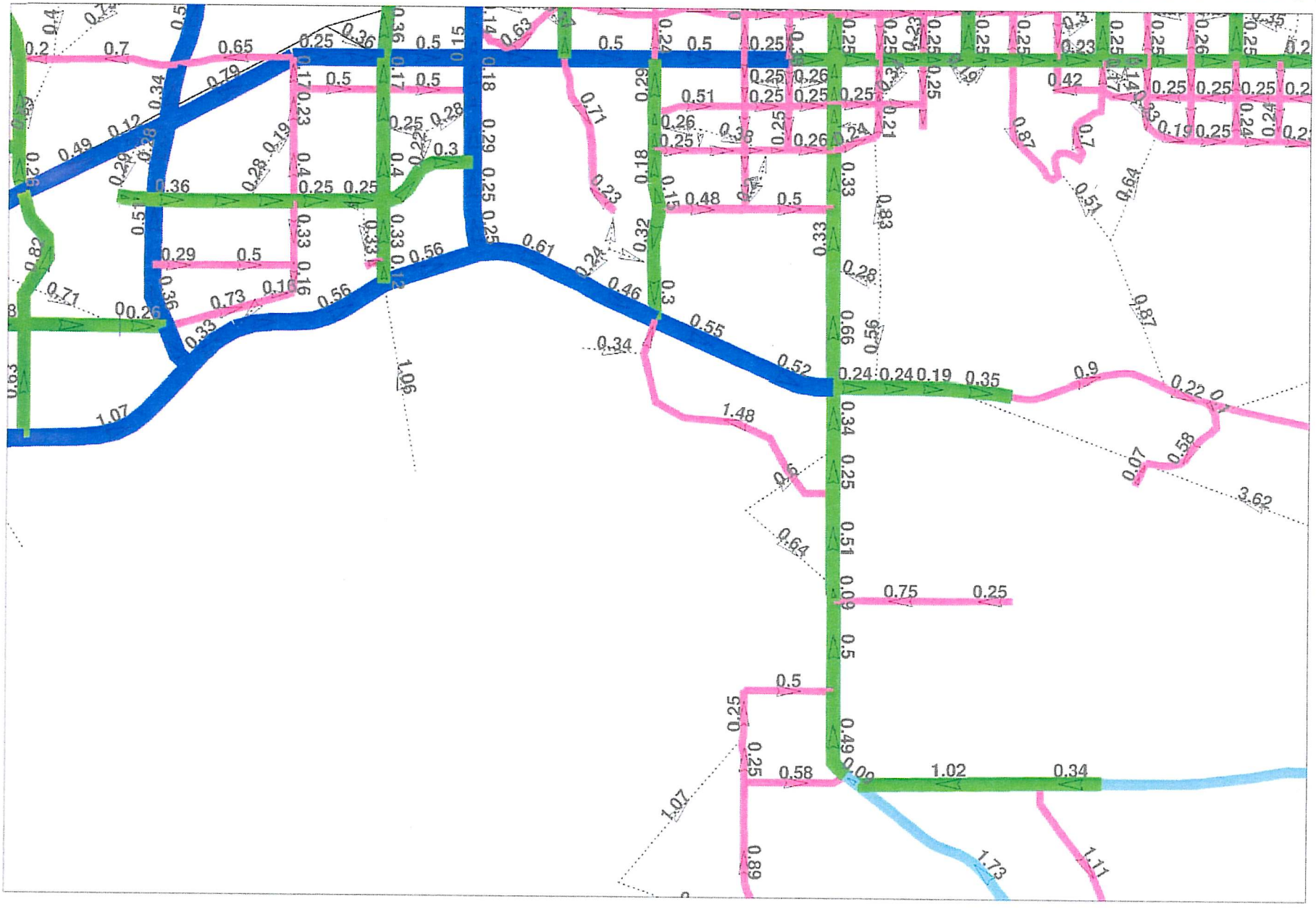
URBAN CROSSROADS

CITY OF HEMET REFINED VERSION OF THE RIVTAM SOUTH CENTRAL AREA SEGMENT LENGTH



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URBAN CROSSROADS

CITY OF HEMET REFINED VERSION OF THE RIVTAM SOUTHEAST AREA NUMBER OF LANES

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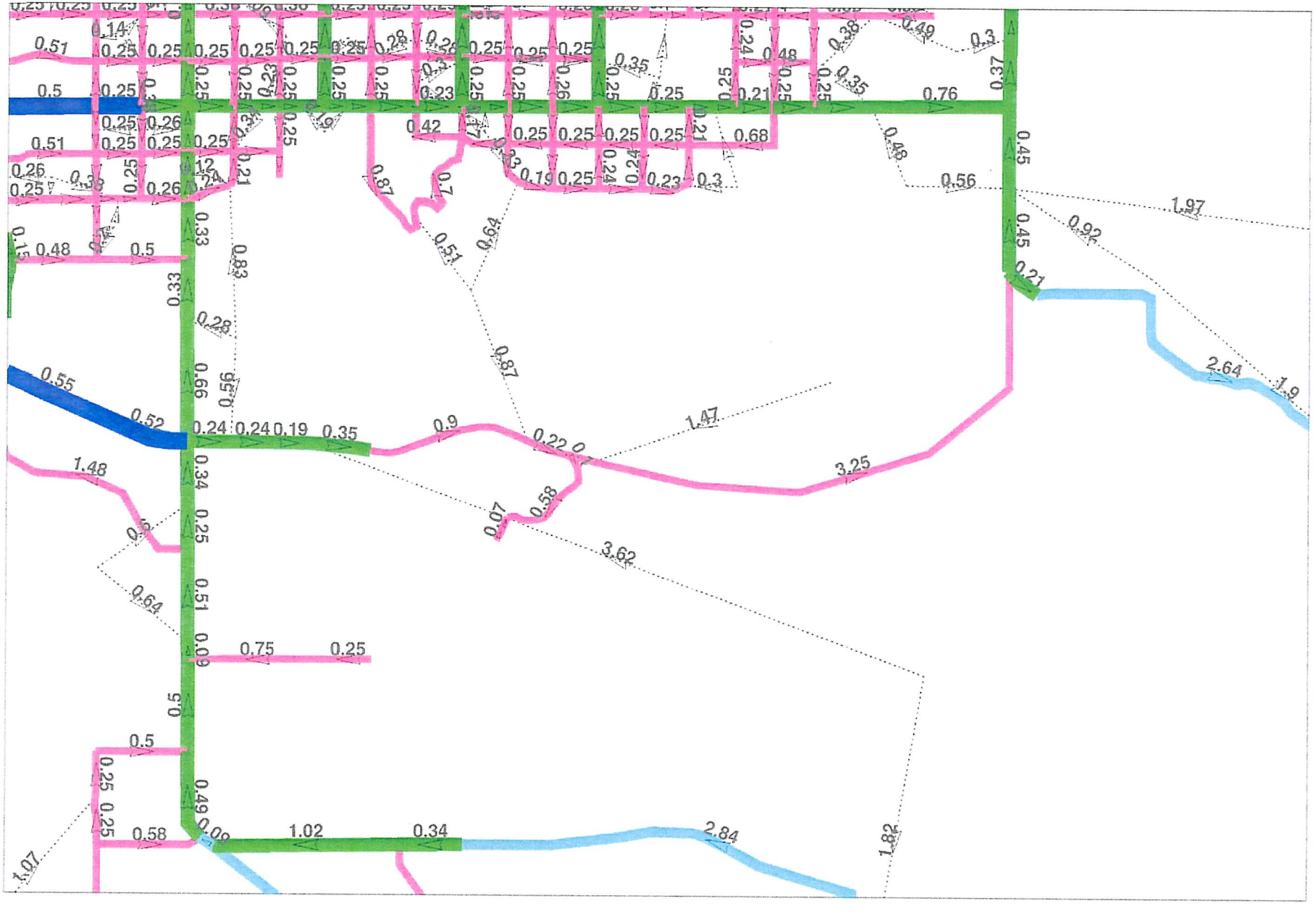
URBAN CROSSROADS

CITY OF HEMET REFINED VERSION OF THE RIVTAM SOUTHEAST AREA SEGMENT LENGTH



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URBAN CROSSROADS

APPENDIX 2.2

LAND USE AND MODEL INPUT
SOCIOECONOMIC DATA

CITY OF HEMET GENERAL PLAN

DRAFT 2030 LAND USE - Proposed General Plan

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General Plan Designation	General Plan Designation	Acres				Dwelling Units				Non-Residential Square Feet (1,000s)				Population			
		City	Planning Area	SOI	Total	City	Planning Area	SOI	Total	City	Planning Area	SOI	Total	City	Planning Area	SOI	Total
Residential		**8,217**	**6,795**	**11,914**	**26,926**	**43,760**	**3,544**	**17,674**	**64,977**	**0**	**0**	**0**	**0**	**103,929**	**8,417**	**41,975**	**154,321**
Rural Residential	RR	547	418	888	1,853	595	418	888	1,901	0	0	0	0	1,413	992	2,109	4,515
Rural Residential	RR-2.5	72	718	20	809	215	403	8	626	0	0	0	0	511	957	19	1,486
Rural Residential	RR-5ac	0	687	700	1,388	0	137	140	278	0	0	0	0	0	327	333	659
Hillside Residential	HR	194	2,396	5,673	8,264	39	645	1,135	1,819	0	0	0	0	92	1,533	2,695	4,320
Hillside Residential	HR-10	88	1,624	453	2,165	9	162	45	216	0	0	0	0	21	386	107	514
Low Density Residential	LDR	5,686	526	4,088	10,300	20,664	1,778	14,307	36,750	0	0	0	0	49,077	4,223	33,980	87,280
Low Medium Density Residential	LMDR	819	410	19	1,248	6,557	0	124	6,681	0	0	0	0	15,573	0	294	15,866
Medium Density Residential	MDR	477	16	73	566	6,806	0	1,027	7,832	0	0	0	0	16,163	0	2,438	18,602
High Density Residential	HDR	215	0	0	215	4,724	0	0	4,724	0	0	0	0	11,220	0	0	11,220
Very High Density Residential	VHDR	119	0	0	119	4,151	0	0	4,151	0	0	0	0	9,859	0	0	9,859
Commercial/Office		**1,143**	**162**	**173**	**1,478**	**0**	**0**	**0**	**0**	**12,922**	**3,511**	**138**	**16,571**	**0**	**0**	**0**	**0**
Neighborhood Commercial	NC	132	21	0	154	0	0	0	0	1,441	231	0	1,672	0	0	0	0
Community Commercial	CC	794	141	173	1,108	0	0	0	0	8,650	3,280	138	12,068	0	0	0	0
Regional Commercial	RC	65	0	0	65	0	0	0	0	851	0	0	851	0	0	0	0
Office Professional/Medical	OP	152	0	0	152	0	0	0	0	1,981	0	0	1,981	0	0	0	0
Mixed Use		**721**	**362**	**251**	**1,333**	**2,184**	**904**	**735**	**3,823**	**5,586**	**4,770**	**1,610**	**11,966**	**5,186**	**2,147**	**1,746**	**9,080**
MU-1	**Mixed Use 1**	430	0	130	561	516	0	156	673	2,610	0	790	3,400	1,226	1	370	1,598
MU-2	**Mixed Use 2**	0	241	0	241	0	578	0	578	0	3,270	0	3,270	0	1,372	0	1,372
MU-3	**Mixed Use 3**	0	121	0	121	0	326	0	326	0	1,500	0	1,500	0	773	0	773
MU-4	**Mixed Use 4**	0	0	121	121	0	0	579	579	0	0	820	820	0	0	1,376	1,376
MU-5	**Mixed Use 5**	108	0	0	108	172	0	0	172	980	0	0	980	410	0	0	410
MU-D	**Mixed Use D**	182	0	0	182	1,495	0	0	1,495	1,996	0	0	1,996	3,551	0	0	3,551
Industrial		**1,122**	**774**	**50**	**1,945**	**0**	**0**	**0**	**0**	**14,558**	**10,112**	**813**	**25,484**	**0**	**0**	**0**	**0**
Airport	ARPT	297	0	0	297	0	0	0	0	1,942	0	0	1,942	0	0	0	0
Business Park	BP	402	774	13	1,188	0	0	0	0	5,250	10,111	166	15,527	0	0	0	0
Industrial	I	423	0	37	460	0	0	0	0	7,366	0	647	8,014	0	0	0	0
Public Facilities and Open Space		**4,214**	**5,667**	**4,999**	**14,881**	**0**	**1**	**146**	**146**	**787**	**3,783**	**1,061**	**5,631**	**0**	**2**	**346**	**348**
Public Facilities	PF	22	176	54	252	0	0	0	0	363	3,444	1,061	4,868	0	0	0	0
Parks	P	2,042	729	124	2,895	0	0	0	0	258	338	0	597	0	0	0	0
Open Space	OS	1,899	4,692	1,816	8,407	0	0	0	0	0	0	0	0	0	0	0	0
Agricultural	A	0	15	2,912	2,927	0	1	146	146	0	0	0	0	0	2	346	348
School	SCH	252	55	93	400	0	0	0	0	166	0	0	166	0	0	0	0
Specific Plans																	
Emerald Acres																	
Hemet Vlly Country Club Estates																	
McSweeney Farms																	
McSweeney Ranch																	
Stetson Ranch																	
Right-of-Way/Lake		**2,699**	**6,794**	**6,298**	**15,791**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Diamond Valley Lake	DVL	446	2,965	723	4,134	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way	ROW	2,254	3,829	5,575	11,657	0	0	0	0	0	0	0	0	0	0	0	0
2030 Estimated Totals		**18,116**	**20,553**	**23,685**	**62,354**	**45,944**	**4,449**	**18,555**	**68,947**	**33,854**	**22,175**	**3,623**	**59,652**	**109,116**	**10,565**	**44,067**	**163,748**
Existing (2006) Totals						*32,682*	*15,113*		*47,795*	*10,179*	*1,602*		*11,781*	*65,223*	*30,161*		*95,384*
Change, 2006-2030						***13,262***	***7,890***		***21,152***	***23,675***	***24,196***		***47,871***	***43,893***	***24,472***		***68,364***

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CITY OF HEMET RIVTAM BUILDOUT DATA - RESIDENTIAL PART 1																					
seq _	POP	RES	HH	GN	HHSize_1	HHSize_2	HHSize_3	HHSize_4+	HHSize_4E	age5_17	age18_24	age16_64	age65_over	ho18_24	ho25_44	ho45_64	ho65_over	HH_w0	HH_w1	HH_w2	HH_w3
4112	845	845	303	0	77	93	52	81	92.21	125	70	527	168	6	93	102	98	114	102	71	15
4115	430	430	119	0	18	39	21	42	58.88	63	36	251	100	2	33	43	41	12	43	55	10
4118	1142	1142	483	0	125	159	80	118	94.8	194	88	719	175	0	129	183	170	146	170	135	32
4121	2961	2961	1163	0	294	357	201	309	311.48	437	247	1845	590	25	356	390	375	439	391	275	59
4123	386	386	162	0	31	54	26	54	44.82	54	39	240	79	2	42	47	66	31	64	56	12
4127	5277	5277	2222	0	465	752	348	657	361.43	789	500	3214	1078	48	578	704	857	544	835	700	148
4133	1787	1787	752	0	155	255	122	227	423.92	261	169	1092	364	17	194	238	293	177	282	243	50
4134	4961	4961	2089	0	529	642	362	556	253.86	732	413	3092	988	44	641	701	674	789	702	492	105
4136	245	245	103	0	23	36	16	28	29.71	38	23	146	50	3	28	34	38	29	38	29	7
4137	2714	2714	1143	0	235	387	185	345	394.72	397	256	1657	552	25	294	361	445	269	429	370	76
4139	16	16	7	0	2	2	2	2	1.97	2	1	9	4	0	2	3	2	5	1	1	1
4142	512	512	216	0	36	71	38	71	32.4	65	50	318	100	5	53	63	89	38	84	76	15
4143	1112	1112	468	0	119	144	81	125	107.56	164	93	693	221	10	144	157	151	177	157	110	24
4144	2018	2018	787	0	116	157	98	415	280.09	200	112	914	875	22	336	269	147	148	313	267	59
4148	780	780	283	0	74	93	47	69	92.93	133	60	491	120	0	76	107	100	86	100	79	19
4154	1025	1025	431	0	88	146	69	130	177.91	150	98	626	208	9	112	135	168	102	163	138	29
4156	294	294	124	0	25	42	20	37	51.19	43	28	180	60	3	32	39	48	29	47	40	8
4164	627	627	264	0	59	176	29	29	19.07	31	50	94	452	30	59	59	117	156	59	29	20
4165	2599	2599	1094	0	210	728	62	95	56.28	97	37	421	2049	20	221	250	588	688	236	146	24
4167	4749	4749	1999	0	425	741	307	526	231.13	447	218	1899	2275	54	521	571	831	984	574	367	74
4170	2978	2978	1254	0	267	464	192	331	140.96	280	135	1191	1427	33	326	359	520	618	359	231	46
4174	1064	1064	448	0	291	99	32	25	23.43	136	81	568	318	4	69	90	275	391	33	21	3
4177	1776	1773	748	8	144	497	42	64	308.55	66	25	288	1401	14	151	170	402	470	161	100	17
4183	363	363	153	0	34	54	30	34	29.5	51	28	203	100	0	30	61	59	102	23	9	18
4186	1096	1096	462	0	89	307	26	40	147.83	41	16	177	865	8	94	105	248	290	100	62	11
4187	2668	2659	1123	8	238	416	173	295	251.49	251	122	1067	1278	30	293	321	467	553	322	206	42
4188	1039	1039	437	0	93	162	68	115	143.4	98	48	415	498	12	114	125	182	216	126	80	17
4189	1458	1458	614	0	130	227	94	162	202.03	137	66	583	699	16	160	176	255	302	176	113	23
4196	1557	1557	656	0	333	218	60	45	87.67	82	92	487	949	23	99	117	411	444	125	76	11
4197	2672	2594	1125	62	571	374	103	77	73.54	141	159	835	1628	39	169	202	706	762	214	130	19
4198	282	282	119	0	27	55	13	23	1.9	25	14	111	141	2	25	30	60	55	36	24	5
4199	458	458	193	0	44	89	22	38	59.78	40	23	179	229	3	40	49	98	89	57	38	8
4200	1000	1000	421	0	97	195	47	82	139.1	87	49	392	500	7	88	105	214	195	126	83	17
4208	2381	2372	1002	20	228	459	134	181	167.38	287	129	1171	866	18	171	217	586	491	286	187	38
4212	164	164	69	0	16	25	13	16	19.69	23	13	92	45	0	13	28	27	46	10	4	8
4213	3285	2977	1383	104	702	460	126	95	105.06	173	195	1027	2002	48	208	249	867	938	263	160	24
4214	1404	1404	591	0	277	178	66	70	24.14	142	86	542	665	29	149	132	269	413	107	62	12
4215	929	929	391	0	214	125	30	22	32.24	46	23	274	599	5	41	70	272	297	56	35	4
4216	1706	1598	718	188	393	229	55	41	69.68	84	44	504	1101	9	76	129	500	545	102	64	8
4217	3034	3034	1277	0	293	592	144	248	103.91	264	149	1189	1517	21	267	320	648	592	381	253	51
4221	575	575	239	0	56	91	39	53	66.09	95	46	373	83	4	53	98	81	63	88	74	18
4224	9773	9493	4115	0	791	2735	233	356	27.42	362	140	1582	7707	74	832	936	2212	2585	888	549	92
4231	40	40	17	9	8	5	2	2	0.88	4	2	15	19	1	4	4	8	12	3	2	0
4232	4668	4668	1965	0	923	593	214	236	366.77	461	277	1810	2201	99	493	446	891	1369	351	210	36
4233	1014	1014	427	0	98	197	48	83	62.66	88	50	397	506	7	89	107	217	197	128	84	18
4234	353	353	149	0	34	69	17	29	38.38	31	18	138	176	2	31	37	75	69	45	29	6
4236	913	913	384	0	168	144	39	33	88.51	58	44	273	562	18	87	86	190	233	87	55	9
4237	1852	1852	780	0	431	237	60	51	14.74	103	54	549	1176	14	94	129	538	612	99	61	7
4248	11	11	4	0	1	2	1	1	0.41	1	1	6	3	0	1	2	2	3	1	0	1
4254	2672	2672	1125	0	493	421	115	96	152.07	169	129	800	1646	52	254	252	555	682	255	160	27
4255	7796	7631	3283	56	1438	1230	334	280	325.07	492	376	2334	4803	152	741	734	1618	1991	746	467	80
4256	768	768	323	0	179	98	25	21	76.36	43	22	228	488	6	39	54	223	254	42	25	3
4259	2322	2322	978	0	277	302	148	251	323.12	352	202	1209	667	39	252	249	424	503	269	174	32
4260	1613	1613	679	0	157	192	115	216	102.14	285	186	998	239	34	190	190	250	261	227	157	34
4261	720	720	303	0	86	94	46	78	21.53	109	62	375	207	12	78	77	131	156	83	54	10
4262	681	676	287	8	66	81	49	91	102.89	120	79	421	101	14	80	80	106	110	96	66	14
4263	941	938	396	10	76	114	67	141	121.71	169	106	578	140	14	119	125	132	147	135	93	21
4266	701	699	295	2	67	101	46	81	79.55	111	77	420	139	9	68	79	136	121	97	64	15
4271	1378	1319	580	32	253	217	59	49	61.41	86	66	412	848	27	131	129	285	352	132	83	14

CITY OF HEMET RIVTAM BUILDOUT DATA - RESIDENTIAL PART 1																					
seq _	POP	RES	HH	GN	HHSize_1	HHSize_2	HHSize_3	HHSize_4+	HHSize_4E	age5_17	age18_24	age16_64	age65_over	ho18_24	ho25_44	ho45_64	ho65_over	HH_w0	HH_w1	HH_w2	HH_w3
4277	2646	2579	1099	78	311	339	167	283	249.88	401	231	1377	760	43	283	280	476	565	303	195	37
4278	1671	1671	703	0	200	216	106	181	97.02	254	145	869	480	27	181	179	304	361	193	124	23
4280	2858	2849	1203	7	239	508	181	276	268.21	456	162	1615	761	7	247	506	436	453	402	276	75
4282	1344	1337	566	23	129	195	88	154	155.8	213	148	805	267	17	129	151	260	231	184	123	28
4284	863	824	363	0	83	102	61	116	138.31	153	99	534	128	18	102	102	134	139	122	83	18
4285	1294	1294	545	0	104	156	92	194	213.89	233	145	795	193	19	163	172	181	202	186	128	29
4286	627	492	264	0	62	73	44	84	126.89	111	72	387	93	15	73	73	99	103	88	62	15
4289	834	829	351	18	59	112	63	117	113.19	140	82	517	127	8	100	111	127	90	132	106	24
4292	633	627	267	12	45	85	48	89	99.55	107	63	393	96	7	76	85	96	68	100	80	18
4294	906	906	374	0	88	142	61	83	84.42	151	70	590	132	4	85	154	129	96	139	113	25
4296	359	359	151	0	38	64	21	29	30.11	42	20	173	133	3	31	41	74	68	46	31	6
4297	833	832	456	1	114	193	61	87	32.25	98	46	401	309	9	95	122	225	204	139	94	19
4299	1085	1085	457	0	106	232	45	72	15.66	120	61	542	404	6	89	155	203	247	122	66	21
4301	775	763	326	28	55	104	58	109	126.53	130	77	481	118	8	92	103	118	84	123	98	22
4304	185	185	78	0	13	25	14	26	35.41	31	18	115	28	2	22	25	28	20	29	23	5
4309	1818	1807	752	11	188	319	102	144	150.75	213	102	874	674	16	156	202	370	335	230	154	32
4314	376	376	159	0	36	47	26	49	44.25	70	46	237	48	8	47	45	56	70	49	32	7
4316	529	529	223	0	56	94	30	43	67.94	62	30	255	196	4	46	60	110	99	68	46	9
4318	809	809	341	0	48	101	58	133	134.57	162	97	520	87	11	104	116	103	73	127	117	23
4319	1758	1756	740	4	169	218	123	231	208.49	328	216	1108	225	38	220	209	259	326	231	150	34
4320	1013	981	427	13	136	141	67	82	116.79	140	92	555	259	18	114	118	169	187	132	88	19
4322	1095	1095	461	0	65	137	80	180	187.73	219	131	704	118	15	141	157	139	99	172	159	32
4323	554	548	233	12	33	69	40	91	128.89	111	66	356	60	8	72	79	70	50	87	80	16
4324	2516	2332	1059	79	338	351	166	205	186.86	347	228	1377	644	45	284	294	422	465	329	217	48
4329	2721	2556	1146	1	148	598	186	214	148.8	69	123	1050	1479	23	159	190	750	493	369	272	8
4330	493	493	208	0	33	77	37	61	71.16	76	36	301	103	2	47	75	83	54	76	64	14
4331	458	428	193	29	35	67	32	59	40.59	73	44	269	98	6	51	58	74	72	66	45	10
4332	500	493	211	31	33	78	37	62	64.44	78	37	306	105	2	48	76	84	55	77	65	14
4338	664	664	253	0	63	107	34	49	63.44	78	38	320	247	5	53	68	125	113	77	52	11
4341	1567	1567	660	0	104	245	117	195	209.82	243	115	958	329	5	149	236	263	172	241	203	43
4345	1516	1516	518	0	129	220	69	99	166.04	177	85	729	563	11	108	140	255	232	158	106	22
4346	1458	1444	614	36	112	212	103	187	209.35	233	141	857	312	18	163	185	237	229	209	145	31
4347	300	297	126	8	23	43	21	38	38.03	48	29	176	64	3	33	38	49	47	43	30	6
4355	2034	2034	856	0	120	322	151	263	313.99	376	194	1264	356	7	181	353	311	127	282	369	79
4356	748	740	315	12	44	118	56	97	82.36	139	71	465	131	2	66	130	115	47	103	136	29
4358	900	893	379	16	50	130	68	131	134.52	167	80	545	166	6	96	138	135	65	139	143	31
4359	812	794	342	11	45	117	62	118	134.79	150	72	492	150	5	86	124	122	59	126	130	28
4360	1693	1693	707	0	178	298	95	135	145.43	199	94	820	621	14	146	190	349	317	216	144	30
4364	292	292	123	0	31	52	17	24	35.31	34	16	140	108	2	26	33	60	55	37	25	5
4366	523	523	220	0	40	98	34	49	65.87	62	27	277	177	2	42	77	96	86	74	50	12
4369	58	58	23	0	4	9	4	6	5.36	9	5	33	15	0	5	7	10	10	7	5	1
4371	162	154	68	10	17	28	9	14	30	20	9	81	56	1	14	19	33	32	20	14	2
4372	950	950	400	0	102	166	53	79	129.1	115	52	478	326	7	83	107	199	187	119	78	16
4374	1329	1328	560	2	169	225	70	95	186.26	183	87	777	338	4	86	158	310	324	137	83	16
4377	1508	1508	569	0	103	254	87	124	171.94	176	82	798	511	5	108	203	248	222	188	132	27
4378	596	596	251	0	76	102	31	42	68.37	83	39	349	151	3	39	71	138	147	62	37	6
4379	443	443	187	0	35	84	30	41	30.45	53	25	235	150	3	35	68	81	73	62	43	8
4380	741	736	312	12	79	130	42	62	85.05	90	41	373	254	5	64	84	155	146	93	61	12
4381	1055	1055	444	0	113	185	59	88	27.79	128	58	531	363	7	92	119	221	208	132	87	18
4384	738	738	311	0	79	129	41	61	35.93	89	41	372	253	5	64	84	155	145	92	61	12
4385	9	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4386	219	219	92	0	18	42	14	20	13.64	25	11	115	74	1	18	33	40	37	30	21	4
4387	1340	1340	564	0	170	227	70	96	55.92	185	88	783	340	4	86	159	312	327	139	83	16
4389	7132	6846	2925	19	531	1306	447	641	760.78	832	388	3771	2414	27	555	1043	1276	1139	969	677	140
4391	1540	1540	649	0	138	286	87	137	109.15	213	111	839	452	9	122	160	351	327	181	119	22
4392	1382	1382	582	0	104	224	92	162	54.75	222	114	765	359	7	134	169	263	244	185	125	28
4393	247	247	104	0	35	35	17	17	210.31	34	15	145	65	0	17	35	52	52	17	17	0
4403	976	967	411	16	110	179	52	71	38.89	111	66	498	344	8	75	113	212	200	118	78	15
4404	2394	2394	1008	0	265	438	129	176	158.54	278	162	1229	832	19	183	277	520	490	291	191	37

CITY OF HEMET RIVTAM BUILDOUT DATA - RESIDENTIAL PART 1																					
seq_	POP	RES	HH	GN	HHSize_1	HHSize_2	HHSize_3	HHSize_4+	HHSize_4E	age5_17	age18_24	age16_64	age65_over	ho18_24	ho25_44	ho45_64	ho65_over	HH_w0	HH_w1	HH_w2	HH_w3
4405	1595	1592	672	6	120	259	106	187	208.55	256	132	882	414	9	155	195	304	282	214	144	32
4407	353	353	149	0	25	62	25	37	13.4	46	15	184	123	0	25	50	62	62	50	37	12
4410	1531	1531	604	0	109	233	95	168	184.27	246	127	847	397	9	140	174	273	254	192	130	29
4418	1367	1367	576	0	153	250	73	99	132.87	156	93	698	483	11	104	159	296	279	166	108	21
4419	1766	1766	744	0	198	323	95	128	175.61	203	119	903	622	15	135	205	383	361	215	140	28
TOTALS	178,076		74,403							20,262	11,551	82,876	69,732								
U:\UcJobs_00000-03000_02000\02748\Excel\[RTAM2035_5571_SED-Hemet CDW edits 110224.xls]Hemet GP Res																					

CITY OF HEMET RIVTAM BUILDOUT DATA - RESIDENTIAL PART 2

seq _	COLLEGE	median	HO<$25k	median25k	$25k<HO<$50k	median25_50	$50k<HO<$100k	median50_100	HO>$100k	median_100	LINC_WRK	MINC_WRK	HINC_WRK
4112	0	52451	69	5437	91	40555	96	74368	47	190090	170	104	63
4115	0	52072	28	42869	34	42869	40	66604	18	121352	92	68	46
4118	0	65750	69	44365	110	44365	167	68755	139	138199	158	139	156
4121	0	52451	266	40555	349	40555	370	74368	179	190090	597	366	221
4123	0	36727	52	38335	45	38335	42	82819	24	214920	77	45	30
4127	0	36727	791	38335	631	38335	530	82819	283	214920	1176	612	338
4133	0	36727	260	38335	210	38335	183	82819	100	214920	361	195	113
4134	0	52451	477	40555	626	40555	664	74368	320	190090	1308	804	483
4136	0	36727	39	38335	29	38335	23	82819	11	214920	53	27	14
4137	0	36727	395	38335	319	38335	277	82819	151	214920	566	310	175
4139	0	50758	2	40649	2	40649	2	83752	2	140536	2	2	2
4142	0	36727	66	38335	56	38335	53	82819	33	214920	97	53	38
4143	0	52451	107	40555	141	40555	149	74368	72	190090	223	138	83
4144	0	50506	175	2729	275	40288	246	61094	91	142927	438	251	115
4148	0	65750	41	44365	65	44365	98	68755	81	138199	108	95	106
4154	0	36727	151	38335	121	38335	104	82819	57	214920	173	94	54
4156	0	36727	43	38335	35	38335	30	82819	16	214920	50	27	16
4164	0	57479	59	43407	88	43407	59	77821	29	130510	94	63	63
4165	0	57479	273	43407	344	43407	299	77821	178	130510	365	283	219
4167	0	44507	561	41953	610	41953	569	63587	260	131189	794	588	371
4170	0	44507	351	41953	382	41953	356	63587	164	131189	482	356	227
4174	0	38408	173	43960	132	43960	92	90725	51	136335	58	46	30
4177	0	57479	186	43407	235	43407	205	77821	122	130510	246	191	147
4183	0	50758	32	40649	41	40649	45	83752	34	140536	46	36	34
4186	0	57479	115	43407	145	43407	127	77821	75	130510	153	119	92
4187	0	44507	315	41953	343	41953	320	63587	146	131189	431	319	202
4188	0	44507	122	41953	134	41953	124	63587	56	131189	164	122	77
4189	0	44507	172	41953	188	41953	174	63587	80	131189	230	170	108
4196	0	39466	279	42109	225	42109	111	72850	42	185708	324	155	80
4197	0	39466	479	42109	385	42109	191	72850	71	185708	322	153	79
4198	0	42225	37	38171	36	38171	31	83721	15	144740	46	28	20
4199	0	42225	61	38171	58	38171	50	83721	24	144740	74	46	31
4200	0	42225	132	38171	127	38171	110	83721	52	144740	161	99	68
4208	0	39989	335	39155	306	39155	272	71274	89	133647	330	314	158
4212	0	50758	14	40649	19	40649	21	83752	16	140536	27	21	20
4213	0	39466	588	42109	474	42109	234	72850	88	185708	621	296	151
4214	0	29085	397	41985	116	41985	45	74945	29	221376	228	68	25
4215	0	36167	178	40178	115	40178	71	65346	27	448003	118	63	21
4216	0	36167	327	40178	211	40178	131	65346	50	448003	218	117	38
4217	0	42225	400	38171	387	38171	333	83721	157	144740	488	301	207
4221	0	79730	25	40038	46	40038	84	84877	84	150671	92	79	119
4224	0	57479	1025	43407	1292	43407	1126	77821	671	130510	592	459	355
4231	0	29085	11	41985	3	41985	1	74945	1	221376	9	3	1
4232	0	29085	1326	41985	386	41985	153	74945	100	221376	692	208	70
4233	0	42225	134	38171	129	38171	111	83721	53	144740	163	100	69
4234	0	42225	47	38171	45	38171	39	83721	18	144740	56	35	24
4236	0	41594	182	38736	119	38736	57	73110	26	174066	171	102	40

CITY OF HEMET RIVTAM BUILDOUT DATA - RESIDENTIAL PART 2

seq _	COLLEGE	median	HO<$25k	median25k	$25k<HO<$50k	median25_50	$50k<HO<$100k	median50_100	HO>$100k	median_100	LINC_WRK	MINC_WRK	HINC_WRK
4237	0	34428	372	40366	224	40366	131	64144	53	198941	147	67	30
4248	0	50758	1	40649	1	40649	1	83752	1	140536	2	2	2
4254	0	41594	532	38736	350	38736	166	73110	76	174066	526	314	123
4255	0	41594	1554	38736	1022	38736	485	73110	221	174066	1037	618	243
4256	0	34428	154	40366	93	40366	54	64144	22	198941	124	57	25
4259	0	29936	547	40739	276	40739	119	73158	35	158599	603	192	55
4260	0	23270	350	37171	186	37171	104	75859	39	176953	347	124	54
4261	0	29936	170	40739	86	40739	37	73158	11	158599	125	40	11
4262	0	23270	148	37171	79	37171	44	75859	16	176953	146	52	22
4263	0	29079	178	40728	114	40728	80	63085	24	215955	215	76	34
4266	0	30735	118	37112	95	37112	62	66993	20	362090	165	63	35
4271	0	41594	274	38736	180	38736	86	73110	40	174066	260	156	60
4277	0	29936	616	40739	311	40739	133	73158	40	158599	614	196	56
4278	0	29936	394	40739	200	40739	86	73158	26	158599	292	93	26
4280	0	60148	335	42158	277	42158	304	85133	288	139748	442	378	364
4282	0	30735	226	37112	182	37112	118	66993	39	362090	353	135	76
4284	0	23270	187	37171	100	37171	56	75859	20	176953	196	70	30
4285	0	29079	245	40728	157	40728	110	63085	34	215955	307	109	48
4286	0	23270	136	37171	73	37171	40	75859	15	176953	117	41	18
4289	0	35702	115	39248	109	39248	96	83418	31	132109	197	89	42
4292	0	35702	88	39248	82	39248	73	83418	24	132109	153	70	32
4294	0	79730	37	40038	69	40038	134	84877	134	150671	134	119	175
4296	0	41730	58	44327	41	44327	34	68629	19	147817	57	39	27
4297	0	41730	175	13824	122	44327	103	68629	56	147817	129	88	60
4299	0	50820	127	39200	173	39200	110	82283	47	139513	191	107	65
4301	0	35702	107	39248	101	39248	89	83418	28	132109	195	88	41
4304	0	35702	26	39248	24	39248	21	83418	7	132109	48	22	10
4309	0	41730	288	44327	200	44327	170	68629	93	147817	284	194	134
4314	0	23257	78	38780	44	38780	26	63945	11	419386	82	26	12
4316	0	41730	85	44327	60	44327	50	68629	28	147817	85	57	40
4318	0	38644	114	43572	111	43572	86	65784	29	139305	185	101	34
4319	0	23257	364	38780	203	38780	124	63945	49	419386	418	134	62
4320	0	34397	164	39530	121	39530	100	79535	42	193647	214	104	53
4322	0	38644	154	43572	150	43572	117	65784	40	139305	275	149	51
4323	0	38644	78	43572	76	43572	59	65784	20	139305	131	71	24
4324	0	34397	406	39530	301	39530	249	79535	104	193647	459	222	114
4329	0	60148	97	42158	194	42158	326	85133	524	139748	153	230	452
4330	0	56363	33	45528	60	45528	77	69301	37	129510	96	76	68
4331	0	32858	74	38929	56	38929	38	81805	23	134860	96	53	25
4332	0	56363	34	45528	61	45528	78	69301	38	129510	82	65	58
4338	0	41730	97	44327	68	44327	57	68629	31	147817	102	69	48
4341	0	56363	106	45528	191	45528	245	69301	119	129510	282	223	199
4345	0	41730	199	44327	138	44327	117	68629	63	147817	255	173	120
4346	0	32858	238	38929	180	38929	121	81805	75	134860	293	160	74
4347	0	32858	49	38929	37	38929	25	81805	15	134860	62	34	16
4355	0	65939	100	42431	216	42431	291	69702	250	136655	375	283	299
4356	0	65939	37	42431	79	42431	107	69702	92	136655	137	103	109

CITY OF HEMET RIVTAM BUILDOUT DATA - RESIDENTIAL PART 2

seq _	COLLEGE	median	HO<$25k	median25k	$25k<HO<$50k	median25_50	$50k<HO<$100k	median50_100	HO>$100k	median_100	LINC_WRK	MINC_WRK	HINC_WRK
4358	0	53154	85	45967	93	45967	134	86149	68	130413	175	123	101
4359	0	53154	77	45967	83	45967	121	86149	61	130413	144	101	83
4360	0	42087	266	44189	187	44189	164	70788	89	146206	317	219	155
4364	0	41730	47	44327	33	44327	28	68629	15	147817	57	39	27
4366	0	60148	50	42158	47	42158	57	85133	64	139748	73	67	77
4369	0	51026	6	42367	5	42367	8	84236	4	127032	10	6	7
4371	0	44922	22	42994	16	42994	19	85064	10	136270	29	21	17
4372	0	44922	130	42994	98	42994	110	85064	62	136270	173	129	104
4374	0	61845	122	41649	105	41649	182	87097	151	194256	142	140	178
4377	0	60148	130	42158	122	42158	148	85133	167	139748	246	227	256
4378	0	61845	54	41649	48	41649	82	87097	68	194256	66	66	83
4379	0	60148	43	42158	41	42158	49	85133	54	139748	53	47	55
4380	0	44922	102	42994	76	42994	86	85064	48	136270	134	100	80
4381	0	44922	145	42994	109	42994	122	85064	68	136270	145	108	86
4384	0	44922	101	42994	76	42994	86	85064	48	136270	109	81	65
4385	0	0	0	0	0	0	0	0	0	0	0	0	0
4386	0	60148	21	42158	20	42158	24	85133	28	139748	24	23	25
4387	0	61845	123	41649	105	41649	183	87097	153	194256	145	143	181
4389	0	60148	671	42158	632	42158	760	85133	862	139748	809	748	847
4391	0	41149	196	40104	201	40104	170	64279	81	149631	220	170	89
4392	0	51026	151	42367	139	42367	191	84236	102	127032	226	133	157
4393	0	61845	17	41649	17	41649	35	87097	35	194256	30	30	38
4403	0	41808	147	41176	120	41176	93	68063	51	160933	158	96	76
4404	0	41771	358	41111	296	41111	229	67815	126	160294	411	257	195
4405	0	51026	173	42367	160	42367	219	84236	118	127032	260	152	180
4407	0	60148	37	42158	37	42158	37	85133	50	139748	31	31	31
4410	0	51026	155	42367	143	42367	197	84236	107	127032	249	147	173
4418	0	41808	206	41176	168	41176	130	68063	72	160933	247	150	119
4419	0	41808	265	41176	218	41176	168	68063	93	160933	324	198	157

U:\UcJobs_00000-03000_02000\02748\Excel\[RTAM2035_5571_SED-Hemet CDW edits 110224.xls]Hemet GP Res2

CITY OF HEMET RIVTAM BUILDOUT DATA - EMPLOYMENT

TAZ	Total	Low	Med	High	Ag	Const	Manu	Whole	Ret	Trans	Infor	FIRE	Prof	Educ	ArtEnt	OthSer	PubAdm
4112	54	29	15	10	0	10	2	2	7	2	1	3	12	7	4	4	0
4115	2303	1289	658	329	30	479	90	60	119	90	30	150	569	329	180	180	0
4118	8130	4437	2219	1481	17	60	3	3	4194	3	0	10	30	20	10	10	3768
4121	470	250	129	91	1	52	8	8	239	12	3	19	24	31	19	20	0
4123	5727	2864	1853	1179	0	1417	177	354	414	177	0	354	1594	531	354	354	0
4127	1548	784	422	342	14	150	27	68	624	27	14	41	286	136	82	82	0
4133	15576	7954	4308	3314	0	3206	712	356	971	712	0	1069	3918	2137	1069	1425	0
4134	4100	2177	1132	793	15	431	74	83	715	80	145	286	607	256	1164	243	0
4136	2857	1587	635	635	0	330	0	0	213	0	0	0	661	661	330	330	0
4137	16006	8003	4335	3335	353	3179	707	353	1523	707	0	1413	3179	2120	1413	1060	0
4139	1008	448	336	224	0	235	0	0	66	0	0	118	235	118	118	118	0
4142	2181	1115	630	436	0	643	46	46	345	229	0	138	229	184	92	138	0
4143	20	11	6	4	0	2	0	0	10	0	0	1	3	1	1	1	0
4144	1851	1050	485	316	10	325	67	55	237	65	19	115	410	260	136	152	0
4148	13616	7409	3804	2403	215	2586	431	431	902	431	215	862	3232	1939	1077	1293	0
4154	2101	1062	580	454	16	416	84	68	37	84	26	147	521	332	174	195	0
4156	2951	1495	818	639	0	376	139	125	404	195	97	125	390	598	404	97	0
4164	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4165	1150	607	310	234	8	192	34	26	195	36	10	87	238	125	71	129	0
4167	824	461	204	159	37	87	17	14	366	17	5	30	108	67	36	39	0
4170	3711	2079	925	718	16	361	66	49	1155	66	16	107	557	238	131	197	754
4174	15587	8678	4010	2899	7	228	36	263	3757	43	7	313	9804	142	85	256	647
4177	225	119	61	46	1	60	6	9	0	7	2	19	54	25	21	20	0
4183	23	11	7	5	0	5	1	1	0	1	0	2	6	4	2	2	0
4186	1113	586	300	226	1	49	8	12	741	13	1	12	41	18	17	11	187
4187	771	431	192	150	1	27	3	4	530	3	9	40	50	28	5	20	52
4188	142	80	35	27	1	13	3	2	78	3	1	4	15	9	5	9	0
4189	332	186	82	64	19	13	2	2	245	2	1	3	29	8	4	5	0
4196	6690	4236	1521	937	0	102	40	4	2299	9	298	107	124	698	2876	133	0
4197	1133	717	257	159	0	12	2	16	811	1	3	7	28	50	196	6	0
4198	457	240	123	94	0	13	2	1	338	2	5	3	15	8	5	4	60
4199	24	12	6	5	0	9	1	0	0	1	0	1	7	2	1	1	0
4200	907	477	245	186	4	124	17	14	424	18	4	32	132	65	38	36	0
4208	1965	1022	569	375	5	130	99	134	480	18	4	40	116	126	546	127	139
4212	1956	951	575	430	10	342	69	60	265	69	20	119	427	273	144	159	0
4213	2268	1435	516	317	1	26	3	27	748	38	130	30	242	934	63	27	0
4214	1304	756	325	223	0	2	0	7	963	0	0	28	14	1	275	15	0
4215	3	2	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0

CITY OF HEMET RIVTAM BUILDOUT DATA - EMPLOYMENT

TAZ	Total	Low	Med	High	Ag	Const	Manu	Whole	Ret	Trans	Infor	FIRE	Prof	Educ	ArtEnt	OthSer	PubAdm
4216	334	161	101	73	0	26	3	2	247	7	1	14	13	7	6	8	0
4217	4	2	1	1	0	1	0	0	0	0	0	1	1	0	0	1	0
4221	347	180	84	82	2	69	13	9	6	13	4	20	108	47	27	27	0
4224	2043	1076	551	415	4	93	279	11	296	17	470	29	169	611	35	29	0
4231	2881	1670	717	492	3	176	61	11	471	45	13	150	237	597	334	266	518
4232	634	367	158	109	0	19	3	4	468	3	1	14	64	15	28	15	0
4233	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
4234	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4236	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4237	740	400	199	140	4	136	203	17	0	17	4	38	155	82	33	50	0
4248	1333	649	393	291	10	264	55	45	17	55	15	95	334	209	110	125	0
4254	630	364	152	114	3	76	14	11	105	15	4	25	96	53	32	31	164
4255	1695	979	409	307	1	25	5	5	1173	9	4	23	67	210	116	22	37
4256	2	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
4259	3276	1823	848	605	20	859	248	176	75	223	25	214	676	346	196	217	0
4260	1120	604	291	223	4	51	10	8	304	10	17	24	78	36	20	21	536
4261	518	289	135	96	1	111	10	4	141	5	1	71	55	44	34	42	0
4262	481	259	125	96	0	34	5	1	217	2	0	3	13	67	87	39	12
4263	1881	1014	490	378	2	56	394	17	710	11	182	52	156	74	108	119	0
4266	22	12	6	4	0	0	0	0	0	0	0	0	1	2	0	1	18
4271	4	2	1	1	0	0	0	0	3	0	0	0	0	0	0	0	0
4277	3707	2062	959	684	6	527	377	292	74	209	8	152	947	686	142	162	126
4278	1253	698	324	231	5	139	22	17	279	26	5	50	156	321	103	67	65
4280	491	253	128	112	0	10	7	4	332	1	1	14	25	77	20	2	0
4282	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4284	1382	746	360	276	1	103	20	9	367	4	1	74	80	695	7	23	0
4285	686	370	179	138	0	29	10	5	224	6	54	28	55	46	36	49	145
4286	1082	584	282	216	0	1	3	2	250	0	10	14	10	457	14	8	313
4289	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4292	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4294	202	104	49	48	13	43	5	5	17	14	4	8	51	15	13	13	0
4296	376	207	99	71	1	19	2	2	278	3	1	32	20	9	5	5	0
4297	474	260	125	90	2	47	8	7	32	9	2	24	81	46	18	29	169
4299	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4301	22	12	6	4	0	1	0	0	0	0	0	1	3	10	1	1	4
4304	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4309	352	193	92	67	1	47	7	8	38	39	2	16	3	109	28	15	0
4314	623	367	145	111	0	0	0	0	461	0	0	20	29	20	80	10	4

CITY OF HEMET RIVTAM BUILDOUT DATA - EMPLOYMENT

TAZ	Total	Low	Med	High	Ag	Const	Manu	Whole	Ret	Trans	Infor	FIRE	Prof	Educ	ArtEnt	OthSer	PubAdm
4316	359	197	94	68	0	5	1	1	266	1	0	4	10	36	26	10	0
4318	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4319	441	260	102	79	1	31	4	3	326	3	1	23	24	12	7	8	0
4320	157	87	40	30	0	2	0	0	116	0	1	0	3	27	6	2	0
4322	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4323	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4324	1000	552	254	194	0	6	4	4	739	1	0	21	15	98	78	5	28
4329	600	310	153	138	19	69	20	12	0	6	1	47	100	231	81	12	0
4330	11	6	3	2	0	2	0	0	0	0	0	0	2	1	1	2	3
4331	448	264	107	80	0	16	3	1	331	1	1	8	10	58	3	15	0
4332	11	6	3	2	0	2	0	0	0	0	0	1	3	2	1	1	0
4338	719	394	190	136	4	146	22	17	82	23	6	37	5	83	46	68	0
4341	173	96	46	31	0	13	3	2	0	4	1	5	30	31	6	7	71
4345	346	190	90	66	2	69	10	6	47	29	10	17	21	35	20	18	0
4346	1368	803	325	240	1	40	8	7	947	10	3	20	61	140	20	28	83
4347	458	269	108	81	0	10	2	1	338	2	2	7	33	13	38	11	0
4355	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4356	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4358	532	279	144	109	1	26	5	5	393	8	1	9	42	18	13	11	0
4359	277	145	76	56	0	16	2	2	205	2	2	3	22	8	11	5	0
4360	183	100	48	35	1	46	5	4	22	5	1	8	6	31	11	10	0
4364	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4366	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4369	77	44	18	15	0	14	3	2	10	3	1	5	17	11	6	6	0
4371	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4372	148	77	40	32	0	13	2	1	102	3	0	2	12	5	3	4	0
4374	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4377	386	199	98	89	3	74	9	7	107	10	2	14	74	33	27	25	0
4378	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4379	1026	527	260	238	8	313	23	47	0	157	8	39	235	86	47	63	0
4380	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4381	1144	591	307	246	2	74	9	7	845	9	2	34	65	56	20	20	0
4384	619	321	163	134	0	34	4	2	457	4	11	16	34	12	39	7	0
4385	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4386	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4387	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4389	4036	2080	1031	925	29	885	133	107	364	133	36	239	954	508	320	329	0
4391	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

CITY OF HEMET RIVTAM BUILDOUT DATA - EMPLOYMENT

TAZ	Total	Low	Med	High	Ag	Const	Manu	Whole	Ret	Trans	Infor	FIRE	Prof	Educ	ArtEnt	OthSer	PubAdm
4392	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4393	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4403	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4404	1254	651	327	276	6	388	30	25	0	28	6	46	19	98	62	57	330
4405	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4407	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
4410	1589	905	373	310	5	151	197	19	97	28	7	98	340	142	54	451	0
4418	4	2	1	1	0	1	0	0	0	0	0	0	1	1	0	0	0
4419	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	167,051	90,116	44,440	32,328	948	21,100	5,239	3,611	36,799	4,374	1,998	7,744	33,728	19,148	13,727	9,470	8,233

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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

APPENDIX 2.3

TRIP GENERATION AND VEHICLE MILES
OF TRAVEL CALCULATIONS

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EXISTING TRIP GENERATION & VMT

VARIABLE			QUANTITY	UNITS	TRIP RATE	VEHICLE TRIPS TOTAL	PRIMARY	DIVERTED	PASS-BY	TOTAL CHECK
							0.86	0.11	0.03	
RESIDENTIAL	Initial %	%								
Single Family	52%	35%	16,728	HH	9.57	160,087	137,675	17,610	4,803	160,088
Multiple Family	20%	13%	6,213	HH	6.59	40,944	35,212	4,504	1,228	40,944
Mobile Home	28%	19%	9,081	HH	4.99	45,314	38,970	4,985	1,359	45,314
Senior Household	0%	33%	15,772	HH	2.81	44,319	38,114	4,875	1,330	44,319
TOTAL	100%	100%	47,793	HH		**290,664**	249,971	31,974	8,720	290,665
		CHECK	47,794							
Residential Trips By Purpose										
Home - Work		40.2%					100,488	12,854	3,505	116,847
Home - Shop		19.2%					47,994	6,139	1,674	55,807
Home - Other		40.6%					101,488	12,981	3,540	118,009
		100.0%					249,970	31,974	8,719	290,663
Residential Trip Length By Purpose										
Home - Work							10.8	2.7	0.1	
Home - Shop							7.3	1.8	0.1	
Home - Other							7.5	1.9	0.1	
Residential VMT										
Home - Work							1,085,270	34,706	351	1,120,327
Home - Shop							350,356	11,050	167	361,573
Home - Other							761,160	24,664	354	786,178
Residential VMT Total										**2,268,078**

NON-RESIDENTIAL

	QUANTITY	UNITS	TRIP RATE	TOTAL	PRIMARY	DIVERTED	PASS-BY	TOTAL CHECK
					0.54	0.35	0.11	
Commercial SF (000's)	6,857	TSF	42.94	**294,440**	158,998	103,054	32,388	294,440
Commercial Trips By Purpose	%							
Commercial - Customer	64.7%				102,872	66,676	20,955	190,503
Commercial - Work	16.3%				25,917	16,798	5,279	47,994
Commercial - Non-Work	19.0%				30,210	19,580	6,154	55,944
	100.0%							294,441
Commercial Trip Length By Purpose								
Commercial - Customer					7.3	1.8	0.1	
Commercial - Work					9.5	2.4	0.1	
Commercial - Non-Work					7.3	1.8	0.1	
Commercial VMT								
Commercial - Customer					750,966	120,017	2,096	873,079
Commercial - Work					246,212	40,315	528	287,055
Commercial - Non-Work					220,533	35,244	615	256,392
Commercial VMT Total								**1,416,526**
					0.82	0.15	0.03	
Office SF (000's)	1,026	TSF	11.42	**11,717**	9,608	1,758	352	11,718
Office Trips By Purpose	%							
Office - Customer	48.0%				4,612	844	169	5,625
Office - Work	33.0%				3,171	580	116	3,867
Office - Non-Work	19.0%				1,826	334	67	2,227
	100.0%							11,719
Office Trip Length By Purpose								
Office - Customer					7.3	1.8	0.1	
Office - Work					9.5	2.4	0.1	
Office - Non-Work					7.3	1.8	0.1	
Office VMT								
Office - Customer					33,668	1,519	17	35,204
Office - Work					30,125	1,392	12	31,529
Office - Non-Work					13,330	601	7	13,938
Office VMT Total								**80,671**

				0.92	0.05	0.03	
Industrial SF (000's)	3,898	TSF	6.97	**27,169**	24,995	1,358	815	27,168
Industrial Trips By Purpose	%						
Industrial - Customer	28.0%				6,999	380	228	7,607
Industrial - Work	59.0%				14,747	801	481	16,029
Industrial - Non-Work	13.0%				3,249	177	106	3,532
	100.0%							27,168
Industrial Trip Length By Purpose							
Industrial - Customer					7.3	1.8	0.1	
Industrial - Work					9.5	2.4	0.1	
Industrial - Non-Work					7.3	1.8	0.1	
Industrial VMT							
Industrial - Customer					51,093	684	23	51,800
Industrial - Work					140,097	1,922	48	142,067
Industrial - Non-Work					23,718	319	11	24,048
Industrial VMT Total								**217,915**
Subtotal (since each trip has 2 trip-ends, average trip length must be divided by 2 to avoid double counting)								3,983,190
OVERALL TOTAL				**623,990**				**1,991,595**

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Buildout TRIP GENERATION & VMT

VARIABLE		QUANTITY	UNITS	TRIP RATE	VEHICLE TRIPS TOTAL	PRIMARY	DIVERTED	PASS-BY	TOTAL CHECK
						0.86	0.11	0.03	
RESIDENTIAL	%								
Single Family	43.4%	29,931	HH	9.57	286,440	246,338	31,508	8,593	286,439
Multiple Family	18.4%	12,698	HH	6.59	83,680	71,965	9,205	2,510	83,680
Mobile Home	13.2%	9,081	HH	4.99	45,314	38,970	4,985	1,359	45,314
Senior Household	25.0%	17,237	HH	2.81	48,436	41,655	5,328	1,453	48,436
TOTAL	100.0%	68,947	HH		**463,870**	398,928	51,026	13,915	463,869
	CHECK	68,947							
Residential Trips By Purpose									
Home - Work	40.2%					160,369	20,512	5,594	186,475
Home - Shop	19.2%					76,594	9,797	2,672	89,063
Home - Other	40.6%					161,965	20,717	5,649	188,331
	100.0%					398,928	51,026	13,915	463,869
Residential Trip Length By Purpose									
Home - Work						10.8	2.7	0.1	
Home - Shop						7.3	1.8	0.1	
Home - Other						7.5	1.9	0.1	
Residential VMT									
Home - Work						1,731,985	55,382	559	1,787,926
Home - Shop						559,136	17,635	267	577,038
Home - Other						1,214,738	39,362	565	1,254,665
Residential VMT Total									**3,619,629**

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NON-RESIDENTIAL

	QUANTITY	UNITS	TRIP RATE	TOTAL	PRIMARY	DIVERTED	PASS-BY	TOTAL CHECK
					0.54	0.35	0.11	
Commercial SF (000's)	20,269	TSF	42.94	**870,351**	469,990	304,623	95,739	870,352
Commercial Trips By Purpose	%							
Commercial - Customer	64.7%				304,084	197,091	61,943	563,118
Commercial - Work	16.3%				76,608	49,654	15,605	141,867
Commercial - Non-Work	19.0%				89,298	57,878	18,190	165,366
	100.0%							870,351
Commercial Trip Length By Purpose								
Commercial - Customer					7.3	1.8	0.1	
Commercial - Work					9.5	2.4	0.1	
Commercial - Non-Work					7.3	1.8	0.1	
Commercial VMT								
Commercial - Customer					2,219,813	354,764	6,194	2,580,771
Commercial - Work					727,776	119,170	1,561	848,507
Commercial - Non-Work					651,875	104,180	1,819	757,874
Commercial VMT Total								**4,187,152**
					0.82	0.15	0.03	
Office SF (000's)	6,662	TSF	11.42	**76,080**	62,386	11,412	2,282	76,080
Office Trips By Purpose	%							
Office - Customer	48.0%				29,945	5,478	1,095	36,518
Office - Work	33.0%				20,587	3,766	753	25,106
Office - Non-Work	19.0%				11,853	2,168	434	14,455
	100.0%							76,079
Office Trip Length By Purpose								
Office - Customer					7.3	1.8	0.1	
Office - Work					9.5	2.4	0.1	
Office - Non-Work					7.3	1.8	0.1	
Office VMT								
Office - Customer					218,599	9,860	110	228,569
Office - Work					195,577	9,038	75	204,690
Office - Non-Work					86,527	3,902	43	90,472
Office VMT Total								**523,731**

				0.92	0.05	0.03	
Industrial SF (000's)	27,690 TSF	6.97	**192,999**	177,559	9,650	5,790	192,999
Industrial Trips By Purpose	%						
Industrial - Customer	28.0%			49,717	2,702	1,621	54,040
Industrial - Work	59.0%			104,760	5,694	3,416	113,870
Industrial - Non-Work	13.0%			23,083	1,255	753	25,091
	100.0%						193,001
Industrial Trip Length By Purpose							
Industrial - Customer				7.3	1.8	0.1	
Industrial - Work				9.5	2.4	0.1	
Industrial - Non-Work				7.3	1.8	0.1	
Industrial VMT							
Industrial - Customer				362,934	4,864	162	367,960
Industrial - Work				995,220	13,666	342	1,009,228
Industrial - Non-Work				168,506	2,259	75	170,840
Industrial VMT Total							**1,548,028**
Subtotal (since each trip has 2 trip-ends, average trip length must be divided by 2 to avoid double counting)							9,878,540
OVERALL TOTAL			**1,603,300**				**4,939,270**
EXISTING			623,990				1,991,595
DIFFERENCE			979,310				2,947,675
% DIFFERENCE			157%				148%

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Mixed Use Area Only Buildout TRIP GENERATION & VMT

VARIABLE		QUANTITY	UNITS	TRIP RATE	VEHICLE TRIPS TOTAL	PRIMARY	DIVERTED	PASS-BY	TOTAL CHECK
						0.86	0.11	0.03	
RESIDENTIAL	%								
Single Family			HH	9.57	0	0	0	0	0
Multiple Family		3,823	HH	6.59	25,194	21,667	2,771	756	25,194
Mobile Home			HH	4.99	0	0	0	0	0
Senior Household			HH	2.81	0	0	0	0	0
TOTAL	0.0%	3,823	HH		**25,194**	21,667	2,771	756	25,194
	CHECK	3,823							
Residential Trips By Purpose									
Home - Work	40.2%					8,710	1,114	304	10,128
Home - Shop	19.2%					4,160	532	145	4,837
Home - Other	40.6%					8,797	1,125	307	10,229
	100.0%					21,667	2,771	756	25,194
Residential Trip Length By Purpose									
Home - Work						10.8	2.7	0.1	
Home - Shop						7.3	1.8	0.1	
Home - Other						7.5	1.9	0.1	
Residential VMT									
Home - Work						94,068	3,008	30	97,106
Home - Shop						30,368	958	15	31,341
Home - Other						65,978	2,138	31	68,147
Residential VMT Total									**196,594**

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NON-RESIDENTIAL

	QUANTITY	UNITS	TRIP RATE	TOTAL	PRIMARY	DIVERTED	PASS-BY	TOTAL CHECK
					0.54	0.35	0.11	
Commercial SF (000's)	14,590	TSF	42.94	**626,495**	338,307	219,273	68,914	626,494
Commercial Trips By Purpose	%							
Commercial - Customer	64.7%				218,885	141,870	44,587	405,342
Commercial - Work	16.3%				55,144	35,741	11,233	102,118
Commercial - Non-Work	19.0%				64,278	41,662	13,094	119,034
	100.0%							626,494
Commercial Trip Length By Purpose								
Commercial - Customer					7.3	1.8	0.1	
Commercial - Work					9.5	2.4	0.1	
Commercial - Non-Work					7.3	1.8	0.1	
Commercial VMT								
Commercial - Customer					1,597,861	255,366	4,459	1,857,686
Commercial - Work					523,868	85,778	1,123	610,769
Commercial - Non-Work					469,229	74,992	1,309	545,530
Commercial VMT Total								**3,013,985**
					0.82	0.15	0.03	
Office SF (000's)	1,981	TSF	11.42	**22,623**	18,551	3,393	679	22,623
Office Trips By Purpose	%							
Office - Customer	48.0%				8,904	1,629	326	10,859
Office - Work	33.0%				6,122	1,120	224	7,466
Office - Non-Work	19.0%				3,525	645	129	4,299
	100.0%							22,624
Office Trip Length By Purpose								
Office - Customer					7.3	1.8	0.1	
Office - Work					9.5	2.4	0.1	
Office - Non-Work					7.3	1.8	0.1	
Office VMT								
Office - Customer					64,999	2,932	33	67,964
Office - Work					58,159	2,688	22	60,869
Office - Non-Work					25,733	1,161	13	26,907
Office VMT Total								**155,740**

					0.92	0.05	0.03	
Industrial SF (000's)	0	TSF	6.97	**0**	0	0	0	0
Industrial Trips By Purpose	%							
Industrial - Customer	28.0%				0	0	0	0
Industrial - Work	59.0%				0	0	0	0
Industrial - Non-Work	13.0%				0	0	0	0
	100.0%							0
Industrial Trip Length By Purpose								
Industrial - Customer					7.3	1.8	0.1	
Industrial - Work					9.5	2.4	0.1	
Industrial - Non-Work					7.3	1.8	0.1	
Industrial VMT								
Industrial - Customer					0	0	0	0
Industrial - Work					0	0	0	0
Industrial - Non-Work					0	0	0	0
Industrial VMT Total								**0**
Subtotal (since each trip has 2 trip-ends, average trip length must be divided by 2 to avoid double counting)								3,366,319
OVERALL TOTAL				**674,312**				**1,683,160**
OVERALL TOTAL WITH SUSTAINABILITY POLICIES CONSIDERED								**1,277,940**
RATIO								**0.76**

Sustainability Reduction (LUT-3)

Use	Est TSF	% of Total	Ln (% of Total)	Product
SFDU's	0	0.01	-4.60517	-0.046
MFDU's	3,823	0.1875	-1.67421	-0.314
Commercial	14,590	0.7154	-0.3349	-0.24
Office	1,981	0.0971	-2.33164	-0.226
Industrial	0	0.01	-4.60517	-0.046
Open Space	0	0.01	-4.60517	-0.046
TOTAL	**20,394**	1.03		-0.918
		6	1.791759	
Land Use Index				0.5
Land Use (if greater than 5.0, set to 5.0)				2.333
VMT Elasticity				0.09
VMT Reduction (if greater than 30%, set to 30%)				21%

		Reduction	Factor
LUT-3	Mixed Use	21%	79%
SDT-1	Pedestrian Facilities	2%	98%
		0%	100%
		0%	100%
		0%	100%
		0%	100%
		0%	100%
		0%	100%

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Non- Mixed Use Area Only Buildout TRIP GENERATION & VMT

VARIABLE		QUANTITY	UNITS	TRIP RATE	VEHICLE TRIPS TOTAL	PRIMARY	DIVERTED	PASS-BY	TOTAL CHECK
						0.86	0.11	0.03	
RESIDENTIAL	%								
Single Family	46.0%	29,931	HH	9.57	286,440	246,338	31,508	8,593	286,439
Multiple Family	13.6%	8,875	HH	6.59	58,486	50,298	6,433	1,755	58,486
Mobile Home	13.9%	9,081	HH	4.99	45,314	38,970	4,985	1,359	45,314
Senior Household	25.0%	17,237	HH	2.81	48,436	41,655	5,328	1,453	48,436
TOTAL	98.5%	65,124	HH		**438,676**	377,261	48,254	13,160	438,675
	CHECK	65,124							
Residential Trips By Purpose									
Home - Work	40.2%					151,659	19,398	5,290	176,347
Home - Shop	19.2%					72,434	9,265	2,527	84,226
Home - Other	40.6%					153,168	19,591	5,343	178,102
	100.0%					377,261	48,254	13,160	438,675
Residential Trip Length By Purpose									
Home - Work						10.8	2.7	0.1	
Home - Shop						7.3	1.8	0.1	
Home - Other						7.5	1.9	0.1	
Residential VMT									
Home - Work						1,637,917	52,375	529	1,690,821
Home - Shop						528,768	16,677	253	545,698
Home - Other						1,148,760	37,223	534	1,186,517
Residential VMT Total									**3,423,036**

NON-RESIDENTIAL

	QUANTITY	UNITS	TRIP RATE	TOTAL	PRIMARY	DIVERTED	PASS-BY	TOTAL CHECK
					0.54	0.35	0.11	
Commercial SF (000's)	5,679	TSF	42.94	**243,856**	131,682	85,350	26,824	243,856
Commercial Trips By Purpose	%							
Commercial - Customer	64.7%				85,198	55,221	17,355	157,774
Commercial - Work	16.3%				21,464	13,912	4,372	39,748
Commercial - Non-Work	19.0%				25,020	16,217	5,097	46,334
	100.0%							243,856
Commercial Trip Length By Purpose								
Commercial - Customer					7.3	1.8	0.1	
Commercial - Work					9.5	2.4	0.1	
Commercial - Non-Work					7.3	1.8	0.1	
Commercial VMT								
Commercial - Customer					621,945	99,398	1,736	723,079
Commercial - Work					203,908	33,389	437	237,734
Commercial - Non-Work					182,646	29,191	510	212,347
Commercial VMT Total								**1,173,160**
					0.82	0.15	0.03	
Office SF (000's)	4,681	TSF	11.42	**53,457**	43,835	8,019	1,604	53,458
Office Trips By Purpose	%							
Office - Customer	48.0%				21,041	3,849	770	25,660
Office - Work	33.0%				14,466	2,646	529	17,641
Office - Non-Work	19.0%				8,329	1,524	305	10,158
	100.0%							53,459
Office Trip Length By Purpose								
Office - Customer					7.3	1.8	0.1	
Office - Work					9.5	2.4	0.1	
Office - Non-Work					7.3	1.8	0.1	
Office VMT								
Office - Customer					153,599	6,928	77	160,604
Office - Work					137,427	6,350	53	143,830
Office - Non-Work					60,802	2,743	31	63,576
Office VMT Total								**368,010**

				0.92	0.05	0.03	
Industrial SF (000's)	27,690 TSF	6.97	**192,999**	177,559	9,650	5,790	192,999
Industrial Trips By Purpose	%						
Industrial - Customer	28.0%			49,717	2,702	1,621	54,040
Industrial - Work	59.0%			104,760	5,694	3,416	113,870
Industrial - Non-Work	13.0%			23,083	1,255	753	25,091
	100.0%						193,001
Industrial Trip Length By Purpose							
Industrial - Customer				7.3	1.8	0.1	
Industrial - Work				9.5	2.4	0.1	
Industrial - Non-Work				7.3	1.8	0.1	
Industrial VMT							
Industrial - Customer				362,934	4,864	162	367,960
Industrial - Work				995,220	13,666	342	1,009,228
Industrial - Non-Work				168,506	2,259	75	170,840
Industrial VMT Total							**1,548,028**
Subtotal (since each trip has 2 trip-ends, average trip length must be divided by 2 to avoid double counting)							**6,512,234**
OVERALL TOTAL			**928,988**				**3,256,117**

OVERALL TOTAL WITH SUSTAINABILITY POLICIES CONSIDERED	**3,129,377**
RATIO	**0.96**

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Non- Mixed Use Area Only Buildout TRIP GENERATION & VMT

VARIABLE		QUANTITY	UNITS	TRIP RATE	VEHICLE TRIPS TOTAL	PRIMARY	DIVERTED	PASS-BY	TOTAL CHECK
						0.86	0.11	0.03	
RESIDENTIAL	%								
Single Family	46.0%	29,931	HH	9.57	286,440	246,338	31,508	8,593	286,439
Multiple Family	13.6%	8,875	HH	6.59	58,486	50,298	6,433	1,755	58,486
Mobile Home	13.9%	9,081	HH	4.99	45,314	38,970	4,985	1,359	45,314
Senior Household	25.0%	17,237	HH	2.81	48,436	41,655	5,328	1,453	48,436
TOTAL	98.5%	65,124	HH		**438,676**	377,261	48,254	13,160	438,675
	CHECK	65,124							
Residential Trips By Purpose									
Home - Work	40.2%					151,659	19,398	5,290	176,347
Home - Shop	19.2%					72,434	9,265	2,527	84,226
Home - Other	40.6%					153,168	19,591	5,343	178,102
	100.0%					377,261	48,254	13,160	438,675
Residential Trip Length By Purpose									
Home - Work						10.8	2.7	0.1	
Home - Shop						7.3	1.8	0.1	
Home - Other						7.5	1.9	0.1	
Residential VMT									
Home - Work						1,637,917	52,375	529	1,690,821
Home - Shop						528,768	16,677	253	545,698
Home - Other						1,148,760	37,223	534	1,186,517
Residential VMT Total									**3,423,036**

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NON-RESIDENTIAL

	QUANTITY	UNITS	TRIP RATE	TOTAL	PRIMARY	DIVERTED	PASS-BY	TOTAL CHECK
					0.54	0.35	0.11	
Commercial SF (000's)	5,679	TSF	42.94	**243,856**	131,682	85,350	26,824	243,856
Commercial Trips By Purpose	%							
Commercial - Customer	64.7%				85,198	55,221	17,355	157,774
Commercial - Work	16.3%				21,464	13,912	4,372	39,748
Commercial - Non-Work	19.0%				25,020	16,217	5,097	46,334
	100.0%							243,856
Commercial Trip Length By Purpose								
Commercial - Customer					7.3	1.8	0.1	
Commercial - Work					9.5	2.4	0.1	
Commercial - Non-Work					7.3	1.8	0.1	
Commercial VMT								
Commercial - Customer					621,945	99,398	1,736	723,079
Commercial - Work					203,908	33,389	437	237,734
Commercial - Non-Work					182,646	29,191	510	212,347
Commercial VMT Total								**1,173,160**
					0.82	0.15	0.03	
Office SF (000's)	4,681	TSF	11.42	**53,457**	43,835	8,019	1,604	53,458
Office Trips By Purpose	%							
Office - Customer	48.0%				21,041	3,849	770	25,660
Office - Work	33.0%				14,466	2,646	529	17,641
Office - Non-Work	19.0%				8,329	1,524	305	10,158
	100.0%							53,459
Office Trip Length By Purpose								
Office - Customer					7.3	1.8	0.1	
Office - Work					9.5	2.4	0.1	
Office - Non-Work					7.3	1.8	0.1	
Office VMT								
Office - Customer					153,599	6,928	77	160,604
Office - Work					137,427	6,350	53	143,830
Office - Non-Work					60,802	2,743	31	63,576
Office VMT Total								**368,010**

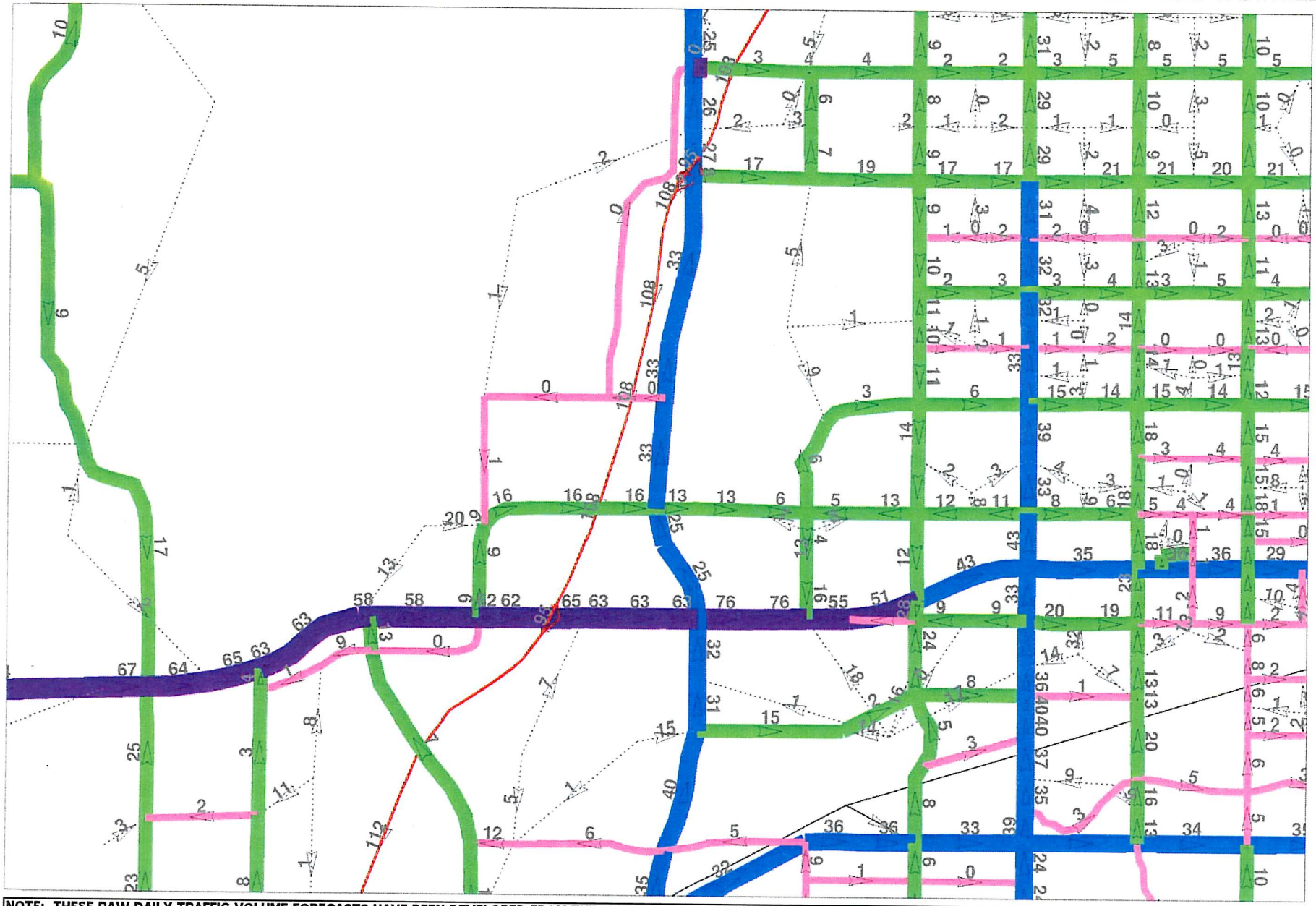
				0.92	0.05	0.03	
Industrial SF (000's)	27,690 TSF	6.97	**192,999**	177,559	9,650	5,790	192,999
Industrial Trips By Purpose	%						
Industrial - Customer	28.0%			49,717	2,702	1,621	54,040
Industrial - Work	59.0%			104,760	5,694	3,416	113,870
Industrial - Non-Work	13.0%			23,083	1,255	753	25,091
	100.0%						193,001
Industrial Trip Length By Purpose							
Industrial - Customer				7.3	1.8	0.1	
Industrial - Work				9.5	2.4	0.1	
Industrial - Non-Work				7.3	1.8	0.1	
Industrial VMT							
Industrial - Customer				362,934	4,864	162	367,960
Industrial - Work				995,220	13,666	342	1,009,228
Industrial - Non-Work				168,506	2,259	75	170,840
Industrial VMT Total							**1,548,028**
Subtotal (since each trip has 2 trip-ends, average trip length must be divided by 2 to avoid double counting)							**6,512,234**
OVERALL TOTAL			**928,988**				**3,256,117**

OVERALL TOTAL WITH SUSTAINABILITY POLICIES CONSIDERED	**3,129,377**
RATIO	**0.96**

APPENDIX 2.4

HEMET FOCUSED VERSION OF THE RIVERSIDE COUNTY
TRANSPORTATION ANALYSIS MODEL
RAW VEHICLE FORECASTS

NORTHWEST AREA AVERAGE DAILY TRAFFIC (ADT) IN THOUSANDS



NOTE: THESE RAW DAILY TRAFFIC VOLUME FORECASTS HAVE BEEN DEVELOPED FROM THE CITY O HEMET REFINED VERSION OF THE RivTAM FOR THE GENERAL PLAN UPDATE ONLY. POST-PROCESSING OF THE RAW VOLUMES IS RECOMMENDED. FOR PROJECT LEVEL ANALYSIS, LOCALIZED MODEL APPLICATIONS SHOULD BE CONSIDERED.

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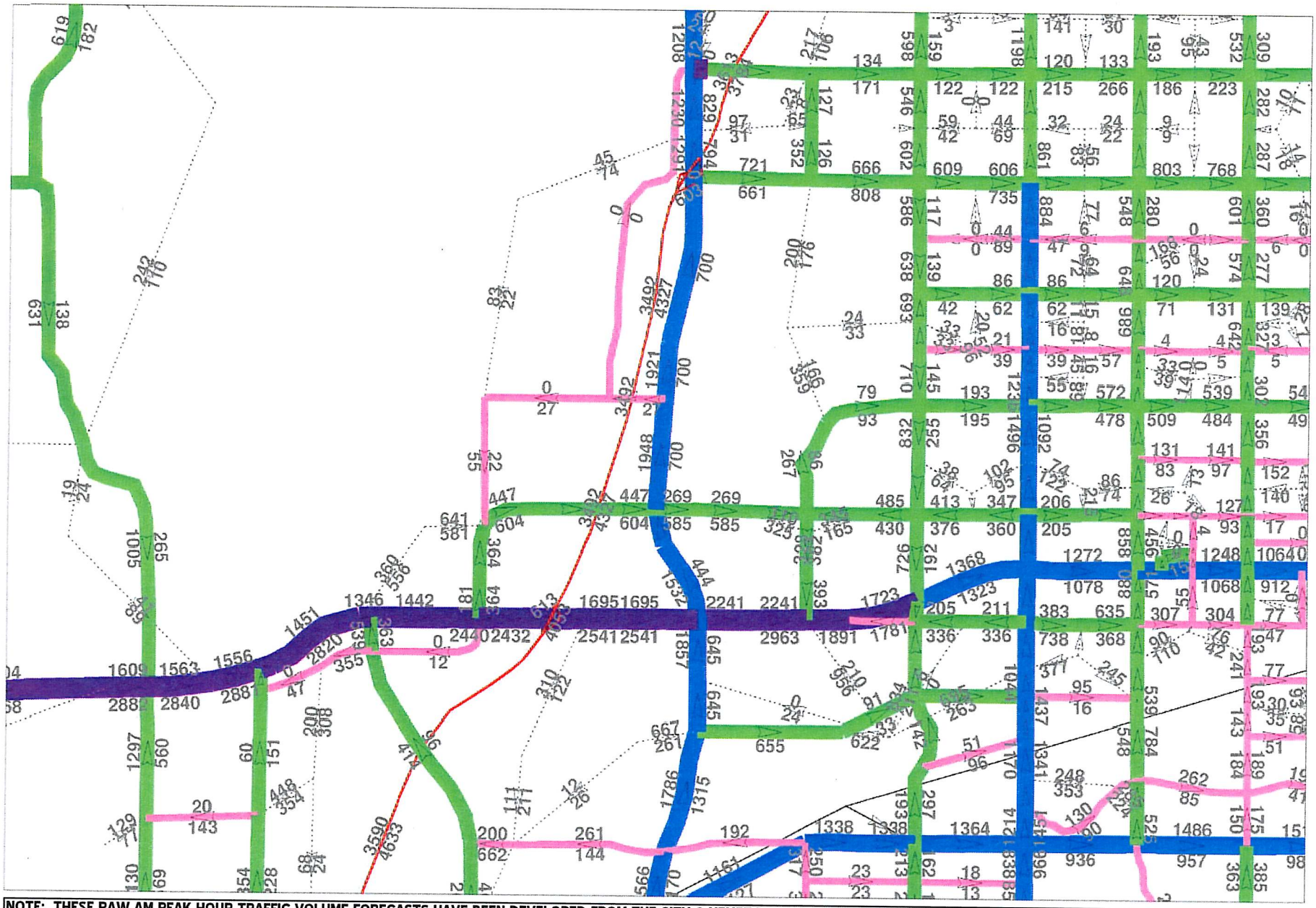
URBAN CROSSROADS

NORTHWEST AREA AM PEAK HOUR VOLUMES



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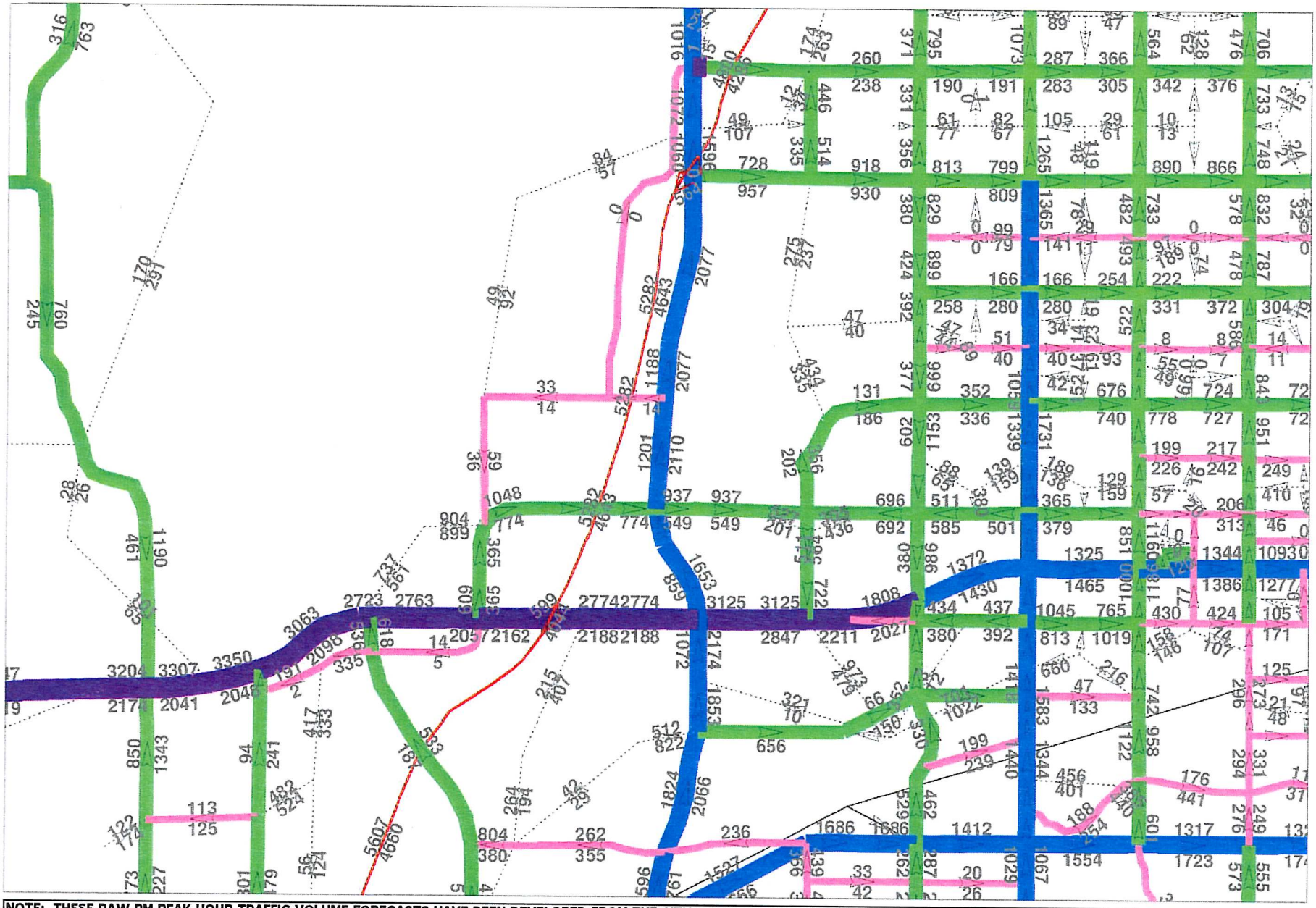
URBAN CROSSROADS

NORTHWEST AREA PM PEAK HOUR VOLUMES



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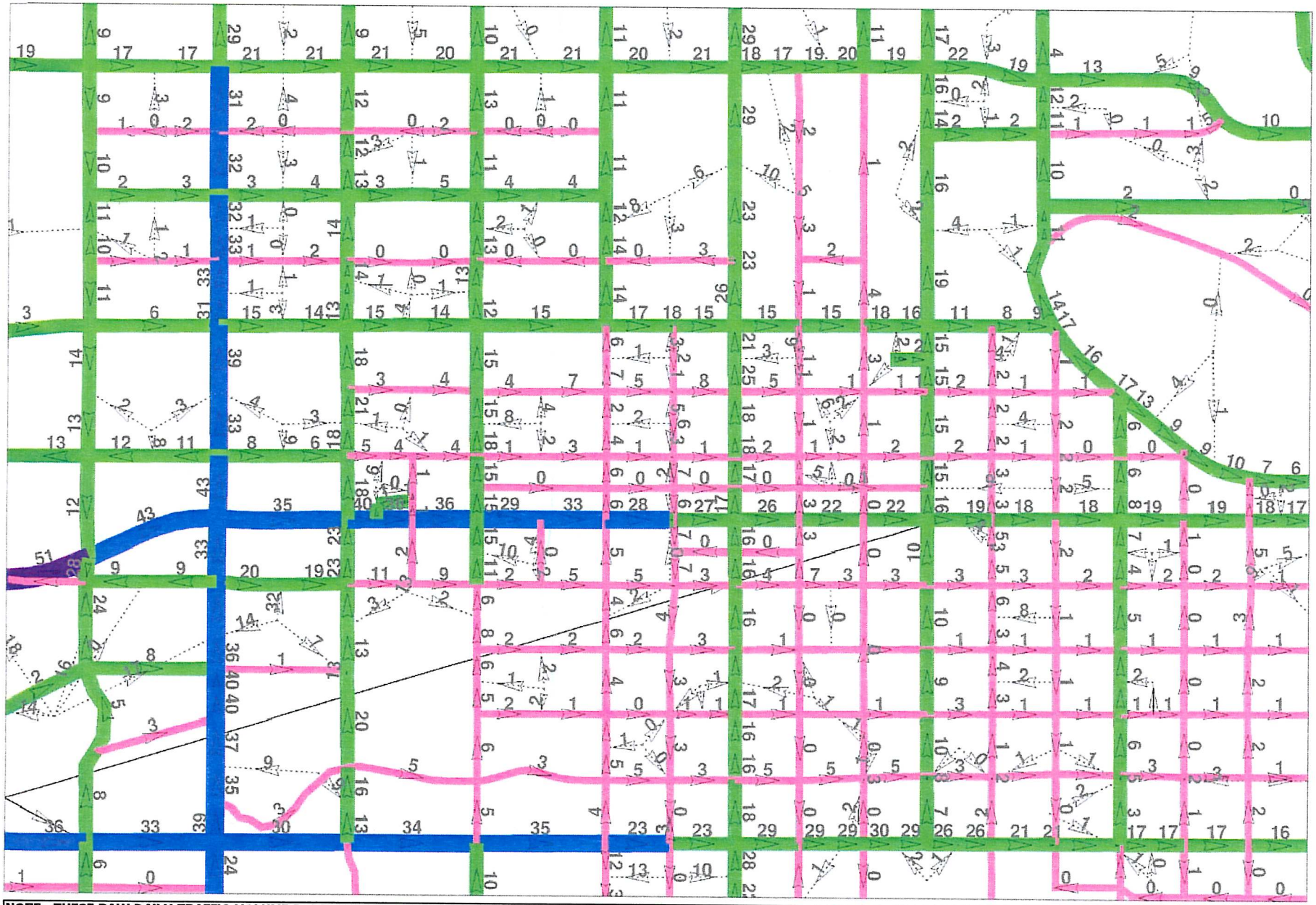
URBAN CROSSROADS

NORTH CENTRAL AREA AVERAGE DAILY TRAFFIC (ADT) IN THOUSANDS



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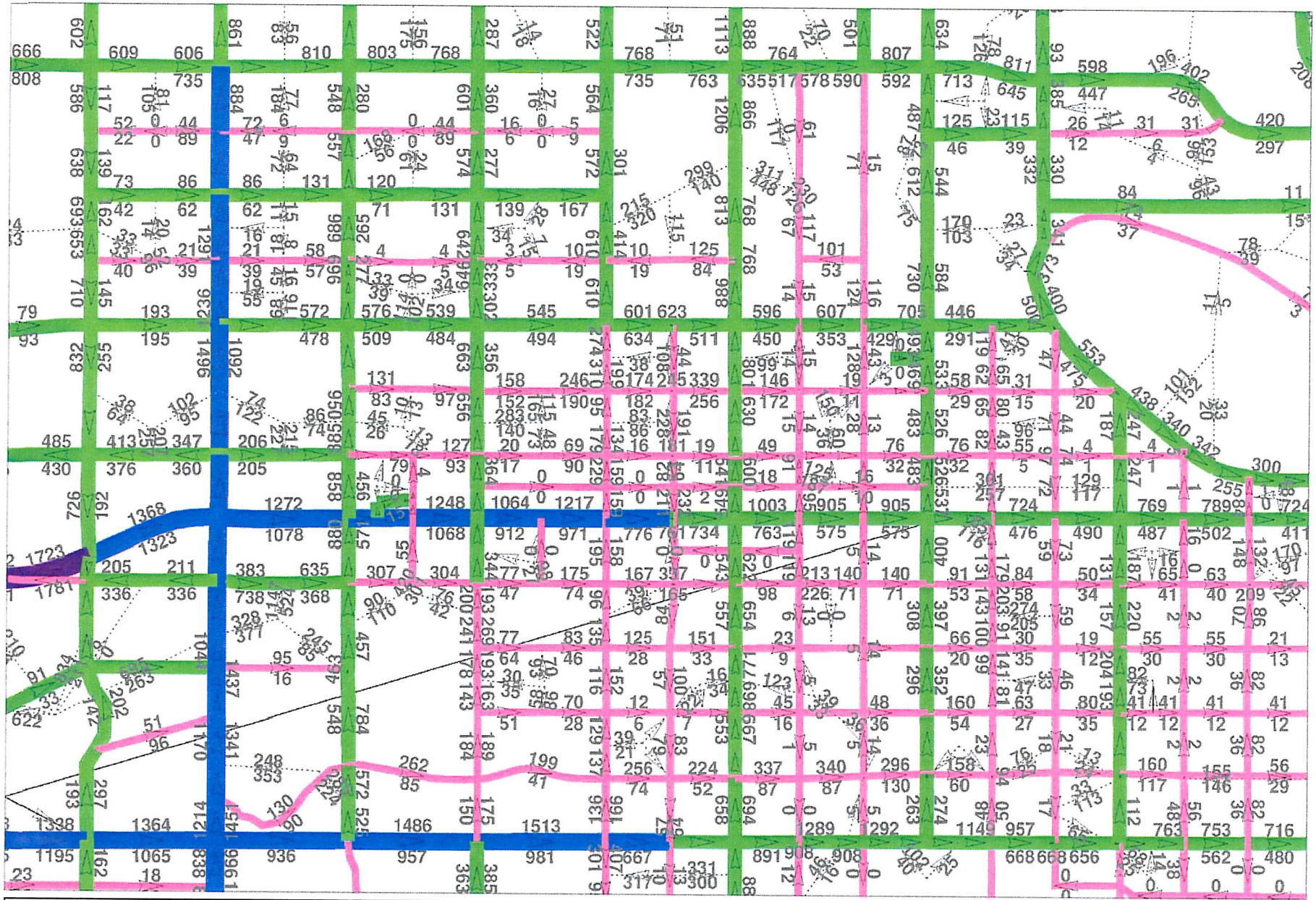
URBAN CROSSROADS

NORTH CENTRAL AREA AM PEAK HOUR VOLUMES



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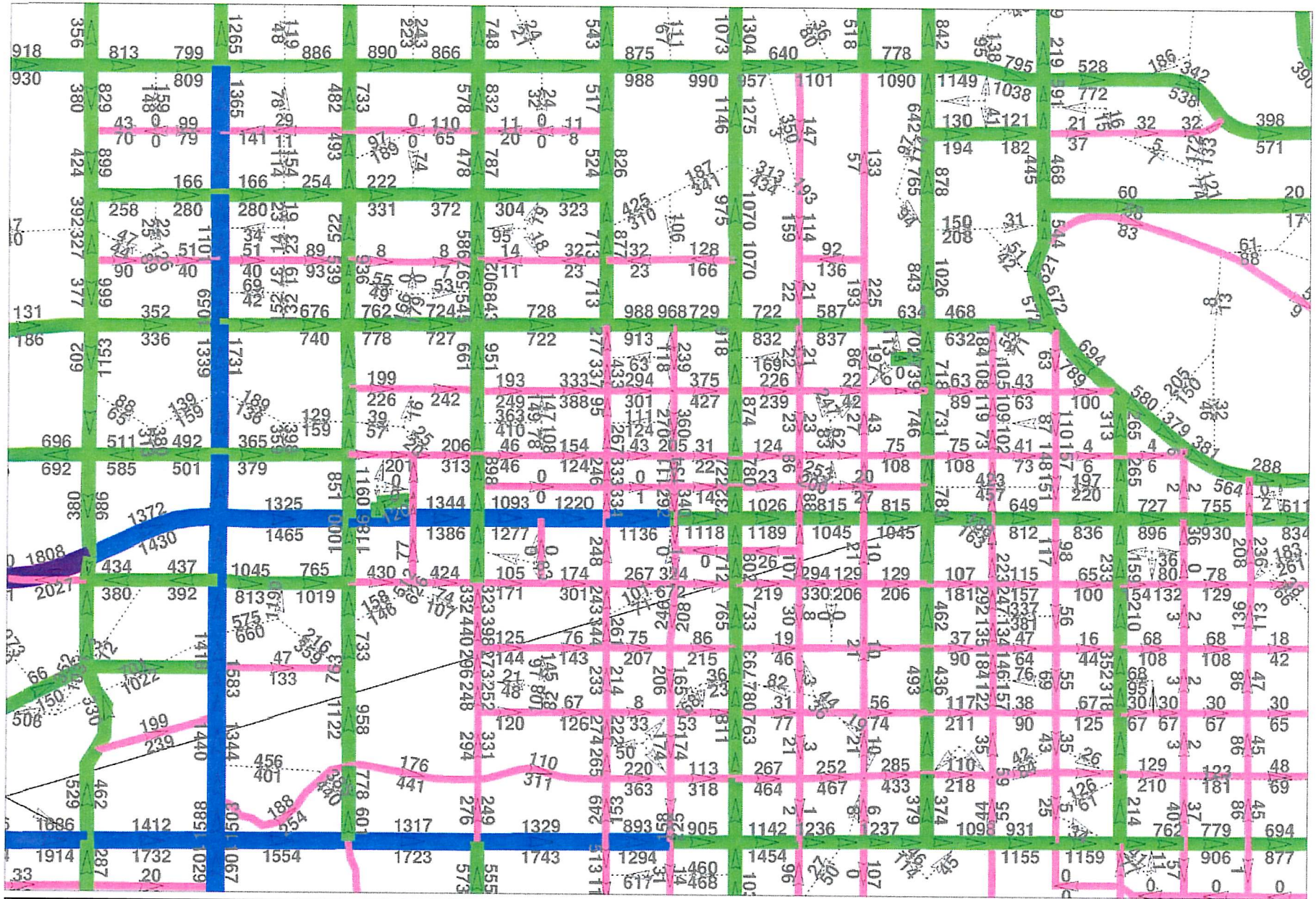
NORTH CENTRAL AREA PM PEAK HOUR VOLUMES



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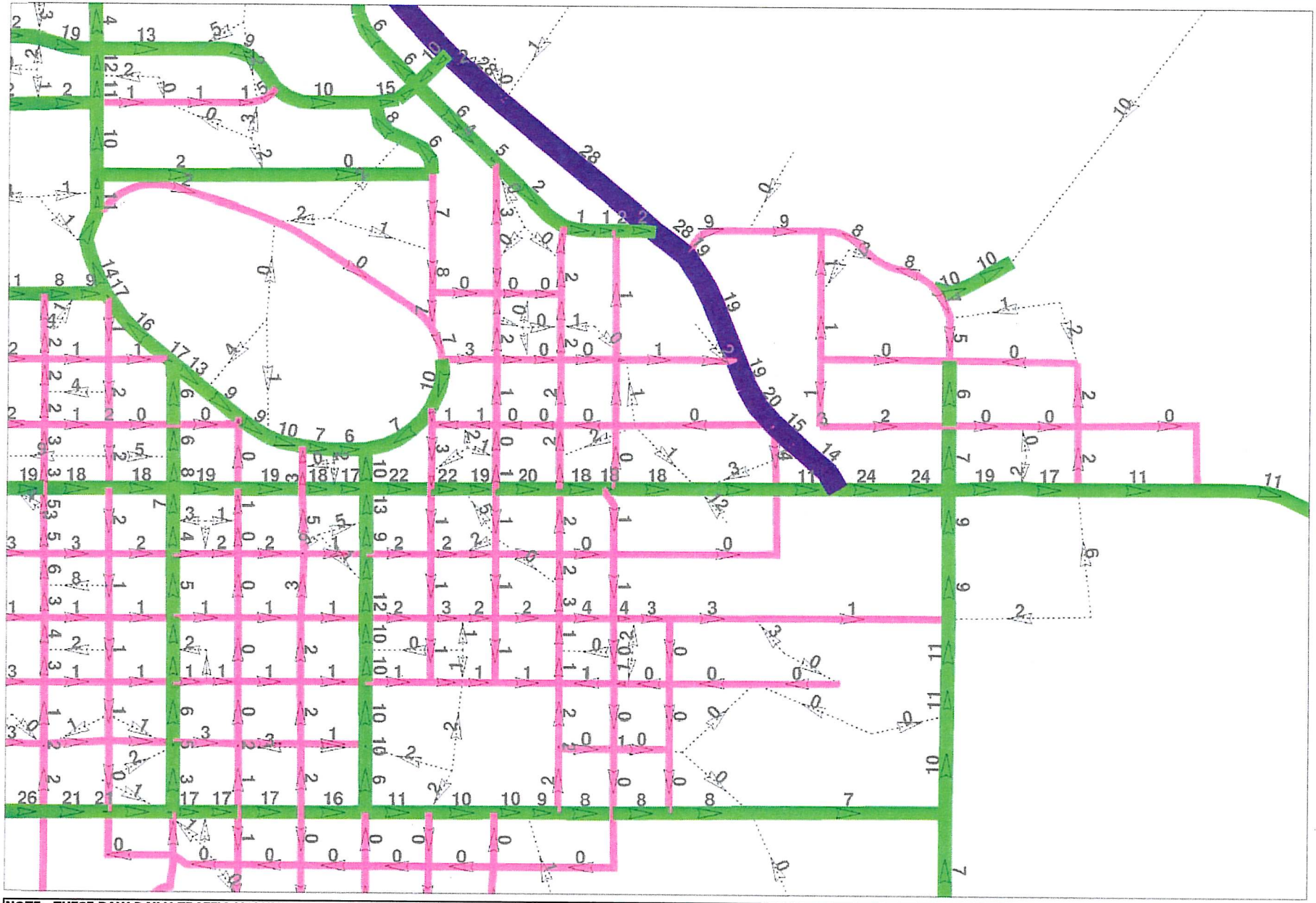
URBAN CROSSROADS

NORTHEAST AREA AVERAGE DAILY TRAFFIC (ADT) IN THOUSANDS



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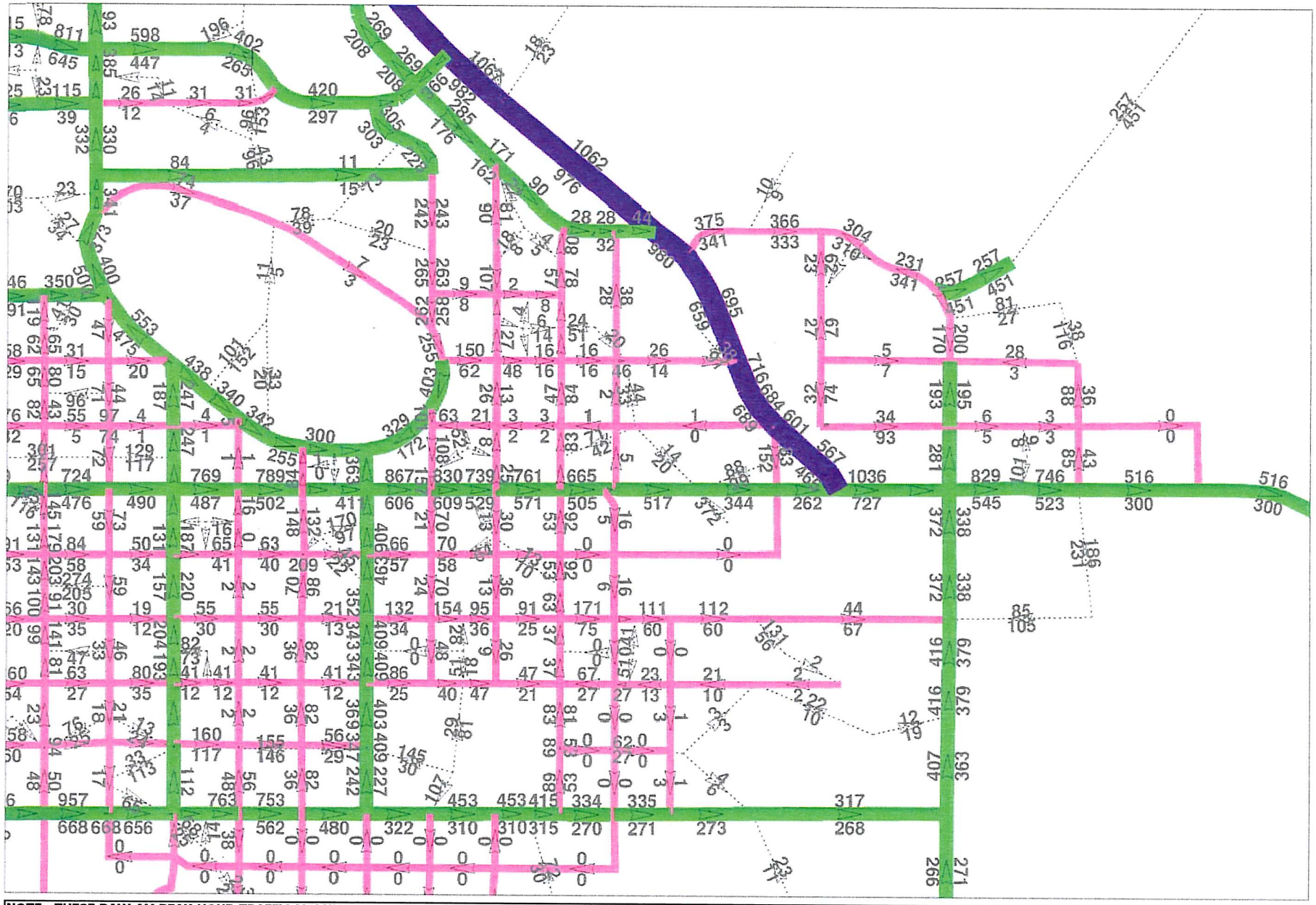
NORTHEAST AREA AM PEAK HOUR VOLUMES



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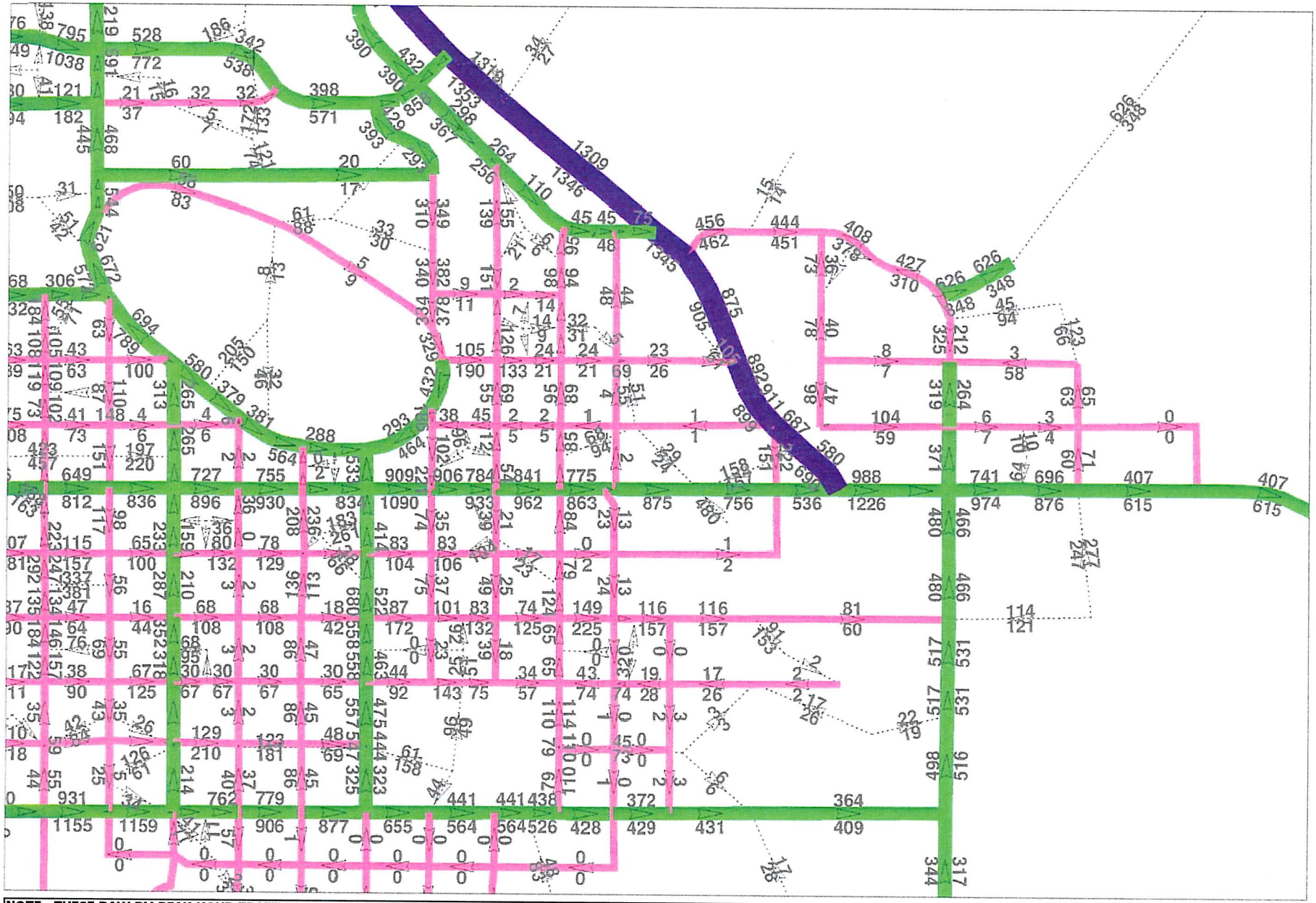
NORTHEAST AREA PM PEAK HOUR VOLUMES



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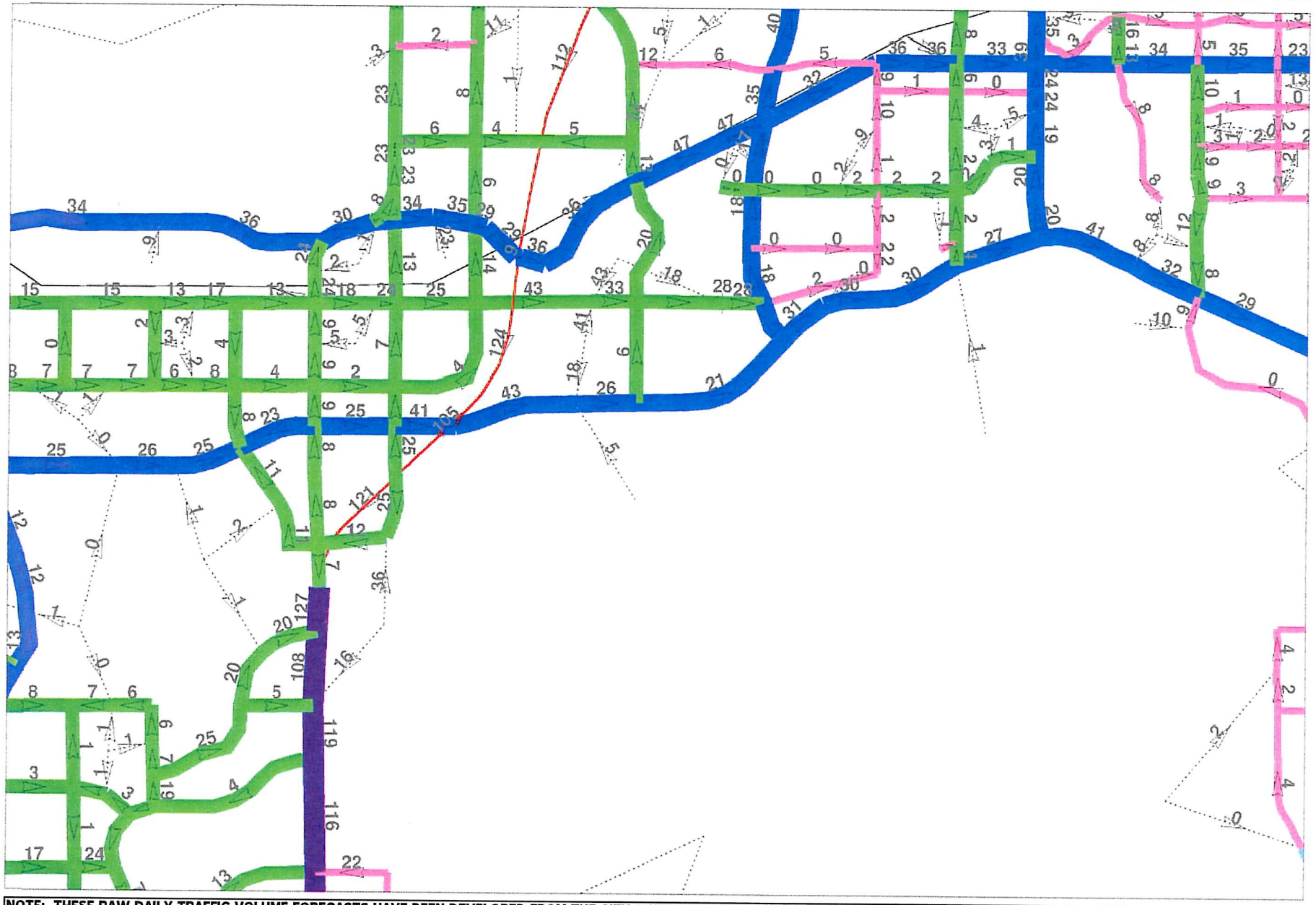
URBAN CROSSROADS

SOUTHWEST AREA AVERAGE DAILY TRAFFIC (ADT) IN THOUSANDS



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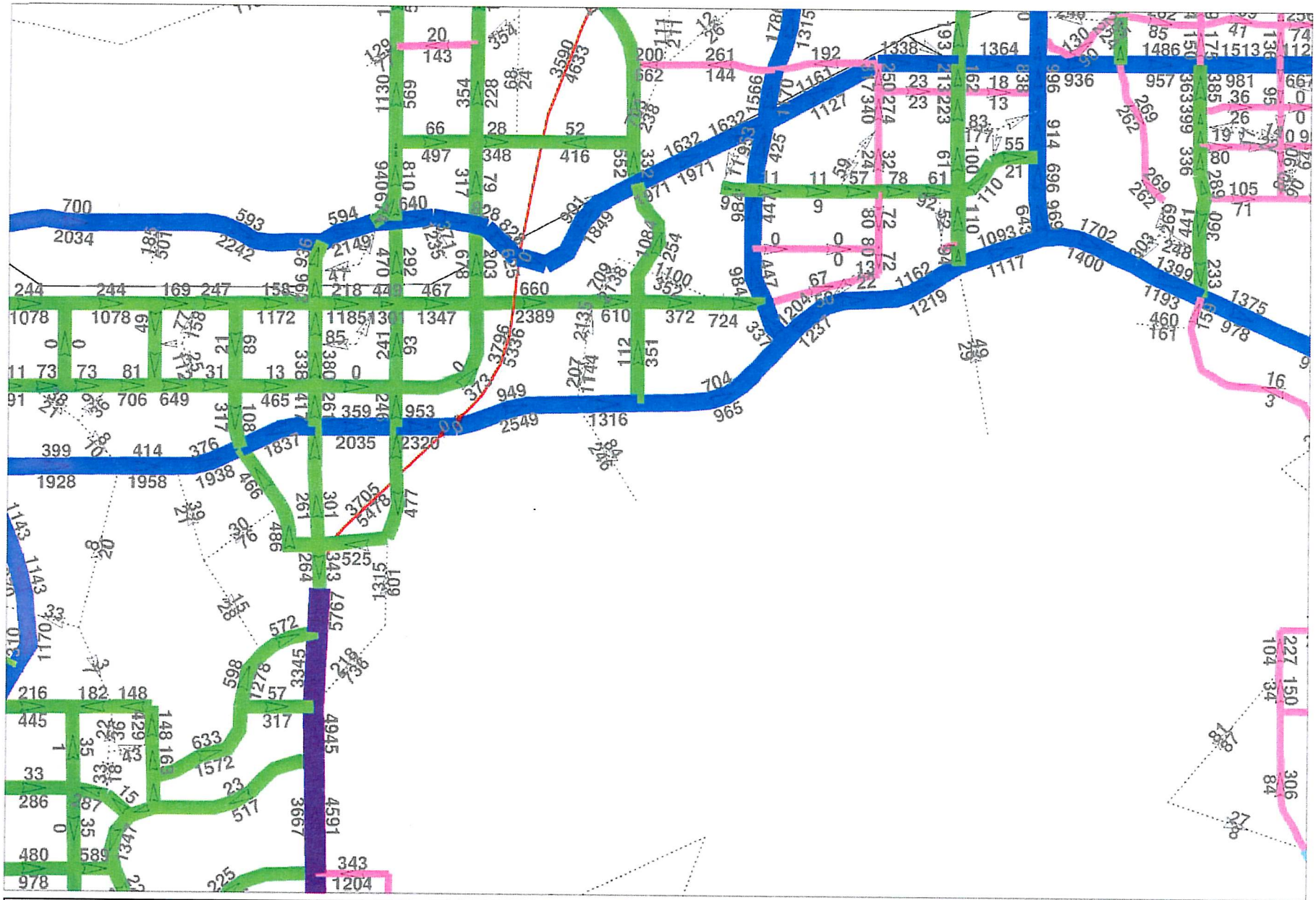
URBAN CROSSROADS

SOUTHWEST AREA AM PEAK HOUR VOLUMES



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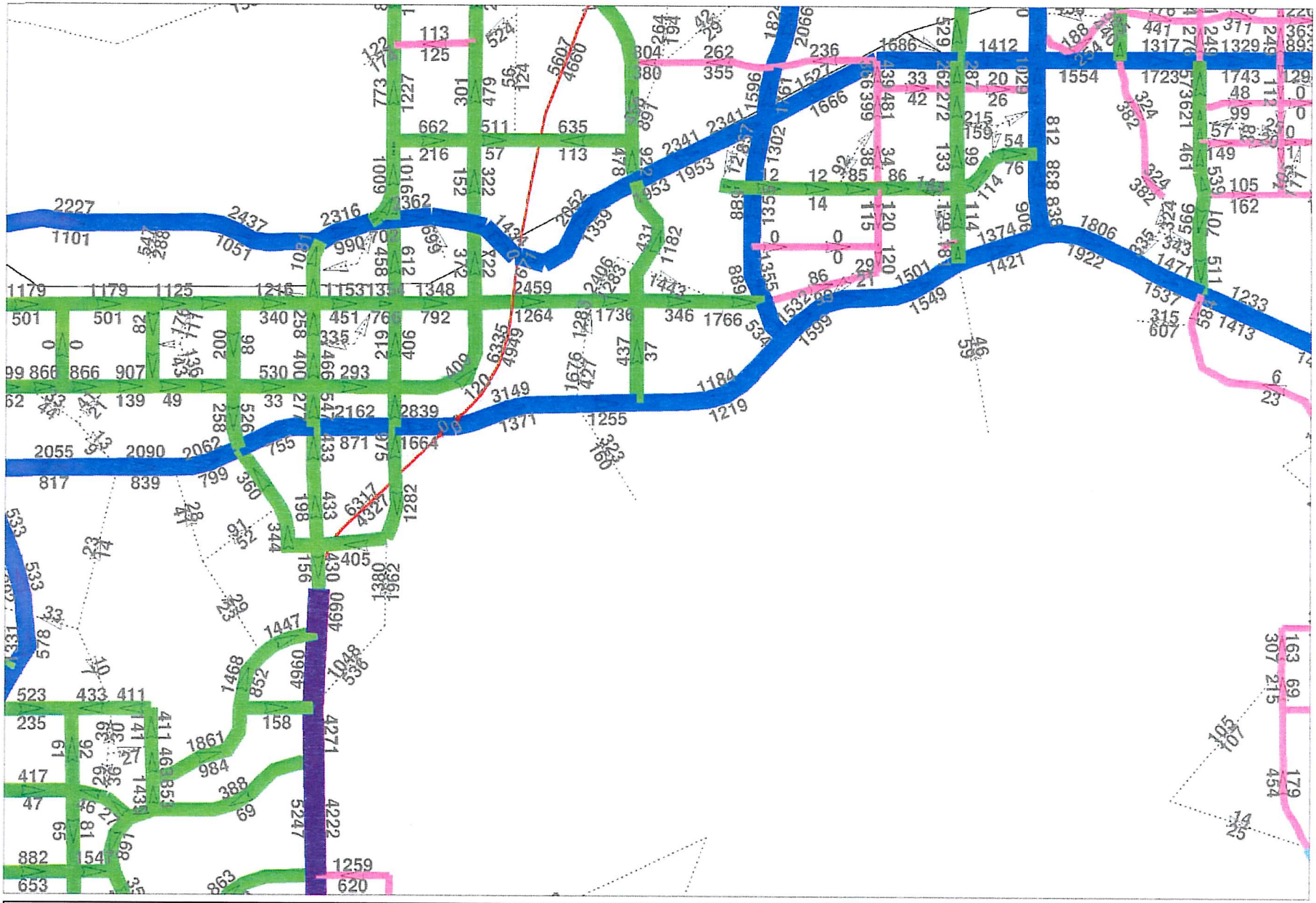
SOUTHWEST AREA PM PEAK HOUR VOLUMES



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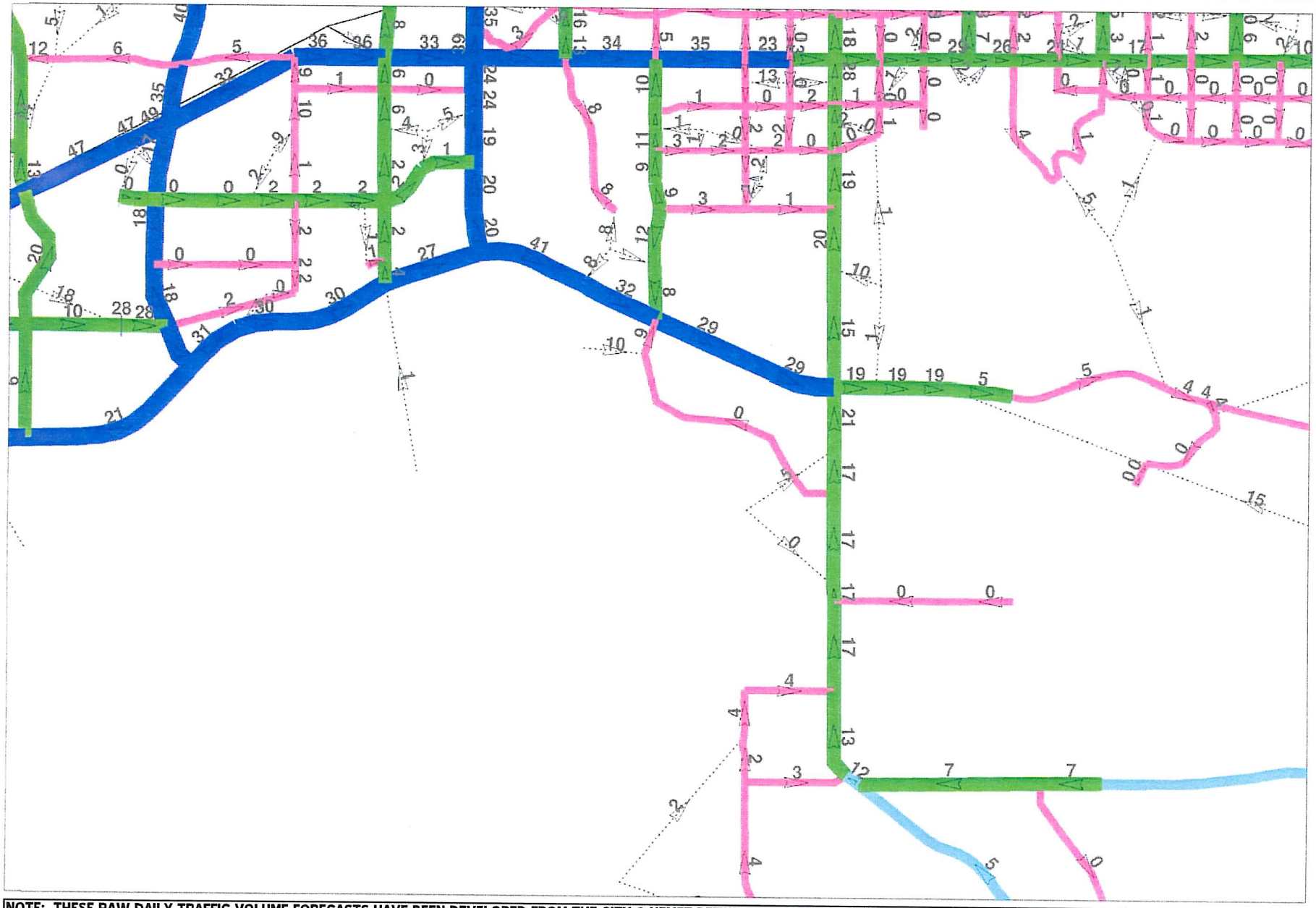
SOUTH CENTRAL AREA AVERAGE DAILY TRAFFIC (ADT) IN THOUSANDS



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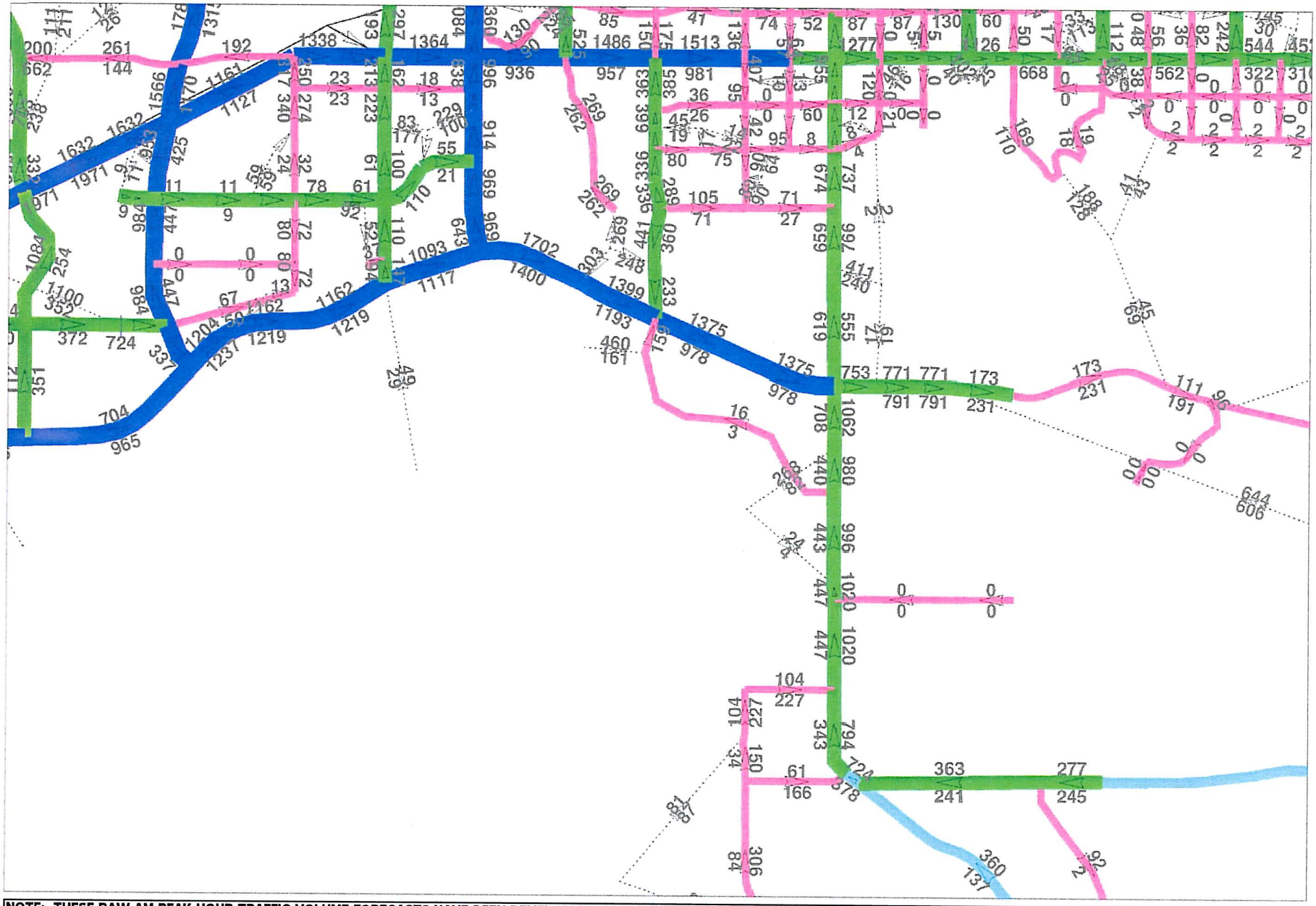
URBAN CROSSROADS

SOUTH CENTRAL AREA AM PEAK HOUR VOLUMES



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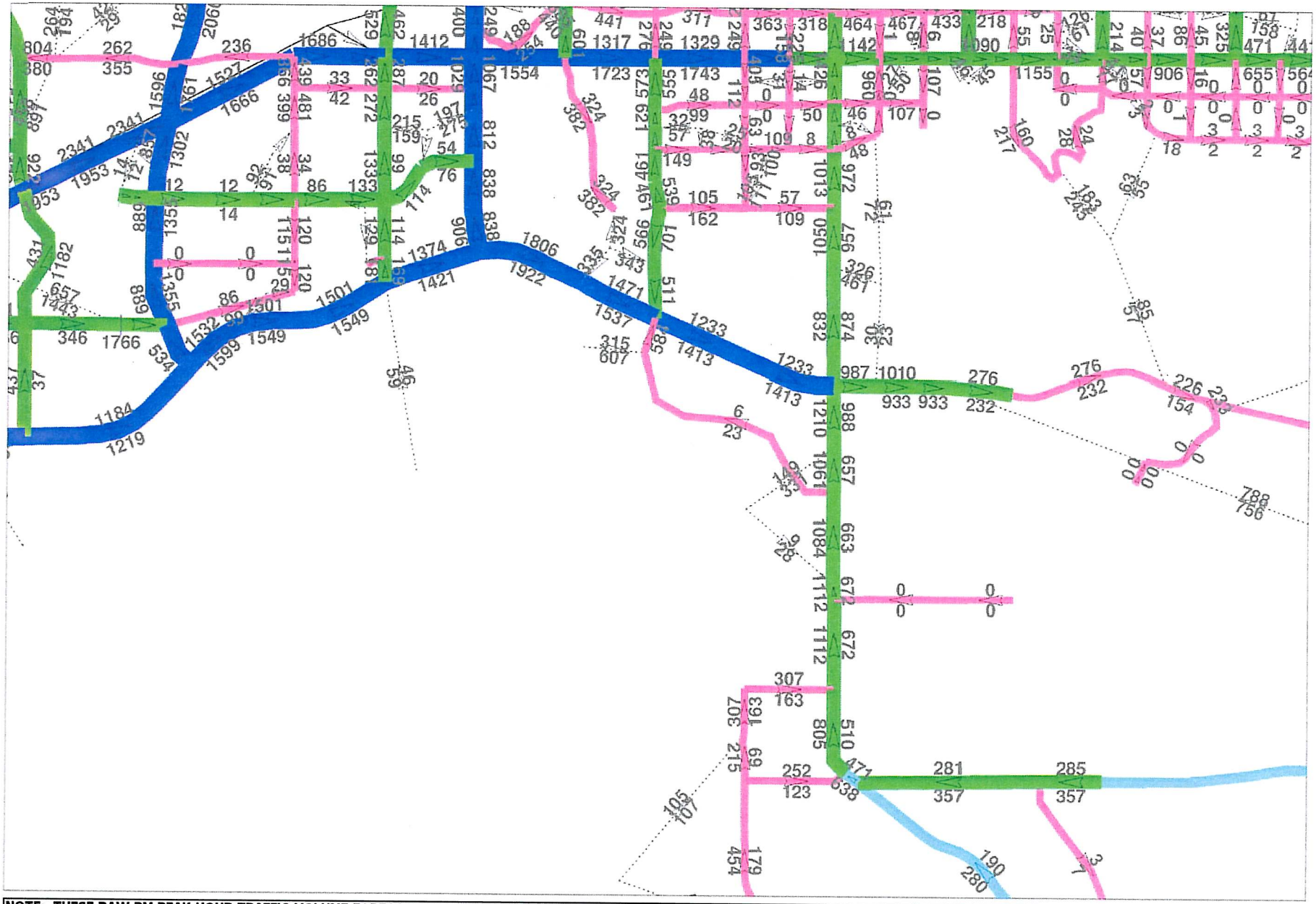
SOUTH CENTRAL AREA PM PEAK HOUR VOLUMES



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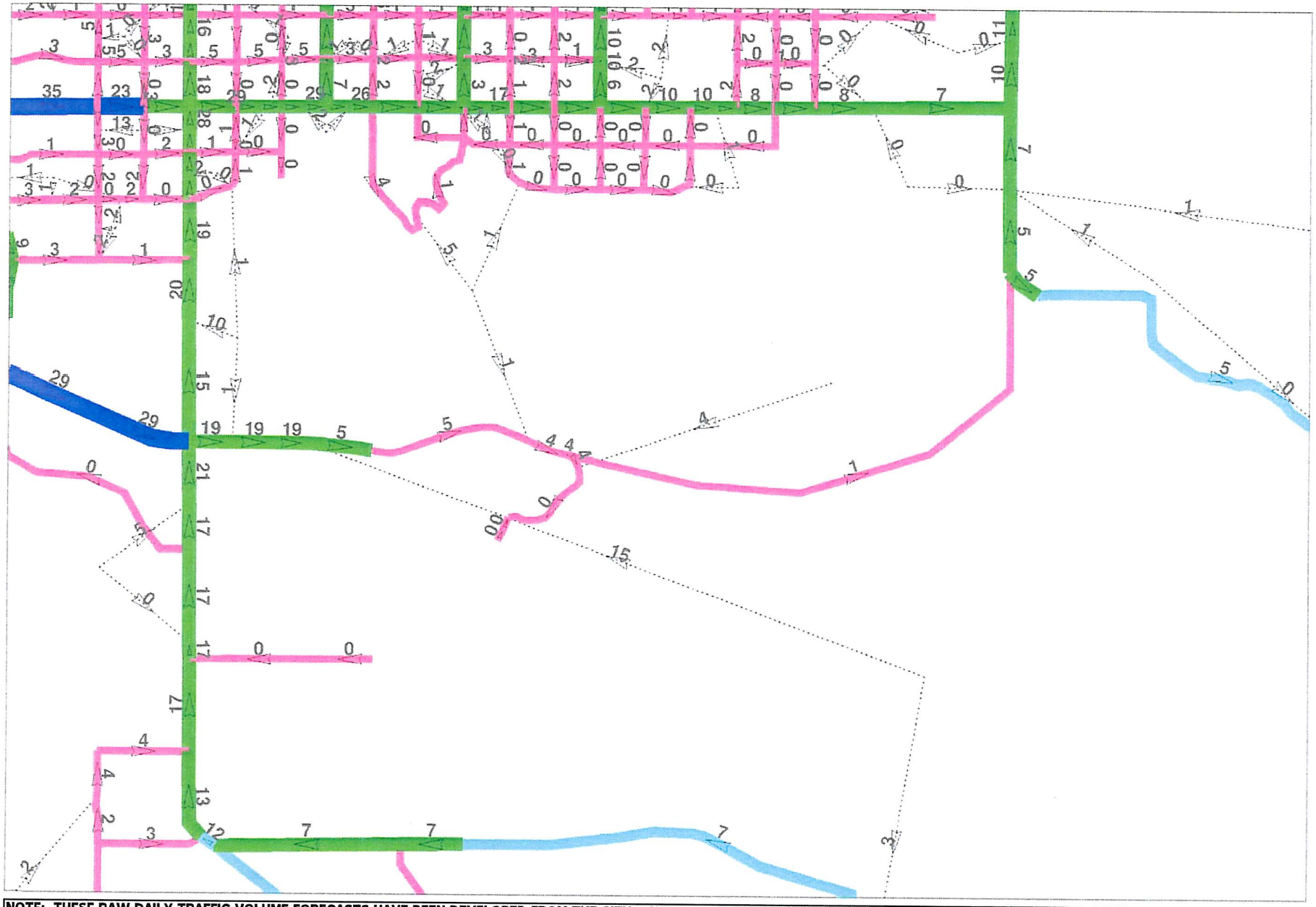
URBAN CROSSROADS

SOUTHEAST AREA AVERAGE DAILY TRAFFIC (ADT) IN THOUSANDS



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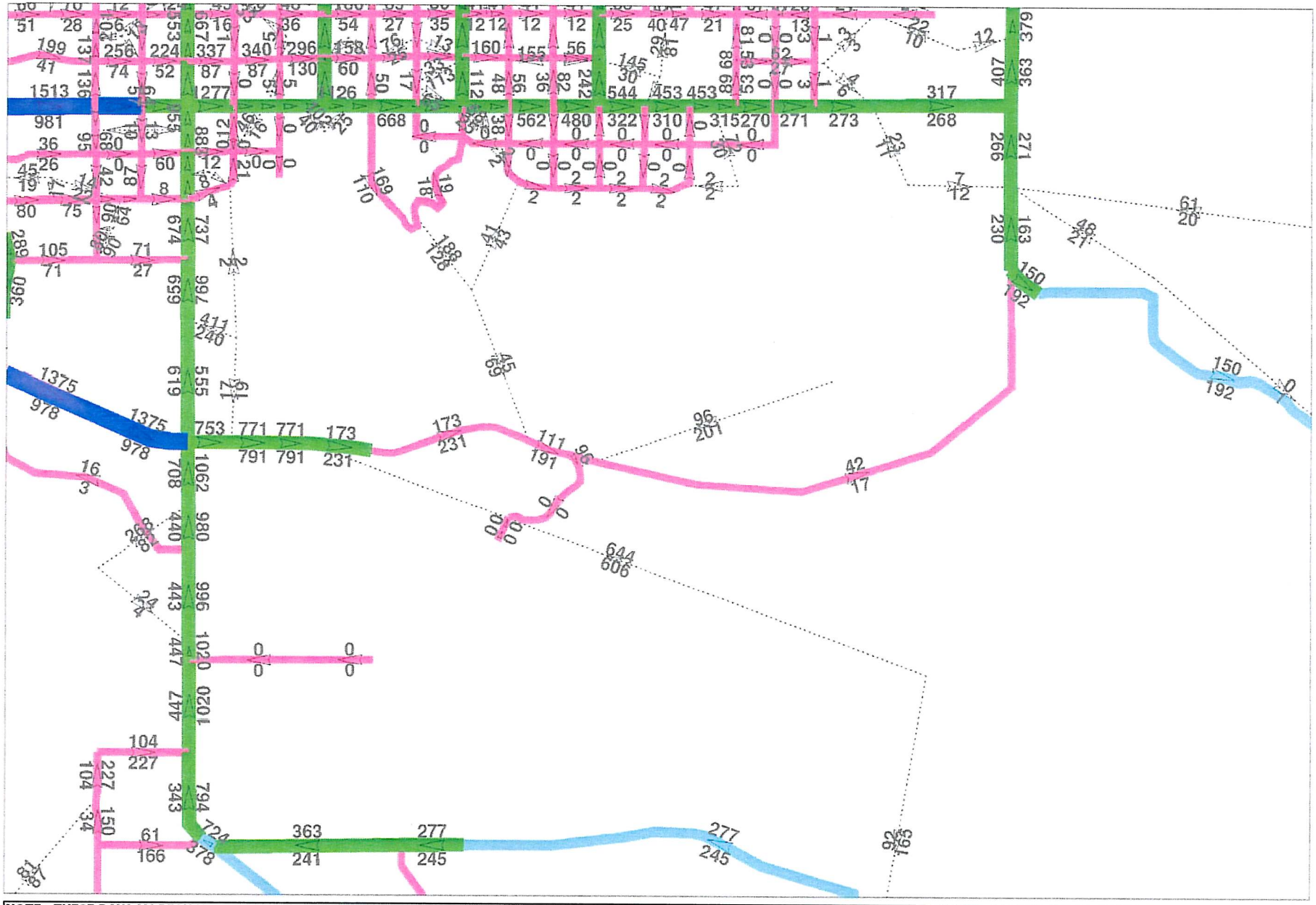
URBAN CROSSROADS

SOUTHEAST AREA AM PEAK HOUR VOLUMES



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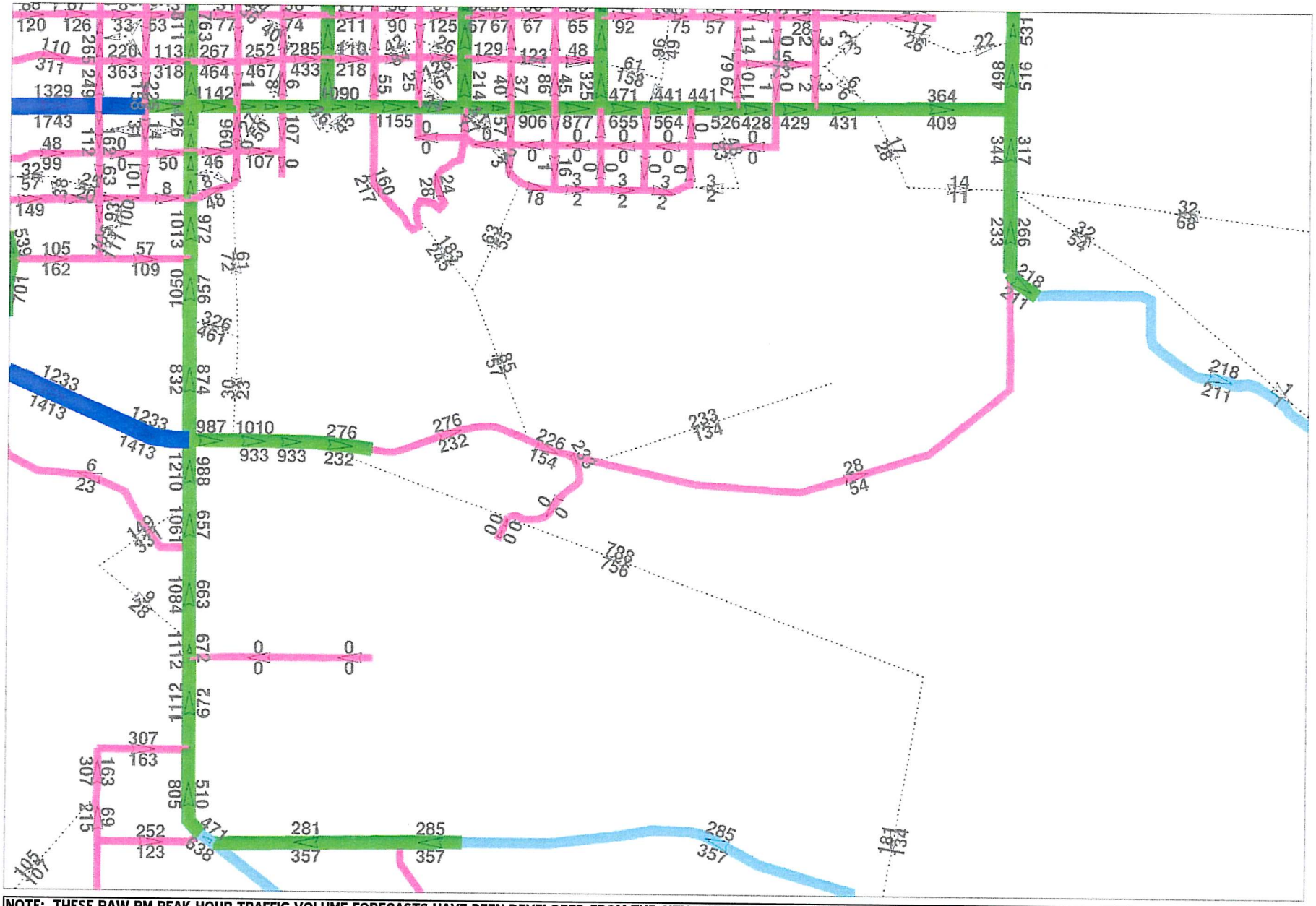
SOUTHEAST AREA PM PEAK HOUR VOLUMES



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URBAN CROSSROADS

APPENDIX 2.5

GENERAL PLAN BUILDOUT INTERSECTION ANALYSIS

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Hemet General Planl (JN:2748)
General Plan Buildout With Project (3776)
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #602 California Avenue (NS)/Devonshire Avenue (EW)

Cycle (sec):	85	Critical Vol./Cap.(X):	0.203
Loss Time (sec):	16	Average Delay (sec/veh):	32.0
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Street Name:	California Avenue (NS)						Devonshire Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	23	23	10	20	20	10	17	17	10	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0
Volume Module:												
Base Vol:	225	14	126	19	23	20	26	233	107	99	198	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	14	126	19	23	20	26	233	107	99	198	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	225	14	126	19	23	20	26	233	107	99	198	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	14	126	19	23	20	26	233	107	99	198	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	225	14	126	19	23	20	26	233	107	99	198	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.88	0.88	0.95	0.91	0.91	0.92	0.93	0.93
Lanes:	1.00	1.00	1.00	1.00	1.07	0.93	1.00	1.37	0.63	2.00	1.79	0.21
Final Sat.:	1805	1900	1615	1805	1796	1562	1805	2358	1083	3502	3183	370
Capacity Analysis Module:												
Vol/Sat:	0.12	0.01	0.08	0.01	0.01	0.01	0.01	0.10	0.10	0.03	0.06	0.06
Crit Moves:			****	****			****				****	
Green/Cycle:	0.15	0.32	0.32	0.12	0.29	0.29	0.12	0.24	0.24	0.14	0.26	0.26
Volume/Cap:	0.82	0.02	0.24	0.09	0.04	0.04	0.12	0.42	0.42	0.20	0.24	0.24
Delay/Veh:	52.6	19.8	21.5	33.6	21.9	21.9	33.8	27.9	27.9	32.7	25.2	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	19.8	21.5	33.6	21.9	21.9	33.8	27.9	27.9	32.7	25.2	25.2
LOS by Move:	D	B	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	8	0	3	0	0	0	1	4	4	1	2	2

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout With Project (3776)
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #602 California Avenue (NS)/Devonshire Avenue (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.279
Loss Time (sec):	16	Average Delay (sec/veh):	29.9
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Street Name:	California Avenue (NS)						Devonshire Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	23	23	10	20	20	10	17	17	10	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0
Volume Module:												
Base Vol:	173	31	160	18	24	26	13	304	278	307	363	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	31	160	18	24	26	13	304	278	307	363	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	31	160	18	24	26	13	304	278	307	363	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	31	160	18	24	26	13	304	278	307	363	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	31	160	18	24	26	13	304	278	307	363	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.88	0.88	0.95	0.88	0.88	0.92	0.94	0.94
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	0.96	2.00	1.89	0.11
Final Sat.:	1805	1900	1615	1805	1664	1664	1805	1750	1600	3502	3385	196
Capacity Analysis Module:												
Vol/Sat:	0.10	0.02	0.10	0.01	0.01	0.02	0.01	0.17	0.17	0.09	0.11	0.11
Crit Moves:			****	****			****				****	
Green/Cycle:	0.14	0.29	0.29	0.13	0.27	0.27	0.13	0.24	0.24	0.14	0.26	0.26
Volume/Cap:	0.70	0.06	0.34	0.08	0.05	0.06	0.06	0.71	0.71	0.61	0.41	0.41
Delay/Veh:	41.3	20.7	23.0	31.1	21.4	21.4	31.0	30.6	30.6	34.4	24.7	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	20.7	23.0	31.1	21.4	21.4	31.0	30.6	30.6	34.4	24.7	24.7
LOS by Move:	D	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	6	1	3	0	0	1	0	8	8	4	4	4

Note: Queue reported is the number of cars per lane.

Hemet General Planl (JN:2748)
General Plan Buildout With Project (3776)
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #603 California Ave (NS) / Florida Ave (EW)

Cycle (sec):	120	Critical Vol./Cap.(X):	0.628
Loss Time (sec):	16	Average Delay (sec/veh):	24.7
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	15	15	10	15	15	10	14	14	10	14	14
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1		0 1	2 0 1		0 1	2 0 3		0 1	2 0 3		0 1
Volume Module:												
Base Vol:	23	24	26	124	20	57	156	2302	20	20	1382	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	24	26	124	20	57	156	2302	20	20	1382	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	25	26	28	135	22	62	170	2502	22	22	1502	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	26	28	135	22	62	170	2502	22	22	1502	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	26	28	135	22	62	170	2502	22	22	1502	222
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	0.92	1.00	0.85	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	1900	1615	3502	1900	1615	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.04	0.01	0.04	0.05	0.48	0.01	0.01	0.29	0.14
Crit Moves:			****	****				****		****		
Green/Cycle:	0.08	0.13	0.13	0.08	0.13	0.13	0.15	0.58	0.58	0.08	0.51	0.51
Volume/Cap:	0.09	0.11	0.14	0.46	0.09	0.31	0.33	0.84	0.02	0.07	0.57	0.27
Delay/Veh:	50.9	46.8	47.1	53.6	46.6	48.6	46.2	23.2	11.0	50.8	20.5	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.9	46.8	47.1	53.6	46.6	48.6	46.2	23.2	11.0	50.8	20.5	16.8
LOS by Move:	D	D	D	D	D	D	D	C	B	D	C	B
HCM2kAvgQ:	0	1	1	3	1	2	3	28	0	0	14	5

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout With Project (3776)
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #603 California Ave (NS) / Florida Ave (EW)

Cycle (sec):	120	Critical Vol./Cap.(X):	0.913
Loss Time (sec):	16	Average Delay (sec/veh):	50.9
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	15	15	10	15	15	10	14	14	10	14	14
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 0	1	2 0	1 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	22	21	22	276	25	328	174	1885	24	24	2433	189
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	21	22	276	25	328	174	1885	24	24	2433	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	24	23	24	300	27	357	189	2049	26	26	2645	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	23	24	300	27	357	189	2049	26	26	2645	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	23	24	300	27	357	189	2049	26	26	2645	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	0.92	1.00	0.85	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	1900	1615	3502	1900	1615	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.09	0.01	0.22	0.05	0.40	0.02	0.01	0.51	0.13
Crit Moves:	****					****	****				****	
Green/Cycle:	0.08	0.17	0.17	0.12	0.21	0.21	0.08	0.47	0.47	0.10	0.49	0.49
Volume/Cap:	0.08	0.07	0.08	0.71	0.07	1.04	0.65	0.84	0.03	0.07	1.04	0.26
Delay/Veh:	50.9	41.4	41.6	56.6	37.9	107.9	58.3	30.3	17.0	49.1	61.3	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.9	41.4	41.6	56.6	37.9	107.9	58.3	30.3	17.0	49.1	61.3	18.2
LOS by Move:	D	D	D	E	D	F	E	C	B	D	E	B
HCM2kAvgQ:	0	1	1	7	1	20	3	22	0	0	46	4

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout With Project Conditions (4034)
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Warren Rd (NS) / Esplanade Ave (EW)

Cycle (sec):	95	Critical Vol./Cap.(X):	0.994
Loss Time (sec):	16	Average Delay (sec/veh):	51.3
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	10	23	23	10	23	23	10	23	23	10	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	2 0	2 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	143	443	115	109	1047	136	190	444	472	402	469	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	443	115	109	1047	136	190	444	472	402	469	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	443	115	109	1047	136	190	444	472	402	469	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	443	115	109	1047	136	190	444	472	402	469	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	443	115	109	1047	136	190	444	472	402	469	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.89	0.89	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	3.00	1.00	2.00	2.66	0.34	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	5187	1615	3502	4513	586	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.07	0.03	0.23	0.23	0.11	0.12	0.29	0.22	0.13	0.10
Crit Moves:	****				****				****	****		
Green/Cycle:	0.11	0.24	0.45	0.11	0.24	0.24	0.15	0.27	0.27	0.21	0.34	0.34
Volume/Cap:	0.75	0.35	0.16	0.30	0.96	0.96	0.72	0.45	1.06	1.06	0.38	0.30
Delay/Veh:	56.8	30.0	15.5	39.7	52.1	52.1	47.7	28.8	95.1	101.7	24.2	23.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.8	30.0	15.5	39.7	52.1	52.1	47.7	28.8	95.1	101.7	24.2	23.5
LOS by Move:	E	C	B	D	D	D	D	C	F	F	C	C
HCM2kAvgQ:	6	4	2	2	18	18	7	6	22	19	6	4

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout With Project Conditions (4034)
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

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Intersection #4 Warren Rd (NS) / Esplanade Ave (EW)

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Cycle (sec):	95	Critical Vol./Cap.(X):	0.781	
Loss Time (sec):	16	Average Delay (sec/veh):	37.3	
Optimal Cycle:	OPTIMIZED	Level Of Service:	D	

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	10	23	23	10	23	23	10	23	23	10	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	2 0	2 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	356	1263	457	189	725	147	179	583	248	214	391	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	356	1263	457	189	725	147	179	583	248	214	391	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	356	1263	457	189	725	147	179	583	248	214	391	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	356	1263	457	189	725	147	179	583	248	214	391	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	356	1263	457	189	725	147	179	583	248	214	391	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.89	0.89	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	3.00	1.00	2.00	2.49	0.51	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	5187	1615	3502	4205	853	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.20	0.24	0.28	0.05	0.17	0.17	0.10	0.16	0.15	0.12	0.11	0.10
Crit Moves:	****				****			****		****		
Green/Cycle:	0.22	0.32	0.45	0.14	0.24	0.24	0.11	0.24	0.24	0.13	0.26	0.26
Volume/Cap:	0.91	0.76	0.63	0.39	0.71	0.71	0.88	0.67	0.63	0.91	0.42	0.37
Delay/Veh:	60.8	31.1	21.7	37.8	35.0	35.0	73.8	34.5	35.6	75.9	29.5	29.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.8	31.1	21.7	37.8	35.0	35.0	73.8	34.5	35.6	75.9	29.5	29.3
LOS by Move:	E	C	C	D	C	C	E	C	D	E	C	C
HCM2kAvgQ:	14	14	11	3	10	10	8	9	7	10	5	4

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Note: Queue reported is the number of cars per lane.

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Hemet General Plan (JN:2748)
General Plan Buildout With Project Conditions (4034)
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Warren Rd (NS) / Devonshire Ave (EW)

Cycle (sec): 105 Critical Vol./Cap.(X): 0.634
Loss Time (sec): 16 Average Delay (sec/veh): 34.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	10	17	17		10	17	17		10	20	20		10	20	20	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 3	0	1	1	0 2	1	0	1	0 1	1	0	1	0 2	0	1
Volume Module:																
Base Vol:	43	363	43		295	1350	295		233	247	126		56	210	104	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	43	363	43		295	1350	295		233	247	126		56	210	104	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	43	363	43		295	1350	295		233	247	126		56	210	104	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	43	363	43		295	1350	295		233	247	126		56	210	104	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	43	363	43		295	1350	295		233	247	126		56	210	104	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	0.85		0.95	0.89	0.89		0.95	0.90	0.90		0.95	0.95	0.85	
Lanes:	1.00	3.00	1.00		1.00	2.46	0.54		1.00	1.32	0.68		1.00	2.00	1.00	
Final Sat.:	1805	5187	1615		1805	4142	905		1805	2269	1157		1805	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.07	0.03		0.16	0.33	0.33		0.13	0.11	0.11		0.03	0.06	0.06	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.10	0.25	0.25		0.25	0.40	0.40		0.16	0.23	0.23		0.12	0.19	0.19	
Volume/Cap:	0.25	0.28	0.11		0.65	0.81	0.81		0.81	0.47	0.47		0.27	0.31	0.34	
Delay/Veh:	44.8	32.1	30.6		38.7	30.4	30.4		58.3	35.1	35.1		43.0	36.8	37.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	44.8	32.1	30.6		38.7	30.4	30.4		58.3	35.1	35.1		43.0	36.8	37.4	
LOS by Move:	D	C	C		D	C	C		E	D	D		D	D	D	
HCM2kAvgQ:	1	4	1		9	19	19		10	6	6		2	3	3	

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout With Project Conditions (4034)
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Warren Rd (NS) / Devonshire Ave (EW)

Cycle (sec):	95	Critical Vol./Cap.(X):	0.966
Loss Time (sec):	16	Average Delay (sec/veh):	49.8
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	17	17	10	17	17	10	20	20	10	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	202	1352	101	181	655	364	399	367	107	96	482	358
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	202	1352	101	181	655	364	399	367	107	96	482	358
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	202	1352	101	181	655	364	399	367	107	96	482	358
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	1352	101	181	655	364	399	367	107	96	482	358
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	202	1352	101	181	655	364	399	367	107	96	482	358
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.86	0.86	0.95	0.92	0.92	0.95	0.95	0.85
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.55	0.45	1.00	2.00	1.00
Final Sat.:	1805	5187	1615	1805	3271	1636	1805	2700	787	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.26	0.06	0.10	0.20	0.22	0.22	0.14	0.14	0.05	0.13	0.22
Crit Moves:		****		****			****					****
Green/Cycle:	0.13	0.27	0.27	0.11	0.25	0.25	0.23	0.30	0.30	0.15	0.23	0.23
Volume/Cap:	0.89	0.97	0.23	0.95	0.80	0.89	0.97	0.45	0.45	0.35	0.58	0.97
Delay/Veh:	73.7	51.4	27.3	93.8	37.3	43.6	72.3	26.9	26.9	36.8	33.7	74.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.7	51.4	27.3	93.8	37.3	43.6	72.3	26.9	26.9	36.8	33.7	74.6
LOS by Move:	E	D	C	F	D	D	E	C	C	D	C	E
HCM2kAvgQ:	9	20	2	9	12	15	17	6	6	2	7	13

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout with Project (5502)
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8001 Warren Rd (NS) / Florida Ave (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.861
Loss Time (sec): 16 Average Delay (sec/veh): 41.4
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	20	20	10	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	129	157	359	522	822	188	101	2081	364	671	1378	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	157	359	522	822	188	101	2081	364	671	1378	186
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	157	0	522	822	188	101	2081	364	671	1378	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	157	0	522	822	188	101	2081	364	671	1378	186
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	157	0	522	822	188	101	2081	364	671	1378	186
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	1.00	0.92	0.97	0.91	0.95	0.97	0.88	0.92	0.97	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3617	5358	1900	3502	5535	1723	3617	5535	1668	3502	5535	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.00	0.15	0.15	0.11	0.03	0.38	0.22	0.19	0.25	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.17	0.00	0.15	0.21	0.21	0.14	0.37	0.37	0.19	0.42	0.42
Volume/Cap:	0.34	0.18	0.00	1.02	0.71	0.52	0.20	1.02	0.59	1.02	0.60	0.28
Delay/Veh:	50.5	43.0	0.0	97.3	46.3	43.6	38.6	42.2	14.5	78.9	8.3	6.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.5	43.0	0.0	97.3	46.3	43.6	38.6	42.2	14.5	78.9	8.3	6.9
LOS by Move:	D	D	A	F	D	D	D	D	B	E	A	A
HCM2kAvgQ:	3	2	0	15	12	7	2	36	7	19	7	2

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout with Project (5502)
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8001 Warren Rd (NS) / Florida Ave (EW)

Cycle (sec):	120	Critical Vol./Cap.(X):	0.784
Loss Time (sec):	16	Average Delay (sec/veh):	26.8
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	20	20	10	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	451	933	791	315	365	180	228	1741	224	484	2143	492
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	451	933	791	315	365	180	228	1741	224	484	2143	492
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	451	933	0	315	365	180	228	1741	224	484	2143	492
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	451	933	0	315	365	180	228	1741	224	484	2143	492
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	451	933	0	315	365	180	228	1741	224	484	2143	492
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	1.00	0.92	0.97	0.91	0.95	0.97	0.88	0.92	0.97	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3617	5358	1900	3502	5535	1723	3617	5535	1668	3502	5535	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.17	0.00	0.09	0.07	0.10	0.06	0.31	0.13	0.14	0.39	0.30
Crit Moves:	****					****	****				****	
Green/Cycle:	0.15	0.21	0.00	0.11	0.17	0.17	0.08	0.38	0.38	0.17	0.47	0.47
Volume/Cap:	0.83	0.83	0.00	0.83	0.40	0.63	0.76	0.82	0.35	0.82	0.83	0.65
Delay/Veh:	59.9	51.0	0.0	67.1	44.9	50.9	59.4	15.5	10.4	47.7	5.9	5.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.9	51.0	0.0	67.1	44.9	50.9	59.4	15.5	10.4	47.7	5.9	5.2
LOS by Move:	E	D	A	E	D	D	E	B	B	D	A	A
HCM2kAvgQ:	11	14	0	8	5	7	6	17	3	11	12	5

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout with Project (4290)
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5006 New Warren Rd. (NS) / Simpson Rd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.403
Loss Time (sec):	16	Average Delay (sec/veh):	34.1
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	10	20	20	10	20	20	10	23	23	10	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	513	262	21	22	175	927	385	48	261	21	67	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	513	262	21	22	175	927	385	48	261	21	67	21
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	513	262	21	22	175	0	385	48	261	21	67	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	513	262	21	22	175	0	385	48	261	21	67	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	513	262	21	22	175	0	385	48	261	21	67	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	1.00	0.92	1.00	0.85	0.95	0.96	0.96
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	1.00	0.76	0.24
Final Sat.:	3502	5187	1615	3502	5187	1900	3502	1900	1615	1805	1395	437
Capacity Analysis Module:												
Vol/Sat:	0.15	0.05	0.01	0.01	0.03	0.00	0.11	0.03	0.16	0.01	0.05	0.05
Crit Moves:	****				****		****				****	
Green/Cycle:	0.23	0.29	0.29	0.14	0.20	0.00	0.18	0.28	0.28	0.12	0.23	0.23
Volume/Cap:	0.63	0.17	0.04	0.04	0.17	0.00	0.63	0.09	0.57	0.09	0.21	0.21
Delay/Veh:	35.9	26.6	25.6	36.8	33.2	0.0	40.2	26.5	32.4	39.1	31.4	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	26.6	25.6	36.8	33.2	0.0	40.2	26.5	32.4	39.1	31.4	31.4
LOS by Move:	D	C	C	D	C	A	D	C	C	D	C	C
HCM2kAvgQ:	7	2	0	0	2	0	7	1	7	1	2	2

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout with Project (4290)
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5006 New Warren Rd. (NS) / Simpson Rd. (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.655
Loss Time (sec): 16 Average Delay (sec/veh): 42.8
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	10	20	20	10	20	20	10	23	23	10	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	367	244	21	23	310	804	1207	95	422	21	84	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	367	244	21	23	310	804	1207	95	422	21	84	24
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	367	244	21	23	310	0	1207	95	422	21	84	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	244	21	23	310	0	1207	95	422	21	84	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	367	244	21	23	310	0	1207	95	422	21	84	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	1.00	0.92	1.00	0.85	0.95	0.97	0.97
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	1.00	0.78	0.22
Final Sat.:	3502	5187	1615	3502	5187	1900	3502	1900	1615	1805	1429	408
Capacity Analysis Module:												
Vol/Sat:	0.10	0.05	0.01	0.01	0.06	0.00	0.34	0.05	0.26	0.01	0.06	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.19	0.19	0.10	0.17	0.00	0.39	0.44	0.44	0.14	0.19	0.19
Volume/Cap:	0.88	0.25	0.07	0.07	0.36	0.00	0.88	0.11	0.59	0.08	0.31	0.31
Delay/Veh:	71.7	41.4	40.0	49.5	44.6	0.0	41.3	19.8	26.7	45.0	42.1	42.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.7	41.4	40.0	49.5	44.6	0.0	41.3	19.8	26.7	45.0	42.1	42.1
LOS by Move:	E	D	D	D	D	A	D	B	C	D	D	D
HCM2kAvgQ:	8	3	1	0	4	0	24	2	12	1	4	4

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout with Project (4290)
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5008 New Warren Rd. (NS) / Domenigoni Pkwy. (EW)

Cycle (sec):	120	Critical Vol./Cap.(X):	0.633
Loss Time (sec):	16	Average Delay (sec/veh):	41.7
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	10	11	11	10	11	11
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1 1	0	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	10	10	10	313	10	186	277	924	10	10	668	489
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	10	313	10	186	277	924	10	10	668	489
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	10	313	10	186	277	924	10	10	668	489
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	10	313	10	186	277	924	10	10	668	489
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	10	10	313	10	186	277	924	10	10	668	489
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	1.01	0.85	0.99	0.95	0.88	0.98	0.94	0.85	0.95	0.94	0.85
Lanes:	0.51	0.49	1.00	1.94	0.06	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	942	942	1615	3625	116	1668	1865	5358	1615	1805	5358	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.09	0.09	0.11	0.15	0.17	0.01	0.01	0.12	0.30
Crit Moves:		****		****			****					****
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.14	0.29	0.29	0.14	0.29	0.29
Volume/Cap:	0.05	0.05	0.03	0.40	0.40	0.51	1.04	0.59	0.02	0.04	0.43	1.04
Delay/Veh:	27.1	27.1	27.0	30.6	30.6	35.1	109.3	23.0	17.8	37.5	21.2	77.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.1	27.1	27.0	30.6	30.6	35.1	109.3	23.0	17.8	37.5	21.2	77.9
LOS by Move:	C	C	C	C	C	D	F	C	B	D	C	E
HCM2kAvgQ:	0	0	0	4	4	5	16	9	0	0	5	25

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout with Project (4290)
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5008 New Warren Rd. (NS) / Domenigoni Pkwy. (EW)

Cycle (sec):	120	Critical Vol./Cap.(X):	0.626
Loss Time (sec):	16	Average Delay (sec/veh):	52.0
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	10	11	11	10	11	11
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1 1	0	0 1	1 0	3	0 1	1 0	3	0 1
Volume Module:												
Base Vol:	10	10	10	445	10	299	297	1154	10	10	1085	405
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	10	445	10	299	297	1154	10	10	1085	405
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	10	445	10	299	297	1154	10	10	1085	405
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	10	445	10	299	297	1154	10	10	1085	405
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	10	10	445	10	299	297	1154	10	10	1085	405
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	1.01	0.85	0.98	0.95	0.88	0.98	0.94	0.85	0.95	0.94	0.85
Lanes:	0.51	0.49	1.00	1.95	0.05	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	942	942	1615	3656	82	1668	1865	5358	1615	1805	5358	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.12	0.12	0.18	0.16	0.22	0.01	0.01	0.20	0.25
Crit Moves:		****			****		****					****
Green/Cycle:	0.22	0.22	0.22	0.29	0.29	0.29	0.14	0.26	0.26	0.10	0.22	0.22
Volume/Cap:	0.05	0.05	0.03	0.43	0.43	0.63	1.13	0.82	0.02	0.05	0.91	1.13
Delay/Veh:	27.1	27.1	27.0	22.1	22.1	28.4	137.3	32.4	21.3	43.8	44.4	120.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.1	27.1	27.0	22.1	22.1	28.4	137.3	32.4	21.3	43.8	44.4	120.1
LOS by Move:	C	C	C	C	C	C	F	C	C	D	D	F
HCM2kAvgQ:	0	0	0	5	5	8	18	15	0	0	17	24

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout With Project Conditions (4034)
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Cawston Ave (NS) / Devonshire Ave (EW)

Cycle (sec):	70	Critical Vol./Cap.(X):	0.388
Loss Time (sec):	16	Average Delay (sec/veh):	23.7
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	17	17	10	17	17	10	17	17	10	17	17
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	57	198	37	104	505	160	68	235	127	94	268	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	198	37	104	505	160	68	235	127	94	268	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	198	37	104	505	160	68	235	127	94	268	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	198	37	104	505	160	68	235	127	94	268	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	198	37	104	505	160	68	235	127	94	268	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.93	0.93
Lanes:	1.00	1.69	0.31	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.68	0.32
Final Sat.:	1805	2969	555	1805	3610	1615	1805	3610	1615	1805	2960	563
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.06	0.14	0.10	0.04	0.07	0.08	0.05	0.09	0.09
Crit Moves:	****				****		****				****	
Green/Cycle:	0.14	0.24	0.24	0.14	0.24	0.24	0.14	0.24	0.24	0.14	0.24	0.24
Volume/Cap:	0.22	0.27	0.27	0.40	0.58	0.41	0.26	0.27	0.32	0.36	0.37	0.37
Delay/Veh:	27.0	21.7	21.7	28.3	24.3	23.0	27.3	21.6	22.3	28.0	22.3	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.0	21.7	21.7	28.3	24.3	23.0	27.3	21.6	22.3	28.0	22.3	22.3
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	2	2	2	6	3	2	2	3	2	3	3

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout With Project Conditions (4034)
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Cawston Ave (NS) / Devonshire Ave (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.696
Loss Time (sec): 16 Average Delay (sec/veh): 30.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	17	17	10	17	17	10	17	17	10	17	17
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	186	687	113	111	344	182	243	361	88	49	328	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	687	113	111	344	182	243	361	88	49	328	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	687	113	111	344	182	243	361	88	49	328	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	687	113	111	344	182	243	361	88	49	328	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	687	113	111	344	182	243	361	88	49	328	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.91	0.91
Lanes:	1.00	1.72	0.28	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.42	0.58
Final Sat.:	1805	3035	499	1805	3610	1615	1805	3610	1615	1805	2445	1006
Capacity Analysis Module:												
Vol/Sat:	0.10	0.23	0.23	0.06	0.10	0.11	0.13	0.10	0.05	0.03	0.13	0.13
Crit Moves:		****		****			****				****	
Green/Cycle:	0.15	0.29	0.29	0.13	0.26	0.26	0.17	0.24	0.24	0.14	0.21	0.21
Volume/Cap:	0.67	0.78	0.78	0.49	0.36	0.43	0.78	0.41	0.22	0.19	0.63	0.63
Delay/Veh:	38.2	30.0	30.0	34.3	24.4	25.3	43.6	25.8	24.6	30.6	30.4	30.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.2	30.0	30.0	34.3	24.4	25.3	43.6	25.8	24.6	30.6	30.4	30.4
LOS by Move:	D	C	C	C	C	C	D	C	C	C	C	C
HCM2kAvgQ:	6	12	12	3	4	4	8	4	2	1	6	6

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:27481)
General Plan Buildout With Project Conditions (3757)
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #322 Cawston Ave (NS) / Florida Ave (EW)

Cycle (sec):	120	Critical Vol./Cap.(X):	0.887
Loss Time (sec):	16	Average Delay (sec/veh):	32.0
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	10	20	20	10	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	1	0 1	1	0 2	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	425	196	167	82	436	208	69	1074	634	254	1090	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	425	196	167	82	436	208	69	1074	634	254	1090	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	462	213	182	89	474	226	75	1167	689	276	1185	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	462	213	182	89	474	226	75	1167	689	276	1185	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	462	213	182	89	474	226	75	1167	689	276	1185	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.85	0.95	0.95	0.91	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	1.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3491	1745	1615	1805	3610	1723	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.12	0.11	0.05	0.13	0.13	0.02	0.23	0.43	0.08	0.23	0.02
Crit Moves:	****				****				****	****		
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.14	0.45	0.45	0.08	0.39	0.39
Volume/Cap:	0.79	0.73	0.67	0.30	0.79	0.79	0.15	0.50	0.95	0.95	0.58	0.05
Delay/Veh:	55.6	52.6	59.7	46.3	58.0	67.3	38.2	5.0	28.6	90.3	11.6	8.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.6	52.6	59.7	46.3	58.0	67.3	38.2	5.0	28.6	90.3	11.6	8.3
LOS by Move:	E	D	E	D	E	E	D	A	C	F	B	A
HCM2kAvgQ:	10	9	7	3	11	10	1	4	23	8	7	0

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout With Project Conditions (3757)
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #322 Cawston Ave (NS) / Florida Ave (EW)

Cycle (sec):	120	Critical Vol./Cap.(X):	0.930
Loss Time (sec):	16	Average Delay (sec/veh):	45.7
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	10	20	20	10	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	1	0 1	1	0 2	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	634	580	246	46	315	119	298	1138	588	212	1055	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	634	580	246	46	315	119	298	1138	588	212	1055	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	689	630	267	50	342	129	324	1237	639	230	1147	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	689	630	267	50	342	129	324	1237	639	230	1147	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	689	630	267	50	342	129	324	1237	639	230	1147	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.85	0.95	0.95	0.91	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	1.57	1.43	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2757	2522	1615	1805	3610	1723	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.17	0.03	0.09	0.08	0.09	0.24	0.40	0.07	0.22	0.07
Crit Moves:		****			****				****	****		
Green/Cycle:	0.24	0.24	0.24	0.17	0.17	0.17	0.14	0.38	0.38	0.08	0.33	0.33
Volume/Cap:	1.05	1.05	0.69	0.17	0.57	0.45	0.68	0.63	1.05	0.79	0.68	0.22
Delay/Veh:	84.3	84.3	51.5	44.0	49.9	50.1	49.2	13.5	64.0	68.3	20.4	16.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.3	84.3	51.5	44.0	49.9	50.1	49.2	13.5	64.0	68.3	20.4	16.2
LOS by Move:	F	F	D	D	D	D	D	B	E	E	C	B
HCM2kAvgQ:	22	22	9	2	7	5	7	9	32	6	11	2

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
BUILDOUT WITH PROJECT (3174)
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #101 Sanderson Av. (NS) / Esplanade Av. (EW)

Cycle (sec):	95	Critical Vol./Cap.(X):	0.752
Loss Time (sec):	16	Average Delay (sec/veh):	37.2
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	23	23	10	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	121	652	211	210	762	121	126	434	175	254	363	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	652	211	210	762	121	126	434	175	254	363	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	652	211	210	762	121	126	434	175	254	363	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	652	211	210	762	121	126	434	175	254	363	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	652	211	210	762	121	126	434	175	254	363	183
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.92	0.93	0.93	0.95	0.91	0.91	0.95	0.90	0.90
Lanes:	2.00	1.51	0.49	2.00	1.73	0.27	1.00	1.43	0.57	1.00	1.33	0.67
Final Sat.:	3502	2626	850	3502	3050	484	1805	2462	993	1805	2280	1149
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.25	0.06	0.25	0.25	0.07	0.18	0.18	0.14	0.16	0.16
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.31	0.31	0.11	0.29	0.29	0.13	0.24	0.24	0.18	0.29	0.29
Volume/Cap:	0.28	0.80	0.80	0.57	0.86	0.86	0.55	0.73	0.73	0.80	0.55	0.55
Delay/Veh:	38.2	34.6	34.6	42.6	39.1	39.1	41.9	36.4	36.4	51.4	29.1	29.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.2	34.6	34.6	42.6	39.1	39.1	41.9	36.4	36.4	51.4	29.1	29.1
LOS by Move:	D	C	C	D	D	D	D	D	D	D	C	C
HCM2kAvgQ:	2	14	14	4	16	16	4	10	10	9	8	8

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
BUILDOUT WITH PROJECT (3174)
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #101 Sanderson Av. (NS) / Esplanade Av. (EW)

Cycle (sec):	105	Critical Vol./Cap.(X):	0.850
Loss Time (sec):	16	Average Delay (sec/veh):	43.0
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	23	23	10	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	199	877	289	189	746	130	159	472	179	258	469	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	199	877	289	189	746	130	159	472	179	258	469	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	199	877	289	189	746	130	159	472	179	258	469	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	877	289	189	746	130	159	472	179	258	469	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	199	877	289	189	746	130	159	472	179	258	469	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.92	0.93	0.93	0.95	0.91	0.91	0.95	0.90	0.90
Lanes:	2.00	1.50	0.50	2.00	1.70	0.30	1.00	1.45	0.55	1.00	1.34	0.66
Final Sat.:	3502	2615	862	3502	3007	524	1805	2510	952	1805	2303	1130
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.34	0.05	0.25	0.25	0.09	0.19	0.19	0.14	0.20	0.20
Crit Moves:		****		****				****		****		
Green/Cycle:	0.13	0.37	0.37	0.10	0.34	0.34	0.11	0.22	0.22	0.16	0.26	0.26
Volume/Cap:	0.44	0.90	0.90	0.57	0.73	0.73	0.77	0.86	0.86	0.90	0.77	0.77
Delay/Veh:	42.8	39.5	39.5	47.7	32.9	32.9	61.0	49.1	49.1	71.5	39.9	39.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.8	39.5	39.5	47.7	32.9	32.9	61.0	49.1	49.1	71.5	39.9	39.9
LOS by Move:	D	D	D	D	C	C	E	D	D	E	D	D
HCM2kAvgQ:	4	22	22	4	14	14	7	14	14	12	13	13

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:27481)
General Plan Buildout With Project Conditions (3757)
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #326 Sanderson Ave (NS) / Devonshire Ave (EW)

Cycle (sec):	120	Critical Vol./Cap.(X):	1.109
Loss Time (sec):	16	Average Delay (sec/veh):	88.0
Optimal Cycle:	OPTIMIZED	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	20	20	10	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	143	744	96	306	1003	453	425	676	222	171	773	328
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	744	96	306	1003	453	425	676	222	171	773	328
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	744	96	306	1003	453	425	676	222	171	773	328
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	744	96	306	1003	453	425	676	222	171	773	328
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	744	96	306	1003	453	425	676	222	171	773	328
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.95	0.85	0.95	0.91	0.91	0.95	0.91	0.91
Lanes:	1.00	1.77	0.23	1.00	2.00	1.00	1.00	1.51	0.49	1.00	1.40	0.60
Final Sat.:	1805	3143	406	1805	3610	1615	1805	2617	859	1805	2420	1027
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.24	0.17	0.28	0.28	0.24	0.26	0.26	0.09	0.32	0.32
Crit Moves:		****		****			****				****	
Green/Cycle:	0.08	0.21	0.21	0.15	0.28	0.28	0.21	0.37	0.37	0.13	0.29	0.29
Volume/Cap:	0.94	1.11	1.11	1.11	0.98	0.99	1.11	0.71	0.71	0.71	1.11	1.11
Delay/Veh:	111.1	114	114.0	137.4	67.0	83.2	126.0	34.3	34.3	58.8	106	106.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	111.1	114	114.0	137.4	67.0	83.2	126.0	34.3	34.3	58.8	106	106.0
LOS by Move:	F	F	F	F	E	F	F	C	C	E	F	F
HCM2kAvgQ:	8	25	25	19	25	22	25	16	16	7	32	32

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout With Project Conditions (3757)
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

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Intersection #326 Sanderson Ave (NS) / Devonshire Ave (EW)

****

Cycle (sec):	120	Critical Vol./Cap.(X):	0.927	
Loss Time (sec):	16	Average Delay (sec/veh):	61.1	
Optimal Cycle:	OPTIMIZED	Level Of Service:	E	

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	20	20	10	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	329	1397	228	39	1225	57	71	112	325	215	107	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	329	1397	228	39	1225	57	71	112	325	215	107	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	329	1397	228	39	1225	57	71	112	325	215	107	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	329	1397	228	39	1225	57	71	112	325	215	107	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	329	1397	228	39	1225	57	71	112	325	215	107	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.95	0.85	0.95	0.84	0.84	0.95	0.91	0.91
Lanes:	1.00	1.72	0.28	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.39	0.61
Final Sat.:	1805	3038	496	1805	3610	1615	1805	1603	1603	1805	2393	1051
Capacity Analysis Module:												
Vol/Sat:	0.18	0.46	0.46	0.02	0.34	0.04	0.04	0.07	0.20	0.12	0.04	0.04
Crit Moves:		****		****					****	****		
Green/Cycle:	0.19	0.46	0.46	0.08	0.35	0.35	0.10	0.20	0.20	0.12	0.22	0.22
Volume/Cap:	0.96	1.00	1.00	0.26	0.96	0.10	0.40	0.34	1.00	1.00	0.20	0.20
Delay/Veh:	85.7	54.1	54.1	52.4	54.2	26.0	52.3	41.1	90.2	113.5	37.9	37.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.7	54.1	54.1	52.4	54.2	26.0	52.3	41.1	90.2	113.5	37.9	37.9
LOS by Move:	F	D	D	D	D	C	D	D	F	F	D	D
HCM2kAvgQ:	16	39	39	2	28	1	3	4	18	12	2	2

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Note: Queue reported is the number of cars per lane.

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GPBO w/ Add'l thru lanes

Hemet General Plan (JN:27481)
General Plan Buildout With Project Conditions (3757)
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #326 Sanderson Ave (NS) / Devonshire Ave (EW)

Cycle (sec):	105	Critical Vol./Cap.(X):	0.955
Loss Time (sec):	16	Average Delay (sec/veh):	52.1
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	20	20	10	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	3	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	143	744	96	306	1003	453	425	676	222	171	773	328
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	744	96	306	1003	453	425	676	222	171	773	328
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	744	96	306	1003	453	425	676	222	171	773	328
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	744	96	306	1003	453	425	676	222	171	773	328
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	744	96	306	1003	453	425	676	222	171	773	328
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.66	0.34	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	4516	583	1805	5187	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.16	0.17	0.19	0.28	0.24	0.19	0.14	0.09	0.21	0.20
Crit Moves:	****					****	****				****	
Green/Cycle:	0.10	0.20	0.20	0.18	0.29	0.29	0.24	0.31	0.31	0.15	0.22	0.22
Volume/Cap:	0.83	0.81	0.81	0.94	0.67	0.97	0.97	0.61	0.45	0.61	0.97	0.92
Delay/Veh:	74.4	44.8	44.8	76.0	34.1	70.8	74.6	31.8	29.7	45.5	65.3	68.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.4	44.8	44.8	76.0	34.1	70.8	74.6	31.8	29.7	45.5	65.3	68.4
LOS by Move:	E	D	D	E	C	E	E	C	C	D	E	E
HCM2kAvgQ:	7	12	12	14	11	20	19	10	6	6	18	14

Note: Queue reported is the number of cars per lane.

GPBO w/ Addtl Thru lanes

Hemet General Plan (JN:2748)
General Plan Buildout With Project Conditions (3757)
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #326 Sanderson Ave (NS) / Devonshire Ave (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.805
Loss Time (sec):	16	Average Delay (sec/veh):	41.2
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	20	20	10	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	3	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	329	1397	228	39	1225	57	71	112	325	215	107	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	329	1397	228	39	1225	57	71	112	325	215	107	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	329	1397	228	39	1225	57	71	112	325	215	107	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	329	1397	228	39	1225	57	71	112	325	215	107	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	329	1397	228	39	1225	57	71	112	325	215	107	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.58	0.42	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	4366	712	1805	5187	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.18	0.32	0.32	0.02	0.24	0.04	0.04	0.03	0.20	0.12	0.03	0.03
Crit Moves:		****		****					****	****		
Green/Cycle:	0.20	0.36	0.36	0.11	0.26	0.26	0.12	0.22	0.22	0.13	0.24	0.24
Volume/Cap:	0.90	0.90	0.90	0.19	0.90	0.13	0.33	0.14	0.90	0.90	0.12	0.12
Delay/Veh:	58.6	34.1	34.1	36.8	40.1	25.5	37.3	28.1	58.5	71.5	27.1	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.6	34.1	34.1	36.8	40.1	25.5	37.3	28.1	58.5	71.5	27.1	27.1
LOS by Move:	E	C	C	D	D	C	D	C	E	E	C	C
HCM2kAvgQ:	12	20	20	1	16	1	2	1	12	9	1	1

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout with Project (5502)
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8007 Sanderson Ave (NS) / Florida Ave (EW)

Cycle (sec):	120	Critical Vol./Cap.(X):	1.098
Loss Time (sec):	16	Average Delay (sec/veh):	85.7
Optimal Cycle:	OPTIMIZED	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	23	23	10	23	23	10	23	23	10	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0
Volume Module:												
Base Vol:	143	644	96	306	903	453	425	676	222	171	773	328
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	644	96	306	903	453	425	676	222	171	773	328
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	155	700	104	333	982	492	462	735	241	186	840	357
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	700	104	333	982	492	462	735	241	186	840	357
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	700	104	333	982	492	462	735	241	186	840	357
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.92	0.90	0.90	0.92	0.91	0.91	0.92	0.91	0.91
Lanes:	2.00	1.74	0.26	2.00	1.33	0.67	2.00	1.51	0.49	2.00	1.40	0.60
Final Sat.:	3617	3082	459	3502	2284	1146	3502	2617	859	3502	2420	1027
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.23	0.09	0.43	0.43	0.13	0.28	0.28	0.05	0.35	0.35
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.32	0.32	0.13	0.37	0.37	0.11	0.32	0.32	0.09	0.30	0.30
Volume/Cap:	0.52	0.71	0.71	0.71	1.16	1.16	1.16	0.88	0.88	0.56	1.16	1.16
Delay/Veh:	54.2	38.0	38.0	54.8	119	119.0	145.2	35.2	35.2	50.5	113	113.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.2	38.0	38.0	54.8	119	119.0	145.2	35.2	35.2	50.5	113	113.1
LOS by Move:	D	D	D	D	F	F	F	D	D	D	F	F
HCM2kAvgQ:	4	15	15	7	44	44	16	20	20	3	35	35

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout with Project (5502)
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8007 Sanderson Ave (NS) / Florida Ave (EW)

Cycle (sec):	120	Critical Vol./Cap.(X):	1.184
Loss Time (sec):	16	Average Delay (sec/veh):	105.3
Optimal Cycle:	OPTIMIZED	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	23	23	10	23	23	10	23	23	10	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1	1	0	2 0 1	1	0	2 0 1	1	0	2 0 1	1	0
Volume Module:												
Base Vol:	230	1078	238	397	884	384	418	830	182	172	758	395
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	1078	238	397	884	384	418	830	182	172	758	395
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	250	1172	259	432	961	417	454	902	198	187	824	429
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	1172	259	432	961	417	454	902	198	187	824	429
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	1172	259	432	961	417	454	902	198	187	824	429
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.92	0.91	0.91	0.92	0.92	0.92	0.92	0.90	0.90
Lanes:	2.00	1.64	0.36	2.00	1.39	0.61	2.00	1.64	0.36	2.00	1.31	0.69
Final Sat.:	3617	2877	635	3502	2403	1044	3502	2881	632	3502	2252	1174
Capacity Analysis Module:												
Vol/Sat:	0.07	0.41	0.41	0.12	0.40	0.40	0.13	0.31	0.31	0.05	0.37	0.37
Crit Moves:		****		****			****				****	
Green/Cycle:	0.08	0.34	0.34	0.10	0.36	0.36	0.11	0.33	0.33	0.09	0.31	0.31
Volume/Cap:	0.83	1.18	1.18	1.18	1.10	1.10	1.18	0.95	0.95	0.61	1.18	1.18
Delay/Veh:	71.4	131	130.8	161.0	94.0	94.0	155.3	41.7	41.7	52.8	122	121.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.4	131	130.8	161.0	94.0	94.0	155.3	41.7	41.7	52.8	122	121.6
LOS by Move:	E	F	F	F	F	F	F	D	D	D	F	F
HCM2kAvgQ:	7	45	45	15	38	38	16	25	25	3	37	37

Note: Queue reported is the number of cars per lane.

w/ Addtl Thru lanes

Hemet General Plan (JN:2748)
General Plan Buildout with Project (5502)
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8007 Sanderson Ave (NS) / Florida Ave (EW)

Cycle (sec):	105	Critical Vol./Cap.(X):	0.844
Loss Time (sec):	16	Average Delay (sec/veh):	37.5
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	29	29	10	29	29	10	29	29	10	29	29
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2	1 0	2 0	2	1 0	2 0	2	1 0	2 0	2	1 0
Volume Module:												
Base Vol:	143	644	96	306	903	453	425	676	222	171	773	328
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	644	96	306	903	453	425	676	222	171	773	328
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	155	700	104	333	982	492	462	735	241	186	840	357
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	700	104	333	982	492	462	735	241	186	840	357
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	700	104	333	982	492	462	735	241	186	840	357
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.92	0.86	0.86	0.92	0.88	0.88	0.92	0.87	0.87
Lanes:	2.00	2.61	0.39	2.00	2.00	1.00	2.00	2.26	0.74	2.00	2.11	0.89
Final Sat.:	3617	4428	660	3502	3285	1643	3502	3760	1235	3502	3478	1476
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.09	0.30	0.30	0.13	0.20	0.20	0.05	0.24	0.24
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.32	0.32	0.11	0.33	0.33	0.15	0.31	0.31	0.11	0.28	0.28
Volume/Cap:	0.45	0.50	0.50	0.87	0.90	0.91	0.90	0.62	0.62	0.49	0.87	0.87
Delay/Veh:	45.8	29.4	29.4	65.0	41.1	41.4	58.6	22.1	22.1	41.5	33.6	33.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	29.4	29.4	65.0	41.1	41.4	58.6	22.1	22.1	41.5	33.6	33.6
LOS by Move:	D	C	C	E	D	D	E	C	C	D	C	C
HCM2kAvgQ:	3	8	8	8	20	21	11	9	9	3	14	14

Note: Queue reported is the number of cars per lane.

w/ Addtl Thru lanes

Hemet General Plan (JN:2748)
General Plan Buildout with Project (5502)
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8007 Sanderson Ave (NS) / Florida Ave (EW)

Cycle (sec):	105	Critical Vol./Cap.(X):	0.942
Loss Time (sec):	16	Average Delay (sec/veh):	42.7
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	29	29	10	29	29	10	29	29	10	29	29
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2	1 0	2 0	2	1 0	2 0	2	1 0	2 0	2	1 0
Volume Module:												
Base Vol:	230	1078	238	397	884	384	418	830	182	172	758	395
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	1078	238	397	884	384	418	830	182	172	758	395
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	250	1172	259	432	961	417	454	902	198	187	824	429
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	1172	259	432	961	417	454	902	198	187	824	429
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	1172	259	432	961	417	454	902	198	187	824	429
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.92	0.87	0.87	0.92	0.89	0.89	0.92	0.86	0.86
Lanes:	2.00	2.46	0.54	2.00	2.09	0.91	2.00	2.46	0.54	2.00	2.00	1.00
Final Sat.:	3617	4134	913	3502	3453	1500	3502	4139	908	3502	3282	1641
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.28	0.12	0.28	0.28	0.13	0.22	0.22	0.05	0.25	0.26
Crit Moves:		****		****			****					****
Green/Cycle:	0.11	0.30	0.30	0.13	0.32	0.32	0.14	0.31	0.31	0.11	0.28	0.28
Volume/Cap:	0.63	0.94	0.94	0.94	0.86	0.86	0.94	0.71	0.71	0.50	0.90	0.94
Delay/Veh:	47.8	47.7	47.7	73.1	38.7	38.7	67.0	24.0	24.0	41.8	35.7	40.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	47.7	47.7	73.1	38.7	38.7	67.0	24.0	24.0	41.8	35.7	40.7
LOS by Move:	D	D	D	E	D	D	E	C	C	D	D	D
HCM2kAvgQ:	5	21	21	11	18	18	11	11	11	3	14	16

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout with Project (5502)
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8008 Sanderson Avenue (NS)/Acacia Avenue (EW)

Cycle (sec): 95 Critical Vol./Cap.(X): 0.499
Loss Time (sec): 16 Average Delay (sec/veh): 31.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Sanderson Avenue						Acacia Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	23	23	10	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	34	735	160	371	843	79	77	207	52	115	98	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	735	160	371	843	79	77	207	52	115	98	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	735	160	371	843	79	77	207	52	115	98	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	735	160	371	843	79	77	207	52	115	98	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	735	160	371	843	79	77	207	52	115	98	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.94	0.94	0.95	0.92	0.92	0.95	0.86	0.86
Lanes:	2.00	1.64	0.36	2.00	1.83	0.17	1.00	1.60	0.40	1.00	1.00	1.00
Final Sat.:	3502	2885	628	3502	3258	305	1805	2799	703	1805	1634	1634
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.25	0.11	0.26	0.26	0.04	0.07	0.07	0.06	0.06	0.10
Crit Moves:	****				****		****					****
Green/Cycle:	0.11	0.34	0.34	0.14	0.38	0.38	0.11	0.24	0.24	0.11	0.24	0.24
Volume/Cap:	0.09	0.75	0.75	0.75	0.68	0.68	0.41	0.31	0.31	0.61	0.25	0.43
Delay/Veh:	38.5	30.2	30.2	45.1	26.2	26.2	41.1	29.7	29.7	46.1	29.1	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.5	30.2	30.2	45.1	26.2	26.2	41.1	29.7	29.7	46.1	29.1	30.9
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	1	14	14	7	13	13	3	3	3	4	3	5

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout with Project (5502)
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8008 Sanderson Avenue (NS)/Acacia Avenue (EW)

Cycle (sec):	120	Critical Vol./Cap.(X):	0.937
Loss Time (sec):	16	Average Delay (sec/veh):	53.1
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Street Name:	Sanderson Avenue						Acacia Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	23	23	10	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	53	897	207	373	868	96	112	233	46	222	287	536
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	897	207	373	868	96	112	233	46	222	287	536
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	897	207	373	868	96	112	233	46	222	287	536
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	897	207	373	868	96	112	233	46	222	287	536
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	897	207	373	868	96	112	233	46	222	287	536
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.94	0.94	0.95	0.93	0.93	0.95	0.86	0.86
Lanes:	2.00	1.62	0.38	2.00	1.80	0.20	1.00	1.67	0.33	1.00	1.00	1.00
Final Sat.:	3502	2851	658	3502	3202	354	1805	2939	580	1805	1628	1628
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.31	0.11	0.27	0.27	0.06	0.08	0.08	0.12	0.18	0.33
Crit Moves:		****		****			****					****
Green/Cycle:	0.10	0.33	0.33	0.11	0.34	0.34	0.08	0.26	0.26	0.17	0.34	0.34
Volume/Cap:	0.15	0.96	0.96	0.96	0.81	0.81	0.74	0.30	0.30	0.74	0.51	0.96
Delay/Veh:	49.2	56.8	56.8	87.7	40.4	40.4	71.9	35.9	35.9	56.7	31.7	59.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	56.8	56.8	87.7	40.4	40.4	71.9	35.9	35.9	56.7	31.7	59.6
LOS by Move:	D	E	E	F	D	D	E	D	D	E	C	E
HCM2kAvgQ:	1	26	26	11	19	19	6	4	4	9	9	25

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout with Project (5502)
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8013 Sanderson Ave. (NS) / Stetson Ave. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.821
Loss Time (sec):	16	Average Delay (sec/veh):	36.9
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	29	29	10	29	29	10	23	23	10	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	2 0	1	1 0	2 0	2	1 0	2 0	2	1 0
Volume Module:												
Base Vol:	172	707	117	262	569	383	373	557	135	134	810	371
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	172	707	117	262	569	383	373	557	135	134	810	371
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	172	707	117	262	569	383	373	557	135	134	810	371
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	707	117	262	569	383	373	557	135	134	810	371
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	707	117	262	569	383	373	557	135	134	810	371
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.92	0.89	0.89	0.92	0.88	0.88	0.92	0.87	0.87
Lanes:	2.00	1.72	0.28	2.00	1.20	0.80	2.00	2.41	0.59	2.00	2.06	0.94
Final Sat.:	3502	3032	502	3502	2028	1365	3502	4054	983	3502	3390	1553
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.23	0.07	0.28	0.28	0.11	0.14	0.14	0.04	0.24	0.24
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.32	0.32	0.11	0.32	0.32	0.12	0.27	0.27	0.12	0.27	0.27
Volume/Cap:	0.44	0.72	0.72	0.67	0.87	0.87	0.89	0.51	0.51	0.32	0.89	0.89
Delay/Veh:	38.2	29.3	29.3	43.0	36.5	36.5	59.0	28.0	28.0	36.9	39.3	39.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.2	29.3	29.3	43.0	36.5	36.5	59.0	28.0	28.0	36.9	39.3	39.3
LOS by Move:	D	C	C	D	D	D	E	C	C	D	D	D
HCM2kAvgQ:	2	11	11	4	14	14	6	6	6	2	15	15

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout with Project (5502)
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8013 Sanderson Ave. (NS) / Stetson Ave. (EW)

Cycle (sec): 105 Critical Vol./Cap.(X): 0.896
Loss Time (sec): 16 Average Delay (sec/veh): 47.4
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	29	29	10	29	29	10	23	23	10	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	2 0	1	1 0	2 0	2	1 0	2 0	2	1 0
Volume Module:												
Base Vol:	201	710	156	385	708	495	512	1013	207	114	716	281
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	201	710	156	385	708	495	512	1013	207	114	716	281
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	201	710	156	385	708	495	512	1013	207	114	716	281
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	710	156	385	708	495	512	1013	207	114	716	281
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	201	710	156	385	708	495	512	1013	207	114	716	281
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.89	0.89	0.92	0.89	0.89	0.92	0.87	0.87
Lanes:	2.00	1.64	0.36	2.00	1.18	0.82	2.00	2.49	0.51	2.00	2.15	0.85
Final Sat.:	3502	2880	633	3502	1993	1393	3502	4199	858	3502	3569	1401
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.25	0.11	0.36	0.36	0.15	0.24	0.24	0.03	0.20	0.20
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.34	0.34	0.13	0.38	0.38	0.16	0.27	0.27	0.11	0.22	0.22
Volume/Cap:	0.60	0.73	0.73	0.82	0.94	0.94	0.94	0.90	0.90	0.31	0.92	0.92
Delay/Veh:	48.7	32.8	32.8	54.8	44.9	44.9	68.4	45.3	45.3	43.8	51.9	51.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.7	32.8	32.8	54.8	44.9	44.9	68.4	45.3	45.3	43.8	51.9	51.9
LOS by Move:	D	C	C	D	D	D	E	D	D	D	D	D
HCM2kAvgQ:	3	13	13	6	19	19	9	14	14	2	15	15

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout with Project (5502)
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8016 Sanderson Ave. (NS) / Mustang Way (EW)

Cycle (sec):	120	Critical Vol./Cap.(X):	0.422
Loss Time (sec):	16	Average Delay (sec/veh):	28.5
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	23	23	23	23	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1	1 1	1 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	36	905	20	20	631	419	309	20	112	20	20	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	905	20	20	631	419	309	20	112	20	20	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	905	20	20	631	419	309	20	112	20	20	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	905	20	20	631	419	309	20	112	20	20	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	905	20	20	631	419	309	20	112	20	20	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.85	0.98	0.89	0.89	0.96	0.96	0.85	0.98	0.98	0.85
Lanes:	1.00	2.00	1.00	1.00	1.80	1.20	1.88	0.12	1.00	0.50	0.50	1.00
Final Sat.:	1805	3729	1615	1865	3059	2031	3408	221	1615	927	927	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.01	0.01	0.21	0.21	0.09	0.09	0.07	0.02	0.02	0.01
Crit Moves:		****		****				****			****	
Green/Cycle:	0.14	0.40	0.40	0.08	0.34	0.34	0.19	0.19	0.19	0.19	0.19	0.19
Volume/Cap:	0.14	0.61	0.03	0.13	0.60	0.60	0.47	0.47	0.36	0.11	0.11	0.06
Delay/Veh:	40.8	16.6	12.2	51.3	31.4	31.4	43.6	43.6	42.8	40.2	40.2	39.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	16.6	12.2	51.3	31.4	31.4	43.6	43.6	42.8	40.2	40.2	39.8
LOS by Move:	D	B	B	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	1	10	0	1	10	10	6	6	4	1	1	1

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout with Project (5502)
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8016 Sanderson Ave. (NS) / Mustang Way (EW)

Cycle (sec):	120	Critical Vol./Cap.(X):	0.376
Loss Time (sec):	16	Average Delay (sec/veh):	31.8
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	23	23	23	23	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	1	1 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	33	784	20	20	857	221	128	20	149	20	20	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	784	20	20	857	221	128	20	149	20	20	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	784	20	20	857	221	128	20	149	20	20	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	784	20	20	857	221	128	20	149	20	20	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	784	20	20	857	221	128	20	149	20	20	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.85	0.98	0.92	0.92	0.96	0.96	0.85	0.98	0.98	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.73	0.27	1.00	0.50	0.50	1.00
Final Sat.:	1805	3729	1615	1865	3498	1749	3152	492	1615	927	927	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.01	0.01	0.24	0.13	0.04	0.04	0.09	0.02	0.02	0.01
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.31	0.31	0.12	0.35	0.35	0.25	0.25	0.25	0.19	0.19	0.19
Volume/Cap:	0.22	0.68	0.04	0.09	0.71	0.37	0.17	0.17	0.38	0.11	0.11	0.06
Delay/Veh:	49.0	27.4	20.5	46.9	33.8	27.9	35.7	35.7	38.2	40.2	40.2	39.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.0	27.4	20.5	46.9	33.8	27.9	35.7	35.7	38.2	40.2	40.2	39.8
LOS by Move:	D	C	C	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	1	12	0	1	13	5	2	2	5	1	1	1

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout with Project (5502)
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8017 Sanderson Ave. (NS) / Domenigoni Pkwy (EW)

Cycle (sec):	65	Critical Vol./Cap.(X):	0.652
Loss Time (sec):	12	Average Delay (sec/veh):	16.0
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	25	0	25	10	20	0	0	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	2	2	0	3	0	3	1
Volume Module:												
Base Vol:	0	0	0	495	0	351	320	905	0	0	942	749
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	495	0	351	320	905	0	0	942	749
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	495	0	351	320	905	0	0	942	749
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	495	0	351	320	905	0	0	942	749
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	495	0	351	320	905	0	0	942	749
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.98	1.00	0.75	0.95	0.91	1.00	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1865	0	2842	3617	5187	0	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.00	0.12	0.09	0.17	0.00	0.00	0.18	0.46
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.37	0.00	0.52	0.15	0.45	0.00	0.00	0.30	0.67
Volume/Cap:	0.00	0.00	0.00	0.71	0.00	0.24	0.59	0.39	0.00	0.00	0.61	0.69
Delay/Veh:	0.0	0.0	0.0	21.4	0.0	8.8	28.4	12.5	0.0	0.0	20.9	8.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.4	0.0	8.8	28.4	12.5	0.0	0.0	20.9	8.7
LOS by Move:	A	A	A	C	A	A	C	B	A	A	C	A
HCM2kAvgQ:	0	0	0	9	0	2	4	5	0	0	7	11

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout with Project (5502)
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8017 Sanderson Ave. (NS) / Domenigoni Pkwy (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.856
Loss Time (sec): 12 Average Delay (sec/veh): 21.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	25	0	25	10	20	0	0	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 2	2 0	3	0 0	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	696	0	315	406	1226	0	0	1159	632
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	696	0	315	406	1226	0	0	1159	632
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	696	0	315	406	1226	0	0	1159	632
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	696	0	315	406	1226	0	0	1159	632
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	696	0	315	406	1226	0	0	1159	632
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.98	1.00	0.75	0.95	0.91	1.00	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1865	0	2842	3617	5187	0	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.37	0.00	0.11	0.11	0.24	0.00	0.00	0.22	0.39
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.40	0.00	0.54	0.14	0.43	0.00	0.00	0.29	0.69
Volume/Cap:	0.00	0.00	0.00	0.93	0.00	0.20	0.79	0.55	0.00	0.00	0.78	0.57
Delay/Veh:	0.0	0.0	0.0	38.7	0.0	8.3	36.8	15.3	0.0	0.0	25.8	6.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	38.7	0.0	8.3	36.8	15.3	0.0	0.0	25.8	6.4
LOS by Move:	A	A	A	D	A	A	D	B	A	A	C	A
HCM2kAvgQ:	0	0	0	16	0	2	7	8	0	0	11	8

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout Conditions (4105)
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Lyon / Devonshire

Cycle (sec):	80	Critical Vol./Cap.(X):	0.425
Loss Time (sec):	16	Average Delay (sec/veh):	23.8
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	14	14	10	14	14	10	14	14	10	14	14
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	27	351	23	10	705	93	57	124	34	25	126	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	351	23	10	705	93	57	124	34	25	126	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	351	23	10	705	93	57	124	34	25	126	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	351	23	10	705	93	57	124	34	25	126	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	351	23	10	705	93	57	124	34	25	126	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.93	0.93	0.95	0.97	0.97	0.95	0.92	0.92
Lanes:	1.00	1.88	0.12	1.00	1.77	0.23	1.00	0.78	0.22	1.00	1.63	0.37
Final Sat.:	1805	3358	220	1805	3132	413	1805	1443	396	1805	2852	657
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.10	0.01	0.23	0.23	0.03	0.09	0.09	0.01	0.04	0.04
Crit Moves:	****				****			****			****	
Green/Cycle:	0.13	0.29	0.29	0.21	0.37	0.37	0.13	0.17	0.17	0.13	0.17	0.17
Volume/Cap:	0.12	0.36	0.36	0.03	0.60	0.60	0.25	0.49	0.49	0.11	0.25	0.25
Delay/Veh:	31.3	22.6	22.6	25.2	20.9	20.9	32.2	31.0	31.0	31.3	28.7	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.3	22.6	22.6	25.2	20.9	20.9	32.2	31.0	31.0	31.3	28.7	28.7
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	4	4	0	9	9	1	4	4	1	2	2

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout Conditions (4105)
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Lyon / Devonshire

Cycle (sec):	85	Critical Vol./Cap.(X):	0.533
Loss Time (sec):	16	Average Delay (sec/veh):	30.5
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	14	14	10	14	14	10	14	14	10	14	14
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	48	859	27	21	576	144	243	218	55	26	114	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	859	27	21	576	144	243	218	55	26	114	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	859	27	21	576	144	243	218	55	26	114	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	859	27	21	576	144	243	218	55	26	114	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	859	27	21	576	144	243	218	55	26	114	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.92	0.92	0.95	0.97	0.97	0.95	0.92	0.92
Lanes:	1.00	1.94	0.06	1.00	1.60	0.40	1.00	0.80	0.20	1.00	1.62	0.38
Final Sat.:	1805	3486	110	1805	2801	700	1805	1472	371	1805	2834	671
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.25	0.01	0.21	0.21	0.13	0.15	0.15	0.01	0.04	0.04
Crit Moves:		****		****			****				****	
Green/Cycle:	0.17	0.34	0.34	0.12	0.29	0.29	0.19	0.21	0.21	0.15	0.16	0.16
Volume/Cap:	0.16	0.72	0.72	0.10	0.70	0.70	0.72	0.72	0.72	0.10	0.24	0.24
Delay/Veh:	30.5	26.5	26.5	33.7	29.0	29.0	39.8	38.2	38.2	31.6	31.1	31.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.5	26.5	26.5	33.7	29.0	29.0	39.8	38.2	38.2	31.6	31.1	31.1
LOS by Move:	C	C	C	C	C	C	D	D	D	C	C	C
HCM2kAvgQ:	1	11	11	1	10	10	8	8	8	1	2	2

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout Conditions (4105)
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #302 Lyon Ave. (NS) / Florida Ave. (EW)

Cycle (sec):	75	Critical Vol./Cap.(X):	0.812
Loss Time (sec):	12	Average Delay (sec/veh):	25.9
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	10	19	19	10	19	19
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	0 1	1 0	1	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	136	128	69	133	350	262	147	911	208	126	850	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	128	69	133	350	262	147	911	208	126	850	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	148	139	75	145	380	285	160	990	226	137	924	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	139	75	145	380	285	160	990	226	137	924	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	139	75	145	380	285	160	990	226	137	924	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.30	1.00	0.85	0.65	1.00	0.85	0.95	0.92	0.92	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.63	0.37	1.00	2.00	1.00
Final Sat.:	570	1900	1615	1239	1900	1615	1805	2857	652	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.26	0.07	0.05	0.12	0.20	0.18	0.09	0.35	0.35	0.08	0.26	0.06
Crit Moves:	****							****		****		
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.18	0.40	0.40	0.13	0.35	0.35
Volume/Cap:	0.86	0.24	0.15	0.39	0.66	0.58	0.48	0.86	0.86	0.57	0.72	0.17
Delay/Veh:	56.9	19.9	19.3	21.3	25.7	24.0	28.5	25.8	25.8	33.7	23.2	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.9	19.9	19.3	21.3	25.7	24.0	28.5	25.8	25.8	33.7	23.2	16.8
LOS by Move:	E	B	B	C	C	C	C	C	C	C	C	B
HCM2kAvgQ:	6	2	1	3	8	5	4	17	17	4	11	2

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout Conditions (4105)
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #302 Lyon Ave. (NS) / Florida Ave. (EW)

Cycle (sec):	95	Critical Vol./Cap.(X):	0.979
Loss Time (sec):	12	Average Delay (sec/veh):	46.0
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	10	19	19	10	19	19
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1	1 0	1 0	2 0	1
Volume Module:												
Base Vol:	299	491	199	145	274	218	256	1033	196	116	1127	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	299	491	199	145	274	218	256	1033	196	116	1127	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	325	534	216	158	298	237	278	1123	213	126	1225	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	534	216	158	298	237	278	1123	213	126	1225	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	325	534	216	158	298	237	278	1123	213	126	1225	164
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.47	1.00	0.85	0.24	1.00	0.85	0.95	0.93	0.93	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.68	0.32	1.00	2.00	1.00
Final Sat.:	899	1900	1615	452	1900	1615	1805	2961	562	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.36	0.28	0.13	0.35	0.16	0.15	0.15	0.38	0.38	0.07	0.34	0.10
Crit Moves:	****						****				****	
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.16	0.39	0.39	0.11	0.35	0.35
Volume/Cap:	0.98	0.76	0.36	0.94	0.42	0.40	0.98	0.96	0.96	0.64	0.98	0.29
Delay/Veh:	73.1	31.1	22.2	82.0	22.8	22.6	87.2	43.8	43.8	47.3	51.1	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.1	31.1	22.2	82.0	22.8	22.6	87.2	43.8	43.8	47.3	51.1	22.9
LOS by Move:	E	C	C	F	C	C	F	D	D	D	D	C
HCM2kAvgQ:	14	15	5	5	6	5	13	26	26	5	25	4

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:27481)
General Plan Buildout With Project Conditions (3757)
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #339 Lyon Ave (NS) / Acacia Ave (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.461
Loss Time (sec): 12 Average Delay (sec/veh): 17.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	17	17	17	10	20	20	10	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	0 1	0
Volume Module:												
Base Vol:	41	150	23	15	160	212	172	229	35	24	251	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	150	23	15	160	212	172	229	35	24	251	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	150	23	15	160	212	172	229	35	24	251	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	150	23	15	160	212	172	229	35	24	251	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	150	23	15	160	212	172	229	35	24	251	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.49	0.93	0.93	0.64	0.87	0.87	0.95	0.93	0.93	0.95	0.99	0.99
Lanes:	1.00	1.73	0.27	1.00	1.00	1.00	1.00	1.73	0.27	1.00	0.92	0.08
Final Sat.:	933	3067	470	1208	1652	1652	1805	3069	469	1805	1732	145
Capacity Analysis Module:												
Vol/Sat:	0.04	0.05	0.05	0.01	0.10	0.13	0.10	0.07	0.07	0.01	0.14	0.14
Crit Moves:						****	****				****	
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.18	0.34	0.34	0.17	0.33	0.33
Volume/Cap:	0.16	0.17	0.17	0.04	0.34	0.45	0.52	0.22	0.22	0.08	0.43	0.43
Delay/Veh:	16.4	16.3	16.3	15.7	17.3	18.1	23.6	14.0	14.0	20.9	16.1	16.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.4	16.3	16.3	15.7	17.3	18.1	23.6	14.0	14.0	20.9	16.1	16.1
LOS by Move:	B	B	B	B	B	B	C	B	B	C	B	B
HCM2kAvgQ:	1	1	1	0	2	3	4	2	2	0	4	4

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout With Project Conditions (3757)
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #339 Lyon Ave (NS) / Acacia Ave (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.658
Loss Time (sec): 12 Average Delay (sec/veh): 22.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	17	17	17	10	20	20	10	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	0 1	0
Volume Module:												
Base Vol:	68	246	29	37	237	286	385	325	88	26	270	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	246	29	37	237	286	385	325	88	26	270	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	246	29	37	237	286	385	325	88	26	270	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	246	29	37	237	286	385	325	88	26	270	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	246	29	37	237	286	385	325	88	26	270	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.31	0.93	0.93	0.56	0.87	0.87	0.95	0.92	0.92	0.95	0.99	0.99
Lanes:	1.00	1.79	0.21	1.00	1.00	1.00	1.00	1.57	0.43	1.00	0.91	0.09
Final Sat.:	580	3178	375	1055	1657	1657	1805	2750	745	1805	1697	176
Capacity Analysis Module:												
Vol/Sat:	0.12	0.08	0.08	0.04	0.14	0.17	0.21	0.12	0.12	0.01	0.16	0.16
Crit Moves:						****	****				****	
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.30	0.39	0.39	0.20	0.29	0.29
Volume/Cap:	0.48	0.32	0.32	0.14	0.59	0.71	0.71	0.30	0.30	0.07	0.56	0.56
Delay/Veh:	25.3	22.0	22.0	21.1	24.5	27.5	26.2	14.9	14.9	23.1	22.5	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.3	22.0	22.0	21.1	24.5	27.5	26.2	14.9	14.9	23.1	22.5	22.5
LOS by Move:	C	C	C	C	C	C	C	B	B	C	C	C
HCM2kAvgQ:	2	3	3	1	5	6	9	3	3	0	6	6

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout with Project (5502)
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8019 Lyon Ave. (NS) / Stetson Ave. (EW)

Cycle (sec):	120	Critical Vol./Cap.(X):	0.577
Loss Time (sec):	16	Average Delay (sec/veh):	34.5
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	10	17	17	10	17	17
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	167	72	146	42	60	48	43	793	126	177	1271	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	72	146	42	60	48	43	793	126	177	1271	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	72	146	42	60	48	43	793	126	177	1271	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	72	146	42	60	48	43	793	126	177	1271	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	72	146	42	60	48	43	793	126	177	1271	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.86	0.86	0.95	0.89	0.89	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.11	0.89	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	1625	1625	1805	1871	1497	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.04	0.09	0.02	0.03	0.03	0.02	0.22	0.08	0.10	0.35	0.04
Crit Moves:	****				****		****				****	
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.08	0.37	0.37	0.16	0.45	0.45
Volume/Cap:	0.56	0.27	0.54	0.14	0.19	0.19	0.29	0.60	0.21	0.60	0.78	0.08
Delay/Veh:	48.2	43.8	47.2	42.9	43.2	43.2	52.7	31.4	26.1	49.7	30.6	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	43.8	47.2	42.9	43.2	43.2	52.7	31.4	26.1	49.7	30.6	18.9
LOS by Move:	D	D	D	D	D	D	D	C	C	D	C	B
HCM2kAvgQ:	6	3	6	1	2	2	2	13	3	7	22	1

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout with Project (5502)
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8019 Lyon Ave. (NS) / Stetson Ave. (EW)

Cycle (sec):	120	Critical Vol./Cap.(X):	0.781
Loss Time (sec):	16	Average Delay (sec/veh):	51.4
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	10	17	17	10	17	17
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	199	112	245	84	125	68	72	1415	234	214	1050	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	199	112	245	84	125	68	72	1415	234	214	1050	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	199	112	245	84	125	68	72	1415	234	214	1050	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	112	245	84	125	68	72	1415	234	214	1050	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	199	112	245	84	125	68	72	1415	234	214	1050	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.85	0.85	0.95	0.90	0.90	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.30	0.70	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	1619	1619	1805	2214	1205	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.07	0.15	0.05	0.06	0.06	0.04	0.39	0.14	0.12	0.29	0.04
Crit Moves:	****				****			****			****	
Green/Cycle:	0.19	0.19	0.19	0.17	0.17	0.17	0.11	0.39	0.39	0.12	0.39	0.39
Volume/Cap:	0.57	0.36	0.78	0.28	0.34	0.34	0.35	1.01	0.37	1.01	0.74	0.10
Delay/Veh:	46.1	42.1	54.4	44.2	44.5	44.5	50.3	62.7	26.6	116.9	33.2	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.1	42.1	54.4	44.2	44.5	44.5	50.3	62.7	26.6	116.9	33.2	23.1
LOS by Move:	D	D	D	D	D	D	D	E	C	F	C	C
HCM2kAvgQ:	7	4	11	3	3	3	3	35	6	12	18	2

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout Conditions (4105)
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 State Street (NS) / Esplanade Avenue (EW)

Cycle (sec):	115	Critical Vol./Cap.(X):	0.813
Loss Time (sec):	16	Average Delay (sec/veh):	44.4
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	24	24	10	24	24	10	21	21	10	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	134	557	45	112	859	334	345	251	213	92	323	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	557	45	112	859	334	345	251	213	92	323	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	557	45	112	859	334	345	251	213	92	323	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	557	45	112	859	334	345	251	213	92	323	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	557	45	112	859	334	345	251	213	92	323	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.91	0.91	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.85	0.15	1.00	1.44	0.56	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3303	267	1805	2490	968	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.17	0.06	0.34	0.34	0.19	0.07	0.13	0.05	0.09	0.09
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.33	0.33	0.14	0.38	0.38	0.21	0.27	0.27	0.13	0.18	0.18
Volume/Cap:	0.85	0.51	0.51	0.45	0.91	0.91	0.91	0.26	0.49	0.40	0.49	0.51
Delay/Veh:	85.6	31.4	31.4	46.9	42.9	42.9	68.9	33.4	36.5	47.3	42.8	43.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.6	31.4	31.4	46.9	42.9	42.9	68.9	33.4	36.5	47.3	42.8	43.7
LOS by Move:	F	C	C	D	D	D	E	C	D	D	D	D
HCM2kAvgQ:	7	9	9	4	25	25	15	4	7	3	6	5

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout Conditions (4105)
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 State Street (NS) / Esplanade Avenue (EW)

Cycle (sec):	120	Critical Vol./Cap.(X):	0.823
Loss Time (sec):	16	Average Delay (sec/veh):	51.4
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	24	24	10	24	24	10	21	21	10	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	234	1024	120	157	672	306	386	406	193	76	310	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	1024	120	157	672	306	386	406	193	76	310	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	1024	120	157	672	306	386	406	193	76	310	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	1024	120	157	672	306	386	406	193	76	310	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	1024	120	157	672	306	386	406	193	76	310	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.91	0.91	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.79	0.21	1.00	1.37	0.63	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3180	373	1805	2364	1076	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.32	0.32	0.09	0.28	0.28	0.21	0.11	0.12	0.04	0.09	0.09
Crit Moves:	****				****		****				****	
Green/Cycle:	0.14	0.36	0.36	0.10	0.31	0.31	0.24	0.28	0.28	0.13	0.17	0.17
Volume/Cap:	0.91	0.90	0.90	0.90	0.91	0.91	0.91	0.40	0.43	0.32	0.49	0.53
Delay/Veh:	83.4	45.0	45.0	93.7	50.6	50.6	67.5	35.5	36.2	47.9	45.3	47.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.4	45.0	45.0	93.7	50.6	50.6	67.5	35.5	36.2	47.9	45.3	47.0
LOS by Move:	F	D	D	F	D	D	E	D	D	D	D	D
HCM2kAvgQ:	12	24	24	9	22	22	17	6	6	3	6	6

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout Conditions (4105)
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 State / Devonshire

Cycle (sec):	75	Critical Vol./Cap.(X):	0.371
Loss Time (sec):	16	Average Delay (sec/veh):	23.6
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	14	14	10	14	14	10	14	14	10	14	14
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	25	590	27	62	526	12	26	123	22	13	123	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	590	27	62	526	12	26	123	22	13	123	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	590	27	62	526	12	26	123	22	13	123	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	590	27	62	526	12	26	123	22	13	123	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	590	27	62	526	12	26	123	22	13	123	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.95	0.95	0.98	0.98	0.95	0.92	0.92
Lanes:	1.00	1.91	0.09	1.00	1.96	0.04	1.00	0.85	0.15	1.00	1.57	0.43
Final Sat.:	1805	3428	157	1805	3519	80	1805	1575	282	1805	2735	756
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.17	0.03	0.15	0.15	0.01	0.08	0.08	0.01	0.04	0.04
Crit Moves:		****		****				****		****		
Green/Cycle:	0.19	0.33	0.33	0.13	0.27	0.27	0.13	0.19	0.19	0.13	0.19	0.19
Volume/Cap:	0.07	0.52	0.52	0.26	0.55	0.55	0.11	0.42	0.42	0.05	0.24	0.24
Delay/Veh:	24.8	20.5	20.5	29.7	24.0	24.0	28.8	27.7	27.7	28.5	26.2	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.8	20.5	20.5	29.7	24.0	24.0	28.8	27.7	27.7	28.5	26.2	26.2
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	6	6	1	5	5	1	3	3	0	2	2

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout Conditions (4105)
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 State / Devonshire

Cycle (sec):	85	Critical Vol./Cap.(X):	0.434
Loss Time (sec):	16	Average Delay (sec/veh):	24.4
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	14	14	10	14	14	10	14	14	10	14	14
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	27	774	24	58	685	17	13	124	25	32	127	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	774	24	58	685	17	13	124	25	32	127	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	774	24	58	685	17	13	124	25	32	127	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	774	24	58	685	17	13	124	25	32	127	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	774	24	58	685	17	13	124	25	32	127	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.98	0.98	0.95	0.89	0.89
Lanes:	1.00	1.94	0.06	1.00	1.95	0.05	1.00	0.83	0.17	1.00	1.19	0.81
Final Sat.:	1805	3487	108	1805	3508	87	1805	1542	311	1805	2021	1369
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.22	0.03	0.20	0.20	0.01	0.08	0.08	0.02	0.06	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.20	0.41	0.41	0.12	0.33	0.33	0.12	0.16	0.16	0.12	0.16	0.16
Volume/Cap:	0.08	0.54	0.54	0.27	0.59	0.59	0.06	0.49	0.49	0.15	0.38	0.38
Delay/Veh:	27.8	19.3	19.3	34.9	24.5	24.5	33.4	33.5	33.5	34.0	32.1	32.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.8	19.3	19.3	34.9	24.5	24.5	33.4	33.5	33.5	34.0	32.1	32.1
LOS by Move:	C	B	B	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	9	9	1	8	8	0	4	4	1	3	3

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout Conditions (4105)
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 State Street (NS) / Florida Avenue (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.727
Loss Time (sec):	16	Average Delay (sec/veh):	33.6
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	22	22	10	22	22	10	20	20	10	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	161	319	142	128	276	145	123	793	118	148	1001	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	319	142	128	276	145	123	793	118	148	1001	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	175	347	154	139	300	158	134	862	128	161	1088	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	347	154	139	300	158	134	862	128	161	1088	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	347	154	139	300	158	134	862	128	161	1088	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.38	0.62	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	2383	1061	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.15	0.08	0.08	0.10	0.07	0.24	0.08	0.09	0.30	0.10
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.24	0.24	0.11	0.24	0.24	0.11	0.32	0.32	0.15	0.36	0.36
Volume/Cap:	0.87	0.60	0.60	0.69	0.34	0.40	0.67	0.75	0.25	0.60	0.85	0.29
Delay/Veh:	70.9	31.2	31.2	48.6	28.2	29.1	46.7	30.2	23.0	39.6	32.2	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.9	31.2	31.2	48.6	28.2	29.1	46.7	30.2	23.0	39.6	32.2	21.1
LOS by Move:	E	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	5	6	6	5	4	4	5	13	3	5	17	3

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout Conditions (4105)
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #305 State Street (NS) / Florida Avenue (EW)

Cycle (sec):	95	Critical Vol./Cap.(X):	0.914
Loss Time (sec):	16	Average Delay (sec/veh):	43.0
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	22	22	10	22	22	10	20	20	10	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	159	431	213	199	384	148	175	1077	167	186	946	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	431	213	199	384	148	175	1077	167	186	946	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	173	468	232	216	417	161	190	1171	182	202	1028	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	468	232	216	417	161	190	1171	182	202	1028	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	468	232	216	417	161	190	1171	182	202	1028	212
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.34	0.66	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	2295	1134	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.20	0.12	0.12	0.10	0.11	0.32	0.11	0.11	0.28	0.13
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.23	0.23	0.13	0.25	0.25	0.13	0.35	0.35	0.12	0.34	0.34
Volume/Cap:	0.85	0.88	0.88	0.93	0.47	0.40	0.83	0.93	0.32	0.93	0.83	0.38
Delay/Veh:	68.3	46.5	46.5	80.2	30.8	30.5	62.0	41.5	23.0	82.4	33.4	24.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.3	46.5	46.5	80.2	30.8	30.5	62.0	41.5	23.0	82.4	33.4	24.0
LOS by Move:	E	D	D	F	C	C	E	D	C	F	C	C
HCM2kAvgQ:	5	11	11	10	6	4	8	22	4	9	17	5

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout Conditions (4105)
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 State / Acacia

Cycle (sec):	60	Critical Vol./Cap.(X):	0.415
Loss Time (sec):	12	Average Delay (sec/veh):	17.1
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	14	14	10	14	14	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	40	558	52	38	481	29	10	209	12	64	235	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	558	52	38	481	29	10	209	12	64	235	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	558	52	38	481	29	10	209	12	64	235	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	558	52	38	481	29	10	209	12	64	235	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	558	52	38	481	29	10	209	12	64	235	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.44	0.94	0.94	0.61	0.97	0.97
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.89	0.11	1.00	0.81	0.19
Final Sat.:	1805	3610	1615	1805	3610	1615	838	3387	194	1165	1502	345
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.03	0.02	0.13	0.02	0.01	0.06	0.06	0.05	0.16	0.16
Crit Moves:		****		****							****	
Green/Cycle:	0.20	0.31	0.31	0.17	0.28	0.28	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.11	0.49	0.10	0.13	0.47	0.06	0.04	0.19	0.19	0.17	0.49	0.49
Delay/Veh:	19.7	17.0	14.6	21.5	18.3	15.9	14.2	14.9	14.9	15.0	17.2	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.7	17.0	14.6	21.5	18.3	15.9	14.2	14.9	14.9	15.0	17.2	17.2
LOS by Move:	B	B	B	C	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	5	1	1	4	0	0	2	2	1	5	5

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout Conditions (4105)
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 State / Acacia

Cycle (sec):	60	Critical Vol./Cap.(X):	0.464
Loss Time (sec):	12	Average Delay (sec/veh):	17.6
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	14	14	10	14	14	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	24	644	65	68	619	25	94	286	87	59	221	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	644	65	68	619	25	94	286	87	59	221	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	644	65	68	619	25	94	286	87	59	221	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	644	65	68	619	25	94	286	87	59	221	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	644	65	68	619	25	94	286	87	59	221	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.43	0.92	0.92	0.51	0.97	0.97
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.53	0.47	1.00	0.78	0.22
Final Sat.:	1805	3610	1615	1805	3610	1615	811	2671	813	971	1423	412
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.04	0.04	0.17	0.02	0.12	0.11	0.11	0.06	0.16	0.16
Crit Moves:		****		****							****	
Green/Cycle:	0.21	0.34	0.34	0.17	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.06	0.53	0.12	0.23	0.58	0.05	0.39	0.36	0.36	0.21	0.53	0.53
Delay/Veh:	19.0	16.4	13.8	22.0	18.8	15.2	17.9	16.9	16.9	16.2	18.6	18.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.0	16.4	13.8	22.0	18.8	15.2	17.9	16.9	16.9	16.2	18.6	18.6
LOS by Move:	B	B	B	C	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	6	1	1	5	0	2	3	3	1	5	5

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout Conditions (4105)
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #331 State / Stetson

Cycle (sec):	95	Critical Vol./Cap.(X):	0.577
Loss Time (sec):	16	Average Delay (sec/veh):	36.2
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	10	22	22	22	22	10	10	22	22	10	22	22
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	260	471	328	127	430	101	69	636	164	361	762	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	471	328	127	430	101	69	636	164	361	762	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	471	328	127	430	101	69	636	164	361	762	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	471	328	127	430	101	69	636	164	361	762	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	471	328	127	430	101	69	636	164	361	762	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.14	0.13	0.20	0.07	0.12	0.06	0.02	0.18	0.10	0.10	0.21	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.18	0.23	0.37	0.23	0.29	0.29	0.12	0.23	0.23	0.14	0.25	0.25
Volume/Cap:	0.81	0.56	0.55	0.30	0.42	0.22	0.17	0.76	0.44	0.76	0.83	0.37
Delay/Veh:	51.9	33.1	25.0	30.6	27.8	26.1	38.1	38.0	32.0	46.4	40.2	29.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.9	33.1	25.0	30.6	27.8	26.1	38.1	38.0	32.0	46.4	40.2	29.8
LOS by Move:	D	C	C	C	C	C	D	D	C	D	D	C
HCM2kAvgQ:	10	7	8	3	6	2	1	11	4	7	14	4

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout Conditions (4105)
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #331 State / Stetson

Cycle (sec):	100	Critical Vol./Cap.(X):	0.746
Loss Time (sec):	16	Average Delay (sec/veh):	40.7
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	10	22	22	22	22	10	10	22	22	10	22	22
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	236	626	433	191	685	104	133	830	330	411	764	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	236	626	433	191	685	104	133	830	330	411	764	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	236	626	433	191	685	104	133	830	330	411	764	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	626	433	191	685	104	133	830	330	411	764	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	236	626	433	191	685	104	133	830	330	411	764	166
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.17	0.27	0.11	0.19	0.06	0.04	0.23	0.20	0.12	0.21	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.16	0.22	0.36	0.22	0.28	0.28	0.13	0.26	0.26	0.14	0.28	0.28
Volume/Cap:	0.80	0.79	0.75	0.48	0.69	0.23	0.30	0.87	0.77	0.87	0.77	0.37
Delay/Veh:	54.2	42.1	34.1	34.9	34.4	28.3	40.2	43.6	42.4	58.0	37.1	29.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.2	42.1	34.1	34.9	34.4	28.3	40.2	43.6	42.4	58.0	37.1	29.8
LOS by Move:	D	D	C	C	C	C	D	D	D	E	D	C
HCM2kAvgQ:	9	12	13	6	11	3	2	16	11	9	13	4

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout Conditions (4105)
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #330 State / Domenigoni

Cycle (sec):	115	Critical Vol./Cap.(X):	0.710
Loss Time (sec):	16	Average Delay (sec/veh):	40.1
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	10	30	30	10	30	30	10	30	30	10	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	2 0	1	1 0	1 0	2	0 1	1 0	2	1 0
Volume Module:												
Base Vol:	536	368	159	68	323	328	241	547	289	96	611	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	536	368	159	68	323	328	241	547	289	96	611	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	536	368	159	68	323	328	241	547	289	96	611	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	536	368	159	68	323	328	241	547	289	96	611	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	536	368	159	68	323	328	241	547	289	96	611	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.92	0.88	0.88	0.95	0.95	0.85	0.95	0.90	0.90
Lanes:	2.00	1.40	0.60	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.79	0.21
Final Sat.:	3502	2407	1040	3502	1668	1668	1805	3610	1615	1805	4764	366
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.02	0.19	0.20	0.13	0.15	0.18	0.05	0.13	0.13
Crit Moves:	****					****	****				****	
Green/Cycle:	0.18	0.33	0.33	0.11	0.26	0.26	0.16	0.31	0.50	0.10	0.26	0.26
Volume/Cap:	0.85	0.46	0.46	0.18	0.74	0.75	0.85	0.48	0.36	0.51	0.49	0.49
Delay/Veh:	55.7	30.6	30.6	46.6	42.4	42.9	67.1	32.2	18.1	50.9	36.3	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.7	30.6	30.6	46.6	42.4	42.9	67.1	32.2	18.1	50.9	36.3	36.3
LOS by Move:	E	C	C	D	D	D	E	C	B	D	D	D
HCM2kAvgQ:	12	8	8	1	12	13	11	8	6	4	7	7

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout Conditions (4105)
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #330 State / Domenigoni

Cycle (sec):	115	Critical Vol./Cap.(X):	0.817
Loss Time (sec):	16	Average Delay (sec/veh):	45.5
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	10	30	30	10	30	30	10	30	30	10	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1		1 0	2 0 1		1 0	1 0 2		0 1	1 0 2		1 0
Volume Module:												
Base Vol:	345	501	142	85	539	307	364	675	474	197	681	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	345	501	142	85	539	307	364	675	474	197	681	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	345	501	142	85	539	307	364	675	474	197	681	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	501	142	85	539	307	364	675	474	197	681	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	345	501	142	85	539	307	364	675	474	197	681	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.90	0.90	0.95	0.95	0.85	0.95	0.89	0.89
Lanes:	2.00	1.56	0.44	2.00	1.27	0.73	1.00	2.00	1.00	1.00	2.58	0.42
Final Sat.:	3502	2720	771	3502	2176	1239	1805	3610	1615	1805	4372	706
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.18	0.02	0.25	0.25	0.20	0.19	0.29	0.11	0.16	0.16
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.28	0.28	0.09	0.27	0.27	0.22	0.34	0.45	0.14	0.26	0.26
Volume/Cap:	0.91	0.65	0.65	0.26	0.91	0.91	0.91	0.55	0.66	0.77	0.60	0.60
Delay/Veh:	76.7	37.6	37.6	48.7	53.8	53.8	68.7	31.4	27.0	60.6	38.0	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.7	37.6	37.6	48.7	53.8	53.8	68.7	31.4	27.0	60.6	38.0	38.0
LOS by Move:	E	D	D	D	D	D	E	C	C	E	D	D
HCM2kAvgQ:	9	11	11	2	19	19	16	10	14	9	10	10

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout Conditions (4105)
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #311 San Jacinto Street(NS) / Florida Avenue (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.633
Loss Time (sec):	16	Average Delay (sec/veh):	32.4
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	25	25	10	25	25	10	21	21	10	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	89	230	81	157	202	173	124	595	56	83	843	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	230	81	157	202	173	124	595	56	83	843	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	97	250	88	171	220	188	135	647	61	90	916	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	250	88	171	220	188	135	647	61	90	916	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	250	88	171	220	188	135	647	61	90	916	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.88	0.88	0.95	0.94	0.94	0.95	0.95	0.85
Lanes:	1.00	1.48	0.52	1.00	1.08	0.92	1.00	1.83	0.17	1.00	2.00	1.00
Final Sat.:	1805	2566	904	1805	1810	1550	1805	3257	307	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.10	0.09	0.12	0.12	0.07	0.20	0.20	0.05	0.25	0.12
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.28	0.28	0.12	0.28	0.28	0.11	0.29	0.29	0.14	0.32	0.32
Volume/Cap:	0.47	0.35	0.35	0.80	0.43	0.43	0.67	0.69	0.69	0.36	0.80	0.39
Delay/Veh:	39.2	26.2	26.2	58.2	26.7	26.7	47.0	30.3	30.3	36.1	32.5	24.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.2	26.2	26.2	58.2	26.7	26.7	47.0	30.3	30.3	36.1	32.5	24.5
LOS by Move:	D	C	C	E	C	C	D	C	C	D	C	C
HCM2kAvgQ:	3	4	4	7	5	5	5	10	10	2	13	4

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout Conditions (4105)
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #311 San Jacinto Street(NS) / Florida Avenue (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.772
Loss Time (sec): 16 Average Delay (sec/veh): 42.7
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	25	25	10	25	25	10	21	21	10	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	76	305	105	250	340	180	228	907	107	117	759	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	305	105	250	340	180	228	907	107	117	759	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	83	332	114	272	370	196	248	986	116	127	825	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	332	114	272	370	196	248	986	116	127	825	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	332	114	272	370	196	248	986	116	127	825	272
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.90	0.90	0.95	0.93	0.93	0.95	0.95	0.85
Lanes:	1.00	1.49	0.51	1.00	1.31	0.69	1.00	1.79	0.21	1.00	2.00	1.00
Final Sat.:	1805	2583	889	1805	2238	1185	1805	3177	375	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.15	0.17	0.17	0.14	0.31	0.31	0.07	0.23	0.17
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.23	0.23	0.18	0.29	0.29	0.17	0.36	0.36	0.09	0.28	0.28
Volume/Cap:	0.40	0.56	0.56	0.86	0.57	0.57	0.81	0.86	0.86	0.78	0.81	0.60
Delay/Veh:	46.4	38.6	38.6	64.4	34.3	34.3	58.7	38.6	38.6	69.2	41.6	36.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.4	38.6	38.6	64.4	34.3	34.3	58.7	38.6	38.6	69.2	41.6	36.2
LOS by Move:	D	D	D	E	C	C	E	D	D	E	D	D
HCM2kAvgQ:	3	8	8	12	9	9	10	21	21	5	14	8

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout Conditions (4105)
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #89 Columbia / Florida

Cycle (sec):	60	Critical Vol./Cap.(X):	0.459
Loss Time (sec):	8	Average Delay (sec/veh):	7.5
Optimal Cycle: OPTIMIZED		Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1	1 0	1 0	2 0	1
Volume Module:												
Base Vol:	76	121	63	65	88	78	77	659	54	73	1090	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	121	63	65	88	78	77	659	54	73	1090	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	83	132	68	71	96	85	84	716	59	79	1185	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	132	68	71	96	85	84	716	59	79	1185	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	132	68	71	96	85	84	716	59	79	1185	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	1.00	0.85	0.67	1.00	0.85	0.21	0.94	0.94	0.34	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.85	0.15	1.00	2.00	1.00
Final Sat.:	1317	1900	1615	1269	1900	1615	393	3300	270	648	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.04	0.06	0.05	0.05	0.21	0.22	0.22	0.12	0.33	0.07
Crit Moves:		****									****	
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.70	0.70	0.70	0.70	0.70	0.70
Volume/Cap:	0.38	0.42	0.25	0.33	0.30	0.31	0.30	0.31	0.31	0.17	0.47	0.10
Delay/Veh:	23.3	23.3	22.3	23.0	22.5	22.7	4.1	3.5	3.5	3.3	4.2	2.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.3	23.3	22.3	23.0	22.5	22.7	4.1	3.5	3.5	3.3	4.2	2.9
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	2	3	1	2	2	2	1	3	3	1	6	1

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout Conditions (4105)
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #89 Columbia / Florida

Cycle (sec):	60	Critical Vol./Cap.(X):	0.578
Loss Time (sec):	8	Average Delay (sec/veh):	9.4
Optimal Cycle:	OPTIMIZED	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	69	132	101	142	170	98	95	1153	87	100	816	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	132	101	142	170	98	95	1153	87	100	816	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	75	143	110	154	185	107	103	1253	95	109	887	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	143	110	154	185	107	103	1253	95	109	887	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	143	110	154	185	107	103	1253	95	109	887	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.56	1.00	0.85	0.66	1.00	0.85	0.29	0.94	0.94	0.15	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.86	0.14	1.00	2.00	1.00
Final Sat.:	1074	1900	1615	1248	1900	1615	555	3323	251	291	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.08	0.07	0.12	0.10	0.07	0.19	0.38	0.38	0.37	0.25	0.07
Crit Moves:				****				****				
Green/Cycle:	0.21	0.21	0.21	0.21	0.21	0.21	0.65	0.65	0.65	0.65	0.65	0.65
Volume/Cap:	0.33	0.35	0.32	0.58	0.45	0.31	0.29	0.58	0.58	0.57	0.38	0.11
Delay/Veh:	20.8	20.6	20.4	24.3	21.3	20.4	4.9	6.2	6.2	10.0	4.9	4.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.8	20.6	20.4	24.3	21.3	20.4	4.9	6.2	6.2	10.0	4.9	4.0
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	2	3	2	4	3	2	1	7	7	2	4	1

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout Conditions (4105)
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #325 Meridian Street (NS) / Florida Avenue (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.545
Loss Time (sec): 8 Average Delay (sec/veh): 11.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	15	15	15	15	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	127	123	19	62	117	88	71	628	7	7	1152	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	123	19	62	117	88	71	628	7	7	1152	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	138	134	21	67	127	96	77	683	8	8	1252	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	134	21	67	127	96	77	683	8	8	1252	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	134	21	67	127	96	77	683	8	8	1252	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.53	0.98	0.98	0.64	0.94	0.94	0.15	0.95	0.85	0.35	0.95	0.85
Lanes:	1.00	0.87	0.13	1.00	0.57	0.43	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1015	1613	249	1214	1015	763	283	3610	1615	667	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.14	0.08	0.08	0.06	0.13	0.13	0.27	0.19	0.00	0.01	0.35	0.05
Crit Moves:	****										****	
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	0.43	0.26	0.26	0.18	0.40	0.40	0.48	0.33	0.01	0.02	0.61	0.08
Delay/Veh:	20.0	18.2	18.2	17.6	19.3	19.3	11.1	8.0	6.5	6.5	10.4	6.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.0	18.2	18.2	17.6	19.3	19.3	11.1	8.0	6.5	6.5	10.4	6.8
LOS by Move:	B	B	B	B	B	B	B	A	A	A	B	A
HCM2kAvgQ:	3	3	3	1	4	4	2	4	0	0	10	1

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout Conditions (4105)
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #325 Meridian Street (NS) / Florida Avenue (EW)

Cycle (sec): 85 Critical Vol./Cap.(X): 0.446
Loss Time (sec): 8 Average Delay (sec/veh): 10.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	15	15	15	15	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	82	72	61	96	25	100	113	1045	27	22	997	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	72	61	96	25	100	113	1045	27	22	997	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	89	78	66	104	27	109	123	1136	29	24	1084	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	78	66	104	27	109	123	1136	29	24	1084	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	78	66	104	27	109	123	1136	29	24	1084	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.63	0.93	0.93	0.61	0.88	0.88	0.22	0.95	0.85	0.20	0.95	0.85
Lanes:	1.00	0.54	0.46	1.00	0.20	0.80	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1197	958	811	1165	334	1338	410	3610	1615	382	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.08	0.08	0.09	0.08	0.08	0.30	0.31	0.02	0.06	0.30	0.06
Crit Moves:				****				****				
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.65	0.65	0.65	0.65	0.65	0.65
Volume/Cap:	0.29	0.32	0.32	0.35	0.31	0.31	0.46	0.49	0.03	0.10	0.46	0.10
Delay/Veh:	25.7	25.8	25.8	26.3	25.8	25.8	8.8	7.9	5.4	5.8	7.7	5.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.7	25.8	25.8	26.3	25.8	25.8	8.8	7.9	5.4	5.8	7.7	5.7
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	2	3	3	2	3	3	2	8	0	0	8	1

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout Conditions (4105)
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #333 Ramona / Florida

Cycle (sec):	70	Critical Vol./Cap.(X):	0.634
Loss Time (sec):	12	Average Delay (sec/veh):	15.9
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	10	0	10	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	2 0	0 0	1	1 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	468	0	30	21	559	0	0	739	546
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	468	0	30	21	559	0	0	739	546
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	509	0	33	23	608	0	0	803	593
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	509	0	33	23	608	0	0	803	593
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	509	0	33	23	608	0	0	803	593
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.85	0.95	0.95	1.00	1.00	0.95	0.85
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3502	0	1615	1805	3610	0	0	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.02	0.01	0.17	0.00	0.00	0.22	0.37
Crit Moves:				****			****					****
Green/Cycle:	0.00	0.00	0.00	0.19	0.00	0.34	0.14	0.63	0.00	0.00	0.49	0.49
Volume/Cap:	0.00	0.00	0.00	0.75	0.00	0.06	0.09	0.27	0.00	0.00	0.45	0.75
Delay/Veh:	0.0	0.0	0.0	31.2	0.0	15.7	26.2	5.7	0.0	0.0	11.8	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.2	0.0	15.7	26.2	5.7	0.0	0.0	11.8	18.3
LOS by Move:	A	A	A	C	A	B	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	7	0	0	0	3	0	0	6	12

Note: Queue reported is the number of cars per lane.

Hemet General Plan (JN:2748)
General Plan Buildout Conditions (4105)
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #333 Ramona / Florida

Cycle (sec):	75	Critical Vol./Cap.(X):	0.719
Loss Time (sec):	12	Average Delay (sec/veh):	19.8
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	10	0	10	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	696	0	29	32	830	0	0	679	548
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	696	0	29	32	830	0	0	679	548
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	757	0	32	35	902	0	0	738	596
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	757	0	32	35	902	0	0	738	596
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	757	0	32	35	902	0	0	738	596
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.85	0.95	0.95	1.00	1.00	0.95	0.85
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3502	0	1615	1805	3610	0	0	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.02	0.02	0.25	0.00	0.00	0.20	0.37
Crit Moves:				****			****					****
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.39	0.13	0.58	0.00	0.00	0.45	0.45
Volume/Cap:	0.00	0.00	0.00	0.83	0.00	0.05	0.14	0.43	0.00	0.00	0.46	0.83
Delay/Veh:	0.0	0.0	0.0	32.5	0.0	14.1	29.0	9.0	0.0	0.0	14.7	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.5	0.0	14.1	29.0	9.0	0.0	0.0	14.7	26.2
LOS by Move:	A	A	A	C	A	B	C	A	A	A	B	C
HCM2kAvgQ:	0	0	0	11	0	0	1	6	0	0	6	15

Note: Queue reported is the number of cars per lane.