Appendix P Traffic Impact Analysis

Appendices

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FREEWAY CORRIDOR SPECIFIC PLAN UPDATE & PACIFIC OAK COMMERCE CENTER

TRAFFIC IMPACT ANALYSIS

AUGUST 7, 2023

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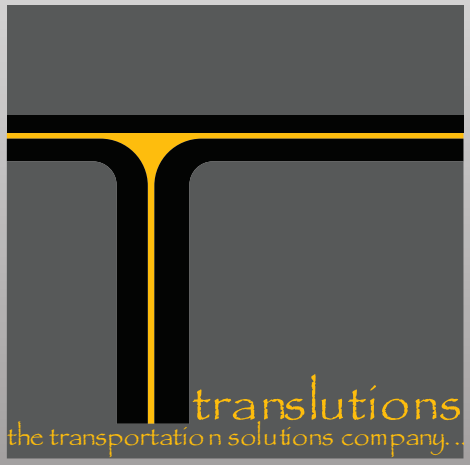

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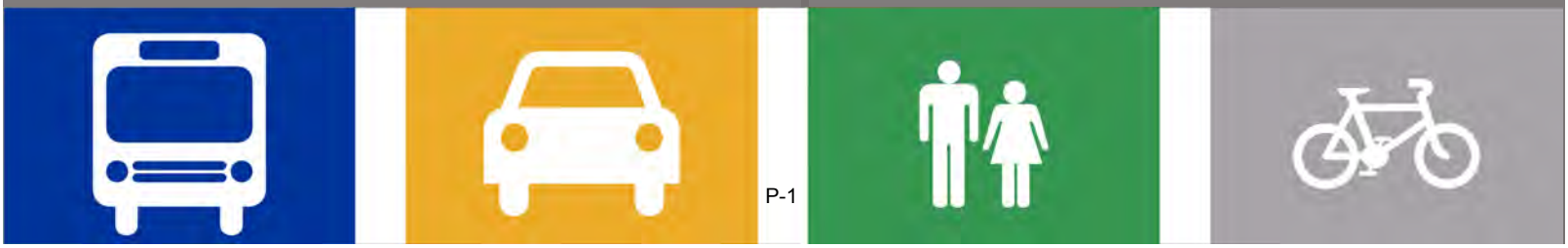

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1.0 INTRODUCTION

This report presents the methodology, findings and conclusions of the traffic impact analysis prepared for the Freeway Corridor Specific Plan Update (FCSP) and project level analysis for the proposed Pacific Oaks Commerce Center development project. The FCSP area is in the City of Yucaipa in San Bernardino County.

1.1 Purpose of the Traffic Study and Study Objectives

This report is intended to satisfy the requirements for a traffic impact analysis established by the City of Yucaipa's *Traffic Impact Analysis Guidelines*, (August 2020) and the San Bernardino Congestion Management Program (CMP), adopted November 1993, and revised in 2016. The San Bernardino CMP is implemented by the San Bernardino County Transportation Authority (SBCTA). The study area, analysis scenarios, and analysis methodologies are based on the City guidelines and in discussion with City staff. The scoping agreement is included in Appendix A.

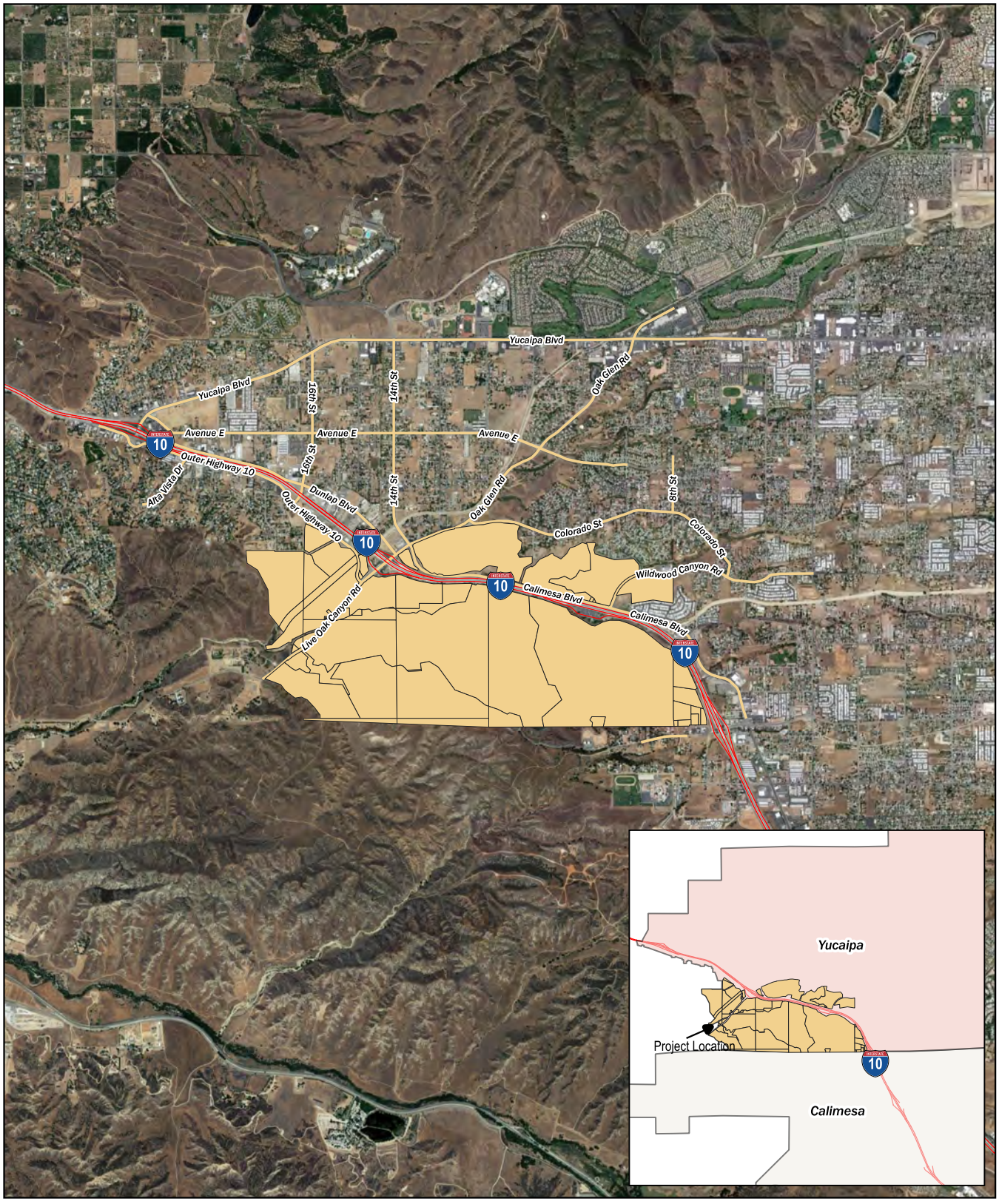
1.2 Project Location & Study Area

The proposed project is bisected by Interstate 10 (I-10) and abuts Riverside County to the south. Regional access to the proposed project is provided by I-10 from the east and west. Local access is provided by Live Oak Canyon Road, County Line Road, Oak Glen Road, Wildwood Canyon Road, and Calimesa Boulevard. Figure 1 shows the regional location of the project. Figure 2 illustrates the land use plan of the proposed project.

The study area was based on consultation with the City of Yucaipa Engineering and Planning Departments. The study area is consistent with the traffic impact analysis for the previously approved FCSP, dated April 4, 2007, and includes the following intersections:

1. Yucaipa Boulevard and Outer Highway 10 S.
2. Yucaipa Boulevard and Interstate 10 Eastbound Ramps.
3. Yucaipa Boulevard and Interstate 10 Westbound Ramps.
4. 16th Street and Outer Highway 10 S.
5. 16th Street and Avenue E.
6. 14th Street and Avenue E.
7. Live Oak Canyon Road and Outer Highway 10 S.
8. Live Oak Canyon Road and Interstate 10 Eastbound Ramps.
9. Oak Glen Road and I-10 Westbound Ramps.
10. Oak Glen Road and Calimesa Boulevard.
11. Oak Glen Road and Colorado Street.
12. Oak Glen Road and Avenue E.
13. Oak Glen Road and Yucaipa Boulevard.
14. 8th Street and Colorado Street.
15. Oak Hills Parkway and Interstate 10 Eastbound Ramps.
16. Wildwood Canyon Road and Interstate 10 Westbound Ramps.
17. Wildwood Canyon Road and Calimesa Boulevard.
18. Colorado Street and Wildwood Canyon Road.
19. East Road and County Line Road.
20. Interstate 10 Eastbound Ramps and County Line Road.
21. Interstate 10 Westbound Ramps and County Line Road.
22. Calimesa Boulevard and County Line Road.

The study area intersections are shown in Figure 3.



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FCSP

FIGURE 1

Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center
Regional Project Location

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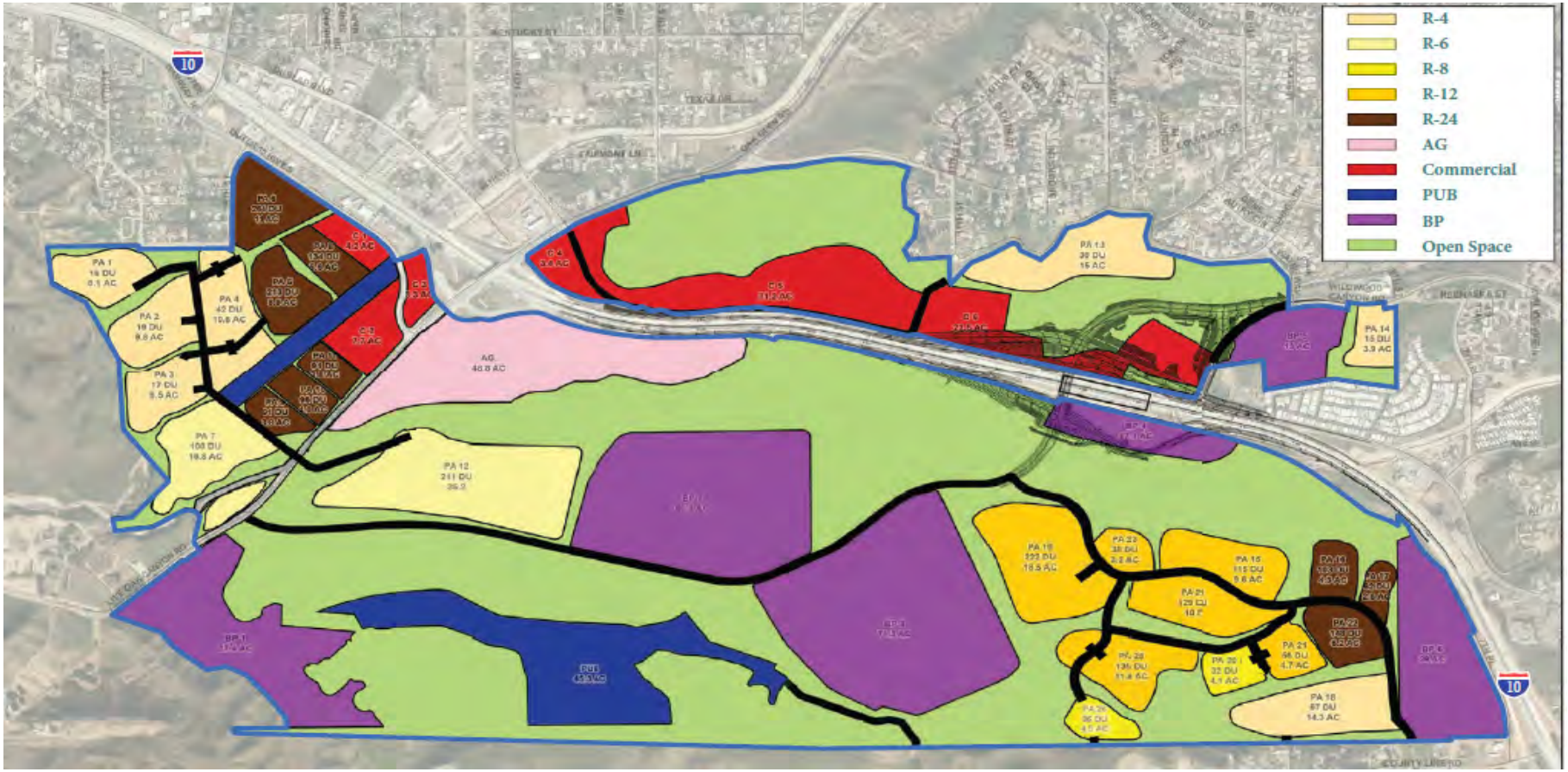

FIGURE 2

Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center
FCSP Planning Area Land Use Plan

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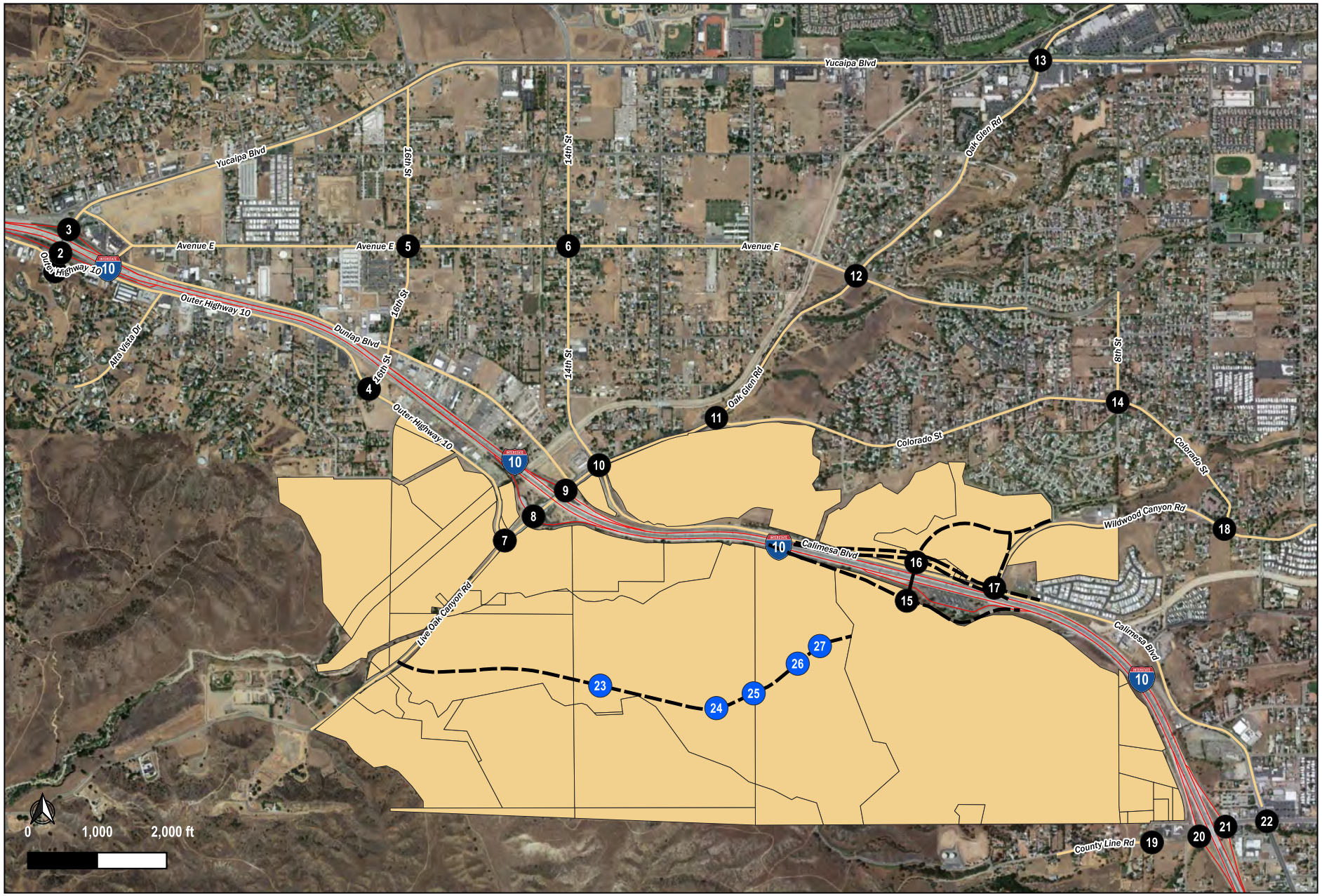
P:\Placeworks - Yucaipa FCSP\Analysis\Z30 Fig 2 FCSP Planning Area Land Use Plan (6/4/2023)



Legend

FCSP | Study Intersections | Driveways

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FIGURE 3

Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center Study Area Intersections

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This report analyzes weekday daily, a.m. and p.m. peak hour conditions. The a.m. peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 a.m. and 9:00 a.m. The p.m. peak hour is defined as the one hour of highest traffic volumes occurring between 4:00 and 6:00 p.m.

1.3 Analysis Scenarios

This report analyzes traffic operations for the following scenarios:

1. Existing Conditions.
2. Year 2050 without FCSP without Wildwood Canyon Road Interchange Conditions.
3. Year 2050 with FCSP without Wildwood Canyon Road Interchange Conditions.
4. Year 2050 without FCSP with Wildwood Canyon Road Interchange Conditions.
5. Year 2050 with FCSP with Wildwood Canyon Road Interchange Conditions.
6. Year 2050 with Approved FCSP without Wildwood Canyon Road Interchange Conditions.
7. Year 2050 with Approved FCSP with Wildwood Canyon Road Interchange Conditions.

2.0 PROJECT DESCRIPTION

The FCSP update would result in an increase of 25 dwelling units, a reduction of approximately 2.28 million square feet of Regional Commercial (RC), an increase of approximately 2.79 million square feet of Business Park (BP) from the previously approved FCSP. The update to the FCSP is intended to guide development within the 1,242-acre plan area. Table A shows the approved and proposed FCSP Buildout statistical summaries of the land uses at buildout of the FCSP. As shown in Table A, the FCSP update includes 2,472 residential dwelling units, approximately 1.1 M square feet of Regional Commercial, and 4 M of Business Park uses. In addition, approximately 707 acres will be dedicated to Public Facilities, Agricultural Tourism, Open Space, and additional right-of-way.

2.1 Project Trip Generation

The trip generation for the proposed FCSP update was developed using rates for Land 210 "Multifamily Housing (Mid-Rise)", Land Use 220 "Multifamily Housing (Low-Rise), Land Use 820 "Shopping Center", Land Use 821 "Shopping Plaza (40-150k)", Land Use 154 "High-Cube Transload and Short-Term Storage Warehouse" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition) and Land Use "High-Cube Cold Storage Warehouse". Pass-by trips for retail uses were calculated based on the ITE Trip Generation. For Business Park uses, the recommended truck mix percentages are from the ITE 10th Edition + Supplement. Sub-types are based on the Fontana Truck Study. Additionally, the recommended Passenger Car Equivalent (PCE) factor per SBCTA was used. Based on these rates, the trip generation for the FCSP update includes 2,986 net new PCE trips in the a.m. peak hour, 4,973 net new PCE trips in the p.m. peak hour, and 76,485 net new daily PCE trips. Table B summarizes the trip generation for the FCSP update by planning area.

2.2 Trip Generation Comparison

For comparative purposes, a separate trip generation was developed using the Land Use data from the approved FCSP. The trip generation for the previously approved FCSP was updated to reflect the most recent ITE rates from the ITE Trip Generation, 11th Edition. Table C summarizes the updated trip generation for the Approved FCSP. As shown in Table C, the approved FCSP would generate 5,990 PCE trips during the a.m. peak hour, 11,086 PCE trips during the p.m. peak hour, and 157,558 daily PCE trips. Table D summarizes the results of a trip generation comparative analysis comparing the Approved FCSP (updated with ITE 11th Edition rates) with the trip generation for the proposed updated FCSP. As shown in Table D, the proposed updated FCSP would generate 3,004 less PCE trips during the a.m. peak hour, 6,113 less PCE trips during the p.m. peak hour, and 81,073 less daily PCE trips.

Table A - Approved FCSP (as of 2008) vs Proposed FCSP Buildout Statistical Summary

Land Use	Acres	Dwelling Units	Population	Non-Residential SF	Employees
Approved FCSP (as of 2008)					
Single Family Residential	427.7	2,447	6,754	NA	NA
Regional Commercial	172	NA	NA	3,379,737	2430
Business Park	25.7	NA	NA	1,206,042	571
Public Facilities	44.8	NA	NA	NA	NA
Open Space	594	NA	NA	NA	NA
ROW	25.3	NA	NA	NA	NA
Proposed FCSP[1,2,3,4]					
Residential	239.1	2,472	6,823	NA	NA
Regional Commercial (RC)3	72.2	NA	NA	1,100,761	791
Business Park (BP)4	223.1	NA	NA	3,992,503	1,891
Public Facilities (PUB)4	54.8	NA	NA	NA	NA
Agricultural Tourism	48.8	NA	NA	NA	NA
Open Space (OS)	553	NA	NA	NA	NA
ROW	50.9	NA	NA	NA	NA

Notes: Totals may not add to 100 percent due to rounding. SF = square feet; ROW = right-of-way.

[1] Based on 2.76 people per unit (DOF 2022).

[2] Acres to square feet based on the maximum FAR allowed in the proposed FCSP of 0.35 for RC. Planning areas BP 2, BP 3, and 19.32 acres of BP 6 are based on the project-level data for the Pacific Oak Commerce Center project (2,054,000 square feet) and the County Line Warehouse project (363,423 square feet). The remaining acreage for planning area BP 6 (9.68 acres) and planning areas BP 1 and BP 4 is based on a maximum FAR of 0.5. It should be noted that planning area BP 4 is the Caltrans truck stop and would remain a truck stop at buildout; however, square footage associated with this acreage is accounted for to provide a conservative estimate of the potential BP land uses at buildout.

[3] Based on 1,392 square feet per employee for RC uses and 2,111 square feet per employee for BP uses (SCAG 2001).

[4] WRWRF and the Live Oak Canyon Farm have associated employment, but there are no changes to these land uses between existing conditions, the Approved Project, and/or Proposed Project scenarios. The Live Oak Canyon Pumpkin Patch is seasonal and employment fluctuates, with peak employment during the fall.

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Table B - Freeway Corridor Specific Plan (FCSP) Trip Generation

Planning Area	Description	Land Use	Quantity	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
PA 1	Residential (R-4): Allows for 2 to 4 dwelling units per acre (du/acre). Accommodates single-family residential uses that serve as a transition to existing low-density development adjoining the plan area.	Single Family Detached Housing	16.0	DU							
		Trip Generation Rates [1]			0.18	0.53	0.70	0.59	0.35	0.94	9.4
		Trip Generation			3	8	11	9	7	16	151
PA 2	Residential (R-4): Allows for 2 to 4 dwelling units per acre (du/acre). Accommodates single-family residential uses that serve as a transition to existing low-density development adjoining the plan area.	Single Family Detached Housing	19.0	DU							
		Trip Generation Rates [1]			0.18	0.53	0.70	0.59	0.35	0.94	9.4
		Trip Generation			3	10	13	11	7	18	179
PA 3	Residential (R-4): Allows for 2 to 4 dwelling units per acre (du/acre). Accommodates single-family residential uses that serve as a transition to existing low-density development adjoining the plan area.	Single Family Detached Housing	17.0	DU							
		Trip Generation Rates [1]			0.18	0.53	0.70	0.59	0.35	0.94	9.4
		Trip Generation			3	9	12	10	6	16	160
PA 4	Residential (R-4): Allows for 2 to 4 dwelling units per acre (du/acre). Accommodates single-family residential uses that serve as a transition to existing low-density development adjoining the plan area.	Single Family Detached Housing	42.0	DU							
		Trip Generation Rates [1]			0.18	0.53	0.70	0.59	0.35	0.94	9.4
		Trip Generation			7	22	29	25	15	40	396
PA 5	Residential (R-24): Allows for 12.1 to 24 du/acre. Provides for higher density, small-lot, single-family detached housing; attached housing such as duplexes and walk-up townhomes; and multifamily residential including courtyard housing and stacked flats.	Multifamily Housing (Low Rise)	213.0	DU							
		Trip Generation Rates [2]			0.10	0.30	0.40	0.32	0.19	0.51	6.7
		Trip Generation			20	65	85	68	41	109	1,436
PA 6	Residential (R-24): Allows for 12.1 to 24 du/acre. Provides for higher density, small-lot, single-family detached housing; attached housing such as duplexes and walk-up townhomes; and multifamily residential including courtyard housing and stacked flats.	Multifamily Housing (Low Rise)	264.0	DU							
		Trip Generation Rates [2]			0.10	0.30	0.40	0.32	0.19	0.51	6.7
		Trip Generation			25	81	106	85	50	135	1,779
PA 7	Residential (R-6): Allows for 4.1 to 6 du/acre. Accommodates detached single-family residential uses.	Single Family Detached Housing	100.0	DU							
		Trip Generation Rates [1]			0.18	0.53	0.70	0.59	0.35	0.94	9.4
		Trip Generation			18	52	70	59	35	94	943
PA 8	Residential (R-24): Allows for 12.1 to 24 du/acre. Provides for higher density, small-lot, single-family detached housing; attached housing such as duplexes and walk-up townhomes; and multifamily residential including courtyard housing and stacked flats.	Multifamily Housing (Low Rise)	134.0	DU							
		Trip Generation Rates [2]			0.10	0.30	0.40	0.32	0.19	0.51	6.7
		Trip Generation			13	41	54	43	26	69	903
PA 9	Residential (R-24): Allows for 12.1 to 24 du/acre. Provides for higher density, small-lot, single-family detached housing; attached housing such as duplexes and walk-up townhomes; and multifamily residential including courtyard housing and stacked flats.	Multifamily Housing (Low Rise)	91.0	DU							
		Trip Generation Rates [2]			0.10	0.30	0.40	0.32	0.19	0.51	6.7
		Trip Generation			9	27	36	29	18	47	613
PA 10	Residential (R-24): Allows for 12.1 to 24 du/acre. Provides for higher density, small-lot, single-family detached housing; attached housing such as duplexes and walk-up townhomes; and multifamily residential including courtyard housing and stacked flats.	Multifamily Housing (Low Rise)	96.0	DU							
		Trip Generation Rates [2]			0.10	0.30	0.40	0.32	0.19	0.51	6.7
		Trip Generation			9	29	38	31	18	49	647
PA 11	Residential (R-24): Allows for 12.1 to 24 du/acre. Provides for higher density, small-lot, single-family detached housing; attached housing such as duplexes and walk-up townhomes; and multifamily residential including courtyard housing and stacked flats.	Multifamily Housing (Low Rise)	91.0	DU							
		Trip Generation Rates [2]			0.10	0.30	0.40	0.32	0.19	0.51	6.7
		Trip Generation			9	27	36	29	18	47	613
PA 12	Residential (R-6): Allows for 4.1 to 6 du/acre. Accommodates detached single-family residential uses.	Single Family Detached Housing	211.0	DU							
		Trip Generation Rates [1]			0.18	0.53	0.70	0.59	0.35	0.94	9.4
		Trip Generation			37	111	148	125	74	199	1,990
PA 13	Residential (R-4): Allows for 2 to 4 dwelling units per acre (du/acre). Accommodates single-family residential uses that serve as a transition to existing low-density development adjoining the plan area.	Single Family Detached Housing	30.0	DU							
		Trip Generation Rates [1]			0.18	0.53	0.70	0.59	0.35	0.94	9.4
		Trip Generation			5	16	21	18	11	29	283

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Table B - Freeway Corridor Specific Plan (FCSP) Trip Generation

Planning Area	Description	Land Use	Quantity	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
PA 14	Residential (R-4): Allows for 2 to 4 dwelling units per acre (du/acre). Accommodates single-family residential uses that serve as a transition to existing low-density development adjoining the plan area.	Single Family Detached Housing	15.0	DU							
		Trip Generation Rates [1]			0.18	0.53	0.70	0.59	0.35	0.94	9.4
		Trip Generation			3	8	11	9	6	15	141
PA 15	Residential (R-12): Allows for 8.1 to 12 du/acre. Provides for a range of attached and detached single-family residential uses, including small-lot single-family and cluster housing. Also allows for multifamily product types up to 12 du/acre.	Multifamily Housing (Low Rise)	115.0	DU							
		Trip Generation Rates [2]			0.10	0.30	0.40	0.32	0.19	0.51	6.7
		Trip Generation			11	35	46	37	22	59	775
PA 16	Residential (R-24): Allows for 12.1 to 24 du/acre. Provides for higher density, small-lot, single-family detached housing; attached housing such as duplexes and walk-up townhomes; and multifamily residential including courtyard housing and stacked flats.	Multifamily Housing (Low Rise)	103.0	DU							
		Trip Generation Rates [2]			0.10	0.30	0.40	0.32	0.19	0.51	6.7
		Trip Generation			10	31	41	33	20	53	694
PA 17	Residential (R-24): Allows for 12.1 to 24 du/acre. Provides for higher density, small-lot, single-family detached housing; attached housing such as duplexes and walk-up townhomes; and multifamily residential including courtyard housing and stacked flats.	Multifamily Housing (Low Rise)	62.0	DU							
		Trip Generation Rates [2]			0.10	0.30	0.40	0.32	0.19	0.51	6.7
		Trip Generation			6	19	25	20	12	32	418
PA 18	Residential (R-4): Allows for 2 to 4 dwelling units per acre (du/acre). Accommodates single-family residential uses that serve as a transition to existing low-density development adjoining the plan area.	Single Family Detached Housing	57.0	DU							
		Trip Generation Rates [1]			0.18	0.53	0.70	0.59	0.35	0.94	9.4
		Trip Generation			10	30	40	34	20	54	538
PA 19	Residential (R-12): Allows for 8.1 to 12 du/acre. Provides for a range of attached and detached single-family residential uses, including small-lot single-family and cluster housing. Also allows for multifamily product types up to 12 du/acre.	Multifamily Housing (Low Rise)	222.0	DU							
		Trip Generation Rates [2]			0.10	0.30	0.40	0.32	0.19	0.51	6.7
		Trip Generation			21	68	89	71	43	114	1,496
PA 20	Allows for 6.1 to 8 du/acre. Accommodates a range of attached and detached single-family residential uses, including small-lot single-family and cluster housing. Also allows for low-scale multifamily product types.	Single Family Detached Housing	32.0	DU							
		Trip Generation Rates [1]			0.18	0.53	0.70	0.59	0.35	0.94	9.4
		Trip Generation			6	16	22	19	12	31	302
PA 21	Residential (R-12): Allows for 8.1 to 12 du/acre. Provides for a range of attached and detached single-family residential uses, including small-lot single-family and cluster housing. Also allows for multifamily product types up to 12 du/acre.	Multifamily Housing (Low Rise)	56.0	DU							
		Trip Generation Rates [2]			0.10	0.30	0.40	0.32	0.19	0.51	6.7
		Trip Generation			5	17	22	18	11	29	377
PA 22	Residential (R-24): Allows for 12.1 to 24 du/acre. Provides for higher density, small-lot, single-family detached housing; attached housing such as duplexes and walk-up townhomes; and multifamily residential including courtyard housing and stacked flats.	Multifamily Housing (Low Rise)	148.0	DU							
		Trip Generation Rates [2]			0.10	0.30	0.40	0.32	0.19	0.51	6.7
		Trip Generation			14	45	59	48	28	76	998
PA 23	Residential (R-12): Allows for 8.1 to 12 du/acre. Provides for a range of attached and detached single-family residential uses, including small-lot single-family and cluster housing. Also allows for multifamily product types up to 12 du/acre.	Multifamily Housing (Low Rise)	38.0	DU							
		Trip Generation Rates [2]			0.10	0.30	0.40	0.32	0.19	0.51	6.7
		Trip Generation			4	11	15	12	8	20	256
PA 24	Residential (R-12): Allows for 8.1 to 12 du/acre. Provides for a range of attached and detached single-family residential uses, including small-lot single-family and cluster housing. Also allows for multifamily product types up to 12 du/acre.	Multifamily Housing (Low Rise)	129.0	DU							
		Trip Generation Rates [2]			0.10	0.30	0.40	0.32	0.19	0.51	6.7
		Trip Generation			12	40	52	41	25	66	869
PA 25	Residential (R-12): Allows for 8.1 to 12 du/acre. Provides for a range of attached and detached single-family residential uses, including small-lot single-family and cluster housing. Also allows for multifamily product types up to 12 du/acre.	Multifamily Housing (Low Rise)	135.0	DU							
		Trip Generation Rates [2]			0.10	0.30	0.40	0.32	0.19	0.51	6.7
		Trip Generation			13	41	54	43	26	69	910
PA 26	Allows for 6.1 to 8 du/acre. Accommodates a range of attached and detached single-family residential uses, including small-lot single-family and cluster housing. Also allows for low-scale multifamily product types.	Single Family Detached Housing	36.0	DU							
		Trip Generation Rates [1]			0.18	0.53	0.70	0.59	0.35	0.94	9.4
		Trip Generation			6	19	25	21	13	34	339

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Table B - Freeway Corridor Specific Plan (FCSP) Trip Generation

Planning Area	Description	Land Use	Quantity	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
C-1	Regional Commercial -Intended to accommodate commercial retail and services, lodging, offices uses, recreation and entertainment uses, and similar compatible uses that support the local and regional economy	Retail/Commercial	62.5	TSF							
		Trip Generation Rates [3]			1.07	0.66	1.73	2.54	2.65	5.19	67.5
		Trip Generation			67	41	108	159	166	325	4,221
		Pass-By Trips[4]						(55)	(55)	(110)	(110)
		Net Trip Generation			67	41	108	104	111	215	4,111
C-2	Regional Commercial -Intended to accommodate commercial retail and services, lodging, offices uses, recreation and entertainment uses, and similar compatible uses that support the local and regional economy	Retail/Commercial	117.4	TSF							
		Trip Generation Rates [3]			1.07	0.66	1.73	2.54	2.65	5.19	67.5
		Trip Generation			126	77	203	299	311	610	7,926
		Pass-By Trips[4]						(104)	(104)	(207)	(207)
		Net Trip Generation			126	77	203	196	208	403	7,719
C-3	Regional Commercial -Intended to accommodate commercial retail and services, lodging, offices uses, recreation and entertainment uses, and similar compatible uses that support the local and regional economy	Retail/Commercial	50.3	TSF							
		Trip Generation Rates [3]			1.07	0.66	1.73	2.54	2.65	5.19	67.5
		Trip Generation			54	33	87	128	134	262	3,397
		Pass-By Trips[4]						(45)	(45)	(89)	(89)
		Net Trip Generation			54	33	87	84	90	173	3,308
C-4	Regional Commercial -Intended to accommodate commercial retail and services, lodging, offices uses, recreation and entertainment uses, and similar compatible uses that support the local and regional economy	Retail/Commercial	51.8	TSF							
		Trip Generation Rates [3]			1.07	0.66	1.73	2.54	2.65	5.19	67.5
		Trip Generation			56	34	90	132	138	270	3,500
		Pass-By Trips[4]						(46)	(46)	(91)	(91)
		Net Trip Generation			56	34	90	87	93	179	3,409
C-5	Regional Commercial -Intended to accommodate commercial retail and services, lodging, offices uses, recreation and entertainment uses, and similar compatible uses that support the local and regional economy	Retail/Commercial	475.7	TSF							
		Trip Generation Rates [5]			0.52	0.32	0.84	1.63	1.77	3.40	37
		Trip Generation			248	152	400	776	842	1,618	17,605
		Pass-By Trips[4]						(275)	(275)	(550)	(550)
		Net Trip Generation			248	152	400	501	567	1,068	17,055
C-6	Regional Commercial -Intended to accommodate commercial retail and services, lodging, offices uses, recreation and entertainment uses, and similar compatible uses that support the local and regional economy	Retail/Commercial	343.0	TSF							
		Trip Generation Rates [5]			0.52	0.32	0.84	1.63	1.77	3.40	37
		Trip Generation			179	109	288	560	607	1,167	12,696
		Pass-By Trips[4]						(198)	(198)	(396)	(396)
		Net Trip Generation			179	109	288	362	409	771	12,300
BP-1	BP 1 is based on a maximum FAR of 0.5.s. Provides for light industrial and office uses, including light manufacturing; wholesale/warehouse uses, including high cube warehousing; logistics/distribution centers; contract/construction services; transportation services; agriculture support services; incidental services; and similar uses.	High Cube Warehouse[6,7,8]	814.6	TSF							
		Passenger Cars			47	6	53	20	53	73	1,000
		Truck PCE									
		2-Axle Trucks			1	4	5	0	4	4	74
		3-Axle Trucks			4	4	8	0	4	4	132
		4+ Axle Trucks			15	18	33	12	12	24	519
		Total Truck PCE			20	26	46	12	20	32	725
		Total PCE			67	32	99	32	73	105	1,725
BP-2	Building 1 of the Pacific Oaks Commerce Center	High Cube Warehouse[6,7,8]	1,052.5	TSF							
		Passenger Cars			60	8	68	27	68	95	1,291
		Truck PCE									
		2-Axle Trucks			3	4	7	0	4	4	94
		3-Axle Trucks			6	6	12	4	4	8	168
		4+ Axle Trucks			24	21	45	12	18	30	672
		Total Truck PCE			33	31	64	16	26	42	934
		Total PCE			93	39	132	43	94	137	2,225
BP-3	Building 2 (with Trailor Parking included) of the Pacific Oaks Commerce Center	High Cube Warehouse[6,7,8,9]	1,001.5	TSF							
		Passenger Cars			70	11	81	37	83	120	1,507
		Truck PCE									
		2-Axle Trucks			24	16	40	14	25	39	437
		3-Axle Trucks			32	10	42	24	24	48	728
		4+ Axle Trucks			36	90	126	39	30	69	1,596
		Total Truck PCE			92	116	208	77	79	156	2,761
		Total PCE			162	127	289	114	162	276	4,268

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Table B - Freeway Corridor Specific Plan (FCSP) Trip Generation

Planning Area	Description	Land Use	Quantity	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
BP-4	A 263.5 TSF High Cube Warehouse is proposed with 25% allocated to cold storage uses.	High Cube Warehouse[6,7,8, 10]	263.5	TSF							
		Passenger Cars			15	2	17	7	17	24	323
		Truck PCE									
		2-Axle Trucks			2	0	2	0	0	0	23
		3-Axle Trucks			2	0	2	0	0	0	42
		4+ Axle Trucks			3	6	9	0	6	6	168
		Total Truck PCE			7	6	13	0	6	6	233
		Total PCE			22	8	30	7	23	30	556
BP-5	Based on a maximum FAR of 0.5. Provides for light industrial and office uses, including light manufacturing; wholesale/warehouse uses, including high cube warehousing; logistics/distribution centers; contract/construction services; transportation services; agriculture support services; incidental services; and similar uses.	High Cube Warehouse[6,7,8]	283.1	TSF							
		Passenger Cars			17	2	19	7	18	25	348
		Truck PCE									
		2-Axle Trucks			2	0	2	0	0	0	26
		3-Axle Trucks			2	0	2	0	0	0	46
		4+ Axle Trucks			6	6	12	0	6	6	180
		Total Truck PCE			10	6	16	0	6	6	252
		Total PCE			27	8	35	7	24	31	600
BP-6	Based on a maximum FAR of 0.5. Provides for light industrial and office uses, including light manufacturing; wholesale/warehouse uses, including high cube warehousing; logistics/distribution centers; contract/construction services; transportation services; agriculture support services; incidental services; and similar uses.	High Cube Warehouse[6,7,8]	577.3	TSF							
		Passenger Cars			30	5	35	13	39	52	681
		Truck PCE									
		2-Axle Trucks			1	2	3	0	2	2	33
		3-Axle Trucks			4	2	6	0	2	2	58
		4+ Axle Trucks			9	12	21	3	6	9	231
		Total Truck PCE			14	16	30	3	10	13	322
		Total PCE			44	21	65	16	49	65	1,003
PUB	54.8 Acres for Public Facility uses which provide for public and quasi-public uses and facilities, including electrical substations, wastewater treatment facilities, schools, and civic uses.	Existing Use	45.3	AC							
		Trip Generation Rates [11]			Existing Nominal Trips			Existing Nominal Trips			
		Trip Generation									
AG	Agricultural Tourism - Provides for agricultural-based commercial uses, including sales of produce, pumpkins, and agriculture-related goods, along with supporting businesses such as restaurants and overnight accommodations that cater to the agricultural tourism industry	Existing Use	48.8	AC							
		Trip Generation Rates [12]			Existing Nominal Trips			Existing Nominal Trips			
		Trip Generation									
	Total Net Passenger Vehicles				1,251	1,358	2,609	2,392	2,327	4,718	71,258
	Total Truck PCE				176	201	377	108	147	255	5,227
	Total Net PCE				1,427	1,559	2,986	2,500	2,474	4,973	76,485

Notes: DU = Dwelling Units, TSF = Thousand Square Feet, AC= Acre

[1] Trip generation based on rates for Land Use 210 - "Single Family Detached Housing " from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

[2] Trip generation based on rates for Land Use 220 - "Multifamily Housing (Low-Rise) " from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

[3] Trip generation based on rates for Land Use 821- "Shopping Plaza (40-150k and not a supermarket)" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).

[4] A 34% pass-by rate was applied for the PM Peak Hour. Rates based on Land Use 820 - "Shopping Center" from Institute of Transportation Engineers, Trip Generation Handbook, 2nd Edition. 'No pass-by rate was applicable for the AM Peak Hour. As a conservative approach, p.m. peak hour pass-by trip credits were applied to the daily trip generation.

[5] Trip generation based on rates for Land Use 820- "Shopping Center (>150k)" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).

[6] Rates based on Land Use 154 - "High-Cube Transload and Short-Term Storage Warehouse" from Institute of Transportation Engineers (ITE) Trip Generation (11th Edition). For BP 1,2,3, 4 and 5 25% of the project will be used for cold storage. Therefore, rates based on Land Use 157 - "High-Cube Cold Storage Warehouse" from Institute of Transportation Engineers (ITE) Trip Generation (11th Edition)were used for 25% of the project area..

[7] Recommended Truck Mix Percentages per ITE 10th Ed. + Supplement. Sub types based on Fontana Study.

[8] Recommended PCE Factor based on SBCTA Guidelines.

[9] Rates for Trailer Parking are based on Survey Data.

[10] BP-4 is an existing Caltrans Truck Stop. A 263.5 TSF High Cube Warehouse is proposed with 25% allocated to cold storage.

[11] Currently and existing utilities and water tank facility. Therefore, nominal trips are anticipated during a typical weekday.

[12] The planning area is farmland primarily used during Holidays and special events. Therefore, nominal trips are anticipated during a typical weekday.

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Table C: Approved Freeway Corridor Specific Plan (FCSP) as 2008 Trip Generation with ITE 11th Edition Rates

Land Use	Quantity	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
Single Family Residential	1,816	Units							
Trip Generation Rates [1]			0.18	0.53	0.70	0.59	0.35	0.94	9.4
Trip Generation			318	953	1,271	1,075	632	1,707	17,124
Multifamily Housing (Low Rise)	631	Units							
Trip Generation Rates [2]			0.10	0.30	0.40	0.32	0.19	0.51	6.7
Trip Generation			61	191	252	203	119	322	4,254
Regional Commercial	3,379.7	TSF							
Trip Generation Rates [3]			0.52	0.32	0.84	1.63	1.77	3.40	37.0
Trip Generation			1,760	1,079	2,839	5,516	5,976	11,492	125084
Pass-By Trips[4]						(1,954)	(1,954)	(3,907)	(3,907)
Net Trip Generation			1,760	1,079	2,839	3,563	4,023	7,585	121,177
Business Park	1,206.0	TSF							
Trip Generation Rates [6]			1.15	0.20	1.35	0.32	0.90	1.22	12.4
Trip Generation			1,384	244	1,628	383	1,089	1,472	15,003
Public Facilities	44.8	AC							
Trip Generation Rates				Existing			Existing		
Trip Generation				Nominal Trips			Nominal Trips		
Agricultural Tourism	48.8	AC							
Trip Generation Rates				Existing			Existing		
Trip Generation				Nominal Trips			Nominal Trips		
Open Space (OS)	549.0	AC							
Trip Generation Rates				Existing			Existing		
Trip Generation				Nominal Trips			Nominal Trips		
ROW	25.3	AC							
Trip Generation Rates									
Trip Generation				Nominal Trips			Nominal Trips		
Total Net Passenger Vehicles			3,523	2,467	5,990	5,224	5,863	11,086	157,558

Notes: DU = Dwelling Units, TSF = Thousand Square Feet, AC= Acre

[1] Trip generation based on rates for Land Use 210 - "Single Family Detached Housing " from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

[2] Trip generation based on rates for Land Use 220 - "Multifamily Housing (Low-Rise) " from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

[3] Trip generation based on rates for Land Use 820- "Shopping Center (>150k)" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).

[4] A 34% pass-by rate was applied for the PM Peak Hour. Rates based on Land Use 820 - "Shopping Center" from Institute of Transportation Engineers, Trip Generation Handbook, 2nd Edition. 'No pass-by rate was applicable for the AM Peak Hour. As a conservative approach, p.m. peak hour pass-by trip credits were applied to the daily trip generation.

[5] Trip generation based on rates for Land Use 821- "Shopping Plaza (40-150k and not a supermarket)" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).

[6] Trip generation based on rates for Land Use 520- "Elementary School" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).

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Table D: Trip Generation Comparison Approved (as of 2008) FCSP vs Proposed FCSP

Land Use	Quantity	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
Approved (as of 2008) FCSP									
Single Family Residential	1,816	Units	318	953	1,271	1,075	632	1,707	17,124
Multifamily Housing (Low Rise)	631	Units	61	191	252	203	119	322	4,254
Regional Commercial	3,379.7	TSF	1,760	1,079	2,839	3,563	4,023	7,585	121,177
Business Park	1,206.0	TSF	1,384	244	1,628	383	1,089	1,472	15,003
Public Facilities	44.8	AC		Nominal Trips			Nominal Trips		
Open Space	549.0	AC		Nominal Trips			Nominal Trips		
ROW	25.3	AC		Nominal Trips			Nominal Trips		
Total Vehicles			3,523	2,467	5,990	5,224	5,863	11,086	157,558
Proposed FCSP									
Single Family Residential	575	Units	101	301	402	340	206	546	5,422
Multifamily Housing (Low Rise)	1,897	Units	181	577	758	608	366	974	12,784
Regional Commercial	1,100.8	TSF	730	446	1,176	1,333	1,477	2,809	47,902
High Cube Warehouse (PCE)	3,992.5	TSF	415	235	650	219	425	644	10,377
Public Facilities	54.8	AC		Nominal Trips			Nominal Trips		
Agricultural Tourism	48.8	AC		Nominal Trips			Nominal Trips		
Open Space	553	AC		Nominal Trips			Nominal Trips		
ROW	50.9	AC		Nominal Trips			Nominal Trips		
Total Vehicles (PCE)			1,427	1,559	2,986	2,500	2,474	4,973	76,485
Net New PCE Trips from Proposed FCSP			(2,096)	(908)	(3,004)	(2,724)	(3,389)	(6,113)	(81,073)

Notes: DU = Dwelling Units, TSF = Thousand Square Feet, AC= Acre

2.3 Project Trip Distribution & Assignment

The distribution patterns for the proposed FCSP update were developed based on select zone assignments from the SBTAM. For the FCSP update, distributions were developed individually for each Planning Area. Truck distributions were developed for Business Park uses, including the Pacific Oaks Commerce Center. Figures 4 and 5 illustrate the trip distribution and assignment for the proposed FCSP passenger vehicles without the Wildwood Canyon Road Interchange, respectively. Figures 6 and 7 illustrate the trip distribution and assignment for the FCSP trucks (in PCEs) without the Wildwood Canyon Road Interchange, respectively. Figure 8 illustrates the FCSP total Project trip assignment (in PCEs) without the Wildwood Canyon Road Interchange.

Based on discussion with City staff, the Wildwood Creek Bridge was considered to be in place by year 2050 when developing the trip distributions for passenger vehicles and trucks. Figures 9 and 10 illustrate the trip distribution and assignment for the FCSP passenger vehicles with the Wildwood Canyon Road Interchange, respectively. Figures 11 and 12 illustrate the trip distribution and assignment for the FCSP trucks (in PCEs) with the Wildwood Canyon Road Interchange. Figure 13 illustrates the FCSP total project trip assignment (in PCEs) with the Wildwood Canyon Road Interchange.

The trip distribution and assignments from the Approved FCSP, dated April 4, 2007, was used for the Year 2050 with Approved FCSP without and with Wildwood Canyon Road Interchange scenarios.

3.0 LOS DEFINITIONS, PROCEDURES, AND THRESHOLDS

Level of service (LOS) is a measure of the quality of operational conditions within a traffic stream, and is generally expressed in terms of such measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Levels range from A to F, with LOS A representing excellent (free-flow) conditions and LOS F representing extreme congestion. Consistent with City guidelines, the Highway Capacity Manual (HCM) procedures have been used to evaluate levels of service. This section discusses the LOS definitions, procedures, and thresholds used in this report.

3.1 Intersection Levels of Service

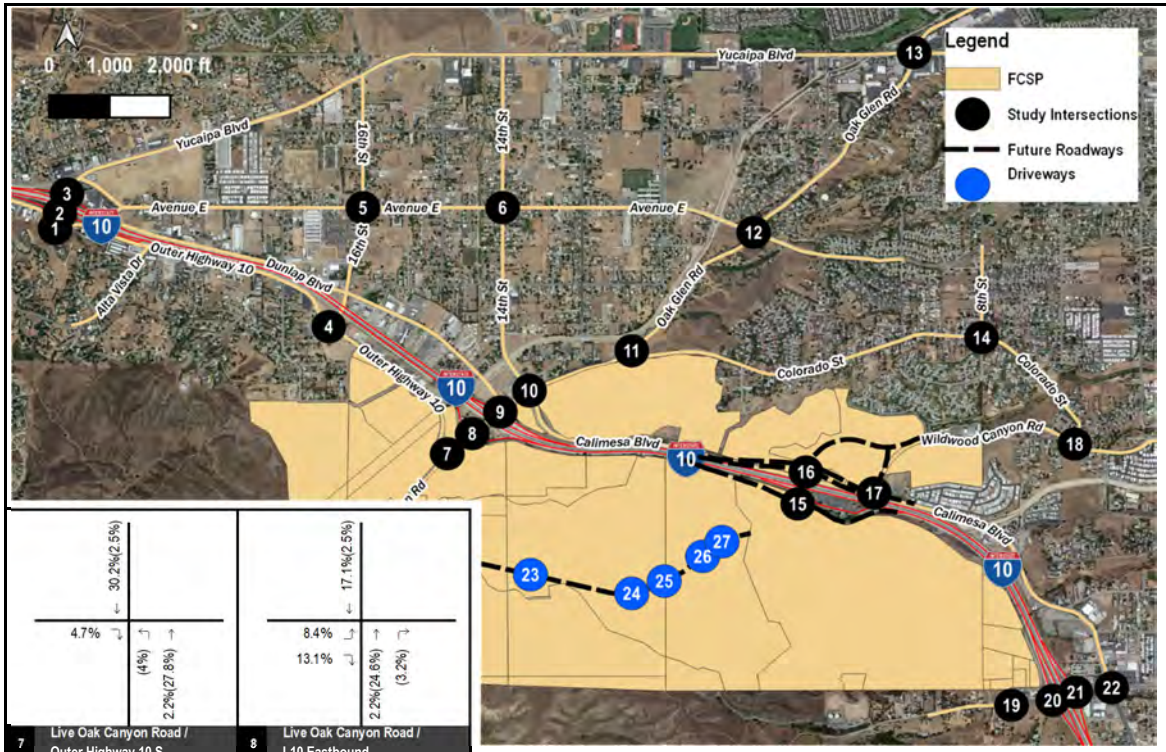
The analysis of traffic operations at intersections was conducted according to the Highway Capacity Manual 7th Edition (HCM) delay methodologies using Synchro 11 software, which is described in the Highway Capacity Manual (Transportation Research Board, Washington, D.C., November 2016). Under the HCM methodology, LOS for signalized intersections is based on the average delay experienced by vehicles traveling through an intersection, whereas for un-signalized intersections, the LOS is based on the worst approach where the minor leg has a shared lane and on the worst movement where the minor leg has dedicated turn lanes. Table E presents a brief description of each level of service letter grade, as well as the range of delays associated with each grade.

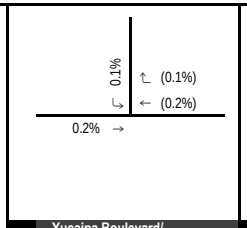
3.2 Intersection General Plan Consistency Requirements

The City of Yucaipa General Plan has established policies for minimum target Levels of Services for study area intersections. To promote the safe and efficient movement of vehicular traffic, the City seeks to maintain LOS C on all intersections and road segments except for two conditions:

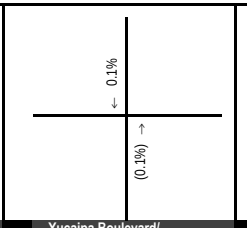
- At roadway intersections where traffic movements are controlled by roundabouts, LOS D shall be acceptable (e.g., average control delay of 30 seconds per vehicle or better).
- On roadway segments where a roundabout controls at least one of the intersections at the ends of the segment, the lower half of LOS D shall be acceptable (e.g., v/c ratio of 0.849 or better).

Caltrans has established LOS D as the minimum LOS threshold. The City of Calimesa has established LOS C as the minimum LOS threshold.

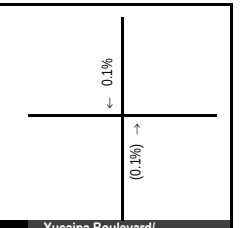




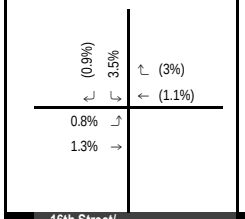
1 Yucaipa Boulevard/ Outer Highway 10 SB



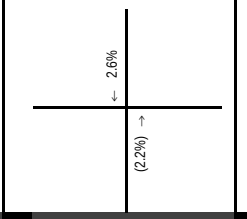
2 Yucaipa Boulevard/ I-10 Eastbound



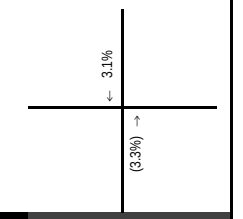
3 Yucaipa Boulevard/ I-10 Westbound



4 16th Street/ Outer Highway 10 SB



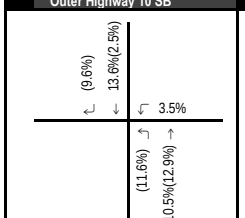
5 16th Street/Avenue E



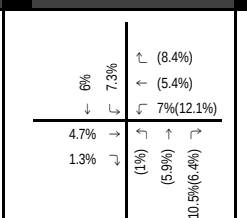
6 14th Street/Avenue E

7 Live Oak Canyon Road / Outer Highway 10 S

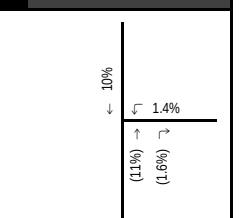
8 Live Oak Canyon Road / I-10 Eastbound



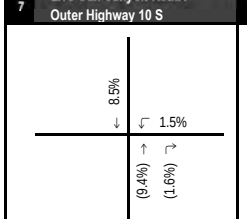
9 Oak Glen Road/ I-10 Westbound



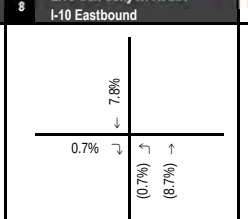
10 Oak Glen Road/ Calimesa Boulevard



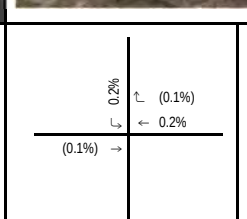
11 Oak Glen Road/ Colorado Street



12 Oak Glen Road/Avenue E



13 Oak Glen Road/ Yucaipa Boulevard



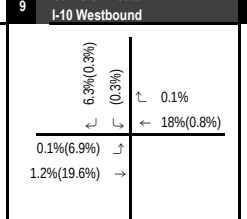
14 8th Street/Colorado Street

Does Not Exist

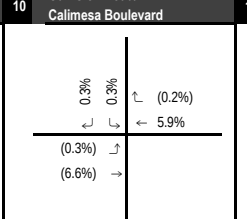
15 Oak Hills Parkway/ I-10 Eastbound

Does Not Exist

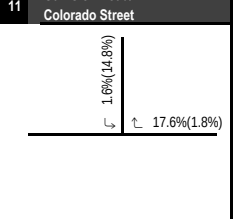
16 Wildwood Canyon Road/ I-10 Westbound



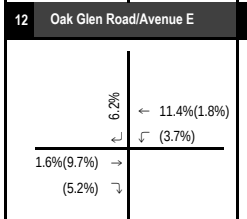
17 Wildwood Canyon Rd/ Calimesa Boulevard



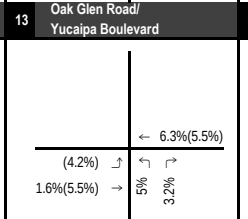
18 Colorado Street/ Wildwood Canyon Road



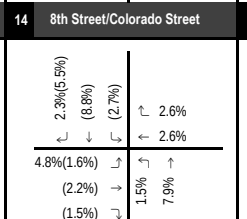
19 "East Road"/ County Line Road



20 I-10 Eastbound/ County Line Road



21 I-10 Westbound/ County Line Road



22 Calimesa Boulevard/ County Line Road

Analyzed for POCC Only

23 Building 1 Dwy 1/ Oak Hills Parkway

Analyzed for POCC Only

24 Building 2 Dwy 1/ Oak Hills Parkway

Analyzed for POCC Only

25 Building 1 Dwy 2/ Oak Hills Parkway

Analyzed for POCC Only

26 Building 2 Dwy 2/ Oak Hills Parkway

Analyzed for POCC Only

27 Building 2 Dwy 3/ Oak Hills Parkway

FIGURE 4

XXX%(YYY%) Inbound%(Outbound%) Percent

#

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Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center
FCSP Passenger Vehicle Trip Distribution
(without Wildwood Canyon Road Interchange)

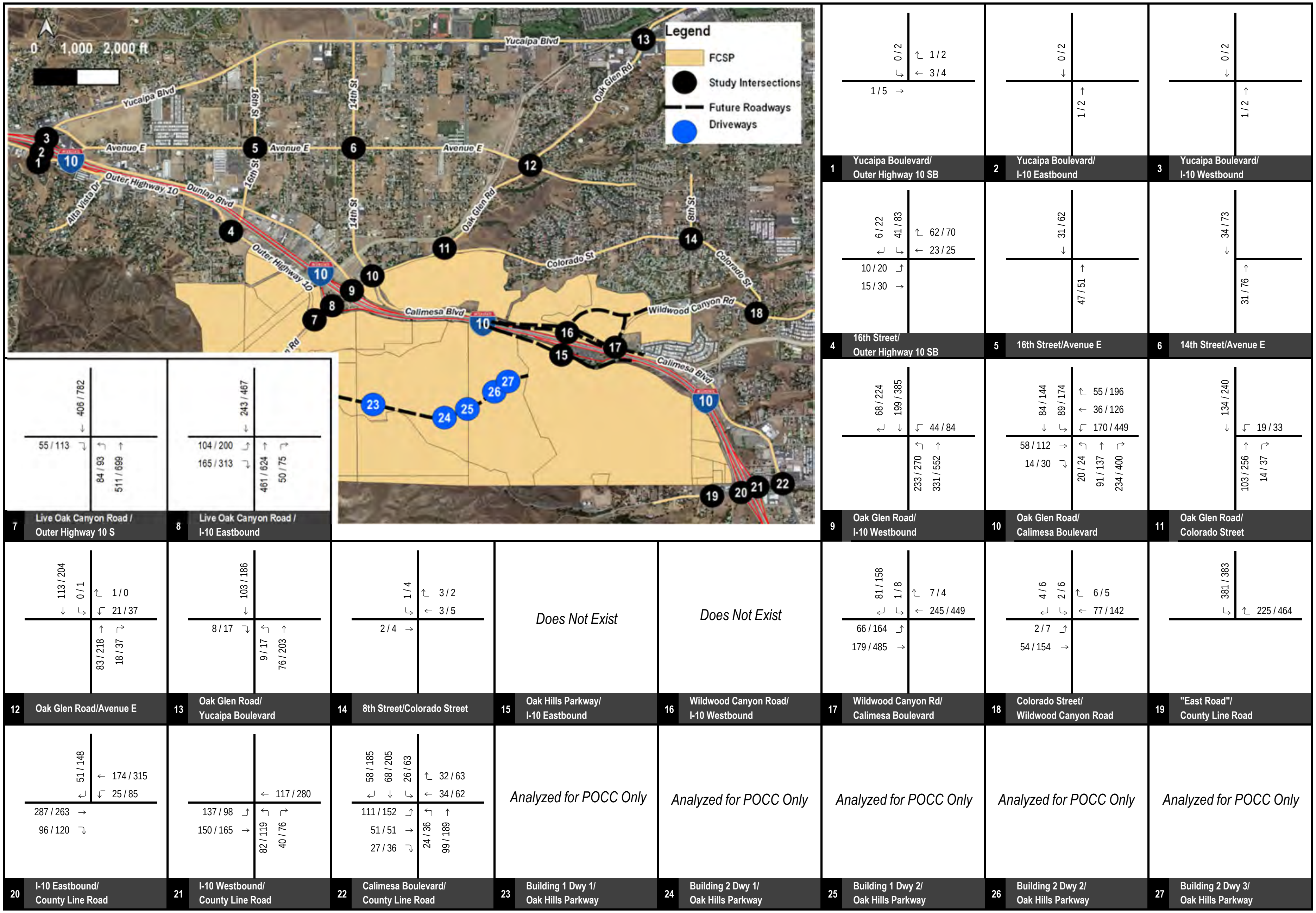

FIGURE 5

XXX / YYY AM / PM Peak Hour Volume

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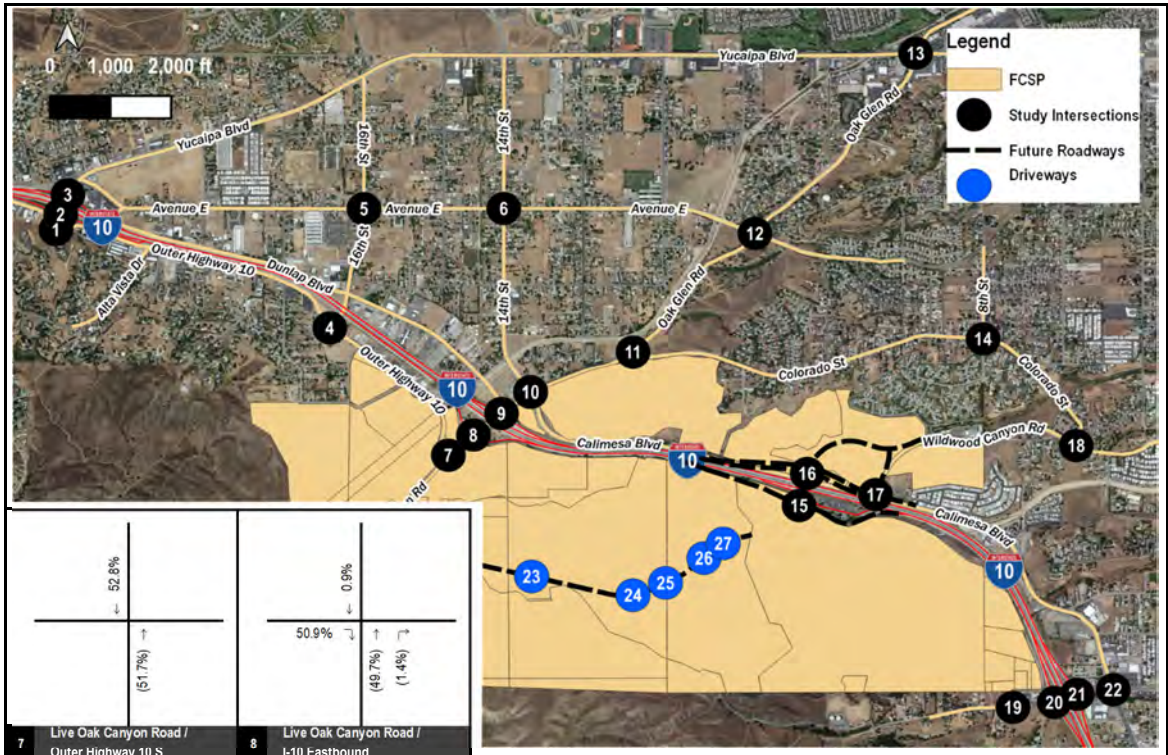
Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center
FCSP Passenger Vehicle Trip Assignment
(without Wildwood Canyon Road Interchange)



1 Yucaipa Boulevard/ Outer Highway 10 SB	2 Yucaipa Boulevard/ I-10 Eastbound	3 Yucaipa Boulevard/ I-10 Westbound	
4 16th Street/ Outer Highway 10 SB	5 16th Street/Avenue E	6 14th Street/Avenue E	
7 Live Oak Canyon Road / Outer Highway 10 S 52.8% (51.7%)	8 Live Oak Canyon Road / I-10 Eastbound 0.9% 50.9% (49.7%) (1.4%)	9 Oak Glen Road/ I-10 Westbound (2.7%) 0.9% (49.7%)	10 Oak Glen Road/ Calimesa Boulevard (2.7%)	11 Oak Glen Road/ Colorado Street
12 Oak Glen Road/Avenue E	13 Oak Glen Road/ Yucaipa Boulevard	14 8th Street/Colorado Street	15 Oak Hills Parkway/ I-10 Eastbound *Does Not Exist*	16 Wildwood Canyon Road/ I-10 Westbound *Does Not Exist*	17 Wildwood Canyon Rd/ Calimesa Boulevard (2.7%) (1.4%)	18 Colorado Street/ Wildwood Canyon Road	19 "East Road"/ County Line Road (44.9%) 48.1%
20 I-10 Eastbound/ County Line Road 48.1% (1.4%) (44.9%)	21 I-10 Westbound/ County Line Road (1.4%) 48.1%	22 Calimesa Boulevard/ County Line Road (1.4%)	23 Building 1 Dwy 1/ Oak Hills Parkway *Analyzed for POCC Only*	24 Building 2 Dwy 1/ Oak Hills Parkway *Analyzed for POCC Only*	25 Building 1 Dwy 2/ Oak Hills Parkway *Analyzed for POCC Only*	26 Building 2 Dwy 2/ Oak Hills Parkway *Analyzed for POCC Only*	27 Building 2 Dwy 3/ Oak Hills Parkway *Analyzed for POCC Only*

FIGURE 6

XXX%(YYY%) Inbound%(Outbound%) Percent

#

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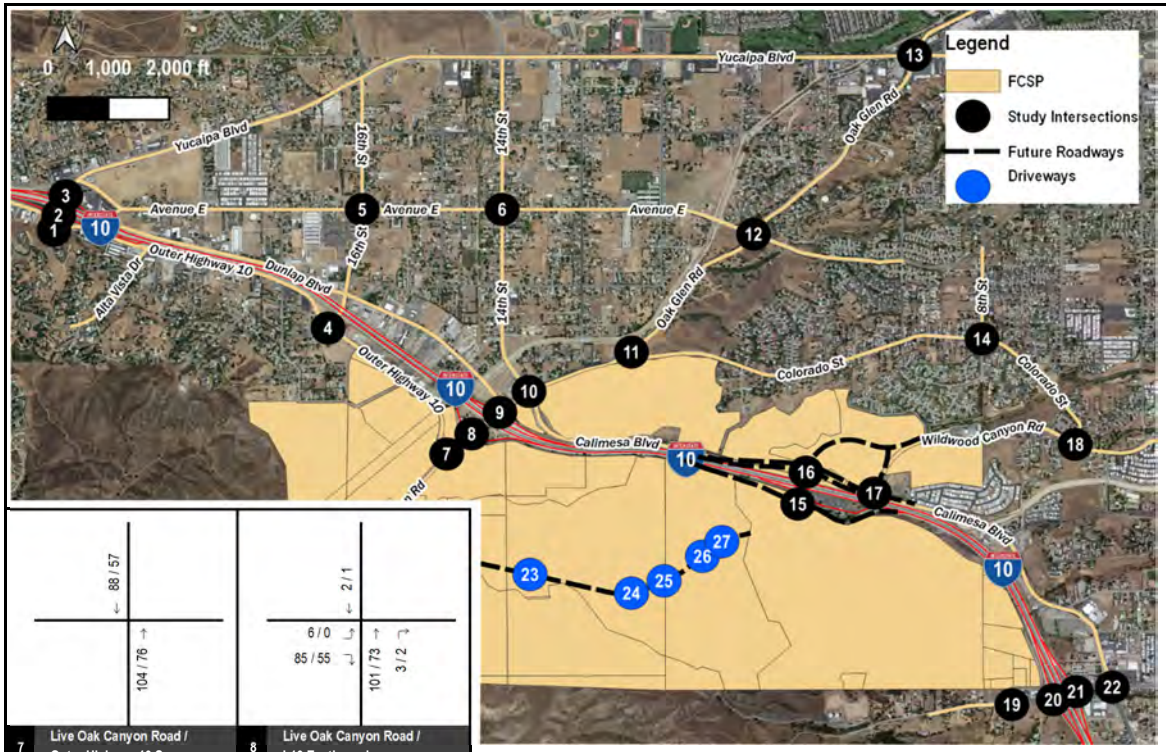
Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center
FCSP Truck Trip Distribution
(without Wildwood Canyon Road Interchange)



									1 Yucaipa Boulevard/ Outer Highway 10 SB	2 Yucaipa Boulevard/ I-10 Eastbound	3 Yucaipa Boulevard/ I-10 Westbound		
									4 16th Street/ Outer Highway 10 SB	5 16th Street/Avenue E	6 14th Street/Avenue E		
7 Live Oak Canyon Road / Outer Highway 10 S	8 Live Oak Canyon Road / I-10 Eastbound								9 Oak Glen Road/ I-10 Westbound	10 Oak Glen Road/ Calimesa Boulevard	11 Oak Glen Road/ Colorado Street		
12 Oak Glen Road/Avenue E	13 Oak Glen Road/ Yucaipa Boulevard	14 8th Street/Colorado Street	15 Oak Hills Parkway/ I-10 Eastbound	16 Wildwood Canyon Road/ I-10 Westbound					17 Wildwood Canyon Rd/ Calimesa Boulevard	18 Colorado Street/ Wildwood Canyon Road	19 "East Road"/ County Line Road		
20 I-10 Eastbound/ County Line Road	21 I-10 Westbound/ County Line Road	22 Calimesa Boulevard/ County Line Road	23 Building 1 Dwy 1/ Oak Hills Parkway	24 Building 2 Dwy 1/ Oak Hills Parkway	25 Building 1 Dwy 2/ Oak Hills Parkway	26 Building 2 Dwy 2/ Oak Hills Parkway	27 Building 2 Dwy 3/ Oak Hills Parkway						

Does Not Exist

Analyzed for POCC Only

FIGURE 7

XXX / YYY AM / PM Peak Hour Volume

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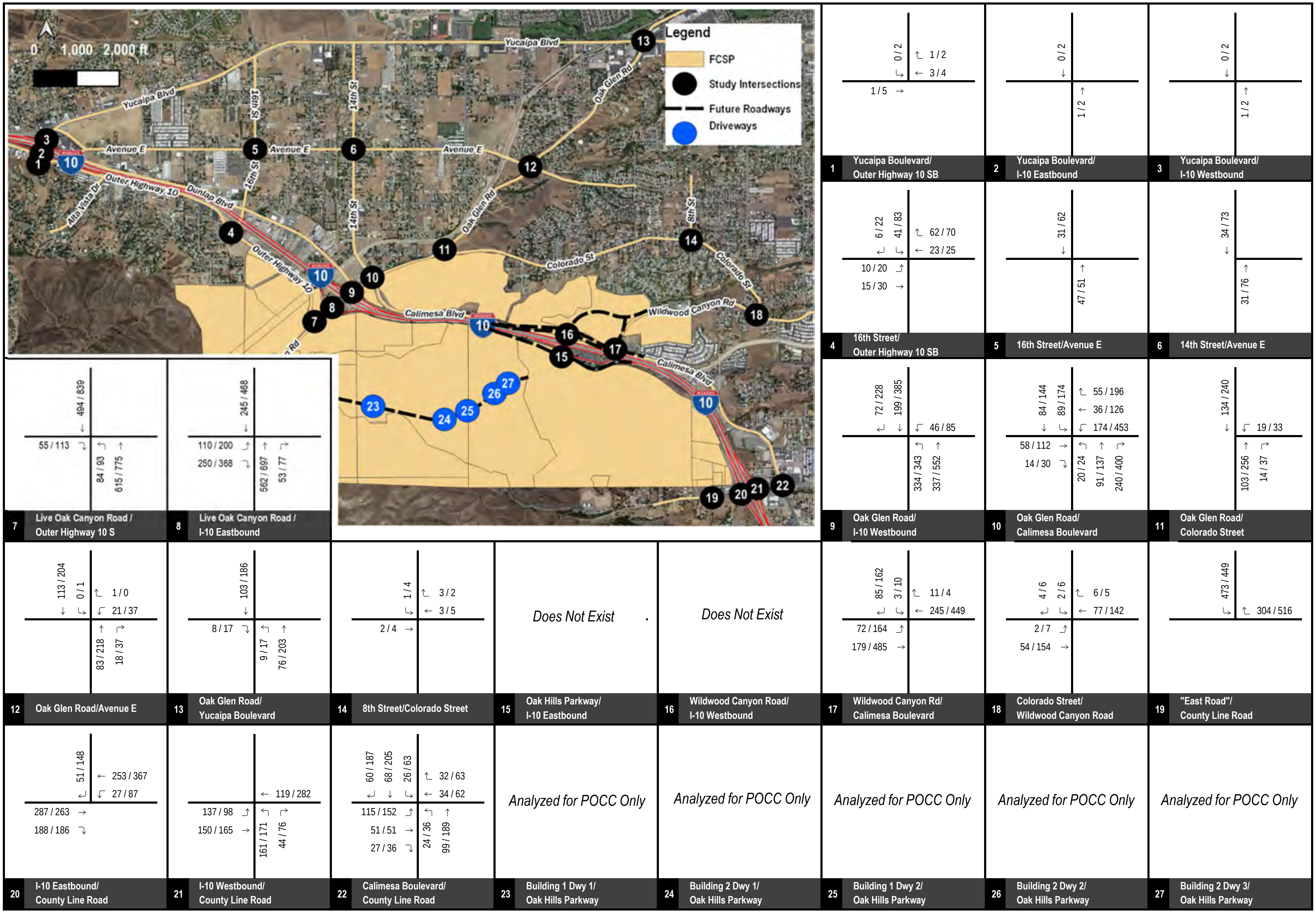
Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center
FCSP Truck PCE Trip Assignment
(without Wildwood Canyon Road Interchange)



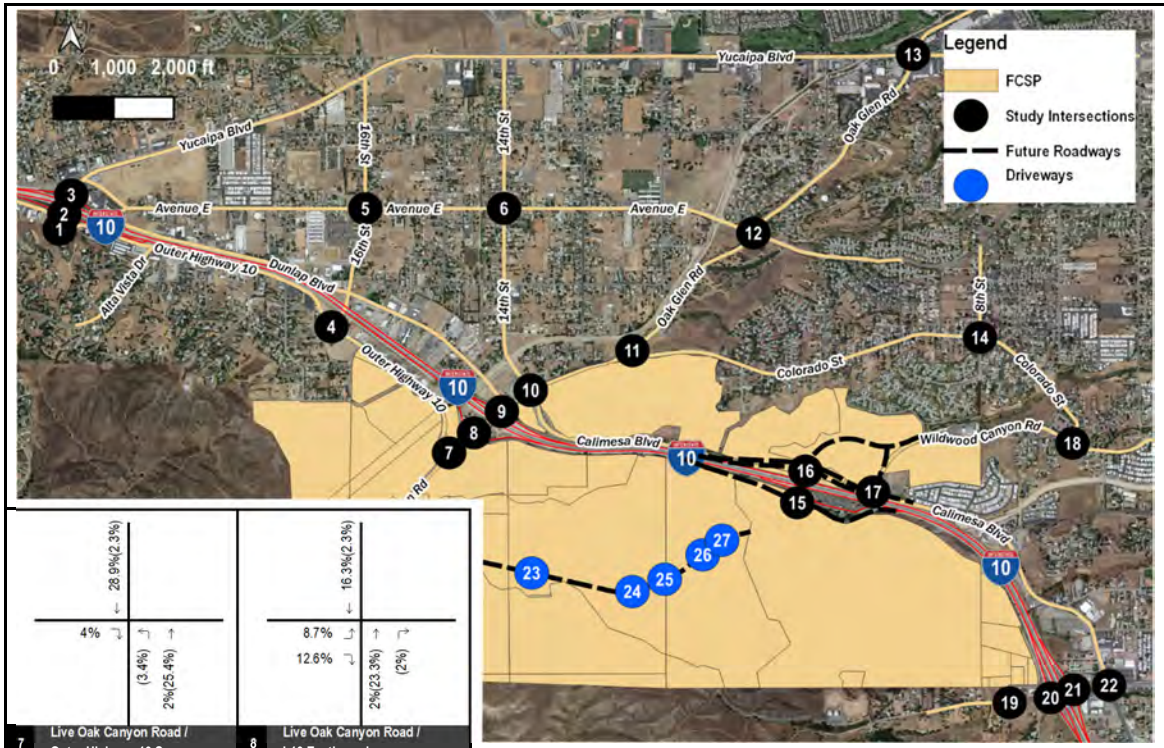
Legend
FCSP
Study Intersections
Future Roadways
Driveways
0 1,000 2,000 ft
Yucaipa Blvd
Avenue E
Outer Highway 10
Dunlap Blvd
Calimesa Blvd
Colorado St
Wildwood Canyon Rd
Oak Glen Rd
16th St
14th St
8th St
Alta Vista Dr
1 Yucaipa Boulevard/ Outer Highway 10 SB
2 Yucaipa Boulevard/ I-10 Eastbound
3 Yucaipa Boulevard/ I-10 Westbound
4 16th Street/ Outer Highway 10 SB
5 16th Street/Avenue E
6 14th Street/Avenue E
7 Live Oak Canyon Road / Outer Highway 10 S
8 Live Oak Canyon Road / I-10 Eastbound
9 Oak Glen Road/ I-10 Westbound
10 Oak Glen Road/ Calimesa Boulevard
11 Oak Glen Road/ Colorado Street
12 Oak Glen Road/Avenue E
13 Oak Glen Road/ Yucaipa Boulevard
14 8th Street/Colorado Street
15 Oak Hills Parkway/ I-10 Eastbound
Does Not Exist
16 Wildwood Canyon Road/ I-10 Westbound
Does Not Exist
17 Wildwood Canyon Rd/ Calimesa Boulevard
18 Colorado Street/ Wildwood Canyon Road
19 "East Road"/ County Line Road
20 I-10 Eastbound/ County Line Road
21 I-10 Westbound/ County Line Road
22 Calimesa Boulevard/ County Line Road
23 Building 1 Dwy 1/ Oak Hills Parkway
Analyzed for POCC Only
24 Building 2 Dwy 1/ Oak Hills Parkway
Analyzed for POCC Only
25 Building 1 Dwy 2/ Oak Hills Parkway
Analyzed for POCC Only
26 Building 2 Dwy 2/ Oak Hills Parkway
Analyzed for POCC Only
27 Building 2 Dwy 3/ Oak Hills Parkway
Analyzed for POCC Only

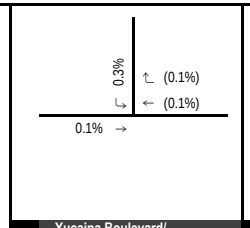
XXX / YYY AM / PM Peak Hour Volume

translutions
the transportation solutions company...

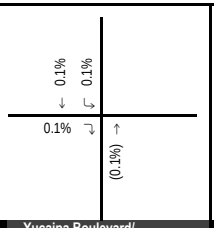
FIGURE 8

Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center
FCSP Total PCE Trip Assignment
(without Wildwood Canyon Road Interchange)

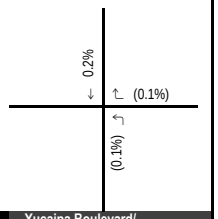




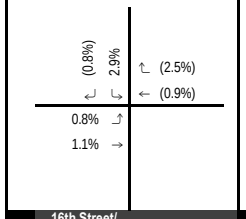
1 Yucaipa Boulevard/ Outer Highway 10 SB



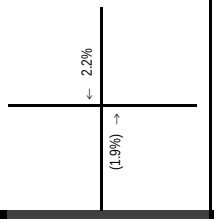
2 Yucaipa Boulevard/ I-10 Eastbound



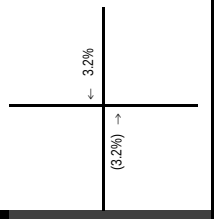
3 Yucaipa Boulevard/ I-10 Westbound



4 16th Street/ Outer Highway 10 SB



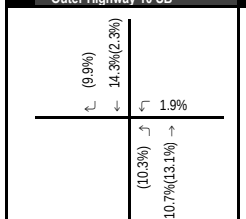
5 16th Street/Avenue E



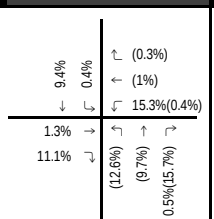
6 14th Street/Avenue E

7 Live Oak Canyon Road / Outer Highway 10 S

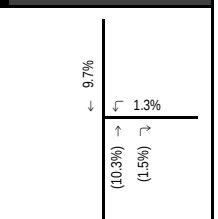
8 Live Oak Canyon Road / I-10 Eastbound



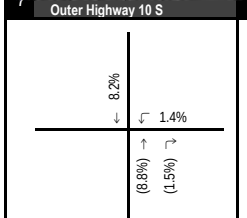
9 Oak Glen Road/ I-10 Westbound



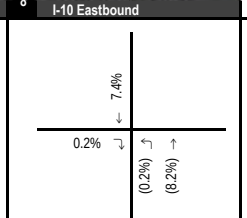
10 Oak Glen Road/ Calimesa Boulevard



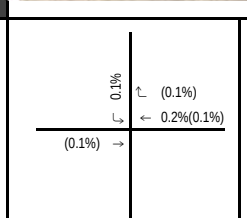
11 Oak Glen Road/ Colorado Street



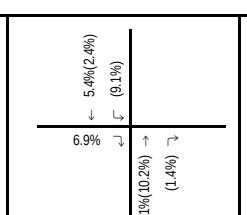
12 Oak Glen Road/Avenue E



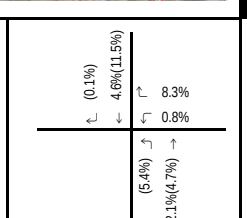
13 Oak Glen Road/ Yucaipa Boulevard



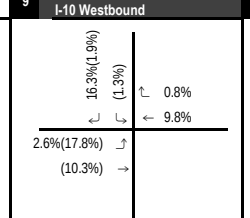
14 8th Street/Colorado Street



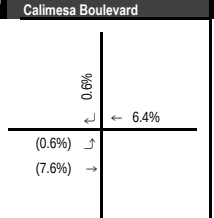
15 Oak Hills Parkway/ I-10 Eastbound



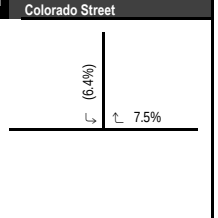
16 Wildwood Canyon Road/ I-10 Westbound



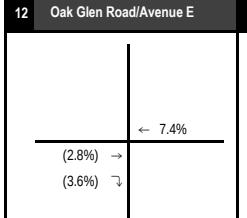
17 Wildwood Canyon Rd/ Calimesa Boulevard



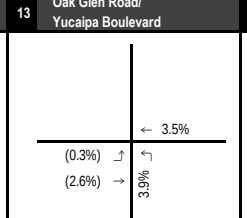
18 Colorado Street/ Wildwood Canyon Road



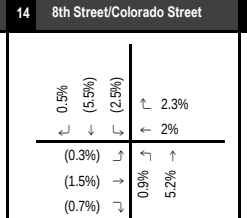
19 "East Road"/ County Line Road



20 I-10 Eastbound/ County Line Road



21 I-10 Westbound/ County Line Road



22 Calimesa Boulevard/ County Line Road

23 Building 1 Dwy 1/ Oak Hills Parkway — *Analyzed for POCC Only*

24 Building 2 Dwy 1/ Oak Hills Parkway — *Analyzed for POCC Only*

25 Building 1 Dwy 2/ Oak Hills Parkway — *Analyzed for POCC Only*

26 Building 2 Dwy 2/ Oak Hills Parkway — *Analyzed for POCC Only*

27 Building 2 Dwy 3/ Oak Hills Parkway — *Analyzed for POCC Only*

FIGURE 9

XXX%(YYY%) Inbound%(Outbound%) Percent

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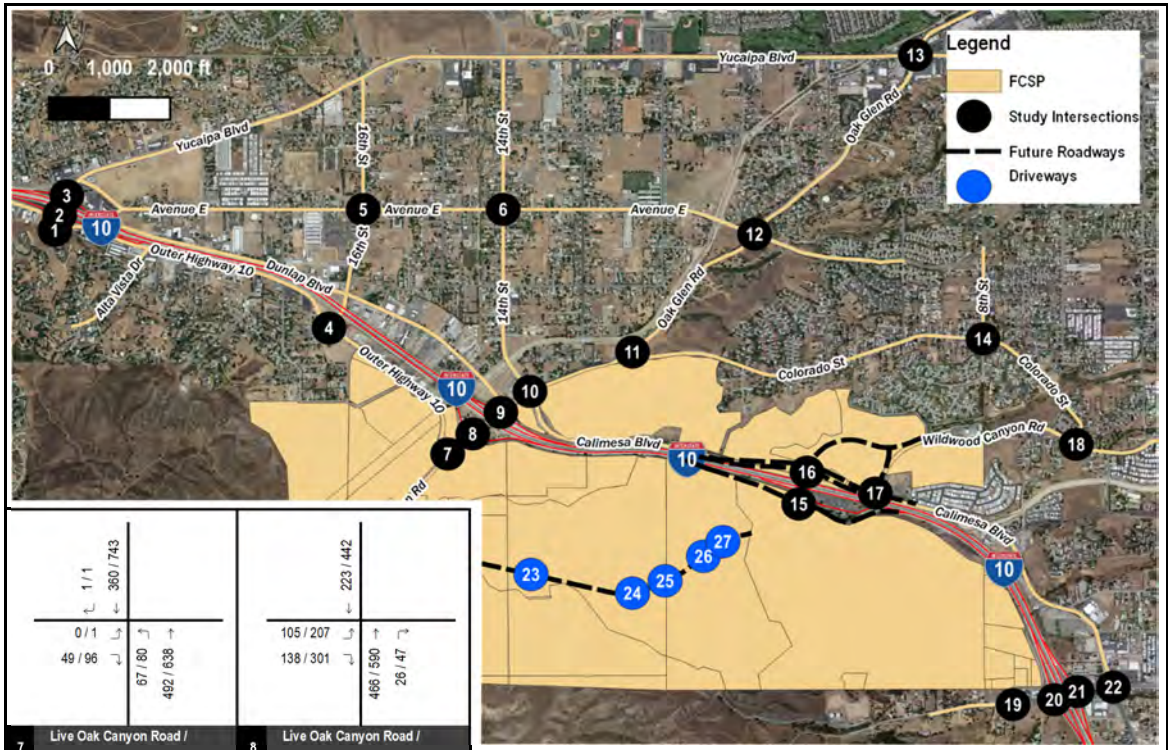
Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center
FCSP Passenger Vehicle Trip Distribution
(with Wildwood Canyon Road Interchange)



1 Yucaipa Boulevard/ Outer Highway 10 SB	2 Yucaipa Boulevard/ I-10 Eastbound	3 Yucaipa Boulevard/ I-10 Westbound	4 16th Street/ Outer Highway 10 SB	5 16th Street/Avenue E	6 14th Street/Avenue E	7 Live Oak Canyon Road / Outer Highway 10 S	8 Live Oak Canyon Road / I-10 Eastbound	9 Oak Glen Road/ I-10 Westbound	10 Oak Glen Road/ Calimesa Boulevard
11 Oak Glen Road/ Colorado Street	12 Oak Glen Road/Avenue E	13 Oak Glen Road/ Yucaipa Boulevard	14 8th Street/Colorado Street	15 Oak Hills Parkway/ I-10 Eastbound	16 Wildwood Canyon Road/ I-10 Westbound	17 Wildwood Canyon Rd/ Calimesa Boulevard	18 Colorado Street/ Wildwood Canyon Road	19 "East Road"/ County Line Road	20 I-10 Eastbound/ County Line Road
21 I-10 Westbound/ County Line Road	22 Calimesa Boulevard/ County Line Road	23 Building 1 Dwy 1/ Oak Hills Parkway	24 Building 2 Dwy 1/ Oak Hills Parkway	25 Building 1 Dwy 2/ Oak Hills Parkway	26 Building 2 Dwy 2/ Oak Hills Parkway	27 Building 2 Dwy 3/ Oak Hills Parkway			

Analyzed for POCC Only

FIGURE 10

XXX / YYY AM / PM Peak Hour Volume

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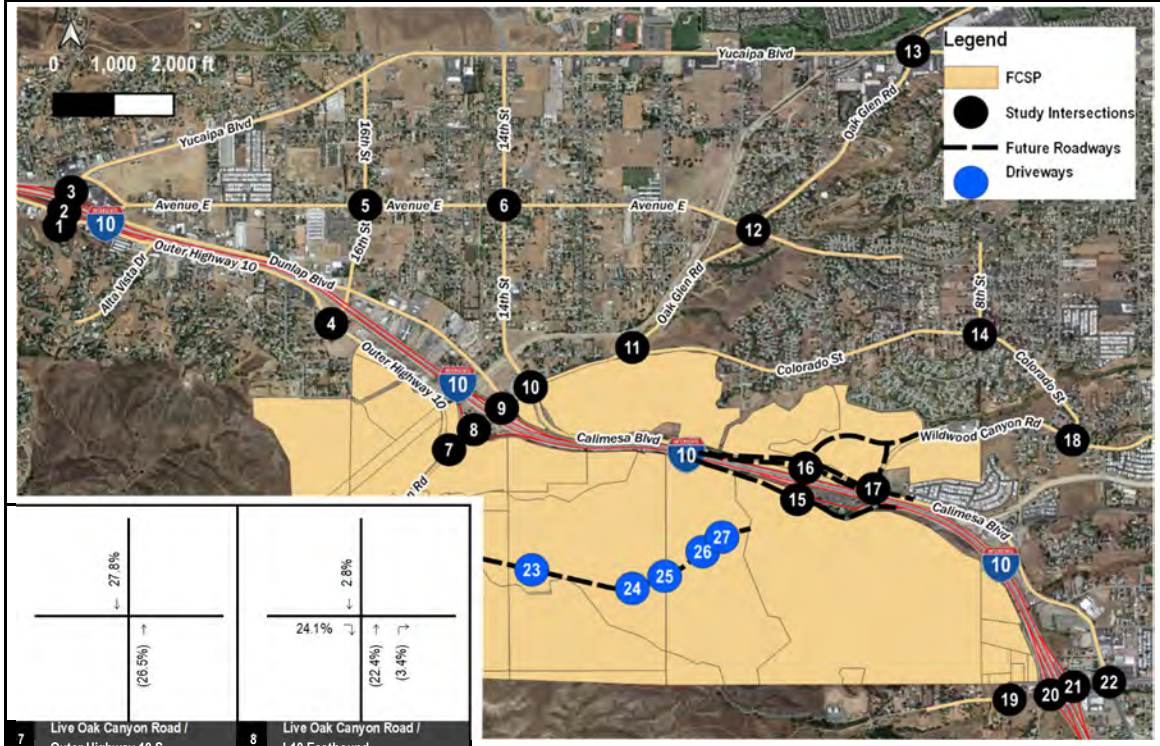
Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center
FCSP Passenger Vehicle Trip Assignment
(with Wildwood Canyon Road Interchange)



1 Yucaipa Boulevard/ Outer Highway 10 SB	2 Yucaipa Boulevard/ I-10 Eastbound	3 Yucaipa Boulevard/ I-10 Westbound	
4 16th Street/ Outer Highway 10 SB	5 16th Street/Avenue E	6 14th Street/Avenue E	
7 Live Oak Canyon Road / Outer Highway 10 S 27.8% (26.5%)	8 Live Oak Canyon Road / I-10 Eastbound 2.8% 24.1% (22.4%) (3.4%)	9 Oak Glen Road/ I-10 Westbound (0.7%) 2.8% (22.4%)	10 Oak Glen Road/ Calimesa Boulevard (0.7%)	11 Oak Glen Road/ Colorado Street
12 Oak Glen Road/Avenue E	13 Oak Glen Road/ Yucaipa Boulevard	14 8th Street/Colorado Street	15 Oak Hills Parkway/ I-10 Eastbound 26.9% (2%) 44.4% (37.4%) (27.2%)	16 Wildwood Canyon Road/ I-10 Westbound (1.4%) (2%) 26.9% (37.4%)	17 Wildwood Canyon Rd/ Calimesa Boulevard (0.7%)	18 Colorado Street/ Wildwood Canyon Road	19 "East Road"/ County Line Road (5.4%) 1.9%
20 I-10 Eastbound/ County Line Road 0.9% 1.9% (2%) (4.1%)	21 I-10 Westbound/ County Line Road (2%) 1.9%	22 Calimesa Boulevard/ County Line Road	23 Building 1 Dwy 1/ Oak Hills Parkway *Analyzed for POCC Only*	24 Building 2 Dwy 1/ Oak Hills Parkway *Analyzed for POCC Only*	25 Building 1 Dwy 2/ Oak Hills Parkway *Analyzed for POCC Only*	26 Building 2 Dwy 2/ Oak Hills Parkway *Analyzed for POCC Only*	27 Building 2 Dwy 3/ Oak Hills Parkway *Analyzed for POCC Only*

FIGURE 11

XXX%(YYY%) Inbound%(Outbound%) Percent

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Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center
FCSP Truck Trip Distribution
(with Wildwood Canyon Road Interchange)

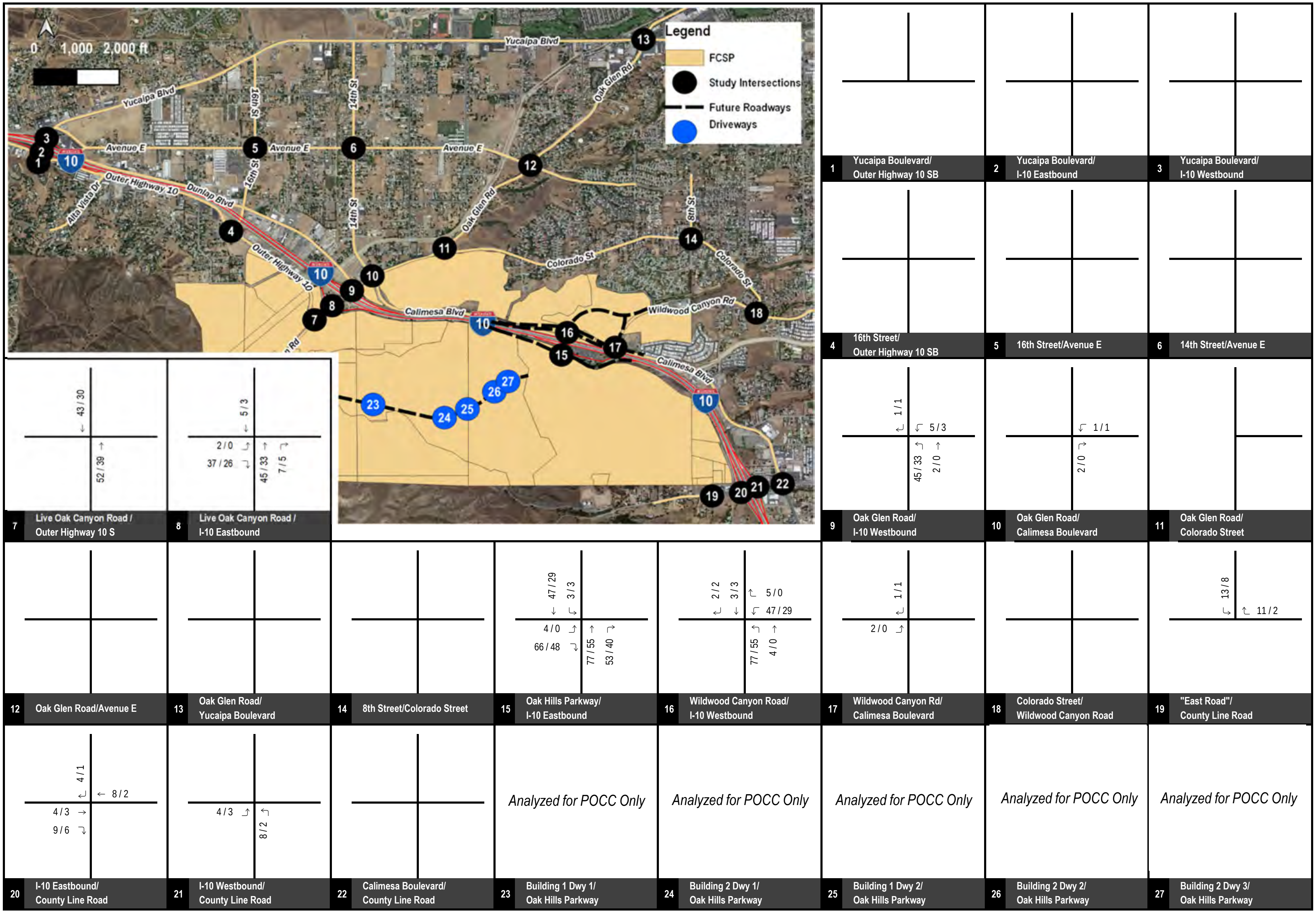

FIGURE 12

XXX / YYY AM / PM Peak Hour Volume

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Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center
FCSP Truck PCE Trip Assignment
(with Wildwood Canyon Road Interchange)

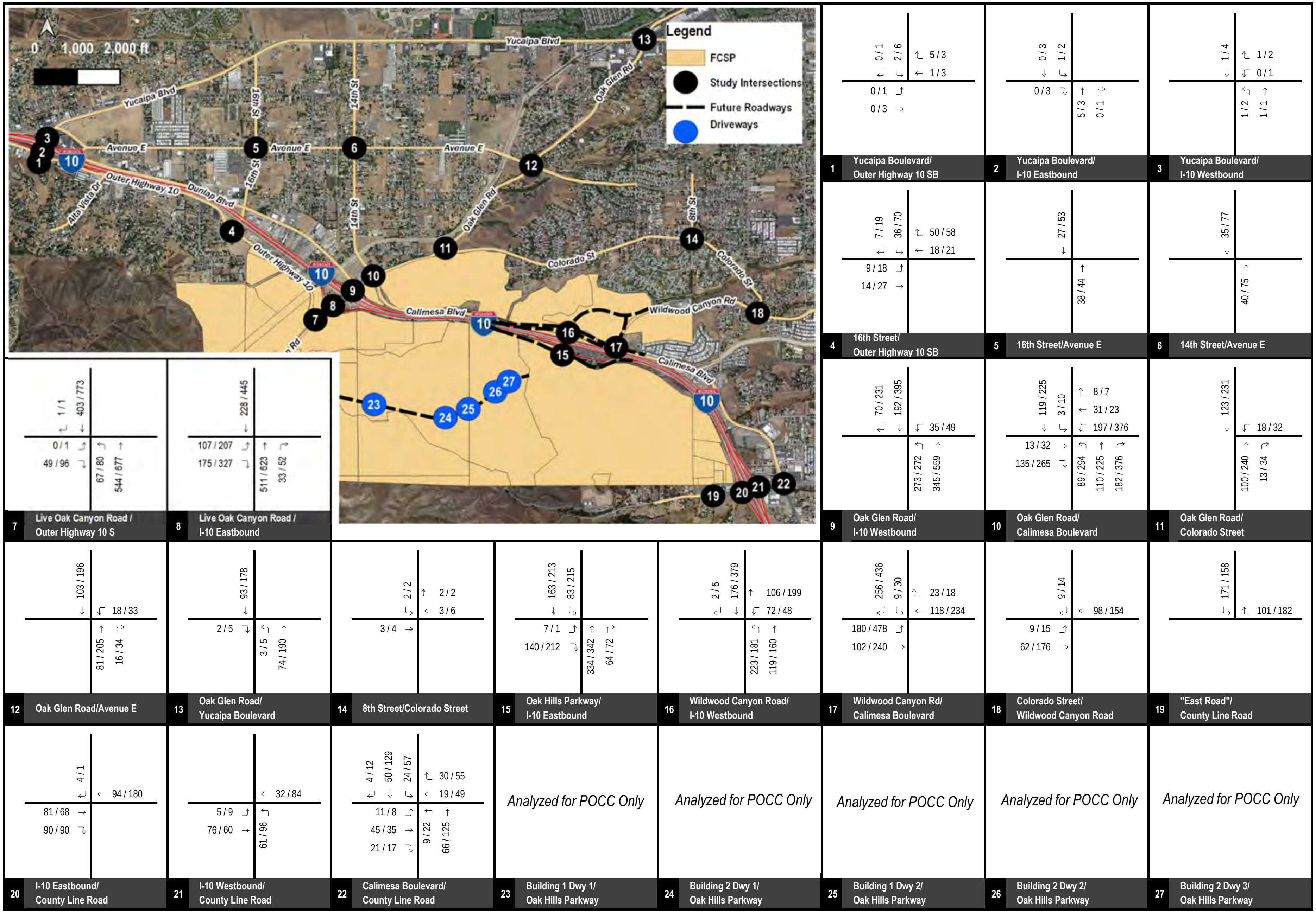

FIGURE 13

XXX / YYY AM / PM Peak Hour Volume

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Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center
FCSP Total PCE Trip Assignment
(with Wildwood Canyon Road Interchange)

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Table E: LOS Criteria

LOS	Description of Drivers' Perception and Traffic Operation	Intersection Delay in Seconds	
		Unsignalized	Signalized
A	This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable, or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.	≤ 10	≤ 10
B	This level is assigned when the volume-to-capacity ratio is low and either progression is highly favorable, or the cycle length is short. More vehicles stop than with LOS A.	> 10 and ≤ 15	> 10 and ≤ 20
C	This level is typically assigned when progression is favorable, or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	> 15 and ≤ 25	> 20 and ≤ 35
D	This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective, or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.	> 25 and ≤ 35	> 35 and ≤ 55
E	This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.	> 35 and ≤ 50	> 55 and ≤ 80
F	This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	> 50	> 80

4.0 VOLUME DEVELOPMENT METHODOLOGY

Forecast traffic volumes at study intersections were developed consistent with the City's guidelines. This section discusses the volume development methodology used to forecast future traffic volumes.

4.1 Existing Conditions Traffic Volumes

Existing traffic volumes for intersections are based on peak hour intersection turn movement counts collected by Counts Unlimited in October 2022. Vehicle classification counts (e.g., passenger vehicle, 2-axle truck, 3-axle truck, and 4 or more axle truck), were conducted at all study area intersections. Consistent with City guidelines, PCE volumes at these intersections were computed using a PCE factor of 1.5 for 2-axle, 2.0 for 3-axle, and 3.0 for 4-axle trucks. Count sheets are contained in Appendix B. Detailed volume development worksheets are included in Appendix C.

4.2 Year 2050 Without Project Traffic Volumes (Without and With Wildwood Canyon Road Interchange)

Year 2050 without project traffic volumes were developed using the SBTAM for both the with Wildwood Canyon Road Interchange and without Wildwood Canyon Road Interchange scenarios. For both the without and with Wildwood Canyon Road Interchange, the base year for the traffic model is 2016 and the forecast year is 2040. The difference between the modeled 2016 and 2040 peak period directional arterial traffic volumes (for each intersection approach and departure) was identified from loaded network model plots. This difference defines the growth in traffic over the 24-year period. This incremental growth in peak period approach and departure volumes were factored to develop the incremental change in peak hour volumes. The SBTAM uses a three-hour a.m. peak period and a four-hour p.m. peak period. Southern California Association of Governments (SCAG), the regional Metropolitan Transportation Organization (MPO) has established that the a.m. peak hour comprises 38 percent of the a.m. peak period and that the p.m. peak hour comprises 28 percent of the p.m. peak period. Therefore, the incremental changes in peak period volumes were multiplied by the appropriate factor to develop incremental changes in peak hour volumes. The incremental growth in approach and departure volumes between 2016 and 2040 was factored to reflect the forecast growth between the year of the ground counts (2022) and 2040. For this purpose, linear growth between 2016 and 2040 was assumed. Since the increment between 2022 and the analysis year 2050 is 28 years of the 24-year time span, a factor of 1.167 (i.e., 28/24) was used. This forecast growth in approach and departure volumes were added to the 2022 ground counts, resulting in post-processed forecast year 2050 link volumes. Year 2050 without project without and with Wildwood Canyon Road Interchange turn volumes were developed using existing turn volumes and the future approach and departure volumes, based on the methodologies contained in National Cooperative Highway Research Program Report (NCHRP) 255: Highway Traffic Data for Urbanized Area Project Planning and Design (Transportation Research Board, December 1982). At some locations, forecast turning movements were forecast to be less than those under opening year conditions. This can be attributed to network improvements, planned transit, or changes in land use. Therefore, these turning movements were adjusted by applying a growth factor of five percent to opening year traffic volumes to account for an increase in traffic volumes at these locations from cumulative conditions to year 2050. Detailed volume development worksheets are included in Appendix C.

4.3 With Proposed FCSP and Approved FCSP Traffic Volumes (Without and With Wildwood Canyon Road Interchange)

Traffic volumes for year 2050 with Proposed FCSP and year 2050 with Approved FCSP with project conditions were developed by adding the trip assignment to the corresponding without project peak hour traffic volumes.

5.0 EXISTING CONDITIONS

This section discusses the existing transportation conditions in the study area.

5.1 Existing Roadway Conditions

Regional access to the project site is provided by I-10 to the east and west. Local access to the project will be provided by the following roadways:

- Yucaipa Boulevard is oriented in the northeast-southwest direction and is a 4-lane to 6-lane roadway. The City's circulation element designates Yucaipa Boulevard as a "Major Highway". The speed limit on Yucaipa Boulevard is 40 miles per hour. On-street parking is prohibited.
- Live Oak Canyon Road-Oak Glen Road is oriented in the northeast-southwest direction and is a 2-lane roadway south of Outer Highway 10 S, and a 4-lane roadway north of Calimesa Boulevard. The City's circulation element designates Live Oak Canyon Road-Oak Glen Road as a "Major Highway" from I-10 Eastbound Ramps to Colorado Street and as a "Secondary Highway" north of Colorado Street. The speed limit on Live Oak Canyon Road-Oak Glen Road is 45 miles per hour. On-street parking is prohibited.
- Wildwood Canyon Road is oriented in the east-west direction and is a 2-lane roadway. The City's circulation element designates Wildwood Canyon Road as an "Secondary Highway". The speed limit on Wildwood Canyon Road is 40 miles per hour. On-street parking is prohibited.
- Avenue E is oriented in the east-west direction and is a 2-lane roadway. The City's circulation element designates Avenue E as an "Secondary Highway". The speed limit on Avenue E is 35 miles per hour. On-street parking is prohibited.
- Colorado Street is oriented in the east-west direction and is a 2-lane roadway. The City's circulation element designates Colorado Street as an "Controlled/Limited Access Collector". The speed limit on Colorado Street is 35 miles per hour. On-street parking is prohibited.

The City's existing system of major roadways, including freeways and arterial streets are shown in Figure 14.

5.2 Existing Transit Service

Public transportation services within the project area includes bus transit service provided by Omnitrans. This service is further described below.

Bus Service. Public transportation within the project area is provided by Omnitrans, which is the regional transit operator in San Bernardino County.

- Route 8 provides transit service on Sand Canyon Road. Route 8 has a major stop at Crafton Hills College. Route 8 operates at 60-minute headways Monday through Sunday.
- Route 19 provides transit service on Yucaipa Boulevard. Route 19 has a major stop at the Yucaipa Transit Center. Route 19 operates at 60-minute headways Monday through Sunday.
- Route 319 provides transit service on Yucaipa Boulevard, Bryant Street, 5th Street, and County Line Road. Route 319 has a major stop at the Yucaipa Transit Center. Route 319 operates at 60-minute headways Monday through Sunday.

Figure 15 illustrates the existing transit services.

5.3 Existing Pedestrian & Bicycle Facilities

The City uses three types of bike path classifications and are discussed below:

- Class I Bike Paths: These are off-street paved pathways for exclusive use by bicyclists and pedestrians, with cross-flows of motorists minimized.
- Class II Bike Lane: These provide a restricted right-of-way designated for (semi) exclusive use of bicycles, with through-travel by vehicles or pedestrians prohibited.
- Class III Bike Route: These are on-street signed or marked (or pavement striping where appropriate(bicycle routes along or adjacent to roads shared by bicyclists and vehicles.
- Class IV Separate Bikeways: These provide a right-of-way designated exclusively for bicycle use and which are protected from vehicular traffic by grade separation, flexible posts, physical barriers, on=street parking, or other means.

Figure 16 illustrates the existing bikeways within the City. As shown in Figure 16, there are existing bike lanes on Oak Glen Road and Yucaipa Boulevard. Pedestrian circulation within the City is primarily provided via sidewalks. The existing pedestrian sidewalks are illustrated in Figure 17.

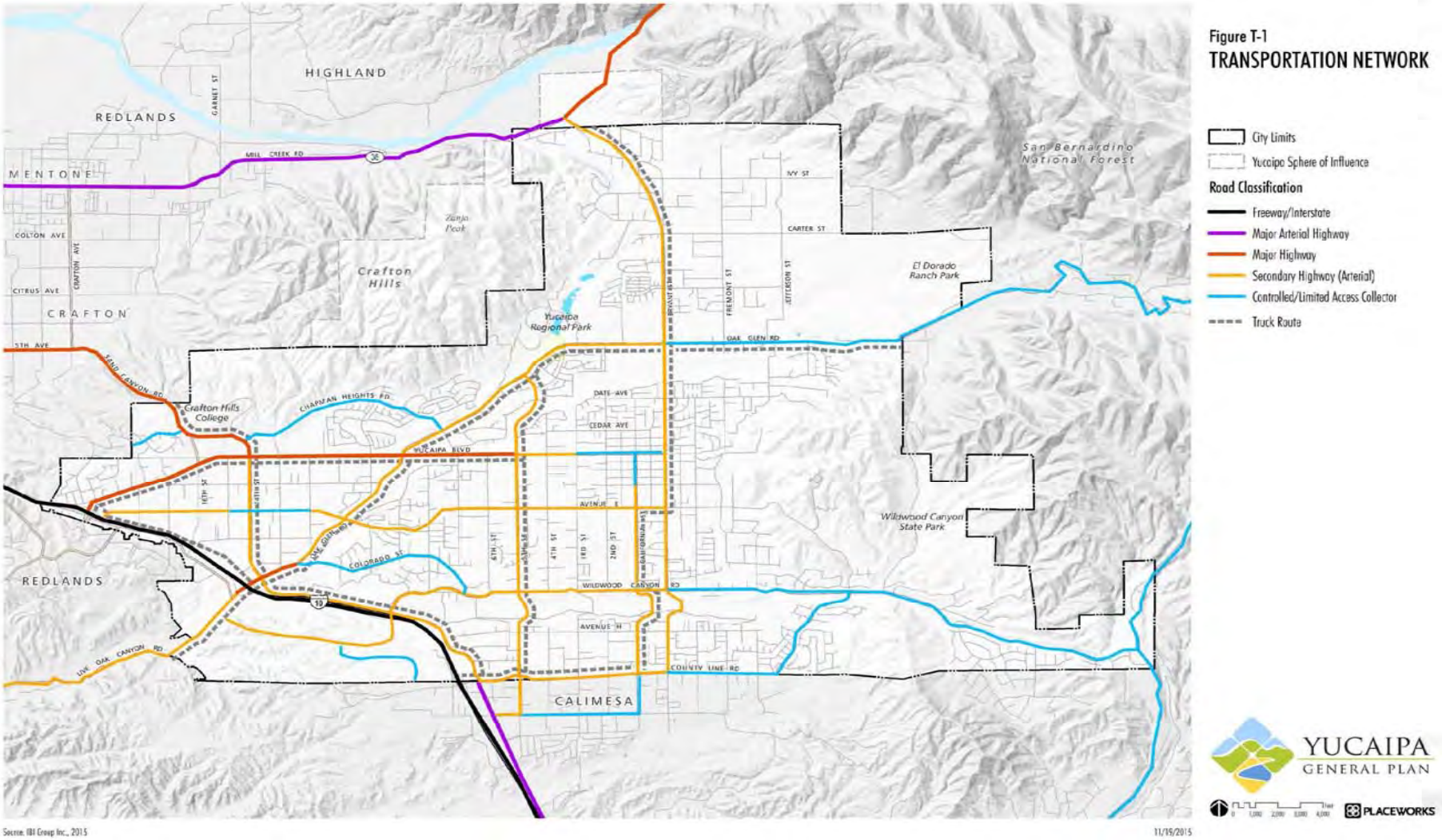

FIGURE 14

Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center
City of Yucaipa Transportation Network

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P:\Placeworks - Yucaipa FCSP\Analysis\Z30 Fig 14 City of Yucaipa Transportation Network (6/4/2023)

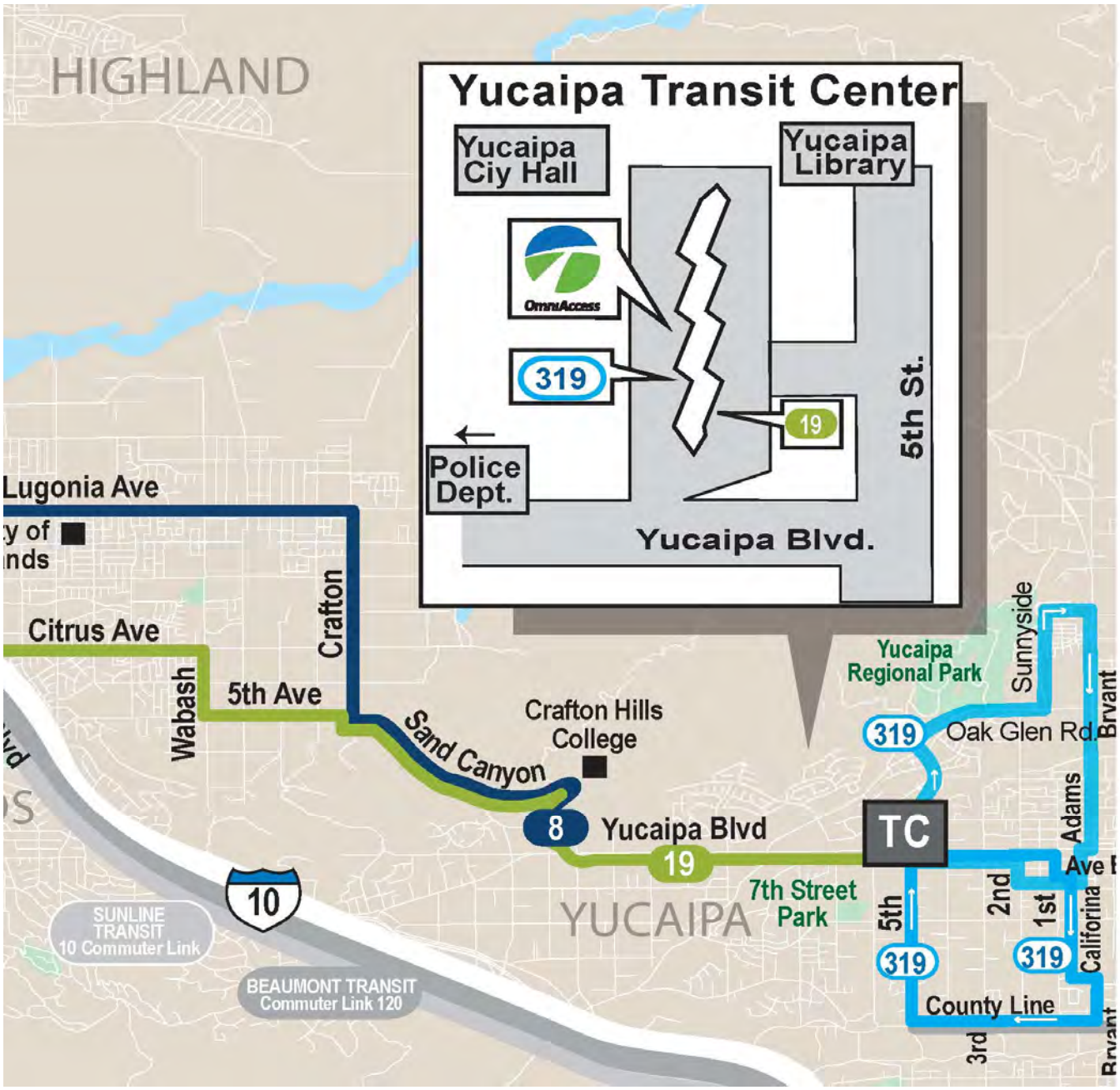

FIGURE 15

Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center
Existing Transit Routes

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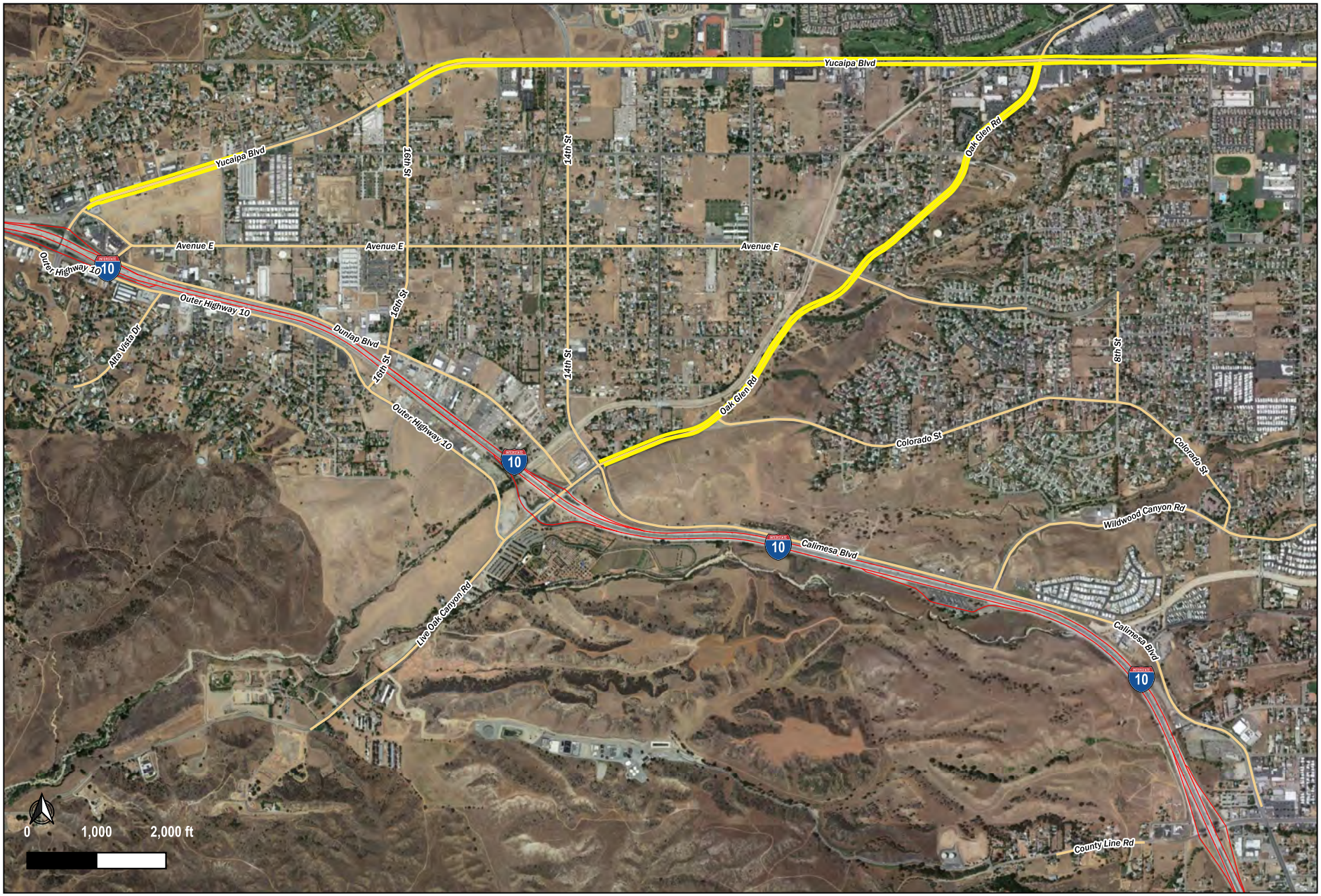
P:\Placeworks - Yucaipa FCSP\Analysis\Z12 Fig 15 Existing Transit Routes (6/4/2023)



Legend

Existing Bike Lanes

FIGURE 16

Freeway Corridor Specific Plan (FCSP) Update & Pacific Oak Commerce Center
Existing BIke Lanes

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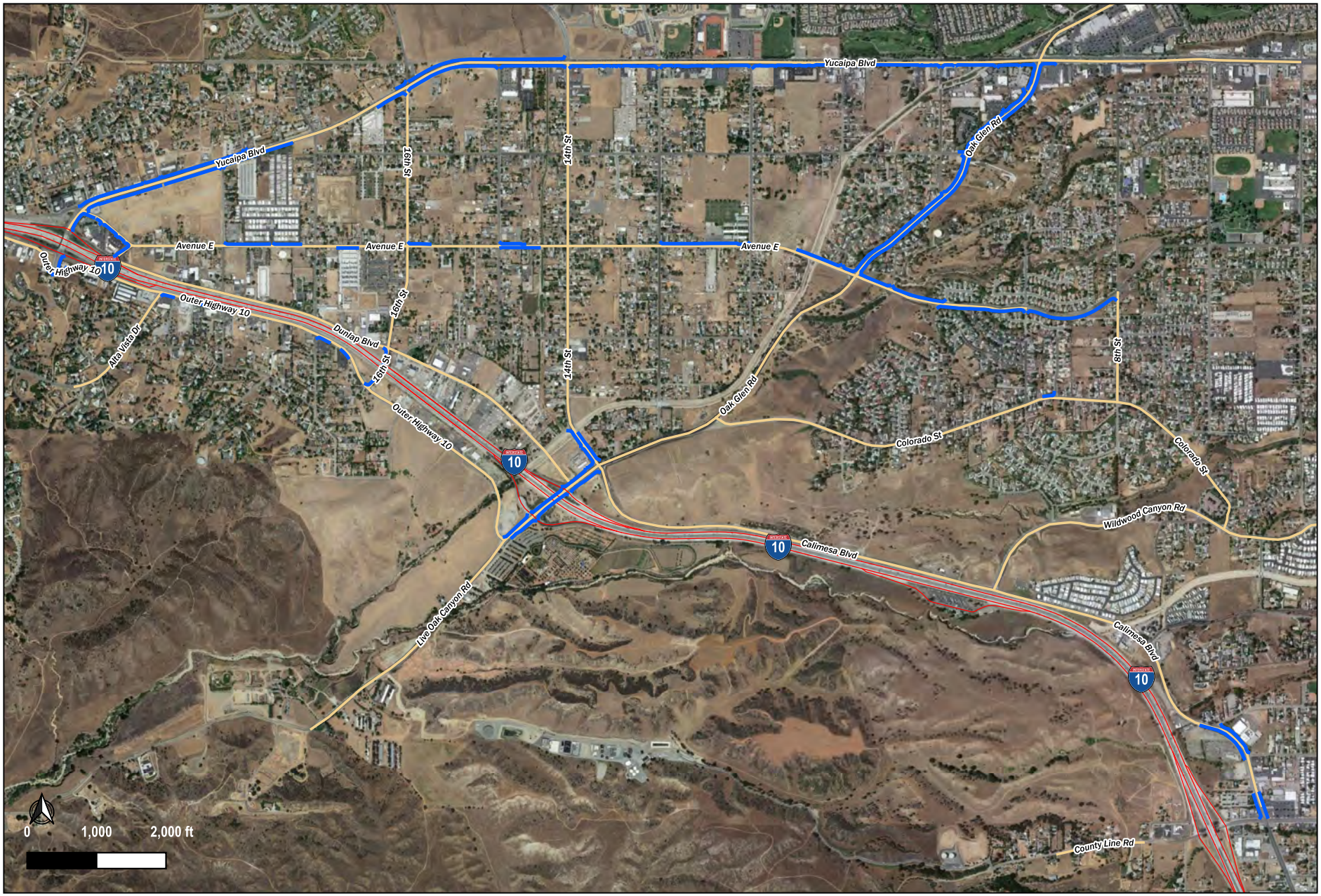

Legend

Sidewalks

FIGURE 17

Freeway Corridor Specific Plan (FCSP) Update & Pacific Oak Commerce Center
Existing Pedestrian Facilities

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G:\Placeworks - Yucaipa FCSP\Ped Facilities.qgz (06-04-2023)

5.4 Existing Intersections Levels of Service

An intersection level of service analysis was conducted for existing conditions to determine current circulation system performance. Figure 18 shows the existing lane geometrics and stop controls at the study intersections. The existing traffic volumes at study intersections are illustrated in Figure 19. Detailed volume development worksheets are included in Appendix C. The existing levels of service for the study area intersections are summarized in Table F. Level of service calculation worksheets are contained in Appendix D. As shown in Table F, all study area intersections are currently operating at satisfactory levels of service with the exception of the following:

- Yucaipa Boulevard and Outer Highway 10 S (p.m. peak hour).
- Yucaipa Boulevard and Interstate Eastbound Ramps (p.m. peak hour).
- Live Oak Canyon Road and Outer Highway 10 S (a.m. and p.m. peak hours).
- Oak Glen Road and Calimesa Boulevard (a.m. peak hour).
- Oak Glen Road and Yucaipa Boulevard (p.m. peak hour).
- Wildwood Canyon Road and Calimesa Boulevard (a.m. peak hour).
- I-10 Eastbound Ramps and County Line Road (a.m. and p.m. peak hours).

6.0 YEAR 2050 CONDITIONS

This section discusses the year 2050 transportation conditions in the study area.

6.1 Year 2050 Wildwood Canyon Road Interchange and Roadway Conditions

The FCSP is currently accessible from two freeway interchanges. The Interstate 10 interchange at Live Oak Canyon Road is at the western edge of the plan area, and the Interstate 10 interchange at County Line Road is at the southeastern edge of the plan area. A third interchange has been planned from Wildwood Canyon Road and would provide additional connectivity for year 2050 conditions. The City of Yucaipa is working with Caltrans and is in the project approval and environmental document phase for the proposed interchange at Wildwood Canyon Road. Based on discussion with City staff, the Wildwood Creek Bridge was considered to be in place by year 2050 and has been included in the year 2050 traffic operations analysis. Figure 20 illustrates the project construction phases that will be included in the year 2050. In addition, it should be noted that the intersections of I-10 Eastbound and I-10 Westbound Ramps on County Line Road are anticipated to be signalized by opening year of the project. Furthermore, the intersection of Oak Glen Road and Colorado Street is anticipated to be signalized by opening year of the project. Therefore, based on discussion with City staff, signals have been implemented at these three intersections.

6.2 Year 2050 Transit Service

Transit service under year 2050 conditions is anticipated to include additional routes via the San Bernardino County Long Range Transit Plan Final Report (April 2010). Figure 21 illustrates the planned local bus routes under Year 2035. As shown in Figure 21, a new Route 5 is anticipated to travel along 5th Street, Avenue E, and Wildwood Canyon Road.

6.3 Year 2050 Pedestrian & Bicycle Facilities

Pedestrian and bicycle facilities under year 2050 conditions are anticipated to remain the same as under project existing conditions, however, the City General Plan includes a Bikeway Network that shows the planned bike lanes in the City. Figure 22 illustrates the City's Bikeway Network.

6.4 Year 2050 Without Project (without Wildwood Canyon Road Interchange) Levels of Service

An intersection level of service analysis was conducted for year 2050 without project (without Wildwood Canyon Road Interchange) conditions to determine circulation system performance. Year 2050 without project (without Wildwood Canyon Road Interchange) traffic volumes at study intersections are shown in Figure 23. Year 2050 without project (without Wildwood Canyon Road Interchange) levels of service for the study area intersections are summarized in

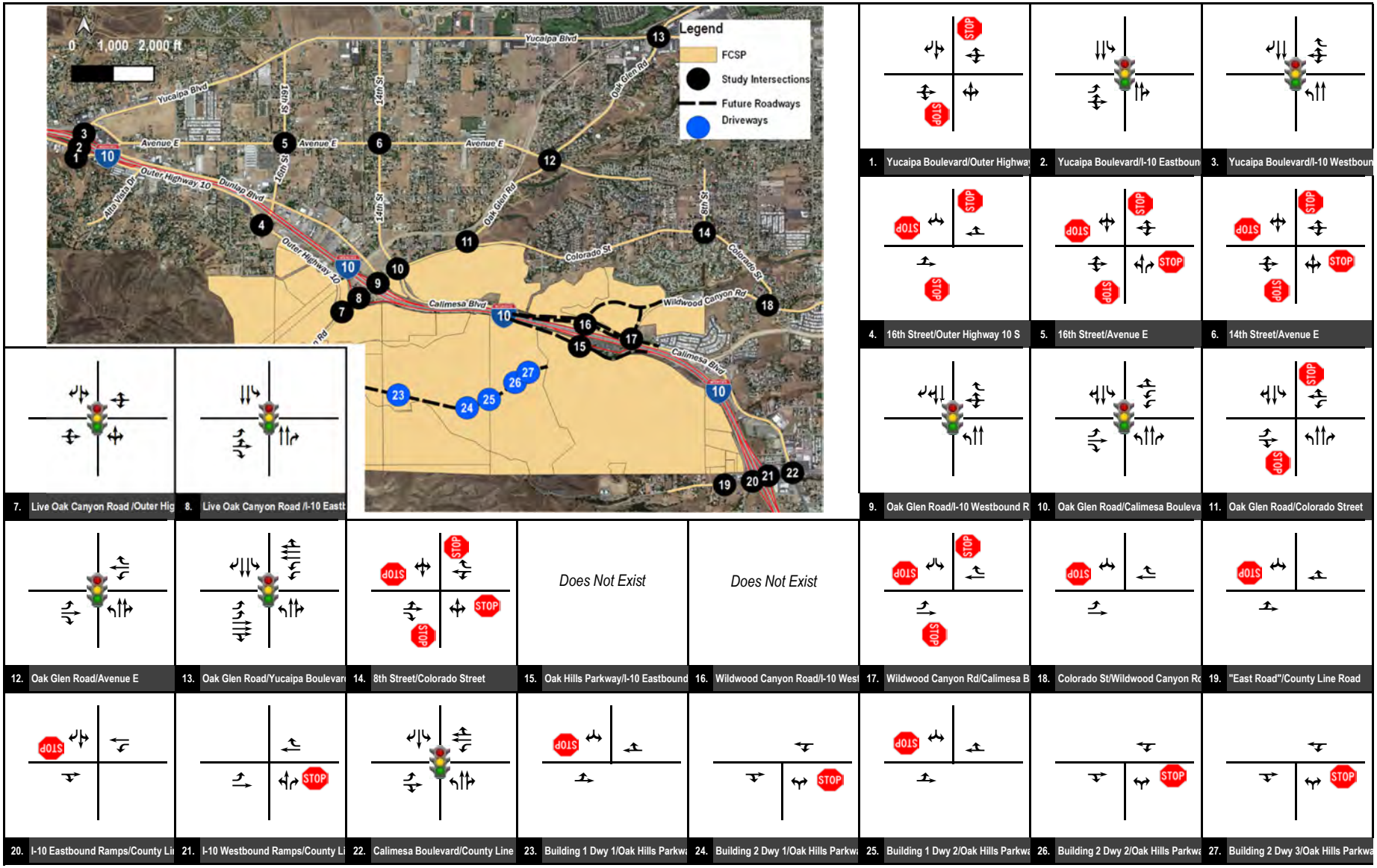

FIGURE 18

Legend

Traffic Signal

Stop Sign

O RT Overlap

d Delacto right turn

Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center

Existing and Project Driveways Intersection Geometrics and Stop Control

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P:\Placeworks - Yucaipa FCSP\Analysis\Z40 Fig 18 Existing and Project Driveways Geometrics and Stop Control 6/4/2023

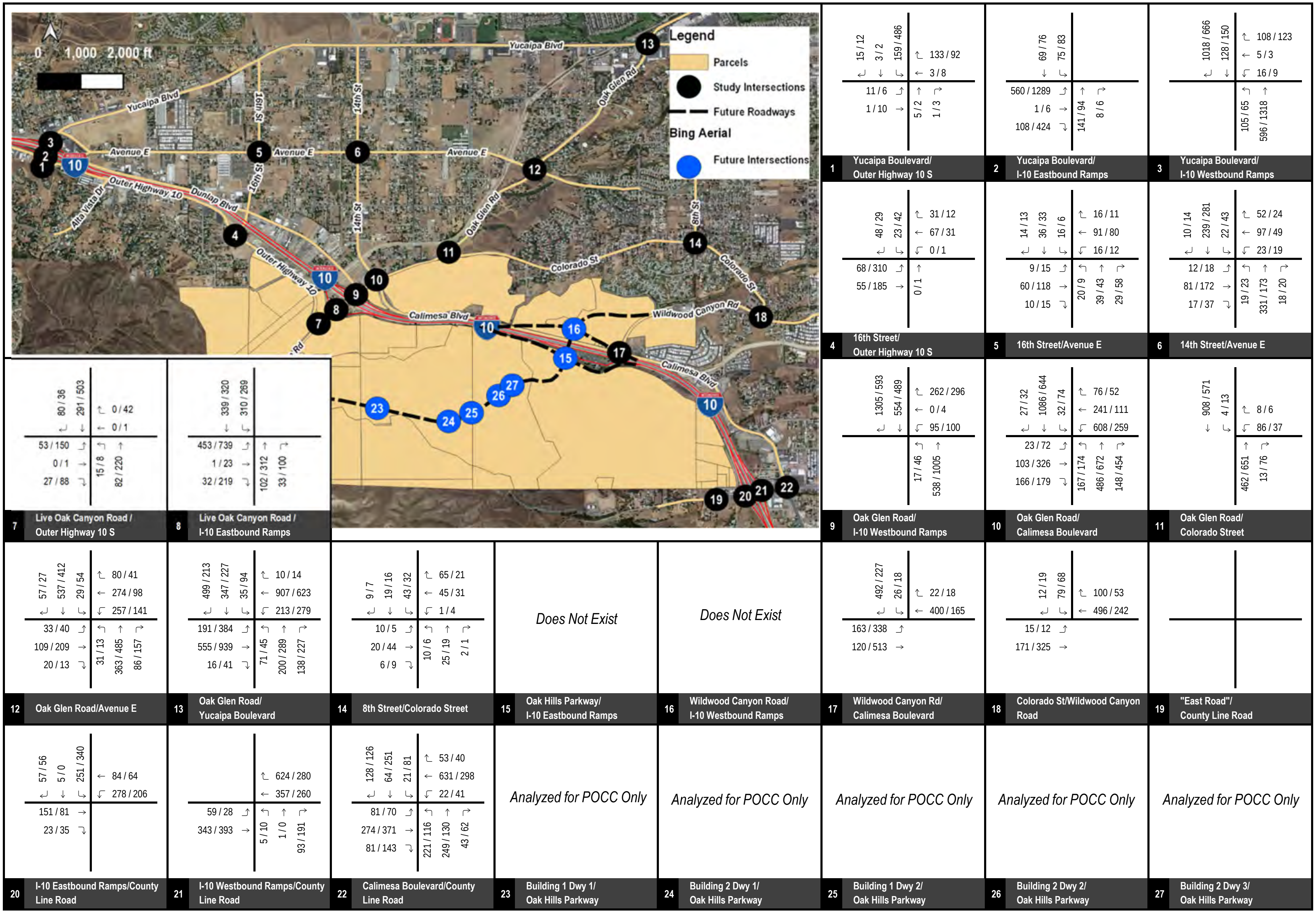

FIGURE 19

XXX / YYY AM / PM Peak Hour Volumes

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Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center
Existing Peak Hour Traffic Volumes

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Table F: Existing Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	Without Project					
				AM Peak Hour			PM Peak Hour		
				Delay	LOS		Delay	LOS	
1 . Yucaipa Boulevard/Outer Highway 10 S	Yucaipa	C	TWSC	12.7	B		32.1	D	*
2 . Yucaipa Boulevard/I-10 Eastbound Ramps	Caltrans	D	Signal	30.8	C		74.4	E	*
3 . Yucaipa Boulevard/I-10 Westbound Ramps	Caltrans	D	Signal	9.5	A		5.3	A	
4 . 16th Street/Outer Highway 10 S	Yucaipa	C	TWSC	7.7	A		13.5	B	
5 . 16th Street/Avenue E	Yucaipa	C	AWSC	8.3	A		8.2	A	
6 . 14th Street/Avenue E	Yucaipa	C	AWSC	16.3	C		12.8	B	
7 . Live Oak Canyon Road /Outer Highway 10 S	Yucaipa	C	Signal	42.9	D	*	70.8	E	*
8 . Live Oak Canyon Road /I-10 Eastbound Ramps	Caltrans	D	Signal	34.1	C		36.8	D	
9 . Oak Glen Road/I-10 Westbound Ramps	Caltrans	D	Signal	9.1	A		11.6	B	
10 . Oak Glen Road/Calimesa Boulevard	Yucaipa	C	Signal	>100	F	*	27.2	C	
11 . Oak Glen Road/Colorado Street	Yucaipa	C	TWSC	14	B		12.0	B	
12 . Oak Glen Road/Avenue E	Yucaipa	C	Signal	21.8	C		19.6	B	
13 . Oak Glen Road/Yucaipa Boulevard	Yucaipa	C	Signal	33.6	C		45.3	D	*
14 . 8th Street/Colorado Street	Yucaipa	C	AWSC	7.7	A		7.6	A	
15 . Oak Hills Parkway/I-10 Eastbound Ramps	Caltrans	D	Signal	Not Analyzed in Scenario					
16 . Wildwood Canyon Road/I-10 Westbound Ramps	Caltrans	D	Signal	Not Analyzed in Scenario					
17 . Wildwood Canyon Rd/Calimesa Boulevard	Yucaipa	C	AWSC	51.3	F	*	20.6	C	
18 . Colorado St/Wildwood Canyon Road	Yucaipa	C	TWSC	17.7	C		14.7	B	
19 . "East Road"/County Line Road	Calimesa	C	TWSC		A			A	
20 . I-10 Eastbound Ramps/County Line Road	Caltrans	D	TWSC	>100	F	*	95.5	F	*
21 . I-10 Westbound Ramps/County Line Road	Caltrans	D	TWSC	17.7	C		15.3	C	
22 . Calimesa Boulevard/County Line Road	Calimesa	C	Signal	14.2	B		11.6	B	

Notes:

LOS = Level of Service

TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case movement.

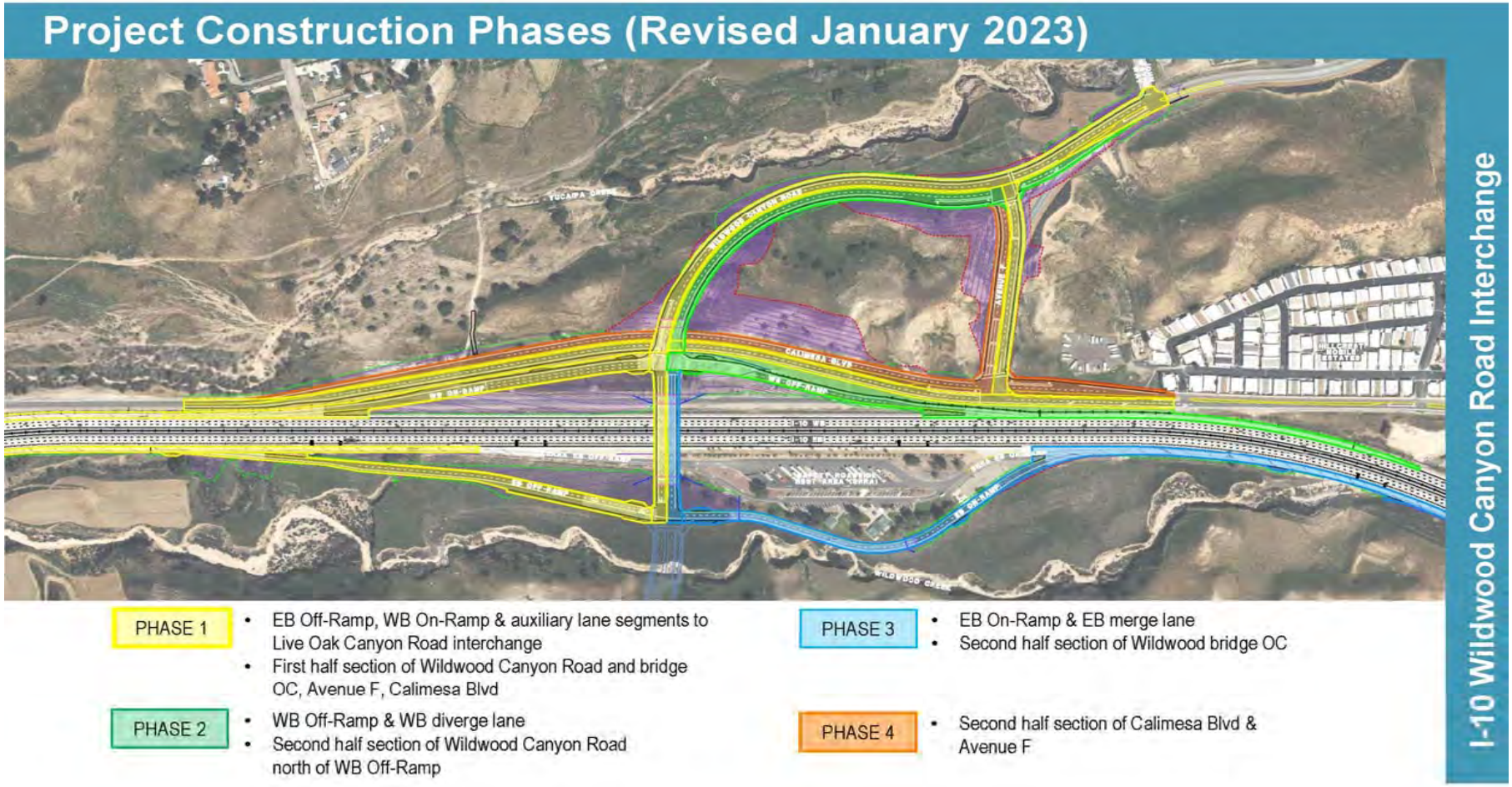

FIGURE 20

Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center
Wildwood Canyon Road Interchange Phasing Plan

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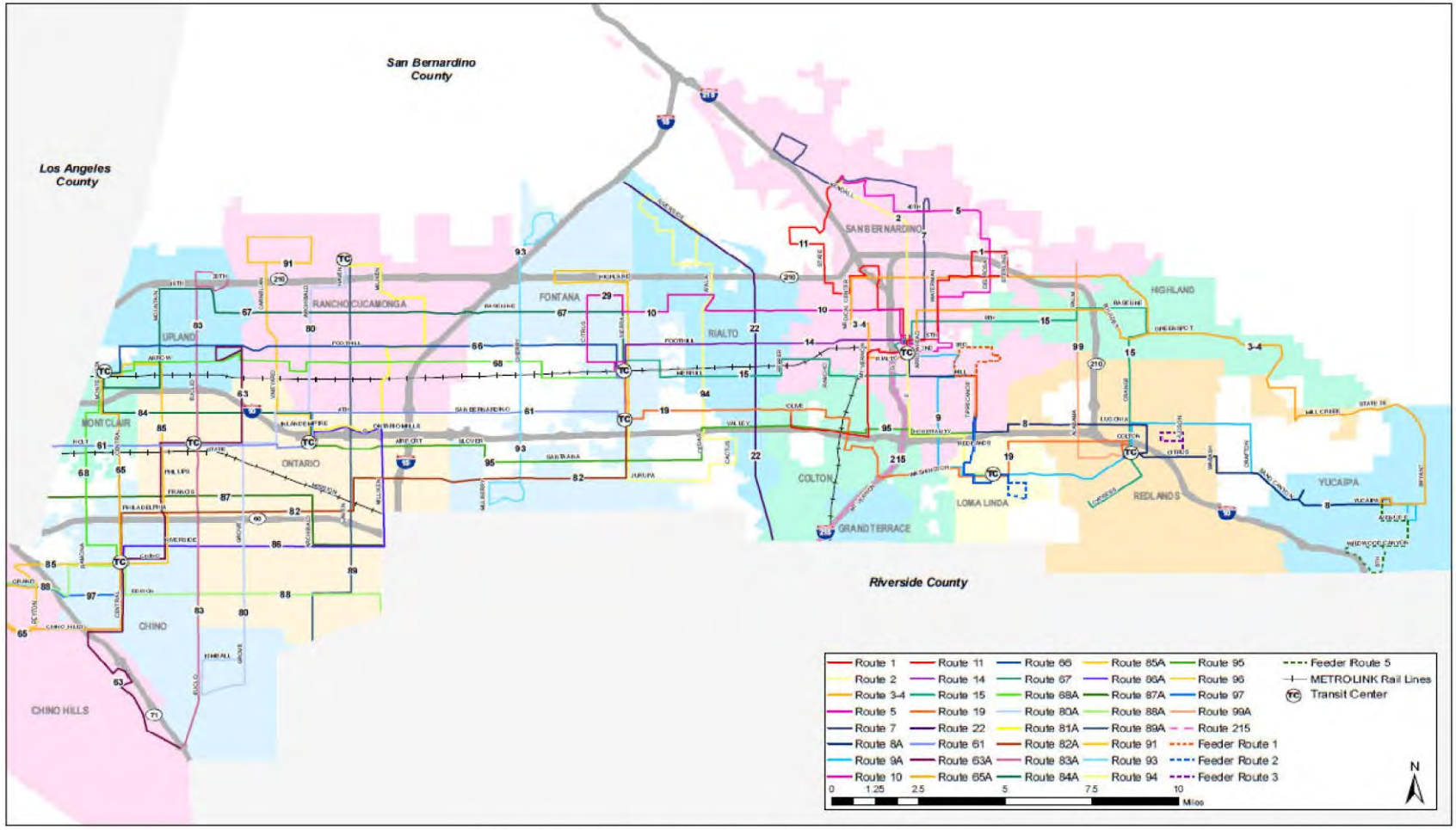
P:\Placeworks - Yucaipa FCSP\Analysis\Z30 Fig 20 Wildwood Canyon Road Interchange Phasing (6/4/2023)



Plan Local Bus Services Year 2035

DRAFT LONG RANGE TRANSIT PLAN (LRTP) for the San Bernardino Valley

San Bernardino Associated Governments (SANBAG)
August 2009

Source: Parsons, 2009.

FIGURE 21

Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center
SANBAG Long Range Transit Plan

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P:\Placeworks - Yucaipa FCSP\Analysis\Fig 21 SANBAG Long Range Transit Plan Landscape (6/4/2023)

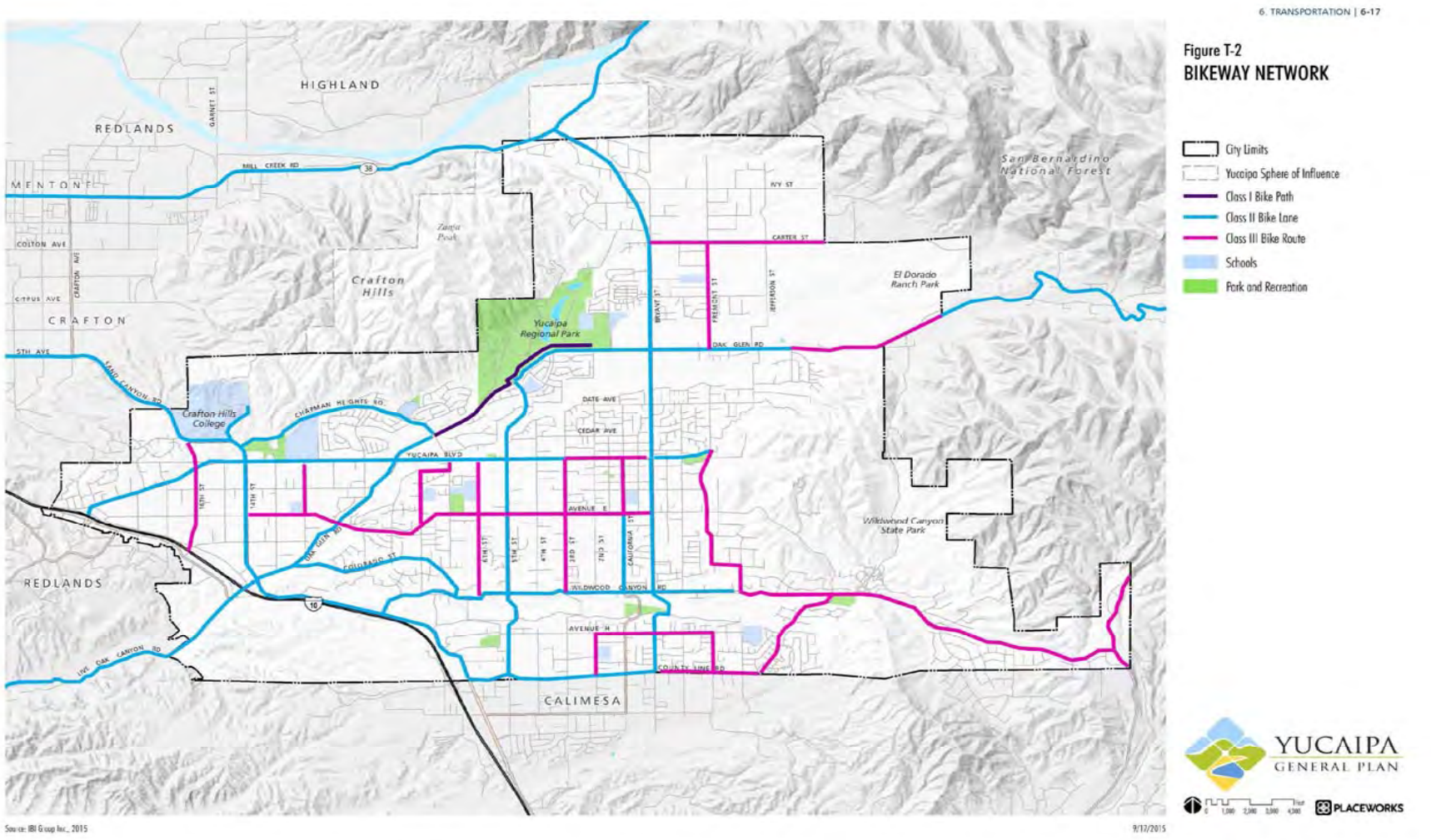

FIGURE 22

Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center
City of Yucaipa Bikeway Network

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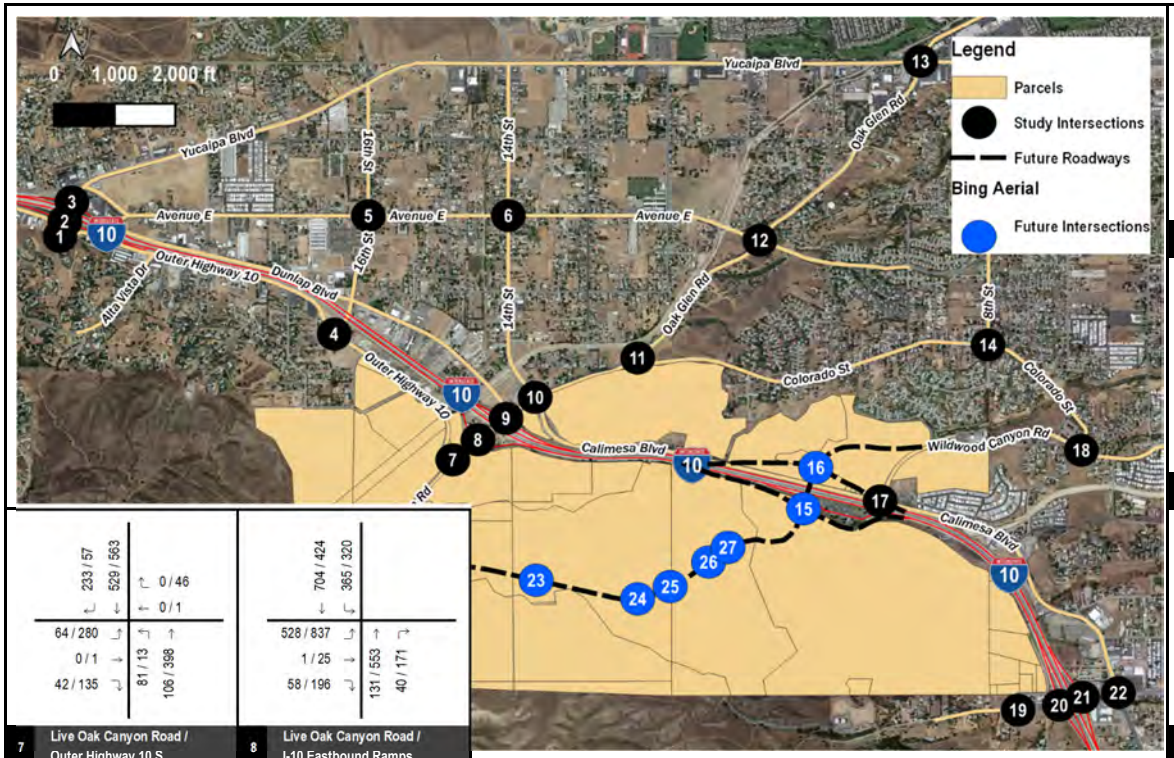
P:\Placeworks - Yucaipa FCSP\Analysis\Z30 Fig 22 City of Yucaipa Bikeway Network (6/4/2023)



1 Yucaipa Boulevard/ Outer Highway 10 S	2 Yucaipa Boulevard/ I-10 Eastbound Ramps	3 Yucaipa Boulevard/ I-10 Westbound Ramps	
4 16th Street/ Outer Highway 10 S	5 16th Street/Avenue E	6 14th Street/Avenue E	
7 Live Oak Canyon Road / Outer Highway 10 S	8 Live Oak Canyon Road / I-10 Eastbound Ramps	9 Oak Glen Road/ I-10 Westbound Ramps	10 Oak Glen Road/ Calimesa Boulevard	11 Oak Glen Road/ Colorado Street
12 Oak Glen Road/Avenue E	13 Oak Glen Road/ Yucaipa Boulevard	14 8th Street/Colorado Street	15 Oak Hills Parkway/ I-10 Eastbound Ramps	16 Wildwood Canyon Road/ I-10 Westbound Ramps	17 Wildwood Canyon Rd/ Calimesa Boulevard	18 Colorado St/Wildwood Canyon Road	19 "East Road"/ County Line Road
20 I-10 Eastbound Ramps/County Line Road	21 I-10 Westbound Ramps/County Line Road	22 Calimesa Boulevard/County Line Road	23 Building 1 Dwy 1/ Oak Hills Parkway	24 Building 2 Dwy 1/ Oak Hills Parkway	25 Building 1 Dwy 2/ Oak Hills Parkway	26 Building 2 Dwy 2/ Oak Hills Parkway	27 Building 2 Dwy 3/ Oak Hills Parkway

Does Not Exist

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FIGURE 23

XXX / YYY AM / PM Peak Hour Volumes

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Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center
Year 2050 Without Project (without Wildwood Canyon Road Interchange) Peak Hour Traffic Volumes

Table G. Detailed volume development worksheets are included in Appendix C. Level of service calculation worksheets are contained in Appendix D. As shown in Table G, all study area intersections are forecast to operate at satisfactory levels of service with the exception of the following:

- Yucaipa Boulevard and Outer Highway 10 S (p.m. peak hour).
- Yucaipa Boulevard and Interstate Eastbound Ramps (p.m. peak hour).
- 14th Street and Avenue E (a.m. and p.m. peak hours).
- Live Oak Canyon Road and Outer Highway 10 S (a.m. and p.m. peak hours).
- Oak Glen Road and Calimesa Boulevard (a.m. and p.m. peak hours).
- Oak Glen Road and Yucaipa Boulevard (a.m. and p.m. peak hours).
- Wildwood Canyon Road and Calimesa Boulevard (a.m. and p.m. peak hours).

6.5 Year 2050 With Proposed FCSP (without Wildwood Canyon Road Interchange) Levels of Service

An intersection level of service analysis was conducted for year 2050 with proposed FCSP (without Wildwood Canyon Road Interchange) conditions to determine circulation system performance. Year 2050 with proposed FCSP (without Wildwood Canyon Road Interchange) traffic volumes at study intersections are shown in Figure 24. Year 2050 with proposed FCSP (without Wildwood Canyon Road Interchange) levels of service for the study area intersections are summarized in Table G. Detailed volume development worksheets are included in Appendix C. Level of service calculation worksheets are contained in Appendix D. As shown in Table G, all study area intersections are forecast to operate at satisfactory levels of service with the exception of the following:

- Yucaipa Boulevard and Outer Highway 10 S (p.m. peak hour).
- Yucaipa Boulevard and Interstate Eastbound Ramps (p.m. peak hour).
- 16th Street and Outer Highway 10 S (p.m. peak hour).
- 14th Street and Avenue E (a.m. and p.m. peak hours).
- Live Oak Canyon Road and Outer Highway 10 S (a.m. and p.m. peak hours).
- Oak Glen Road and Calimesa Boulevard (a.m. and p.m. peak hours).
- Oak Glen Road and Yucaipa Boulevard (a.m. and p.m. peak hours).
- Wildwood Canyon Road and Calimesa Boulevard (a.m. and p.m. peak hours).
- Colorado Street and Wildwood Canyon Road (a.m. and p.m. peak hours).
- Calimesa Boulevard and County Line Road (a.m. and p.m. peak hours).

6.6 Year 2050 With Approved FCSP (without Wildwood Canyon Road Interchange) Levels of Service

An intersection level of service analysis was conducted for year 2050 with approved FCSP (without Wildwood Canyon Road Interchange) conditions to determine circulation system performance. Year 2050 with approved FCSP (without Wildwood Canyon Road Interchange) traffic volumes at study intersections are shown in Figure 25. Year 2050 with approved FCSP (without Wildwood Canyon Road) Interchange levels of service for the study area intersections are summarized in Table G. Detailed volume development worksheets are included in Appendix C. Level of service calculation worksheets are contained in Appendix D. As shown in Table G, all study area intersections are forecast to operate at satisfactory levels of service with the exception of the following:

- Yucaipa Boulevard and Outer Highway 10 S (a.m. and p.m. peak hours).
- Yucaipa Boulevard and Interstate 10 Eastbound Ramps (p.m. peak hour).
- 16th Street and Outer Highway 10 S (p.m. peak hour).
- 14th Street and Avenue E (a.m. and p.m. peak hours).

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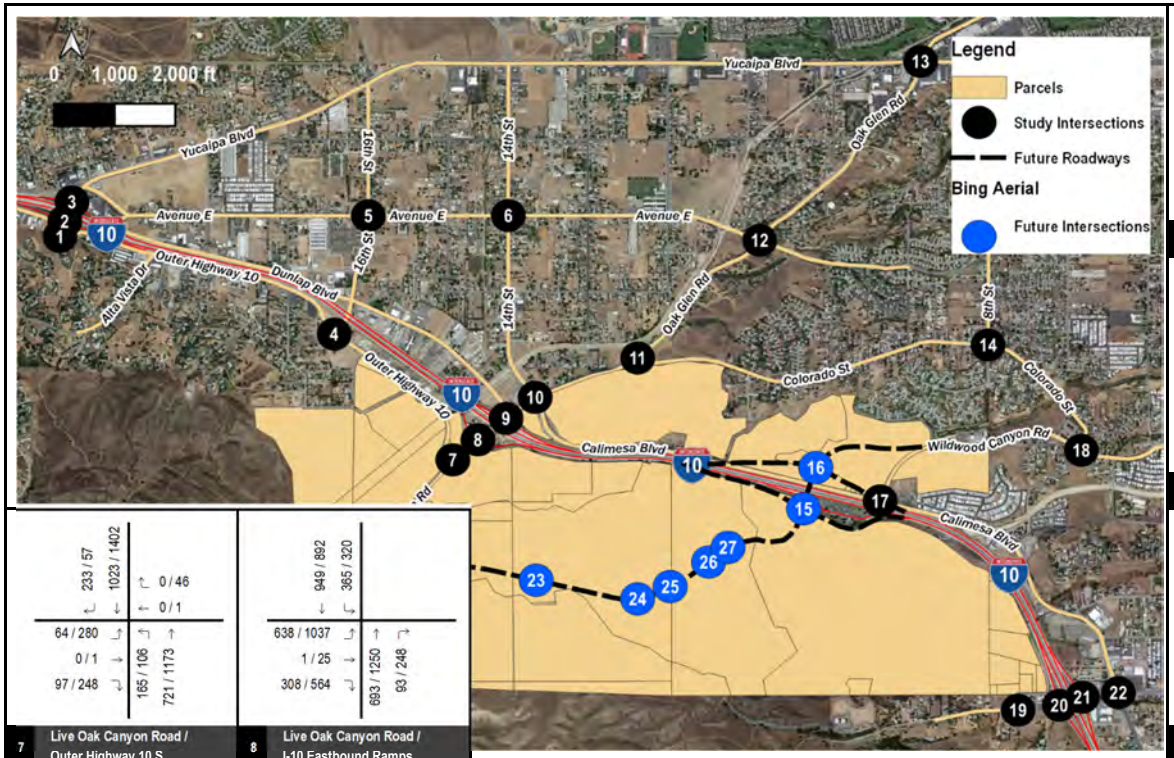
Table G: Year 2050 Without Project, With Proposed FCSP, and With Approved FCSP (without Wildwood Canyon Road Interchange) Project Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	Without Project				With Proposed FCSP				With Approved FCSP			
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1 . Yucaipa Boulevard/Outer Highway 10 S	Yucaipa	C	TWSC	14.7	B	81.0	F *	14.7	B	88.7	F *	29.8	D *	>100	F *
2 . Yucaipa Boulevard/I-10 Eastbound Ramps	Caltrans	D	Signal	30	C	>100	F *	30	C	>100	F *	28.9	C	>100	F *
3 . Yucaipa Boulevard/I-10 Westbound Ramps	Caltrans	D	Signal	11.3	B	7.9	A	11.2	B	7.9	A	11.7	B	10.0	A
4 . 16th Street/Outer Highway 10 S	Yucaipa	C	TWSC	9.8	A	20.8	C	11.4	B	40.7	E *	12.5	B	>100	F *
5 . 16th Street/Avenue E	Yucaipa	C	AWSC	8.5	A	11.5	B	9	A	12.9	B	9.5	A	14.5	B
6 . 14th Street/Avenue E	Yucaipa	C	AWSC	48.6	E *	54.9	F *	63.1	F *	95.0	F *	>100	F *	>100	F *
7 . Live Oak Canyon Road /Outer Highway 10 S	Yucaipa	C	Signal	54.3	D *	>100	F *	>100	F *	>100	F *	>100	F *	>100	F *
8 . Live Oak Canyon Road /I-10 Eastbound Ramps	Caltrans	D	Signal	32.6	C	36.6	D	36.5	D	46.4	D	56.8	E *	>100	F *
9 . Oak Glen Road/I-10 Westbound Ramps	Caltrans	D	Signal	12.6	B	11.9	B	28.6	C	17.5	B	>100	F *	53.1	D
10 . Oak Glen Road/Calimesa Boulevard	Yucaipa	C	Signal	>100	F *	42.8	D *	>100	F *	>100	F *	>100	F *	>100	F *
11 . Oak Glen Road/Colorado Street	Yucaipa	C	Signal	26.4	C	18.5	B	24.7	C	18.5	B	32.7	C	21.1	C
12 . Oak Glen Road/Avenue E	Yucaipa	C	Signal	29.9	C	28.0	C	32.4	C	32.8	C	46	D *	61.2	E *
13 . Oak Glen Road/Yucaipa Boulevard	Yucaipa	C	Signal	40.8	D *	55.8	E *	40.5	D *	54.0	D *	52.1	D *	59.2	E *
14 . 8th Street/Colorado Street	Yucaipa	C	AWSC	9.2	A	7.8	A	9.2	A	7.8	A	9.6	A	9.4	A
15 . Oak Hills Parkway/I-10 Eastbound Ramps	Caltrans	D	Signal	Not Analyzed in Scenario				Not Analyzed in Scenario				Not Analyzed in Scenario			
16 . Wildwood Canyon Road/I-10 Westbound Ramps	Caltrans	D	Signal	Not Analyzed in Scenario				Not Analyzed in Scenario				Not Analyzed in Scenario			
17 . Wildwood Canyon Rd/Calimesa Boulevard	Yucaipa	C	AWSC	>100	F *	>100	F *	>100	F *	>100	F *	>100	F *	>100	F *
18 . Colorado St/Wildwood Canyon Road	Yucaipa	C	TWSC	21	C	16.1	C	27	D *	27.0	D *	37.7	E *	>100	F *
19 . "East Road"/County Line Road	Calimesa	C	TWSC	Not Analyzed in Scenario				15.5	C	18.9	C	17.6	C	>100	F *
20 . I-10 Eastbound Ramps/County Line Road	Caltrans	D	Signal	26.9	C	48.3	D	37.1	D	48.3	D	27.1	C	84.6	F *
21 . I-10 Westbound Ramps/County Line Road	Caltrans	D	Signal	16.2	B	18.6	B	23.3	C	18.6	B	24.2	C	29.0	C
22 . Calimesa Boulevard/County Line Road	Calimesa	C	Signal	24.4	C	27.0	C	35.4	D *	55.2	E *	42.7	D *	>100	F *

Notes:

LOS = Level of Service

TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case movement.



1 Yucaipa Boulevard/ Outer Highway 10 S	2 Yucaipa Boulevard/ I-10 Eastbound Ramps	3 Yucaipa Boulevard/ I-10 Westbound Ramps	
4 16th Street/ Outer Highway 10 S	5 16th Street/Avenue E	6 14th Street/Avenue E	
7 Live Oak Canyon Road / Outer Highway 10 S	8 Live Oak Canyon Road / I-10 Eastbound Ramps	9 Oak Glen Road/ I-10 Westbound Ramps	10 Oak Glen Road/ Calimesa Boulevard	11 Oak Glen Road/ Colorado Street
12 Oak Glen Road/Avenue E	13 Oak Glen Road/ Yucaipa Boulevard	14 8th Street/Colorado Street	15 Oak Hills Parkway/ I-10 Eastbound Ramps	16 Wildwood Canyon Road/ I-10 Westbound Ramps	17 Wildwood Canyon Rd/ Calimesa Boulevard	18 Colorado St/Wildwood Canyon Road	19 "East Road"/ County Line Road
20 I-10 Eastbound Ramps/County Line Road	21 I-10 Westbound Ramps/County Line Road	22 Calimesa Boulevard/County Line Road	23 Building 1 Dwy 1/ Oak Hills Parkway	24 Building 2 Dwy 1/ Oak Hills Parkway	25 Building 1 Dwy 2/ Oak Hills Parkway	26 Building 2 Dwy 2/ Oak Hills Parkway	27 Building 2 Dwy 3/ Oak Hills Parkway

Does Not Exist

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XXX / YYY AM / PM Peak Hour Volumes

FIGURE 24

Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center
Year 2050 With Proposed FCSP (without Wildwood Canyon Road Interchange) Peak Hour Traffic Volumes

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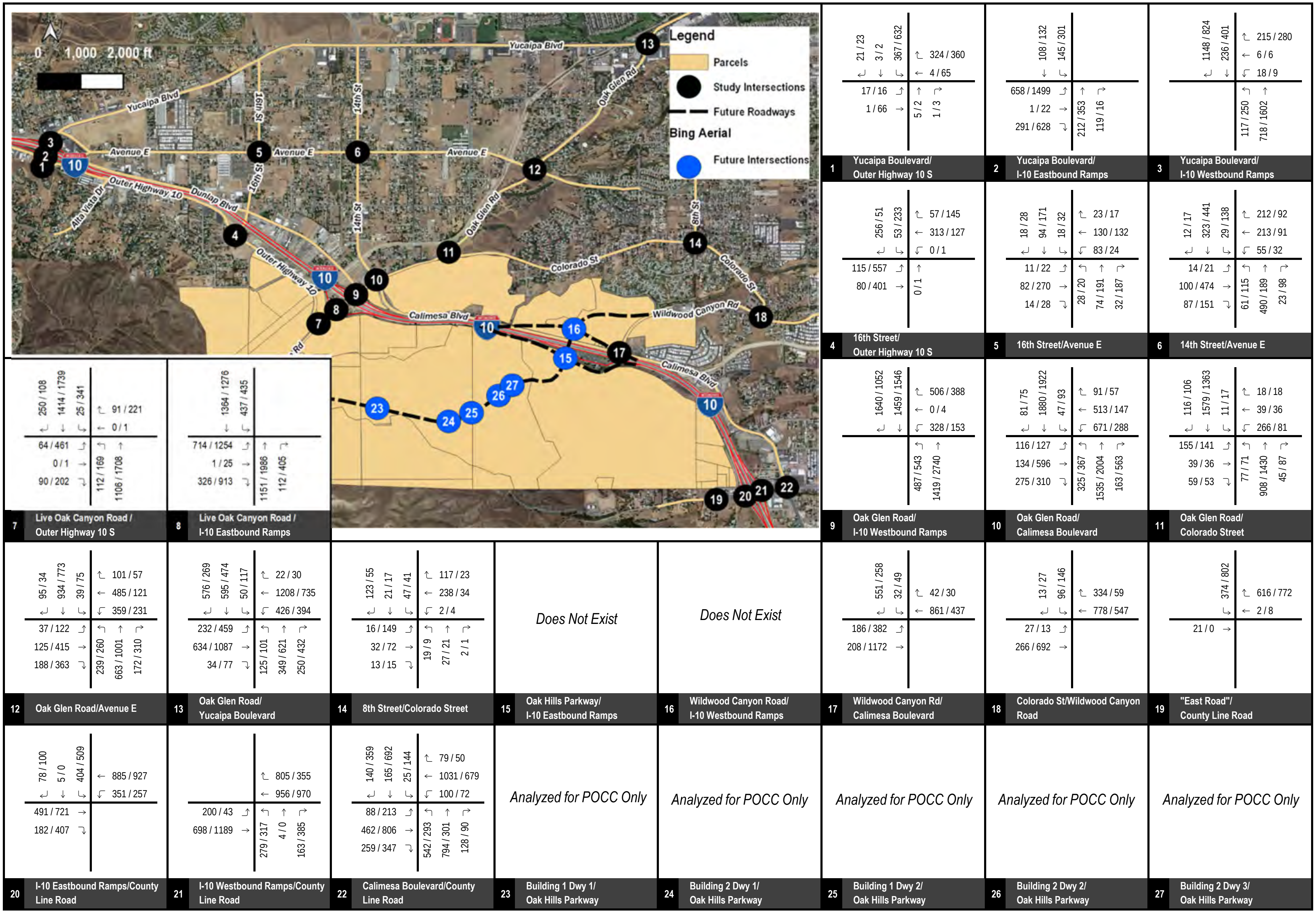

FIGURE 25

XXX / YYY AM / PM Peak Hour Volumes

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Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center
Year 2050 With Approved Proposed FCSP (without Wildwood Canyon Road Interchange) Peak Hour Traffic Volumes

- Live Oak Canyon Road and Outer Highway 10 S (a.m. and p.m. peak hours).
- Live Oak Canyon Road and Interstate 10 Eastbound Ramps (a.m. and p.m. peak hours).
- Oak Glen Road and Interstate 10 Westbound Ramps (a.m. peak hour).
- Oak Glen Road and Calimesa Boulevard (a.m. and p.m. peak hours).
- Oak Glen Road and Avenue E (a.m. and p.m. peak hours).
- Oak Glen Road and Yucaipa Boulevard (a.m. and p.m. peak hours).
- Wildwood Canyon Road and Calimesa Boulevard (a.m. and p.m. peak hours).
- Colorado Street and Wildwood Canyon Road (a.m. and p.m. peak hours).
- East Road and County Line Road (p.m. peak hour).
- I-10 Eastbound Ramps and County Line Road (a.m. and p.m. peak hours).
- Calimesa Boulevard and County Line Road (a.m. and p.m. peak hours).

It should be noted that under year 2050 with the Approved FCSP (without Wildwood Canyon Road Interchange) conditions, 15 study area intersections operate at unsatisfactory LOS, compared to 10 study area intersections under year 2050 with the Proposed FCSP (without Wildwood Canyon Road Interchange).

6.7 Year 2050 Without Project (with Wildwood Canyon Road Interchange) Levels of Service

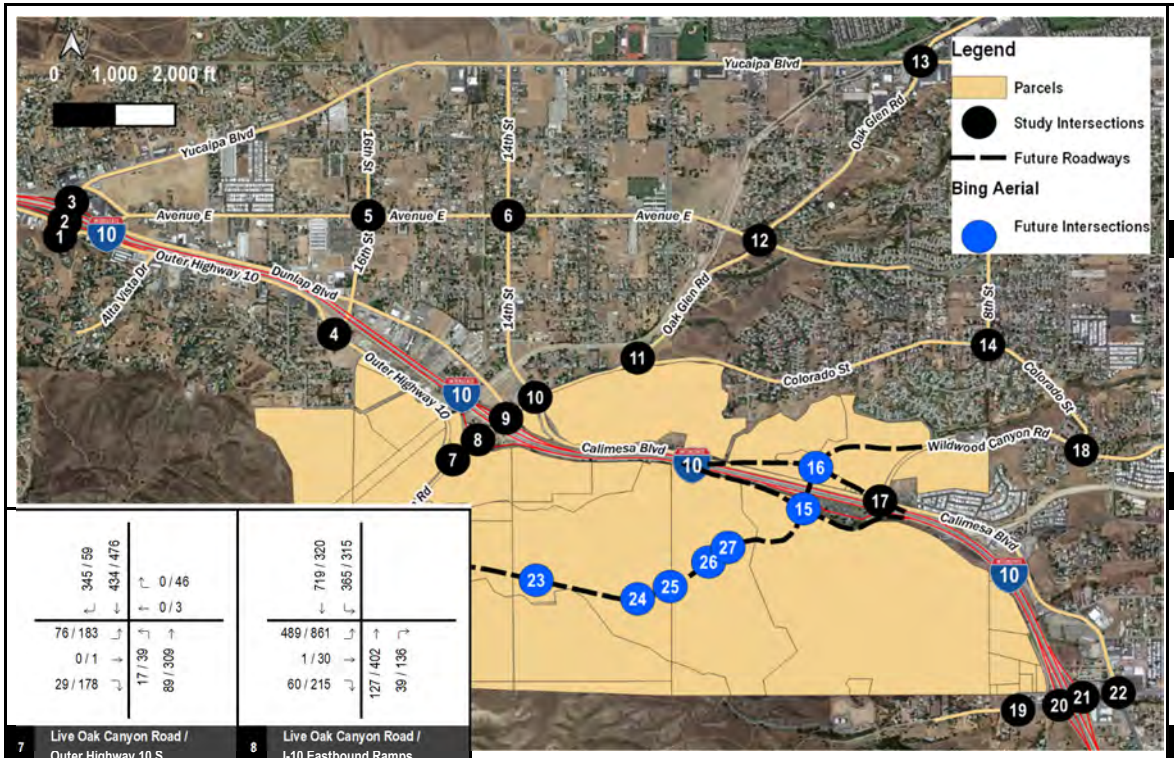
An intersection level of service analysis was conducted for year 2050 without project (with Wildwood Canyon Road Interchange) conditions to determine circulation system performance. Year 2050 without project (with Wildwood Canyon Road Interchange) traffic volumes at study intersections are shown in Figure 26. Year 2050 without project (with Wildwood Canyon Road Interchange) levels of service for the study area intersections are summarized in Table H. Detailed volume development worksheets are included in Appendix C. Level of service calculation worksheets are contained in Appendix D. As shown in Table H, all study area intersections are forecast to operate at satisfactory levels of service with the exception of the following:

- Yucaipa Boulevard and Outer Highway 10 S (p.m. peak hour).
- Yucaipa Boulevard and Interstate Eastbound Ramps (p.m. peak hour).
- 14th Street and Avenue E (a.m. and p.m. peak hours).
- Live Oak Canyon Road and Outer Highway 10 S (a.m. and p.m. peak hours).
- Oak Glen Road and Calimesa Boulevard (a.m. and p.m. peak hours).
- Oak Glen Road and Yucaipa Boulevard (a.m. and p.m. peak hours).
- Calimesa Boulevard and County Line Road (p.m. peak hour).

6.8 Year 2050 With Proposed FCSP (with Wildwood Canyon Road Interchange) Levels of Service

An intersection level of service analysis was conducted for year 2050 with proposed FCSP (with Wildwood Canyon Road) Interchange conditions to determine circulation system performance. Year 2050 with proposed FCSP (with Wildwood Canyon Road Interchange) traffic volumes at study intersections are shown in Figure 27. Year 2050 with proposed FCSP (with Wildwood Canyon Road Interchange) levels of service for the study area intersections are summarized in Table H. Detailed volume development worksheets are included in Appendix C. Level of service calculation worksheets are contained in Appendix D. As shown in Table H, all study area intersections are forecast to operate at satisfactory levels of service with the exception of the following:

- Yucaipa Boulevard and Outer Highway 10 S (p.m. peak hour).
- Yucaipa Boulevard and Interstate Eastbound Ramps (p.m. peak hour).
- 16th Street and Outer Highway 10 S (p.m. peak hour).
- 14th Street and Avenue E (a.m. and p.m. peak hours).



1 Yucaipa Boulevard/ Outer Highway 10 S	2 Yucaipa Boulevard/ I-10 Eastbound Ramps	3 Yucaipa Boulevard/ I-10 Westbound Ramps	4 16th Street/ Outer Highway 10 S	5 16th Street/Avenue E
6 14th Street/Avenue E	7 Live Oak Canyon Road / Outer Highway 10 S	8 Live Oak Canyon Road / I-10 Eastbound Ramps	9 Oak Glen Road/ I-10 Westbound Ramps	10 Oak Glen Road/ Calimesa Boulevard
11 Oak Glen Road/ Colorado Street	12 Oak Glen Road/Avenue E	13 Oak Glen Road/ Yucaipa Boulevard	14 8th Street/Colorado Street	15 Oak Hills Parkway/ I-10 Eastbound Ramps
16 Wildwood Canyon Road/ I-10 Westbound Ramps	17 Wildwood Canyon Rd/ Calimesa Boulevard	18 Colorado St/Wildwood Canyon Road	19 "East Road"/ County Line Road	20 I-10 Eastbound Ramps/County Line Road
21 I-10 Westbound Ramps/County Line Road	22 Calimesa Boulevard/County Line Road	23 Building 1 Dwy 1/ Oak Hills Parkway	24 Building 2 Dwy 1/ Oak Hills Parkway	25 Building 1 Dwy 2/ Oak Hills Parkway
26 Building 2 Dwy 2/ Oak Hills Parkway	27 Building 2 Dwy 3/ Oak Hills Parkway			

Analyzed for POCC Only

FIGURE 26

XXX / YYY AM / PM Peak Hour Volumes

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Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center
Year 2050 Without Project (with Wildwood Canyon Road Interchange) Peak Hour Traffic Volumes

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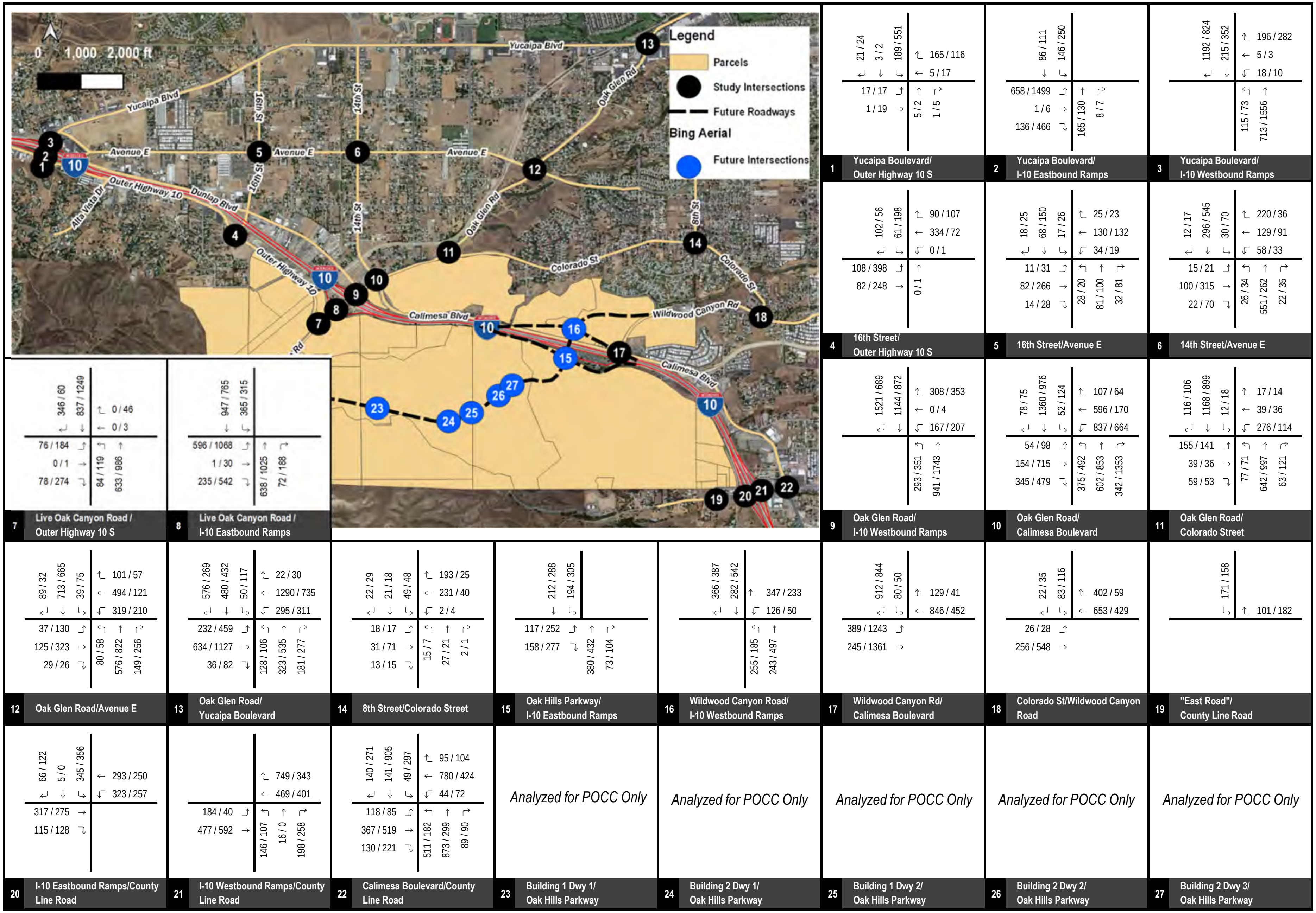
Table H: Year 2050 Without Project, With Proposed FCSP, and With Approved FCSP (with Wildwood Canyon Road Interchange) Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	Without Project				Proposed FCSP				Approved FCSP			
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1 . Yucaipa Boulevard/Outer Highway 10 S	Yucaipa	C	TWSC	14.1	B	51.8	F *	14.2	B	56.6	F *	26.9	D *	>100	F *
2 . Yucaipa Boulevard/I-10 Eastbound Ramps	Caltrans	D	Signal	29.9	C	80.0	E *	29.9	C	80.6	F *	30.2	C	>100	F *
3 . Yucaipa Boulevard/I-10 Westbound Ramps	Caltrans	D	Signal	11.2	B	11.5	B	11.2	B	11.6	B	11.5	B	11.6	B
4 . 16th Street/Outer Highway 10 S	Yucaipa	C	TWSC	10	A	20.3	C	11.5	B	35.9	E *	11.9	B	97.9	F *
5 . 16th Street/Avenue E	Yucaipa	C	AWSC	8.6	A	11.1	B	9	A	12.1	B	9.3	A	15.5	C
6 . 14th Street/Avenue E	Yucaipa	C	AWSC	59.3	F *	59.8	F *	79.9	F *	>100	F *	>100	F *	>100	F *
7 . Live Oak Canyon Road /Outer Highway 10 S	Yucaipa	C	Signal	53.7	D *	91.9	F *	>100	F *	>100	F *	>100	F *	>100	F *
8 . Live Oak Canyon Road /I-10 Eastbound Ramps	Caltrans	D	Signal	32.1	C	36.5	D	35.1	D	40.2	D	33.3	C	71.4	E *
9 . Oak Glen Road/I-10 Westbound Ramps	Caltrans	D	Signal	10.2	B	14.3	B	25.7	C	22.2	C	84.1	F *	39.9	D
10 . Oak Glen Road/Calimesa Boulevard	Yucaipa	C	Signal	>100	F *	>100	F *	>100	F *	>100	F *	>100	F *	>100	F *
11 . Oak Glen Road/Colorado Street	Yucaipa	C	Signal	25.9	C	17.6	B	28.6	C	18.6	B	31	C	21.3	C
12 . Oak Glen Road/Avenue E	Yucaipa	C	Signal	31.3	C	26.3	C	33.5	C	30.0	C	38.6	D *	68.1	E *
13 . Oak Glen Road/Yucaipa Boulevard	Yucaipa	C	Signal	42.1	D *	39.3	D *	41.6	D *	39.0	D *	51	D *	43.2	D *
14 . 8th Street/Colorado Street	Yucaipa	C	AWSC	9.1	A	7.8	A	9.2	A	7.9	A	10.4	B	16.9	C
15 . Oak Hills Parkway/I-10 Eastbound Ramps	Caltrans	D	Signal	20	B	25.7	C	18	B	22.3	C	19.7	B	49.8	D
16 . Wildwood Canyon Road/I-10 Westbound Ramps	Caltrans	D	Signal	18	B	7.8	A	21.3	C	13.4	B	21.3	C	24.0	C
17 . Wildwood Canyon Rd/Calimesa Boulevard	Yucaipa	C	Signal	21	C	11.7	B	24.5	C	18.5	B	21.5	C	16.6	B
18 . Colorado St/Wildwood Canyon Road	Yucaipa	C	TWSC	19.2	C	17.5	C	25.8	D *	34.9	D *	75.7	F *	>100	F *
19 . "East Road"/County Line Road	Calimesa	C	TWSC	Not Analyzed in Scenario				9.6	A	9.8	A	12.7	B	45.0	E *
20 . I-10 Eastbound Ramps/County Line Road	Caltrans	D	Signal	28.2	C	30.3	C	27.7	C	26.6	C	22.2	C	46.2	D
21 . I-10 Westbound Ramps/County Line Road	Caltrans	D	Signal	20.1	C	13.1	B	20.2	C	14.0	B	26.4	C	13.3	B
22 . Calimesa Boulevard/County Line Road	Calimesa	C	Signal	24.3	C	43.3	D *	28.5	C	55.5	E *	54.5	D *	>100	F *

Notes:

LOS = Level of Service

TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case movement.



Legend
Parcels
Study Intersections
Future Roadways
Bing Aerial
Future Intersections
0 1,000 2,000 ft
Yucaipa Blvd
Avenue E
Outer Highway 10
Dunlap Blvd
Alta Vista Dr
16th St
14th St
Oak Glen Rd
Colorado St
8th St
Calimesa Blvd
Wildwood Canyon Rd
1 Yucaipa Boulevard/ Outer Highway 10 S
21 / 24
3 / 2
189 / 551
165 / 116
5 / 17
17 / 17
1 / 19
5 / 2
1 / 5
2 Yucaipa Boulevard/ I-10 Eastbound Ramps
86 / 111
146 / 250
658 / 1499
1 / 6
136 / 466
165 / 130
8 / 7
3 Yucaipa Boulevard/ I-10 Westbound Ramps
1192 / 824
215 / 352
196 / 282
5 / 3
18 / 10
115 / 73
713 / 1556
4 16th Street/ Outer Highway 10 S
102 / 56
61 / 198
90 / 107
334 / 72
0 / 1
108 / 398
82 / 248
0 / 1
5 16th Street/Avenue E
18 / 25
68 / 150
17 / 26
25 / 23
130 / 132
34 / 19
11 / 31
82 / 266
14 / 28
28 / 20
81 / 100
32 / 81
6 14th Street/Avenue E
12 / 17
296 / 545
30 / 70
220 / 36
129 / 91
58 / 33
15 / 21
100 / 315
22 / 70
26 / 34
551 / 262
22 / 35
7 Live Oak Canyon Road / Outer Highway 10 S
346 / 60
837 / 1249
0 / 46
0 / 3
76 / 184
0 / 1
78 / 274
84 / 119
633 / 986
8 Live Oak Canyon Road / I-10 Eastbound Ramps
947 / 765
365 / 315
596 / 1068
1 / 30
235 / 542
638 / 1025
72 / 188
9 Oak Glen Road/ I-10 Westbound Ramps
1521 / 689
1144 / 872
308 / 353
0 / 4
167 / 207
293 / 351
941 / 1743
10 Oak Glen Road/ Calimesa Boulevard
78 / 75
1360 / 976
52 / 124
107 / 64
596 / 170
837 / 664
54 / 98
154 / 715
345 / 479
375 / 492
602 / 853
342 / 1353
11 Oak Glen Road/ Colorado Street
116 / 106
1168 / 899
12 / 18
17 / 14
39 / 36
276 / 114
155 / 141
39 / 36
59 / 53
77 / 71
642 / 997
63 / 121
12 Oak Glen Road/Avenue E
89 / 32
713 / 665
39 / 75
101 / 57
494 / 121
319 / 210
37 / 130
125 / 323
29 / 26
80 / 58
576 / 822
149 / 256
13 Oak Glen Road/ Yucaipa Boulevard
576 / 269
480 / 432
50 / 117
22 / 30
1290 / 735
295 / 311
232 / 459
634 / 1127
36 / 82
128 / 106
323 / 535
181 / 277
14 8th Street/Colorado Street
22 / 29
21 / 18
49 / 48
193 / 25
231 / 40
2 / 4
18 / 17
31 / 71
13 / 15
15 / 7
27 / 21
2 / 1
15 Oak Hills Parkway/ I-10 Eastbound Ramps
212 / 288
194 / 305
117 / 252
158 / 277
380 / 432
73 / 104
16 Wildwood Canyon Road/ I-10 Westbound Ramps
366 / 387
282 / 542
347 / 233
126 / 50
255 / 185
243 / 497
17 Wildwood Canyon Rd/ Calimesa Boulevard
912 / 844
80 / 50
129 / 41
846 / 452
389 / 1243
245 / 1361
18 Colorado St/Wildwood Canyon Road
22 / 35
83 / 116
402 / 59
653 / 429
26 / 28
256 / 548
19 "East Road"/ County Line Road
171 / 158
101 / 182
20 I-10 Eastbound Ramps/County Line Road
66 / 122
5 / 0
345 / 356
293 / 250
323 / 257
317 / 275
115 / 128
21 I-10 Westbound Ramps/County Line Road
749 / 343
469 / 401
184 / 40
477 / 592
146 / 107
16 / 0
198 / 258
22 Calimesa Boulevard/County Line Road
140 / 271
141 / 905
49 / 297
95 / 104
780 / 424
44 / 72
118 / 85
367 / 519
130 / 221
511 / 182
873 / 299
89 / 90
23 Building 1 Dwy 1/ Oak Hills Parkway
Analyzed for POCC Only
24 Building 2 Dwy 1/ Oak Hills Parkway
Analyzed for POCC Only
25 Building 1 Dwy 2/ Oak Hills Parkway
Analyzed for POCC Only
26 Building 2 Dwy 2/ Oak Hills Parkway
Analyzed for POCC Only
27 Building 2 Dwy 3/ Oak Hills Parkway
Analyzed for POCC Only

FIGURE 27

Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center
Year 2050 With Proposed FCSP (with Wildwood Canyon Road Interchange) Peak Hour Traffic Volumes

XXX / YYY AM / PM Peak Hour Volumes

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- Live Oak Canyon Road and Outer Highway 10 S (a.m. and p.m. peak hours).
- Oak Glen Road and Calimesa Boulevard (a.m. and p.m. peak hours).
- Oak Glen Road and Yucaipa Boulevard (a.m. and p.m. peak hours).
- Colorado Street and Wildwood Canyon Road (a.m. and p.m. peak hours).
- Calimesa Boulevard and County Line Road (p.m. peak hour).

6.9 Year 2050 With Approved FCSP (with Wildwood Canyon Road Interchange) Levels of Service

An intersection level of service analysis was conducted for year 2050 with approved FCSP (with Wildwood Canyon Road Interchange) conditions to determine circulation system performance. Year 2050 with approved FCSP (with Wildwood Canyon Road Interchange) traffic volumes at study intersections are shown in Figure 28. Year 2050 with approved FCSP (with Wildwood Canyon Road Interchange) levels of service for the study area intersections are summarized in Table H. Detailed volume development worksheets are included in Appendix C. Level of service calculation worksheets are contained in Appendix D. As shown in Table H, all study area intersections are forecast to operate at satisfactory levels of service with the exception of the following:

- Yucaipa Boulevard and Outer Highway 10 S (a.m. and p.m. peak hours).
- Yucaipa Boulevard and Interstate 10 Eastbound Ramps (p.m. peak hour).
- 16th Street and Outer Highway 10 S (p.m. peak hour).
- 14th Street and Avenue E (a.m. and p.m. peak hours).
- Live Oak Canyon Road and Outer Highway 10 S (a.m. and p.m. peak hours).
- Live Oak Canyon Road and Interstate 10 Eastbound Ramps (p.m. peak hour).
- Oak Glen Road and Interstate 10 Westbound Ramps (a.m. peak hour).
- Oak Glen Road and Calimesa Boulevard (a.m. and p.m. peak hours).
- Oak Glen Road and Avenue E (a.m. and p.m. peak hours).
- Oak Glen Road and Yucaipa Boulevard (a.m. and p.m. peak hours).
- Oak Hills Parkway and Interstate 10 Eastbound Ramps (p.m. peak hour).
- Wildwood Canyon Road and Interstate 10 Westbound Ramps (p.m. peak hour).
- Colorado Street and Wildwood Canyon Road (a.m. and p.m. peak hours).
- East Road and County Line Road (p.m. peak hour).
- Calimesa Boulevard and County Line Road (a.m. and p.m. peak hours).

It should be noted that under year 2050 with the Approved FCSP (with Wildwood Canyon Road Interchange) conditions, 15 study area intersections operate at unsatisfactory LOS, compared to 9 study area intersections under year 2050 with the Proposed FCSP (with Wildwood Canyon Road Interchange).

7.0 CIRCULATION IMPROVEMENTS INCLUDED IN APPROVED FCSP

The City requires that circulation improvements be recommended if the study area intersections don't meet the City's General Plan Consistency requirements. These improvements can include conversion of stop control, signalization, changes to signal phasing, and/or addition of lanes as appropriate. The circulation improvements recommended in the Approved FCSP dated April 4, 2007 have been included in this section.

7.1 Year 2050 With Proposed FCSP (without Wildwood Canyon Road Interchange) Circulation Improvements

Under year 2050 with proposed FCSP (without Wildwood Canyon Road Interchange) conditions, the following modifications are recommended:

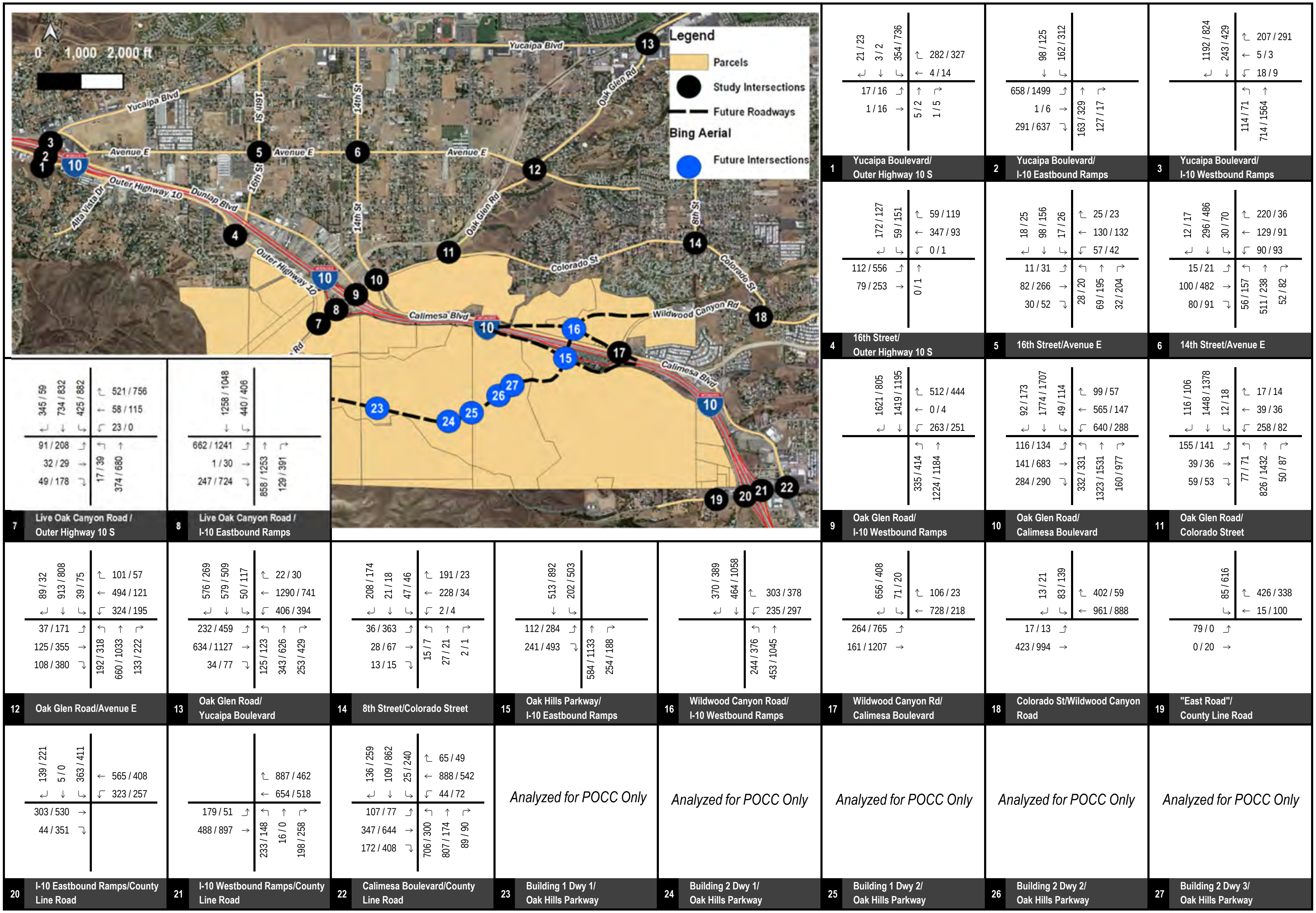

FIGURE 28

XXX / YYY AM / PM Peak Hour Volumes

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Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center
Year 2050 With Approved FCSP (with Wildwood Canyon Road Interchange) Peak Hour Traffic Volumes

- Yucaipa Boulevard and Outer Highway 10 S: Add a southbound left-turn lane and westbound free right-turn lane.
- Yucaipa Boulevard and Interstate 10 Eastbound Ramps: Add an eastbound right-turn lane.
- 16th Street and Outer Highway 10 S: Add and eastbound left-turn lane, a southbound right-turn lane, and a westbound right-turn lane.
- 14th Street and Avenue E: Add an eastbound right-turn lane and westbound right-turn lane.
- Live Oak Canyon Road and Outer Highway 10 S: Add a northbound left-turn lane, a northbound through lane, a southbound through lane, and an eastbound right-turn lane.
- Oak Glen Road and Calimesa Boulevard: Add a northbound through lane, a southbound right-turn lane, an eastbound through lane, a westbound through lane, and a westbound right-turn lane.
- Oak Glen Road and Yucaipa Boulevard: Add a northbound right-turn lane.
- Wildwood Canyon Road and Calimesa Boulevard: Install a traffic signal, add an eastbound through lane, and a westbound through lane.
- Colorado Street and Wildwood Canyon Road: Install a traffic signal, add an eastbound through lane, a westbound through lane, and a southbound right-turn lane.
- Calimesa Boulevard and County Line Road: Add a northbound right-turn lane, a southbound through lane, an eastbound through lane, an eastbound right-turn lane, and a westbound right-turn lane.

The resulting levels of service for year 2050 With Proposed FCSP (without Wildwood Canyon Road Interchange) With Improvement conditions are shown in Table I. Figure 29 illustrates the recommended improvements.

7.2 Year 2050 With Approved FCSP (without Wildwood Canyon Road Interchange) Circulation Improvements

Under year 2050 with approved FCSP (without Wildwood Canyon Road Interchange) conditions, the following modifications are recommended:

- Yucaipa Boulevard and Outer Highway 10 S: Add a southbound left-turn lane and westbound free right-turn lane.
- Yucaipa Boulevard and Interstate 10 Eastbound Ramps: Add an eastbound right-turn lane.
- 16th Street and Outer Highway 10 S: Add and eastbound left-turn lane, a southbound right-turn lane, and a westbound right-turn lane.
- 14th Street and Avenue E: Add an eastbound right-turn lane and westbound right-turn lane.
- Live Oak Canyon Road and Outer Highway 10 S: Add a northbound left-turn lane, a northbound through lane, a southbound through lane, and an eastbound right-turn lane.
- Live Oak Canyon Road and I-10 Eastbound Ramps: Add a northbound through lane and a southbound through lane.
- Oak Glen Road and I-10 Westbound Ramps: Add a northbound through lane, a southbound through lane, and a westbound left-turn lane.
- Oak Glen Road and Calimesa Boulevard: Add a northbound through lane, a southbound right-turn lane, an eastbound through lane, a westbound through lane, and a westbound right-turn lane.
- Oak Glen Road and Avenue E: Add a northbound right-turn lane, a southbound right-turn lane, an eastbound through lane, and a westbound through lane.
- Oak Glen Road and Yucaipa Boulevard: Add a northbound right-turn lane.
- Wildwood Canyon Road and Calimesa Boulevard: Install a traffic signal, add an eastbound through lane, and a westbound through lane.
- Colorado Street and Wildwood Canyon Road: Install a traffic signal, add an eastbound through lane, a westbound through lane, and a southbound right-turn lane.

Table I: Year 2050 With Proposed FCSP and Approved FCSP (without Wildwood Canyon Road Interchange)
With Improvements Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	Proposed FCSP				Approved FCSP			
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1 . Yucaipa Boulevard/Outer Highway 10 S	Yucaipa	C	TWSC	9.1	A	9.1	A	9	A	9.3	A
2 . Yucaipa Boulevard/I-10 Eastbound Ramps	Caltrans	D	Signal	29.9	C	35.1	D	28.4	C	42.7	D
4 . 16th Street/Outer Highway 10 S	Yucaipa	C	TWSC	10.7	B	16.3	C	12.1	B	43.7	E *
6 . 14th Street/Avenue E	Yucaipa	C	AWSC	49.3	E *	86.7	F *	71.8	F *	>100	F *
7 . Live Oak Canyon Road /Outer Highway 10 S	Yucaipa	C	Signal	20.7	C	18.8	B	34.9	C	>100	F *
8 . Live Oak Canyon Road /I-10 Eastbound Ramps	Caltrans	D	Signal	34.9	C	40.9	D	37.9	D	>100	F *
9 . Oak Glen Road/I-10 Westbound Ramps	Caltrans	D	Signal	20.9	C	17.2	B	65	E *	24.3	C
10 . Oak Glen Road/Calimesa Boulevard	Yucaipa	C	Signal	>100	F *	>100	F *	>100	F *	75.2	E *
13 . Oak Glen Road/Yucaipa Boulevard	Yucaipa	C	Signal	40.3	D *	53.2	D *	51.8	D *	57.5	E *
17 . Wildwood Canyon Rd/Calimesa Boulevard	Yucaipa	C	Signal	25.1	C	23.2	C	24.1	C	26.3	C
18 . Colorado St/Wildwood Canyon Road	Yucaipa	C	Signal	22	C	24.5	C	21.8	C	23.6	C
22 . Calimesa Boulevard/County Line Road	Calimesa	C	Signal	26.6	C	20.3	C	26.3	C	28.2	C

Notes:

LOS = Level of Service

TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case movement.

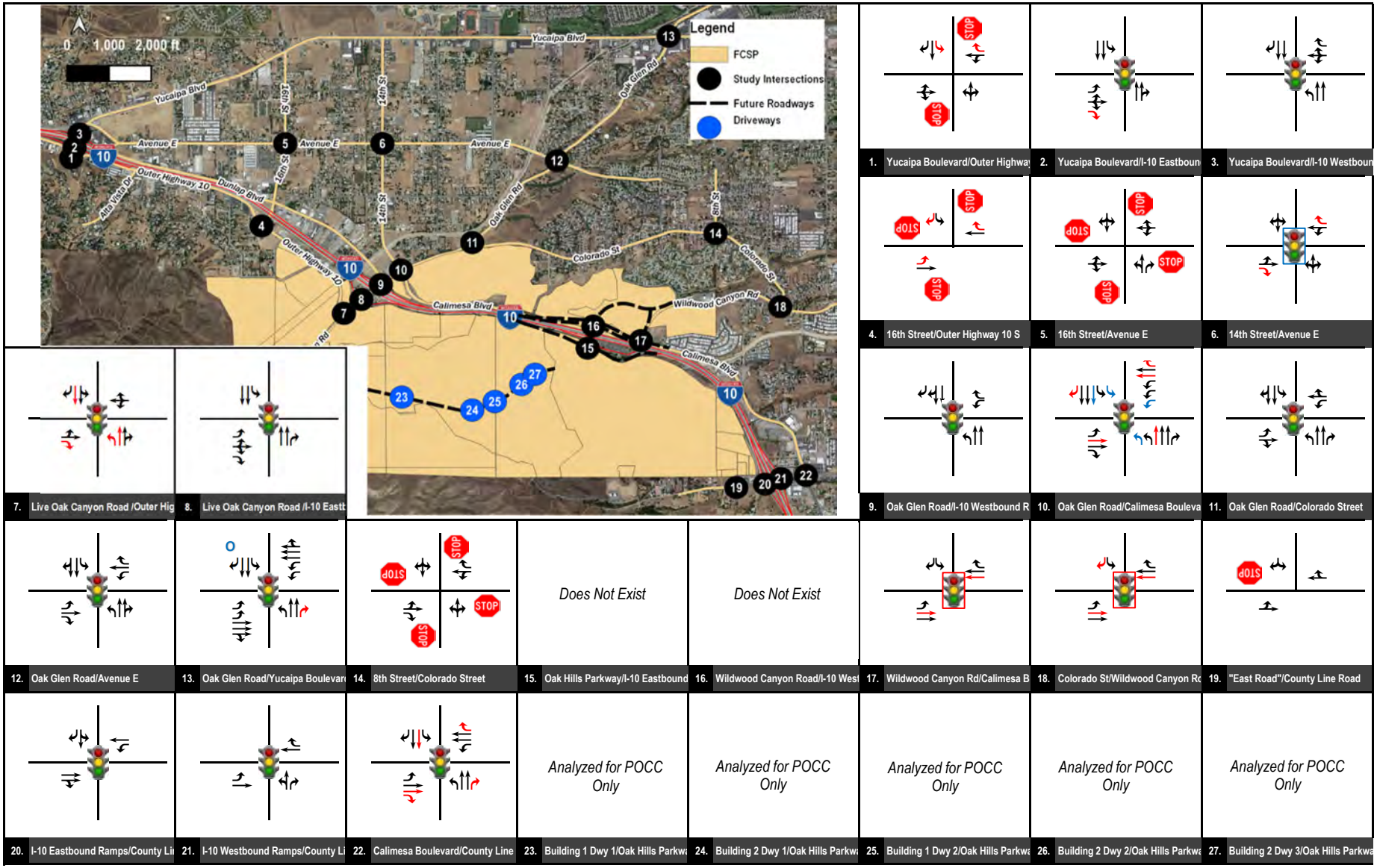

FIGURE 29

Legend

Traffic Signal

Stop Sign

Improvements included in Approved FCSP

RT Overlap

d Delacto right turn

Additional Improvements beyond Approved FCSP

Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center

Year 2050 With Proposed FCSP and Approved FCSP Without Wildwood Interchange With Improvements Geometrics and Stop Control

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P:\Placeworks - Yucaipa FCSP\Analysis v2\Z40 Fig 29 Geo Year 2050 WIth Proposed With Approved No Int MIT 8/6/2023

- East Road and County Line Road: Add a westbound right-turn lane.
- I-10 Eastbound Ramps and County Line Road: Add an eastbound right-turn lane.
- Calimesa Boulevard and County Line Road: Add a northbound right-turn lane, a southbound through lane, an eastbound through lane, an eastbound right-turn lane, and a westbound right-turn lane.

The resulting levels of service for year 2050 With Approved FCSP (without Wildwood Canyon Road Interchange) With Improvement conditions are shown in Table I. Figure 29 illustrates the recommended improvements.

7.3 Year 2050 With Proposed FCSP (with Wildwood Canyon Road Interchange) Circulation Improvements

Under year 2050 with proposed FCSP (with Wildwood Canyon Road Interchange) conditions, the following modifications are recommended:

- Yucaipa Boulevard and Outer Highway 10 S: Add a southbound left-turn lane and westbound free right-turn lane.
- Yucaipa Boulevard and Interstate 10 Eastbound Ramps: Add an eastbound right-turn lane.
- 16th Street and Outer Highway 10 S: Add and eastbound left-turn lane, a southbound right-turn lane, and a westbound right-turn lane.
- 14th Street and Avenue E: Add an eastbound right-turn lane and westbound right-turn lane.
- Live Oak Canyon Road and Outer Highway 10 S: Add a northbound left-turn lane, a northbound through lane, a southbound through lane, and an eastbound right-turn lane.
- Oak Glen Road and Calimesa Boulevard: Add a northbound through lane, a southbound right-turn lane, an eastbound through lane, a westbound through lane, and a westbound right-turn lane.
- Oak Glen Road and Yucaipa Boulevard: Add a northbound right-turn lane.
- Colorado Street and Wildwood Canyon Road: Install a traffic signal, add an eastbound through lane, a westbound through lane, and a southbound right-turn lane.
- Calimesa Boulevard and County Line Road: Add a northbound right-turn lane, a southbound through lane, an eastbound through lane, an eastbound right-turn lane, and a westbound right-turn lane.

The resulting levels of service for year 2050 With Proposed FCSP (with Wildwood Canyon Road Interchange) With Improvement conditions are shown in Table J. Figure 30 illustrates the recommended improvements.

7.4 Year 2050 With Approved FCSP (with Wildwood Canyon Road Interchange) Circulation Improvements

Under year 2050 with approved FCSP (with Wildwood Canyon Road Interchange) conditions, the following modifications are recommended:

- Yucaipa Boulevard and Outer Highway 10 S: Add a southbound left-turn lane and westbound free right-turn lane.
- Yucaipa Boulevard and Interstate 10 Eastbound Ramps: Add an eastbound right-turn lane.
- 16th Street and Outer Highway 10 S: Add and eastbound left-turn lane, a southbound right-turn lane, and a westbound right-turn lane.
- 14th Street and Avenue E: Add an eastbound right-turn lane and westbound right-turn lane.
- Live Oak Canyon Road and Outer Highway 10 S: Add a northbound left-turn lane, a northbound through lane, a southbound through lane, and an eastbound right-turn lane.
- Live Oak Canyon Road and I-10 Eastbound Ramps: Add a northbound through lane and a southbound through lane.

Table J: Year 2050 With Proposed FCSP and Approved FCSP (with Wildwood Canyon Road Interchange)
With Improvements Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	Proposed FCSP				Approved FCSP			
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1 . Yucaipa Boulevard/Outer Highway 10 S	Yucaipa	C	TWSC	9.1	A	9.1	A	26.9	D *	9.1	A
2 . Yucaipa Boulevard/I-10 Eastbound Ramps	Caltrans	D	Signal	29.8	C	29.9	C	29.8	C	40.0	D
4 . 16th Street/Outer Highway 10 S	Yucaipa	C	TWSC	10.9	B	16.4	C	11.8	B	37.3	E *
6 . 14th Street/Avenue E	Yucaipa	C	AWSC	60.9	F *	91.6	F *	78.4	F *	>100	F *
7 . Live Oak Canyon Road /Outer Highway 10 S	Yucaipa	C	Signal	8	A	17.6	B	>100	F *	>100	F *
8 . Live Oak Canyon Road /I-10 Eastbound Ramps	Caltrans	D	Signal	35.1	D	41.5	D	36.8	D	57.2	E *
10 . Oak Glen Road/Calimesa Boulevard	Yucaipa	C	Signal	>100	F *	>100	F *	>100	F *	>100	F *
12 . Oak Glen Road/Avenue E	Yucaipa	C	Signal	26.4	C	24.9	C	38.6	D *	41.1	D *
13 . Oak Glen Road/Yucaipa Boulevard	Yucaipa	C	Signal	41.3	D *	38.1	D *	50.7	D *	40.6	D *
18 . Colorado St/Wildwood Canyon Road	Yucaipa	C	Signal	9.9	A	9.6	A	19.7	B	20.5	C
19 . "East Road"/County Line Road	Calimesa	C	TWSC	14.7	B	16.3	C	10.4	B	20.0	C
22 . Calimesa Boulevard/County Line Road	Calimesa	C	Signal	21.7	C	16.8	B	36.1	D *	26.8	C

Notes:

LOS = Level of Service

TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case movement.

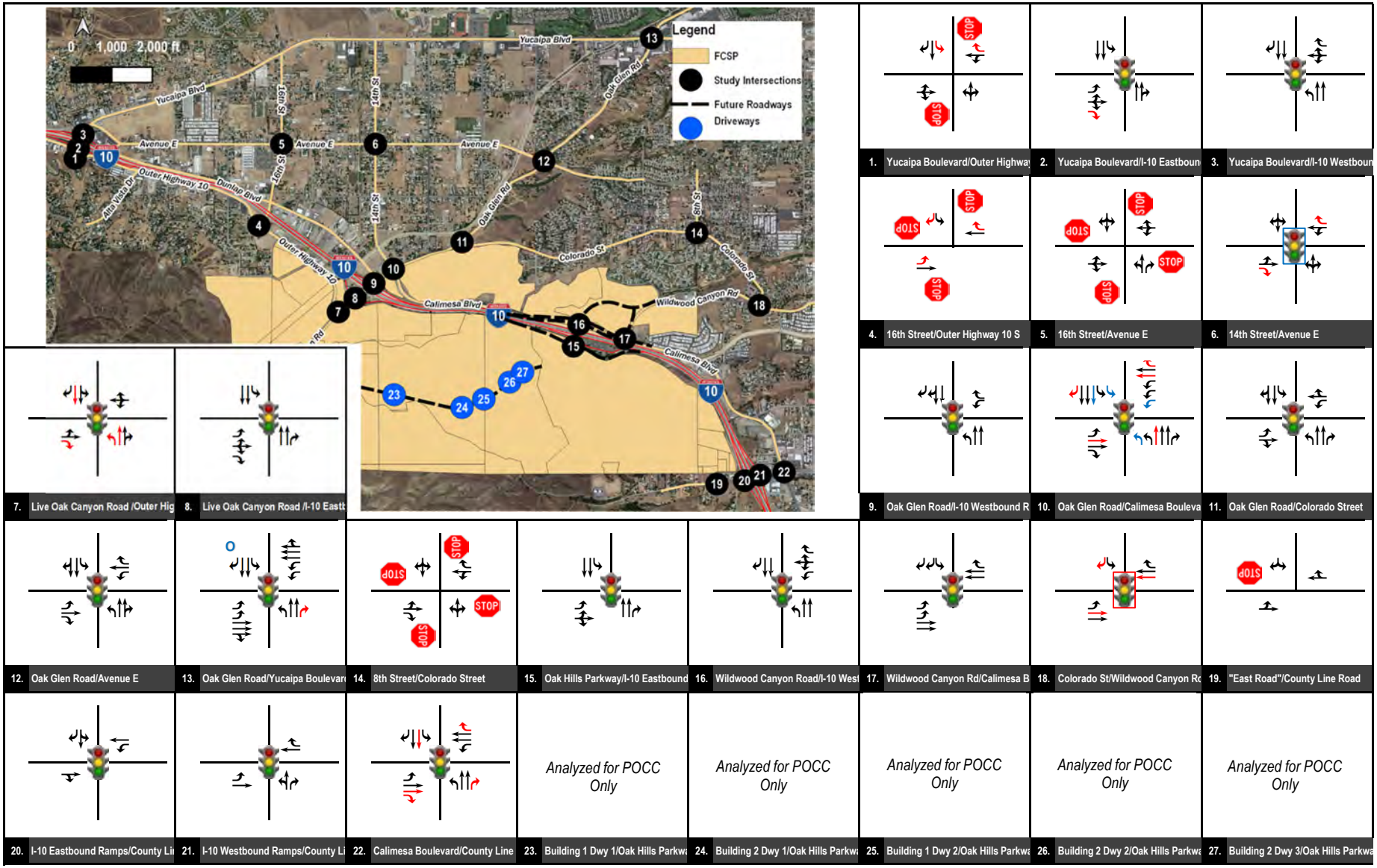

FIGURE 30

Legend

Traffic Signal

Stop Sign

Improvements included in Approved FCSP

RT Overlap

d Delacto right turn

Additional Improvements beyond Approved FCSP

Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center

Year 2050 With Proposed FCSP and Approved FCSP (with Wildwood Canyon Road Interchange) With Improvements

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P:\Placeworks - Yucaipa FCSP\Analysis v2\Z40 Fig 30 Geo Year 2050 With Proposed With Approved W Int MIT 8/6/2023

- Oak Glen Road and Calimesa Boulevard: Add a northbound through lane, a southbound right-turn lane, an eastbound through lane, a westbound through lane, and a westbound right-turn lane.
- Oak Glen Road and Avenue E: Add a northbound right-turn lane, a southbound right-turn lane, an eastbound through lane, and a westbound through lane.
- Oak Glen Road and Yucaipa Boulevard: Add a northbound right-turn lane.
- Colorado Street and Wildwood Canyon Road: Install a traffic signal, add an eastbound through lane, a westbound through lane, and a southbound right-turn lane.
- East Road and County Line Road: Add a westbound right-turn lane.
- Calimesa Boulevard and County Line Road: Add a northbound right-turn lane, a southbound through lane, an eastbound through lane, an eastbound right-turn lane, and a westbound right-turn lane.

The resulting levels of service for year 2050 With Approved FCSP (with Wildwood Canyon Road Interchange) With Improvement conditions are shown in Table J. Figure 30 illustrates the recommended improvements.

8.0 ADDITIONAL CIRCULATION IMPROVEMENTS NEEDED BEYOND APPROVED FCSP

Additional circulation improvements beyond those included in the traffic impact analysis for the previously Approved FCSP dated April, 4 2007 have been included in this section to restore levels of service to satisfactory traffic operations.

8.1 Year 2050 With Proposed FCSP (without Wildwood Canyon Road Interchange) Additional Circulation Improvements

Under year 2050 with proposed FCSP (without Wildwood Canyon Road Interchange) conditions, the following additional modifications are recommended:

- 14th Street and Avenue E: Install a traffic signal.
- Oak Glen Road and Calimesa Boulevard: Add a second northbound left-turn lane, a second southbound left-turn lane, a southbound through lane, and a third westbound left-turn lane.
- Oak Glen Road and Yucaipa Boulevard: Add overlap phasing to the southbound right-turn lane.

The resulting levels of service for year 2050 With Proposed FCSP (without Wildwood Canyon Road Interchange) With Additional Improvement conditions are shown in Table K. Figure 29 illustrates the recommended improvements.

8.2 Year 2050 With Approved FCSP (without Wildwood Canyon Road Interchange) Additional Circulation Improvements

Under year 2050 with approved FCSP (without Wildwood Canyon Road Interchange) conditions, the following additional modifications are recommended:

- 14th Street and Avenue E: Install a traffic signal.
- Oak Glen Road and Calimesa Boulevard: Add a second northbound left-turn lane, a second southbound left-turn lane, a southbound through lane, and a third westbound left-turn lane.
- Oak Glen Road and Yucaipa Boulevard: Add overlap phasing to the southbound right-turn lane.

The resulting levels of service for year 2050 With Proposed FCSP (without Wildwood Canyon Road Interchange) With Additional Improvement conditions are shown in Table K. Figure 29 illustrates the recommended improvements.

8.3 Year 2050 With Proposed FCSP (with Wildwood Canyon Road Interchange) Additional Circulation Improvements

Under year 2050 with proposed FCSP (with Wildwood Canyon Road Interchange) conditions, the following additional modifications are recommended:

- 14th Street and Avenue E: Install a traffic signal.

Table K: Year 2050 With Proposed FCSP and Approved FCSP (without Wildwood Canyon Road Interchange)
With Additional Improvements Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	Proposed FCSP				Approved FCSP			
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
6 . 14th Street/Avenue E	Yucaipa	C	Signal	29.2	C	30.1	C	51.4	D *	53.2	D *
10 . Oak Glen Road/Calimesa Boulevard	Yucaipa	C	Signal	31.8	C	34.1	C	31.2	C	18.3	B
13 . Oak Glen Road/Yucaipa Boulevard	Yucaipa	C	Signal	34.7	C	33.0	C	33.6	C	34.9	C

Notes:

LOS = Level of Service

TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case movement.

- Oak Glen Road and Calimesa Boulevard: Add a second northbound left-turn lane, a second southbound left-turn lane, a southbound through lane, and a third westbound left-turn lane.
- Oak Glen Road and Yucaipa Boulevard: Add overlap phasing to the southbound right-turn lane.

The resulting levels of service for year 2050 With Proposed FCSP (without Wildwood Canyon Road Interchange) With Additional Improvement conditions are shown in Table L. Figure 30 illustrates the recommended improvements.

8.4 Year 2050 With Approved FCSP (with Wildwood Canyon Road Interchange) Additional Circulation Improvements

Under year 2050 with approved FCSP (with Wildwood Canyon Road Interchange) conditions, the following additional modifications are recommended:

- 14th Street and Avenue E: Install a traffic signal.
- Oak Glen Road and Calimesa Boulevard: Add a second northbound left-turn lane, a second southbound left-turn lane, a southbound through lane, and a third westbound left-turn lane.
- Oak Glen Road and Yucaipa Boulevard: Add overlap phasing to the southbound right-turn lane.

The resulting levels of service for year 2050 With Proposed FCSP (without Wildwood Canyon Road Interchange) With Additional Improvement conditions are shown in Table L. Figure 30 illustrates the recommended improvements.

9.0 PACIFIC OAKS COMMERCE CENTER PROJECT LEVEL ANALYSIS

The Pacific Oaks Commerce Center is included in planning areas BP2 and BP3 of the proposed FCSP. As such, a project-level analysis has also been included in this report. The methodologies to develop the volumes and level of service analysis are the same as those included in the FCSP.

9.1 Project Location & Study Area

The proposed Pacific Oaks Commerce Center is located in planning areas BP 2 and BP 3 and is for the development of two warehouse buildings and a truck trailer parking lot with 322 parking spaces. Figure 31 illustrates the conceptual site plan of the proposed Pacific Oaks Commerce Center.

The study area for the Pacific Oaks Commerce Center includes the following intersections:

4. 16th Street and Outer Highway 10 S.
5. 16th Street and Avenue E.
7. Live Oak Canyon Road and Outer Highway 10 S.
8. Live Oak Canyon Road and Interstate 10 Eastbound Ramps.
9. Oak Glen Road and I-10 Westbound Ramps.
10. Oak Glen Road and Calimesa Boulevard.
14. 8th Street and Colorado Street.
15. Oak Hills Parkway and Interstate 10 Eastbound Ramps.
16. Wildwood Canyon Road and Interstate 10 Westbound Ramps.
17. Wildwood Canyon Road and Calimesa Boulevard.
18. Colorado Street and Wildwood Canyon Road.
19. East Road and County Line Road.
20. Interstate 10 Eastbound Ramps and County Line Road.
21. Interstate 10 Westbound Ramps and County Line Road.
22. Calimesa Boulevard and County Line Road.
23. Building 1 Driveway 1 and Oak Hills Parkway.
24. Building 2 Driveway 1 and Oak Hills Parkway.
25. Building 1 Driveway 2 and Oak Hills Parkway.

Table L: Year 2050 With Proposed FCSP and Approved FCSP (with Wildwood Canyon Road Interchange)
With Additional Improvements Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	Proposed FCSP				Approved FCSP			
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
6 . 14th Street/Avenue E	Yucaipa	C	Signal	31.1	C	27.2	C	65.9	E *	95.0	F *
10 . Oak Glen Road/Calimesa Boulevard	Yucaipa	C	Signal	32.7	C	32.2	C	33.6	C	21.5	C
13 . Oak Glen Road/Yucaipa Boulevard	Yucaipa	C	Signal	34.8	C	33.2	C	34.3	C	33.6	C

Notes:

LOS = Level of Service

TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case movement.

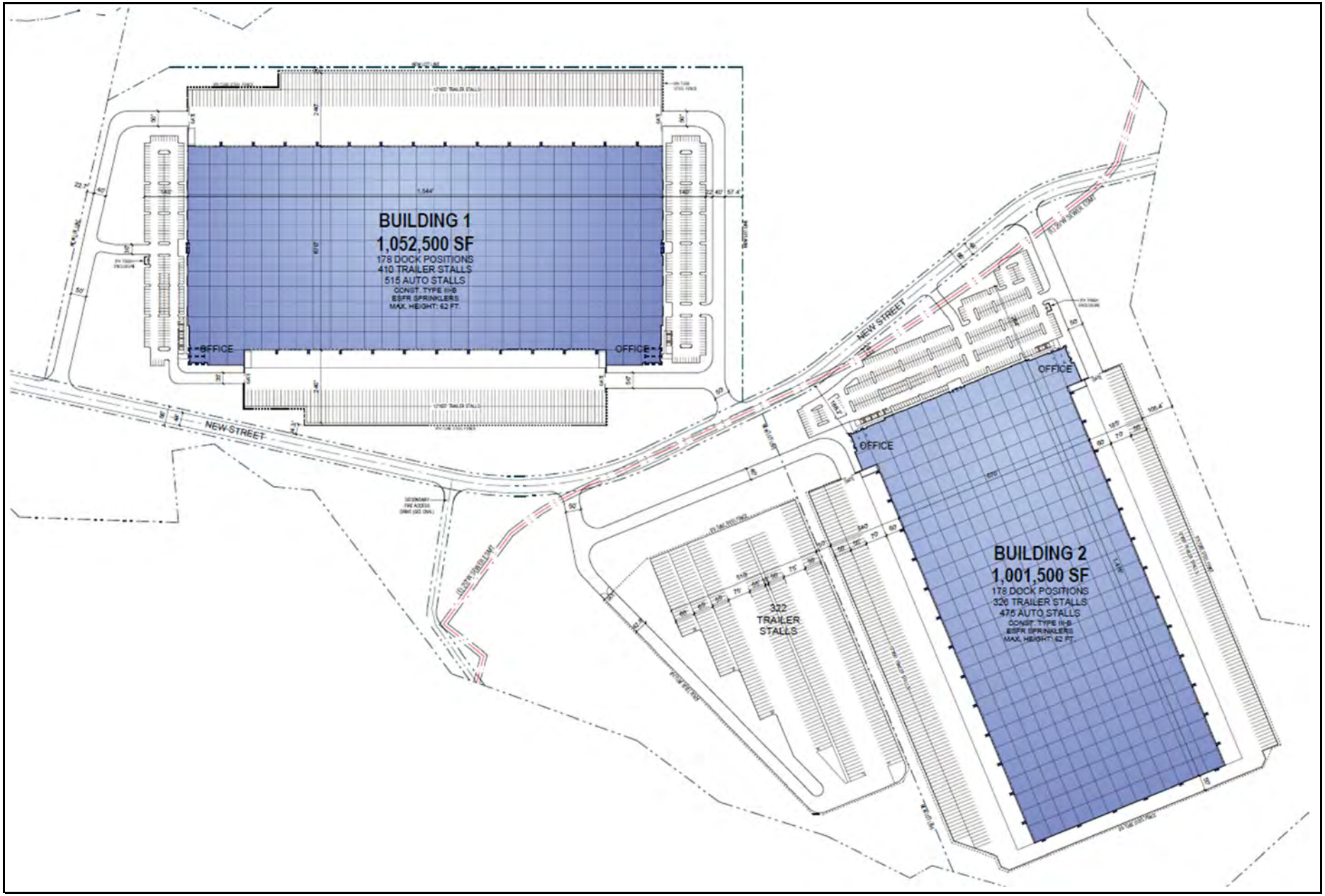

FIGURE 31

Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center
Pacific Oak Commerce Center Conceptual Site Plan

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26. Building 2 Driveway 2 and Oak Hills Parkway.
27. Building 2 Driveway 3 and Oak Hills Parkway.

The study area intersections are shown in previously referenced Figure 3.

9.2 Analysis Scenarios

The project-level analysis analyzes traffic operations for the following scenarios:

1. Existing Conditions.
2. Opening Year without Pacific Oaks Commerce Center (without Phase I Wildwood Canyon Road Interchange) Conditions.
3. Opening Year with Pacific Oaks Commerce Center (without Phase I Wildwood Canyon Road Interchange) Conditions.
4. Opening Year without Pacific Oaks Commerce Center (with Phase I Wildwood Canyon Road Interchange) Conditions.
5. Opening Year with Pacific Oaks Commerce Center (with Phase I Wildwood Canyon Interchange) Conditions.
6. Year 2050 without Pacific Oaks Commerce Center (without Wildwood Canyon Road Interchange) Conditions.
7. Year 2050 with Pacific Oaks Commerce Center (without Wildwood Canyon Road Interchange) Conditions.
8. Year 2050 without Pacific Oaks Commerce Center (with Wildwood Canyon Road Interchange) Conditions.
9. Year 2050 with Pacific Oaks Commerce Center (with Wildwood Canyon Road Interchange) Conditions.

9.3 Project Description

The proposed Pacific Oaks Commerce Center is located in planning areas BP 2 and BP 3 and is for the development of two warehouse buildings and a truck trailer parking lot with 322 parking spaces. Building 1 would have 1,032,500 square feet of warehouse and 20,000 square feet of office use, for a total of 1,052,500 square feet of building space. Building 2 would have 981,500 square feet of warehouse and 20,000 square feet of office use, for a total of 1,001,500 square feet of building space.

9.4 Project Trip Generation

The tri generation for the Pacific Oaks Commerce Center in planning areas BP 2 and BP 3 is based on Land Use 154 "High-Cube Transload and Short-Term Storage Warehouse" from the Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition). It is anticipated that 25% of the Pacific Oaks Commerce Center buildings will be used for cold storage. Therefore, rates based on Land Use 157 "High-Cube Cold Storage Warehouse" from ITE were used for 25% of the project area. The recommended truck mix percentages are from the ITE 10th Edition + Supplement. Sub types are based on the Fontana Truck Study. Additionally, the recommended PCE factors from SBCTA were used. The trailer parking trip generation is based on survey data.

Because BP 2 and BP 3 would operate independently, two separate trip generations were developed for these planning areas. BP 2 which includes 1,052,500 square feet of warehouse. 789,375 square feet is designated High-Cube warehouse and 263,125 square feet for High-Cube Cold Storage. Table M and N summarize the trip generation for the High-Cube warehouse and for the High-Cube Cold Storage portions, respectively. BP3 includes 981,500 square feet of warehouse and a 322-trailer parking lot. 751,125 square feet is designated High-Cube warehouse and 250,375 square feet for the High-Cube Cold Storage portions, respectively. Tables O and P summarize the trip generation for the High-Cube warehouse and High-Cube cold storage portions, respectively. Table Q summarizes the trip generation for the 322-trailer parking lot portion of BP 3. The total trips generated by the Pacific Oaks Commerce Center are summarized in Table R. As shown in Table R, the project is forecast to generate 421 PCE trips in the a.m. peak hour, 413 PCE trips in the p.m. peak hour, and 6,493 daily PCE trips.

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Table M: Pacific Oaks Commerce Center BP 2 with Building 1 Project Trip Generation (High Cube Portion)

Land Use	Units	Peak Hour						Daily
		AM Peak Hour			PM Peak Hour			
		In	Out	Total	In	Out	Total	
Total Vehicle Rates								
Trip Generation Rates[1]	TSF	0.062	0.018	0.080	0.028	0.072	0.100	1.400
PCE Inbound/Outbound Splits		69%	31%	100%	31%	69%	100%	100%
Passenger Car Equivalent Rates Calculations								
Passenger Cars								
Recommended Mix (%)[2]		84.09%	44.57%	75.00%	83.21%	92.64%	90.00%	84.29%
PCE Factor[3]		1.0	1.0	1.0	1.0	1.0	1.0	1.0
PCE Rates		0.052	0.008	0.060	0.023	0.067	0.090	1.180
2-Axle Trucks								
Recommended Mix (%)[2]		2.69%	9.39%	4.23%	2.84%	1.25%	1.69%	2.66%
PCE Factor[3]		1.5	1.5	1.5	1.5	1.5	1.5	1.5
PCE Rates		0.002	0.003	0.005	0.001	0.001	0.003	0.056
3-Axle Trucks								
Recommended Mix (%)[2]		3.61%	12.59%	5.68%	3.81%	1.67%	2.27%	3.57%
PCE Factor[3]		2.0	2.0	2.0	2.0	2.0	2.0	2.0
PCE Rates		0.004	0.005	0.009	0.002	0.002	0.005	0.100
4-Axle Trucks								
Recommended Mix (%)[2]		9.60%	33.46%	15.09%	10.13%	4.44%	6.04%	9.48%
PCE Factor[3]		3.0	3.0	3.0	3.0	3.0	3.0	3.0
PCE Rates		0.018	0.018	0.036	0.009	0.010	0.018	0.398
Warehouse Net PCE Rate		0.076	0.034	0.110	0.035	0.080	0.115	1.734
Total Project Trip Generation (Trips, By Vehicle Type)								
Warehouse	789.4 TSF							
Passenger Cars		41	6	47	18	53	71	931
2-Axle Trucks		2	1	3	0	1	1	29
3-Axle Trucks		2	2	4	1	1	2	39
4+ Axle Trucks		5	5	10	2	3	5	105
All Trucks		9	8	17	3	5	8	173
Total Vehicles		50	14	64	21	58	79	1,104
Total Project Trip Generation (Passenger Car Equivalent Trips, By Vehicle Type)								
Passenger Cars		41	6	47	18	53	71	931
Truck PCE								
2-Axle Trucks		3	2	5	0	2	2	44
3-Axle Trucks		4	4	8	2	2	4	78
4+ Axle Trucks		15	15	30	6	9	15	315
Total Truck PCE		22	21	43	8	13	21	437
Total PCE		63	27	90	26	66	92	1,368

[1] Rates based on Land Use 154 - "High-Cube Transload and Short-Term Storage Warehouse" from Institute of Transportation Engineers (ITE) Trip Generation (11th Edition).

[2] Recommended Truck Mix Percentages per ITE 10th Ed. + Supplement. Sub types based on Fontana Study.

[3] Recommended PCE Factor based on SBCTA Guidelines.

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Table N: Pacific Oaks Commerce Center BP 2 with Building 1 Project Trip Generation (Cold Storage Portion)

Land Use	Units	Peak Hour						Daily
		AM Peak Hour			PM Peak Hour			
		In	Out	Total	In	Out	Total	
Total Vehicle Rates								
Trip Generation Rates[1]	TSF	0.089	0.021	0.110	0.047	0.073	0.120	2.120
PCE Inbound/Outbound Splits		72%	28%	100%	41%	59%	100%	100%
Passenger Car Equivalent Rates Calculations								
Passenger Cars								
Recommended Mix (%)[2]		83.16%	28.23%	72.73%	70.51%	77.87%	75.00%	64.62%
PCE Factor[3]		1.0	1.0	1.0	1.0	1.0	1.0	1.0
PCE Rates		0.074	0.006	0.080	0.033	0.057	0.090	1.370
2-Axle Trucks								
Recommended Mix (%)[2]		2.85%	12.15%	4.62%	4.99%	3.75%	4.23%	5.99%
PCE Factor[3]		1.5	1.5	1.5	1.5	1.5	1.5	1.5
PCE Rates		0.004	0.004	0.008	0.004	0.004	0.008	0.191
3-Axle Trucks								
Recommended Mix (%)[2]		3.82%	16.30%	6.19%	6.70%	5.03%	5.68%	8.03%
PCE Factor[3]		2.0	2.0	2.0	2.0	2.0	2.0	2.0
PCE Rates		0.007	0.007	0.014	0.006	0.007	0.014	0.341
4-Axle Trucks								
Recommended Mix (%)[2]		10.16%	43.32%	16.46%	17.80%	13.36%	15.09%	21.35%
PCE Factor[3]		3.0	3.0	3.0	3.0	3.0	3.0	3.0
PCE Rates		0.027	0.027	0.054	0.025	0.029	0.054	1.358
Warehouse Net PCE Rate		0.112	0.044	0.156	0.068	0.098	0.166	3.259
Total Project Trip Generation (Trips, By Vehicle Type)								
Warehouse	263.1 TSF							
Passenger Cars		19	2	21	9	15	24	360
2-Axle Trucks		0	1	1	0	1	1	33
3-Axle Trucks		1	1	2	1	1	2	45
4+ Axle Trucks		3	2	5	2	3	5	119
All Trucks		4	4	8	3	5	8	197
Total Vehicles		23	6	29	12	20	32	557
Total Project Trip Generation (Passenger Car Equivalent Trips, By Vehicle Type)								
Passenger Cars		19	2	21	9	15	24	360
Truck PCE								
2-Axle Trucks		0	2	2	0	2	2	50
3-Axle Trucks		2	2	4	2	2	4	90
4+ Axle Trucks		9	6	15	6	9	15	357
Total Truck PCE		11	10	21	8	13	21	497
Total PCE		30	12	42	17	28	45	857

[1] Rates based on Land Use 157 - "High-Cube Cold Storage Warehouse" from Institute of Transportation Engineers (ITE) Trip Generation (11th Edition).

[2] Recommended Truck Mix Percentages per ITE 10th Ed. + Supplement. Sub types based on Fontana Study.

[3] Recommended PCE Factor based on SBCTA Guidelines.

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Table O: Pacific Oaks Commerce Center BP 3 with Building 2 Project Trip Generation (High Cube Portion)

Land Use	Units	Peak Hour						Daily
		AM Peak Hour			PM Peak Hour			
		In	Out	Total	In	Out	Total	
Total Vehicle Rates								
Trip Generation Rates[1]	TSF	0.062	0.018	0.080	0.028	0.072	0.100	1.400
PCE Inbound/Outbound Splits		69%	31%	100%	31%	69%	100%	100%
Passenger Car Equivalent Rates Calculations								
Passenger Cars								
Recommended Mix (%)[2]		84.09%	44.57%	75.00%	83.21%	92.64%	90.00%	84.29%
PCE Factor[3]		1.0	1.0	1.0	1.0	1.0	1.0	1.0
PCE Rates		0.052	0.008	0.060	0.023	0.067	0.090	1.180
2-Axle Trucks								
Recommended Mix (%)[2]		2.69%	9.39%	4.23%	2.84%	1.25%	1.69%	2.66%
PCE Factor[3]		1.5	1.5	1.5	1.5	1.5	1.5	1.5
PCE Rates		0.002	0.003	0.005	0.001	0.001	0.003	0.056
3-Axle Trucks								
Recommended Mix (%)[2]		3.61%	12.59%	5.68%	3.81%	1.67%	2.27%	3.57%
PCE Factor[3]		2.0	2.0	2.0	2.0	2.0	2.0	2.0
PCE Rates		0.004	0.005	0.009	0.002	0.002	0.005	0.100
4-Axle Trucks								
Recommended Mix (%)[2]		9.60%	33.46%	15.09%	10.13%	4.44%	6.04%	9.48%
PCE Factor[3]		3.0	3.0	3.0	3.0	3.0	3.0	3.0
PCE Rates		0.018	0.018	0.036	0.009	0.010	0.018	0.398
Warehouse Net PCE Rate		0.076	0.034	0.110	0.035	0.080	0.115	1.734
Total Project Trip Generation (Trips, By Vehicle Type)								
Warehouse	751.1 TSF							
Passenger Cars		39	6	45	18	50	68	886
2-Axle Trucks		2	1	3	0	1	1	28
3-Axle Trucks		1	2	3	1	1	2	38
4+ Axle Trucks		4	5	9	3	2	5	100
All Trucks		7	8	15	4	4	8	166
Total Vehicles		46	14	60	22	54	76	1,052
Total Project Trip Generation (Passenger Car Equivalent Trips, By Vehicle Type)								
Passenger Cars		39	6	45	18	50	68	886
Truck PCE								
2-Axle Trucks		3	2	5	0	2	2	42
3-Axle Trucks		2	4	6	2	2	4	76
4+ Axle Trucks		12	15	27	9	6	15	300
Total Truck PCE		17	21	38	11	10	21	418
Total PCE		56	27	83	29	60	89	1,304

[1] Rates based on Land Use 154 - "High-Cube Transload and Short-Term Storage Warehouse" from Institute of Transportation Engineers (ITE) Trip Generation (11th Edition).

[2] Recommended Truck Mix Percentages per ITE 10th Ed. + Supplement. Sub types based on Fontana Study.

[3] Recommended PCE Factor based on SBCTA Guidelines.

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Table P: Pacific Oaks Commerce Center BP 3 with Building 2 Project Trip Generation (Cold Storage Portion)

Land Use	Units	Peak Hour						Daily
		AM Peak Hour			PM Peak Hour			
		In	Out	Total	In	Out	Total	
Total Vehicle Rates								
Trip Generation Rates[1]	TSF	0.089	0.021	0.110	0.047	0.073	0.120	2.120
PCE Inbound/Outbound Splits		72%	28%	100%	41%	59%	100%	100%
Passenger Car Equivalent Rates Calculations								
Passenger Cars								
Recommended Mix (%)[2]		83.16%	28.23%	72.73%	70.51%	77.87%	75.00%	64.62%
PCE Factor[3]		1.0	1.0	1.0	1.0	1.0	1.0	1.0
PCE Rates		0.074	0.006	0.080	0.033	0.057	0.090	1.370
2-Axle Trucks								
Recommended Mix (%)[2]		2.85%	12.15%	4.62%	4.99%	3.75%	4.23%	5.99%
PCE Factor[3]		1.5	1.5	1.5	1.5	1.5	1.5	1.5
PCE Rates		0.004	0.004	0.008	0.004	0.004	0.008	0.191
3-Axle Trucks								
Recommended Mix (%)[2]		3.82%	16.30%	6.19%	6.70%	5.03%	5.68%	8.03%
PCE Factor[3]		2.0	2.0	2.0	2.0	2.0	2.0	2.0
PCE Rates		0.007	0.007	0.014	0.006	0.007	0.014	0.341
4-Axle Trucks								
Recommended Mix (%)[2]		10.16%	43.32%	16.46%	17.80%	13.36%	15.09%	21.35%
PCE Factor[3]		3.0	3.0	3.0	3.0	3.0	3.0	3.0
PCE Rates		0.027	0.027	0.054	0.025	0.029	0.054	1.358
Warehouse Net PCE Rate		0.112	0.044	0.156	0.068	0.098	0.166	3.259
Total Project Trip Generation (Trips, By Vehicle Type)								
Warehouse	250.4 TSF							
Passenger Cars		19	1	20	9	14	23	343
2-Axle Trucks		0	1	1	0	1	1	32
3-Axle Trucks		1	1	2	1	1	2	43
4+ Axle Trucks		3	2	5	3	2	5	113
All Trucks		4	4	8	4	4	8	188
Total Vehicles		23	5	28	13	18	31	531
Total Project Trip Generation (Passenger Car Equivalent Trips, By Vehicle Type)								
Passenger Cars		19	1	20	9	14	23	343
Truck PCE								
2-Axle Trucks		0	2	2	0	2	2	48
3-Axle Trucks		2	2	4	2	2	4	86
4+ Axle Trucks		9	6	15	9	6	15	339
Total Truck PCE		11	10	21	11	10	21	473
Total PCE		30	11	41	20	24	44	816

[1] Rates based on Land Use 157 - "High-Cube Cold Storage Warehouse" from Institute of Transportation Engineers (ITE) Trip Generation (11th Edition).

[2] Recommended Truck Mix Percentages per ITE 10th Ed. + Supplement. Sub types based on Fontana Study.

[3] Recommended PCE Factor based on SBCTA Guidelines.

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Table Q: Pacific Oaks Commerce Center Building 2 Project Trip Generation (Trailer Parking)

Land Use	Units	Peak Hour						Daily
		AM Peak Hour			PM Peak Hour			
		In	Out	Total	In	Out	Total	
Total Vehicle Rates								
Trip Generation Rates[1]	Acres	1.520	1.230	2.760	1.220	1.630	2.850	37.430
PCE Inbound/Outbound Splits		55%	45%	100%	43%	57%	100%	50%/50%
Passenger Car Equivalent Rates Calculations								
Passenger Cars								
Recommended Mix (%)[2]		27.63%	9.76%	19.57%	28.69%	38.65%	34.04%	24.98%
PCE Factor[3]		1.0	1.0	1.0	1.0	1.0	1.0	1.0
PCE Rates		0.420	0.120	0.540	0.350	0.630	0.970	9.350
2-Axle Trucks								
Recommended Mix (%)[2]		31.58%	21.95%	27.17%	26.23%	28.22%	27.72%	20.79%
PCE Factor[3]		2.0	2.0	2.0	2.0	2.0	2.0	2.0
PCE Rates		0.960	0.540	1.500	0.640	0.920	1.580	15.560
3-Axle Trucks								
Recommended Mix (%)[2]		30.26%	4.88%	19.20%	26.23%	20.25%	23.16%	25.51%
PCE Factor[3]		2.5	2.5	2.5	2.5	2.5	2.5	2.5
PCE Rates		1.150	0.150	1.325	0.800	0.825	1.650	23.875
4-Axle Trucks								
Recommended Mix (%)[2]		10.53%	63.41%	34.06%	18.85%	12.88%	15.09%	28.72%
PCE Factor[3]		3.0	3.0	3.0	3.0	3.0	3.0	3.0
PCE Rates		0.480	2.340	2.820	0.690	0.630	1.290	32.250
Warehouse Net PCE Rate		3.010	3.150	6.185	2.480	3.005	5.490	81.035
Total Project Trip Generation (Trips, By Vehicle Type)								
Warehouse	29.680 Acres							
Passenger Cars		12	4	16	10	19	29	278
2-Axle Trucks		14	8	22	9	14	23	231
3-Axle Trucks		14	2	16	10	10	20	283
4+ Axle Trucks		5	23	28	7	6	13	319
All Trucks		33	33	66	26	30	56	833
Total Vehicles		45	37	82	36	49	85	1,111
Total Project Trip Generation (Passenger Car Eqivalent Trips, By Vehicle Type)								
Passenger Cars		12	4	16	10	19	29	278
Truck PCE								
2-Axle Trucks		21	12	33	14	21	35	347
3-Axle Trucks		28	4	32	20	20	40	566
4+ Axle Trucks		15	69	84	21	18	39	957
Total Truck PCE		64	85	149	55	59	114	1,870
Total PCE		76	89	165	65	78	143	2,148

[1] Rates based on Survey Data

[2] Recommended Truck Mix Percentages per Survey Data.

[3] Recommended PCE Factors per San Bernardino.

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Table R: Pacific Oaks Commerce Center Total PCE Trip Generation Summary

Land Use	Units	Peak Hour						Daily
		AM Peak Hour			PM Peak Hour			
		In	Out	Total	In	Out	Total	
Total Vehicle Rates								
Trip Generation Rates[1,2,3]	TSF	0.062	0.018	0.080	0.028	0.072	0.100	1.400
PCE Inbound/Outbound Splits		69%	31%	100%	31%	69%	100%	100%
Trip Generation Rates [4,2,3]	TSF	0.089	0.021	0.110	0.047	0.073	0.120	2.120
PCE Inbound/Outbound Splits		72%	28%	100%	41%	59%	100%	100%
Building 1 Trip Generation (Passenger Car Equivalent Trips, By Vehicle Type)								
Warehouse Building 1	1,052.5 TSF							
Passenger Cars		60	8	68	27	68	95	1,291
Truck PCE								0
2-Axle Trucks		3	4	7	0	4	4	94
3-Axle Trucks		6	6	12	4	4	8	168
4+ Axle Trucks		24	21	45	12	18	30	672
Total Truck PCE		33	31	64	16	26	42	934
Total Vehicles		93	39	132	43	94	137	2,225
Building 2 Trip Generation (Passenger Car Equivalent Trips, By Vehicle Type)								
Warehouse Building 2	1,001.5 TSF							
Passenger Cars		58	7	65	27	64	91	1,229
Truck PCE								
2-Axle Trucks		3	4	7	0	4	4	90
3-Axle Trucks		4	6	10	4	4	8	162
4+ Axle Trucks		21	21	42	18	12	30	639
Total Truck PCE		28	31	59	22	20	42	891
Total Vehicles		86	38	124	49	84	133	2,120
Trailor Parking Trip Generation (Passenger Car Equivalent Trips, By Vehicle Type)								
Truck Terminal (322 Parking Spaces)	29.7 Ac.							
Passenger Cars		12	4	16	10	19	29	278
Truck PCE								
2-Axle Trucks		21	12	33	14	21	35	347
3-Axle Trucks		28	4	32	20	20	40	566
4+ Axle Trucks		15	69	84	21	18	39	957
Total Truck PCE		64	85	149	55	59	114	1,870
Total Vehicles		76	89	165	65	78	143	2,148
Total Project Trip Generation (Passenger Car Equivalent Trips, By Vehicle Type)								
Passenger Cars		130	19	149	64	151	215	2,798
Truck PCE								
2-Axle Trucks		27	20	47	14	29	43	531
3-Axle Trucks		38	16	54	28	28	56	896
4+ Axle Trucks		60	111	171	51	48	99	2,268
Total Truck PCE		125	147	272	93	105	198	3,695
Total PCE		255	166	421	157	256	413	6,493

Notes:

[1] It is anticipated that 25% of the Pacific Oak s Commerce Center will be used for cold storage. Therefore, rates based on Land Use 154 - "High-Cube Transload and Short-Term Storage Warehouse" from Institute of Transportation Engineers (ITE) Trip Generation (11th Edition) were used for 75% of the project area.

[2] Recommended Truck Mix Percentages per ITE 10th Ed. + Supplement. Sub types based on Fontana Study.

[3] Recommended PCE Factor based on SBCTA Guidelines.

[4] It is anticipated that 25% of the Pacific Oak s Commerce Center will be used for cold storage. Therefore, rates based on Land Use 157 - "High-Cube Cold Storage Warehouse" from Institute of Transportation Engineers (ITE) Trip Generation (11th Edition)were used for 25% of the project area.

9.5 Project Trip Distribution & Assignment

As previously stated, the proposed Pacific Oaks Commerce Center is divided into planning areas BP 2 and BP 3 and is for development of two warehouse buildings and a truck trailer lot by year 2026. As such, two sets of trip distributions and assignments were developed for without and with Wildwood Canyon Road Interchange conditions. The distributions and assignments were combined to reflect the entire Pacific Oaks Commerce Center project. Figures 32 and 33 illustrate the trip distribution and assignment for the Pacific Oaks Commerce Center passenger vehicles without the Wildwood Canyon Road Interchange, respectively. Figures 34 and 35 illustrate the trip distribution and assignment for the Pacific Oaks Commerce Center project trucks (in PCEs) without the Wildwood Canyon Road Interchange, respectively. Figure 36 illustrates the Pacific Oaks Commerce Center total project trip assignment (in PCEs) without the Wildwood Canyon Road Interchange. Figures 37 and 38 illustrate the trip distribution and assignment for the Pacific Oaks Commerce Center passenger vehicles with the Wildwood Canyon Road Interchange, respectively. Figures 39 and 40 illustrate the trip distribution and assignment for the Pacific Oaks Commerce Center project trucks (in PCEs) with the Wildwood Canyon Road Interchange, respectively. Figure 41 illustrates the Pacific Oaks Commerce Center total project trip assignment (in PCEs) with the Wildwood Canyon Road Interchange.

9.6 Existing Intersections Levels of Service

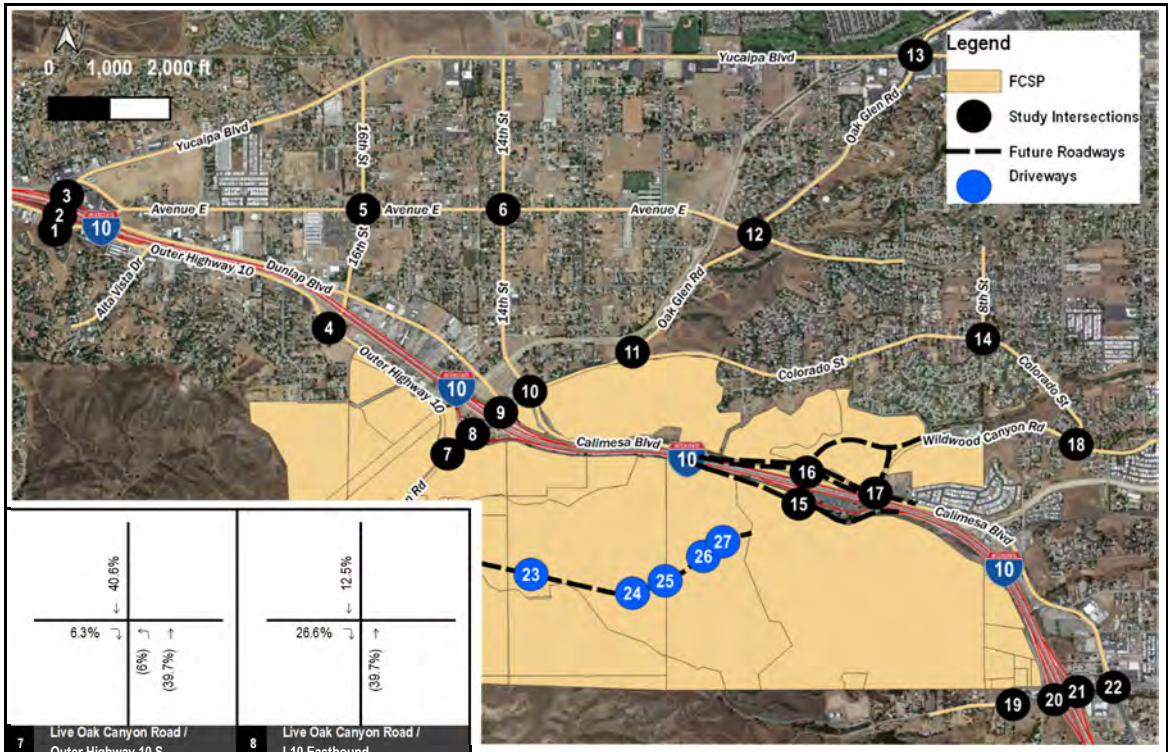
An intersection level of service analysis was conducted for existing conditions to determine current circulation system performance. Previously referenced Figure 18 shows the existing lane geometrics and stop controls at the study intersections. The existing traffic volumes at study intersections are illustrated in previously reference Figure 19. Detailed volume development worksheets are included in Appendix C. The existing levels of service for the study area intersections are summarized in Table S. Level of service calculation worksheets are contained in Appendix D. As shown in Table S, all study area intersections are currently operating at satisfactory levels of service with the exception of the following:

- Live Oak Canyon Road and Outer Highway 10 S (a.m. and p.m. peak hours).
- Oak Glen Road and Calimesa Boulevard (a.m. peak hour).
- Wildwood Canyon Road and Calimesa Boulevard (a.m. peak hour).
- I-10 Eastbound Ramps and County Line Road (a.m. and p.m. peak hours).

9.7 Opening Year without Pacific Oaks Commerce Center (without Phase I Wildwood Canyon Road Interchange) Intersections Levels of Service

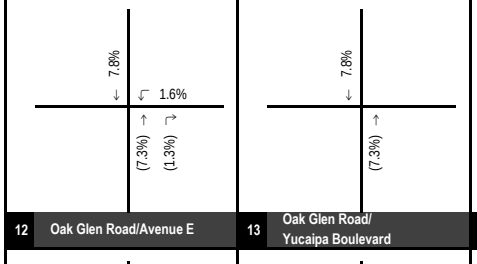
An intersection level of service analysis was conducted for opening year without Pacific Oaks Commerce Center (without Phase I Wildwood Canyon Road Interchange) conditions to determine circulation system performance. The opening year without Pacific Oaks Commerce Center (without Phase I Wildwood Canyon Road Interchange) traffic volumes at study intersections are illustrated in Figure 42. Detailed volume development worksheets are included in Appendix C. It should be noted that the intersections of I-10 Eastbound and I-10 Westbound Ramps on County Line Road are anticipated to be signalized by opening year of the project. Therefore, based on discussion with City staff, signals have been implemented at these two intersections. The opening year without Pacific Oaks Commerce Center (without Phase I Wildwood Canyon Road Interchange) levels of service for the study area intersections are summarized in Table T. Level of service calculation worksheets are contained in Appendix D. As shown in Table T, all study area intersections are forecast to operate at satisfactory levels of service with the exception of the following:

- Live Oak Canyon Road and Outer Highway 10 S (a.m. and p.m. peak hours).
- Oak Glen Road and Calimesa Boulevard (a.m. peak hour).
- Wildwood Canyon Road and Calimesa Boulevard (a.m. and p.m. peak hours).



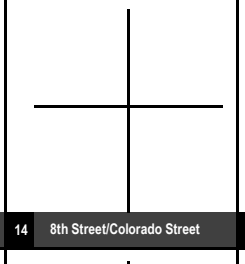
7 Live Oak Canyon Road / Outer Highway 10 S

8 Live Oak Canyon Road / I-10 Eastbound

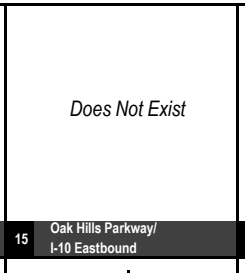


12 Oak Glen Road/Avenue E

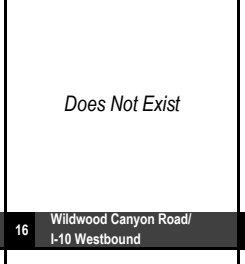
13 Oak Glen Road/ Yucaipa Boulevard



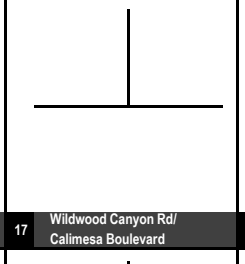
14 8th Street/Colorado Street



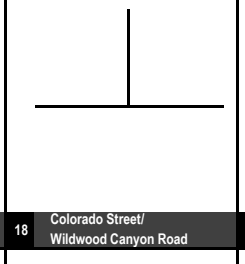
15 Oak Hills Parkway/ I-10 Eastbound



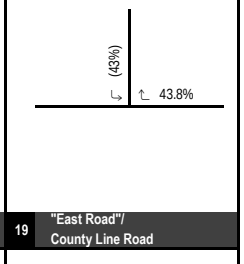
16 Wildwood Canyon Road/ I-10 Westbound



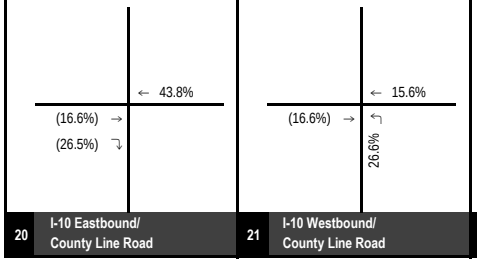
17 Wildwood Canyon Rd/ Calimesa Boulevard



18 Colorado Street/ Wildwood Canyon Road

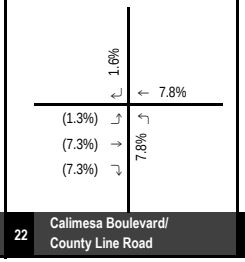


19 "East Road"/ County Line Road

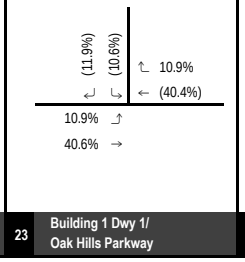


20 I-10 Eastbound/ County Line Road

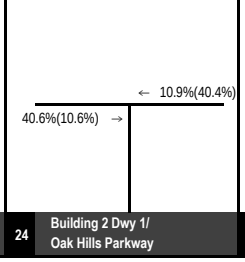
21 I-10 Westbound/ County Line Road



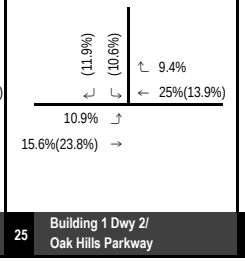
22 Calimesa Boulevard/ County Line Road



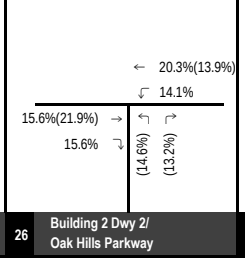
23 Building 1 Dwy 1/ Oak Hills Parkway



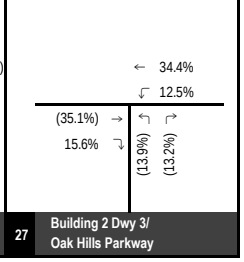
24 Building 2 Dwy 1/ Oak Hills Parkway



25 Building 1 Dwy 2/ Oak Hills Parkway



26 Building 2 Dwy 2/ Oak Hills Parkway



27 Building 2 Dwy 3/ Oak Hills Parkway

FIGURE 32

XXX%(YYY%) Inbound%(Outbound%) Percent

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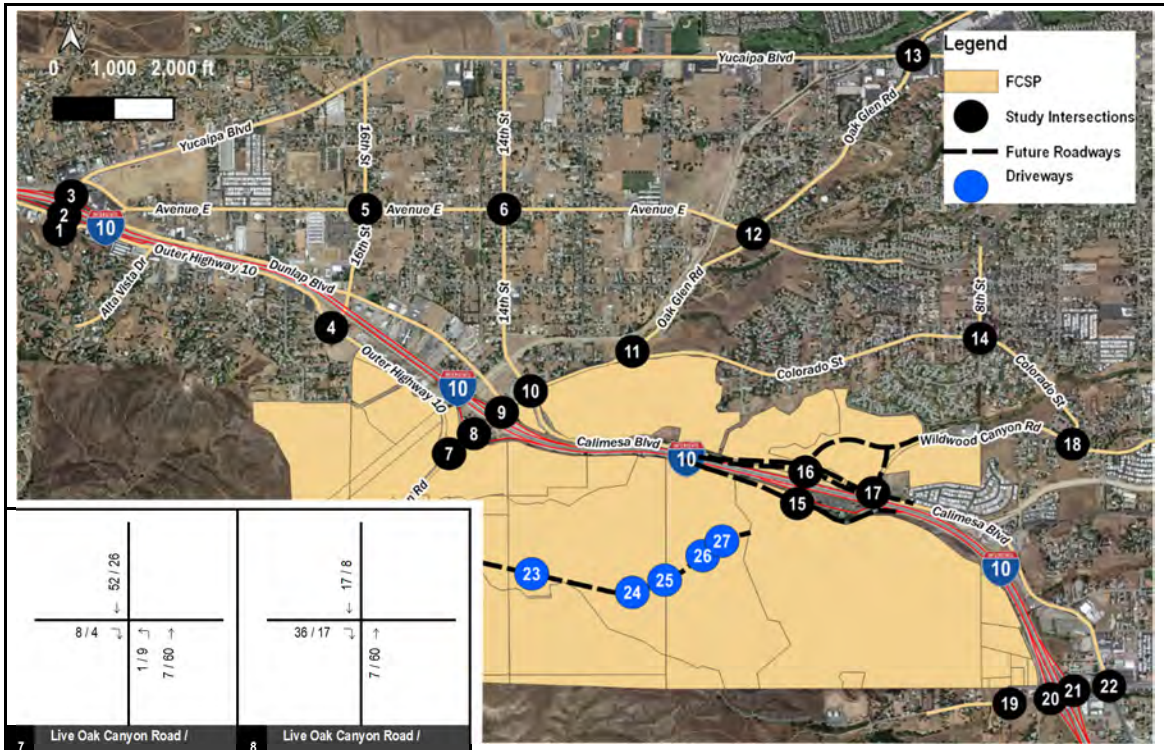
Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center
Pacific Oaks Commerce Center Passenger Vehicle Trip Distribution
(without Wildwood Canyon Road Interchange)



1 Yucaipa Boulevard/ Outer Highway 10 SB	2 Yucaipa Boulevard/ I-10 Eastbound	3 Yucaipa Boulevard/ I-10 Westbound	
4 16th Street/ Outer Highway 10 SB	5 16th Street/Avenue E	6 14th Street/Avenue E	
7 Live Oak Canyon Road / Outer Highway 10 S	8 Live Oak Canyon Road / I-10 Eastbound	9 Oak Glen Road/ I-10 Westbound	10 Oak Glen Road/ Calimesa Boulevard
11 Oak Glen Road/ Colorado Street	12 Oak Glen Road/Avenue E	13 Oak Glen Road/ Yucaipa Boulevard	14 8th Street/Colorado Street
15 Oak Hills Parkway/ I-10 Eastbound	16 Wildwood Canyon Road/ I-10 Westbound	17 Wildwood Canyon Rd/ Calimesa Boulevard	18 Colorado Street/ Wildwood Canyon Road
19 "East Road"/ County Line Road	20 I-10 Eastbound/ County Line Road	21 I-10 Westbound/ County Line Road	22 Calimesa Boulevard/ County Line Road
23 Building 1 Dwy 1/ Oak Hills Parkway	24 Building 2 Dwy 1/ Oak Hills Parkway	25 Building 1 Dwy 2/ Oak Hills Parkway	26 Building 2 Dwy 2/ Oak Hills Parkway
27 Building 2 Dwy 3/ Oak Hills Parkway			

Does Not Exist

Does Not Exist

XXX / YYY AM / PM Peak Hour Volume

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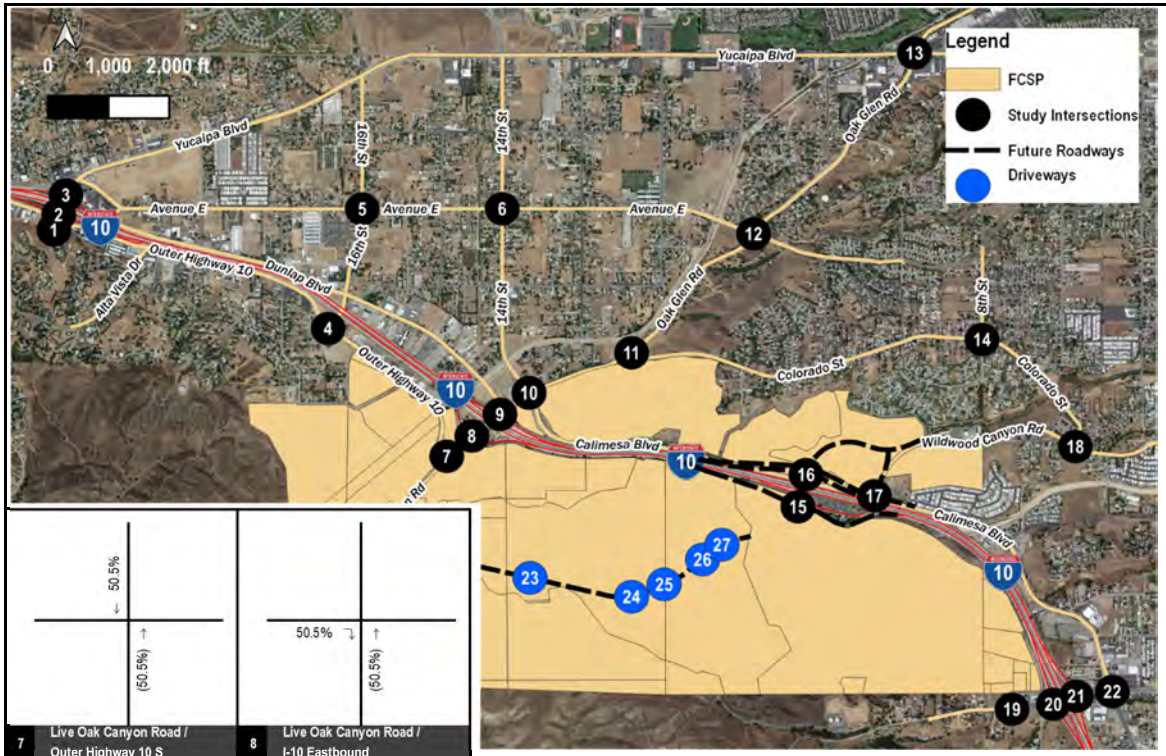
FIGURE 33

Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center
Pacific Oaks Commerce Center Passenger Vehicle Trip Assignment
(without Wildwood Canyon Road Interchange)



1 Yucaipa Boulevard/ Outer Highway 10 SB	2 Yucaipa Boulevard/ I-10 Eastbound	3 Yucaipa Boulevard/ I-10 Westbound	
4 16th Street/ Outer Highway 10 SB	5 16th Street/Avenue E	6 14th Street/Avenue E	
7 Live Oak Canyon Road / Outer Highway 10 S 50.5% (50.5%)	8 Live Oak Canyon Road / I-10 Eastbound 50.5% (50.5%)	9 Oak Glen Road/ I-10 Westbound (50.5%)	10 Oak Glen Road/ Calimesa Boulevard
11 Oak Glen Road/ Colorado Street	12 Oak Glen Road/Avenue E	13 Oak Glen Road/ Yucaipa Boulevard	14 8th Street/Colorado Street
15 Oak Hills Parkway/ I-10 Eastbound *Does Not Exist*	16 Wildwood Canyon Road/ I-10 Westbound *Does Not Exist*	17 Wildwood Canyon Rd/ Calimesa Boulevard	18 Colorado Street/ Wildwood Canyon Road
19 "East Road"/ County Line Road (50.5%) 50.5%	20 I-10 Eastbound/ County Line Road 50.5% (50.5%)	21 I-10 Westbound/ County Line Road 50.5%	22 Calimesa Boulevard/ County Line Road
23 Building 1 Dwy 1/ Oak Hills Parkway (5.7%) (6.7%) 4.3% (44.8%) 4.3% 46.2%	24 Building 2 Dwy 1/ Oak Hills Parkway 4.3%(11.4%) 36.6% 10.8%(6.7%) 34.4% (33.3%) (33.3%)	25 Building 1 Dwy 2/ Oak Hills Parkway (6.7%) (5.7%) 4.3% 40.9%(4.8%) 4.3% 6.5%(40%)	26 Building 2 Dwy 2/ Oak Hills Parkway 45.2% (45.7%)
27 Building 2 Dwy 3/ Oak Hills Parkway 45.7% 4.8% (45.7%) 4.8% (4.8%) (4.8%)			

FIGURE 34

XXX%(YYY%) Inbound%(Outbound%) Percent

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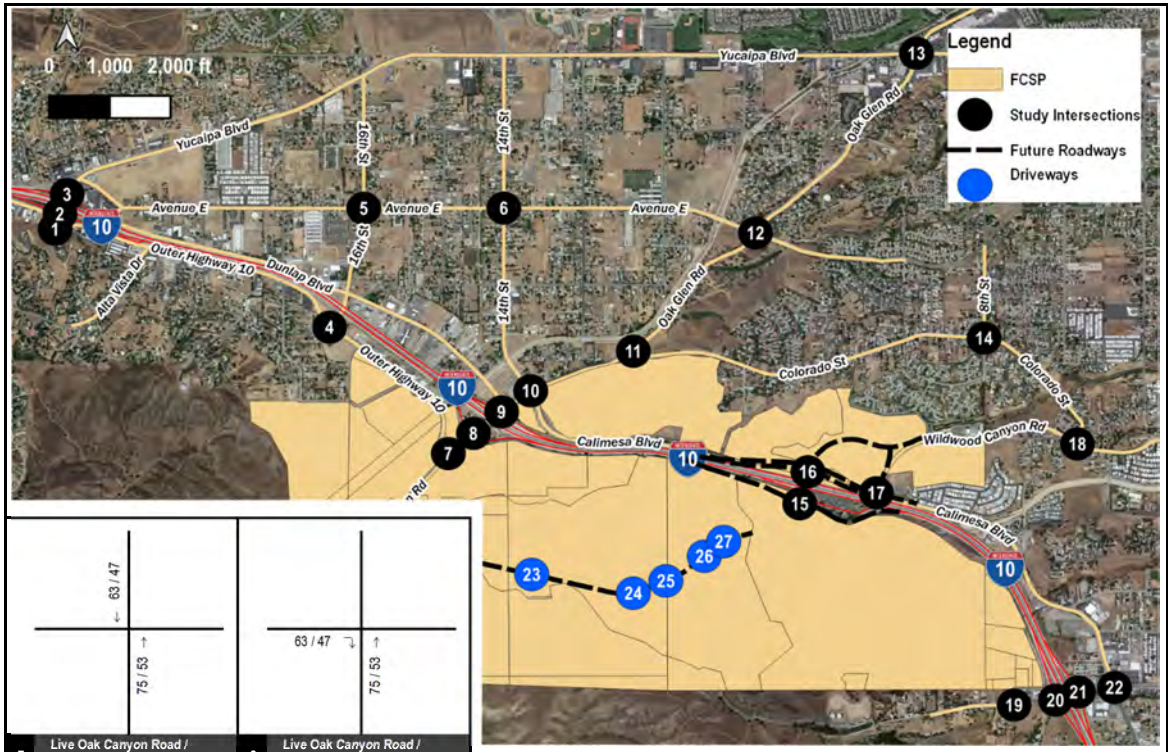
Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center
Pacific Oaks Commerce Center Truck Trip Distribution
(without Wildwood Canyon Road Interchange)



1 Yucaipa Boulevard/ Outer Highway 10 SB

2 Yucaipa Boulevard/ I-10 Eastbound

3 Yucaipa Boulevard/ I-10 Westbound

4 16th Street/ Outer Highway 10 SB

5 16th Street/Avenue E

6 14th Street/Avenue E

7 Live Oak Canyon Road / Outer Highway 10 S

63 / 47
75 / 53

8 Live Oak Canyon Road / I-10 Eastbound

63 / 47
75 / 53

9 Oak Glen Road/ I-10 Westbound

75 / 53

10 Oak Glen Road/ Calimesa Boulevard

11 Oak Glen Road/ Colorado Street

12 Oak Glen Road/Avenue E

13 Oak Glen Road/ Yucaipa Boulevard

14 8th Street/Colorado Street

15 Oak Hills Parkway/ I-10 Eastbound

Does Not Exist

16 Wildwood Canyon Road/ I-10 Westbound

Does Not Exist

17 Wildwood Canyon Rd/ Calimesa Boulevard

18 Colorado Street/ Wildwood Canyon Road

19 "East Road"/ County Line Road

74 / 53
63 / 47

20 I-10 Eastbound/ County Line Road

74 / 53
63 / 47

21 I-10 Westbound/ County Line Road

63 / 47

22 Calimesa Boulevard/ County Line Road

23 Building 1 Dwy 1/ Oak Hills Parkway

8 / 6
8 / 7
8 / 4
67 / 47
8 / 4
54 / 43

24 Building 2 Dwy 1/ Oak Hills Parkway

24 / 16
39 / 34
23 / 17
39 / 32
49 / 35
51 / 35

25 Building 1 Dwy 2/ Oak Hills Parkway

8 / 7
7 / 6
9 / 4
55 / 43
8 / 4
66 / 48

26 Building 2 Dwy 2/ Oak Hills Parkway

56 / 42
67 / 48

27 Building 2 Dwy 3/ Oak Hills Parkway

56 / 42
7 / 5
67 / 48
7 / 6
8 / 5
8 / 5

FIGURE 35

XXX / YYY AM / PM Peak Hour Volume

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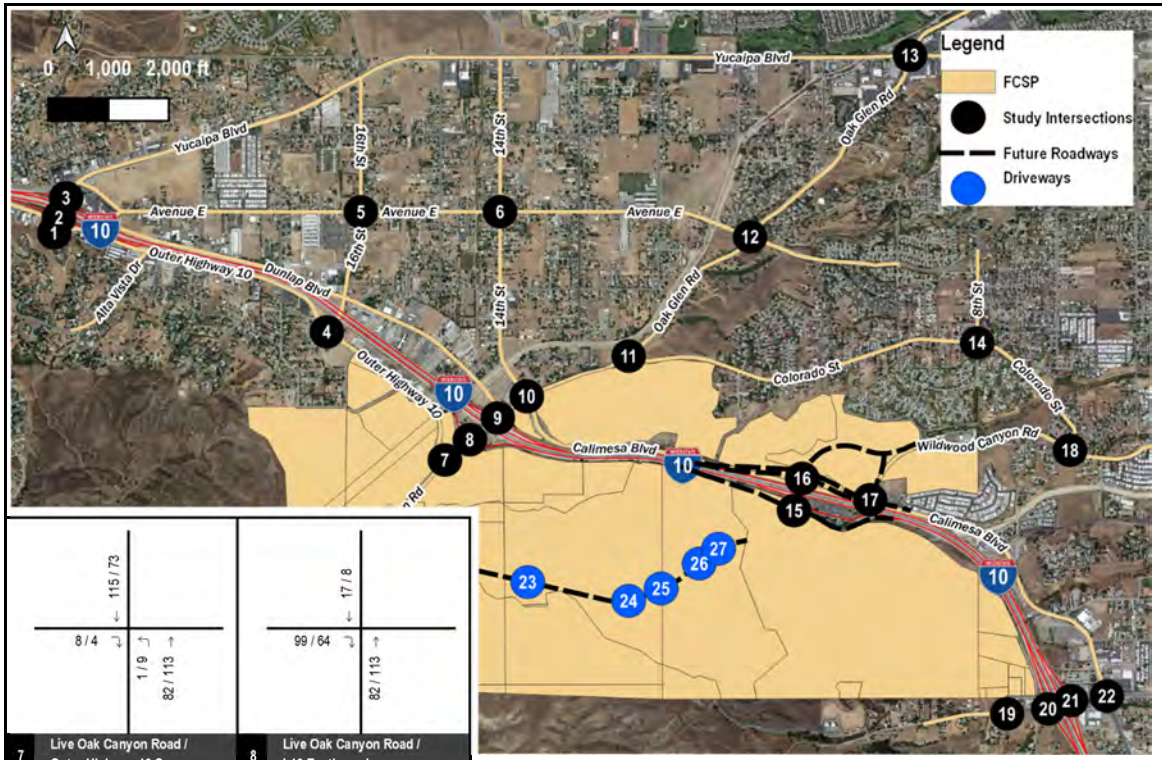
Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center
Pacific Oaks Commerce Center Truck PCE Trip Assignment
(without Wildwood Canyon Road Interchange)



1 Yucaipa Boulevard/ Outer Highway 10 SB	2 Yucaipa Boulevard/ I-10 Eastbound	3 Yucaipa Boulevard/ I-10 Westbound	
6 / 3 ↰ 1 / 7 ← 0 / 2 2 / 1 →	5 / 2 ↓ 0 / 6 ↑		
4 16th Street/ Outer Highway 10 SB	5 16th Street/Avenue E	6 14th Street/Avenue E	
17 / 8 ↓ 80 / 95 ↰ 2 / 20 ↑	14 / 7 ↓ 2 / 0 ↰ 2 / 0 ↑ 0 / 2 ↱ 2 / 16 2 / 0 →	11 / 5 ↓ 2 / 0 ↰ 2 / 13 ↑ 0 / 2 ↱	
9 Oak Glen Road/ I-10 Westbound	10 Oak Glen Road/ Calimesa Boulevard	11 Oak Glen Road/ Colorado Street	
115 / 73 ↓ 8 / 4 ↰ 1 / 9 ↑ 82 / 113	17 / 8 ↓ 99 / 64 ↰ ↑ 82 / 113		
7 Live Oak Canyon Road / Outer Highway 10 S	8 Live Oak Canyon Road / I-10 Eastbound		
10 / 5 ↓ ↰ 2 / 1 2 / 11 → ↱ 0 / 2	9 / 5 ↓ 2 / 11 →		*Does Not Exist*
12 Oak Glen Road/Avenue E	13 Oak Glen Road/ Yucaipa Boulevard	14 8th Street/Colorado Street	15 Oak Hills Parkway/ I-10 Eastbound
Does Not Exist			
16 Wildwood Canyon Road/ I-10 Westbound	17 Wildwood Canyon Rd/ Calimesa Boulevard	18 Colorado Street/ Wildwood Canyon Road	19 "East Road"/ County Line Road
← 119 / 75 3 / 25 → 79 / 93 ↴	← 22 / 10 3 / 25 → ↰ 97 / 64	2 / 1 ↴ ← 10 / 5 0 / 2 ↱ 2 / 11 → 2 / 11 ↴ 9 / 5 ↰	10 / 24 ↴ 10 / 23 ↴ ↰ 22 / 11 ↴ ← 75 / 108 24 / 11 ↴ 106 / 69 →
20 I-10 Eastbound/ County Line Road	21 I-10 Westbound/ County Line Road	22 Calimesa Boulevard/ County Line Road	23 Building 1 Dwy 1/ Oak Hills Parkway
← 46 / 84 ↰ 39 / 34 77 / 59 → ↴ ↱ 39 / 32 ↴ 49 / 35 ↰ 51 / 35 ↱	10 / 25 ↴ 9 / 22 ↴ ↰ 23 / 10 ↴ ← 89 / 80 24 / 11 ↴ 89 / 94 →	← 88 / 76 ↰ 17 / 9 ↱ 89 / 91 → 18 / 10 ↴ 3 / 22 ↰ 3 / 20 ↱	← 102 / 64 ↰ 24 / 13 74 / 101 → ↴ ↰ 25 / 16 ↴ 11 / 26 ↰ 10 / 25 ↱
24 Building 2 Dwy 1/ Oak Hills Parkway	25 Building 1 Dwy 2/ Oak Hills Parkway	26 Building 2 Dwy 2/ Oak Hills Parkway	27 Building 2 Dwy 3/ Oak Hills Parkway

FIGURE 36

XXX / YYY AM / PM Peak Hour Volume

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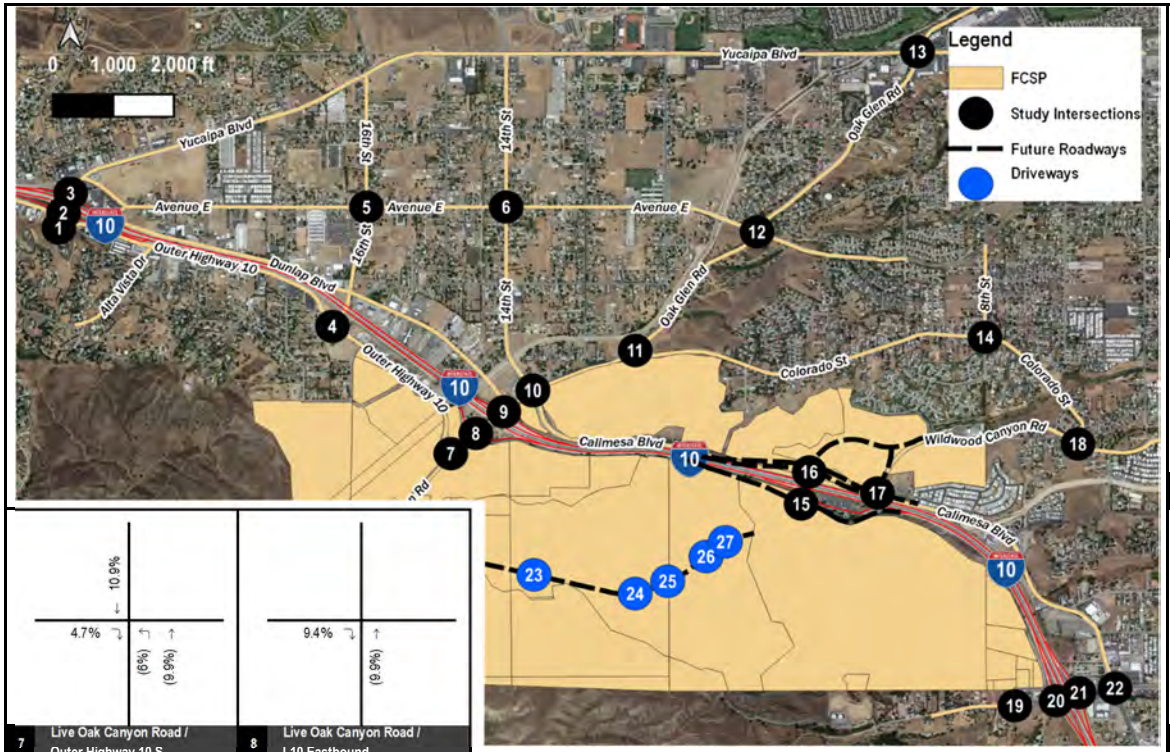
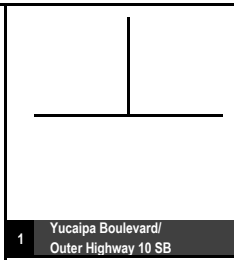
Freeway Corridor Specific Plan (FCSP) & Pacific Oak Commerce Center
Pacific Oaks Commerce Center Total PCE Trip Assignment
(without Wildwood Canyon Road Interchange)

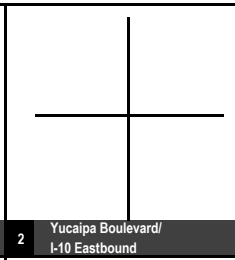


7 Live Oak Canyon Road / Outer Highway 10 S

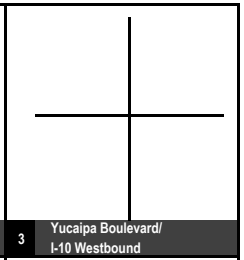
8 Live Oak Canyon Road / I-10 Eastbound



1 Yucaipa Boulevard/ Outer Highway 10 SB

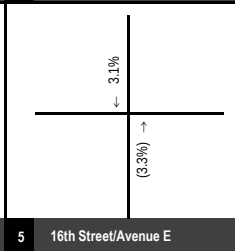


2 Yucaipa Boulevard/ I-10 Eastbound

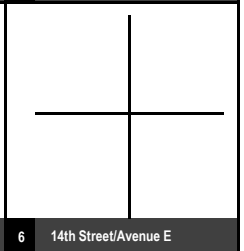


3 Yucaipa Boulevard/ I-10 Westbound

4 16th Street/ Outer Highway 10 SB

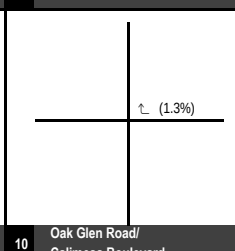


5 16th Street/Avenue E

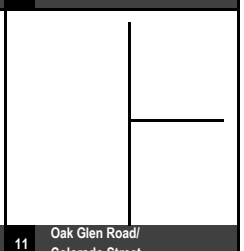


6 14th Street/Avenue E

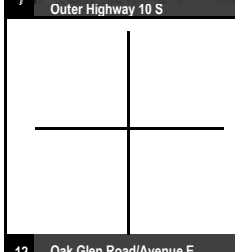
9 Oak Glen Road/ I-10 Westbound



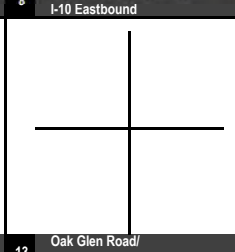
10 Oak Glen Road/ Calimesa Boulevard



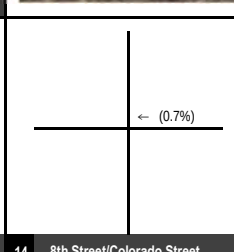
11 Oak Glen Road/ Colorado Street



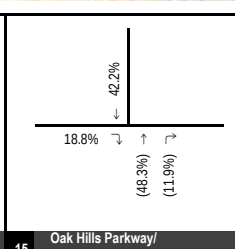
12 Oak Glen Road/Avenue E



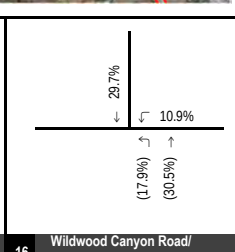
13 Oak Glen Road/ Yucaipa Boulevard



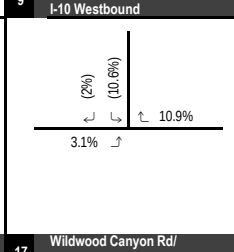
14 8th Street/Colorado Street



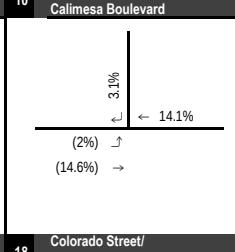
15 Oak Hills Parkway/ I-10 Eastbound



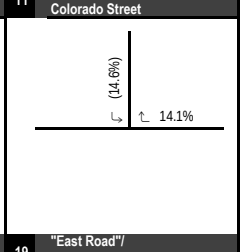
16 Wildwood Canyon Road/ I-10 Westbound



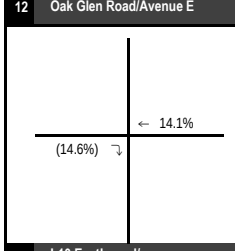
17 Wildwood Canyon Rd/ Calimesa Boulevard



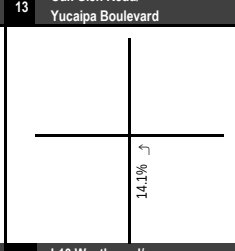
18 Colorado Street/ Wildwood Canyon Road



19 "East Road"/ County Line Road

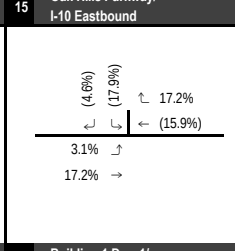


20 I-10 Eastbound/ County Line Road

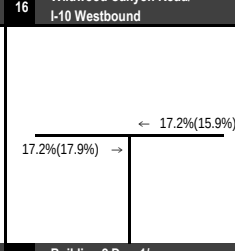


21 I-10 Westbound/ County Line Road

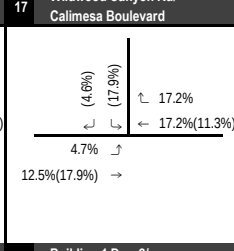
22 Calimesa Boulevard/ County Line Road



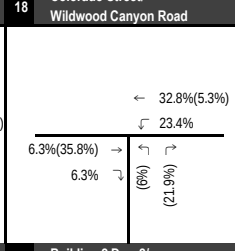
23 Building 1 Dwy 1/ Oak Hills Parkway



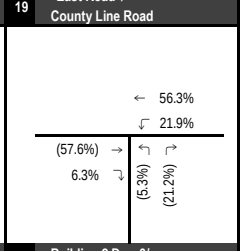
24 Building 2 Dwy 1/ Oak Hills Parkway



25 Building 1 Dwy 2/ Oak Hills Parkway



26 Building 2 Dwy 2/ Oak Hills Parkway



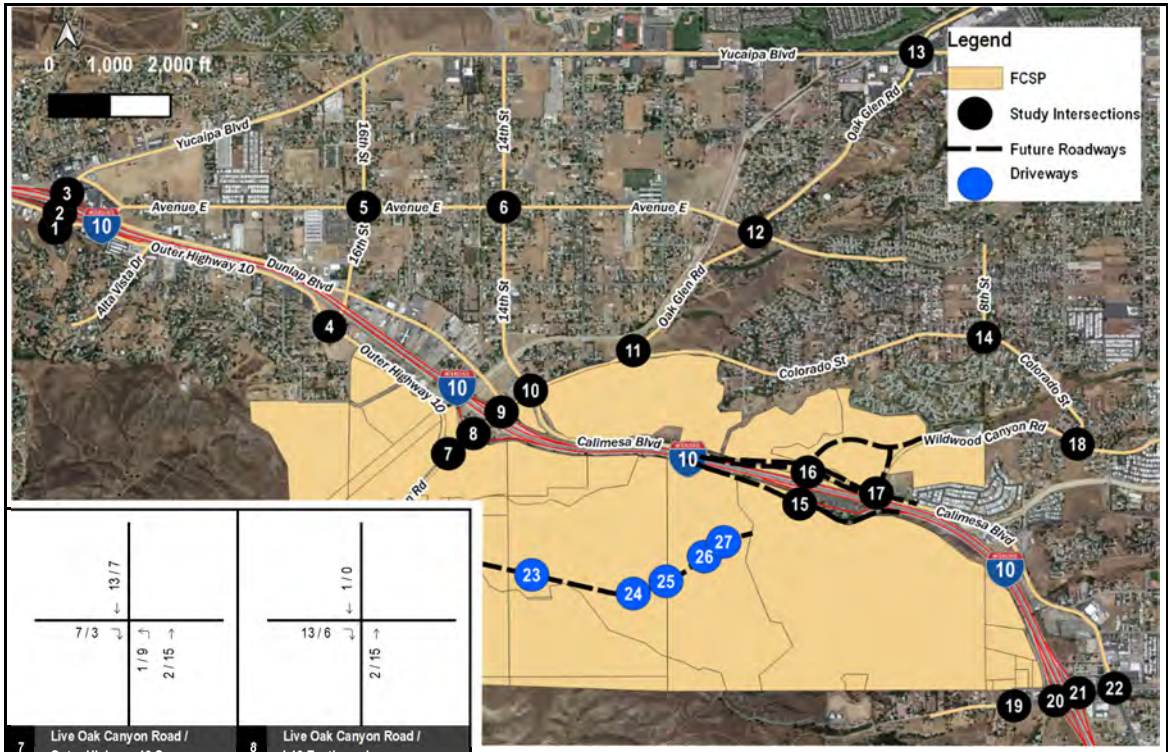
27 Building 2 Dwy 3/ Oak Hills Parkway

FIGURE 37

XXX%(YYY%) Inbound%(Outbound%) Percent

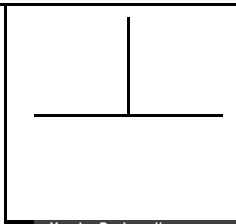
translutions
the transportation solutions company...

Freeway Corridor Specific Plan (FCSP) & Pacific Oak Commerce Center
Pacific Oaks Commerce Center Passenger Vehicle Trip Distribution
(with Wildwood Canyon Road Interchange)

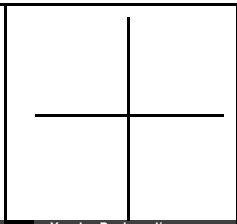


7 Live Oak Canyon Road / Outer Highway 10 S

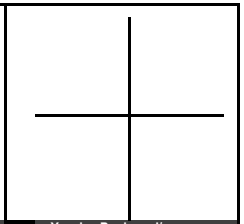
8 Live Oak Canyon Road / I-10 Eastbound



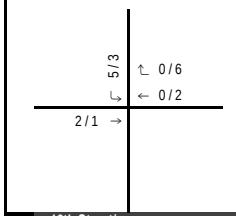
1 Yucaipa Boulevard/ Outer Highway 10 SB



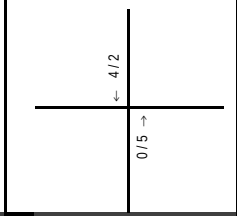
2 Yucaipa Boulevard/ I-10 Eastbound



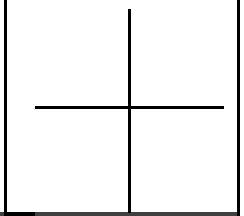
3 Yucaipa Boulevard/ I-10 Westbound



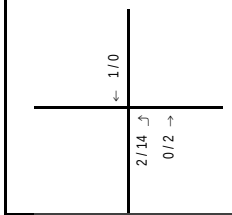
4 16th Street/ Outer Highway 10 SB



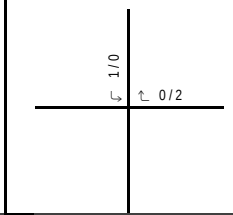
5 16th Street/Avenue E



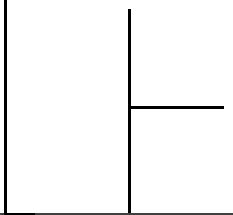
6 14th Street/Avenue E



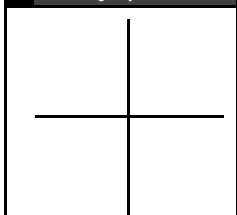
9 Oak Glen Road/ I-10 Westbound



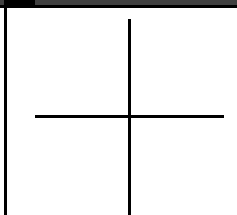
10 Oak Glen Road/ Calimesa Boulevard



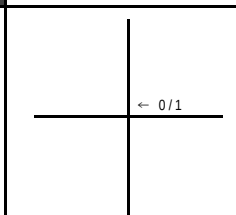
11 Oak Glen Road/ Colorado Street



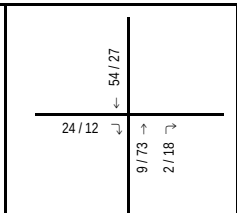
12 Oak Glen Road/Avenue E



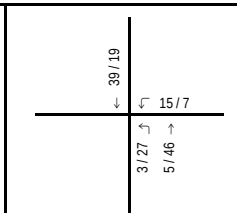
13 Oak Glen Road/ Yucaipa Boulevard



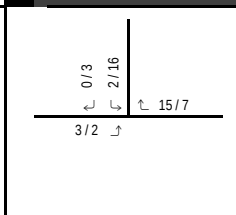
14 8th Street/Colorado Street



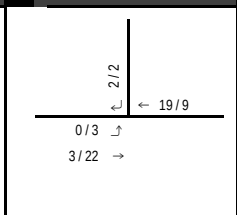
15 Oak Hills Parkway/ I-10 Eastbound



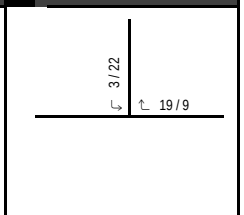
16 Wildwood Canyon Road/ I-10 Westbound



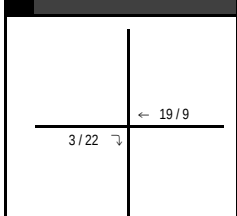
17 Wildwood Canyon Rd/ Calimesa Boulevard



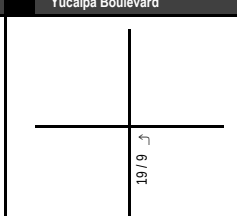
18 Colorado Street/ Wildwood Canyon Road



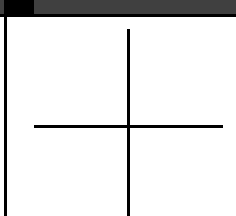
19 "East Road"/ County Line Road



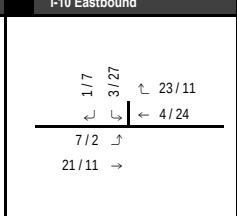
20 I-10 Eastbound/ County Line Road



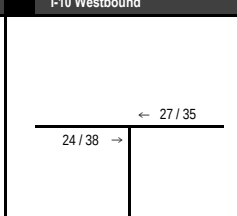
21 I-10 Westbound/ County Line Road



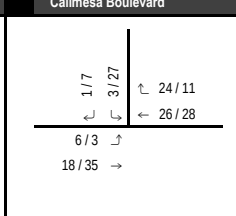
22 Calimesa Boulevard/ County Line Road



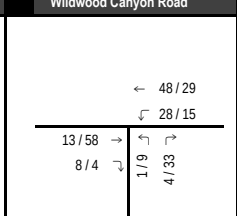
23 Building 1 Dwy 1/ Oak Hills Parkway



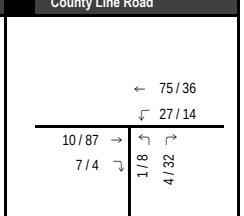
24 Building 2 Dwy 1/ Oak Hills Parkway



25 Building 1 Dwy 2/ Oak Hills Parkway



26 Building 2 Dwy 2/ Oak Hills Parkway



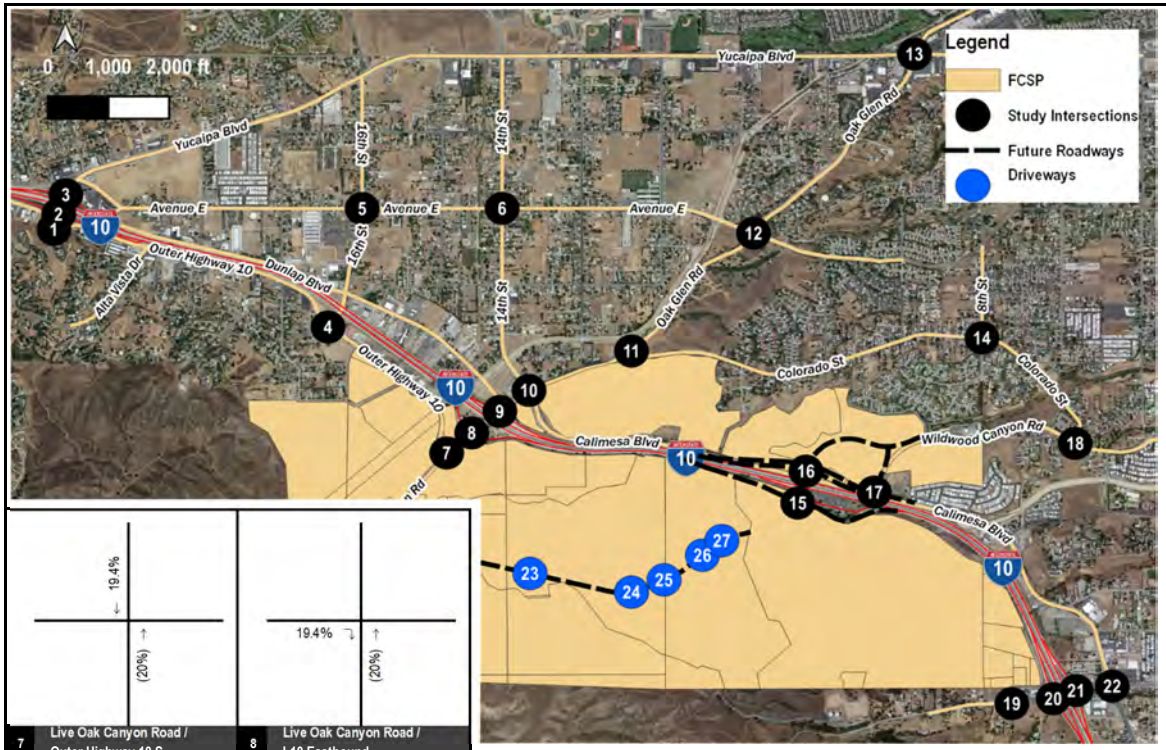
27 Building 2 Dwy 3/ Oak Hills Parkway

FIGURE 38

XXX / YYY AM / PM Peak Hour Volume

translutions
the transportation solutions company...

Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center
Pacific Oaks Commerce Center Passenger Vehicle Trip Assignment
(with Wildwood Canyon Road Interchange)



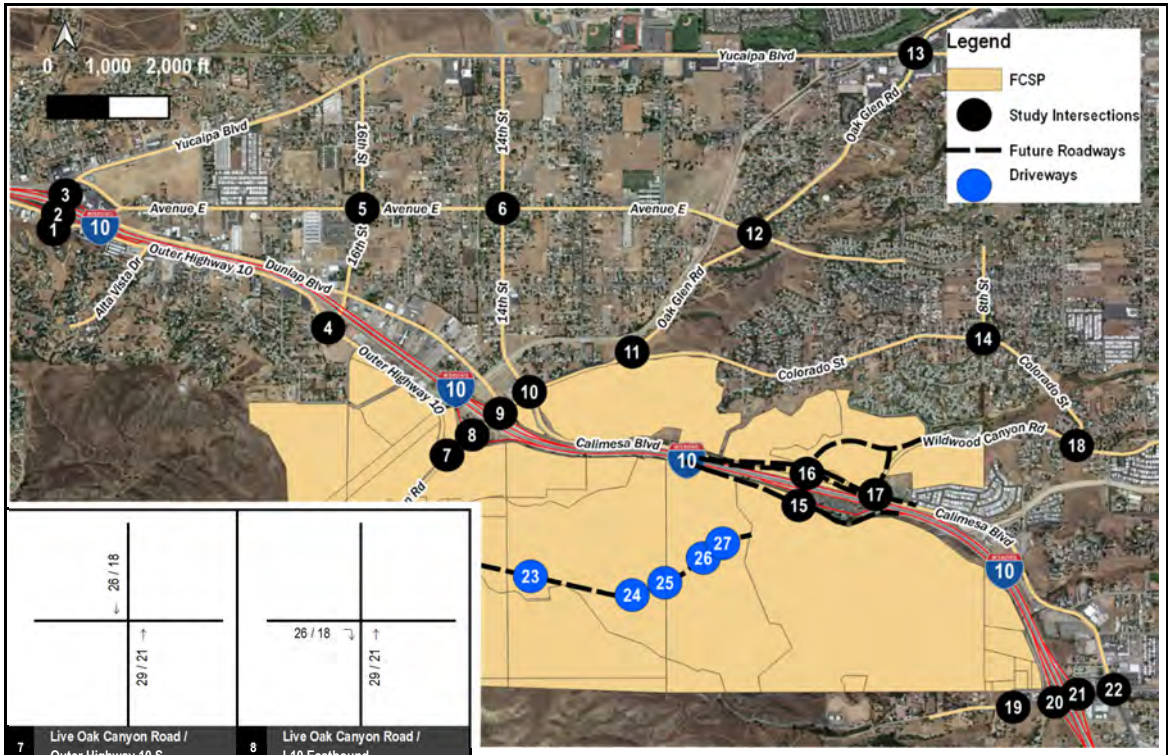
1 Yucaipa Boulevard/ Outer Highway 10 SB	2 Yucaipa Boulevard/ I-10 Eastbound	3 Yucaipa Boulevard/ I-10 Westbound	
4 16th Street/ Outer Highway 10 SB	5 16th Street/Avenue E	6 14th Street/Avenue E	
7 Live Oak Canyon Road / Outer Highway 10 S	8 Live Oak Canyon Road / I-10 Eastbound	9 Oak Glen Road/ I-10 Westbound	10 Oak Glen Road/ Calimesa Boulevard
11 Oak Glen Road/ Colorado Street	12 Oak Glen Road/Avenue E	13 Oak Glen Road/ Yucaipa Boulevard	14 8th Street/Colorado Street
15 Oak Hills Parkway/ I-10 Eastbound	16 Wildwood Canyon Road/ I-10 Westbound	17 Wildwood Canyon Rd/ Calimesa Boulevard	18 Colorado Street/ Wildwood Canyon Road
19 "East Road"/ County Line Road	20 I-10 Eastbound/ County Line Road	21 I-10 Westbound/ County Line Road	22 Calimesa Boulevard/ County Line Road
23 Building 1 Dwy 1/ Oak Hills Parkway	24 Building 2 Dwy 1/ Oak Hills Parkway	25 Building 1 Dwy 2/ Oak Hills Parkway	26 Building 2 Dwy 2/ Oak Hills Parkway
27 Building 2 Dwy 3/ Oak Hills Parkway			

FIGURE 39

XXX%(YYY%) Inbound%(Outbound%) Percent

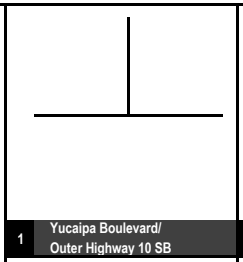
translutions
the transportation solutions company...

Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center
Pacific Oaks Commerce Center Truck Trip Distribution
(with Wildwood Canyon Road Interchange)

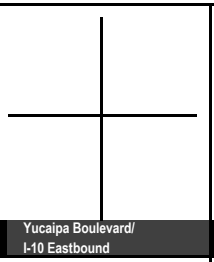


7 Live Oak Canyon Road / Outer Highway 10 S

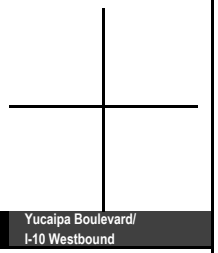
8 Live Oak Canyon Road / I-10 Eastbound



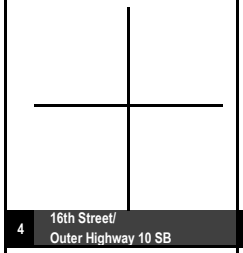
1 Yucaipa Boulevard/ Outer Highway 10 SB



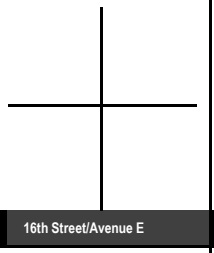
2 Yucaipa Boulevard/ I-10 Eastbound



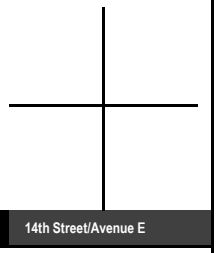
3 Yucaipa Boulevard/ I-10 Westbound



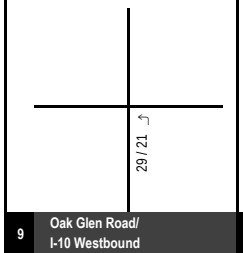
4 16th Street/ Outer Highway 10 SB



5 16th Street/Avenue E

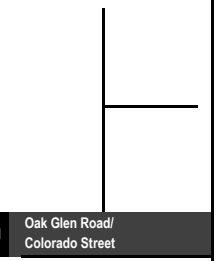


6 14th Street/Avenue E

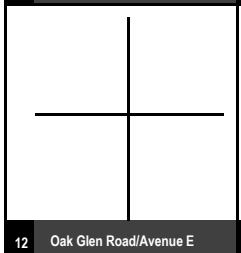


9 Oak Glen Road/ I-10 Westbound

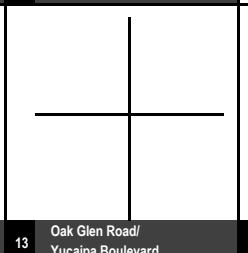
10 Oak Glen Road/ Calimesa Boulevard



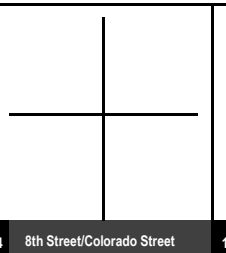
11 Oak Glen Road/ Colorado Street



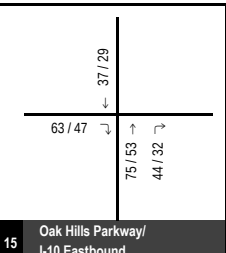
12 Oak Glen Road/Avenue E



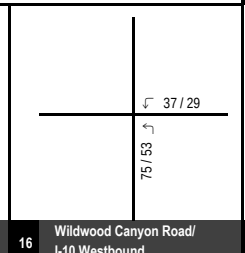
13 Oak Glen Road/ Yucaipa Boulevard



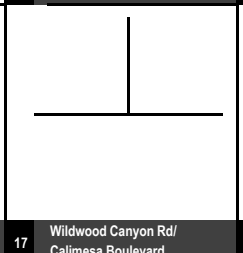
14 8th Street/Colorado Street



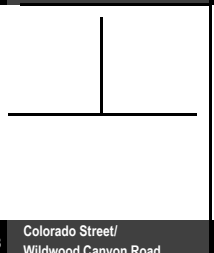
15 Oak Hills Parkway/ I-10 Eastbound



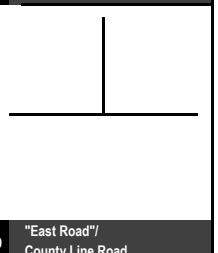
16 Wildwood Canyon Road/ I-10 Westbound



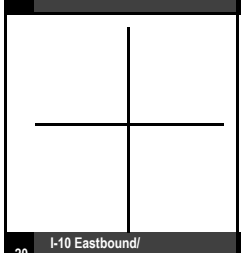
17 Wildwood Canyon Rd/ Calimesa Boulevard



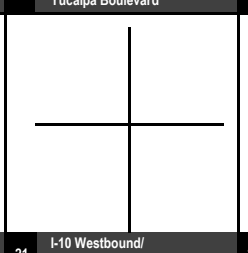
18 Colorado Street/ Wildwood Canyon Road



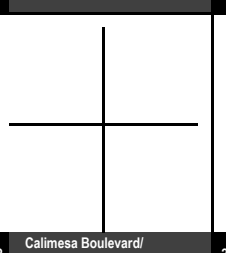
19 "East Road"/ County Line Road



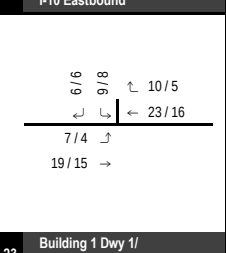
20 I-10 Eastbound/ County Line Road



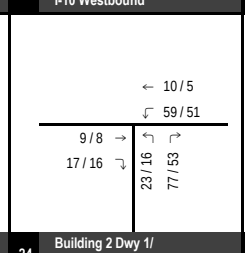
21 I-10 Westbound/ County Line Road



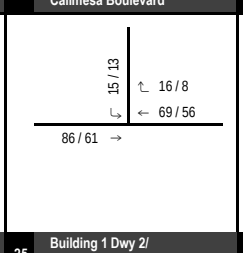
22 Calimesa Boulevard/ County Line Road



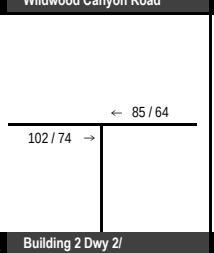
23 Building 1 Dwy 1/ Oak Hills Parkway



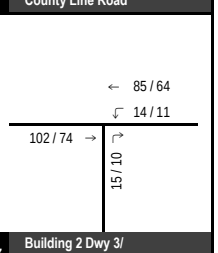
24 Building 2 Dwy 1/ Oak Hills Parkway



25 Building 1 Dwy 2/ Oak Hills Parkway



26 Building 2 Dwy 2/ Oak Hills Parkway



27 Building 2 Dwy 3/ Oak Hills Parkway

FIGURE 40

XXX / YYY AM / PM Peak Hour Volume

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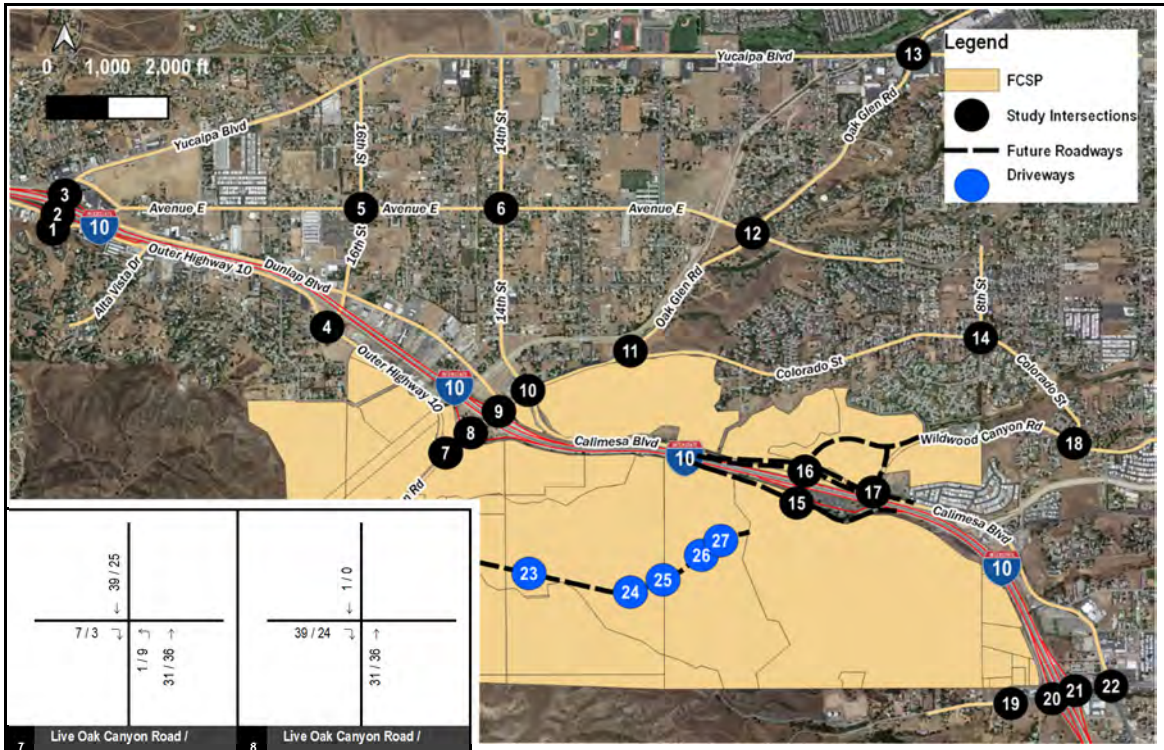
Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center
Pacific Oaks Commerce Center Truck PCE Trip Assignment
(with Wildwood Canyon Road Interchange)



1 Yucaipa Boulevard/ Outer Highway 10 SB	2 Yucaipa Boulevard/ I-10 Eastbound	3 Yucaipa Boulevard/ I-10 Westbound	
4 16th Street/ Outer Highway 10 SB	5 16th Street/Avenue E	6 14th Street/Avenue E	
7 Live Oak Canyon Road / Outer Highway 10 S	8 Live Oak Canyon Road / I-10 Eastbound	9 Oak Glen Road/ I-10 Westbound	10 Oak Glen Road/ Calimesa Boulevard	11 Oak Glen Road/ Colorado Street
12 Oak Glen Road/Avenue E	13 Oak Glen Road/ Yucaipa Boulevard	14 8th Street/Colorado Street	15 Oak Hills Parkway/ I-10 Eastbound	16 Wildwood Canyon Road/ I-10 Westbound	17 Wildwood Canyon Rd/ Calimesa Boulevard	18 Colorado Street/ Wildwood Canyon Road	19 "East Road"/ County Line Road
20 I-10 Eastbound/ County Line Road	21 I-10 Westbound/ County Line Road	22 Calimesa Boulevard/ County Line Road	23 Building 1 Dwy 1/ Oak Hills Parkway	24 Building 2 Dwy 1/ Oak Hills Parkway	25 Building 1 Dwy 2/ Oak Hills Parkway	26 Building 2 Dwy 2/ Oak Hills Parkway	27 Building 2 Dwy 3/ Oak Hills Parkway

FIGURE 41

XXX / YYY AM / PM Peak Hour Volume

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Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center
Pacific Oaks Commerce Center Total PCE Trip Assignment
(with Wildwood Canyon Road Interchange)

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the transportation solutions company...

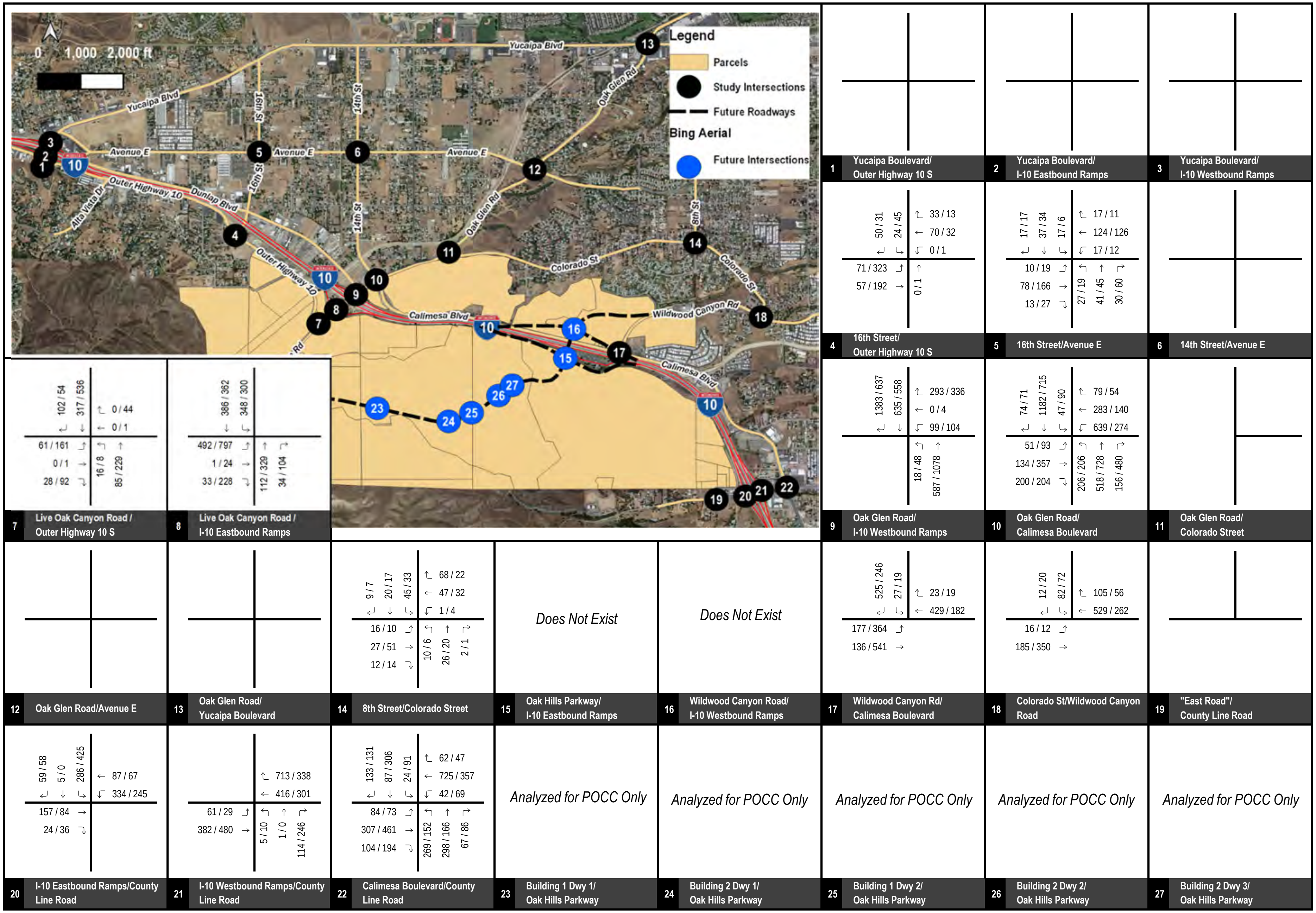
Table S: Existing (Pacific Oaks Commerce Center) Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	Without Project					
				AM Peak Hour			PM Peak Hour		
				Delay	LOS		Delay	LOS	
4 . 16th Street/Outer Highway 10 S	Yucaipa	C	TWSC	7.7	A		13.5	B	
5 . 16th Street/Avenue E	Yucaipa	C	AWSC	8.3	A		8.2	A	
7 . Live Oak Canyon Road /Outer Highway 10 S	Yucaipa	C	Signal	42.9	D	*	70.8	E	*
8 . Live Oak Canyon Road /I-10 Eastbound Ramps	Caltrans	D	Signal	34.1	C		36.8	D	
9 . Oak Glen Road/I-10 Westbound Ramps	Caltrans	D	Signal	9.1	A		11.6	B	
10 . Oak Glen Road/Calimesa Boulevard	Yucaipa	C	Signal	>100	F	*	27.2	C	
14 . 8th Street/Colorado Street	Yucaipa	C	AWSC	7.7	A		7.6	A	
15 . Oak Hills Parkway/I-10 Eastbound Ramps	Caltrans	D	Signal	Not Analyzed in Scenario					
16 . Wildwood Canyon Road/I-10 Westbound Ramps	Caltrans	D	Signal	Not Analyzed in Scenario					
17 . Wildwood Canyon Rd/Calimesa Boulevard	Yucaipa	C	AWSC	51.3	F	*	20.6	C	
18 . Colorado St/Wildwood Canyon Road	Yucaipa	C	TWSC	17.7	C		14.7	B	
19 . "East Road"/County Line Road	Calimesa	C	TWSC		A			A	
20 . I-10 Eastbound Ramps/County Line Road	Caltrans	D	TWSC	>100	F	*	95.5	F	*
21 . I-10 Westbound Ramps/County Line Road	Caltrans	D	TWSC	17.7	C		15.3	C	
22 . Calimesa Boulevard/County Line Road	Calimesa	C	Signal	14.2	B		11.6	B	
23 . Building 1 Dwy 1/Oak Hills Parkway	Yucaipa	C	TWSC	Not Analyzed in Scenario					
24 . Building 2 Dwy 1/Oak Hills Parkway	Yucaipa	C	TWSC	Not Analyzed in Scenario					
25 . Building 1 Dwy 2/Oak Hills Parkway	Yucaipa	C	TWSC	Not Analyzed in Scenario					
26 . Building 2 Dwy 2/Oak Hills Parkway	Yucaipa	C	TWSC	Not Analyzed in Scenario					
27 . Building 2 Dwy 3/Oak Hills Parkway	Yucaipa	C	TWSC	Not Analyzed in Scenario					

Notes:

LOS = Level of Service

TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case movement.



0 1,000 2,000 ft
Legend
Parcels
Study Intersections
Future Roadways
Bing Aerial
Future Intersections
Yucaipa Blvd
Avenue E
Outer Highway 10
Dunlap Blvd
Alta Vista Dr
16th St
14th St
Oak Glen Rd
Colorado St
8th St
Calimesa Blvd
Wildwood Canyon Rd
1 Yucaipa Boulevard/ Outer Highway 10 S
2 Yucaipa Boulevard/ I-10 Eastbound Ramps
3 Yucaipa Boulevard/ I-10 Westbound Ramps
4 16th Street/ Outer Highway 10 S
50 / 31
24 / 45
33 / 13
70 / 32
0 / 1
71 / 323
57 / 192
0 / 1
5 16th Street/Avenue E
17 / 17
37 / 34
17 / 6
17 / 11
124 / 126
17 / 12
10 / 19
78 / 166
13 / 27
27 / 19
41 / 45
30 / 60
6 14th Street/Avenue E
7 Live Oak Canyon Road / Outer Highway 10 S
102 / 54
317 / 536
0 / 44
0 / 1
61 / 161
0 / 1
28 / 92
16 / 8
85 / 229
8 Live Oak Canyon Road / I-10 Eastbound Ramps
386 / 362
348 / 300
492 / 797
1 / 24
33 / 228
112 / 329
34 / 104
9 Oak Glen Road/ I-10 Westbound Ramps
1383 / 637
635 / 558
293 / 336
0 / 4
99 / 104
18 / 48
587 / 1078
10 Oak Glen Road/ Calimesa Boulevard
74 / 71
1182 / 715
47 / 90
79 / 54
283 / 140
639 / 274
51 / 93
134 / 357
200 / 204
206 / 206
518 / 728
156 / 480
11 Oak Glen Road/ Colorado Street
12 Oak Glen Road/Avenue E
13 Oak Glen Road/ Yucaipa Boulevard
14 8th Street/Colorado Street
9 / 7
20 / 17
45 / 33
68 / 22
47 / 32
1 / 4
16 / 10
27 / 51
12 / 14
10 / 6
26 / 20
2 / 1
15 Oak Hills Parkway/ I-10 Eastbound Ramps
Does Not Exist
16 Wildwood Canyon Road/ I-10 Westbound Ramps
Does Not Exist
17 Wildwood Canyon Rd/ Calimesa Boulevard
525 / 246
27 / 19
23 / 19
429 / 182
177 / 364
136 / 541
18 Colorado St/Wildwood Canyon Road
12 / 20
82 / 72
105 / 56
529 / 262
16 / 12
185 / 350
19 "East Road"/ County Line Road
20 I-10 Eastbound Ramps/County Line Road
59 / 58
5 / 0
286 / 425
87 / 67
334 / 245
157 / 84
24 / 36
21 I-10 Westbound Ramps/County Line Road
713 / 338
416 / 301
61 / 29
382 / 480
5 / 10
1 / 0
114 / 246
22 Calimesa Boulevard/County Line Road
133 / 131
87 / 306
24 / 91
62 / 47
725 / 357
42 / 69
84 / 73
307 / 461
104 / 194
269 / 152
298 / 166
67 / 86
23 Building 1 Dwy 1/ Oak Hills Parkway
Analyzed for POCC Only
24 Building 2 Dwy 1/ Oak Hills Parkway
Analyzed for POCC Only
25 Building 1 Dwy 2/ Oak Hills Parkway
Analyzed for POCC Only
26 Building 2 Dwy 2/ Oak Hills Parkway
Analyzed for POCC Only
27 Building 2 Dwy 3/ Oak Hills Parkway
Analyzed for POCC Only

FIGURE 42

XXX / YYY AM / PM Peak Hour Volumes

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Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center
Opening Year without Pacific Oaks Commerce Center (without Phase I Wildwood Canyon Road Interchange) Peak Hour Traffic Volumes

Table T: Opening Year without and with Pacific Oaks Commerce Center
(without Phase I Wildwood Canyon Road Interchange) Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	Without Project				With Project			
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
4 . 16th Street/Outer Highway 10 S	Yucaipa	C	TWSC	7.8	A	14.7	B	7.8	A	14.9	B
5 . 16th Street/Avenue E	Yucaipa	C	AWSC	8.7	A	8.9	A	8.7	A	8.9	A
7 . Live Oak Canyon Road /Outer Highway 10 S	Yucaipa	C	Signal	44.3	D *	82.8	F *	49.2	D *	>100	F *
8 . Live Oak Canyon Road /I-10 Eastbound Ramps	Caltrans	D	Signal	34.4	C	38.4	D	34.8	C	38.2	D
9 . Oak Glen Road/I-10 Westbound Ramps	Caltrans	D	Signal	9.8	A	12.4	B	10.8	B	13.5	B
10 . Oak Glen Road/Calimesa Boulevard	Yucaipa	C	Signal	>100	F *	30.8	C	>100	F *	30.8	C
14 . 8th Street/Colorado Street	Yucaipa	C	AWSC	7.8	A	7.7	A	7.8	A	7.7	A
15 . Oak Hills Parkway/I-10 Eastbound Ramps	Caltrans	D	Signal	Not Analyzed in Scenario				Not Analyzed in Scenario			
16 . Wildwood Canyon Road/I-10 Westbound Ramps	Caltrans	D	Signal	Not Analyzed in Scenario				Not Analyzed in Scenario			
17 . Wildwood Canyon Rd/Calimesa Boulevard	Yucaipa	C	TWSC	68.4	F *	24.8	C	68.4	F *	24.8	C
18 . Colorado St/Wildwood Canyon Road	Yucaipa	C	TWSC	19.2	C	15.6	C	19.2	C	15.6	C
19 . "East Road"/County Line Road	Calimesa	C	TWSC	Not Analyzed in Scenario				13.4	B	14.5	B
20 . I-10 Eastbound Ramps/County Line Road	Caltrans	D	Signal	34.2	C	34.3	C	34.5	C	36.0	D
21 . I-10 Westbound Ramps/County Line Road	Caltrans	D	Signal	22.3	C	30.3	C	22.4	C	31.9	C
22 . Calimesa Boulevard/County Line Road	Calimesa	C	Signal	16.8	B	14.6	B	17.2	B	15.2	B
23 . Building 1 Dwy 1/Oak Hills Parkway	Yucaipa	C	TWSC	Not Analyzed in Scenario				9.4	A	9.5	A
24 . Building 2 Dwy 1/Oak Hills Parkway	Yucaipa	C	TWSC	Not Analyzed in Scenario				9.9	A	9.7	A
25 . Building 1 Dwy 2/Oak Hills Parkway	Yucaipa	C	TWSC	Not Analyzed in Scenario				9.4	A	9.4	A
26 . Building 2 Dwy 2/Oak Hills Parkway	Yucaipa	C	TWSC	Not Analyzed in Scenario				9.3	A	9.4	A
27 . Building 2 Dwy 3/Oak Hills Parkway	Yucaipa	C	TWSC	Not Analyzed in Scenario				9.5	A	9.5	A

Notes:

LOS = Level of Service

TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case movement.

9.8 Opening Year with Pacific Oaks Commerce Center (without Phase I Wildwood Canyon Road Interchange) Intersections Levels of Service

An intersection level of service analysis was conducted for opening year with Pacific Oaks Commerce Center (without Phase I Wildwood Canyon Road Interchange) conditions to determine circulation system performance. The opening year with Pacific Oaks Commerce Center (without Phase I Wildwood Canyon Road Interchange) traffic volumes at study intersections are illustrated in Figure 43. It should be noted that the intersections of I-10 Eastbound and I-10 Westbound Ramps on County Line Road are anticipated to be signalized by opening year of the project. Therefore, based on discussion with City staff, signals have been implemented at these two intersections. Detailed volume development worksheets are included in Appendix C. The opening year with Pacific Oaks Commerce Center (without Phase I Wildwood Canyon Road Interchange) levels of service for the study area intersections are summarized in Table T. Level of service calculation worksheets are contained in Appendix D. As shown in Table T, all study area intersections are forecast to operate at satisfactory levels of service with the exception of the following:

- Live Oak Canyon Road and Outer Highway 10 S (a.m. and p.m. peak hours).
- Oak Glen Road and Calimesa Boulevard (a.m. peak hour).
- Wildwood Canyon Road and Calimesa Boulevard (a.m. and p.m. peak hours).

9.9 Opening Year without Pacific Oaks Commerce Center (with Phase I Wildwood Canyon Road Interchange) Intersections Levels of Service

An intersection level of service analysis was conducted for opening year without Pacific Oaks Commerce Center (with Phase I Wildwood Canyon Road Interchange) conditions to determine circulation system performance. The opening year without Pacific Oaks Commerce Center (with Phase I Wildwood Canyon Road Interchange) traffic volumes at study intersections are illustrated in Figure 44. It should be noted that the intersections of I-10 Eastbound and I-10 Westbound Ramps on County Line Road are anticipated to be signalized by opening year of the project. Therefore, based on discussion with City staff, signals have been implemented at these two intersections. Detailed volume development worksheets are included in Appendix C. The opening year without Pacific Oaks Commerce Center (with Phase I Wildwood Canyon Road Interchange) levels of service for the study area intersections are summarized in Table U. Level of service calculation worksheets are contained in Appendix D. As shown in Table U, all study area intersections are forecast to operate at satisfactory levels of service with the exception of the following:

- Live Oak Canyon Road and Outer Highway 10 S (a.m. and p.m. peak hours).
- Oak Glen Road and Calimesa Boulevard (a.m. peak hour).

9.10 Opening Year with Pacific Oaks Commerce Center (with Phase I Wildwood Canyon Road Interchange) Intersections Levels of Service

An intersection level of service analysis was conducted for opening year with Pacific Oaks Commerce Center (with Phase I Wildwood Canyon Road Interchange) conditions to determine circulation system performance. The opening year with Pacific Oaks Commerce Center (with Phase I Wildwood Canyon Road Interchange) traffic volumes at study intersections are illustrated in Figure 45. It should be noted that the intersections of I-10 Eastbound and I-10 Westbound Ramps on County Line Road are anticipated to be signalized by opening year of the project. Therefore, based on discussion with City staff, signals have been implemented at these two intersections. Detailed volume development worksheets are included in Appendix C. The opening year with Pacific Oaks Commerce Center (with Phase I Wildwood Canyon Road Interchange) levels of service for the study area intersections are summarized in Table U. Level of service calculation worksheets are contained in Appendix D. As shown in Table U, all study area intersections are forecast to operate at satisfactory levels of service with the exception of the following:

- Live Oak Canyon Road and Outer Highway 10 S (a.m. and p.m. peak hours).
- Oak Glen Road and Calimesa Boulevard (a.m. peak hour).

1 Yucaipa Boulevard/ Outer Highway 10 S	2 Yucaipa Boulevard/ I-10 Eastbound Ramps	3 Yucaipa Boulevard/ I-10 Westbound Ramps	4 16th Street/ Outer Highway 10 S	5 16th Street/Avenue E	6 14th Street/Avenue E	7 Live Oak Canyon Road / Outer Highway 10 S
8 Live Oak Canyon Road / I-10 Eastbound Ramps	9 Oak Glen Road/ I-10 Westbound Ramps	10 Oak Glen Road/ Calimesa Boulevard	11 Oak Glen Road/ Colorado Street	12 Oak Glen Road/Avenue E	13 Oak Glen Road/ Yucaipa Boulevard	14 8th Street/Colorado Street
15 Oak Hills Parkway/ I-10 Eastbound Ramps	16 Wildwood Canyon Road/ I-10 Westbound Ramps	17 Wildwood Canyon Rd/ Calimesa Boulevard	18 Colorado St/Wildwood Canyon Road	19 "East Road"/ County Line Road	20 I-10 Eastbound Ramps/County Line Road	21 I-10 Westbound Ramps/County Line Road
22 Calimesa Boulevard/County Line Road	23 Building 1 Dwy 1/ Oak Hills Parkway	24 Building 2 Dwy 1/ Oak Hills Parkway	25 Building 1 Dwy 2/ Oak Hills Parkway	26 Building 2 Dwy 2/ Oak Hills Parkway	27 Building 2 Dwy 3/ Oak Hills Parkway	

Does Not Exist

Analyzed for POCC Only

FIGURE 43

XXX / YYY AM / PM Peak Hour Volumes

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Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center
Opening Year with Pacific Oaks Commerce Center (without Phase I Wildwood Canyon Road Interchange) Peak Hour Traffic Volumes

		1 Yucaipa Boulevard/ Outer Highway 10 S	2 Yucaipa Boulevard/ I-10 Eastbound Ramps
		3 Yucaipa Boulevard/ I-10 Westbound Ramps	4 16th Street/ Outer Highway 10 S
		5 16th Street/Avenue E	6 14th Street/Avenue E
7 Live Oak Canyon Road / Outer Highway 10 S	8 Live Oak Canyon Road / I-10 Eastbound Ramps		9 Oak Glen Road/ I-10 Westbound Ramps
10 Oak Glen Road/ Calimesa Boulevard	11 Oak Glen Road/ Colorado Street	12 Oak Glen Road/Avenue E	13 Oak Glen Road/ Yucaipa Boulevard
14 8th Street/Colorado Street	15 Oak Hills Parkway/ I-10 Eastbound Ramps	16 Wildwood Canyon Road/ I-10 Westbound Ramps	17 Wildwood Canyon Rd/ Calimesa Boulevard
18 Colorado St/Wildwood Canyon Road	19 "East Road"/ County Line Road	20 I-10 Eastbound Ramps/County Line Road	21 I-10 Westbound Ramps/County Line Road
22 Calimesa Boulevard/County Line Road	23 Building 1 Dwy 1/ Oak Hills Parkway	24 Building 2 Dwy 1/ Oak Hills Parkway	25 Building 1 Dwy 2/ Oak Hills Parkway
26 Building 2 Dwy 2/ Oak Hills Parkway	27 Building 2 Dwy 3/ Oak Hills Parkway		

Analyzed for POCC Only

FIGURE 44

XXX / YYY AM / PM Peak Hour Volumes

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Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center
Opening Year without Pacific Oaks Commerce Center (with Phase I Wildwood Canyon Road Interchange) Peak Hour Traffic Volumes

Table U: Opening Year without and with Pacific Oaks Commerce Center
(with Phase I Wildwood Canyon Road Interchange Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	Without Project				With Project			
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
4 . 16th Street/Outer Highway 10 S	Yucaipa	C	TWSC	7.8	A	14.7	B	7.8	A	14.9	B
5 . 16th Street/Avenue E	Yucaipa	C	AWSC	8.7	A	8.9	A	8.7	A	8.9	A
7 . Live Oak Canyon Road /Outer Highway 10 S	Yucaipa	C	Signal	44.3	D *	61.9	E *	49.2	D *	75.2	E *
8 . Live Oak Canyon Road /I-10 Eastbound Ramps	Caltrans	D	Signal	33.9	C	38.2	D	34.4	C	37.9	D
9 . Oak Glen Road/I-10 Westbound Ramps	Caltrans	D	Signal	9.9	A	16.1	B	10.9	B	17.3	B
10 . Oak Glen Road/Calimesa Boulevard	Yucaipa	C	Signal	>100	F *	30.8	C	>100	F *	30.7	C
14 . 8th Street/Colorado Street	Yucaipa	C	AWSC	7.8	A	7.7	A	7.8	A	7.7	A
15 . Oak Hills Parkway/I-10 Eastbound Ramps	Caltrans	D	Signal	0.01	A	0.0	A	0.01	A	0.0	A
16 . Wildwood Canyon Road/I-10 Westbound Ramps	Caltrans	D	Signal	0.1	A	0.4	A	0.1	A	0.4	A
17 . Wildwood Canyon Rd/Calimesa Boulevard	Yucaipa	C	Signal	20.3	C	23.6	C	20.3	C	23.6	C
18 . Colorado St/Wildwood Canyon Road	Yucaipa	C	TWSC	19.2	C	15.6	C	19.2	C	15.6	C
19 . "East Road"/County Line Road	Calimesa	C	TWSC	Not Analyzed in Scenario				13.5	B	14.5	B
20 . I-10 Eastbound Ramps/County Line Road	Caltrans	D	Signal	35.7	D	31.9	C	26.8	C	29.2	C
21 . I-10 Westbound Ramps/County Line Road	Caltrans	D	Signal	21.7	C	13.6	B	15.9	B	14.0	B
22 . Calimesa Boulevard/County Line Road	Calimesa	C	Signal	16.8	B	14.6	B	17.2	B	15.2	B
23 . Building 1 Dwy 1/Oak Hills Parkway	Yucaipa	C	TWSC	Not Analyzed in Scenario				9.5	A	9.5	A
24 . Building 2 Dwy 1/Oak Hills Parkway	Yucaipa	C	TWSC	Not Analyzed in Scenario				9.9	A	9.7	A
25 . Building 1 Dwy 2/Oak Hills Parkway	Yucaipa	C	TWSC	Not Analyzed in Scenario				9.4	A	9.4	A
26 . Building 2 Dwy 2/Oak Hills Parkway	Yucaipa	C	TWSC	Not Analyzed in Scenario				9.3	A	9.4	A
27 . Building 2 Dwy 3/Oak Hills Parkway	Yucaipa	C	TWSC	Not Analyzed in Scenario				9.5	A	9.5	A

Notes:

LOS = Level of Service

TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case movement.

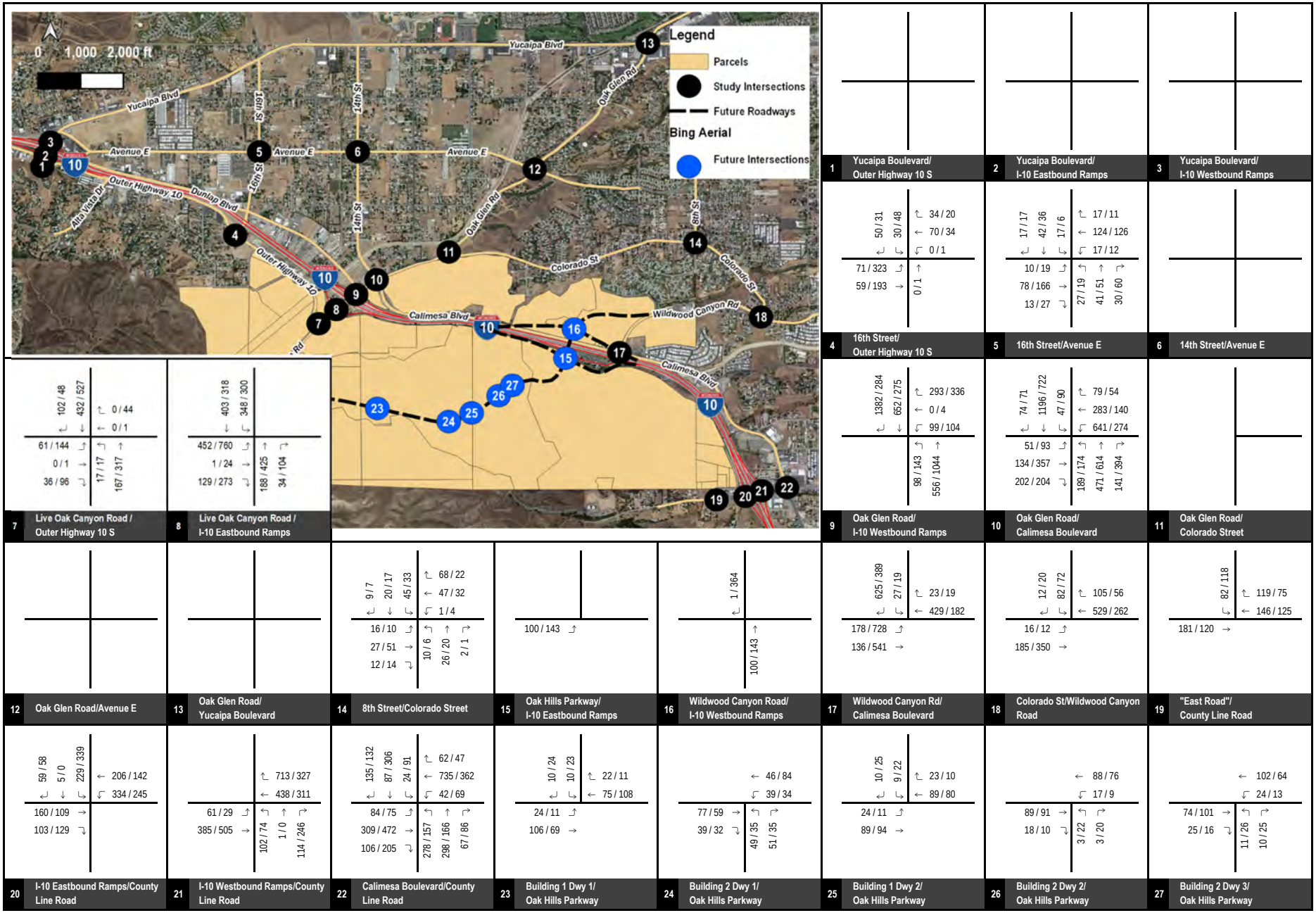

FIGURE 45

XXX / YYY AM / PM Peak Hour Volumes

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Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center
Opening Year with Pacific Oaks Commerce Center (with Phase I Wildwood Canyon Road Interchange) Peak Hour Traffic Volumes

9.11 Year 2050 without Pacific Oaks Commerce Center (without Wildwood Canyon Road Interchange) Intersections Levels of Service

An intersection level of service analysis was conducted for year 2050 without Pacific Oaks Commerce Center (without Wildwood Canyon Road Interchange) conditions to determine circulation system performance. The year 2050 without Pacific Oaks Commerce Center (without Wildwood Canyon Road Interchange) traffic volumes at study intersections are illustrated in previously reference Figure 46. It should be noted that the intersections of I-10 Eastbound and I-10 Westbound Ramps on County Line Road are anticipated to be signalized by opening year of the project. Therefore, based on discussion with City staff, signals have been implemented at these two intersections. Detailed volume development worksheets are included in Appendix C. The year 2050 without Pacific Oaks Commerce Center (without Wildwood Canyon Road Interchange) levels of service for the study area intersections are summarized in Table V. Level of service calculation worksheets are contained in Appendix D. As shown in Table V, all study area intersections are forecast to operate at satisfactory levels of service with the exception of the following:

- 16th Street and Outer Highway 10 S (p.m. peak hour).
- Live Oak Canyon Road and Outer Highway 10 S (a.m. and p.m. peak hours).
- Oak Glen Road and Calimesa Boulevard (a.m. and p.m. peak hours).
- Wildwood Canyon Road and Calimesa Boulevard (a.m. and p.m. peak hours).
- Colorado Street and Wildwood Canyon Road (a.m. and p.m. peak hours).
- Calimesa Boulevard and County Line Road (p.m. peak hour).

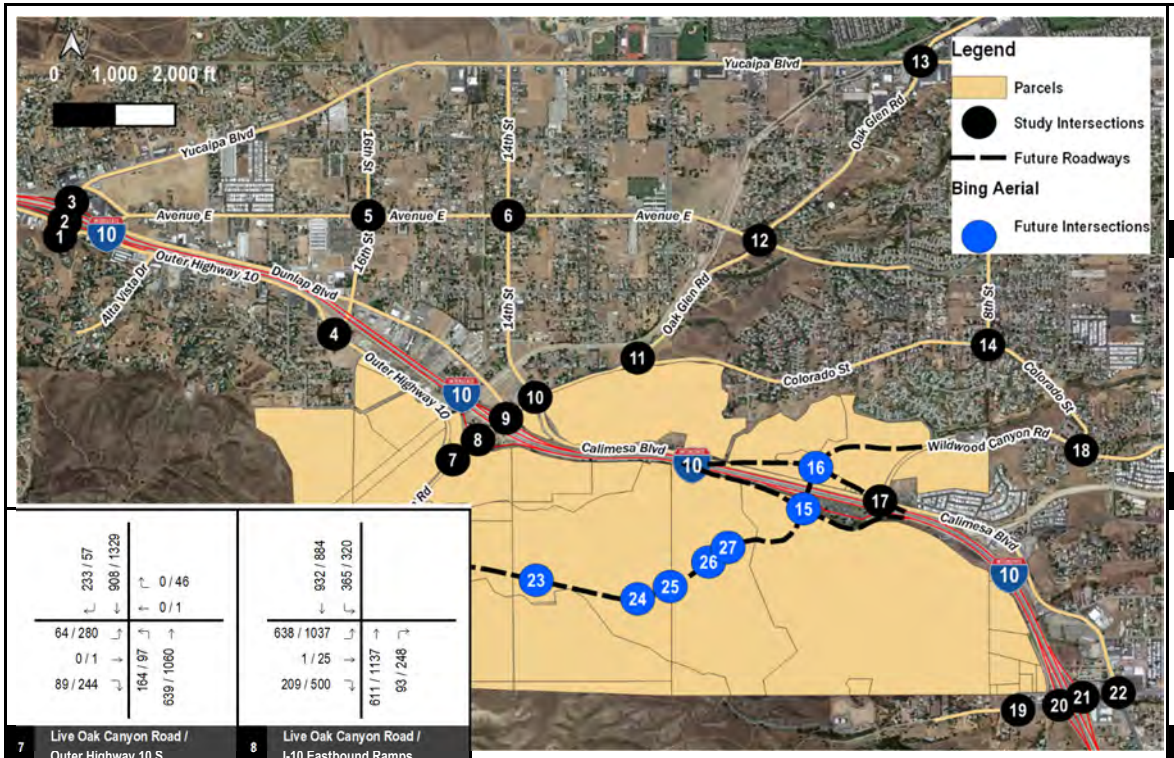
9.12 Year 2050 with Pacific Oaks Commerce Center (without Wildwood Canyon Road Interchange) Intersections Levels of Service

An intersection level of service analysis was conducted for year 2050 with Pacific Oaks Commerce Center (without Wildwood Canyon Road Interchange) conditions to determine circulation system performance. The year 2050 with Pacific Oaks Commerce Center (without Wildwood Canyon Road Interchange) traffic volumes at study intersections are illustrated in previously reference Figure 47. It should be noted that the intersections of I-10 Eastbound and I-10 Westbound Ramps on County Line Road are anticipated to be signalized by opening year of the project. Therefore, based on discussion with City staff, signals have been implemented at these two intersections. Detailed volume development worksheets are included in Appendix C. The year 2050 with Pacific Oaks Commerce Center (without Wildwood Canyon Road Interchange) levels of service for the study area intersections are summarized in Table V. Level of service calculation worksheets are contained in Appendix D. As shown in Table V, all study area intersections are forecast to operate at satisfactory levels of service with the exception of the following:

- 16th Street and Outer Highway 10 S (p.m. peak hour).
- Live Oak Canyon Road and Outer Highway 10 S (a.m. and p.m. peak hours).
- Oak Glen Road and Calimesa Boulevard (a.m. and p.m. peak hours).
- Wildwood Canyon Road and Calimesa Boulevard (a.m. and p.m. peak hours).
- Colorado Street and Wildwood Canyon Road (a.m. and p.m. peak hours).
- Calimesa Boulevard and County Line Road (a.m. and p.m. peak hours).

9.13 Year 2050 without Pacific Oaks Commerce Center (with Wildwood Canyon Road Interchange) Intersections Levels of Service

An intersection level of service analysis was conducted for year 2050 without Pacific Oaks Commerce Center (with Wildwood Canyon Road Interchange) conditions to determine circulation system performance. The year 2050 without Pacific Oaks Commerce Center (with Wildwood Canyon Road Interchange) traffic volumes at study intersections are illustrated in previously reference Figure 48. It should be noted that the intersections of I-10 Eastbound and I-10 Westbound Ramps on County Line Road are anticipated to be signalized by opening year of the project. Therefore,



1 Yucaipa Boulevard/ Outer Highway 10 S	2 Yucaipa Boulevard/ I-10 Eastbound Ramps	3 Yucaipa Boulevard/ I-10 Westbound Ramps	
4 16th Street/ Outer Highway 10 S	5 16th Street/Avenue E	6 14th Street/Avenue E	
7 Live Oak Canyon Road / Outer Highway 10 S	8 Live Oak Canyon Road / I-10 Eastbound Ramps	9 Oak Glen Road/ I-10 Westbound Ramps	10 Oak Glen Road/ Calimesa Boulevard	11 Oak Glen Road/ Colorado Street
12 Oak Glen Road/Avenue E	13 Oak Glen Road/ Yucaipa Boulevard	14 8th Street/Colorado Street	15 Oak Hills Parkway/ I-10 Eastbound Ramps	16 Wildwood Canyon Road/ I-10 Westbound Ramps	17 Wildwood Canyon Rd/ Calimesa Boulevard	18 Colorado St/Wildwood Canyon Road	19 "East Road"/ County Line Road
20 I-10 Eastbound Ramps/County Line Road	21 I-10 Westbound Ramps/County Line Road	22 Calimesa Boulevard/County Line Road	23 Building 1 Dwy 1/ Oak Hills Parkway	24 Building 2 Dwy 1/ Oak Hills Parkway	25 Building 1 Dwy 2/ Oak Hills Parkway	26 Building 2 Dwy 2/ Oak Hills Parkway	27 Building 2 Dwy 3/ Oak Hills Parkway

FIGURE 46

XXX / YYY AM / PM Peak Hour Volumes

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Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center
Year 2050 without Pacific Oaks Commerce Center (without Wildwood Canyon Road Interchange) Peak Hour Traffic Volumes

Table V: Year 2050 without and with Pacific Oaks Commerce Center
(without Wildwood Canyon Road Interchange) Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	Without Project				With Project			
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
4 . 16th Street/Outer Highway 10 S	Yucaipa	C	TWSC	11.3	B	39.7	E *	11.4	B	40.7	E *
5 . 16th Street/Avenue E	Yucaipa	C	AWSC	8.9	A	12.8	B	9	A	12.9	B
7 . Live Oak Canyon Road /Outer Highway 10 S	Yucaipa	C	Signal	>100	F *	>100	F *	>100	F *	>100	F *
8 . Live Oak Canyon Road /I-10 Eastbound Ramps	Caltrans	D	Signal	35.4	D	42.4	D	36.5	D	46.4	D
9 . Oak Glen Road/I-10 Westbound Ramps	Caltrans	D	Signal	19.2	B	15.7	B	28.6	C	17.5	B
10 . Oak Glen Road/Calimesa Boulevard	Yucaipa	C	Signal	>100	F *	>100	F *	>100	F *	>100	F *
14 . 8th Street/Colorado Street	Yucaipa	C	AWSC	9.2	A	7.8	A	9.2	A	7.8	A
15 . Oak Hills Parkway/I-10 Eastbound Ramps	Caltrans	D	Signal	Not Analyzed in Scenario				Not Analyzed in Scenario			
16 . Wildwood Canyon Road/I-10 Westbound Ramps	Caltrans	D	Signal	Not Analyzed in Scenario				Not Analyzed in Scenario			
17 . Wildwood Canyon Rd/Calimesa Boulevard	Yucaipa	C	AWSC	>100	F *	>100	F *	>100	F *	>100	F *
18 . Colorado St/Wildwood Canyon Road	Yucaipa	C	TWSC	27	D *	27.0	D *	27	D *	27.0	D *
19 . "East Road"/County Line Road	Calimesa	D	TWSC	Not Analyzed in Scenario				15.5	C	18.9	C
20 . I-10 Eastbound Ramps/County Line Road	Caltrans	D	Signal	32.8	C	37.1	D	37.1	D	48.3	D
21 . I-10 Westbound Ramps/County Line Road	Caltrans	D	Signal	22.7	C	19.0	B	23.3	C	18.6	B
22 . Calimesa Boulevard/County Line Road	Calimesa	C	Signal	34	C	51.2	D *	35.4	D *	55.2	E *
23 . Building 1 Dwy 1/Oak Hills Parkway	Yucaipa	C	TWSC	Not Analyzed in Scenario				9.4	A	9.5	A
24 . Building 2 Dwy 1/Oak Hills Parkway	Yucaipa	C	TWSC	Not Analyzed in Scenario				9.9	A	9.7	A
25 . Building 1 Dwy 2/Oak Hills Parkway	Yucaipa	C	TWSC	Not Analyzed in Scenario				9.4	A	9.4	A
26 . Building 2 Dwy 2/Oak Hills Parkway	Yucaipa	C	TWSC	Not Analyzed in Scenario				9.3	A	9.4	A
27 . Building 2 Dwy 3/Oak Hills Parkway	Yucaipa	C	TWSC	Not Analyzed in Scenario				9.5	A	9.5	A

Notes:

LOS = Level of Service

TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case movement.

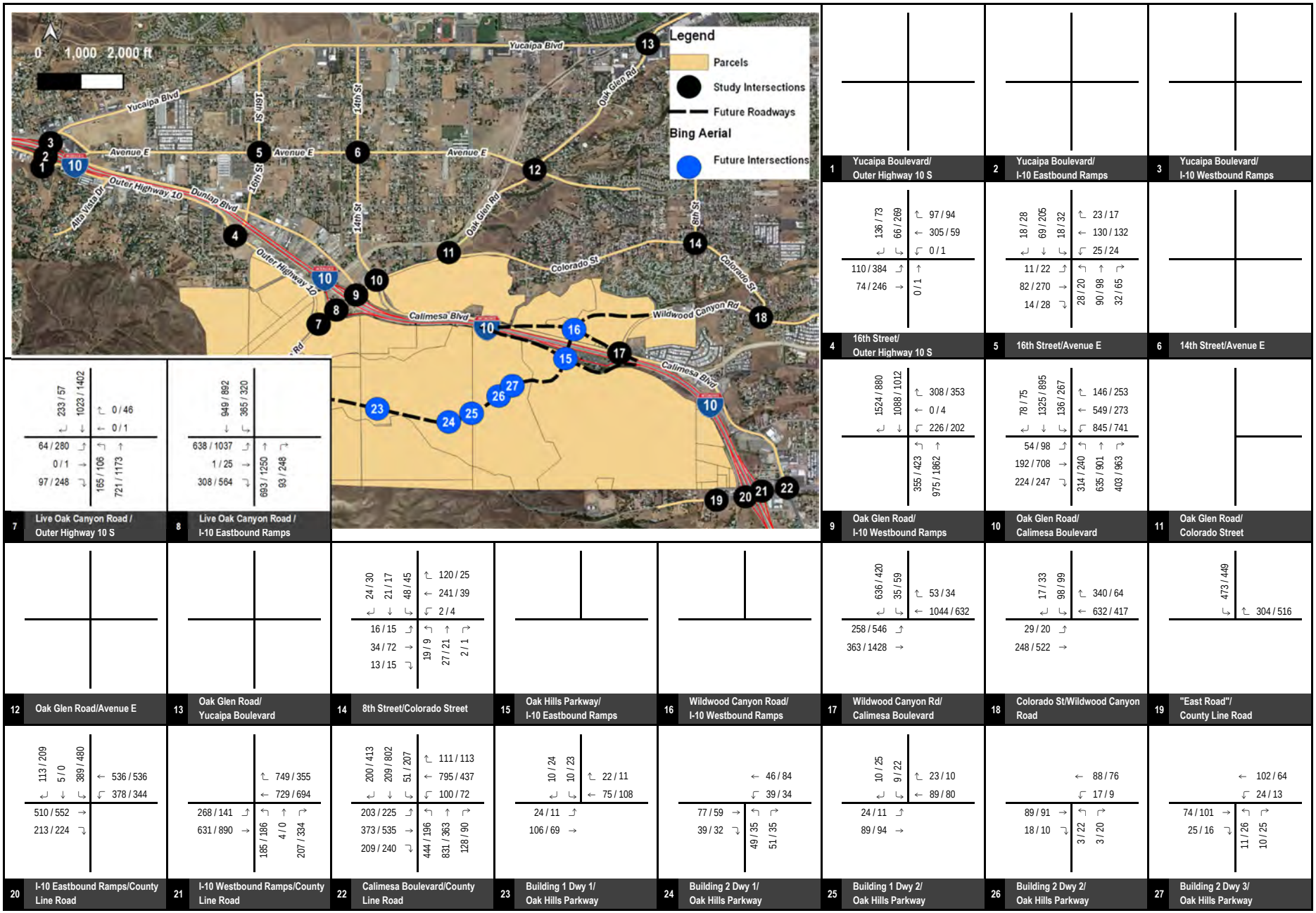

FIGURE 47

XXX / YYY AM / PM Peak Hour Volumes

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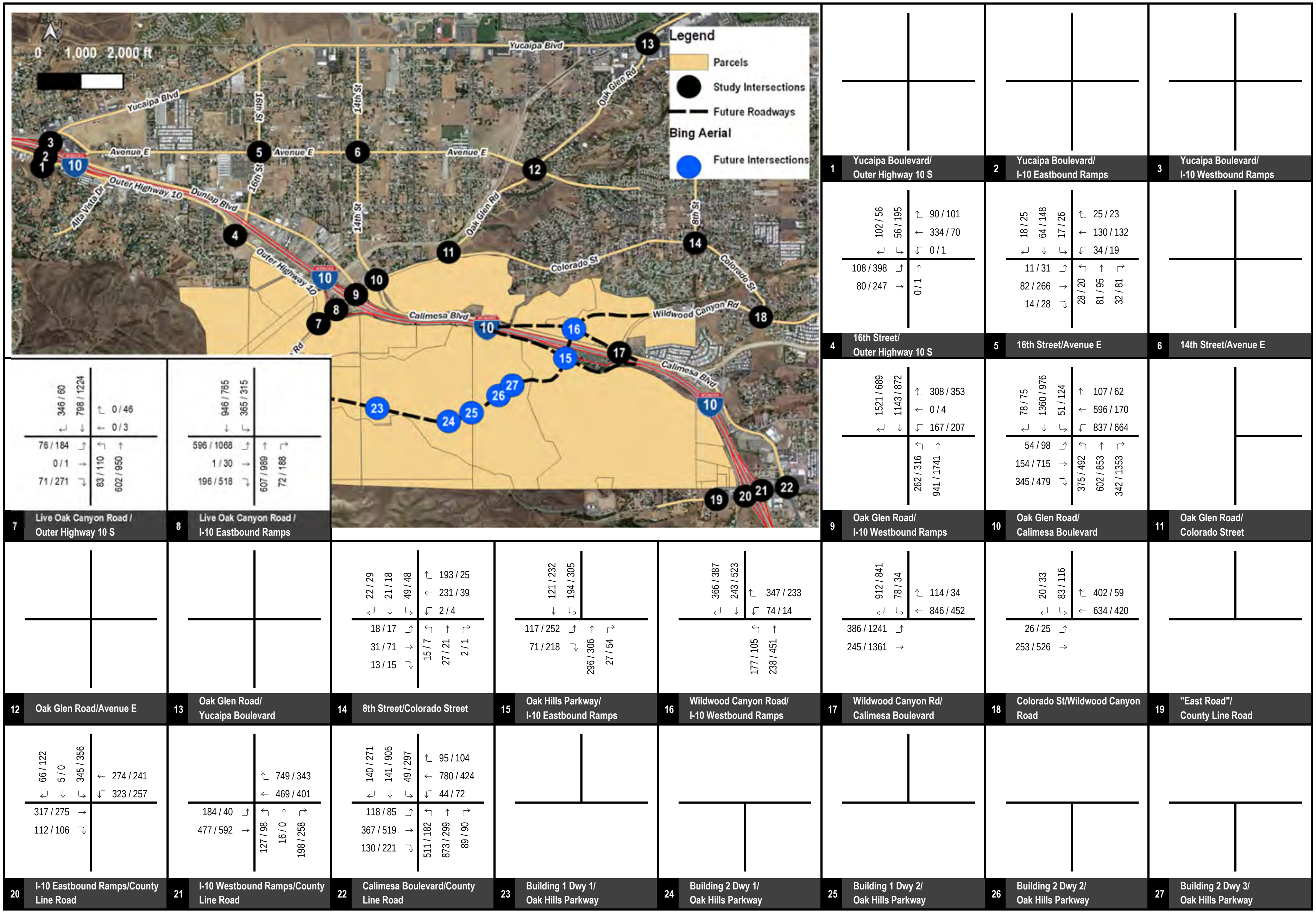
Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center
Year 2050 with Pacific Oaks Commerce Center (without Wildwood Canyon Road Interchange) Peak Hour Traffic Volumes



0 1,000 2,000 ft
Legend
Parcels
Study Intersections
Future Roadways
Bing Aerial
Future Intersections
Yucaipa Blvd
Avenue E
Outer Highway 10
Dunlap Blvd
Alta Vista Dr
16th St
14th St
Oak Glen Rd
Colorado St
8th St
Wildwood Canyon Rd
Calimesa Blvd
10
1 Yucaipa Boulevard/ Outer Highway 10 S
2 Yucaipa Boulevard/ I-10 Eastbound Ramps
3 Yucaipa Boulevard/ I-10 Westbound Ramps
4 16th Street/ Outer Highway 10 S
102 / 56
56 / 195
90 / 101
334 / 70
0 / 1
108 / 398
80 / 247
0 / 1
5 16th Street/Avenue E
18 / 25
64 / 148
17 / 26
25 / 23
130 / 132
34 / 19
11 / 31
82 / 266
14 / 28
28 / 20
81 / 95
32 / 81
6 14th Street/Avenue E
7 Live Oak Canyon Road / Outer Highway 10 S
346 / 60
798 / 1224
0 / 46
0 / 3
76 / 184
0 / 1
71 / 271
83 / 110
602 / 950
8 Live Oak Canyon Road / I-10 Eastbound Ramps
946 / 765
365 / 315
596 / 1068
1 / 30
196 / 518
607 / 989
72 / 188
9 Oak Glen Road/ I-10 Westbound Ramps
1521 / 689
1143 / 872
308 / 353
0 / 4
167 / 207
262 / 316
941 / 1741
10 Oak Glen Road/ Calimesa Boulevard
78 / 75
1360 / 976
51 / 124
107 / 62
596 / 170
837 / 664
54 / 98
154 / 715
345 / 479
375 / 492
602 / 853
342 / 1353
11 Oak Glen Road/ Colorado Street
12 Oak Glen Road/Avenue E
13 Oak Glen Road/ Yucaipa Boulevard
14 8th Street/Colorado Street
22 / 29
21 / 18
49 / 48
193 / 25
231 / 39
2 / 4
18 / 17
31 / 71
13 / 15
15 / 7
27 / 21
2 / 1
15 Oak Hills Parkway/ I-10 Eastbound Ramps
121 / 232
194 / 305
117 / 252
71 / 218
296 / 306
27 / 54
16 Wildwood Canyon Road/ I-10 Westbound Ramps
366 / 387
243 / 523
347 / 233
74 / 14
177 / 105
238 / 451
17 Wildwood Canyon Rd/ Calimesa Boulevard
912 / 841
78 / 34
114 / 34
846 / 452
386 / 1241
245 / 1361
18 Colorado St/Wildwood Canyon Road
20 / 33
83 / 116
402 / 59
634 / 420
26 / 25
253 / 526
19 "East Road"/ County Line Road
20 I-10 Eastbound Ramps/County Line Road
66 / 122
5 / 0
345 / 356
274 / 241
323 / 257
317 / 275
112 / 106
21 I-10 Westbound Ramps/County Line Road
749 / 343
469 / 401
184 / 40
477 / 592
127 / 98
16 / 0
198 / 258
22 Calimesa Boulevard/County Line Road
140 / 271
141 / 905
49 / 297
95 / 104
780 / 424
44 / 72
118 / 85
367 / 519
130 / 221
511 / 182
873 / 299
89 / 90
23 Building 1 Dwy 1/ Oak Hills Parkway
24 Building 2 Dwy 1/ Oak Hills Parkway
25 Building 1 Dwy 2/ Oak Hills Parkway
26 Building 2 Dwy 2/ Oak Hills Parkway
27 Building 2 Dwy 3/ Oak Hills Parkway

FIGURE 48

XXX / YYY AM / PM Peak Hour Volumes

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Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center
Year 2050 without Pacific Oaks Commerce Center (with Wildwood Canyon Road Interchange) Peak Hour Traffic Volumes

based on discussion with City staff, signals have been implemented at these two intersections. Detailed volume development worksheets are included in Appendix C. The year 2050 without Pacific Oaks Commerce Center (with Wildwood Canyon Road Interchange) levels of service for the study area intersections are summarized in Table W. Level of service calculation worksheets are contained in Appendix D. As shown in Table W, all study area intersections are forecast to operate at satisfactory levels of service with the exception of the following:

- 16th Street and Outer Highway 10 S (p.m. peak hour).
- Live Oak Canyon Road and Outer Highway 10 S (a.m. and p.m. peak hours).
- Oak Glen Road and Calimesa Boulevard (a.m. and p.m. peak hours).
- Colorado Street and Wildwood Canyon Road (a.m. and p.m. peak hours).
- Calimesa Boulevard and County Line Road (p.m. peak hour).

9.14 Year 2050 with Pacific Oaks Commerce Center (with Wildwood Canyon Road Interchange) Intersections Levels of Service

An intersection level of service analysis was conducted for year 2050 with Pacific Oaks Commerce Center (with Wildwood Canyon Road Interchange) conditions to determine circulation system performance. The year 2050 with Pacific Oaks Commerce Center (with Wildwood Canyon Road Interchange) traffic volumes at study intersections are illustrated in previously reference Figure 49. It should be noted that the intersections of I-10 Eastbound and I-10 Westbound Ramps on County Line Road are anticipated to be signalized by opening year of the project. Therefore, based on discussion with City staff, signals have been implemented at these two intersections. Detailed volume development worksheets are included in Appendix C. The year 2050 with Pacific Oaks Commerce Center (with Wildwood Canyon Road) Interchange levels of service for the study area intersections are summarized in Table W. Level of service calculation worksheets are contained in Appendix D. As shown in Table W, all study area intersections are forecast to operate at satisfactory levels of service with the exception of the following:

- 16th Street and Outer Highway 10 S (p.m. peak hour).
- Live Oak Canyon Road and Outer Highway 10 S (a.m. and p.m. peak hours).
- Oak Glen Road and Calimesa Boulevard (a.m. and p.m. peak hours).
- Colorado Street and Wildwood Canyon Road (a.m. and p.m. peak hours).
- Calimesa Boulevard and County Line Road (a.m. and p.m. peak hours).

10.0 CIRCULATION IMPROVEMENTS

The City requires that circulation improvements be recommended if the study area intersections don't meet the City's General Plan Consistency requirements. These improvements can include conversion of stop control, signalization, changes to signal phasing, and/or addition of lanes as appropriate.

10.1 Opening Year with Pacific Oaks Commerce Center (without Phase I Wildwood Canyon Road Interchange) Circulation Improvements

Under opening year with Pacific Oaks Commerce Center (without Phase I Wildwood Canyon Road Interchange) conditions, the following modifications are recommended:

- Live Oak Canyon Road and Outer Highway 10 S: Add a northbound left-turn lane, a northbound through lane, and a southbound through lane.
- Oak Glen Road and Calimesa Boulevard: Add a second northbound left-turn lane, a third westbound left-turn lane. Add a northbound through lane, and a westbound right-turn lane.
- Wildwood Canyon Road and Calimesa Boulevard: Install a traffic signal and a westbound through lane.

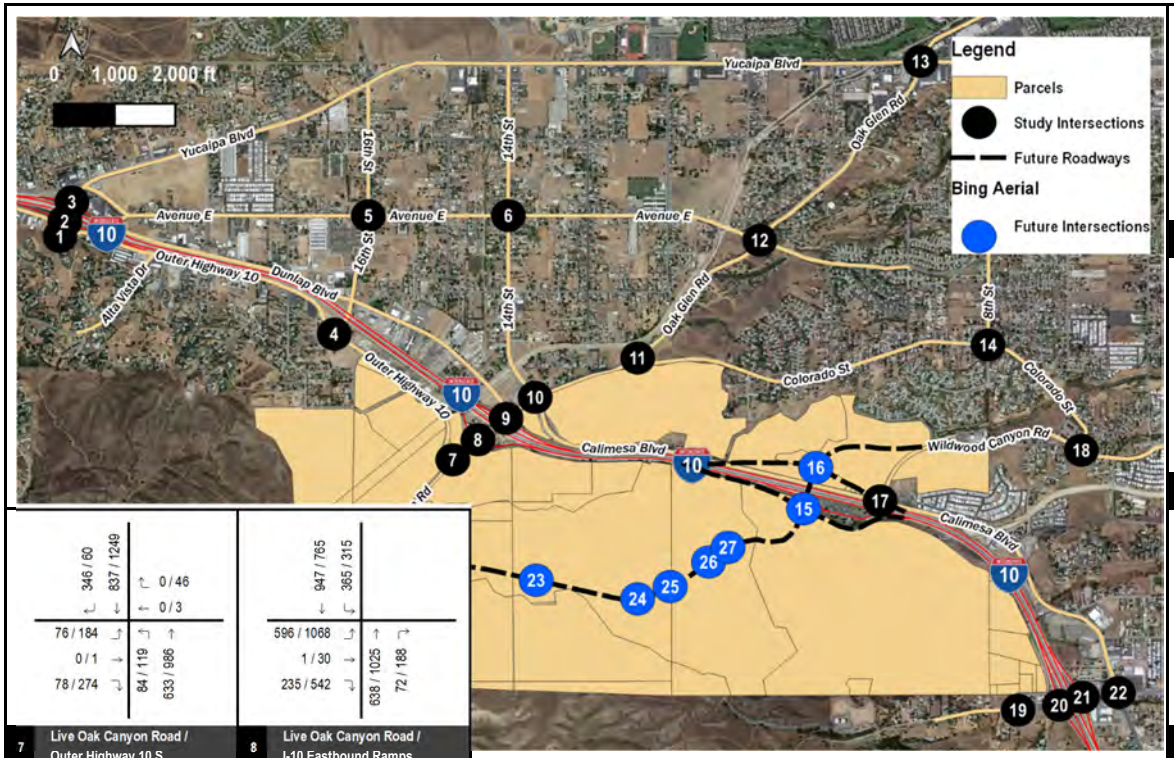
Table W: Year 2050 without and with Pacific Oaks Commerce Center
(with Wildwood Canyon Road Interchange) Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	Without Project				With Project			
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
4 . 16th Street/Outer Highway 10 S	Yucaipa	C	TWSC	11.4	B	35.0	D *	11.5	B	35.9	E *
5 . 16th Street/Avenue E	Yucaipa	C	AWSC	9	A	12.0	B	9	A	12.1	B
7 . Live Oak Canyon Road /Outer Highway 10 S	Yucaipa	C	Signal	>100	F *	>100	F *	>100	F *	>100	F *
8 . Live Oak Canyon Road /I-10 Eastbound Ramps	Caltrans	D	Signal	34.7	C	39.8	D	35.1	D	40.2	D
9 . Oak Glen Road/I-10 Westbound Ramps	Caltrans	D	Signal	21	C	16.7	B	25.7	C	22.2	C
10 . Oak Glen Road/Calimesa Boulevard	Yucaipa	C	Signal	>100	F *	>100	F *	>100	F *	>100	F *
14 . 8th Street/Colorado Street	Yucaipa	C	AWSC	9.2	A	7.9	A	9.2	A	7.9	A
15 . Oak Hills Parkway/I-10 Eastbound Ramps	Caltrans	D	Signal	18.3	B	21.9	C	18	B	22.3	C
16 . Wildwood Canyon Road/I-10 Westbound Ramps	Caltrans	D	Signal	18	B	12.8	B	21.3	C	13.4	B
17 . Wildwood Canyon Rd/Calimesa Boulevard	Yucaipa	C	Signal	24.4	C	13.5	B	24.5	C	18.5	B
18 . Colorado St/Wildwood Canyon Road	Yucaipa	C	TWSC	24.8	C	31.8	D *	25.8	D *	34.9	D *
19 . "East Road"/County Line Road	Calimesa	D	TWSC	Not Analyzed in Scenario				9.6	A	9.8	A
20 . I-10 Eastbound Ramps/County Line Road	Caltrans	D	Signal	27.9	C	26.6	C	27.7	C	26.6	C
21 . I-10 Westbound Ramps/County Line Road	Caltrans	D	Signal	20	B	13.9	B	20.2	C	14.0	B
22 . Calimesa Boulevard/County Line Road	Calimesa	C	Signal	28.5	C	55.5	E *	28.5	C	55.5	E *
23 . Building 1 Dwy 1/Oak Hills Parkway	Yucaipa	C	TWSC	Not Analyzed in Scenario				9.5	A	9.5	A
24 . Building 2 Dwy 1/Oak Hills Parkway	Calimesa	C	TWSC	Not Analyzed in Scenario				9.9	A	9.7	A
25 . Building 1 Dwy 2/Oak Hills Parkway	Calimesa	C	TWSC	Not Analyzed in Scenario				9.4	A	9.4	A
26 . Building 2 Dwy 2/Oak Hills Parkway	Calimesa	C	TWSC	Not Analyzed in Scenario				9.3	A	9.4	A
27 . Building 2 Dwy 3/Oak Hills Parkway	Calimesa	C	Signal	Not Analyzed in Scenario				9.5	A	9.5	A

Notes:

LOS = Level of Service

TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case movement.



1 Yucaipa Boulevard/ Outer Highway 10 S	2 Yucaipa Boulevard/ I-10 Eastbound Ramps	3 Yucaipa Boulevard/ I-10 Westbound Ramps	
4 16th Street/ Outer Highway 10 S	5 16th Street/Avenue E	6 14th Street/Avenue E	
7 Live Oak Canyon Road / Outer Highway 10 S	8 Live Oak Canyon Road / I-10 Eastbound Ramps	9 Oak Glen Road/ I-10 Westbound Ramps	10 Oak Glen Road/ Calimesa Boulevard	11 Oak Glen Road/ Colorado Street
12 Oak Glen Road/Avenue E	13 Oak Glen Road/ Yucaipa Boulevard	14 8th Street/Colorado Street	15 Oak Hills Parkway/ I-10 Eastbound Ramps	16 Wildwood Canyon Road/ I-10 Westbound Ramps	17 Wildwood Canyon Rd/ Calimesa Boulevard	18 Colorado St/Wildwood Canyon Road	19 "East Road"/ County Line Road
20 I-10 Eastbound Ramps/County Line Road	21 I-10 Westbound Ramps/County Line Road	22 Calimesa Boulevard/County Line Road	23 Building 1 Dwy 1/ Oak Hills Parkway	24 Building 2 Dwy 1/ Oak Hills Parkway	25 Building 1 Dwy 2/ Oak Hills Parkway	26 Building 2 Dwy 2/ Oak Hills Parkway	27 Building 2 Dwy 3/ Oak Hills Parkway

FIGURE 49

XXX / YYY AM / PM Peak Hour Volumes

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Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center
Year 2050 with Pacific Oaks Commerce Center (with Wildwood Canyon Road Interchange) Peak Hour Traffic Volumes

The resulting levels of service for opening year With Pacific Oaks Commerce Center (without Phase I Wildwood Canyon Road Interchange) With Improvement conditions are shown in Table X. Figure 50 illustrates the recommended improvements.

10.2 Opening Year with Pacific Oaks Commerce Center (with Phase I Wildwood Canyon Road Interchange) Circulation Improvements

Under opening year with Pacific Oaks Commerce Center (with Phase I Wildwood Canyon Road Interchange) conditions, the following modifications are recommended:

- Live Oak Canyon Road and Outer Highway 10 S: Add a northbound left-turn lane.
- Oak Glen Road and Calimesa Boulevard: Add a second northbound left-turn lane, a third westbound left-turn lane. Add a northbound through lane, and a westbound right-turn lane.

The resulting levels of service for opening year with FCSP With Pacific Oaks Commerce Center (with Phase I Wildwood Canyon Road Interchange) With Improvement conditions are shown in Table Y. Figure 51 illustrates the recommended improvements.

10.3 Year 2050 with Pacific Oaks Commerce Center (without Wildwood Canyon Road Interchange) Circulation Improvements

Under year 2050 with Pacific Oaks Commerce Center (without Wildwood Canyon Road Interchange) conditions, the following modifications are recommended:

- 16th Street and Outer Highway 10 S: Add an eastbound left-turn lane, a westbound right-turn lane, and a southbound right-turn lane.
- Live Oak Canyon Road and Outer Highway 10 S: Add a northbound left-turn lane, a northbound through lane, a southbound through lane, and an eastbound right-turn lane.
- Oak Glen Road and Calimesa Boulevard: Add a second northbound left-turn lane, a second southbound left-turn lane, a southbound through lane, and a third westbound left-turn lane. Add a northbound through lane, a southbound right-turn lane, an eastbound through lane, a westbound through lane, and a westbound right-turn lane.
- Wildwood Canyon Road and Calimesa Boulevard: Install a traffic signal, add an eastbound through lane, and a westbound through lane.
- Colorado Street and Wildwood Canyon Road: Install a traffic signal, add a southbound right-turn lane, an eastbound through lane, and a westbound through lane.
- Calimesa Boulevard and County Line Road: Add a northbound right-turn lane, a southbound through lane, an eastbound through lane, an eastbound right-turn lane, and a westbound right-turn lane.

The resulting levels of service for year 2050 With Pacific Oaks Commerce Center (without Wildwood Canyon Road Interchange) With Improvement conditions are shown in Table Z. Figure 52 illustrates the recommended improvements.

10.4 Year 2050 with Pacific Oaks Commerce Center (with Wildwood Canyon Road Interchange) Circulation Improvements

Under year 2050 with Pacific Oaks Commerce Center (with Wildwood Canyon Road Interchange) conditions, the following modifications are recommended:

- 16th Street and Outer Highway 10 S: Add an eastbound left-turn lane, a westbound right-turn lane, and a southbound right-turn lane.

Table X: Opening Year without and with Pacific Oaks Commerce Center
(without Phase I Wildwood Canyon Road Interchange) With Improvments Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	Without Project						With Project With Imp.			
				AM Peak Hour			PM Peak Hour			AM Peak Hour		PM Peak Hour	
				Delay	LOS		Delay	LOS		Delay	LOS	Delay	LOS
7 . Live Oak Canyon Road /Outer Highway 10 S	Yucaipa	C	Signal	44.3	D	*	82.8	F	*	20.8	C	25.3	C
10 . Oak Glen Road/Calimesa Boulevard	Yucaipa	C	Signal	>100	F	*	30.8	C		26.3	C	17.7	B
17 . Wildwood Canyon Rd/Calimesa Boulevard	Yucaipa	C	Signal	68.4	E	*	24.8	C		25.6	C	23.3	C

Notes:

LOS = Level of Service

TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case movement.

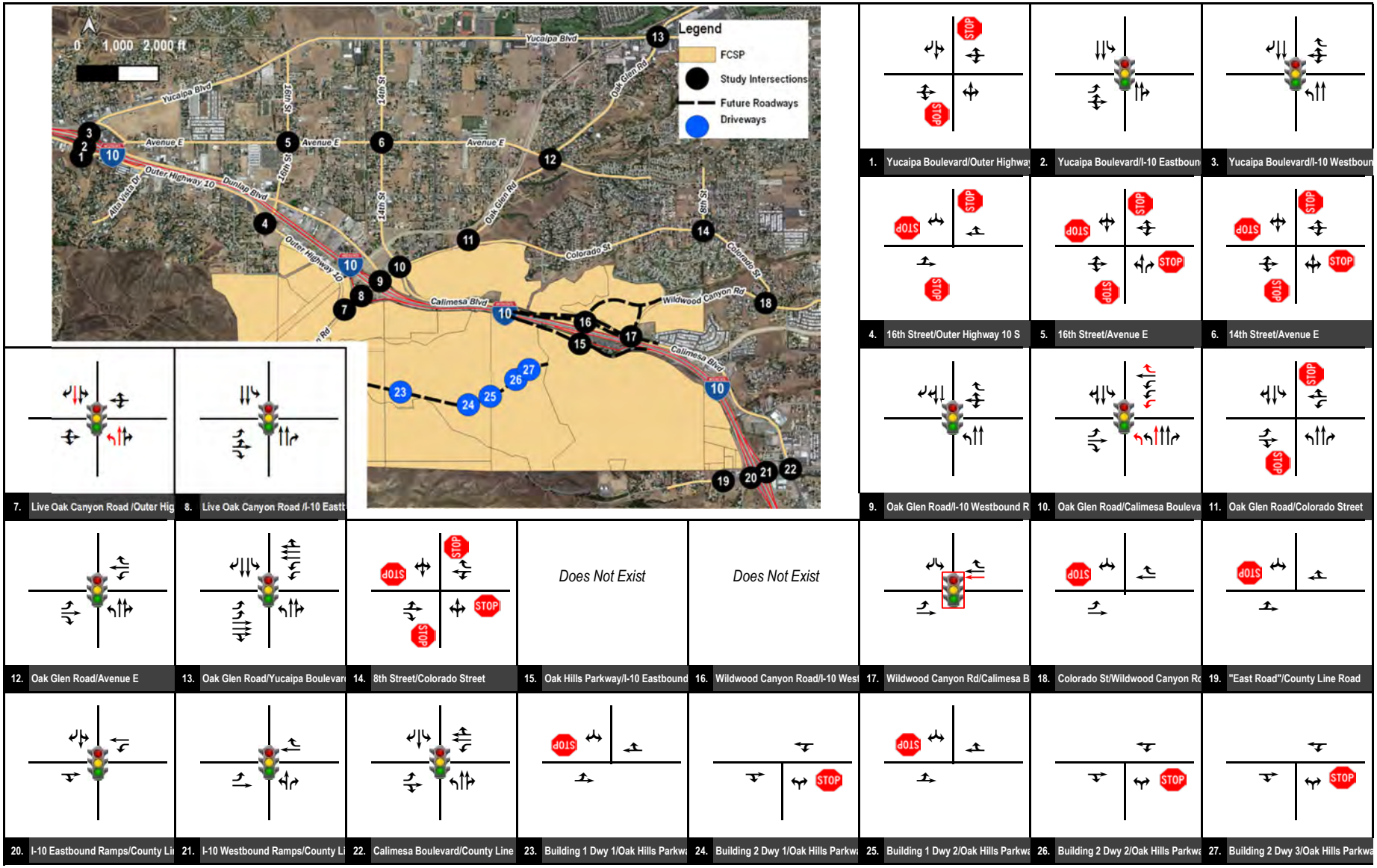

FIGURE 50

Legend

- Traffic Signal
- Stop Sign
- Improvements
- RT Overlap
- Delacto right turn

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Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center

Opening Year with Pacific Oaks Commerce Center (without Phase I Wildwood Canyon Road Interchange)

With Improvements Geometrics and Stop Control

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Table Y: Opening Year without and with Pacific Oaks Commerce Center
(with Phase I Wildwood Canyon Road Interchange) With Improvements Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	Without Project						With Project With Imp.			
				AM Peak Hour			PM Peak Hour			AM Peak Hour		PM Peak Hour	
				Delay	LOS		Delay	LOS		Delay	LOS	Delay	LOS
7 . Live Oak Canyon Road /Outer Highway 10 S	Yucaipa	C	Signal	44.3	D	*	61.9	E	*	9.5	A	19.6	B
10 . Oak Glen Road/Calimesa Boulevard	Yucaipa	C	Signal	>100	F	*	30.8	C		23.7	C	20.0	B

Notes:

LOS = Level of Service

TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case movement.

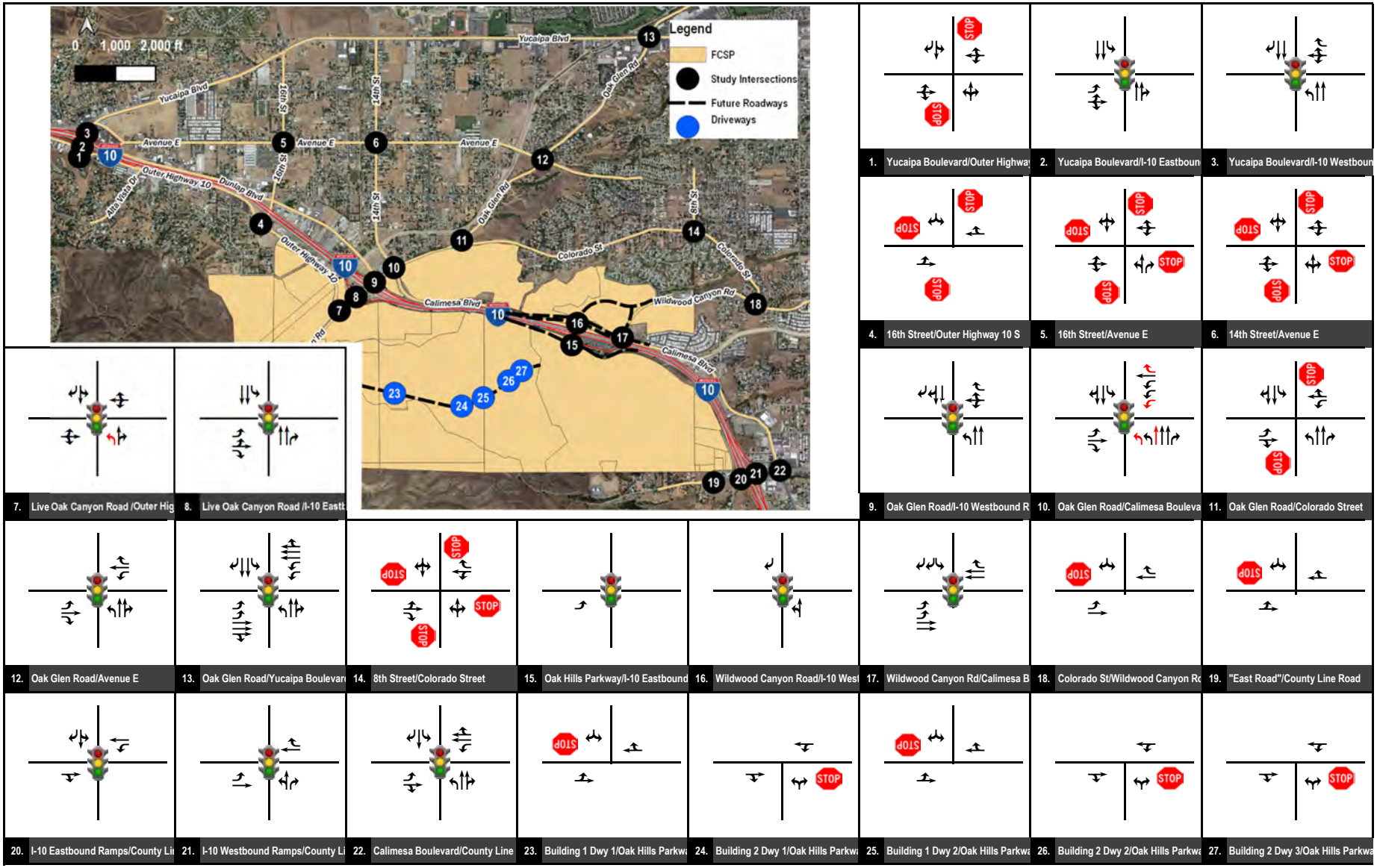

FIGURE 51

Legend

Traffic Signal

Stop Sign

Improvements

RT Overlap

Defacto right turn

Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center

Opening Year with Pacific Oaks Commerce Center (with Phase I Wildwood Canyon Road Interchange)

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Table Z: Year 2050 without and with Pacific Oaks Commerce Center
(without Wildwood Canyon Road Interchange) With Improvements Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	Without Project				With Project With Imp.			
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
4 . 16th Street/Outer Highway 10 S	Yucaipa	C	TWSC	11.3	B	39.7	E *	10.7	B	17.9	C
7 . Live Oak Canyon Road /Outer Highway 10 S	Yucaipa	C	Signal	>100	F *	>100	F *	8.5	A	17.3	B
10 . Oak Glen Road/Calimesa Boulevard	Yucaipa	C	Signal	>100	F *	>100	F *	31.6	C	34.4	C
17 . Wildwood Canyon Rd/Calimesa Boulevard	Yucaipa	C	Signal	>100	F *	>100	F *	32.7	C	23.5	C
18 . Colorado St/Wildwood Canyon Road	Yucaipa	C	TWSC	27	D *	27.0	D *	21.9	C	24.5	C
22 . Calimesa Boulevard/County Line Road	Calimesa	C	Signal	34	C	51.2	D *	26.6	C	20.3	C

Notes:

LOS = Level of Service

TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case movement.

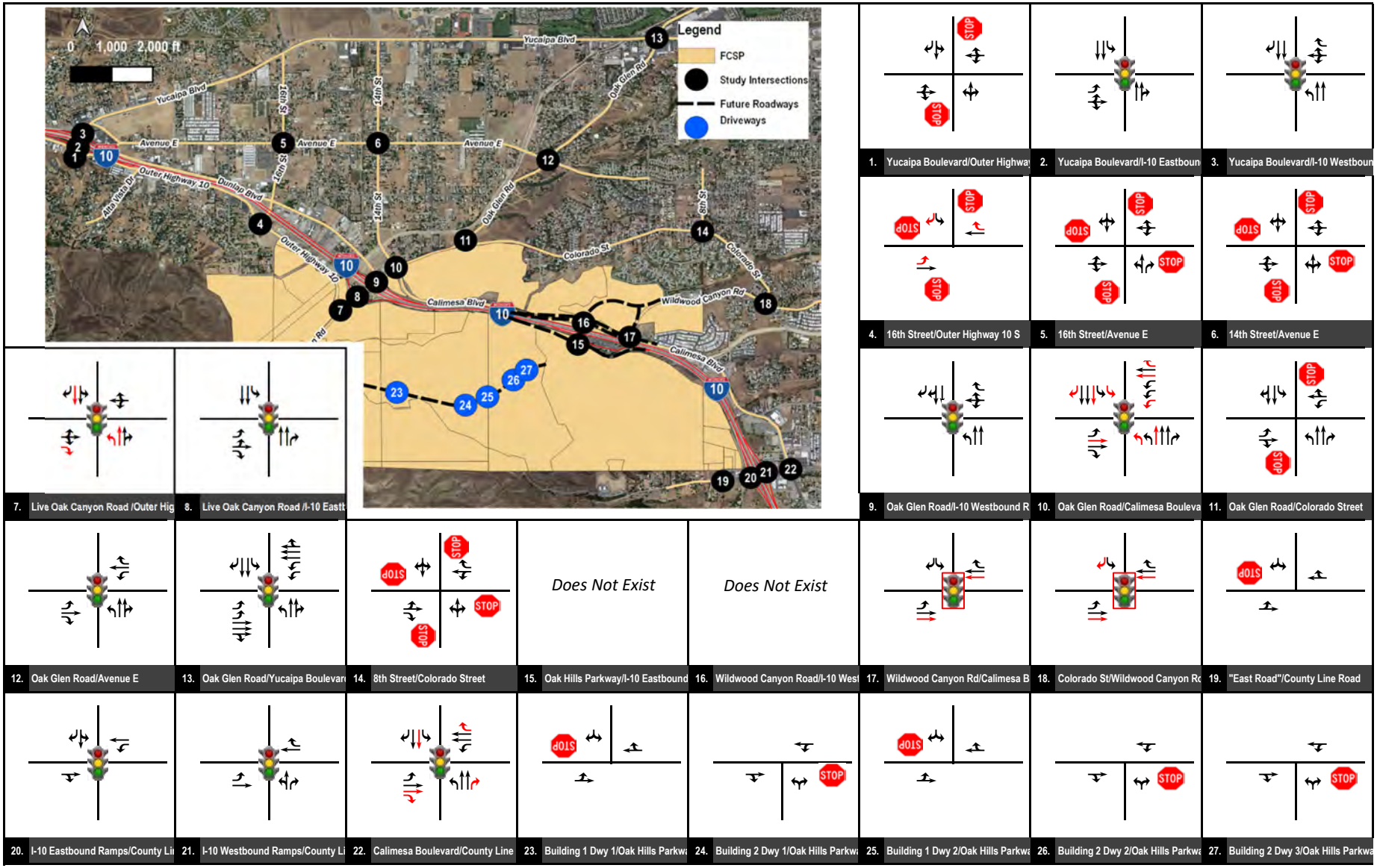

FIGURE 52

Legend

Traffic Signal

Stop Sign

Improvements

RT Overlap

Defacto right turn

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Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center
Year 2050 with Pacific Oaks Commerce Center (without Wildwood Canyon Road Interchange)
With Improvements Geometrics and Stop Control

P:\Placeworks - Yucaipa FCSP\Analysis v2\Z40 Fig 52 Geo 2040 w FCSP With POCC No Int MIT 8/6/2023

- Live Oak Canyon Road and Outer Highway 10 S: Add a northbound left-turn lane, a northbound through lane, a southbound through lane, and an eastbound right-turn lane.
- Oak Glen Road and Calimesa Boulevard: Add a second northbound left-turn lane, a second southbound left-turn lane, a southbound through lane, and a third westbound left-turn lane. Add a northbound through lane, a southbound right-turn lane, an eastbound through lane, a westbound through lane, and a westbound right-turn lane.
- Colorado Street and Wildwood Canyon Road: Install a traffic signal, add a southbound right-turn lane, an eastbound through lane, and a westbound through lane.
- Calimesa Boulevard and County Line Road: Add a northbound right-turn lane, a southbound through lane, an eastbound through lane, an eastbound right-turn lane, and a westbound right-turn lane.

The resulting levels of service for year 2050 FCSP With Pacific Oaks Commerce Center (with Wildwood Canyon Road Interchange) With Improvement conditions are shown in Table AA. Figure 53 illustrates the recommended improvements.

11.0 INTERCHANGE SAFETY ANALYSIS

A safety analysis was conducted at the interchange ramps on Live Oak Canyon Road, Wildwood Canyon Road, and County Line Road. The safety analysis includes a queuing analysis to determine if queues back up to the mainline freeway on Interstate 10. The safety analysis also includes a review of traffic accident data at the interchange ramps on Live Oak Canyon Road and County Line Road.

A queuing analysis was conducted to evaluate if traffic operations at the interchange ramps on Live Oak Canyon Road, Wildwood Canyon Road, and County Line Road would impede traffic on the mainline Interstate 10 freeway. The queuing analysis was conducted for year 2050 With Proposed FCSP (without and with Wildwood Canyon Road Interchange) conditions. Table BB shows the year 2050 With Proposed FCSP (without Wildwood Canyon Road Interchange) queuing analysis. Table CC shows the year 2050 With Proposed FCSP (with Wildwood Canyon Road Interchange) queuing analysis. As shown in Tables BB and CC, the queues at the interchange ramps would not cause traffic to back up to the freeway mainline. In addition, a comparison of the queues under with Wildwood Canyon Road Interchange and without Wildwood Canyon Road Interchange shows a reduction in queues lengths at the Live Oak Canyon Road and County Line Road interchange ramps for the majority of the turning movements.

Traffic accident data at the interchange ramps is from the Statewide Integrated Traffic Records System (SWITRS). The SWITRS is a database that collects and processes data gathered from a collision scene throughout the state of California. Figure 54 illustrates the traffic accident data at the Live Oak Canyon Road interchange ramps for the past five years. Figure 55 illustrates the traffic accidents at the County Line Road interchange ramps for the past five years.

Table AA: Year 2050 without and with Pacific Oaks Commerce Center
(with Wildwood Canyon Road Interchange) With Improvements Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	Without Project						With Project With Imp.			
				AM Peak Hour			PM Peak Hour			AM Peak Hour		PM Peak Hour	
				Delay	LOS		Delay	LOS		Delay	LOS	Delay	LOS
4 . 16th Street/Outer Highway 10 S	Yucaipa	C	TWSC	11.4	B		35.0	D	*	10.9	B	16.3	C
7 . Live Oak Canyon Road /Outer Highway 10 S	Yucaipa	C	Signal	>100	F	*	>100	F	*	19	B	17.6	B
10 . Oak Glen Road/Calimesa Boulevard	Yucaipa	C	Signal	>100	F	*	>100	F	*	34.8	C	32.5	C
18 . Colorado St/Wildwood Canyon Road	Yucaipa	C	TWSC	24.8	C		31.8	D	*	9.9	A	9.6	A
22 . Calimesa Boulevard/County Line Road	Calimesa	D	Signal	28.5	C		55.5	E	*	24.2	C	16.8	B

Notes:

LOS = Level of Service

TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case movement.

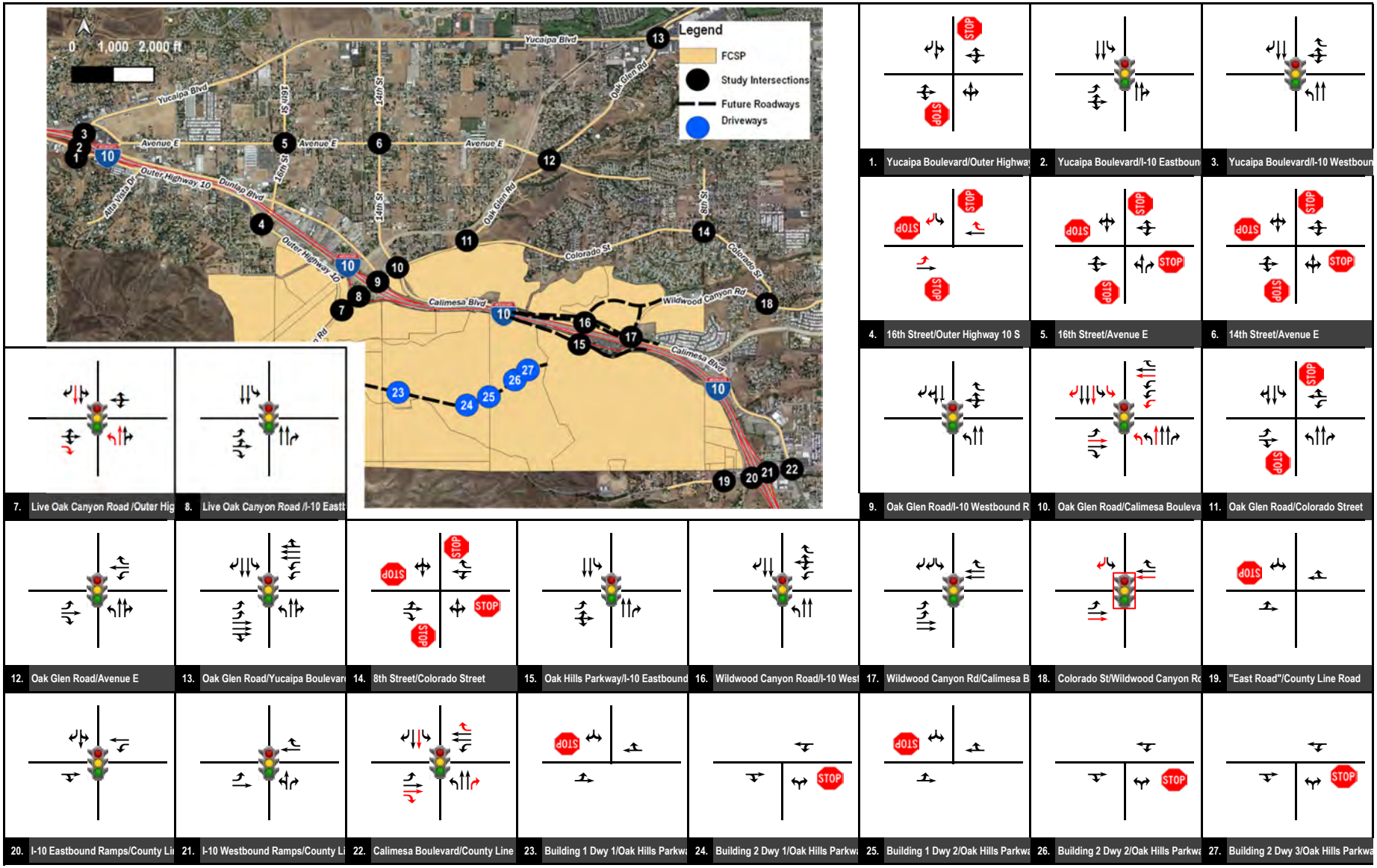

FIGURE 53

Legend

- Traffic Signal
- Stop Sign
- Improvements
- RT Overlap
- d Defacto right turn

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Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center
Year 2050 with Pacific Oaks Commerce Center (with Wildwood Canyon Road Interchange)

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Table BB: Year 2050 Without and With Proposed FCSP (without Wildwood Canyon Road Interchange) Queues

Intersection	Movement	Storage Length (In Feet)	Without Project		With Proposed FCSP	
			AM Peak Hour Queue Length[1]	PM Peak Hour Queue Length[1]	AM Peak Hour Queue Length[1]	PM Peak Hour Queue Length[1]
8 . Live Oak Canyon Road /I-10 Eastbound Ramps	NBR	200	38	36	7	10
	SBL	275	321	460	216	351
	EBL	300	274	463	336	682
	EBR	100	38	114	199	566
9 Oak Glen Road/I-10 Westbound Ramps	NBL	200	22	80	492	350
	SBR	500	95	114	150	168
	WBLTR	900	327	276	374	407
	WBR	200	75	201	145	344
20 . I-10 Eastbound Ramps/County Line Road	SBTL	1150	322	385	437	535
	WBL	100	349	271	431	439
21 . I-10 Westbound Ramps/County Line Road	NBTL	1050	40	25	188	173
	EBL	100	154	51	212	104

Notes: Bold=Exceeds Storage Length, [1]Queues reported are 95th percentile queue lengths per movement in feet.

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Table CC: Year 2050 Without and With Proposed FCSP (with Wildwood Canyon Road Interchange) Queues

Intersection	Movement	Storage Length (In Feet)	Without Project		With Proposed FCSP	
			AM Peak Hour Queue Length[1]	PM Peak Hour Queue Length[1]	AM Peak Hour Queue Length[1]	PM Peak Hour Queue Length[1]
8 . Live Oak Canyon Road /I-10 Eastbound Ramps	NBR	200	37	25	7	0
	SBL	275	336	448	222	438
	EBL	300	261	442	316	626
	EBR	100	33	47	126	421
9 Oak Glen Road/I-10 Westbound Ramps	NBL	200	22	82	369	307
	SBR	500	89	2	134	3
	WBLTR	900	274	344	315	404
	WBR	200	73	197	100	343
15 . Live Oak Canyon Road /I-10 Eastbound Ramps	NBR	150	0	7	29	36
	SBL	150	7	102	116	230
	EBL	1000	68	131	95	176
	EBLTR	1700	33	91	56	73
16 Oak Glen Road/I-10 Westbound Ramps	NBL	150	36	3	12	96
	SBR	150	49	52	50	56
	WBL	800	49	7	97	52
	WBLTR	1400	46	0	58	50
	WBR	150	42	0	49	46
20 . I-10 Eastbound Ramps/County Line Road	SBTL	1150	293	368	313	306
	WBL	100	327	271	327	271
21 . I-10 Westbound Ramps/County Line Road	NBTL	1050	107	19	163	101
	EBL	100	202	46	200	50

Notes: Bold=Exceeds Storage Length, [1]Queues reported are 95th percentile queue lengths per movement in feet.

FIGURE 54

Legend

Traffic Accidents

Freeway Corridor Specific Plan (FCSP) & Pacific Oak Commerce Center
Live Oak Canyon Road Traffic Accident Data

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P:\Placeworks - Yucaipa FCSP\Analysis v2\Z40 Fig 54 Live Oak Canyon Accidents (8/7/2023)

FIGURE 55

Freeway Corridor Specific Plan (FCSP) & Pacific Oak Commerce Center
County Line Road Traffic Accident Data

Legend

Traffic Accidents

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P:\Placeworks - Yucaipa FCSP\Analysis v2\Z40 Fig 55 County Line Road Accidents (8/7/2023)