Appendices

## 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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## 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. 16<sup>th</sup> Street and Outer Highway 10 S.
- 5. 16<sup>th</sup> Street and Avenue E.
- 6. 14<sup>th</sup> 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.



### Legend

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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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 (11<sup>th</sup> 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 10<sup>th</sup> 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, 11<sup>th</sup> 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 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.



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
	<u> </u>		<u> </u>	<u> </u>	
1001	1		l I	1	
Proposed FCSP <sup>1,2,3,4</sup>	1		l I	1	
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
			1	1	

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

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

<sup>1</sup> Based on 2.76 people per unit (DOF 2022).

<sup>2</sup> 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.

<sup>3</sup> Based on 1,392 square feet per employee for RC uses and 2,111 square feet per employee for BP uses (SCAG 2001).

<sup>4</sup> 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.

Planning					A.M	. Peak I	Hour	P.M	. Peak I	lour	
Area	Description	Land Use	Quantity	Units	In	Out	Total	In	Out	Total	Daily
PA 1	Residential (R-4): Allows for 2 to 4 dwelling units per acre (du/acre).	Single Family Detached Housing	16.0	DU	Γ						
	Accommodates single-ramity residential uses that serve as a transition to existing low-density development adjoining the plan area.	Trip Generation Rates <sup>1</sup>			0.18	0.53	0.70	0.59	0.35	0.94	9.4
		Trip Generation			3	8	11	9	7	16	151
			<b></b>							!	
PA 2	Residential (R-4): Allows for 2 to 4 dwelling units per acre (du/acre).	Single Family Detached Housing	19.0	DU						ļ	
	existing low-density development adjoining the plan area.	Trip Generation Rates '			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).	Single Family Datashod Unusing	17.0	ווח							
1715	Accommodates single-family residential uses that serve as a transition to	Sillyle Family Delative mousing	17.0	DU	0.18	0 53	0.70	0.50	0.35	0.94	0.4
	existing low-density development adjoining the plan area.	Trin Generation			3	9.55	12	10	0.55 6	16	160
					-						
PA 4	Residential (R-4): Allows for 2 to 4 dwelling units per acre (du/acre).	Single Family Detached Housing	42.0	DU							
	Accommodates single-family residential uses that serve as a transition to	Trip Generation Rates <sup>1</sup>			0.18	0.53	0.70	0.59	0.35	0.94	9.4
	existing low-density development adjoining the plan area.	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	Multifamily Housing (Low Rise)	213.0	DU						I	
	density, small-lot, single-family detached nousing; attached nousing such as duplexes and walk-up townhomes; and multifamily residential including	Trip Generation Rates <sup>2</sup>			0.10	0.30	0.40	0.32	0.19	0.51	6.7
	courtyard housing and stacked flats.	Trip Generation			20	65	85	68	41	109	1,436
			ļ							!	
PA 6	Residential (R-24): Allows for 12.1 to 24 du/acre. Provides for higher	Multifamily Housing (Low Rise)	264.0	DU						ļ	
	as duplexes and walk-up townhomes; and multifamily residential including	Trip Generation Rates <sup>2</sup>			0.10	0.30	0.40	0.32	0.19	0.51	6.7
	courtyard housing and stacked flats.	Trip Generation			25	81	106	85	50	135	1,779
										ļ	
ΡΔ 7	Residential (R-6): Allows for 4.1 to 6 du/acre. Accommodates detached	Single Family Detached Housing	100.0	ווח							
FA 7	single-family residential uses.		100.0	Du	0.10	0.50	0.70	0.50	0.25	0.04	
		The Concration			0.18 18	U.ხა <b>52</b>	0.70 70	0.59	0.35 25	0.94	9.4
		The Generation			10	JZ	70	57	35	74	743
PA 8	Residential (R-24): Allows for 12.1 to 24 du/acre. Provides for higher	Multifamily Housing (Low Rise)	134.0	DU							
	density, small-lot, single-family detached housing; attached housing such	Trip Generation Rates <sup>2</sup>			0.10	0.30	0.40	0.32	0.19	0.51	6,7
	as duplexes and walk-up townhomes; and multifamily residential including courtward bousing and stacked flats	Trip Generation			13	41	54	43	26	69	903
										ļ	1
PA 9	Residential (R-24): Allows for 12.1 to 24 du/acre. Provides for higher	Multifamily Housing (Low Rise)	91.0	DU						ļ	1
	as duplexes and walk-up townhomes; and multifamily residential including	Trip Generation Rates <sup>2</sup>			0.10	0.30	0.40	0.32	0.19	0.51	6.7
	courtyard housing and stacked flats.	Trip Generation			9	27	36	29	18	47	613
										ļ	1
PA 10	Residential (R-24): Allows for 12.1 to 24 du/acre. Provides for higher	Multifemily Housing (Low Diso)	04.0	DU							
FAIV	density, small-lot, single-family detached housing; attached housing such		90.0	DU	0.10	0.20	0.40		0.10	0.51	
	as duplexes and walk-up townhomes; and multifamily residential including	The Generation			0.10 Q	0.30 20	0.40 28	0.3Z 21	0.19	0.51 //g	6.7 647
	courtyard housing and stacked flats.	Пр Сенегация			ŕ	2,	30	5.	10	"'	ידט
										!	
PA 11	Residential (R-24): Allows for 12.1 to 24 du/acre. Provides for higher	Multifamily Housing (Low Rise)	91.0	DU						i	
	density, small-lot, single-family detached housing; attached housing such	Trip Generation Rates <sup>2</sup>			0.10	0.30	0.40	0.32	0.19	0.51	6.7
	courtvard housing and stacked flats.	Trip Generation			9	27	36	29	18	47	613
										ļ	1
										ļ	1
PA 12	Residential (R-6): Allows for 4.1 to 6 du/acre. Accommodates detached	Single Family Detached Housing	211.0	DU							
	single-family residential uses.	Trin Generation Rates <sup>1</sup>	21110	50	0.18	0.53	0.70	0.50	0.35	0.04	9.4
		Trip Generation			37	111	148	125	74	199	1.990
		P · · · · · · · ·								ļ	
PA 13	Residential (R-4): Allows for 2 to 4 dwelling units per acre (du/acre).	Single Family Detached Housing	30.0	DU							
	Accommodates single-family residential uses that serve as a transition to	Trip Generation Rates <sup>1</sup>			0.18	0.53	0.70	0.59	0.35	0.94	9.4
	existing low-density development adjoining the plan area.	Trip Generation			5	16	21	18	11	29	283
										1	

Planning					A.M	I. Peak	Hour	P.M	. Peak I	Hour	
Area	Description	Land Use	Quantity	Units	In	Out	Total	In	Out	Total	Daily
PA 14	Residential (R-4): Allows for 2 to 4 dwelling units per acre (du/acre).	Single Family Detached Housing	15.0	DU							
	existing low-density development adjoining the plan area.	Trip Generation Rates <sup>1</sup>			0.18	0.53	0.70	0.59	0.35	0.94	9.4
	<b>5 5 1 1</b>	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	Multifamily Housing (Low Rise)	115.0	DU							()
	attached and detached single-family residential uses, including small-lot	Trip Generation Rates <sup>2</sup>			0.10	0.30	0.40	0.32	0.19	0.51	6.7
	up to 12 du/acre.	Trip Generation			11	35	46	37	22	59	775
										I	1
PA 16	Residential (R-24): Allows for 12.1 to 24 du/acre. Provides for higher	Multifamily Housing (Low Rise)	103.0	ווח				┼───		I	
	density, small-lot, single-family detached housing; attached housing such	Trin Generation Rates <sup>2</sup>	105.0	00	0.10	0 30	0.40	0.32	0 19	0.51	67
	as duplexes and walk-up townhomes; and multifamily residential including courtward housing and stacked flats	Trip Generation			10	31	41	33	20	53	694
										ł	1
DA 17	Decidential (P24): Allows for 12.1 to 24 du/acre. Provides for higher		(2.0	2011	<u> </u>			<u> </u>		!	┝───
PA L/	density, small-lot, single-family detached housing; attached housing such	Multifamily Housing (Low Rise)	62.0	DU	0.10	0.20	0.40	0.22	0.10	0.51	
	as duplexes and walk-up townhomes; and multifamily residential including	Trip Generation			0.10	0.30 19	0.40 25	0.32 20	0.19 12	0.51 32	6.7 418
	courtyard nousing and stacked hats.				Ŭ		20	20	12	52	110
											L
PA 18	Residential (R-4): Allows for 2 to 4 dwelling units per acre (du/acre).	Single Family Detached Housing	57.0	DU						I	1
	existing low-density development adjoining the plan area.	Trip Generation Rates <sup>1</sup>			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	Multifamily Housing (Low Rise)	222.0	DU							<u> </u>
	attached and detached single-family residential uses, including small-lot	Trip Generation Rates <sup>2</sup>			0.10	0.30	0.40	0.32	0.19	0.51	6.7
	single-family and cluster housing. Also allows for multifamily product types up to 12 du/acre	Trip Generation			21	68	89	71	43	114	1,496
										I	1
PA 20	Allows for 6.1 to 8 du/acre. Accommodates a range of attached and	Single Family Detached Housing	32.0	ווח				┼───			<u> </u>
17.20	detached single-family residential uses, including small-lot single-family and	J Trin Concration Rates <sup>1</sup>	J2.0	00	0.18	0.53	0.70	0.50	0.35	0.04	94
	cluster housing. Also allows for low-scale multifamily product types.	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	Multifamily Housing (Low Rise)	56.0	DU						I	
	attached and detached single-family residential uses, including small-iou single-family and cluster housing. Also allows for multifamily product types	Trip Generation Rates <sup>2</sup>			0.10	0.30	0.40	0.32	0.19	0.51	6.7
	up to 12 du/acre.	Trip Generation			5	17	22	18	11	29	377
										I	1
PA 22	Residential (R-24): Allows for 12.1 to 24 du/acre. Provides for higher	Multifamily Housing (Low Rise)	148.0	DU							
	density, small-lot, single-family detached housing; attached housing such	Trip Generation Rates <sup>2</sup>			0.10	0.30	0.40	0.32	0.19	0.51	6.7
	courtyard housing and stacked flats.	Trip Generation			14	45	59	48	28	76	998
										I	1
											L
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	Multifamily Housing (Low Rise)	38.0	DU							1
	single-family and cluster housing. Also allows for multifamily product types	Trip Generation Rates			0.10	0.30	0.40	0.32	0.19	0.51	6.7
	up to 12 du/acre.	Trip Géneration			4	11	15	12	ъ	20	250
											I
PA 24	Residential (R-12): Allows for 8.1 to 12 du/acre. Provides for a range of	Multifamily Housing (Low Rise)	129.0	DU							<u> </u>
	attached and detached single-family residential uses, including small-loc single-family and cluster housing. Also allows for multifamily product types	Trip Generation Rates <sup>2</sup>			0.10	0.30	0.40	0.32	0.19	0.51	6.7
	up to 12 du/acre.	Trip Generation			12	40	52	41	25	66	869
										I	1
PA 25	Residential (R-12): Allows for 8.1 to 12 du/acre. Provides for a range of	Multifamily Housing (Low Rise)	135.0	DU							
	attached and detached single-family residential uses, including small-lot single-family and cluster bousing. Also allows for multifamily product types	Trip Generation Rates <sup>2</sup>			0.10	0.30	0.40	0.32	0.19	0.51	6.7
	up to 12 du/acre.	Trip Generation			13	41	54	43	26	69	910
										I	1
PA 26	Allows for 6.1 to 8 du/acre. Accommodates a range of attached and	Single Family Detached Housing	36.0	DU							
	detached single-family residential uses, including small-lot single-family and	<sup>1</sup> Trip Generation Rates <sup>1</sup>			0.18	0.53	0.70	0.59	0.35	0.94	9.4
	Cluster Housing. Also allows for low-scale manifamily product types.	Trip Generation			6	19	25	21	13	34	339
											1

		riceway contact specific hair (rost ) hip c	cilciation			Deale	1	DM	Dealel	la	
Planning	Description	Lendling	Ourselite	11	A.IV	. Peak	Hour	P.M.	. Peak I	HOUR	Daile
Area	Description		Quantity	UTIILS	m	Out	TOTAL	m	Out	TOLAI	Dally
C-1	Regional Commercial -Intended to accommodate commercial retail and	Retall/Commercial	62.5	15F							
	similar compatible uses that support the local and regional economy	Trip Generation Rates			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 <sup>4</sup>						(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	Retail/Commercial	117.4	TSF							
	services, lodging, offices uses, recreation and entertainment uses, and	Trip Generation Rates <sup>3</sup>			1.07	0.66	1.73	2.54	2.65	5.19	67.5
	similar compatible uses that support the local and regional economy	Trip Generation			126	77	203	299	311	610	7,926
		Pass-By Trips <sup>4</sup>						(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	Retail/Commercial	50.3	TSF							
	services, lodging, offices uses, recreation and entertainment uses, and	Trip Generation Rates <sup>3</sup>			1 07	0.66	1 73	2 54	2 65	5 19	67.5
	similar compatible uses that support the local and regional economy	Trin Generation			54	33	87	128	13/	262	3 307
		Dass By Trips <sup>4</sup>			54	55	07	(45)	(45)	(00)	(00)
		Pass-by Tips			<b>F</b> 4	22	07	(45)	(45)	(89)	(89)
		Net Trip Generation			54	33	87	84	90	173	3,308
<u> </u>	Regional Commercial Intended to accommodate commercial retail and	Potail/Commorcial	51.0	TSE							
U-4	services, lodging, offices uses, recreation and entertainment uses, and		01.0	135	1.07	0.1.1	1 70	0.5.1	2.15	F 40	/ 7 -
	similar compatible uses that support the local and regional economy	The Generation Rates			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 <sup>4</sup>						(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	Retail/Commercial	475.7	TSF							
	services, lodging, offices uses, recreation and entertainment uses, and	Trip Generation Rates 5			0.52	0.32	0.84	1.63	1.77	3.40	37
	similar compatible uses that support the local and regional economy	Trip Generation			248	152	400	776	842	1,618	17,605
		Pass-By Trips <sup>4</sup>						(275)	(275)	(550)	(550)
		Not Trip Concration			240	150	400	(273)	(273)	(000)	(330)
		Net The Generation			240	152	400	501	507	1,000	17,055
C-6	Regional Commercial -Intended to accommodate commercial retail and	Retail/Commercial	343.0	TSE							
00	services, lodging, offices uses, recreation and entertainment uses, and	Trin Constation Dates 5	515.0	101	0.50	0.00	0.04	1 ( )	1 77	2.40	27
	similar compatible uses that support the local and regional economy				170	100	0.84	1.03	1.//	3.40	3/
		Inp Generation			179	109	288	560	607	1,107	12,696
		Pass-By Trips						(198)	(198)	(396)	(396)
		Net Trip Generation			179	109	288	362	409	771	12,300
		678									
BP-1	office uses including light manufacturing; wholesale/warehouse uses	High Cube Warehouse	814.6	TSF							
	including high cube warehousing: logistics/distribution centers:	Passenger Cars			47	6	53	20	53	73	1,000
	contract/construction services; transportation services; agriculture support	Truck PCE									
	services; incidental services; and similar uses.	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
					L			L			
BP-2	Building 1 of the Pacific Oaks Commerce Center	High Cube Warehouse <sup>6,7,8</sup>	1,052.5	TSF							
		Passenger Cars			60	8	68	27	68	95	1,291
		Truck PCE									
		2-Axle Trucks			2	Л	7	0	Δ	4	Q/I
		3-Axle Trucks			6	6	12	1	1	8	168
					24	21	12	12	-+ 10	30	670
					27	21	4J 6/	14	26	12	024
		Total PCF			93	39	132	43	20 94	137	2 2 2 2 5
					/3	37	102	-15	77	107	2,220
RP-3	Building 2 (with Trailor Parking included) of the Pacific Oaks Commerce	High Cube Warehouse <sup>6,7,8, 9</sup>	1 001 5	TSF							
DI "3	Center	Passonnor Cars	1,001.0	1.01	70	11	Q1	37	85	120	1 507
		Truck PCF			10		01	37	03	120	1,307
					~ 4	17	40	1.	25	20	407
					24	16	40	14	25	39	437
		3-AXIE TRUCKS			32	10	42	24	24	48	/28
		4+ AXIE I RUCKS			36	90	126	39	30	69	1,596
		Iotal Iruck PCE			92	116	208	77	79	156	2,761
		Total PCE			162	127	289	114	162	276	4,268

Planning				A.M	A.M. Peak Hour		P.M. Peak Hour			
Area Description	Land Use	Quantity	Units	In	Out	Total	In	Out	Total	Daily
$_{\mbox{BP-4}}$ A 263.5 TSF High Cube Warehouse is proposed with 25% allocated to	High Cube Warehouse <sup>6,7,8,10</sup>	263.5	TSF							
cold storage uses.	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
				22	0	50	'	23	50	550
BP-5 Based on a maximum FAR of 0.5. Provides for light industrial and office	High Cube Warehouse <sup>6,7,8</sup>	283.1	TSF							
uses, including light manufacturing; wholesale/warehouse uses, including high cube warehousing: logistics/distribution centers: contract/construction	Passenger Cars			17	2	19	7	18	25	348
services; transportation services; agriculture support services; incidental	Truck PCE									
services; and similar uses.	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
P. C. Rased on a maximum EAP of 0.5. Provides for light industrial and office	High Cubo Warobouso <sup>6,7,8</sup>	F77 0	TOF							
uses, including light manufacturing: wholesale/warehouse uses, including		577.3	TSF		-	05	40		50	(01
high cube warehousing; logistics/distribution centers; contract/construction	Passenger Cars			30	5	35	13	39	52	681
services; transportation services; agriculture support services; incidental	TRUCK PCE									1
services; and similar uses.	2-Axle Trucks			1	2	3	0	2	2	33
	3-Axle Trucks			4	2	6	0	2	2	58
	4+ Axie Trucks			9	12	21	3	6	9	231
	Total IFUCK PCE			14	10	30	3 14	10	13	322
	Total PCE			44	21	00	10	49	00	1,003
PUB 54.8 Acres for Public Facility uses which provide for public and quasi-public	Existing Use	45.3	AC.							
uses and facilities, including electrical substations, wastewater treatment	Trip Generation Rates <sup>11</sup>	1010	710		Evistin			Evisting	1	1
facilities, schools, and civic uses.				No	minal T	) Trips	No	minal T	rins	1
	Trip Generation			110	ininai i	nps	110	innui in	ips	
AG Agricultural Tourism - Provides for agricultural-based commercial uses,	Existing Use	48.8	AC							
including sales of produce, pumpkins, and agriculture-related goods, along	Trip Generation Rates <sup>12</sup>				Existin	3		Existing		1
with supporting businesses such as restaurants and overnight	Trip Generation			No	minal T	, rips	No	minal T	rips	1
accommodations that cater to the agricultural tourism industry	P									
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

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

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

<sup>3</sup> 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).

<sup>4</sup> 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.

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

<sup>6</sup> 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.

<sup>7</sup> Recommended Truck Mix Percentages per ITE 10th Ed. + Supplement. Sub types based on Fontana Study.

<sup>8</sup> Recommended PCE Factor based on SBCTA Guidelines.

9 Rates for Trailer Parking are based on Survey Data.

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

<sup>11</sup> Currently and existing utilities and water tank facility. Therefore, nominal trips are anticipated during a typical weekday.

<sup>12</sup> The planning area is farmland primarily used during Holidays and special events. Therefore, nominal trips are anticipated during a typical weekday.



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

			A	M. Peak Ho	ur	P.N			
Land Use	Quantity	Units	In	Out	Total	In	Out	Total	Daily
Single Family Residential	1,816 l	Jnits							
Trip Generation Rates <sup>1</sup>			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 l	Jnits							
Trip Generation Rates <sup>2</sup>			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	ſSF							
Trip Generation Rates <sup>3</sup>			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 <sup>4</sup>						(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	ſSF							
Trip Generation Rates <sup>6</sup>			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 A	AC							
Trip Generation Rates				Existing			Existing		
Trip Generation			Ν	lominal Trip	)S	No	ominal Tri	ps	
Agricultural Tourism	48.8 A	AC							
Trip Generation Rates				Existing			Existing		
Trip Generation			Ν	lominal Trip	)S	No	ominal Tri	ps	
Open Space (OS)	549.0 A	AC							
Trip Generation Rates				Existing			Existing		
Irip Generation	25.2.4	10	N	iominal Trip	)S	NO	ominal Tri	ps	
ROW	20.3 F	40							
Trin Generation			Ν	lominal Trir	15	No	minal Tri	ns	
			Nominal Trips Nominal Trips				b2		
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

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

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

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

<sup>4</sup> 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.

<sup>5</sup> 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).

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



			A.M. Peak Hour		our	Р	.M. Peak H	our	
Land Use	Quantity	Units	In	Out	Total	In	Out	Total	Daily
Approved (as of 2008) FCSP									
Single Family Residential	1,816 l	Jnits	318	953	1,271	1,075	632	1,707	17,124
Multifamily Housing (Low Rise)	631 l	631 Units		191	252	203	119	322	4,254
Regional Commercial	3,379.7	3,379.7 TSF		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 Trip	S	l			
Open Space	549.0 <i>I</i>	AC		Nominal Trip	S				
ROW	25.3 <i>I</i>	AC	Nominal Trips			l			
Total Vehicles			3,523	2,467	5,990	5,224	5,863	11,086	157,558
Proposed FCSP									
Single Family Residential	575 l	Jnits	101	301	402	340	206	546	5,422
Multifamily Housing (Low Rise)	1,897 l	Jnits	181	577	758	608	366	974	12,784
Regional Commercial	1,100.8	ſSF	730	446	1,176	1,333	1,477	2,809	47,902
High Cube Warehouse (PCE)	3,992.5	ſSF	415	235	650	219	425	644	10,377
Public Facilities	54.8 A	AC		Nominal Trip	S	l	Nominal Tri	os	
Agricultural Tourism	48.8 /	AC		Nominal Trip	S	I	Nominal Tri	os	
Open Space	553 /	AC		Nominal Trip	S		Nominal Tri	os	
ROW	50.9	AC		Nominal Trip	S		Nominal Tri	os	
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)

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

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 7<sup>th</sup> 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.

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



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XXX / YYY AM / PM Peak Hour Volume



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

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

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translutions the transportation solutions company... Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center FCSP Truck PCE Trip Assignment (without Wildwood Canyon Road Interchange)

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

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translutions the transportation solutions company... Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center FCSP Passenger Vehicle Trip Distribution (with Wildwood Canyon Road Interchange)

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

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

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translutions the transportation solutions company... Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center FCSP Truck PCE Trip Assignment (with Wildwood Canyon Road Interchange)

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	10 9 Catmess Elvy 10	Colombo Sa	14 14 14 14 14 13	1 Yucaipa Boulevard/ Outer Highway 10 SB $\begin{array}{c} 6 & \mathcal{Q} \\ 1 & \mathcal{Q} \\ $	2 Yucaipa Boulevard/ 1-10 Eastbound	3 Yucaipa Boulevard/ 1-10 Westbound
KI         KI         Str         Str		6 <sup>27</sup>		4 16th Street/ Outer Highway 10 SB	5         16th Street/Avenue E           \$2776         €           \$1017         €           \$1777         €           \$1777         €           \$1777         €           \$1777         \$17777           \$17777	6         14th Street/Avenue E           Image: 12 minipage of the street st
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c} \overset{\bigcirc}{\sim} \\ \overset{\frown}{\sim} 2/2 \\ \downarrow \leftarrow 3/6 \\ \end{array} $ 3/4 $\rightarrow$	$\begin{array}{c} 140/212 \\ 83/532 \\ \hline \\ 140/212 \\ \hline \\ 100/212 \\ \hline \\ $	5 2 2 5 2 3/18 5 2 3/18 5 2 2/48 5 2/48 5 2/48 110/190 → 120/148 5 2/2 110/190 → 120/148 5 2/2 110/190 → 120/148 5 2/2 110/130	$\begin{array}{c} 88 \\ \hline 82 \\ \hline 82$	۲۲	881/121 ↓ 101/182
12 Oak Glen Road/Avenue E $\begin{array}{c c c c c c c c c c c c c c c c c c c $	14 8th Street/Colorado Street $ \begin{array}{ccccccccccccccccccccccccccccccccccc$	15 Odd Hills Falkway 10 Eastbound	Analyzed for POCC Only	Analyzed for POCC Only	18 Wildwood Canyon Road Wildwood Canyon Road Analyzed for POCC Only	19 County Line Road
20 I-10 Eastbound/ County Line Road 21 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

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

XXX / YYY AM / PM Peak Hour Volume



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.	<u>&lt;</u> 10	<u>&lt;</u> 10
В	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
С	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

## Table E: LOS Criteria

## 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, 5<sup>th</sup> 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

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

translutions


FIGURE 15

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



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



Legend

Existing Bike Lanes



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



Legend

Sidewalks



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

# 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 5<sup>th</sup> 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







Freeway Corridor Specific Plan (FCSP) Update & Pacific Oaks Commerce Center Existing and Project Driveways Intersection Geometrics and Stop Control

0 1,000 2,000 ft. 9 000000 3 000000 3 000000 3 000000 10 000000 10 000000 10 0000000 10 0000000 10 0000000 10 0000000 10 0000000 10 0000000 10 00000000 10 00000000 10 00000000 10 000000000 10 0000000000		6 Arrito E 500 0 Arrito E 500 0 Arrito E 10 0 Ar	Tricalita Elivit entrantia Colombo Eli Colombo Eli	Legend Parcels Study Intersections Future Roadways Bing Aerial Puture Intersections	$1 \qquad \begin{array}{c} 1 \\ & & & & \\ & & & \\ & & & & \\ & & & &$	2 Yucaipa Boulevard/ $1/6 \rightarrow 1/289 \rightarrow 1/6 + 16/111$ Yucaipa Boulevard/ $1/6 \rightarrow 16/111$ 1/6 = 454500000 Ramps 2 Yucaipa Boulevard/ 1/0 = 54500000 Ramps $1/10 = 16/111 \leftarrow 91/800 \qquad 16/122 \qquad 16/122$ $9/15 \rightarrow 16/122 \qquad 16/122 $	$3 \frac{999}{12/18} = \frac{108/123}{16/9}$ $3 \frac{1}{12/18} = \frac{108/123}{16/9}$ $4 = \frac{5}{3} + \frac{16}{16/9}$ $4 = \frac{16}{9} + \frac{16}{9}$ $5 = \frac{16}{10}$ $5 = $
$\begin{array}{c c} & & & & \\ & & & & \\ & & & & \\ & & & & $	000000000000000000000000000000000000		15 17	10 19 20 21 22 19 20 21 22	4 Outer Highway 10 S	5 16th Street/Avenue E $\begin{array}{c c} \hline & FP9 \\ \hline & FV9 \\ \hline & FV \\ \hline & FV9 \\ \hline & FV \\ \hline &$	6 14th Street/Avenue E
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 $	Does Not Exist	Does Not Exist	ل27 26 26 1 22/18 ↓ ↓ ↓ 400/165 163/338 ♪ 120/513 →	61 88 1/21 1 100/53 ↓ 100/53 ↓ 496/242 15/12 1 171/325 →	
12 Oak Glen Road/Avenue E $\begin{array}{cccccccccccccccccccccccccccccccccccc$	13 Oak Glen Road/ Yucaipa Boulevard $\leftarrow 624/280$ $\leftarrow 357/260$ 59/28	14 8th Street/Colorado Street $\begin{array}{c} 14 \\ 8th Street/Colorado Street \\ \begin{array}{c} 15 \\ 15 \\ 16 \\ 17 \\ 18 \\ 18 \\ 18 \\ 18 \\ 18 \\ 18 \\ 18 \\ 18$	15 Cak Hills Parkway/ 10 Eastbound Ramps Analyzed for POCC Only	16 Wildwood Canyon Road/ 10 Westbound Ramps	17 Vildwood Canyon Rd/ Calimesa Boulevard	18 Colorado StiWildwood Canyon Road	19 County Line Road Analyzed for POCC Only
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 19

XXX / YYY AM / PM Peak Hour Volumes

the transportation solutions company...

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

					Without Project			
		Jurisdiction	LOS		AM Pe	ak Hour	PM Pe	ak Hour
	Intersection		Standard	Control	Delay	LOS	Delay	LOS
1	Yucaina Boulevard/Outer Highway 10 S	Yucaina	C	TWSC	127	R	32.1	D *
יי ר	Vucaina Boulevard/L10 Easthound Pamps	Caltrans	D	Signal	30.8	C	7/ /	Б F *
3	Yucaina Boulevard/I-10 Westbound Ramps	Caltrans	D	Signal	9.5	A	53	A
4.	16th Street/Outer Highway 10 S	Yucaipa	C	TWSC	7.7	A	13.5	В
5.	16th Street/Avenue E	Yucaipa	С	AWSC	8.3	А	8.2	А
6.	14th Street/Avenue E	Yucaipa	С	AWSC	16.3	С	12.8	В
7.	Live Oak Canyon Road /Outer Highway 10 S	Yucaipa	С	Signal	42.9	D *	70.8	Ε *
8.	Live Oak Canyon Road /I-10 Eastbound Ramps	Caltrans	D	Signal	34.1	С	36.8	D
9.	Oak Glen Road/I-10 Westbound Ramps	Caltrans	D	Signal	9.1	А	11.6	В
10.	Oak Glen Road/Calimesa Boulevard	Yucaipa	С	Signal	>100	F *	27.2	С
11 .	Oak Glen Road/Colorado Street	Yucaipa	С	TWSC	14	В	12.0	В
12.	Oak Glen Road/Avenue E	Yucaipa	С	Signal	21.8	С	19.6	В
13.	Oak Glen Road/Yucaipa Boulevard	Yucaipa	С	Signal	33.6	С	45.3	D *
14.	8th Street/Colorado Street	Yucaipa	С	AWSC	7.7	А	7.6	А
15.	Oak Hills Parkway/I-10 Eastbound Ramps	Caltrans	D	Signal	Not	Analyze	d in Sce	nario
16.	Wildwood Canyon Road/I-10 Westbound Ramps	Caltrans	D	Signal	Not	Analyze	d in Sce	nario
17.	Wildwood Canyon Rd/Calimesa Boulevard	Yucaipa	С	AWSC	51.3	F *	20.6	С
18.	Colorado St/Wildwood Canyon Road	Yucaipa	С	TWSC	17.7	С	14.7	В
19.	"East Road"/County Line Road	Calimesa	С	TWSC		А		А
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	С	15.3	С
22 .	Calimesa Boulevard/County Line Road	Calimesa	С	Signal	14.2	В	11.6	В

# Table F: Existing Levels of Service

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





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

translutions



FIGURE 22

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



1         1 <th1< th="">         1         <th1< th=""> <th1< th=""></th1<></th1<></th1<>	0 1,000 2,000 ft vicebre Bird 2 3 2 10 3 Avenue 6 5 Avenue 6	State 6 Avenue E	Vicalipa Bivo Balando Balando	Legend Parcels Study Intersections Future Roadways Bing Aerial Future Intersections	$\begin{array}{c c} & & & \\ & & & & \\ & & & \\ & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & &$	$88,1/1499 \rightarrow 1/22 \rightarrow 72,1/24$ $88,1/1499 \rightarrow 1/21 \rightarrow 72,1/24$ $88,1/1499 \rightarrow 1/21,1/24$ $1/22 \rightarrow 72,1/24$ $88,1/1499 = 0.0016/ard/$ 2 Yucaipa Boulevard/	3 Yucalpa Boulevard/ 3 Yucalpa $195/280$
Image: Section of the secting the section of the section o		5 1 1 9 0 0 0 0 0 0 0 0 0 0 0 0 0	Colorado Sil	a a a a a a a a a a a a a a a a a a a	Other Highway 10 S $5 88L \pm 35/24$ $6 \pm 282/34$ $4 \pm 50/1$ $100/364 \rightarrow 1$ $59/216 \rightarrow 10$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c c} 10 \text{ Westbound Ramps} \\ \hline 100 \text{ Westbound Ramps} \\ $
$\frac{1}{22} \frac{1}{237.61} + \frac{1}{257.7161} + \frac{1}{223.2169} + \frac{1}{232.2169} + \frac{1}{23.2169} + \frac{1}{23.2169$	$ \frac{16}{8} \frac{58}{88} \pm 0/46 + \frac{1}{92} \frac{1}{98} \frac{1}{98} + \frac{0}{11} + \frac{1}{125} + \frac{1}{98} \frac{1}{125} \frac{1}{98} + \frac{1}{125} \frac{1}{125$	- 23 24 25	26 27	10 19 20 21 22	4 Outer Highway 10 S City 10 S	5 16th Street/Avenue E $\frac{5}{91}$ $\frac{10}{10}$ Street/Avenue E $\frac{5}{91}$ $\frac{10}{10}$ $\frac$	6 14th Street/Avenue E 9 14th Street/Avenue E 9 14th Street/Avenue E 9 14th Street/Avenue E 1 155/141 $2$ 18/18 155/141 $2$ 266/81 155/141 $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$
12       Oak Glen Road/Avenue E       13       Oak Glen Road/ Yucaipa Boulevard       14       8th Street/Colorado Street       15       Oak Hills Parkway/ L10 Eastbound Ramps       16       Wildwood Canyon Road/ L10 Westbound Ramps       17       Wildwood Canyon Rd/ Calimesa Boulevard       18       Colorado StWildwood Canyon Rd/ Road       18       Colorado StWildwood Canyon Rd/ Calimesa Boulevard       18       Colorado StWildwood Canyon Rd/ R	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 0 \\ 0 \\ 7 \\ 7 \\ 7 \\ 7 \\ 7 \\ 7 \\ 7 \\ 7 \\$	Does Not Exist	Does Not Exist	88 64 15 15 186/382 1 184/943 →	17     10       17     10       194/368     →	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	12 Oak Glen Road/Avenue E 13 Oak Glen Road/ Yucaipa Boulevard	14 8th Street/Colorado Street	Oak Hills Parkway/ 15 I-10 Eastbound Ramps	16 Wildwood Canyon Road/ I-10 Westbound Ramps	17 Wildwood Canyon Rd/ Calimesa Boulevard	18 Colorado St/Wildwood Canyon Road	"East Road"/ 19 County Line Road
20 $\frac{1-10 \text{ Eastbound Ramps/County}}{\text{Line Road}}$ 21 $\frac{1-10 \text{ Westbound Ramps/County}}{\text{Line Road}}$ 22 $\frac{\text{Calimesa Boulevard/County}}{\text{Line Road}}$ 23 $\frac{\text{Building 1 Dwy 1/}}{\text{Oak Hills Parkway}}$ 24 $\frac{\text{Building 2 Dwy 1/}}{\text{Oak Hills Parkway}}$ 25 $\frac{\text{Building 1 Dwy 2/}}{\text{Oak Hills Parkway}}$ 26 $\frac{\text{Building 2 Dwy 2/}}{\text{Oak Hills Parkway}}$ 27 $\frac{\text{Building 2 Dwy 3/}}{\text{Oak Hills Parkway}}$	$\begin{array}{c} 5 \\ 5 \\ 28 \\ 28 \\ 22 \\ 22 \\ 22 \\ 22 \\ 2$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	Analyzed for POCC Only	Analyzed for POCC Only	Analyzed for POCC Only	Analyzed for POCC Only	Analyzed for POCC Only
	20 Line Road 21 Li	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

XXX / YYY AM / PM Peak Hour Volumes



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).
- 14<sup>th</sup> 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).
- 16<sup>th</sup> Street and Outer Highway 10 S (p.m. peak hour).
- 14<sup>th</sup> 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).
- 16<sup>th</sup> Street and Outer Highway 10 S (p.m. peak hour).
- 14<sup>th</sup> Street and Avenue E (a.m. and p.m. peak hours).

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

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

0 1,000 2,000 ft vucation and 3 Avenue 6 5 Are	ntro d 6 Avenue E	Yucoiga Elive optimistry 12	Legend Parcels Study Intersections Future Roadways Bing Aerial Future Intersections	$\begin{array}{c c} & & & & & & & \\ & & & & & & & \\ & & & & $	$011 \ / \ 987 \ / \ 91 \ / \$	$\begin{array}{c c} & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ &$
	5 5 10 7 8 Colmess Blvg 10	colorado Si 0 16	Ta T	$ \begin{array}{c} 2 \\ 2 \\ 2 \\ 2 \\ 3 \\ 2 \\ 3 \\ 3 \\ 4 \\ 3 \\ 3 \\ 4 \\ 3 \\ 5 \\ 4 \\ 5 \\ 5 \\ 5 \\ 5 \\ 5 \\ 5 \\ 5 \\ 5$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c c} 1000000000000000000000000000000000000$
15/582         ↓ </th <th></th> <th>2627</th> <th>10 19 20 21 22</th> <th>4 Outer Highway 10 S 0 <math>\frac{0}{10}</math> <math>\frac{1}{10}</math> <math>\frac{1}{10</math></th> <th>5 16th Street/Avenue E 5 16th Street/Avenue E 5 <math>\frac{568}{9} \frac{12}{92} \frac{1}{100} \frac{1}</math></th> <th>6 14th Street/Avenue E 9 <math>\frac{90}{01}, \frac{1}{02}, \frac{1}{01}, \frac{1}{02}, \frac{1}{02</math></th>		2627	10 19 20 21 22	4 Outer Highway 10 S 0 $\frac{0}{10}$ $\frac{1}{10}$ $\frac{1}{10$	5 16th Street/Avenue E 5 16th Street/Avenue E 5 $\frac{568}{9} \frac{12}{92} \frac{1}{100} \frac{1}$	6 14th Street/Avenue E 9 $\frac{90}{01}, \frac{1}{02}, \frac{1}{01}, \frac{1}{02}, \frac{1}{02$
Sector     Cuter Highway 10 S     I-10 Eastbound Ramps $F_{E}^{E}$ 9 $t$ 102/57 $G_{E}^{E}$ 9 $t$ 102/57 $G_{E}^{E}$ 9 $t$ 102/57 $G_{E}^{E}$ 9 $t$ 102/57 $G_{E}^{E}$ $G_{E}^{E}$ $G_{E}^{E}$ $d$ $d$ $t$ $t$ $d$ <th><math display="block">\begin{array}{cccccccccccccccccccccccccccccccccccc</math></th> <th>Does Not Exist</th> <th>Does Not Exist</th> <th>Control Control Contro Control Control Control Control Control Control Control Control C</th> <th>Calimesa Boulevard       E     66       L     68       L     632/417       29/20 ♪       248/522 →</th> <th>Colorado Street 647/ EL4 ↓ 1 304/516</th>	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	Does Not Exist	Does Not Exist	Control Contro Control Control Control Control Control Control Control Control C	Calimesa Boulevard       E     66       L     68       L     632/417       29/20 ♪       248/522 →	Colorado Street 647/ EL4 ↓ 1 304/516
12 Oak Glen Road/Avenue E 13 Oak Glen Road/ Yucaipa Boulevard	14 8th Street/Colorado Street	15 I-10 Eastbound Ramps	16 I-10 Westbound Ramps	17 Calimesa Boulevard	18 Road	19 County Line Road
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Analyzed for POCC Only	Analyzed for POCC Only	Analyzed for POCC Only	Analyzed for POCC Only	Analyzed for POCC Only
20 I-10 Eastbound Ramps/County Line Road 21 I-10 Westbound Ramps 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 24

XXX / YYY AM / PM Peak Hour Volumes



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

0 1,000 2,000 ft yucate 3 10 Avonuo 6		e Avenue E	Viccilia Elvo optimisti 12	Legend Parcels Study Intersections Future Roadways Bing Aerial Future Intersections	$1$ $\frac{11}{2}$ $\frac{11}$	2 $CEL + CEL +$	Yucaipa Boulevard/     10 Westbound Ramps
Subscription (Million or		5 1 1 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Colorado 53	and a second and a		$\begin{array}{c} & (1,1) \\ & (2,1) \\$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	925 / 1254 J ↑ 1206 11255 J ↑ 1206 11255 J ↑ 1206 11255 J ↑ 1206 11255 J ↑ 1206 1255 J ↓ 1206 J ↓ 1206 1255 J ↓ 1206 J ↓ 1206 J ↓ 1206		15 17	10 19 20 21 22	4 Outer Highway 10 S CE 01 / 0 K 1 / 2 506 / 388 9951 / 65 K 1 ~ 506 / 388 0 0 / 0 K 1 / 65 K 1 ~ 0 / 4 → ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓	5 16th Street/Avenue E $\begin{array}{c} \hline & \\ \hline \\ \hline$	6 14th Street/Avenue E 9 $\frac{9}{911}$ $\frac{1}{645}$ $\frac{1}{111}$ $\frac{1}{12}$ $\frac{18}{18}$ $\frac{1}{125}$ $\frac{1}{141}$ $\frac{1}{2}$ $\frac{1}{12}$ $\frac{1}{125}$ $\frac{1}{141}$ $\frac{1}{2}$ $\frac{1}{125}$ $\frac{1}{125$
7 Outer Highway 10 S $\frac{1}{5}$ $\frac{1}{5}$ $$	8 Live Oak Langer Road $/$ 1-10 Eastbound Ramps $\begin{array}{c} 8 \\ 8 \\ 2 \\ 2 \\ 2 \\ 2 \\ 2 \\ 2 \\ 2 \\ 2 \\$	$\begin{array}{c} 55\\ 5\\ 5\\ 7\\ 7\\ 7\\ 7\\ 7\\ 7\\ 7\\ 7\\ 7\\ 7\\ 7\\ 7\\ 7\\$	Does Not Exist	Does Not Exist	9 Oak Gen Rodu 1-10 Westbound Ramps	10 Calimesa Boulevard $\overbrace{Calimesa Boulevard}^{37}$ $\overbrace{Calimesa Boulevard}^{37}$ $\overbrace{Calimes Boulevard}^{37}$ $Calim$	11 Colorado Street Colorado Street
12 Oak Glen Road/Avenue E	Oak Glen Road/ 13 Yucaipa Boulevard	14 8th Street/Colorado Street	Oak Hills Parkway/ 15 I-10 Eastbound Ramps	Wildwood Canyon Road/ I-10 Westbound Ramps	Wildwood Canyon Rd/ Calimesa Boulevard	18 Colorado St/Wildwood Canyon Road	"East Road"/ 19 County Line Road
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c c} & \& 05 \ / \ 355 \\ \leftarrow & 956 \ / \ 970 \\ \hline \\ 200 \ / \ 43 \  \  \  \  \  \  \  \  \  \  \  \  \ $	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Analyzed for POCC Only	Analyzed for POCC Only	Analyzed for POCC Only	Analyzed for POCC Only	Analyzed for POCC Only
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 25

XXX / YYY AM / PM Peak Hour Volumes



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).
- 14<sup>th</sup> 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).
- 16<sup>th</sup> Street and Outer Highway 10 S (p.m. peak hour).
- 14<sup>th</sup> Street and Avenue E (a.m. and p.m. peak hours).

0 1,000 2,000 ft	Engle S Avenue B	IS OFT	Vucalpa Blvd 13	Legend Parcels Study Intersections Future Roadways Bing Aerial Future Intersections	$\frac{505}{12} \xrightarrow{7} 1/16$ $\frac{505}{12} \xrightarrow{7} 1/16 \xrightarrow{1} 1/16$ $\frac{100}{11} \xrightarrow{1} 1/16 \xrightarrow{1} 1/16$ $\frac{100}{11} \xrightarrow{1} 1/16 \xrightarrow{1} 1/16$ $\frac{100}{11} \xrightarrow{1} \frac{1}{10} \xrightarrow{1} \frac{1}{10} \xrightarrow{1} \frac{1}{10}$ $\frac{1}{10} \xrightarrow{1} \frac{1}{10} \xrightarrow{1} \frac{1} \frac{1}{10} \xrightarrow{1} \frac{1}{10} \xrightarrow{1} \frac{1} \frac{1}{10} $	$801/98 \rightarrow 1/6 \rightarrow 1/91$ $658/1499 \rightarrow 7 \rightarrow 1/6 \rightarrow 1/91$ $1/6 \rightarrow 1/91$ $136/463 \rightarrow 0/8$ Yucaipa Boulevard/	3 Yucalpa Boolevard/ 40  (f) = 105 / 280 195 / 281 195 / 280 195 / 280 10 / 201 / 210 10 / 201 / 201 / 210 10 / 201 / 210 10 / 201 / 210 10 / 201 / 210 10 / 201 /
		10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	colorado St 16	a a a a a a a a a a a a a a a a a a a	001er Highway 10 S       E     10 ± 40/49       G     52 ± 40/49       G     52 ± 316/51       J     50/1       99/380     1       68/221     10	$\begin{array}{c} FI0 \text{ Eastbound Ramps} \\ \hline FI0 \text{ Eastbound Ramps} \\ \hline \\ $	$\begin{array}{c c} 1 & 0 & 0 & 0 & 0 \\ \hline 1 & 0 & 0 & 0 & 0 \\ \hline 1 & 0 & 0 & 0 & 0 \\ \hline 1 & 0 & 0 & 0 & 0 \\ \hline 1 & 0 & 0 & 0 & 0 \\ \hline 1 & 0 & 0 & 0 & 0 \\ \hline 1 & 0 & 0 & 0 & 0 \\ \hline 1 & 0 & 0 & 0 & 0 \\ \hline 1 & 0 & 0 & 0 &$
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	281       921       //861       1/361       1/301       1/301       1/302       1/303       021       1/304       021       1/305       031       1/306       1/307       1/308       1/308       1/309       1/301       1/301       1/302       1/302       1/303       1/304       1/304       1/305       1/305       1/306       1/307       1/308       1/308       1/309       1/301       1/301       1/302       1/305       1/305       1/306       1/307       1/308       1/308       1/309       1/309       1/301       1/301       1/302       1/302       1/303       1/304       1/305       1/305       1/306       1/307       1/308       1/308       1/309       1/309       1/300       1/300       1/300 <t< th=""><th>23 24 25</th><th>15.17 </th><th>10 19 20 21 22</th><th>4 Outer Highway 10 S 857 / 157 ← 308 / 353 ↓ 127 ← 308 / 353 ↓ 127 ← 0 / 4 ↓ 308 / 353 ↓ 132 / 158 ↓ 132 / 158 ↓ 102 9 Oak Glen Road/ 9 Oak Glen Road/</th><th>5 16th Street/Avenue E <math display="block">\begin{array}{c} \underbrace{15}_{12} \underbrace{15}_{11} \underbrace{15}_{11} \underbrace{15}_{12} </math></th><th>6 14th Street/Avenue E 90 99 98 1 <math>(17/14)</math> 90 1 99 99 81 <math>(27/14)</math> 90 1 91 <math>(27/14)</math> 91 <math>(27/1</math></th></t<>	23 24 25	15.17 	10 19 20 21 22	4 Outer Highway 10 S 857 / 157 ← 308 / 353 ↓ 127 ← 308 / 353 ↓ 127 ← 0 / 4 ↓ 308 / 353 ↓ 132 / 158 ↓ 132 / 158 ↓ 102 9 Oak Glen Road/ 9 Oak Glen Road/	5 16th Street/Avenue E $\begin{array}{c} \underbrace{15}_{12} \underbrace{15}_{11} \underbrace{15}_{11} \underbrace{15}_{12} $	6 14th Street/Avenue E 90 99 98 1 $(17/14)$ 90 1 99 99 81 $(27/14)$ 90 1 91 $(27/14)$ 91 $(27/1$
Outer Highway 10 S     10 $\tilde{c}$ $\tilde{b}$ $\tilde{c}$ $\tilde{c}$ $\tilde{b}$ $\tilde{c}$ <	Pastbound Ramps 422/30	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	06/111     110/251     1     1       110/251     1     1     1       18/65     2     1	2864/382 ← 364/382 ← 106/163 287.4	P10 Westbound Ramps       80     82       93     12       209/765     143/1121	Calimesa Boulevard [7] [1] 12 1 [8] 12 1 [9] 12 1 [1] 12 1 [	Colorado Street
12         Oak Gien Road/Avenue E         13         Oak Yuc           12         0ak Gien Road/Avenue E         13         Yuc           12         98         12         12           12         0/5         15         199/70         10	k Glen Road/ caipa Boulevard た 749/343	14         8th Street/Colorado Street           65         2/L           9         2/L           10         375	Oak Hills Parkway/ 15 I-10 Eastbound Ramps	Wildwood Canyon Road 16 I-10 Westbound Ramps	17 Wildwood Canyon Rd/ Calimesa Boulevard	Colorado St/Wildwood Canyon 18 Road	"East Road"/ 19 County Line Road
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c} \leftarrow 437/317 \\ 9/31  \neg  \uparrow  \uparrow  \rightarrow \\ /532  \rightarrow  \begin{matrix} 11 \\ 11 \\ 9 \\ 9 \\ 9 \\ 9 \\ 9 \\ 9 \\ 9 \\ 9$	$\begin{array}{c} \downarrow  \downarrow  \downarrow  \downarrow  \downarrow  \downarrow  \downarrow  \uparrow  44/72 \\ \hline 107/77  \downarrow  \uparrow  \uparrow  \uparrow  \uparrow  \uparrow  \uparrow \\ 322/484  \rightarrow  \underbrace{\begin{array}{c} 92}_{12} \\ 109/204  \downarrow  \vdots \\ \hline 20 \hline$	Analyzed for POCC Only Building 1 Dwy 1/	Analyzed for POCC Only Building 2 Dwy 1/	Analyzed for POCC Only Building 1 Dwy 2/	Analyzed for POCC Only Building 2 Dwy 2/	Analyzed for POCC Only Building 2 Dwy 3/
Line Road 21 Line	e Road	Line Road	Oak Hills Parkway	Oak Hills Parkway	Oak Hills Parkway	Oak Hills Parkway	Oak Hills Parkway

XXX / YYY AM / PM Peak Hour Volumes



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

Proposed FCSP Approved FCSP Without Project AM Peak Hour PM Peak Hour AM Peak Hour PM Peak Hour AM Peak Hour PM Peak Hour Jurisdiction LOS Standard Control Delay LOS Delay LOS Delay LOS Delay LOS Delay LOS Delay LOS Intersection 1. Yucaipa Boulevard/Outer Highway 10 S С TWSC 14.1 В F 14.2 В F 26.9 D >100 F Yucaipa 51.8 56.6 С F 2. Yucaipa Boulevard/I-10 Eastbound Ramps Caltrans D Signal 29.9 С 80.0 Ε 29.9 80.6 30.2 С >100 F 3. Yucaipa Boulevard/I-10 Westbound Ramps В Caltrans D 11.2 В 11.5 В В 11.5 В В Signal 11.2 11.6 11.6 4. 16th Street/Outer Highway 10 S С Yucaipa TWSC 10 А 20.3 С 11.5 В 35.9 Ε 11.9 В 97.9 F 5. 16th Street/Avenue E С С Yucaipa AWSC А В 9 А В 9.3 А 15.5 8.6 11.1 12.1 59.3 F 79.9 F F 6. 14th Street/Avenue E Yucaipa С AWSC 59.8 F F F >100 >100 >100 7. Live Oak Canyon Road /Outer Highway 10 S С D F Yucaipa Signal 53.7 91.9 F F F >100 F >100 >100 >100 8. Live Oak Canyon Road /I-10 Eastbound Ramps С D D С Ε Caltrans D 32.1 36.5 D 35.1 40.2 33.3 Signal 71.4 9. Oak Glen Road/I-10 Westbound Ramps С Caltrans D Signal 10.2 В 14.3 В 25.7 22.2 С 84.1 F 39.9 D 10. Oak Glen Road/Calimesa Boulevard С F F F Yucaipa >100 >100 F F F Signal >100 >100 >100 >100 С С 11. Oak Glen Road/Colorado Street С 25.9 В С В 31 С Yucaipa Signal 17.6 28.6 18.6 21.3 12. Oak Glen Road/Avenue E С 31.3 С 26.3 С 33.5 С 30.0 С 38.6 D 68.1 Ε Yucaipa Signal 13. Oak Glen Road/Yucaipa Boulevard С 42.1 D D D D 51 D D Yucaipa Signal 39.3 41.6 39.0 43.2 С 14. 8th Street/Colorado Street Yucaipa AWSC 9.1 А 7.8 А 9.2 А 7.9 А 10.4 В 16.9 С

20

18

21

19.2

28.2

20.1

24.3

Signal

Signal

Signal

TWSC

TWSC

Signal

Signal

Signal

В

В

С

С

С

С

С

С

А

В

С

С

В

D

25.7

7.8

11.7

17.5

30.3

13.1

43.3

Not Analyzed in Scenario

18

21.3

24.5

25.8

9.6

27.7

20.2

28.5

В

С

С

D

А

С

С

С

С

В

В

D

А

С

В

Ε

22.3

13.4

18.5

34.9

9.8

26.6

14.0

55.5

19.7

21.3

21.5

75.7

12.7

22.2

26.4

54.5

В

С

С

F

В

С

С

D

D

С

В

F

Е

D

В

F

49.8

24.0

16.6

>100

45.0

46.2

13.3

>100

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

21. I-10 Westbound Ramps/County Line Road22. Calimesa Boulevard/County Line Road

20. I-10 Eastbound Ramps/County Line Road

15 . Oak Hills Parkway/I-10 Eastbound Ramps

17. Wildwood Canyon Rd/Calimesa Boulevard

18. Colorado St/Wildwood Canyon Road

19. "East Road"/County Line Road

16 . Wildwood Canyon Road/I-10 Westbound Ramps

Notes:

LOS = Level of Service

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

Caltrans

Caltrans

Yucaipa

Yucaipa

Calimesa

Caltrans

Caltrans

Calimesa

D

D

С

С

С

D

D

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0 1,000 2,000 ft vvertrament 3 avanue 3 avanue 3 avanue 10 av	S Avenue 6 Avenue 6 Avenue 7 Avenue 7 Aven	6 Archard B	Viraila Bird optimite optimite Colorado Si	Legend Parcels Study Intersections Future Roadways Bing Aerial Tuture Intersections	$1 \begin{array}{c c} & 1 \\ \hline 1 \\ 1 \\$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
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20 I-10 Eastbound Ramps/County Line Road	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 27

XXX / YYY AM / PM Peak Hour Volumes



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

- 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).
- 16<sup>th</sup> Street and Outer Highway 10 S (p.m. peak hour).
- 14<sup>th</sup> 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:

0 1,000 2,000 H Curanton B 3 10 Curanton B 3 10 Curanton B 10 Curanton B 10 Curanton B 10 Curanton B 10 Curanton B	E Constantino de la constant	6 Avenue F Start of the start o	Triculton Eliver optimistic Colombo Sta	Legend Parcels Study Intersections Future Roadways Bing Aerial Future Intersections	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	2 2 3 3 4 4 4 4 4 4 4 4 4 4 4 4 4	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	8001 / 014 9001 / 014 9001 / 014 9001 / 014 9001 / 014 9001 / 014 9001 / 014 1 / 30 ↔ 124 1 / 30 ↔ 124 247 / 724 → 126 888 1 · · · · · · · · · · · · · · · · · · ·	23 24 25			4 16th Street/ Outer Highway 10 S 500 100 100 100 9 Oak Glen Road/ 1-10 Westbound Ramps	5 16th Street/Avenue E $\begin{array}{c} & & \\$	$\begin{array}{c c c c c c c c c c c c c c c c c c c $
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	269 / E13 → 112 / 284 / 1133 → 261 / 1133 → 261 / 1133 → 261 / 1133 → 261 / 1133 →	244/376 244/3	800 00 99 1/2 1 204/765 J 161/1207 →	12     25     ↓     402/59       ↓     ↓     ↓     961/888       17/13     ↓       423/994     →	999 788 ℃ 426/338 ℃ 15/100 79/0 ♪ 0/20 →
12 Oak Gien Road/Avenue E 12  0 = 117  117	13 Oak Glen Road/ Yucaipa Boulevard $\begin{array}{c} & & \\ & & $	14 8th Street/Colorado Street $657.98/601 \leftarrow 65/49$ $657.98/601 \leftarrow 888/542$ $4 \rightarrow 68.908/542$ $4 \rightarrow 107/77 \rightarrow 108/60$ $107/77 \rightarrow 108/60$ $172/408 \rightarrow 100$	15 Oak Hills Parkway/ 10 Eastbound Ramps Analyzed for POCC Only	16 Wildwood Canyon Road/ 1-10 Westbound Ramps Analyzed for POCC Only	17 Calimesa Boulevard Analyzed for POCC Only	18 Colorado StiWildwood Canyon Road	19 County Line Road Analyzed for POCC Only
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 28

XXX / YYY AM / PM Peak Hour Volumes



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.
- 16<sup>th</sup> Street and Outer Highway 10 S: Add and eastbound left-turn lane, a southbound right-turn lane, and a westbound right-turn lane.
- 14<sup>th</sup> 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 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.
- 16<sup>th</sup> Street and Outer Highway 10 S: Add and eastbound left-turn lane, a southbound right-turn lane, and a westbound right-turn lane.
- 14<sup>th</sup> 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.

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

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

Notes:

LOS = Level of Service

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



- 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.
- 16<sup>th</sup> Street and Outer Highway 10 S: Add and eastbound left-turn lane, a southbound right-turn lane, and a westbound right-turn lane.
- 14<sup>th</sup> 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.
- 16<sup>th</sup> Street and Outer Highway 10 S: Add and eastbound left-turn lane, a southbound right-turn lane, and a westbound right-turn lane.
- 14<sup>th</sup> 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.

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

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

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 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:

- 14<sup>th</sup> Street and Avenue E: Install a traffic signal.
- Oak Glen Road and Calimesa Boulevard: Add a second northbound left-turn lane, a second southbound leftturn 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:

- 14<sup>th</sup> Street and Avenue E: Install a traffic signal.
- Oak Glen Road and Calimesa Boulevard: Add a second northbound left-turn lane, a second southbound leftturn 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:

• 14<sup>th</sup> 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

				Proposed FCSP				Approved FCSP					
	Jurisdiction	LOS		AM Pe	AM Peak Hour		Peak Hour PM Peak		PM Peak Hour AM Pe		ak Hour	PM Pe	ak Hour
Intersection		Standard	Control	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
6.14th Street/Avenue E	Yucaipa	С	Signal	29.2	С	30.1	С	51.4	D *	53.2	D *		
10. Oak Glen Road/Calimesa Boulevard	Yucaipa	С	Signal	31.8	С	34.1	С	31.2	С	18.3	В		
13. Oak Glen Road/Yucaipa Boulevard	Yucaipa	С	Signal	34.7	С	33.0	С	33.6	С	34.9	С		

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:

- 14<sup>th</sup> 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. 16<sup>th</sup> Street and Outer Highway 10 S.
- 5. 16<sup>th</sup> 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

				Proposed FCSP			Approved FCSP				
	Jurisdiction	LOS		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Intersection		Standard	Control	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
6.14th Street/Avenue E	Yucaipa	С	Signal	31.1	С	27.2	С	65.9	Ε*	95.0	F*
10. Oak Glen Road/Calimesa Boulevard	Yucaipa	С	Signal	32.7	С	32.2	С	33.6	С	21.5	С
13. Oak Glen Road/Yucaipa Boulevard	Yucaipa	С	Signal	34.8	С	33.2	С	34.3	С	33.6	С

#### 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



- 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 (11<sup>th</sup> 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 10<sup>th</sup> 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.

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

	Peak Hour								
	AM Peak Hour			F	Daily				
Land Use Units	In	Out	Total	In	Out	Total			
Total Vehicle Rates									
Trip Generation Rates <sup>1</sup> 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%		
Passe	enger Car Eq	uivalent Rate	es Calculatio	ons					
Passenger Cars									
Recommended Mix (%) <sup>2</sup>	84.09%	44.57%	75.00%	83.21%	92.64%	90.00%	84.29%		
PCE Factor <sup>3</sup>	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 <sup>3</sup>	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-AXIE TIUCKS	2 610/	10 50%	F 60%	2 010/	1 670/	<u>ר אין אין אין אין אין אין אין אין אין אין</u>	2 57%		
PCE Eactor <sup>3</sup>	2.0170	2.07/0	2.00%	2.0170	2.0	2.2770	2.5770		
PCE Facilion PCE Rates	2.0	2.0	2.0	2.0	2.0	2.0	2.0		
4-Axle Trucks	0.004	0.003	0.007	0.002	0.002	0.000	0.100		
Recommended Mix (%) <sup>2</sup>	9.60%	33.46%	15.09%	10.13%	4.44%	6.04%	9.48%		
PCE Factor <sup>3</sup>	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 Proj	ect Trip Gen	eration (Trip	s, By Vehicle	e 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, Ry 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		

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

<sup>2</sup> Recommended Truck Mix Percentages per ITE 10th Ed. + Supplement. Sub types based on Fontana Study.

<sup>3</sup> Recommended PCE Factor based on SBCTA Guidelines.

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

	ŀ	AM Peak Hour			PM Peak Hour				
Land Use Units	In	Out	Total	In	Out	Total			
Total Vehicle Rates									
Trip Generation Rates <sup>1</sup> 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%		
Pa	assenger Car Eq	uivalent Rat	es Calculatio	ons					
Passenger Cars									
Recommended Mix (%) <sup>2</sup>	83.16%	28.23%	72.73%	70.51%	77.87%	75.00%	64.62%		
PCE Factor <sup>3</sup>	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 (%) <sup>2</sup>	2.85%	12.15%	4.62%	4.99%	3.75%	4.23%	5.99%		
PCE Factor <sup>3</sup>	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-AXIE TRUCKS	2 0 2 0/	14 200/	4 100/	4 700/	E 0.20/	E 400/	0 020/		
Recommended Wix ( $\%$ )	3.02%	10.30%	0.19%	0.70%	0.03%	0.00%	0.03%		
PCE Facilion PCE Rates	2.0	2.0	2.0	2.0	2.0	2.0	2.0 0.3/1		
4-Axle Trucks	0.007	0.007	0.014	0.000	0.007	0.014	0.341		
Recommended Mix (%) <sup>2</sup>	10.16%	43.32%	16.46%	17.80%	13.36%	15.09%	21.35%		
PCE Factor <sup>3</sup>	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		

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

<sup>2</sup> Recommended Truck Mix Percentages per ITE 10th Ed. + Supplement. Sub types based on Fontana Study.

<sup>3</sup> Recommended PCE Factor based on SBCTA Guidelines.

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

		Peak Hour							
		AM Peak Hour				Daily			
Land Use	Units	In	Out	Total	In	Out	Total		
	Total Vehicle Rates								
Trip Generation Rates <sup>1</sup>	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%	
	Pass	senger Car Eq	uivalent Rat	es Calculatio	ons			1	
Passenger Cars									
Recommended Mix (%) <sup>2</sup>		84.09%	44.57%	75.00%	83.21%	92.64%	90.00%	84.29%	
PCE Factor <sup>3</sup>		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 (%) <sup>2</sup>		2.69%	9.39%	4.23%	2.84%	1.25%	1.69%	2.66%	
PCE Factor <sup>3</sup>		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-AXIE TIUCKS		2 610/	10 50%	F 60%	2 01%	1 67%	2 220/	2 57%	
Reconfinenced Wix (%) $DCE Easter^{3}$		3.01%	12.09%	0.00%	3.0170 2.0	1.07%	2.2770	3.37%	
PCE Facilion PCE Rates		2.0	2.0	2.U 0.000	2.0	2.0	2.0 0.005	2.0	
4-Axle Trucks		0.004	0.005	0.007	0.002	0.002	0.005	0.100	
Recommended Mix (%) <sup>2</sup>		9.60%	33.46%	15.09%	10.13%	4.44%	6.04%	9.48%	
PCE Factor <sup>3</sup>		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 Pro	oject Trip Gen	eration (Trip	s, By Vehicle	e 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	

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

<sup>2</sup> Recommended Truck Mix Percentages per ITE 10th Ed. + Supplement. Sub types based on Fontana Study.

<sup>3</sup> Recommended PCE Factor based on SBCTA Guidelines.
Table P: Pacific Oaks Commerce Center BP 3 with Building 2 Project Trip Generation (Cold Storage Portion)

			Peak	Hour			
	I	AM Peak Hou	ır	F	PM Peak Hou	r	Daily
Land Use Units	In	Out	Total	In	Out	Total	
	Tota	I Vehicle Rat	es				
Trip Generation Rates <sup>1</sup> 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%
Pas	ssenger Car Eo	uivalent Rat	es Calculatio	ons			
Passenger Cars							
Recommended Mix (%) <sup>2</sup>	83.16%	28.23%	72.73%	70.51%	77.87%	75.00%	64.62%
PCE Factor <sup>3</sup>	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 (%) <sup>2</sup>	2.85%	12.15%	4.62%	4.99%	3.75%	4.23%	5.99%
PCE Factor <sup>3</sup>	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	800.0	0.191
3-AXIE TIUCKS Decommonded Mix $(%)^2$	2 8 2 %	16 20%	۲۵۵ <u>۲۵</u> %	6 70%	F 03%	5 6 <u>8</u> %	Q 0.3%
Recommended with $(70)$	3.0∠ ⁄0 2 0	10.3070 2 A	0.17/0	0.7070 20	0.03 <i>1</i> 0 0.0	0.0070 0.0	0.U3 /0 2 0
PCE FOLIOI DCF Rates	2.0 0.007	2.0 0.007	2.0 0.01/	2.0	2.0 0.007	2.0 0.01/	2.0 0 3/1
4-Axle Trucks	0.007	0.007	דו ט.ט	0.000	0.007	0.017	0.011
Recommended Mix (%) <sup>2</sup>	10.16%	43.32%	16.46%	17.80%	13.36%	15.09%	21.35%
PCE Factor <sup>3</sup>	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 P	roject Trip Gen	eration (Trip	s, By Vehicl	е Туре)			
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 Ge	neration (Pass	enger Car E	quivalent Tri	ps, By Vehic	le 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

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

<sup>2</sup> Recommended Truck Mix Percentages per ITE 10th Ed. + Supplement. Sub types based on Fontana Study.

<sup>3</sup> Recommended PCE Factor based on SBCTA Guidelines.

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

			Peak	Hour			
	ļ	AM Peak Hou	ır		PM Peak Hou	r	Daily
Land Use Units	ln	Out	Total	In	Out	Total	
	Tota	l Vehicle Rat	es				
Trip Generation Rates <sup>1</sup> 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%
F	Passenger Car Eq	uivalent Rat	es Calculatio	ons			
Passenger Cars							
Recommended Mix (%) <sup>2</sup>	27.63%	9.76%	19.57%	28.69%	38.65%	34.04%	24.98%
PCE Factor <sup>3</sup>	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 (%) <sup>2</sup>	31.58%	21.95%	27.17%	26.23%	28.22%	27.72%	20.79%
PCE Factor <sup>3</sup>	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 (%) <sup>2</sup>	30.26%	4.88%	19.20%	26.23%	20.25%	23.16%	25.51%
PCE Factor <sup>3</sup>	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-Axie Trucks	10 500/	(0.440)	<b></b>	10.050/	10.000/	15 000/	00 700/
Recommended Mix (%) <sup>2</sup>	10.53%	63.41%	34.06%	18.85%	12.88%	15.09%	28.72%
PCE Factor <sup>3</sup>	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 Gen	eration (Trip	s, By Vehicl	е Туре)			
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 (Pass	senger Car E	givalent Trip	os, By Vehicl	e 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	30	20	20	40	566
4+ Axle Trucks	15	60	8/	20	18	20	957
	64	85	1/10	55	50	11/	1.870
	74	00	147	55 4E	70	14	2 1 4 0
TUIDIPUE	/0	07	100	00	٥١	143	2,148

<sup>1</sup> Rates based on Survey Data

 $^{\rm 2}$  Recommended Truck Mix Percentages per Survey Data.

<sup>3</sup> Recommended PCE Factors per San Bernardino.

				Peak	Hour			
		<u> </u>	M Peak Hou	r –	F	PM Peak Hou	r	Daily
Land Use Uni	ts	In	Out	lotal	In	Out	lotal	
123 70		Total	venicie Rate	es		0.070	0.400	4 400
Trip Generation Rates <sup>1,2,3</sup> IS	i+ (	).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 TS	F (	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 Tri	p Generatior	ı (Passer	iger Car Equ	uivalent Trip:	s, By Vehicle	e 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 Tri	p Generatior	n (Passer	iger Car Equ	uivalent Trip	s, By Vehicle	e 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 PCF		20	21	50	22	20	12	801
		20	20	17/	10	20	42	2 120
		00	30	124	47	04	133	2,120
Trailor Parking 1	Frip Generati	ion (Pass	enger Car E	quivalent Tr	ips, By Vehi	cle 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
		15	т 60	92 8/	20	10	30	057
		13	07	140	21	50	J7 114	1 070
		04	80	149	22	09 70	114	1,870
lotal venicles		/6	89	165	65	/8	143	2,148
Total Project Tr	rip Generatio	on (Passe	enger Car Ec	quivalent Tri	ps, By Vehic	le 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
		60	111	171	51	18	00	2 268
		125	1/7	272	02	105	100	3 605
		120	147	212	93	105	198	5,095
TUIALPOE		200	100	421	15/	200	413	0,493

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

Notes:

<sup>1</sup> 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.

<sup>2</sup> Recommended Truck Mix Percentages per ITE 10th Ed. + Supplement. Sub types based on Fontana Study.

<sup>3</sup> Recommended PCE Factor based on SBCTA Guidelines.

<sup>4</sup> 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 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 passenger vehicles 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 project trucks (in PCEs) without 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. Figures 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).

0 1.000 2.000 ft	Arenue e	6 Avenue 6 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	Colonito Si Colonito Si Colonito Si Colonito Si Colonito Si	Legend FCSP Study Intersections Future Roadways Driveways Driveways	1 Yucaipa Boulevard/ Outer Highway 10 SB $\downarrow^{SC}_{+}$ t_ (4.6%) $\downarrow$ ↔ (1.3%) 1.6% → 16th Street/ Outer Highway 10 SB	2 Yucaipa Boulevard/ I-10 Eastbound	3 Yucaipa Boulevard/ L-10 Westbound 6 14th Street/Avenue E
6.3% → ↑ ↑ 6.3% → ↑ ↑ 80 97 1/1000 Road / Outer Highway 10 S	26.6% → ↑ 26.6% → ↑ 28.6% → ↑			10 19 20 21 22	9 0ak Glen Road/ 10 Westbound	60 01 → C (% E 1) 0ak Glen Road/ Calimesa Boulevard	%8 ℓ/ → ↑ ↑ (% 98) ↑ (% 98) 11 Oak Glen Road/ Colorado Street
%87 → ↓ 1.6% ↑ ↑ (%E L) ↓ ↓	(7.3%) → 7.8%		Does Not Exist	Does Not Exist			(%EP) よ 43
12 Oak Glen Road/Avenue E ← 43.8% (16.6%) → (26.5%) ↓	Oak Glen Road/ Yucaipa Boulevard           ← 15.6%           (16.6%) →           ← (2)	14     8th Street/Colorado Street	Oak Hills Parkway/ I-10 Eastbound           (%         (%           (%)         (%)           (%)         (%)           (%)         (%)           (%)         (%)           (%)         (%)           (%)         (%)           (%)         (%)           (%)         (%)           (%)         (%)           (%)         (%)           (%)         (%)           (%)         (%)           (%)         (%)           (%)         (%)           (%)         (%)	16         Wildwood Canyon Road/ I-10 Westbound           ←         10.9%(40.4%)           40.6%(10.6%)         →	17 Wildwood Canyon Rd/ Calimesa Boulevard	Colorado Street/ Wildwood Canyon Road           ←         20.3%(13.9%)           ↓         14.1%           15.6%(21.9%) →         ↑           ↓         15.6%           ↓         ♀           ↓         ♀           ↓         ♀           ↓         ♀           ↓         ♀           ↓         ♀           ↓         ♀           ↓         ♀           ↓         ♀           ↓         ♀           ↓         ♀           ↓         ♀           ↓         ♀           ↓         ♀	19 "East Road"/ County Line Road ↓ ← 3: ↓ ↓ ↑ ↑ (35.1%) → ↑ ↑ ↑ 15.6% ↓ § €
20 I-10 Eastbound/ County Line Road	I-10 Westbound/ 21 County Line Road	Calimesa Boulevard/ 22 County Line Road	Building 1 Dwy 1/ 23 Oak Hills Parkway	Building 2 Dwy 1/ Oak Hills Parkway	Building 1 Dwy 2/ 25 Oak Hills Parkway	Building 2 Dwy 2/ 26 Oak Hills Parkway	27 Building 2 Dwy 3/ Oak Hills Parkway

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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)

20 County Line Road	$\begin{array}{c} \leftarrow 56/28 \\ \hline 3/25 \rightarrow \\ 5/40 \neg \\ \hline \end{array}$	12 Oak Glen Road/Avenue E	2/11 → ← 10/5 0/2 → 1/7	PR 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		2 10 Construction	0 1.000 2,000 ft	17/200
21 County Line Road	← 22/10     3/25 →	13 Oak Glen Road/ 13 Yucaipa Boulevard	2/11 →	8 Live Oak Canyon Road / 1-10 Eastbound	2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	20 During or or 4	Liense de la competencia de la	
22 Calimesa Boulevard/ County Line Road	$\begin{array}{c} 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 $	14 8th Street/Colorado Street		- 23 24 25	1 9 0 9 Calinesa' Birgh 10	Em 2	Suns.	No N
23 Building 1 Dwy 1/ Oak Hills Parkway	$\begin{array}{c} \begin{array}{c} \begin{array}{c} \begin{array}{c} \begin{array}{c} \begin{array}{c} \begin{array}{c} \\ \end{array} \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \begin{array}{c} \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} \\ \begin{array}{c} \begin{array}{c} \end{array} \\ \end{array} \\ \begin{array}{c} \begin{array}{c} \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} \\ \begin{array}{c} \begin{array}{c} \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} $	15 Oak Hills Parkway/ I-10 Eastbound	Does Not Exist	26	Colorado St 16 15 17 15		Yucaliga Elvel	
24 Building 2 Dwy 1/ Oak Hills Parkway	$\leftarrow 22/68$ 54/42 $\rightarrow$ Duilding 2 Duvid	16 Wildwood Canyon Road/ I-10 Westbound	Does Not Exist	10 19 20 21 22	Hidwood Cattlen Ris-		FCSP Study Intersections Future Roadways Driveways	Legend
25 Building 1 Dwy 2/ Oak Hills Parkway	$\begin{array}{c} \begin{array}{c} \begin{array}{c} \begin{array}{c} \begin{array}{c} \begin{array}{c} \begin{array}{c} \begin{array}{c} $	17 Wildwood Canyon Rd/ Calimesa Boulevard		8/21 2 (15 0 → 9 Oak Glen Road/ 1-10 Westbound	L→         ← 0/2           2/1 →         4           16th Street/ Outer Highway 10 SB	1 Yucaipa Boulevard/ Outer Highway 10 SB		
26 Building 2 Dwy 2/ Oak Hills Parkway	$\leftarrow 32/34$ $\downarrow 17/9$ $22/43 \rightarrow \uparrow \uparrow$ $18/10 \rightarrow \overbrace{C} \stackrel{\times}{\underset{E}{\underset{E}{\underset{E}{\underset{E}{\underset{E}{\underset{E}{\underset{E}{\underset$	18 Colorado Street/ Wildwood Canyon Road		$ \begin{array}{c c} L & \downarrow & \downarrow \\ \hline L & \downarrow & \downarrow & 2/0 \\ \hline 2/0 & \neg & \uparrow & 2/0 \\ \hline 2/0 & \neg & 9L/2 \\ \hline 0 & Oak Glen Road/ \\ Calimesa Boulevard \end{array} $	↓	2 Yucaipa Boulévard/ I-10 Eastbound		
27 Building 2 Dwy 3/ Oak Hills Parkway	$\leftarrow 46/22$ $\downarrow 17/8$ $7/53 \rightarrow \qquad \bigcirc 7/53$ $18/10 \qquad \bigcirc 7/52$ $7/53 \rightarrow \qquad \bigcirc 7/53$ $18/10 \qquad \bigcirc 7/52$	19 "East Road"/ County Line Road	59 8 ↓ ℃ 56/28	$\begin{array}{c} 9/11\\ \hline \\ 11 \end{array} \xrightarrow{9/11} \begin{array}{c} 2/0\\ \hline \\ 2/0\\ \hline 2/0$	6 14th Street/Avenue E	Yucaipa Boulevard/ 3 I-10 Westbound		

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

0 1.000 2.000 ft	Jans s	Vacalga Bivo 13	Legend FCSP Study Intersections Future Roadways Driveways			
2 10 Avenue E 5 Avenue E	6 Avenue 8 Start of the start o	12 Colorado 50		1 Yucaipa Boulevard/ Outer Highway 10 SB	2 Yucaipa Boulevard/ I-10 Eastbound	3 Yucaipa Boulevard/ I-10 Westbound
995 05 → ↑ (955 05) - ↑ (955 05) - ↑ (955 05)	8 Calinesa Bhg- 10 23 - 24 25	6 <sup>27</sup>	10 21 22	4 16th Street/ Outer Highway 10 SB	5 16th Street/Avenue E	6 14th Street/Avenue E
T     Live Oak Canyon Road /     S     Live Oak Canyon Road /     Uve Oak Canyon Road /     Live		Does Not Exist	19 20 21 22 Does Not Exist	9 Oak Glen Road/ 1-10 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           ←         50.5%	14 8th Street/Colorado Street	Oak Hills Parkway/ I-10 Eastbound           (%         (%         (         4.3%         (         4.3%         (         4.3%         (         4.3%         (         4.6.2%         →         (         44.8%)         (         44.8%)         (         44.2%         →         (         44.8%)         (         46.2%         →         (         (         46.2%         →         (	16 Wildwood Canyon Road/ I-10 Westbound $\leftarrow 4.3\%(11.4\%)$ $\overline{) \cdot 36.6\%}$ $10.8\%(6.7\%) \rightarrow \neg \neg \uparrow$ $34.4\% \neg \% \% \%$ $\Sigma \Sigma \Sigma$	17 Wildwood Canyon Rd/ Calimesa Boulevard	Colorado Street/ Wildwood Canyon Road           ← 45.2%           (45.7%) →	19 "East Road"/ County Line Road ← 45.7% ↓ 57.7% ↓ 57.7% ↓ 57.7% ↓ 57.7% ↓ 57.7% ↓ 57
20 I-10 Eastbound/ County Line Road 21 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

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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)

2 3 4 4 4 4 4 4 4 4 4 4 4 4 4	6 Avenue 5 55 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Colorado Sa	Legend FCSP Study Intersections Future Roadways Driveways 14	1 Yucaipa Boulevard/ Outer Highway 10 SB	2 Yucaipa Boulevard/ I-10 Eastbound	3 Yucaipa Boulevard/ I-10 Westbound
1         1	- 24 25	13 (17) 16 <sup>27</sup>	10 19 20 21 22	4 16th Street/ Outer Highway 10 SB	5 16th Street/Avenue E	6 14th Street/Avenue E
		Does Not Exist	Does Not Exist	Wildowed Common Raf		85 / FL 나 1 63/47
12         Oak Glen Road/Avenue E         13         Oak Glen Road/ Yucalpa Boulevard	14 Bth Street/Colorado Street	15 Oak Hills Fall Xway 10 Eastbound $\begin{array}{c} 0 & \Gamma_{0} \\ \hline \hline \hline 0 & \Gamma_{0} \\ \hline \hline 0 & \Gamma_{0} \\ \hline \hline \hline$	16     10     westbound       +10     +10     +10	$ \begin{array}{c}     17  \text{With Words Canyon Rd} \\     Calimesa Boulevard \\     \hline      \hline      \hline     \hline     \hline     \hline      \hline     \hline      \hline     \hline      \hline     \hline      \hline     \hline     \hline      \hline     \hline     \hline     \hline     \hline     \hline      \hline     \hline     \hline      \hline       $	18 Colorado Stree/ Wildwood Canyon Road ← 56/42 67/48 →	$\begin{array}{c} 19 \\ \hline \\ County Line Road \\ \hline \\ $
20 I-10 Eastbound/ County Line Road 21 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 35

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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)



0 1,000 2,000 ft 90°C10° BV0 90°C10° BV0	Avenue e G Avenue e	Vicing floor Research 12	Legend FCSP Study Intersections Future Roadways Driveways	1 Yucaipa Boulevard/ Outer Highway 10 SB	2 Yucaipa Boulevard/ I-10 Eastbound	3 Yucaipa Boulevard/ I-10 Westbound
8/113 + 115/13 8/113 + 115/13 8/113 + 112 8/113 + 11/13	10 0 10 0 0 Calimeso Blor 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Colombo 51 	A A A A A A A A A A A A A A A A A A A	4 16th Street/ Outer Highway 10 SB 8/L1 36/68 16th Street/Outer G > 02 $1000$	5 16th Street/Avenue E $2/10^{-7} \rightarrow 11/1$ $2/10^{-7} \rightarrow 11/1$ $2/10^{-7} \rightarrow 10^{-7}$ $2/10^{-7} \rightarrow 10^{-7}$	6 14th Street/Avenue E $\begin{array}{c} 5 \\ 5 \\ 17 \\ 17 \\ 17 \\ 17 \\ 17 \\ 17 \\ 1$
$\begin{array}{c c} & & & & & & & & & & & & & & & & & & &$	n Road /	Does Not Exist	Does Not Exist	9 Oak Glen Road/ I-10 Westbound	0ak Glen Road/ Calimesa Boulevard	11 Oak Glen Road/ Colorado Street 81 L 28 ↓ ↑ 119/75
12 Oak Glen Road/Avenue E $(-12)^{-12}$ Oak Glen Road/Avenue E $(-119/75)^{-12}$ Oak Glen Road/Yucaipa Bouleva $(-119/75)^{-12}$ $(-12)^{-$	rd 14 8th Street/Colorado Street $-22/10$ $\rightarrow$ $+ 10/5$ $0/2 \rightarrow$ $+$ $2/11 \rightarrow$ $+$ $2/11 \rightarrow$ $+$ $2/11 \rightarrow$ $+$	15 Oak Hills Parkway/ 10 Eastbound 10 Eas	16 Wildwood Canyon Road/ I-10 Westbound $\leftarrow 46/84$ $\downarrow 39/34$ $\overrightarrow{77/59} \rightarrow \overrightarrow{97}$ $\overrightarrow{82}$ $\overrightarrow{82}$ $\overrightarrow{64}$ $\overrightarrow{55}$	17 Wildwood Canyon Rd/ Calimesa Boulevard 57  color 16  color 23/10  color 89/80 24/11  color 89/94  color 80/80	18 Colorado Street/ Wildwood Canyon Road ← 88/76	19 "East Road"/ County Line Road $\leftarrow 102/64$ $\downarrow 24/13$ $74/101 \rightarrow \uparrow \uparrow 25/16 \rightarrow \uparrow $
20 I-10 Eastbound/ County Line Road 21 County Line Road	d 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 36

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20 I-10 Eastbound/ County Line Road	← 14.1% (14.6%) \[]	12 Oak Glen Road/Avenue E		4.7% → 4.7% → 4.7% →		Contracticutory	Avenue E	0 1,000 2,000 ft
21 I-10 Westbound/ County Line Road	14.1% گ	Oak Glen Road/ 13 Yucaipa Boulevard		9.4% 9.4% 2 9.4% 2 3 Live Oak Canyon Road / 1-10 Eastbound		10 - Duning mark	E S 5 Arcave B	
22 Calimesa Boulevard/ County Line Road		14 8th Street/Colorado Street	← (0.7%)	23 24 25	1 9 8 Calimesa Birgh 10	C C C C C C C C C C C C C C C C C C C	San Avenue F	
23 Building 1 Dwy 1/ Oak Hills Parkway	(%6 LL)	Oak Hills Parkway/ I-10 Eastbound	18.8% ← 42.2% (11.9%) → L ← (48.3%) (11.9%) →	10270		12		Yucalpa Blvd 13
24 Building 2 Dwy 1/ Oak Hills Parkway	← 17.2%(15.9%) 17.2%(17.9%) →	16 Wildwood Canyon Road/ I-10 Westbound	(17.9%) ← 29.7% (17.9%) → ↑ ↑ (30.5%) → ↓	10 19 20 21 22	14 Realized Control Rot 18	Single and the second se	FCSP Study Intersections Future Roadways Driveways	Legend
25 Building 1 Dwy 2/ Oak Hills Parkway	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	17 Wildwood Canyon Rd/ Calimesa Boulevard	(%50) (%20) し 3.1% ゴ			1 Yucaipa Boulevard/ Outer Highway 10 SB		
Building 2 Dwy 2/ Oak Hills Parkway	$\begin{array}{cccc} & & 32.8\%(5.3\%) \\ & & & \swarrow & 23.4\% \\ \hline 6.3\%(35.8\%) & \rightarrow & & & & & & & \\ 6.3\% & & & & & & & & & \\ & & & & & & & & & $	18 Colorado Street/ Wildwood Canyon Road	$\begin{array}{c c} & & & & \\ & & & \\ & & & \\ \hline & & & \\ & &$	10 Oak Glen Road/ Calimesa Boulevard	•         ↑           •         •	2 Yucaipa Boulevard/ I-10 Eastbound		
27 Building 2 Dwy 3/ Oak Hills Parkway	$\leftarrow$ 56.3% $\downarrow$ 21.9% (57.6%) → $\uparrow$ $\uparrow$ 6.3% $\downarrow$ $\bigotimes_{S}^{\infty} \bigotimes_{S}^{\infty} \underset{C_{2}}{\overset{S}{\underset{S}{\underset{S}{\underset{S}{\underset{S}{\underset{S}{\underset{S}{$	"East Road"/ 19 County Line Road	(%97) ل ل 14.1%	11 Oak Glen Road/ Colorado Street	6 14th Street/Avenue E	3 Yucaipa Boulevard/ I-10 Westbound		

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

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



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

0 1,000 2,000 ft		Yucalpa Blvd 13	Legend			
avo	5	Detard y	Study Intersections			
Yucalow		° i	Future Roadways			
3 2 1 10 Avenue E 5 Avenue E	6 Avenue E	12		Yucaipa Boulevard/	2 Yucaipa Boulevard/	2 Yucaipa Boulevard/
O Duter Highway 10 Duning Brow			5	1 Outer Highway 10 SB	I-10 Eastbound	<sup>3</sup> I-10 Westbound
0	TANK		14			
2 m 4 m 10		Colorado St	Call Inc.			
	9 Calimesa Biva		ildwood Canton Roz			
	10	16		16th Street/ 4 Outer Hindway 10 SB	5 16th Street/Avenue E	6 14th Street/Avenue E
		27	Calimona Bas			
19.4%	23 24 25		10			
↑         19.4% ↓           28         28		>		ر (%		
(3)			19 20 21 22	(20		
Live Oak Canyon Road / Live Oak Canyon Road / Outer Highway 10 S I-10 Eastbound	4.55			9I-10 Westbound	Oak Glen Road/ 10Calimesa Boulevard	Oak Glen Road/ 11Colorado Street
		%				
		<ul> <li>→ 31.2</li> </ul>	⊊ 31.2%			
		50.5% → ↑ ↑ (%5:0)				
				Wildows of Operations Del/	O al sucal s O lass st	115
12 Oak Glen Road/Avenue E 13 Yucaipa Boulevard	14 8th Street/Colorado Street	15 I-10 Eastbound	16 I-10 Westbound	17 Calimesa Boulevard	18 Wildwood Canyon Road	19 County Line Road
		(%97) (%97) (%2) (%2) (%2) (%2) (%2) (%2) (%2) (%2	← 5.4%	(%) (%) (%) (%) (%) (%) (%) (%) (%) (%)		← 68.8%
		∠ ↓ ← (15.2%)	√ 54.8% (7.6%) → ∽ ⊂	(58.1%) →	(70.5%) →	(70.5%) → C
		16.1% →	17.2% 7 (%27) (120)			(9.5%)
20 I-10 Eastbound/	22 Calimesa Boulevard/	Building 1 Dwy 1/	Building 2 Dwy 1/	Building 1 Dwy 2/	Building 2 Dwy 2/	Building 2 Dwy 3/
County Line Road County Line Road	County Line Road	Oak Hills Parkway	Oak Hills Parkway	Oak Hills Parkway	Oak Hills Parkway	Oak Hills Parkway

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AM / PM Peak Hour Volume XXX / YYY



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

0 1.000 2.000 ft 0 2.000 ft		Presign Brod Barnen Barnen 12 Colorado St	Legend FCSP Study Intersections Future Roadways Driveways	1 Yucaipa Boulevard/ Outer Highway 10 SB $\stackrel{\bigcirc}{\underset{i=1}{\overset{\frown}{\underset{i=1}{\overset{\bullet}{\underset{i=1}{\overset{\frown}{\underset{i=1}{\overset{\frown}{\underset{i=1}{\overset{\frown}{\underset{i=1}{\overset{\frown}{\underset{i=1}{\overset{\frown}{\underset{i=1}{\overset{\frown}{\underset{i=1}{\overset{\frown}{\underset{i=1}{\overset{\frown}{\underset{i=1}{\overset{\frown}{\underset{i=1}{\overset{\frown}{\underset{i=1}{\overset{\frown}{\underset{i=1}{\overset{\bullet}{\underset{i=1}{\overset{\bullet}{\underset{i=1}{\overset{\frown}{\underset{i=1}{\overset{\bullet}{\underset{i=1}{\underset{i=1}{\overset{\bullet}{\underset{i=1}{\overset{\bullet}{\underset{i=1}{\overset{\bullet}{\underset{i=1}{\atop\atopi}{\underset{i=1}{\overset{\bullet}{\underset{i=1}{\overset{\bullet}{\underset{i=1}{\overset{\bullet}{\underset{i=1}{\atop\atopi}{\underset{i=1}{\overset{\bullet}{\underset{i=1}{\overset{\bullet}{\underset{i=1}{\overset{\bullet}{\underset{i=1}{\atop\atopi}{\underset{i=1}{\overset{\bullet}{\underset{i=1}{\overset{\bullet}{\underset{i=1}{\atop\atop}}{\underset{i=1}{\overset{\bullet}{\underset{i=1}{\atop\atop}}{\underset{i=1}{\overset{i=1}{\underset{i=1}{\atop\atop}}{\underset{i=1}{\atop\atop}}{\underset{i=1}{\atop\atop}}{\underset{i=1}{\atop\atop}}{\underset{i=1}{\atop\atop}}{\underset{i=1}{\atop\atop}}{\underset{i=1}{\atop\\{i=1}{\atop\atop}}{\underset{i=1}{\atop\\{i=1}{\atop}}{\underset{i=1}{\atop\\{i=1}{\atop}}{\underset{i=1}{\atop\\{i=1}{\atop}}{\underset{i=1}{\atop}}{\underset{i=1}{\atop\\{i=1}{\atop\\{i=1}{\atop\\{i=1}{\atop\\{i=1}{\atop\\{i=1}{\atop\\{i=1}{\atop\\{i=1}{\atop\\{i=1}{\atop\\{i=1}{\atop\\{i=1}{\atop\\{i=1}{\atop\atopi}}{\underset{i=1}{\atop\atopi}}{\underset{i=1}{\atop\atopi}{\atop\\{i=1}{\atop\atopi}{i=1}{\atop\atopi}}{\underset{i=1}{\atop\atopi}{\atopi=1}{\atop\atopi=1}{\atop\atopi=1}{\atop\atopi=1}{\atop\atopi}{\atop}}{\underset{i=1}{\atop\atopi}{\atop\\{i=1}$	2 Yucaipa Boulevard/ I-10 Eastbound C I + + + + + + + + + + + + + + + + + +	3 Yucaipa Boulevard/ I-10 Westbound
g7	9 Callmess Blvg- 10 23 24 25 2 2 4	6 17 W	19 20 21 22	4 16th Street/ Outer Highway 10 SB 0/1 → ↑ 2/0 9 Oak Glen Road/ 1-10 Westbound	5 16th Street/Avenue E C L L L O/2 10 Oak Glen Road/ Calimesa Boulevard	6 14th Street/Avenue E
Oak Glen Road/	← 0/1	93//59 → ← 01/29 87/59 → ← 01/29 98/ Parkway/	$61/6E \rightarrow 52/36$ $(1/6E) \rightarrow 97$	8 99 1 22 15/7 3/2 ゴ Wildwood Canyon Rd/	C     C       Q     ←       0/3        3/22     →   Colorado Street/	22 € € ↓ 19/9 "East Road"/
12         Oak Glen Road/Avenue E         13         Yucaipa Boulevard	14 8th Street/Colorado Street	15 F-10 Eastbound $ \begin{array}{c}  & \underbrace{\mathbb{E}} & \underbrace{\mathbb{E}} \\  & \overbrace{\mathbb{C}} & \underbrace{\mathbb{C}} & 33/16 \\  & \underbrace{\mathbb{C}} & \underbrace{\mathbb{C}} & 27/40 \\  & 14/6 & \underbrace{\mathbb{C}} \\  & 40/26 & \rightarrow \end{array} $	$\begin{array}{c c} 16 \\ \hline 1-10 \text{ Westbound} \\ \hline \\ & \leftarrow 37/40 \\ \hline \\ \hline \\ 33/46 \rightarrow \\ 17/16 \\ \hline \\ $	17 Calimesa Boulevard Calimesa Boulevard $\begin{array}{c} & \bigcirc \\ \hline \\$	18 Wildwood Canyon Road $\leftarrow 133/93$ $\downarrow 28/15$ $115/132 \rightarrow \Leftrightarrow \swarrow \\ 8/4 \rightarrow \bigoplus_{r=1}^{\infty} \bigotimes_{q=1}^{\infty}$	19 County Line Road $\leftarrow 160/100$ $\downarrow 41/25$ 112/161 $\rightarrow \uparrow \uparrow \uparrow$ 7/4 $\neg \uparrow $
20 I-10 Eastbound/ County Line Road 21 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

XXX / YYY AM / PM Peak Hour Volume



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

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

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

#### Notes:

LOS = Level of Service

Out Restance         Out Restance<	0 1,000 2,000 ft vices/page/ vices/page/ 3 2 10 4 4 4 5 4 4 4 5 4 4 4 5 5 4 4 4 4 5 5 4 4 4 4 5 5 5 5 5 5 5 5 5 5 5 5 5	S CARLON CONTRACTOR OF CONTRAC	Treation Elvo operando	Legend Parcels Study Intersections Future Roadways Bing Aerial Future Intersections	1 Yucaipa Boulevard/	2 Yucaipa Boulevard/	3 Yucaipa Boulevard/
Image: Second		5 5 9 10 9 6 10 8 0 10 10 10 10 10 10 10 10 10 10 10 10 1	colorado Sa 16	dd Nillbood Concerners 13	$ \begin{array}{c} \text{Super Highway 10.3} \\ \hline 1000 \\ \hline 1000$	$\begin{array}{c} 10 \ \text{Lastbound Ramps} \\ \hline 10 \ \text{Lastbound Ramps} \\ \hline 11 \ \text{L} \\ \hline 12 \ \text{L} \\ \hline 12 \ \text{L} \\ \hline 10 \ 19 \ \text{J} \\ \hline 10 \ 19 \ \text{J} \\ \hline 10 \ 19 \ \text{J} \\ \hline 13 \ 127 \ \text{J} \\ \hline \end{array}$	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	23 - 23 25	26	10 19 20 21 22	4 Outer Highway 10 S	5 16th Street/Avenue E $F_{1}^{(2)}$ (2000) (2010	6 14th Street/Avenue E
12Oak Glen Road/Avenue E13Oak Glen Road/ Yucaipa Boulevard148th Street/Colorado Street15Oak Hills Parkway/ 1-10 Eastbound Ramps16Wildwood Canyon Road/ 1-10 Westbound Ramps17Wildwood Canyon Ral/ Calimesa Boulevard18Colorado StWildwood Canyon19"East Road// County Line Road12Oak Glen Road// Yucaipa Boulevard148th Street/Colorado Street15Oak Hills Parkway/ 1-10 Eastbound Ramps16Wildwood Canyon Road/ 1-10 Westbound Ramps17Wildwood Canyon Ral/ Calimesa Boulevard18Colorado StWildwood Canyon19"East Road// County Line Road12Oak Glen Road//Avenue E13 $\frac{1}{20}$ $\frac{1}{2$		$\begin{array}{c} 1.68/222\\ 1.668/222\\ 1.6706 \rightarrow 0\\ 27/51 \rightarrow 0\\ 12/14 \rightarrow 0\\ 12/1$	Does Not Exist	Does Not Exist	99 61 525 1 22 1 23/19 ↓ ↓ ← 429/182 177/364 1 136/541 →	07/21 J 16/12 J 185/350 →	
$\frac{1}{26} \frac{1}{96} \frac{1}{96} \frac{1}{96} \frac{1}{96} \frac{1}{96} \frac{1}{96} \frac{1}{96} \frac{1}{129} \frac{1}{9} \frac{1}{10} \frac{1}{129} \frac{1}{10} $	12 Oak Glen Road/Avenue E 13 Oak Glen Road/ Yucaipa Boulevard	14 8th Street/Colorado Street	Oak Hills Parkway/ 15 I-10 Eastbound Ramps	Wildwood Canyon Road/ 16 I-10 Westbound Ramps	Wildwood Canyon Rd/ 17 Calimesa Boulevard	Colorado St/Wildwood Canyon 18 Road	"East Road"/ 19 County Line Road
20 1-10 Eastbound Ramps/County Line Road 21 1-10 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 Oak Hills Parkway 27 Building 2 Dwy 2/ Oak Hills Parkway 26 Oak Hills Parkway 27 Oa	$\begin{array}{c} \begin{array}{c} \begin{array}{c} \begin{array}{c} \begin{array}{c} \begin{array}{c} \\ \end{array} \\ \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \begin{array}{c} \end{array} \\ \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \begin{array}{c} \end{array} \\ \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \begin{array}{c} \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} \\ \begin{array}{c} \begin{array}{c} \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \begin{array}{c} \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} \\ \begin{array}{c} \begin{array}{c} \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \begin{array}{c} \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \begin{array}{c} \begin{array}{c} \end{array} \\ \end{array} $	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Analyzed for POCC Only	Analyzed for POCC Only	Analyzed for POCC Only	Analyzed for POCC Only	Analyzed for POCC Only
	20 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

XXX / YYY AM / PM Peak Hour Volumes



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

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

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

#### Notes:

LOS = Level of Service

### 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).

0 1,000 2,000 ft vuctors and 2 10 Avenue, 8 5 Avenue, 8	s G Avenue d	Yucolpa Elvo 13 Adenativa J2	Legend Parcels Study Intersections Future Roadways Bing Aerial Future Intersections	Yucaipa Boulevard/	2 Yucaipa Boulevard/	3 Yucaipa Boulevard/
	10 0 7 0 Collmess Bhry 1	colorado St 0 16	14 Wildwood Carvon Rat 13	Outer Highway 10 S $ \begin{array}{c}  & & & \\  &$	F10 Eastbound Ramps $11 = 285 \frac{9}{12} + 17/11$ 12 = 27 + 12/12 10/19 + 1 + 12/12 10/19 + 1 + 19/9 13/27 - 12 + 19/9	Plu Westbound Kamps
Image: second	23 - 24 25	15 07	10 19 20 21 22	4 Outer Highway 10 S	5 16th Street/Avenue E $\begin{array}{c} & & & \\ & & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & &$	6 14th Street/Avenue E
	$\begin{array}{c} \begin{array}{c} 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 $	Does Not Exist	Does Not Exist	977 64 1777/364 → 136/541 →	02     22       121     ↓       ↓     ↓ <td< th=""><th>811 /28 2 119/75 ↓ ← 146/125 181/120 →</th></td<>	811 /28 2 119/75 ↓ ← 146/125 181/120 →
12         Oak Glen Road/Avenue E         13         Oak Glen Road/ Yucaipa Boulevard	14 8th Street/Colorado Street	Oak Hills Parkway/ I-10 Eastbound Ramps	Wildwood Canyon Road/ I-10 Westbound Ramps	17 Wildwood Canyon Rd/ Calimesa Boulevard	18 Colorado St/Wildwood Canyon Road	19 County Line Road
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	Analyzed for POCC Only	Analyzed for POCC Only	Analyzed for POCC Only	Analyzed for POCC Only	Analyzed for POCC Only
20 I-10 Eastbound Ramps/County Line Road 21 Line Road Line Road	22 Calimesa Boulevard/County Line Road	Building 1 Dwy 1/ Oak Hills Parkway	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 43

XXX / YYY AM / PM Peak Hour Volumes



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

0 1,000 2,000 ft		Tucalipa Bird 13	Legend Parcels Study Intersections Future Roadways Bing Aerial			
1 10		12 Mile Col	Future Intersections	1 Yucaipa Boulevard/ Outer Highway 10 S	2 Yucaipa Boulevard/ I-10 Eastbound Ramps	Yucaipa Boulevard/ I-10 Westbound Ramps
	11 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ColomBD El		$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 17/11 \\ 11/12 \\$	
A. C.		15 17		4 Outer Highway 10 S	5 16th Street/Avenue E	6 14th Street/Avenue E
$\begin{array}{c c} \begin{array}{c} \begin{array}{c} \begin{array}{c} \begin{array}{c} \begin{array}{c} \\ \\ \\ \end{array} \end{array} \\ \\ \end{array} \\ \\ \end{array} \\ \\ \begin{array}{c} \\ \\ \end{array} \\ \end{array} \\ \\ \begin{array}{c} \\ \\ \end{array} \\ \end{array} \\ \\ \begin{array}{c} \\ \\ \end{array} \\ \end{array} \\ \begin{array}{c} \begin{array}{c} \\ \\ \end{array} \\ \end{array} \\ \\ \begin{array}{c} \\ \\ \end{array} \\ \end{array} \\ \begin{array}{c} \\ \\ \\ \end{array} \\ \end{array} \\ \begin{array}{c} \\ \\ \\ \end{array} \\ \begin{array}{c} \\ \\ \end{array} \\ \end{array} \\ \begin{array}{c} \\ \\ \\ \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \\ \\ \end{array} \\ \end{array} \\ \begin{array}{c} \\ \\ \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \\ \\ \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \\ \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \\ \end{array} \\ \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \\ \end{array} \\ $		26	10 19 20 21, 22	482 / 2881 293 / 336 293 / 336 293 / 336 293 / 336 293 / 336 294 / 61a Pacel	$\begin{array}{c} 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 $	Oak Clos Read
7 Outer Highway 10 S 8 I-10 Eastbound Ramps		ALL AND A		9 I-10 Westbound Ramps	10 Calimesa Boulevard	11 Colorado Street
	$\begin{array}{c} \begin{array}{c} \begin{array}{c} \begin{array}{c} \begin{array}{c} \begin{array}{c} \begin{array}{c} \begin{array}{c} $	100 / 143 🖈	100/143 → د 1/364	886 61/22 23/19 ↓ ↓ ← 429/182 178/728 ♪ 136/541 →	07 22/28 ← 105/56 ↓ ↓ ← 529/262 16/12 ♪ 185/350 →	
12 Oak Glen Road/Avenue E 13 Oak Glen Road/ Yucaipa Boulevard	14 8th Street/Colorado Street	Oak Hills Parkway/ 15 I-10 Eastbound Ramps	Wildwood Canyon Road/ I-10 Westbound Ramps	Wildwood Canyon Rd/ 17 Calimesa Boulevard	18 Colorado St/Wildwood Canyon Road	"East Road"/ 19 County Line Road
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Analyzed for POCC Only	Analyzed for POCC Only	Analyzed for POCC Only	Analyzed for POCC Only	Analyzed for POCC Only
20 Line Road 21 Line Road 1-10 Westbound Ramps/County Line Road 21 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 44

XXX / YYY AM / PM Peak Hour Volumes



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

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

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

#### Notes:

LOS = Level of Service

20 Line Road	8 0 / 109 - 103 / 129 - 100 Eastbook	12 Oak Glen R		7 Live Oak C 7 Outer High	89 /201 -2 			1 - 10	3			the state of the second
and rumps/oounty	<pre></pre>	oad/Avenue E		anyon Road / way 10 S	0/44 0/11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2003		Outer Higher	Yucaipa f		00.2000	
21 Line Road	← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ←	13 Oak Glen Road/ Yucaipa Bouleva		Live Oak Canyon 8 I-10 Eastbound R	812/201 → 524/88 452/760 → 1/24 → 1/24 1/24 → 1/29/273 →			15 mon	ann S 5			THE OWNER AND A DESCRIPTION OF
in the second	. 713/327 438/311 1 ← r <sup>2</sup> 0/1 + 11 1 Ramps/County	rd		Road / amps	34/104 7	Ro	10 10 10		Avenue E	- 14t		
Line Road	281/19     16/18     4       16/18     4     4       106/205     7     4       106/205     7     10       106/205     7     4       106/205     7     6	14 8th Street/Colorado	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		- 23		Supp 0 Colimes		1 mos			A REAL PROPERTY AND
23	2/47 35/362 2/69 ↑ °* 88/25 60,7 County	Street 15 I	3/22 1/32 /4 ↑ ↑ ↑ 1 2 2	-1-	25 26 27	10	Bhg	SR. CO	Avenue E	La ca	Yuca	and the second second
Oak Hills Parkway	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Oak Hills Parkway/ I-10 Eastbound Ramps	100/143 소	C - C		16	-colorado SI	12 Mile G		1	alpa Bivd	
24 Oak I	1 28 77 39	16 I-10 V	_   _	Contraction of the second	Calings of	C	a wildwood Col		Bing Ad	and a	13 Legen	
Hills Parkway	$\leftarrow 46/84$ $\downarrow 39/34$ $/59 \rightarrow \qquad \textcircled{2}{52} \begin{array}{c} & & & \\ & & & & \\ & & & \\ & & & & \\ & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ $	wood Canyon Road/ Westbound Ramps	100/143 → 1/364	19 20	0		411	Future Intersections	Future Roadways	Parcels Study Intersections	d	
25 Oak Hills Parkwa	27 ( 2 ) 27 ( 2 ) 24 ( 11 ) 89 / 94 → Building 1 Dwy 2	17 Wildwood Canyo Calimesa Bouley	68 (52) 237 J 178/728 J 136/541 →	9 Oak Glen Road/ I-10 Westbound		4 4 Outer Highway 1	10     10       10     10       10     10       10     10       11/323     1       59/193     1	1 Yucaipa Bouleva 1 Outer Highway 1				
ay	t_ 23/10 ← 89/80 21	on Rd/ vard	£ 23/19 ← 429/182	Ramps	$\sim$ 293/336 $\leftarrow$ 0/4 ; 99/104 ; 99/104 ; 99/104 ; 99/202	10 S	1 34/20 ← 70/34 ↓ 0/1 ↑	ard/ 10 S				
26 Oak Hills Parkw	89/91 → 18/10 ⊃ €	Colorado St/Wil 18 Road	02 /21 → 16/12 185 / 350 →	Oak Glen Road/ 10 Calimesa Boule	$\frac{134}{202/204} \xrightarrow{1}$	5 16th Street/Ave	$\begin{array}{c} 11 \\ 12 \\ 12 \\ 10 \\ 10 \\ 19 \\ 13 \\ 127 \\ 13 \\ 13 \\ 127 \\ 13 \\ 13 \\ 13 \\ 13 \\ 13 \\ 13 \\ 13 \\ 1$	2 Yucaipa Boulev I-10 Eastbound				
vay	- 88/76 - 17/9 - 17/9 - 17/9 - 18/76 - 18/76 - 18/76 - 18/76 - 18/76 - 18/76 - 18/76 - 18/76 - 18/76 - 19/76 - 19/7	Idwood Canyon	105/56 ← 529/262	/ evard	<ul> <li>√ 79/54</li> <li>41/274</li> <li>√ 641/274</li> <li>√ 641/274</li> <li>141 (364 )</li> <li>141 (199 )</li> </ul>	nue E	$\begin{array}{c} 17/11 \\ \leftarrow 124/126 \\ \downarrow 17/12 \\ 17/12 \\ 161/12 \\ 17/12 \\ 17/12 \\ 17/12 \\ 17/12 \\ 100 $	/ard/ Ramps				
27 Oak Hills Par	74/101 → 25/16 ⊋ Building 2 Dv	19 "East Road"/ County Line	811/120 →	11 Oak Glen Roa Colorado Stre		6 14th Street/A		3 I-10 Westbou				
kway FIGURE 45	← 102/64 ↓ 24/13 ♥ ↑ 52/01 wy 3/	Road	119/75 ← 146/125	ad/ eet		venue E		levard/ nd Ramps				

XXX / YYY AM / PM Peak Hour Volumes



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:

- 16<sup>th</sup> 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:

- 16<sup>th</sup> 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,

C 1,000 2,000 ft Versition Bind Sector S Avenue E 6 Avenue E	Bing Aerial	Yuraina Boulevard/
4 7 8 10 10 10 10 10 10 10 10 10 10	$\begin{array}{c c} 1 & 1 & 1 \\ \hline 0 & 1 \\$	$\begin{array}{c c c c c c c c c c c c c c c c c c c $
Image: State of the s	16th Street/ Outer Highway 10 S           10           10           10           10           10           10           10           10           10           10           10           10           11           12           12           13           14           15           15           10           11           12           13           14           15           15           16           11           11           11           12           13           14           15           15           16           12           13           14           15           16           17           18           19           10           10           10           10           10           10           10 </th <th>5     16th Street/Avenue E     6     14th Street/Avenue E       \$</th>	5     16th Street/Avenue E     6     14th Street/Avenue E       \$
$- \frac{0}{120/25} + \frac{120/25}{120/25} + 120/2$	00     65       05     75       05	$\begin{array}{c c} & & & & \\ & & & \\ \hline \\ \hline$
12Oak Glen Road/Avenue E13Oak Glen Road/ Yucajpa Boulevard148th Street/Colorado Street15Oak Hills Parkw I-10 Eastbound $000 \ 000$	Ramps     16     Wildwood Canyon Koau     17     Wildwood Canyon Koau       L-10 Westbound Ramps     17     Calimesa Boulevard	18 Coolado Stivildwood Canyon 19 East Road / County Line Road
20 Line Road Lin	1/ 24 Building 2 Dwy 1/ 25 Building 1 Dwy 2/ Oak Hills Parkway 25 Oak Hills Parkway	26 Building 2 Dwy 2/ Oak Hills Parkway 27 Dak Hills Parkway 27 Gak Hills Parkway 26 FIGURE 4

XXX / YYY AM / PM Peak Hour Volumes



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

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

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

#### Notes:

LOS = Level of Service

0 1,000 2,000 ft vorstpa and 3 Avenue, E 5 Avenue, E	Turnipa Bive Bive Bive Bive Bive Bive Bive Bive	3 Legend Parcels Study Intersections Future Roadways Bing Aerial Future Intersections	Yucaina Boulevard/	Yucaina Boulevard/
	10 10 Colorado St. Colorado St. 10 2 Colorado St.	$1  \text{Outer Highway 10 S}$ $\frac{1}{8}  \text{Outer Highway 10 S}$ $\frac{1}{8}  \text{Outer Highway 10 S}$ $\frac{1}{8}  \frac{1}{97/94}  \text{(3)}  \frac{1}{97/94}  \text{(3)}  \frac{1}{8}  \frac{1}{97/94}  \text{(3)}  \frac{1}{10/384}  \frac{1}{97}  \frac{1}{10/384}  \frac{1}{97}  \frac{1}{10}  \frac{1}{10/384}  \frac{1}{97}  \frac{1}{10}  \frac{1}{10} $	2 I-10 Eastbound Ramps $\begin{array}{c} \begin{array}{c} & & \\ $	3 I-10 Westbound Ramps
ZOH// ESC         U / 46         ZOH// ESC         ZOH// ESC         U / 46         ZOH// ESC         ZOH// ESC <thzoh esc<="" th=""> <thzoh esc<="" th="">         &lt;</thzoh></thzoh>		4 16th Street/ Outer Highway 10 S 088 / HC 21 10 10 10 10 10 10 10 10 10 1	5         16th Street/Avenue E           5         16th Street/Avenue E           66         192           9         146/253           9         146/253           9         146/253           9         146/253           9         15           9         15           192/708         1           192/708         1           192/708         1           192/108         1           192/108         1           192/200         1           10         Oak Glen Road/ Calimesa Boulevard	6 14th Street/Avenue E
	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	<sup>№</sup> <sup>№</sup> <sup>6</sup>	66477224 ℃ 304/516
12 Oak Glen Road/Avenue E 13 Oak Glen Road/ Yucaipa Boulevard $\begin{array}{c} 0\\ 0\\ 0\\ 0\\ 0\\ 0\\ 0\\ 0\\ 0\\ 0\\ 0\\ 0\\ 0\\ $	148th Street/Colorado Street15Oak Hills Parkway/ I-10 Eastbound Ramps $15$ $0$ ak Hills Parkway/ I-10 Eastbound Ramps $10$ $100$ $10$ $10$ $100$ $10$ $10$ $100$ $10$ $10$ $100$ $10$ $10$	16Wildwood Canyon Road/ L-10 Westbound Ramps17Wildwood Canyon Rd/ Calimesa Boulevard $\leftarrow$ 46/84 $\bigcirc$ 39/34 $\leftarrow$ 46/84 $\bigcirc$ $\bigcirc$ $\bigcirc$ 23/10 $\leftarrow$ 89/80 $\leftarrow$ 89/80777/59 $\rightarrow$ $\bigcirc$ $\bigcirc$ $\bigcirc$ $\bigcirc$ $\bigcirc$ $\bigcirc$ $\bigcirc$ $\bigcirc$ $\bigcirc$ $\bigcirc$ $\bigcirc$ $\bigcirc$ $\bigcirc$ $\bigcirc$ $\bigcirc$ $\bigcirc$ 89/94 $\rightarrow$ $\rightarrow$	Colorado St/Wildwood Canyon Road           ←         88/76           ↓         17/9           89/91 →         ↑           18/10 →         ↑           ○         ○           ○         ○           ○         ○	19 "East Road"/ County Line Road ← 102/64 $\downarrow$ 24/13 74/101 $\rightarrow$ $\uparrow$ $\uparrow$ 22/13 25/16 $\downarrow$ 27
20 Line Road Line Road Line Road Line Road Line Road Line Road	y 22 Calimesa Boulevard/County 23 Building 1 Dwy 1/ Line Road 23 Oak Hills Parkway	24 Building 2 Dwy 1/ Oak Hills Parkway 25 Oak Hills Parkway	26 Building 2 Dwy 2/ Oak Hills Parkway	27 Building 2 Dwy 3/ Oak Hills Parkway FIGURE 47

XXX / YYY AM / PM Peak Hour Volumes



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

A 0 1,000 2,000 ft yorato B 3 2 10 2 10 0 0000 F 0 000	And	Sup d Averue F	Colorado Sta	Legend Parcels Study Intersections Future Roadways Bing Aerial Or ture Intersections	1 Yucaipa Boulevard/ Outer Highway 10 S	2 Yucaipa Boulevard/ 1-10 Eastbound Ramps	3 Yucaipa Boulevard/ I-10 Westbound Ramps
$\begin{array}{c c} & & & & & \\ & & & & & \\ & & & & & \\ & & & & & \\ & & & & & \\ & & & & & \\ & & & & & \\ \hline & & & &$	92/1986         ↑         ↑         ↑           596/1068         ↑         ↑         ↑         ↑           596/1068         ↑         ↑         ↑         ↑           1/30         ↑         ↑         ↑         ↓           196/518         ↑         ↓         ↓         ↓           196/518         ↓         ↓         ↓         ↓           196/518         ↓         ↓         ↓         ↓           196         ↓         ↓         ↓         ↓           196         ↓         ↓         ↓         ↓           196         ↓         ↓         ↓         ↓           196         ↓         ↓         ↓         ↓           196         ↓         ↓         ↓         ↓           196         ↓         ↓         ↓         ↓           196         ↓         ↓         ↓         ↓           196         ↓         ↓         ↓         ↓           196         ↓         ↓         ↓         ↓           196         ↓         ↓         ↓         ↓           ↓         ↓         ↓ <th>23 - 24 25</th> <th></th> <th>10 19 20 21 22</th> <th>4 Outer Highway 10 S 0 dter Highway 10 S 689 / 125 LL ↓ 208 / 353 ↓ 208 / 353 ↓ 0 / 4 ↓ 308 / 353 ↓ 0 / 4 ↓ 167 / 207 ↓ 167 / 207 ↓ 10 S 9 Oak Gien Road/ 1-10 Westbound Ramps</th> <th>5 16th Street/Avenue E <math>\begin{array}{c ccccccccccccccccccccccccccccccccccc</math></th> <th>6 14th Street/Avenue E</th>	23 - 24 25		10 19 20 21 22	4 Outer Highway 10 S 0 dter Highway 10 S 689 / 125 LL ↓ 208 / 353 ↓ 208 / 353 ↓ 0 / 4 ↓ 308 / 353 ↓ 0 / 4 ↓ 167 / 207 ↓ 167 / 207 ↓ 10 S 9 Oak Gien Road/ 1-10 Westbound Ramps	5 16th Street/Avenue E $\begin{array}{c ccccccccccccccccccccccccccccccccccc$	6 14th Street/Avenue E
12 Oak Gien Road/Avenue E	13 Oak Glen Road/	$\begin{array}{c} 67 \\ 67 \\ 77 \\ 77 \\ 77 \\ 77 \\ 77 \\ 77 $	$\begin{array}{c} 5002 \\ 1177/252 \\ 711/218 \\ 7$	$\begin{array}{c c} & & & \\ & & & & \\ & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & &$	114/34       216       245/1361       →	E     91       C     634/420       26/25 J     253/526 →       Colorado St/Wildwood Canyon	
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	Yucaipa Boulevard $\uparrow$ 749/343 $\leftarrow$ 469/401 184/40 $\rightarrow$ $\uparrow$ $\uparrow$ $\uparrow$ $\uparrow$ 477/592 $\rightarrow$ 86/27 100 $\sim$ 10 $\sim$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	Building 1 Dwy 1/	Building 2 Dwy 1/	Calimesa Boulevard	Road Building 2 Dwy 2/	County Line Road
20 Line Road	21 Line Road	22 Line Road	23 Oak Hills Parkway	24 Oak Hills Parkway	25 Oak Hills Parkway	26 Oak Hills Parkway	27 Oak Hills Parkway

XXX / YYY AM / PM Peak Hour Volumes



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:

- 16<sup>th</sup> 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:

- 16<sup>th</sup> 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.

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

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

#### Notes:

LOS = Level of Service

20 Line Road	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	12 Oak Glen Road/Avenue E	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	Live Oak Canyon Road / 7 Outer Highway 10 S	68721/128 → 0/46 68721/128 → 0/3 76/184 → 1 ↑ 986/88 0/1 ↑ ↑ 511/18 78/274 7			1 10 Outer M	0 1,000 2,000 ft
21 Line Road	$\begin{array}{c} \textcircled{\baselinetwidth{\mathbb{L}}} & 749/343 \\ &\leftarrow 469/401 \\ \hline 184/40 \ \textcircled{\baselinetwidth{\mathbb{L}}} & & \frown & \frown \\ 477/592 \ & & 10/91 \\ \hline 911 \ & & \hline 927/86 \\ \hline 140 Westbound Barrael/Constant$	Oak Glen Road/ 13 Yucaipa Boulevard	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	Live Oak Canyon Road / 8 I-10 Eastbound Ramps	596/1068 → 596/1883 595/542 → 225/542	Re			
22 Line Road	$\begin{array}{c c} & & & & & & \\ 127 & & & & & \\ 127 & & & & & \\ 127 & & & & & \\ 127 & & & & & \\ 128 & & & & & \\ 138 & & & & & \\ 130 & & & & & \\ 130 & & & & & \\ 130 & & & & & \\ 130 & & & & & \\ 130 & & & & \\ 1$	14 8th Street/Colorado Street	$\begin{array}{c} 87 \\ 67 \\ 77 \\ 77 \\ 77 \\ 77 \\ 77 \\ 77 \\$		23 - 24 25		1 9 0 9 Calimesa Bivar	112 12	A Avenue E
23 Oak Hills Parkway	$ \begin{array}{c}  & \underset{l}{\overset{\otimes}{\underset{l}{\overset{\sim}{\underset{l}{\overset{\sim}{\underset{l}{\overset{\sim}{\underset{l}{\underset{l}{\overset{\sim}{\underset{l}{\underset{l}{\underset{l}{\overset{\sim}{\underset{l}{\underset{l}{\underset{l}{\underset{l}{\underset{l}{\underset{l}{\underset{l}{\underset$	Oak Hills Parkway/ I-10 Eastbound Ramps	380/ 132 330/ 132 330/ 132 330/ 104 ↓ 131/ 104 ↓		2627		Colorado Sa	12	Wresting Elver
24 Oak Hills Parkway	$\leftarrow 37/40$ $\downarrow 59/51$ $33/46 \rightarrow \qquad \bigcirc \uparrow \uparrow$ $17/16 \qquad \bigcirc \stackrel{\circ}{\underset{\underset{\underset{\underset{\underset{\underset{\underset{\underset{\underset{\underset{\underset{\underset{\underset{\underset{\underset{\underset{\underset{$	16 Wildwood Canyon Road/ I-10 Westbound Ramps	255/185 → 366/387 213/497 → 222/54/542 213/497 → 179/2222/54/27		10 19 20 21 22		14 Wildwood Carryon Act	Future Intersections	Legend Parcels Study Intersections Future Roadways Bing Aerial
25 Oak Hills Parkway	$ \begin{array}{c}  & & & & \\  & & & & \\  & & & & \\  & & & &$	17 Wildwood Canyon Rd/ Calimesa Boulevard	W     02       72     66       20     66       20     66       20     66       20     66       20     66       20     7       245 / 1361     →	9 Oak Glen Road/ 9 I-10 Westbound Ramps	233 / 351 → 233 / 351 → 104 / 872 → 1	4 16th Street/ 4 Outer Highway 10 S	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1 Yucaipa Boulevard/ Outer Highway 10 S	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
26 Oak Hills Parkway	$\leftarrow 133/93$ $\downarrow 28/15$ $115/132 \rightarrow \bigcirc \bigcirc \\ 8/4 \rightarrow \bigcirc \bigcirc \bigcirc \\ \downarrow \downarrow \downarrow$ Building 2 Dec 2/	18 Colorado St/Wildwood Canyon Road	911 ← 402/59 26/28 → 256/548 →	10 Oak Glen Road/ Calimesa Boulevard	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	5 16th Street/Avenue E	$\begin{array}{c} \begin{array}{c} \begin{array}{c} \begin{array}{c} \begin{array}{c} \begin{array}{c} \\ \\ \end{array}\end{array} \\ \begin{array}{c} \begin{array}{c} \\ \end{array}\end{array} \\ \begin{array}{c} \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \begin{array}{c} \end{array} \\ \begin{array}{c} \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \begin{array}{c} \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} \\ \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} $	2 Yucaipa Boulevard/ I-10 Eastbound Ramps	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
27 Oak Hills Parkway	$\leftarrow 160/100$ $\downarrow 41/25$ $112/161 \rightarrow \bigcirc \bigcirc$ $7/4 \rightarrow \bigcirc 2$ $6$ Building 2 Dwg 2/	"East Road"/ 19 County Line Road	81   / EL  ↓ ↑ 101 / 182	Oak Glen Road/ 11 Colorado Street	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	6 14th Street/Avenue E	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Yucaipa Boulevard/ I-10 Westbound Ramps	1192/852 115/73 ≤ 215/352 115/13 ≤ 115/13 ≤ 115/13

XXX / YYY AM / PM Peak Hour Volumes



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:

- 16<sup>th</sup> 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 leftturn 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 rightturn 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 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:

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

(Without I hase I whowo	ou ounyon to		unge) w	urimp	TOVINCI	IS LOW	513 01 5				
					Withou	t Projec	.t	Wi	th Projec	ct With	imp.
	Jurisdiction	LOS		AM Pe	ak Hour	PM Pe	ak Hour	AM Pe	ak Hour	PM Pe	ak Hour
Intersection		Standard	Control	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
	['		$\square$	$\square$						1	
7. Live Oak Canyon Road /Outer Highway 10 S	Yucaipa	С	Signal	44.3	D *	82.8	F*	20.8	С	25.3	С
10. Oak Glen Road/Calimesa Boulevard	Yucaipa	С	Signal	>100	F *	30.8	С	26.3	С	17.7	В
17 . Wildwood Canyon Rd/Calimesa Boulevard	Yucaipa	С	Signal	68.4	Ε *	24.8	С	25.6	С	23.3	С
	1 '	1 '	1 '	1	I		I		I	1	

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

Notes:

LOS = Level of Service





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

				Without Pro				Wi	th Projec	ct With	lmp.
	Jurisdiction	LOS		AM Pe	ak Hour	PM Pe	ak Hour	AM Pe	ak Hour	PM Pe	ak Hour
Intersection		Standard	Control	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
7 . Live Oak Canyon Road /Outer Highway 10 S	Yucaipa	С	Signal	44.3	D *	61.9	Ε*	9.5	А	19.6	В
10. Oak Glen Road/Calimesa Boulevard	Yucaipa	С	Signal	>100	F*	30.8	С	23.7	С	20.0	В

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

Notes:

LOS = Level of Service



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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C Defacto right turn

Traffic Signal

Stop Sign

	-			-	Without	Projec	t	Wi	th Proje	ct With I	mp.
	Jurisdiction	LOS		AM Pe	ak Hour	PM Pe	ak Hour	AM Pe	ak Hour	PM Pe	ak Hour
Intersection		Standard	Control	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
4 . 16th Street/Outer Highway 10 S	Yucaipa	С	TWSC	11.3	В	39.7	Ε *	10.7	В	17.9	С
7 . Live Oak Canyon Road /Outer Highway 10 S	Yucaipa	С	Signal	>100	F *	>100	F *	8.5	А	17.3	В
10. Oak Glen Road/Calimesa Boulevard	Yucaipa	С	Signal	>100	F *	>100	F *	31.6	С	34.4	С
17. Wildwood Canyon Rd/Calimesa Boulevard	Yucaipa	С	Signal	>100	F*	>100	F *	32.7	С	23.5	С
18 . Colorado St/Wildwood Canyon Road	Yucaipa	С	TWSC	27	D *	27.0	D *	21.9	С	24.5	С
22 . Calimesa Boulevard/County Line Road	Calimesa	С	Signal	34	С	51.2	D *	26.6	С	20.3	С

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

Notes:

LOS = Level of Service


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

Improvements

O RT Overlap

ranslutions

C Defacto right turn

Traffic Signal

Stop Sign

- 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 leftturn 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 rightturn 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.

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

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

Notes:

LOS = Level of Service

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



Legend Inprovements Traffic Signal ORT Overlap Stop Sign Delactor right turn transfutions the transportation solutions company.

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

		Storage	Without	Project	With Proposed FCSP			
		Length	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour		
Intersection	Movement	(In Feet)	Queue Length <sup>1</sup>	Queue Length <sup>1</sup>	Queue Length <sup>1</sup>	Queue Length <sup>1</sup>		
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, <sup>1</sup>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

		Storage	Without	t Project	With Proposed FCSP			
		Length	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour		
Intersection	Movement	(In Feet)	Queue Length <sup>1</sup>	Queue Length <sup>1</sup>	Queue Length <sup>1</sup>	Queue Length <sup>1</sup>		
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, <sup>1</sup>Queues reported are 95th percentile queue lengths per movement in feet.





### FIGURE 55

Legend

Traffic Accidents

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