

4.16 Transportation and Traffic

This section describes and evaluates the potential impacts to transportation resources and traffic that could result from implementation of the proposed project. Potential traffic impacts were evaluated based upon the City's proposed level of service standards and street segment average daily trip thresholds. This section provides a summary of the more detailed traffic analysis and traffic data provided in the Escondido General Plan Update Traffic Impact Analysis (LLG 2011a), which is included in Appendix I1 to this EIR. Appendix I2 provides a more in-depth analysis of traffic impacts in the Downtown Core area of the City (LLG 2011b). Appendix I3 provides a Complete Streets Assessment (LLG 2011c), while Appendix I4 provides a Downtown Couplet Analysis (LLG 2011d).

A summary of the impacts to transportation and traffic identified in Section 4.16.3, Analysis of Project Impacts and Determination of Significance, is provided below.

Transportation and Traffic Summary of Impacts

Issue Number	Issue Topic	Project Direct Impact	Project Cumulative Impact	Impact After Mitigation
1	Traffic and LOS Standards	Potentially Significant	Potentially Significant	Significant and Unavoidable
2	Air Traffic	Less than Significant	Less than Significant	Less than Significant
3	Rural Road Safety	Less than Significant	Less than Significant	Less than Significant
4	Emergency Access	Less than Significant	Less than Significant	Less than Significant
5	Alternative Transportation	Less than Significant	Less than Significant	Less than Significant

4.16.1 Existing Conditions

This section is divided into two subsections of transportation resources. The first subsection includes information on roadways and traffic within the proposed project area. The second subsection includes information on alternative transportation facilities within the proposed project area, including bus, rail, bicycle and pedestrian facilities.

4.16.1.1 Roadways and Traffic

To determine existing traffic conditions, existing roadways and intersections within the proposed project area were evaluated in terms of traffic volumes and Level of Service (LOS) conditions. Within the Traffic Impact Analysis (TIA), the proposed project area was divided into 19 separate study areas, including the 15 General Plan Update study areas (referred to as Target Areas (TAs) in the TIA) proposed under the General Plan Update and an additional four perimeter areas of the City. The 19 study areas evaluated as part of the TIA include:

1. Imperial Oaks Specific Plan Area (SPA)
2. Highway 78/Broadway TA
3. Transit Station TA
4. South Quince Street TA
5. ERTC North SPA
6. ERTC South SPA
7. I-15/Felicita Road Corporate Office TA
8. Promenade Retail Center and Vicinity TA

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| 9. Nutmeg Street | 15. Westfield Shoppingtown TA |
| 10. Downtown SPA | 16. Perimeter Area – Northwest Quadrant |
| 11. East Valley Parkway TA | 17. Perimeter Area – Northeast Quadrant |
| 12. South Escondido Boulevard/Centre City Parkway TA | 18. Perimeter Area – Southwest Quadrant |
| 13. South Escondido Boulevard/Felicita Avenue TA | 19. Perimeter Area – Southeast Quadrant |
| 14. Centre City Parkway/Brotherton Road TA | |

Level of Service

LOS is the term used to denote the different operating conditions which occur on a given roadway segment under various traffic volume loads. It is a qualitative measure used to describe a quantitative analysis taking into account factors such as roadway geometries, signal phasing, speed, travel delay, freedom to maneuver, and safety. LOS provides an index to the operational qualities of a roadway segment or an intersection. LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. LOS is reported differently for signalized and unsignalized intersections, as well as for roadway segments. The signalized and unsignalized intersection operations represent the “peak hour” within the “peak periods” of street system activity. The AM peak hour is between 7:00-9:00 a.m. and the PM peak hour is between 4:00-6:00 p.m. at any given intersection. Intersections operating poorly during peak hours does not necessarily reflect an overall poorly operating street system over a 24-hour period.

LOS for street segments within the proposed project area are based upon the City’s Roadway Classification, Level of Service, and Average Daily Trip (ADT) Table, as shown in Table 4.16-1. This table provides segment capacities for different street classifications, based on traffic volumes and roadway characteristics. LOS on a roadway segment is determined by comparing the observed ADT for a particular analysis scenario with the appropriate street classification thresholds shown in Table 4.16-1. The final column of this table shows the theoretical LOS E/LOS F threshold, where failure of the roadway (gridlock) would be expected. For the purposes of calculating the Volume/Capacity (V/C) ratio, this “theoretical capacity” is utilized in the denominator.

For intersections, the TIA determined average vehicle delay utilizing the methodology found in Chapter 16 of the 2000 Highway Capacity Manual (HCM), with the assistance of Synchro version 7 computer software. The delay values (represented in seconds) were qualified with a corresponding intersection LOS. Within the proposed project area, an LOS of E or F for a roadway or intersection is considered deficient based on guidelines for determination of significance discussed in Section 4.16.3.1: Issue 1, Traffic and LOS Standards.

Table 4.16–1 City of Escondido Roadway Classification, Level of Service and Average Daily Trip Thresholds

Street Classification	Lanes	Cross Sections ⁽¹⁾	Level of Service/ADT Threshold				
			A	B	C	D	E
Prime Arterial	(8 lanes)	116/136 (NP)	23,800	37,800	51,800	62,300	70,000
Prime Arterial	(6 lanes)	106/126 (NP)	20,400	32,400	44,400	53,400	60,000
Super Major Road	(6 lanes)	90/110 (NP)	17,000	27,000	37,000	44,500	50,000
Major Road	(4 lanes)	82/102 (NP)	12,600	20,000	27,400	32,900	37,000
Collector	(4 lanes)	64/84 (NP)	11,600	18,500	25,300	30,400	34,200
Collector	(4 lanes)	(WP)	6,800	10,800	14,800	17,800	20,000
Local Collector	(2 lanes)	42/66 (NP)	5,100	8,100	11,100	13,400	15,000
Local Collector	(2 lanes)	(WP)	3,400	5,400	7,400	8,900	10,000
Rural Collector	(2 lanes)						

⁽¹⁾ Cross sections define the configuration of a proposed roadway at right angles to the centerline. Street cross sections assist in choosing the appropriate design standards for a particular street.

NP = No Parking

WP = With Parking

ADT = Average Daily Trips

Source: LLG 2011a

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

Existing Roadway and Intersection Conditions

In total, the TIA evaluated 384 street segments and 40 intersections within the proposed project area. The following section identifies existing roadway and intersection conditions for each of the 19 study areas evaluated within the TIA. For each study area, the location is described, followed by an identification of the street network within the respective study area, and the results of the LOS analysis for existing conditions. Existing ADT traffic volumes were obtained from City and San Diego Association of Governments (SANDAG) records. Existing peak hour volumes were collected by LLG in 2011 or obtained from recent area traffic studies. Appendix I1, Traffic Impact Analysis, to this EIR contains the complete existing conditions analysis for the proposed project area.

1. Imperial Oakes SPA

Location: The Imperial Oakes SPA is located east of Interstate 15 (I-15), west of Centre City Parkway, north of El Norte Parkway, and south of Country Club Lane.

Roadway Network: Key roadways in the Imperial Oakes SPA include:

- **Country Club Lane.** Country Club Lane is currently built as a four-lane divided roadway within the Imperial Oakes SPA. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 35 miles per hour (mph).
- **Centre City Parkway.** Centre City Parkway is currently built as a four-lane divided roadway within the Imperial Oakes SPA. Bike lanes are provided and parking is restricted along both sides

of the roadway. Sidewalks, curbs and gutters are not provided and no posted speed limit signs were observed on this roadway segment. No bus stops are provided on Centre City Parkway.

- **South Iris Lane.** South Iris Lane is currently built as a two-lane undivided roadway within the Imperial Oakes SPA. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are not provided and the posted speed limit is 30 mph.
- **El Norte Parkway.** El Norte Parkway is currently built as a four-lane divided roadway within the Imperial Oakes SPA. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 45 mph.

Existing Conditions LOS: Table 4.16-2, Existing and Proposed Roadway Operations, summarizes the existing conditions roadway segment operations in the Imperial Oakes SPA. As shown in this table, all study area segments operate at LOS D or better. Table 4.16-3, Existing and Proposed Intersection Operations, identifies existing peak hour operations at the intersections within the Imperial Oakes SPA. As shown in this table, all Imperial Oakes SPA intersections operate at LOS D or better.

2. Highway 78 / Broadway TA

Location: The Highway 78 / Broadway TA is located at the terminus of State Route (SR) 78, north of downtown Escondido, east of Centre City Parkway, and west of Juniper Street.

Roadway Network: Key roadways in the Highway 78 / Broadway TA include:

- **Broadway.** Broadway is currently built as a four-lane undivided roadway with a Two Way Left Turn (TWLT) median within the Highway 78/ Broadway TA. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 35 mph.
- **Centre City Parkway.** Centre City Parkway is currently built as a four-lane divided roadway within the Highway 78/ Broadway TA. Bike lanes are provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and no posted speed limit signs were observed. No bus stops are provided on Centre City Parkway.
- **Escondido Boulevard.** Escondido Boulevard is currently built as a four-lane undivided roadway with a TWLT median within the Highway 78/ Broadway TA. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 35 mph.

Existing Conditions LOS: Table 4.16-2, Existing and Proposed Roadway Operations, summarizes the existing roadway segment operations in the Highway 78 / Broadway TA. As shown in this table, all study area segments currently operate at LOS D or better, except:

- Centre City Parkway between the SR-78 Eastbound (EB) Off-Ramp and Mission Avenue (LOS E)

Table 4.16-3, Existing and Proposed Intersection Operations, identifies existing peak hour operations at the key intersections within the Highway 78/Broadway TA. As shown in this table, all Highway 78/ Broadway TA intersections currently operate at LOS D or better.

3. Transit Station TA

Location: The Transit Station TA is located southeast of I-15 and SR-78.

Roadway Network: Key roadways in the Transit Station TA include:

- **Metcalf Street.** Metcalf Street is currently built as a two-lane undivided roadway within the Transit Station TA. Between Mission Avenue and Washington Avenue a TWLT median is provided. Bike lanes are not provided and parking is generally permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and no posted speed limit signs were observed.
- **Quince Street.** Quince Street is currently built as a four-lane undivided roadway within the Transit Station TA. Between Mission Avenue and Washington Avenue a TWLT median is provided. Bike lanes are not provided and parking is generally restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 35 mph.
- **Rock Springs Road.** Rock Springs Road is currently built as a two-lane undivided roadway within the Transit Station TA. Between Mission Avenue and Washington Avenue a TWLT median is provided. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 35 mph.
- **Tulip Street.** Tulip Street is currently built as a four-lane undivided roadway within the Transit Station TA. Between Hale Avenue and West Valley Parkway a TWLT median is provided. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 40 mph.

Existing Conditions LOS: Table 4.16-2, Existing and Proposed Roadway Operations, summarizes the existing segment operations in the Transit Station TA. As shown in this table, all study area segments currently operate at LOS D or better. No intersections were analyzed in the Transit Station TA.

4. South Quince Street TA

Location: The South Quince Street TA is located south of downtown and north of 15th Avenue along both sides of Quince Street.

Roadway Network: Key roadways in the South Quince Street TA include:

- **Centre City Parkway.** Centre City Parkway is currently built as a four-lane divided roadway within the South Quince Street TA. Bike lanes are provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and no posted speed limit signs were observed. No bus stops are provided on Centre City Parkway.
- **Quince Street.** Quince Street is currently built as a four-lane undivided roadway within the South Quince TA before transitioning to a two-lane undivided roadway between 9th Avenue and 13th Avenue. Bike lanes are not provided and parking is generally permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit ranges between 30 and 35 mph.

Existing Conditions LOS: Table 4.16-2, Existing and Proposed Roadway Operations, summarizes the existing roadway segment operations in the South Quince Street TA. As shown in this table, all study area segments currently operate at LOS D or better, with the exception of:

- 9th Avenue between Tulip Street and Quince Street (LOS F)

No intersections were analyzed in the South Quince Street TA.

5. ERTC North SPA

Location: The ERTC North SPA is located along north Citracado Parkway between Auto Park Way and Avenida del Diablo.

Roadway Network: Key roadways in the ERTC North SPA include:

- **Auto Park Way (Nordahl Road).** Auto Park Way (Nordahl Road) is currently built as a four-lane divided roadway within the ERTC North SPA. Bike lanes are provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are not provided and no posted speed limit signs are present.
- **Auto Park Way.** Auto Park Way is currently built as a four-lane divided roadway within the ERTC North SPA. Bike lanes are provided and parking is generally restricted along both sides of the roadway. Sidewalks, curbs and gutters are not provided and the posted speed limit is 40 mph.

Existing Conditions LOS: Table 4.16-2, Existing and Proposed Roadway Operations, summarizes the existing roadway segment operations in the ERTC North SPA. As identified in this table, all study area segments currently operate at LOS D or better conditions, with the exception of:

- Auto Park Way between the SR-78 EB Ramps and Mission Avenue (LOS E)

Table 4.16-3, Existing and Proposed Intersection Operations, shows existing peak hour operations at the intersections within ERTC North SPA. As identified this table, all study area intersections operate at LOS D or better conditions, with the exception of:

- Nordahl Road/Auto Park Way/Mission Road intersection (LOS E during PM peak hour)

6. ERTC South SPA

Location: The ERTC South SPA is located along south Citracado Parkway between Auto Park Way and Avenida del Diablo.

Roadway Network: Key roadways in the ERTC South SPA include:

- **Citracado Parkway.** Citracado Parkway currently does not exist but is planned as a four-lane major roadway within the ERTC South SPA.
- **Hale Avenue.** Hale Avenue is currently built as a two-lane undivided roadway within the ERTC South SPA. Bike lanes are provided and parking is permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 35 mph.

- **Harmony Grove Road.** Harmony Grove Road is currently built as a two-lane undivided roadway within the ERTC South SPA. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are not provided and no posted speed limit signs were observed.
- **Lariat Drive.** Lariat Drive currently does not exist but is planned as a four lane major roadway within the ERTC South SPA.

Existing Conditions LOS: Table 4.16-2, Existing and Proposed Roadway Operations, summarizes the existing roadway segment operations in the ERTC South SPA. As shown in this table, all study area segments currently operate at LOS C or better. No intersections were analyzed in ERTC South SPA.

7. I-15 / Felicita Road Corporate Office TA

Location: The I-15 / Felicita Road Corporate Office TA is located at the interchange of I-15 and Felicita Road.

Roadway Network: Key roadways in the I-15 / Felicita Road Corporate Office TA include:

- **Felicita Road.** Felicita Road is currently built as a two-lane undivided roadway within the I-15 / Felicita Road Corporate Office TA. Bike lanes are provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are not provided and the posted speed limit is 45 mph.

Existing Conditions LOS: Table 4.16-2, Existing and Proposed Roadway Operations, summarizes the existing roadway segment operations in the I-15 / Felicita Road Corporate Office TA. As shown in this table, all study area segments operate at LOS D or better, with the exception of:

- Felicita Road from Tulip Street to Citracado Parkway (LOS F).

Table 4.16-3, Existing and Proposed Intersection Operations, shows existing peak hour operations at the intersections within I-15/Felicita Road Corporate Office TA. As shown in this table, all study area intersections currently operate at LOS D or better.

8. Promenade Retail Center & Vicinity TA

Location: The Promenade Retail Center & Vicinity TA is located in the area of I-15, Auto Park Way and Valley Parkway.

Roadway Network: Key roadways in the Promenade Retail Center & Vicinity TA include:

- **Del Dios Road.** Del Dios Road is currently built as a two-lane undivided roadway within the Promenade Retail Center & Vicinity TA. Bike lanes are not provided and parking is permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 40 mph.
- **Valley Parkway.** Valley Parkway is currently built as a six-lane divided roadway within the Promenade Retail Center & Vicinity TA. Bike lanes are generally provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 45 mph.

Existing Conditions LOS: Table 4.16-2, Existing and Proposed Roadway Operations, summarizes the existing roadway segment operations in the Promenade Retail Center & Vicinity TA. As shown in this table, all study area segments currently operate at LOS D or better, except for the following:

- 9th Avenue between Valley Parkway and Del Dios Road (LOS E)
- 9th Avenue between Del Dios Road and Auto Park Way (LOS F)

Table 4.16-3, Existing and Proposed Intersection Operations, shows existing peak hour operations at the intersections within Promenade Retail Center & Vicinity TA. As shown in this table, all study area intersections operate at LOS D or better.

9. Nutmeg Street Study Area

Location: The Nutmeg Street Study Area is located on both sides of Nutmeg Street, east of I-15 and west of Centre City Parkway.

Roadway Network: Key roadways in the Nutmeg Street Study Area include:

- **Centre City Parkway.** Centre City Parkway is currently built as a two-lane undivided roadway within the Nutmeg Street Study Area. Bike lanes are provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are not provided and no posted speed limit signs were observed.
- **Nutmeg Street.** Nutmeg Street is currently built as a two-lane undivided roadway within the Nutmeg Street Study Area. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are not provided and no posted speed limit signs were observed.

Existing Conditions LOS: Table 4.16-2, Existing and Proposed Roadway Operations, summarizes the existing roadway segment operations in the Nutmeg Street Study Area. As shown in this table, all study area segments currently operate at LOS D or better. No intersections were analyzed in the Nutmeg Street Study Area.

10. Downtown SPA

Location: The Downtown SPA is located in central Escondido, east of I-15, north of 6th Avenue, south of Mission Avenue and west of Fig Street.

Roadway Network: Key roadways in the Downtown SPA include:

- **Broadway.** Broadway is currently built as a four-lane undivided roadway within the Downtown SPA. Between Washington Avenue and 5th Avenue a TWLT median is provided. Between Grand Avenue and 5th Avenue, Broadway transitions to a two-lane undivided road. Bike lanes are not provided and parking is generally permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit ranges between 30-35 mph.
- **Centre City Parkway.** Centre City Parkway is currently built as a four-lane divided roadway within the Downtown SPA. Bike lanes are provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are not provided and no posted speed limit signs were observed.

- **Escondido Boulevard.** Escondido Boulevard is currently built as a four-lane undivided roadway within the Downtown SPA. Between Washington Avenue and 5th Avenue a TWLT median is provided. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 35 mph.
- **Hickory Street.** Hickory Street is currently built as a two-lane undivided roadway within the Downtown SPA. Bike lanes are not provided and parking is permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 30 mph.
- **Juniper Street.** Juniper Street is currently built as a two-lane undivided roadway within the Downtown SPA. Between Valley Parkway and 5th Avenue a TWLT median is provided. Bike lanes are not provided and parking is permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 30 mph.
- **Quince Street.** Quince Street is currently built as a four-lane undivided roadway within the Downtown SPA. Between Valley Parkway and Grand Avenue a TWLT median is provided. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 35 mph.
- **Valley Parkway.** Valley Parkway is currently built as a three-lane, one-way roadway between Grand Avenue and Centre City Parkway, and as a five-lane, one-way roadway between Centre City Parkway and Broadway within the Downtown SPA. Bike lanes are not provided and parking is permitted intermittently along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 35 mph. A Transit Queue Jump lane exists on Valley Parkway, east of Centre City Parkway, which allows buses to bypass traffic congestion at the Valley Parkway/Centre City Parkway intersection.
- **Grand Avenue.** Grand Avenue is currently built as a four-lane divided roadway within the Downtown SPA. Bike lanes are not provided and parking is permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 30 mph.
- **2nd Avenue.** 2nd Avenue is currently built as a three-lane, one-way roadway between Crescent Road and Centre City Parkway and between Centre City Parkway and Broadway and as a four-lane, one-way roadway between Quince Street and Centre City Parkway within the Downtown SPA. Bike lanes are not provided and parking is permitted intermittently along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 35 mph.

Existing Conditions LOS: Table 4.16-2, Existing and Proposed Roadway Operations, summarizes the existing roadway segment operations in the Downtown SPA. As shown in this table, all study area segments currently operate at LOS D or better except for the following:

- 5th Avenue between Centre City Parkway and Escondido Boulevard (LOS E)
- Washington Avenue between Juniper Street and Hickory Street (LOS F)
- Washington Avenue between Hickory Street and Fig Street (LOS F)

Table 4.16-3, Existing and Proposed Intersection Operations, shows existing peak hour operations at the key intersections within the Downtown SPA. As shown in this table, all study area intersections operate at LOS D or better.

11. East Valley Parkway TA

Location: The East Valley Parkway TA is bounded generally by Escondido Creek to the north, Grand Avenue to the south, the existing Palomar Hospital campus to the west and Midway Drive to the east.

Roadway Network: Key roadways in the East Valley Parkway TA include:

- **Ash Street.** Ash Street is currently built as a four-lane undivided roadway within the East Valley Parkway TA. Between Washington Avenue and Grand Avenue a TWLT median is provided. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 35 mph.
- **Date Street.** Date Street is currently built as a two-lane undivided roadway within the East Valley Parkway TA. Bike lanes are not provided and parking is permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 30 mph.
- **Fig Street.** Fig Street is currently built as a two-lane undivided roadway within the East Valley Parkway TA. Bike lanes are not provided and parking is permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit ranges between 25 to 30 mph.
- **Harding Street.** Harding Street is currently built as a four-lane undivided roadway within the East Valley Parkway TA. Between Washington Avenue and Valley Parkway a TWLT median is provided. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and no posted speed limit sign was observed.
- **Midway Drive.** Midway Drive is currently built as a two-lane undivided roadway within the East Valley Parkway TA. Between Washington Avenue and Grand Avenue a TWLT median is provided. Between Valley Parkway and Grand Avenue, Midway Drive widens to a four-lane undivided road. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 35 mph.
- **Rose Street.** Rose Street is currently built as a two-lane undivided roadway within the East Valley Parkway TA. Between Valley Parkway and Grand Avenue a TWLT median is provided. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit ranges between 30-35 mph.

Existing Conditions LOS: Table 4.16-2, Existing and Proposed Roadway Operations, summarizes the existing roadway segment operations in the East Valley Parkway TA. As shown in this table, all study area segments currently operate at LOS D or better, except for the following:

- Fig Street between Washington Avenue and Valley Parkway (LOS E)
- Midway Drive between Washington Avenue and Valley Parkway (LOS F)
- Rose Street between Washington Avenue and Valley Parkway (LOS E)
- Valley Parkway between Harding Street and Fig Street (LOS F)
- Washington Avenue between Fig Street and Ash Street (LOS E)

Table 4.16-3, Existing and Proposed Intersection Operations, shows existing peak hour operations at the intersections within the East Valley Parkway TA. As shown in this table, all study area intersections currently operate at LOS D or better.

12. South Escondido Boulevard / Centre City Parkway

Location: The South Escondido Boulevard / Centre City Parkway TA is located south of 15th Avenue between Escondido Boulevard and Centre City Parkway (on both sides of both streets).

Roadway Network: Key roadways in the South Escondido Boulevard / Centre City Parkway TA include:

- **Escondido Boulevard.** Escondido Boulevard is currently built as a two-lane undivided roadway within the South Escondido Boulevard / Centre City Parkway TA. Between 5th Avenue and 15th Avenue a TWLT median is provided. Bike lanes are not provided and parking is permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 35 mph.

Existing Conditions LOS: Table 4.16-2, Existing and Proposed Roadway Operations, summarizes the existing roadway segment operations in the South Escondido Boulevard / Centre City Parkway TA. As shown in this table, all study area segments currently operate at LOS D or better, except the following:

- Escondido Boulevard between 13th Avenue and 15th Avenue (LOS F)
- 9th Avenue between Centre City Parkway and Escondido Boulevard (LOS F)

Table 4.16-3, Existing and Proposed Intersection Operations, shows existing peak hour operations at the key intersection within the South Escondido Boulevard / Centre City Parkway TA. As shown in this table, all study area intersections operate at LOS D or better.

13. South Escondido Boulevard / Felicita Avenue TA

Location: The South Escondido Boulevard / Felicita Avenue TA is bound by 6th Avenue to the north, 15th Avenue to the south, Escondido Boulevard to the west, and Centre City Parkway to the east.

Roadway Network: Key roadways in the South Escondido Boulevard / Felicita Avenue TA include:

- **Centre City Parkway.** Centre City Parkway is currently built as a four-lane divided roadway within the South Escondido Boulevard / Felicita Avenue TA. Bike lanes are provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are not provided and no posted speed limit signs were observed.
- **Escondido Boulevard.** Escondido Boulevard is currently built as a four-lane undivided roadway within the South Escondido Boulevard / Felicita Avenue TA. Bike lanes are not provided and parking is permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit ranges between 35-40 mph.

Existing Conditions LOS: Table 4.16-2, Existing and Proposed Roadway Operations, summarizes the existing roadway segment operations in the South Escondido Boulevard / Felicita Avenue TA. As shown in this table, all study area segments currently operate at LOS D or better, except for the following:

- Escondido Boulevard between 15th Avenue and Felicita Avenue (LOS F)
- Felicita Avenue between Tulip Street and Centre City Parkway (LOS F)
- Felicita Avenue between Escondido Boulevard and Juniper Street (LOS F)

Table 4.16-3, Existing and Proposed Intersection Operations, shows existing peak hour operations at the key intersections within the South Escondido Boulevard / Felicita Avenue TA. As shown in this table, all study area intersections operate at LOS D or better.

14. Centre City Parkway / Brotherton Road TA

Location: The Centre City Parkway / Brotherton Road TA is in the vicinity of Brotherton Road and Citracado Parkway, on both sides of Centre City Parkway.

Roadway Network: Key roadways in the Centre City Parkway / Brotherton Road TA include:

- **Centre City Parkway.** Centre City Parkway is currently built as a four-lane divided roadway within the Centre City Parkway / Brotherton Road TA. Bike lanes are provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are not provided and no posted speed limit signs were observed.
- **Centre City Parkway (Frontage Road).** Centre City Parkway (Frontage Road) is currently built as a two-lane undivided roadway within the Centre City Parkway / Brotherton Road TA. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are not provided and no posted speed limit signs were observed.
- **Escondido Boulevard.** Escondido Boulevard is currently built as a two-lane undivided roadway within the Centre City Parkway / Brotherton Road TA. Bike lanes are not provided and parking is permitted along both sides of the roadway. Sidewalks, curbs and gutters are not provided and the posted speed limit is 35 mph.

Existing Conditions LOS: Table 4.16-2, Existing and Proposed Roadway Operations, summarizes the existing roadway segment operations in the Centre City Parkway / Brotherton Road TA. As identified in this table, all study area segments currently operate at LOS D or better. Table 4.16-3, Existing and Proposed Intersection Operations, shows existing peak hour operations at the key intersections within the Centre City Parkway / Brotherton Road TA. As shown in this table, all study area intersections operate at LOS D or better.

15. Westfield Shoppingtown TA

Location: The Westfield Shoppingtown TA is located in the northeast quadrant of the I-15/ Via Rancho Parkway interchange.

Roadway Network: Key roadways in the Westfield Shoppingtown TA include:

- **Del Lago Boulevard.** Del Lago Boulevard is currently built as a four-lane undivided roadway within the Westfield Shoppingtown TA. Between the I-15 High Occupancy Vehicle (HOV) Lane access and Via Rancho Parkway, Del Lago Boulevard transitions to a two-lane undivided road. Bike lanes are generally provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 40 mph.
- **Via Rancho Parkway.** Via Rancho Parkway is currently built as a six to seven-lane divided roadway within the Westfield Shoppingtown TA. Bike lanes are generally provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 50 mph.

Existing Conditions LOS: Table 4.16-2, Existing and Proposed Roadway Operations, summarizes the existing roadway segment operations in the Westfield Shoppingtown TA. As shown in this table, all study area segments currently operate at LOS D or better. Table 4.16-3, Existing and Proposed Intersection Operations, shows existing peak hour operations at the key intersections within the Westfield Shoppingtown TA. As shown in this table, both study area intersections currently operate at LOS D or worse, as follows:

- I-15 Southbound (SB) Ramps/Via Rancho Parkway (LOS E/F, AM/PM peak hours, respectively)
- I-15 Northbound (NB) Ramps/Via Rancho Parkway (LOS E/F, AM/PM peak hours, respectively)

16. Northwest Quadrant

Location: The Northwest Quadrant is located north of SR-78 and west of I-15 in the City's Sphere of Influence (SOI).

Roadway Network: Key roadways in the Northwest Quadrant include:

- **Bennett Avenue.** Bennett Avenue is currently built as a two-lane undivided roadway within the Northwest Quadrant study area. Bike lanes are not provided and parking is provided along both sides of the roadway. Sidewalks, curbs and gutters are provided and no posted speed limit signs were observed.
- **Nordahl Road.** Nordahl Road is currently built as a two, three and four-lane roadway within the Northwest Quadrant study area. Between Rock Springs Road and Knob Hill Road, Nordahl Road is constructed as a two-lane undivided roadway before widening to a three-lane divided roadway between Knob Hill Road and Montiel Road. From Montiel Road towards the SR-78 Westbound (WB) Ramps, Nordahl Road widens to a four-lane divided road. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are not provided and no posted speed limit signs are present.
- **Nutmeg Street.** Nutmeg Street is currently built as a two-lane undivided roadway within the Northwest Quadrant study area. Between Sunset Heights Road and El Norte Parkway, a TWLT median is provided. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are not provided and no posted speed limit sign are present.

Existing Conditions LOS: Table 4.16-2, Existing and Proposed Roadway Operations, summarizes the existing roadway segment operations in the Northwest Quadrant study area. As shown in this table, all study area segments currently operate at LOS D or better, except for the following:

- Nordahl Road between Rock Springs Road and Knob Hill Road (LOS F)
- Deer Springs Road west of the I-15 Ramps (LOS F)
- Montiel Road between Nordahl Road and Deodar Road (LOS F)
- No intersections were analyzed in the Northwest Quadrant study area.

17. Northeast Quadrant

Location: The Northeast Quadrant is located north of SR-78 and east of I-15, within the City's SOI.

Roadway Network: Key roadways in the Northwest Quadrant include:

- **Ash Street.** Ash Street is currently built as a two-lane undivided roadway within the Northeast Quadrant study area. A TWLT median is provided intermittently along Ash Street. Bike lanes are provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are not provided and the posted speed limit ranges between 35 to 40 mph.
- **Broadway.** Broadway is currently built as a four-lane undivided roadway within the Northeast Quadrant study area with a short section between Mountain Meadow Road and North Avenue currently built as a two-lane road. Between North Avenue and Sheridan Avenue a TWLT median is provided. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit ranges between 35 to 45 mph.
- **Centre City Parkway.** Centre City Parkway is currently built as a two-lane undivided roadway within the Northeast Quadrant study area. Bike lanes are provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are not provided and the posted speed limit is 55 mph.
- **Conway Drive.** Conway Drive is currently built as a two-lane undivided roadway within the Northeast Quadrant study area. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are generally provided and no posted speed limit sign was observed.
- **Escondido Boulevard.** Escondido Boulevard is currently built as a two-lane undivided roadway within the Northeast Quadrant study area. Between El Norte Parkway and Lincoln Avenue a TWLT median is provided. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and no posted speed limit signs were observed.
- **Fig Street.** Fig Street is currently built as a two-lane undivided roadway within the Northeast Quadrant study area. Between El Norte Parkway and Lincoln Avenue a TWLT median is provided. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and no posted speed limit signs were observed.
- **Jesmond Dene Road.** Jesmond Dene Road is currently built as a two-lane undivided roadway within the Northeast Quadrant study area. Bike lanes are generally provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 45 mph.
- **Midway Drive.** Midway Drive is currently built as a two-lane undivided roadway within the Northeast Quadrant study area. Between El Norte Parkway and Lincoln Avenue a TWLT median is provided. Bike lanes are not provided and parking is permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and no posted speed limit signs were observed.
- **Morning View Road.** Morning View Road is currently built as a two-lane undivided roadway within the Northeast Quadrant study area. Bike lanes are not provided and parking is restricted

along both sides of the roadway. Sidewalks, curbs and gutters are provided and no posted speed limit signs were observed.

- **North Iris Lane.** North Iris Lane is currently built as a two-lane undivided roadway within the Northeast Quadrant study area. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and no posted speed limit signs were observed.
- **Rose Street.** Rose Street is currently built as a two-lane undivided roadway within the Northeast Quadrant study area. Bike lanes are not provided and parking is permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 35 mph.
- **Seven Oaks Road.** Seven Oaks Road is currently built as a two-lane undivided roadway within the Northeast Quadrant study area. Along certain sections of Seven Oaks Road, a TWLT median is provided. Bike lanes are provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 45 mph.
- **Valley Center Road.** Valley Center Road is currently built as a five-lane divided roadway within the Northeast Quadrant study area before transitioning to a three-lane divided roadway north of Lake Wohlford Road. Between El Norte Parkway and Lake Wohlford Road, a TWLT median is provided. Bike lanes are provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are generally provided south of Lake Wohlford Road. The posted speed limit ranges between 45 to 60 mph.
- **Vista Verde Way.** Vista Verde Way is currently built as a two-lane undivided roadway within the Northeast Quadrant study area. Bike lanes are not provided and parking is permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and no posted speed limit signs were observed.

Existing Conditions LOS: Table 4.16-2, Existing and Proposed Roadway Operations, summarizes the existing roadway segment operations in the Northeast Quadrant study area. As shown in this table, all study area segments currently operate at LOS D or better, except for the following:

- Ash Street between Vista Avenue and Sheridan Avenue (LOS D)
- Centre City Parkway between El Norte Parkway to Lincoln Avenue (LOS D)

Table 4.16-3, Existing and Proposed Intersection Operations, shows existing peak hour operations at the key intersections within the Northeast Quadrant study area. As shown in this table, all following study area intersections are calculated to operate at LOS D or better, except for the following:

- El Norte Parkway/Centre City Parkway (LOS E/F, AM/PM peak hours, respectively)

18. Southwest Quadrant

Location: The Southwest Quadrant is located south of SR-78 and west of I-15 in the City's SOI.

Roadway Network: Key roadways in the Southwest Quadrant include:

- **Andreasen Drive.** Andreasen Drive is currently built as a two-lane undivided roadway within the Southwest Quadrant study area. Between Mission Road and Citracado Parkway a TWLT median is provided. Between Enterprise Street and Citracado Parkway, Andreasen Drive widens to a

four-lane undivided road. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and no posted speed limit signs were observed.

- **Bernardo Avenue.** Bernardo Avenue is currently built as a two-lane undivided roadway within the Southwest Quadrant study area. Bike lanes are not provided and parking is permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and no posted speed limit signs were observed.
- **Citracado Parkway.** Citracado Parkway is currently built as a four-lane divided roadway within the Southwest Quadrant study area. Between Avenida del Diablo and Valley Parkway, Citracado Parkway transitions to a two-lane undivided road. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and no posted speed limit signs were observed.
- **Del Dios Road.** Del Dios Road is currently built as a two-lane undivided roadway within the Southwest Quadrant study area. Bike lanes are not provided and parking is permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit ranges between 40 to 55 mph.
- **Enterprise Street.** Enterprise Street is currently built as a two-lane undivided roadway within the Southwest Quadrant study area. Bike lanes are not provided and parking is permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and no posted speed limit signs were observed.
- **Felicita Road.** Felicita Road is currently built as a two-lane undivided roadway within the Southwest Quadrant study area. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are not provided and no posted speed limit signs were observed.
- **Hale Avenue.** Hale Avenue is currently built as a two-lane undivided roadway within the Southwest Quadrant study area. Between the I-15 HOV off-ramp and Auto Park Way, a TWLT median is provided. Bike lanes are not provided and parking is permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and no posted speed limit signs were observed.
- **Valley Parkway.** Valley Parkway is generally built as a four-lane undivided roadway within the Southwest Quadrant study area. Between Via Rancho Parkway and Citracado Parkway, a TWLT median is provided. Between Citracado Parkway and West 11th Avenue, Valley Parkway widens to a four-lane divided roadway. Bike lanes are provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and no posted speed limit signs were observed.

Existing Conditions LOS: Table 4.16-2, Existing and Proposed Roadway Operations, summarizes the existing roadway segment operations in the Southwest Quadrant study area. As shown in this table, all study area segments currently operate at LOS D or better, except for the following:

- Del Dios Highway between Via Rancho Parkway and Mount Israel Road (LOS F)
- Hale Avenue between the I-15 HOV Off-Ramp and Industrial Avenue (LOS F)
- Hale Avenue between Industrial Avenue and Auto Park Way (LOS F)
- Auto Park Way between Citracado Parkway and Enterprise Street (LOS F)

- Auto Park Way between Enterprise Street and Venture Street (LOS F)
- Auto Park Way between Venture Street and Andraeson Drive (LOS F)
- No intersections were analyzed in the Southwest Quadrant study area.

19. Southeast Quadrant

Location: The Southeast Quadrant is located south of SR-78 and east of I-15 in the City's SOI.

Roadway Network: Key roadways in the Southeast Quadrant include:

- **Ash Street.** Ash Street is currently built as a four-lane divided roadway within the Southeast Quadrant study area. Between Lincoln Avenue and Mission Avenue, a TWLT median is provided. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit ranges between 35 to 40 mph.
- **Bear Valley Parkway.** Bear Valley Parkway is generally built as a four-lane divided roadway within the Southeast Quadrant study area. A TWLT median is provided intermittently along Bear Valley Parkway. South of Sunset Drive, Bear Valley Parkway transitions to a two-lane undivided roadway. Bike lanes are provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are generally provided and the posted speed limit ranges between 40 to 50 mph.
- **Chestnut Street.** Chestnut Street is currently built as a two-lane undivided roadway within the Southeast Quadrant study area. Bike lanes are not provided and parking is permitted along both sides of the roadway. Sidewalks, curbs and gutters are not provided and the posted speed limit is 40 mph.
- **Citrus Avenue.** Citrus Avenue is currently built as a two-lane divided roadway within the Southeast Quadrant study area. A TWLT median is provided intermittently along Citrus Avenue. Bike lanes are generally not provided and parking is generally restricted along both sides of the roadway. Sidewalks, curbs and gutters are generally provided and the posted speed limit ranges between 35 to 40 mph.
- **Cloverdale Road.** Cloverdale Road is currently built as a two-lane undivided roadway within the Southeast Quadrant study area. A TWLT median is provided along Cloverdale Road. Bike lanes are provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are not provided and the posted speed limit is 45 mph.
- **Date Street.** Date Street is currently built as a four-lane divided roadway within the Southeast Quadrant study area. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 35 mph.
- **Fig Street.** Fig Street is currently built as a two-lane undivided roadway within the Southeast Quadrant study area. Bike lanes are not provided and parking is permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 35 mph.
- **Harding Street.** Harding Street is currently built as a two-lane divided roadway within the Southeast Quadrant study area. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and no posted speed limit signs were observed.
- **Hickory Street.** Hickory Street is currently built as a two-lane undivided roadway within the Southeast Quadrant study area. Bike lanes are not provided and parking is permitted along both

sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 30 mph.

- **Juniper Street.** Juniper Street is currently built as a two-lane undivided roadway within the Southeast Quadrant study area. A TWLT median is provided intermittently along Juniper Street. Bike lanes are not provided and parking is permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit ranges between 25 to 35 mph.
- **La Terraza Boulevard.** La Terraza Boulevard is currently built as a three-lane undivided roadway within the Southeast Quadrant study area. A TWLT median is provided intermittently along La Terraza Boulevard. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 40 mph.
- **Midway Drive.** Midway Drive is currently built as a two-lane undivided roadway within the Southeast Quadrant study area. A TWLT median is provided intermittently along Midway Drive. Bike lanes are not provided and parking is generally permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 35 mph.
- **Rose Street.** Rose Street is currently built as a two-lane undivided roadway within the Southeast Quadrant study area. Bike lanes are not provided and parking is provided along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit ranges between 25 to 35 mph.
- **San Pasqual Road.** San Pasqual Road is currently built as a two-lane undivided roadway within the Southeast Quadrant study area. Between Ryan Drive and Bear Valley Parkway, San Pasqual Road widens to a four-lane divided roadway. Bike lanes are provided and parking is provided along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit ranges between 45 to 50 mph.
- **San Pasqual Road (SR-78).** San Pasqual Road (SR-78) is generally built as a two-lane undivided roadway within the Southeast Quadrant study area. A TWLT median is provided intermittently along San Pasqual Valley Road. Bike lanes are provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are not provided and the posted speed limit ranges between 35 to 45 mph.
- **Sunset Drive.** Sunset Drive is currently built as a two-lane undivided roadway within the Southeast Quadrant study area. Bike lanes are generally provided and parking is permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 40 mph.
- **Tulip Street.** Tulip Street is currently built as a two-lane undivided roadway within the Southeast Quadrant study area. Bike lanes are not provided and parking is permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 30 mph.

Existing Conditions LOS: Table 4.16-2, Existing and Proposed Roadway Operations, summarizes the existing roadway segment operations in the Southeast Quadrant study area. As shown in this table, all study area segments currently operate at LOS D or better, except for the following:

- Bear Valley Parkway between Beethoven Drive and San Pasqual Road (LOS F)
- Bear Valley Parkway between San Pasqual Road and Mary Lane (LOS F)
- Bear Valley Parkway between Sunset Drive and San Pasqual Valley Road (LOS F)
- Bear Valley Parkway between San Pasqual Valley Road and Idaho Avenue (LOS F)

- Bear Valley Parkway between Idaho Avenue and Birch Avenue (LOS F)
- Bear Valley Parkway between Birch Avenue and Rose Street (LOS F)
- Citrus Avenue between El Norte Parkway and Mission Avenue (LOS E)
- Juniper Street between 5th Avenue and 9th Avenue (LOS E)
- Juniper Street between Chestnut Street and 13th Avenue (LOS F)
- Juniper Street between 13th Avenue and 15th Avenue (LOS F)
- Midway Drive between Lincoln Avenue and Mission Avenue (LOS E)
- Midway Drive between Mission Avenue and Washington Avenue (LOS F)
- Midway Drive between Grand Avenue and Oak Hill Drive (LOS F)
- San Pasqual Valley Road (SR-78) between Oak Hill Drive and Birch Avenue (LOS F)
- San Pasqual Valley Road (SR-78) between Birch Avenue and Idaho Avenue (LOS F)
- San Pasqual Valley Road (SR-78) between 17th Avenue and Bear Valley Parkway (LOS E)
- San Pasqual Valley Road (SR-78) between Bear Valley Parkway and Citrus Avenue (LOS F)
- San Pasqual Valley Road (SR-78) between Citrus Avenue and Summit Drive (LOS F)
- San Pasqual Valley Road (SR-78) between Summit Drive and Old San Pasqual Road (LOS F)
- San Pasqual Valley Road (SR-78) between Old San Pasqual Road and Cloverdale Road (LOS E)
- 9th Avenue between La Terraza Boulevard and Tulip Street (LOS F)
- Lincoln Avenue between Lincoln Parkway (SR-78) and Fig Street (LOS F)
- Lincoln Avenue between Fig Street and Ash Street (LOS E)
- Lincoln Avenue between Ash Street and Harding Street (LOS F)
- Lincoln Avenue between Harding Street and Rose Street (LOS F)
- Lincoln Avenue between Rose Street and Midway Drive (LOS F)
- Mission Avenue between Fig Street and Ash Street (LOS F)
- Mission Avenue between Ash Street and Harding Street (LOS E)
- Mission Avenue between Harding Street and Rose Street (LOS E)
- Mission Avenue between Rose Street and Midway Drive (LOS E)
- Oak Hill Drive between San Pasqual Valley Road and Rose Street (LOS E)

Table 4.16-3, Existing and Proposed Intersection Operations, shows existing peak hour operations at the key intersections within the Southeast Quadrant study area. As shown in this table, all study area intersections operate at LOS D or better, except for the following:

- Ash Street/Mission Avenue (LOS E/F, AM/PM peak hour, respectively)

Table 4.16-2 Existing and Proposed Roadway Operations

Street Segment	Roadway Direction	Existing Capacity (LOS E) ⁽¹⁾	Existing Conditions (Year 2011)			Adopted City General Plan Classification (County Classification) ⁽⁵⁾	Adopted CEMIE Capacity (LOS E)	Proposed Classification	Proposed CEMIE Capacity (LOS E)	Proposed Project (Year 2035)		
			ADT ⁽²⁾	LOS ⁽³⁾	V/C ⁽⁴⁾					ADT ⁽²⁾	LOS ⁽³⁾	V/C ⁽⁴⁾
1. Imperial Oaks Specific Plan Area												
Centre City Parkway												
Country Club Lane to South Iris Lane	North/South	37,000	15,400	B	0.42	4-Ln Major	37,000	4-Ln Major	37,000	18,200	B	0.49
S Iris Lane to El Norte Parkway	North/South	37,000	20,600	C	0.56	4-Ln Major	37,000	4-Ln Major	37,000	23,600	C	0.64
South Iris Lane												
Centre City Parkway to El Norte Parkway	North/South	15,000	5,400	B	0.36	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	20,400	F ⁽⁵⁾⁽⁶⁾	1.36
Country Club Lane												
Nutmeg Street to Centre City Parkway	East/West	34,200	5,000	A	0.15	4-Ln Collector	34,200	4-Ln Collector	34,200	11,800	A	0.35
El Norte Parkway												
Nutmeg Street to I-15 SB Ramps	East/West	37,000	29,700	D	0.80	6-Ln Super Major	50,000	6-Ln Super Major	50,000	40,800	D	0.82
I-15 SB Ramps to I-15 NB Ramps	East/West	37,000	27,500	C	0.74	6-Ln Super Major	50,000	4-Ln Major	37,000	35,200	E ⁽⁵⁾⁽⁶⁾	0.95
I-15 NB Ramps to S. Iris Lane	East/West	37,000	24,900	C	0.67	6-Ln Super Major	50,000	4-Ln Major	37,000	31,200	D	0.84
S Iris Lane to Morning View Drive	East/West	37,000	24,700	C	0.67	6-Ln Super Major	50,000	6-Ln Super Major	50,000	33,500	C	0.67
2. Highway 78 / Broadway Target Area												
Broadway												
Lincoln Avenue to Mission Avenue	North/South	34,200	25,500	C	0.75	4-Ln Major	37,000	4-Ln Major	37,000	28,700	D	0.78
Mission Avenue to Washington Avenue	North/South	34,200	23,700	C	0.69	4-Ln Major	37,000	4-Ln Major	37,000	29,600	D	0.80
Centre City Parkway												
SR-78 EB Off-Ramp to Mission Avenue	North/South	37,000	35,400	E	0.96	6-Ln Super Major	50,000	6-Ln Super Major	50,000	46,400	E ⁽⁵⁾⁽⁶⁾	0.93
Mission Avenue to Washington Avenue	North/South	37,000	29,400	D	0.79	4-Ln Major	37,000	6-Ln Super Major	50,000	41,500	D	0.83
Escondido Boulevard												
Lincoln Avenue to Mission Avenue	North/South	34,200	9,700	A	0.28	4-Ln Collector	34,200	4-Ln Collector	34,200	29,100	D	0.85
Mission Avenue to Washington Avenue	North/South	34,200	15,100	B	0.44	4-Ln Collector	34,200	4-Ln Collector	34,200	21,500	C	0.63
Lincoln Avenue												
Escondido Boulevard to Broadway	East/West	10,000	3,200	A	0.32	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	4,800	A	0.32
Broadway to SR-78/Lincoln Avenue (Before Merge)	East/West	10,000	4,000	B	0.40	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	6,300	B	0.42
Mission Avenue												
Centre City Parkway to Escondido Boulevard	East/West	34,200	24,600	C	0.72	6-Ln Super Major	50,000	6-Ln Super Major	50,000	39,800	D	0.80
Escondido Boulevard to Broadway	East/West	34,200	21,000	C	0.61	6-Ln Super Major	50,000	4-Ln Major	37,000	35,500	E ⁽⁵⁾⁽⁶⁾	0.96
Broadway to Hickory Street	East/West	34,200	18,500	B	0.54	6-Ln Super Major	50,000	4-Ln Major	37,000	26,700	C	0.72

Table 4.16-2 continued

Street Segment	Roadway Direction	Existing Capacity (LOS E) ⁽¹⁾	Existing Conditions (Year 2011)			Adopted City General Plan Classification (County Classification) ⁽⁵⁾	Adopted GEMIE Capacity (LOS E)	Proposed Classification	Proposed Project (Year 2035)			
			ADT ⁽²⁾	LOS ⁽³⁾	V/C ⁽⁴⁾				Proposed GEMIE Capacity (LOS E)	ADT ⁽²⁾	LOS ⁽³⁾	V/C ⁽⁴⁾
3. Transit Station Target Area												
Metcalf Street												
Lincoln Avenue to Mission Avenue	North/South	10,000	2,200	A	0.22	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	5,100	A	0.34
Mission Avenue to Washington Avenue	North/South	10,000	7,700	D	0.77	4-Ln Collector	34,200	4-Ln Collector	34,200	7,900	A	0.23
Quince Street												
Mission Avenue to Washington Avenue	North/South	34,200	8,700	A	0.25	4-Ln Collector	34,200	4-Ln Collector	34,200	14,500	B	0.42
Washington Avenue to W. Valley Parkway	North/South	34,200	10,700	A	0.31	4-Ln Collector	34,200	4-Ln Collector	34,200	25,600	C	0.75
Rock Springs Road												
Lincoln Avenue to Mission Avenue	North/South	15,000	13,400	D	0.89	4-Ln Collector	34,200	4-Ln Collector	34,200	18,300	B	0.54
Mission Avenue to Washington Avenue	North/South	15,000	7,000	B	0.47	4-Ln Collector	34,200	4-Ln Collector	34,200	11,100	A	0.32
Tulip Street												
Hale Avenue to W. Valley Parkway	North/South	34,200	14,900	B	0.44	4-Ln Collector	34,200	4-Ln Collector	34,200	24,300	C	0.71
Hale Avenue												
I-15 NB HOV Off-Ramp to Tulip Street	East/West	34,200	18,700	B	0.55	4-Ln Collector	34,200	6-Ln Super Major	50,000	40,700	D	0.81
Tulip Street to Metcalf Street	East/West	34,200	16,900	B	0.49	4-Ln Collector	34,200	6-Ln Super Major	50,000	35,100	C	0.70
Mission Avenue												
Andreasen Drive to Metcalf Street	East/West	34,200	20,000	C	0.58	4-Ln Major	37,000	4-Ln Major	37,000	21,100	C	0.57
Metcalf Street to Rock Springs Road	East/West	34,200	16,500	B	0.48	4-Ln Major	37,000	4-Ln Major	37,000	21,300	C	0.58
Rock Springs Road to Quince Street	East/West	34,200	28,100	D	0.82	6-Ln Super Major	50,000	6-Ln Super Major	50,000	44,400	D	0.89
Quince Street to Centre City Parkway	East/West	37,000	27,900	D	0.75	6-Ln Super Major	50,000	6-Ln Super Major	50,000	44,500	D	0.89
Washington Avenue												
Metcalf Street to Rock Springs Road	East/West	34,200	16,800	B	0.49	4-Ln Collector	34,200	4-Ln Collector	34,200	30,300	D	0.89
Rock Springs Road to Quince Street	East/West	34,200	14,400	B	0.42	4-Ln Collector	34,200	4-Ln Collector	34,200	30,100	D	0.88
Quince Street to Centre City Parkway	East/West	34,200	17,900	B	0.52	4-Ln Collector	34,200	4-Ln Collector	34,200	30,000	D	0.88
4. South Quince Street Target Area												
Centre City Parkway												
5 th Avenue to 9 th Avenue	North/South	37,000	27,500	C	0.74	4-Ln Major	37,000	6-Ln Super Major	50,000	28,800	C	0.58
9 th Avenue to 13 th Avenue	North/South	37,000	30,600	D	0.83	4-Ln Major	37,000	6-Ln Super Major	50,000	35,100	C	0.70

Table 4.16-2 continued

Street Segment	Roadway Direction	Existing Capacity (LOS E) ⁽¹⁾	Existing Conditions (Year 2011)			Adopted City General Plan Classification (County Classification) ⁽⁵⁾	Adopted GEMIE Capacity (LOS E)	Proposed Classification	Proposed GEMIE Capacity (LOS E)	Proposed Project (Year 2035)		
			ADT ⁽²⁾	LOS ⁽³⁾	V/C ⁽⁴⁾					ADT ⁽²⁾	LOS ⁽³⁾	V/C ⁽⁴⁾
Quince Street												
2 nd Avenue to 5 th Avenue	North/South	34,200	6,900	A	0.20	4-Ln Collector	34,200	4-Ln Collector	34,200	12,000	B	0.35
5 th Avenue to 9 th Avenue	North/South	34,200	5,700	A	0.29	4-Ln Collector	34,200	4-Ln Collector	34,200	16,700	B	0.49
9 th Avenue to 13 th Avenue	North/South	15,000	3,400	A	0.34	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	6,800	B	0.45
5th Avenue												
Tulip Street to Quince Street	East/West	10,000	2,300	A	0.23	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	3,000	A	0.20
Quince Street to Centre City Parkway	East/West	10,000	5,000	B	0.50	4-Ln Collector	34,200	4-Ln Collector	34,200	13,700	B	0.40
9th Avenue												
Tulip Street to Quince Street	East/West	15,000	19,000	F	1.27	4-Ln Collector	34,200	4-Ln Collector	34,200	29,900	D	0.87
Quince Street to Centre City Parkway	East/West	34,200	17,500	B	0.51	4-Ln Collector	34,200	4-Ln Collector	34,200	23,800	C	0.70
13th Avenue												
Tulip Street to Quince Street	East/West	10,000	3,700	B	0.37	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	4,200	A	0.28
Quince Street to Centre City Parkway	East/West	15,000	2,700	A	0.18	4-Ln Collector	34,200	2-Ln Local Collector	15,000	7,000	B	0.47
5. ERTC North SPA												
Auto Park Way												
SR-78 EB Ramps to Mission Avenue	North/South	34,200	33,600	E	0.98	6-Ln Super Major	50,000	6-Ln Super Major	50,000	44,500	D	0.89
Mission Road to Country Club Drive	North/South	34,200	24,800	C	0.73	6-Ln Super Major	50,000	6-Ln Super Major	50,000	38,200	D	0.76
Country Club Drive to Citracado Parkway	North/South	34,200	18,300	B	0.54	6-Ln Super Major	50,000	6-Ln Super Major	50,000	27,300	B	0.55
Barham Drive												
West of Mission Road	East/West	15,000	6,100	B	0.41	4-Ln Major	37,000	4-Ln Collector	34,200	15,500	B	0.45
Mission Road												
Barham Drive to Auto Park Way	East/West	37,000	20,600	C	0.56	4-Ln Major	37,000	4-Ln Major	37,000	36,100	E	0.98
Auto Park Way to Enterprise Road	East/West	34,200	18,900	C	0.55	6-Ln Super Major	50,000	4-Ln Major	37,000	31,600	D	0.85
6. ERTC South SPA												
Citracado Parkway												
Kauana Loa Drive to Lariat Drive ⁽¹¹⁾	North/South	DNE	DNE	DNE	DNE	6-Ln Super Major	50,000	4-Ln Major	37,000	22,100	C	0.60
Lariat Drive to Avenida del Diablo	North/South	DNE	DNE	DNE	DNE	6-Ln Super Major	50,000	4-Ln Major	37,000	28,600	D	0.77
Hale Avenue												
11 th Street/Enterprise Road to Avenida del Diablo	North/South	10,000	5,300	B	0.53	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	6,000	B	0.40

Table 4.16-2 continued

Street Segment	Roadway Direction	Existing Capacity ⁽¹⁾ (LOS E)	Existing Conditions (Year 2011)			Adopted City General Plan Classification (County Classification) ⁽⁵⁾	Adopted CEMIE Capacity (LOS E)	Proposed Classification	Proposed CEMIE Capacity (LOS E)	Proposed Project (Year 2035)		
			ADT ⁽²⁾	LOS ⁽³⁾	V/C ⁽⁴⁾					ADT ⁽²⁾	LOS ⁽³⁾	V/C ⁽⁴⁾
Harmony Grove Road												
Kauana Loa Drive to Lariat Drive ⁽¹¹⁾	North/South	15,000	2,700	A	0.18	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	3,800	A	0.25
Lariat Drive to Country Club Lane ⁽¹¹⁾	North/South	15,000	400	A	0.03	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	500	A	0.03
Avenida del Diablo												
Citracado Parkway to Hale Avenue	East/West	15,000	3,900	A	0.26	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	4,500	A	0.30
Enterprise Street												
Andreasen Drive to Hale Avenue	East/West	10,000	7,300	C	0.73	4-Ln Collector	34,200	2-Ln Local Collector	15,000	8,300	C	0.55
Kauana Loa Drive												
Country Club Lane to Harmony Grove Road ⁽¹²⁾	East/West	15,000	1,500	A	0.10	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	2,400	A	0.16
Harmony Grove Road to Citracado Parkway	East/West	15,000	4,400	A	0.29	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	6,400	B	0.43
Lariat Drive												
Country Club Lane to Harmony Grove Road ⁽¹¹⁾	East/West	DNE	DNE	DNE	DNE	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	7,200	B	0.48
Harmony Grove Road to Citracado Parkway ⁽¹²⁾	East/West	DNE	DNE	DNE	DNE	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	6,600	B	0.44
7. I-15 / Felicita Road Corporate Office Target Area												
Felicita Road												
Tulip Street to Citracado Parkway	North/South	10,000	15,000	F	1.50	4-Ln Collector	34,200	4-Ln Collector	34,200	30,000	D	0.88
Citracado Parkway to Hamilton Lane	North/South	10,000	5,900	C	0.59	4-Ln Collector	34,200	4-Ln Collector	34,200	11,500	A	0.34
Citracado Parkway												
Bernardo Avenue to I-15 SB Off-Ramp ⁽¹¹⁾	East/West	10,000	7,400	C	0.74	4-Ln Major	37,000	4-Ln Major	37,000	23,600	C	0.64
I-15 SB Off-Ramp to Felicita Road	East/West	37,000	12,600	A	0.34	4-Ln Major	37,000	4-Ln Major	37,000	31,200	D	0.84
Felicita Road to I-15 SB On-Ramp	East/West	37,000	6,900	A	0.19	4-Ln Major	37,000	4-Ln Major	37,000	24,300	C	0.66
I-15 SB On-Ramp to I-15 NB Ramps	East/West	37,000	9,000	A	0.24	4-Ln Major	37,000	4-Ln Major	37,000	20,700	C	0.56
I-15 NB Ramps to Centre City Parkway	East/West	15,000	6,200	B	0.41	4-Ln Collector	34,200	4-Ln Collector	34,200	16,900	B	0.49
8. Promenade Retail Center & Vicinity Target Area												
Del Dios Road												
9 th Avenue to 11 th Avenue	North/South	10,000	6,400	C	0.64	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	11,400	D	0.76
Valley Parkway												
11 th Avenue to West 9 th Avenue	North/South	50,000	18,200	B	0.36	6-Ln Super Major	50,000	4-Ln Major	37,000	20,700	C	0.56
9 th Avenue to Auto Park Way	North/South	60,000	27,800	B	0.46	6-Ln Prime	60,000	4-Ln Major	37,000	31,700	D	0.86
Auto Park Way to I-15 SB Ramps	North/South	60,000	42,500	C	0.71	6-Ln Prime	60,000	6-Ln Prime	60,000	50,000	D	0.83

Table 4.16-2 continued

Street Segment	Roadway Direction	Existing Capacity (LOS E) ⁽¹⁾	Existing Conditions (Year 2011)			Adopted City General Plan Classification (County Classification) ⁽⁵⁾	Adopted CEMIE Capacity (LOS E)	Proposed Classification	Proposed CEMIE Capacity (LOS E)	Proposed Project (Year 2035)		
			ADT ⁽²⁾	LOS ⁽³⁾	V/C ⁽⁴⁾					ADT ⁽²⁾	LOS ⁽³⁾	V/C ⁽⁴⁾
I-15 SB Ramps to I-15 NB Ramps	North/South	60,000	44,100	C	0.74	8-Ln Prime	70,000	8-Ln Prime	70,000	57,100	D	0.82
9th Avenue												
Valley Parkway to Del Dios Road	East/West	10,000	10,000	E	1.00	4-Ln Collector	34,200	4-Ln Collector	34,200	10,900	A	0.32
Del Dios Road to Auto Park Way	East/West	10,000	14,800	F	1.48	4-Ln Collector	34,200	4-Ln Collector	34,200	19,400	C	0.57
Auto Park Way to I-15 SB Ramps	East/West	43,500 ⁽⁵⁾⁽⁶⁾	30,300	C	0.70	6-Ln Super Major	50,000	6-Ln Super Major	50,000	40,200	D	0.80
I-15 SB Ramps to I-15 NB Ramps	East/West	37,000	20,200	B	0.55	6-Ln Super Major	50,000	6-Ln Super Major	50,000	27,600	C	0.55
Auto Park Way												
Valley Parkway to 9 th Avenue	East/West	34,200	14,100	B	0.41	4-Ln Collector	34,200	4-Ln Collector	34,200	28,500	D	0.83
9. Nutmeg Street Study Area												
Centre City Parkway												
Ivy Dell Lane to Nutmeg Street ⁽¹¹⁾	North/South	15,000	10,000	C	0.67	4-Ln Collector	34,200	4-Ln Collector	34,200	19,800	C	0.58
Nutmeg Street to I-15 Ramps	North/South	15,000	7,200	B	0.48	4-Ln Collector	34,200	4-Ln Collector	34,200	14,000	B	0.41
I-15 Ramps to Country Club Lane	North/South	37,000	15,700	B	0.42	4-Ln Major	37,000	4-Ln Major	37,000	25,500	C	0.69
Nutmeg Street												
I-15 to Country Club Lane ⁽¹¹⁾	North/South	15,000	4,200	A	0.28	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	9,300	C	0.62
Nutmeg Street												
I-15 to Centre City Parkway	East/West	10,000	3,800	B	0.38	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	8,300	C	0.55
10. Downtown Specific Planning Area												
Broadway												
Washington Avenue to Valley Parkway	North/South	34,200	18,700	B	0.55	4-Ln Major	37,000	4-Ln Major	37,000	27,700	C	0.75
Valley Parkway to Grand Avenue	North/South	20,000	11,700	C	0.59	4-Ln Major	37,000	4-Ln Major	37,000	24,700	C	0.67
Grand Avenue to 2 nd Avenue	North/South	10,000	8,200	D	0.82	4-Ln Major	37,000	4-Ln Major	37,000	13,900	B	0.38
2 nd Avenue to 5 th Avenue	North/South	10,000	6,000	C	0.60	4-Ln Collector	34,200	4-Ln Collector	34,200	11,000	A	0.32
Centre City Parkway												
Washington Avenue to Valley Parkway	North/South	37,000	29,600	D	0.80	4-Ln Major	37,000	6-Ln Super Major	50,000	31,700	C	0.63
Valley Parkway to Grand Avenue	North/South	37,000	26,100	C	0.71	4-Ln Major	37,000	6-Ln Super Major	50,000	29,700	C	0.59
Grand Avenue to 2 nd Avenue	North/South	37,000	27,900	D	0.75	4-Ln Major	37,000	6-Ln Super Major	50,000	31,900	C	0.64
2 nd Avenue to 5 th Avenue	North/South	37,000	27,400	C	0.74	4-Ln Major	37,000	6-Ln Super Major	50,000	31,900	C	0.64

Table 4.16-2 continued

Street Segment	Roadway Direction	Existing Capacity (LOS E) ⁽¹⁾	Existing Conditions (Year 2011)			Adopted City General Plan Classification (County Classification) ⁽⁵⁾	Adopted GEMIE Capacity (LOS E)	Proposed Classification	Proposed GEMIE Capacity (LOS E)	Proposed Project (Year 2035)		
			ADT ⁽²⁾	LOS ⁽³⁾	V/C ⁽⁴⁾					ADT ⁽²⁾	LOS ⁽³⁾	V/C ⁽⁴⁾
Escondido Boulevard												
Washington Avenue to Valley Parkway	North/South	34,200	18,200	B	0.53	4-Ln Collector	34,200	4-Ln Collector	34,200	26,500	D	0.77
Valley Parkway to Grand Avenue	North/South	34,200	15,600	B	0.46	4-Ln Collector	34,200	4-Ln Collector	34,200	22,300	C	0.65
Grand Avenue to 2 nd Avenue	North/South	34,200	16,200	B	0.47	4-Ln Collector	34,200	4-Ln Collector	34,200	23,700	C	0.69
2 nd Avenue to 5 th Avenue	North/South	34,200	13,800	B	0.40	4-Ln Collector	34,200	4-Ln Collector	34,200	19,300	C	0.56
Hickory Street												
Washington Avenue to Valley Parkway	North/South	10,000	3,100	A	0.31	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	10,600	C	0.71
Juniper Street												
Washington Avenue to Valley Parkway	North/South	10,000	3,500	B	0.35	4-Ln Collector	34,200	4-Ln Collector	34,200	9,500	A	0.28
Valley Parkway to Grand Avenue	North/South	19,000 ⁽⁵⁾⁽⁶⁾	5,400	A	0.28	4-Ln Collector	34,200	4-Ln Collector	34,200	9,700	A	0.28
Grand Avenue to 2 nd Avenue	North/South	19,000 ⁽⁵⁾⁽⁶⁾	8,800	B	0.46	4-Ln Collector	34,200	4-Ln Collector	34,200	14,000	B	0.41
2 nd Avenue to 5 th Avenue	North/South	19,000 ⁽⁵⁾⁽⁶⁾	9,700	B	0.51	4-Ln Collector	34,200	4-Ln Collector	34,200	13,600	B	0.40
Quince Street												
Valley Parkway to Grand Avenue	North/South	34,200	9,500	A	0.28	4-Ln Collector	34,200	4-Ln Collector	34,200	18,300	B	0.54
Grand Avenue to 2 nd Avenue	North/South	34,200	9,500	A	0.28	4-Ln Collector	34,200	4-Ln Collector	34,200	16,900	B	0.49
2nd Avenue												
Grand Avenue to Quince Street (one-way street)	East/West	30,000 ⁽⁵⁾⁽⁶⁾	19,800	C	0.66	4-Ln Collector	30,000 ⁽²⁶⁾	4-Ln Collector	30,000	27,100	E ⁽⁵⁾⁽⁶⁾	0.90
Quince Street to Centre City Parkway (one-way street)	East/West	30,000 ⁽⁵⁾⁽⁶⁾	17,700	C	0.59	4-Ln Collector	30,000 ⁽⁶⁾⁽⁷⁾	4-Ln Collector	30,000	26,100	D	0.87
Centre City Parkway to Escondido Boulevard (one-way street)	East/West	30,000 ⁽⁵⁾⁽⁶⁾	20,200	C	0.67	4-Ln Collector	30,000 ⁽⁶⁾⁽⁷⁾	4-Ln Collector	30,000	30,200	F ⁽⁵⁾⁽⁶⁾	1.01
Escondido Boulevard to Broadway (one-way street)	East/West	30,000 ⁽⁵⁾⁽⁶⁾	17,300	C	0.58	4-Ln Collector	30,000 ⁽⁶⁾⁽⁷⁾	4-Ln Collector	30,000	25,400	D	0.85
Broadway to Juniper Street (one-way street)	East/West	30,000 ⁽⁵⁾⁽⁶⁾	17,000	C	0.57	4-Ln Collector	30,000 ⁽⁶⁾⁽⁷⁾	4-Ln Collector	30,000	24,500	D	0.82
Juniper Street to Grand Avenue (one-way street)	East/West	30,000 ⁽⁵⁾⁽⁶⁾	15,900	B	0.53	4-Ln Collector	30,000 ⁽⁶⁾⁽⁷⁾	4-Ln Collector	30,000	26,800	D	0.89
Grand Avenue to Valley Parkway (one-way street)	East/West	30,000 ⁽⁵⁾⁽⁶⁾	12,900	B	0.43	4-Ln Collector	30,000 ⁽⁶⁾⁽⁷⁾	4-Ln Collector	30,000	24,700	D	0.82
5th Avenue												
Centre City Parkway to Escondido Boulevard	East/West	10,000	9,000	E	0.90	4-Ln Collector	34,200	4-Ln Collector	34,200	16,800	B	0.49
Escondido Boulevard to Broadway	East/West	10,000	5,200	B	0.52	4-Ln Collector	34,200	2-Ln Local Collector	15,000	10,600	C	0.71
Broadway to Juniper Street	East/West	10,000	6,000	C	0.60	4-Ln Collector	34,200	2-Ln Local Collector	15,000	8,400	C	0.56
Juniper Street to Date Street	East/West	10,000	3,500	B	0.35	4-Ln Collector	34,200	2-Ln Local Collector	15,000	4,000	A	0.27

Table 4.16-2 continued

Street Segment	Roadway Direction	Existing Conditions (Year 2011)				Adopted City General Plan Classification (County Classification) ⁽⁵⁾	Adopted CEMIE Capacity (LOS E)	Proposed Classification	Proposed Project (Year 2035)			
		Existing Capacity ⁽¹⁾ (LOS E)	ADT ⁽²⁾	LOS ⁽³⁾	V/C ⁽⁴⁾				Proposed CEMIE Capacity (LOS E)	ADT ⁽²⁾	LOS ⁽³⁾	V/C ⁽⁴⁾
Grand Avenue												
Valley Parkway to 2 nd Avenue (one-way street)	East/West	35,000 ⁽⁵⁾⁽⁶⁾	22,700	C	0.65	4-Ln Collector	35,000	4-Ln Collector	35,000	34,400	E ⁽⁷⁾⁽⁸⁾	0.98
2 nd Avenue to Quince Street	East/West	10,000	2,600	A	0.26	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	8,300	C	0.55
Quince Street to Centre City Parkway ⁽⁷⁾⁽⁸⁾	East/West	10,000	2,300	A	0.23	4-Ln Collector	34,200	2-Ln Local Collector	15,000	6,000	B	0.40
Centre City Parkway to Escondido Boulevard	East/West	20,000	12,600	C	0.63	4-Ln Collector	34,200	4-Ln Collector	34,200	15,300	B	0.45
Escondido Boulevard to Broadway	East/West	20,000	12,800	C	0.64	4-Ln Collector	34,200	4-Ln Collector	34,200	19,300	C	0.56
Broadway to Juniper Street	East/West	20,000	13,600	C	0.68	4-Ln Collector	34,200	4-Ln Collector	34,200	23,300	C	0.68
Juniper Street to Valley Boulevard	East/West	20,000	13,700	C	0.69	4-Ln Collector	34,200	4-Ln Collector	34,200	24,900	C	0.73
Valley Boulevard to Fig Street	East/West	30,000	14,300	B	0.48	4-Ln Collector	34,200	4-Ln Collector	34,200	17,600	B	0.51
Valley Parkway												
I-15 NB Ramps to La Terraza Boulevard	East/West	60,000	37,000	C	0.62	6-Ln Prime	60,000	6-Ln Prime	60,000	56,200	E	0.94
La Terraza Boulevard to N. Tulip Street	East/West	65,000	39,400	C	0.61	6-Ln Prime	60,000	6-Ln Prime	60,000	53,800	D	0.90
N. Tulip Street to S. Tulip Street	East/West	65,000	18,300	A	0.28	4-Ln Collector	34,200	4-Ln Collector	34,200	28,300	D	0.83
Tulip Street to Quince Street (one-way street)	East/West	30,000	21,000	C	0.70	4-Ln Collector	30,000 ⁽⁹⁾⁽¹⁰⁾	4-Ln Collector	30,000 ⁽⁹⁾⁽¹⁰⁾	33,700	F ⁽⁵⁾⁽⁶⁾	1.12
Quince Street to Centre City Parkway (one-way street)	East/West	30,000	18,900	C	0.63	4-Ln Collector	30,000 ⁽⁹⁾⁽¹⁰⁾	4-Ln Collector	30,000 ⁽⁹⁾⁽¹⁰⁾	29,100	E ⁽⁵⁾⁽⁶⁾	0.97
Centre City Parkway to Escondido Boulevard (one-way street)	East/West	43,500	20,700	B	0.48	4-Ln Collector	43,500 ⁽⁹⁾⁽¹⁰⁾	4-Ln Collector	43,500 ⁽⁹⁾⁽¹⁰⁾	33,600	D	0.77
Escondido Boulevard to Broadway (one-way street)	East/West	30,000	18,700	C	0.62	4-Ln Collector	30,000 ⁽⁹⁾⁽¹⁰⁾	4-Ln Collector	30,000 ⁽⁹⁾⁽¹⁰⁾	29,700	E ⁽⁵⁾⁽⁶⁾	0.99
Broadway to Juniper Street (one-way street)	East/West	30,000	17,000	C	0.57	4-Ln Collector	30,000 ⁽⁹⁾⁽¹⁰⁾	4-Ln Collector	30,000 ⁽⁹⁾⁽¹⁰⁾	28,000	E ⁽⁵⁾⁽⁶⁾	0.93
Juniper Street to Hickory Street (one-way street)	East/West	30,000	14,000	B	0.47	4-Ln Collector	30,000 ⁽⁹⁾⁽¹⁰⁾	4-Ln Collector	30,000 ⁽⁹⁾⁽¹⁰⁾	23,600	D	0.79
Washington Avenue												
Centre City Parkway to Escondido Boulevard	East/West	34,200	20,200	C	0.59	4-Ln Collector	34,200	4-Ln Collector	34,200	28,800	D	0.84
Escondido Boulevard to Broadway	East/West	34,200	22,000	C	0.64	4-Ln Collector	34,200	4-Ln Collector	34,200	25,600	C	0.75
Broadway to Juniper Street	East/West	34,200	23,800	C	0.70	4-Ln Collector	34,200	4-Ln Collector	34,200	28,500	D	0.83
Juniper Street to Hickory Street	East/West	20,000	22,600	F	1.13	4-Ln Collector	34,200	4-Ln Collector	34,200	24,900	C	0.73
Hickory Street to Fig Street	East/West	20,000	20,500	F	1.03	4-Ln Collector	34,200	4-Ln Collector	34,200	26,900	D	0.79
11. East Valley Parkway Target Area												
Ash Street												
Washington Avenue to Valley Parkway	North/South	34,200	20,300	C	0.59	6-Ln Super Major	50,000	4-Ln Major	37,000	25,100	C	0.68
Valley Parkway to Grand Avenue	North/South	34,200	21,000	C	0.61	4-Ln Major	37,000	4-Ln Major	37,000	29,100	D	0.79

Table 4.16-2 continued

Street Segment	Roadway Direction	Existing Capacity ⁽¹⁾ (LOS E)	Existing Conditions (Year 2011)			Adopted City General Plan Classification (County Classification) ⁽⁵⁾	Adopted CEMIE Capacity (LOS E)	Proposed Classification	Proposed CEMIE Capacity (LOS E)	Proposed Project (Year 2035)		
			ADT ⁽²⁾	LOS ⁽³⁾	V/C ⁽⁴⁾					ADT ⁽²⁾	LOS ⁽³⁾	V/C ⁽⁴⁾
Date Street												
Valley Parkway to Grand Avenue	North/South	10,000	3,300	A	0.33	4-Ln Collector	34,200	4-Ln Collector	34,200	7,500	A	0.22
Fig Street												
Washington Avenue to Valley Parkway	North/South	10,000	9,700	E	0.97	4-Ln Collector	34,200	4-Ln Collector	34,200	20,300	C	0.59
Valley Parkway to Grand Avenue	North/South	10,000	2,500	A	0.25	4-Ln Collector	34,200	4-Ln Collector	34,200	4,700	A	0.14
Harding Street												
Washington Avenue to Valley Parkway	North/South	34,200	5,600	A	0.16	4-Ln Collector	34,200	4-Ln Collector	34,200	6,200	A	0.18
Midway Drive												
Washington Avenue to Valley Parkway	North/South	10,000	15,500	F	1.55	4-Ln Collector	34,200	4-Ln Collector	34,200	16,800	B	0.49
Valley Parkway to Grand Avenue	North/South	34,200	15,000	B	0.44	4-Ln Collector	34,200	4-Ln Collector	34,200	16,600	B	0.49
Rose Street												
Washington Avenue to Valley Parkway	North/South	15,000	15,000	F	1.00	4-Ln Collector	34,200	4-Ln Collector	34,200	18,300	B	0.54
Valley Parkway to Grand Avenue	North/South	15,000	11,900	D	0.79	4-Ln Collector	34,200	4-Ln Collector	34,200	16,900	B	0.49
Grand Avenue												
Fig Street to Date Street	East/West	30,000	19,100	C	0.64	4-Ln Collector	34,200	4-Ln Collector	34,200	29,900	D	0.87
Date Street to Ash Street	East/West	30,000	17,100	C	0.57	4-Ln Collector	34,200	4-Ln Collector	34,200	27,900	D	0.82
Ash Street to Rose Street	East/West	20,000	17,600	D	0.88	4-Ln Collector	34,200	4-Ln Collector	34,200	27,100	D	0.79
Valley Parkway												
Hickory Street to Fig Street	East/West	20,000	27,500	F	1.38	4-Ln Major	37,000	4-Ln Major	37,000	38,800	F	1.05
Fig Street to Date Street	East/West	34,200	27,600	D	0.81	4-Ln Major	37,000	4-Ln Major	37,000	40,900	F	1.11
Date Street to Ash Street	East/West	34,200	27,500	D	0.80	4-Ln Major	37,000	4-Ln Major	37,000	41,800	F	1.13
Ash Street to Harding Street	East/West	37,000	20,500	C	0.55	4-Ln Major	37,000	4-Ln Major	37,000	32,000	D	0.86
Harding Street to Rose Street	East/West	37,000	27,400	C	0.74	4-Ln Major	37,000	4-Ln Major	37,000	32,100	D	0.87
Rose Street to Midway Drive	East/West	37,000	31,500	D	0.85	4-Ln Major	37,000	4-Ln Major	37,000	37,900	F ⁽⁵⁾⁽⁶⁾	1.02
Midway Drive to Citrus Avenue	East/West	60,000	28,100	B	0.47	6-Ln Prime	60,000	6-Ln Prime	60,000	32,000	B	0.53
Washington Avenue												
Fig Street to Ash Street	East/West	20,000	19,600	E	0.98	4-Ln Collector	34,200	4-Ln Collector	34,200	26,500	D	0.77
Ash Street to Harding Street	East/West	20,000	16,000	D	0.80	4-Ln Collector	34,200	4-Ln Collector	34,200	24,600	C	0.72

Table 4.16-2 continued

Street Segment	Roadway Direction	Existing Capacity (LOS E) ⁽¹⁾	Existing Conditions (Year 2011)			Adopted City General Plan Classification (County Classification) ⁽⁵⁾	Adopted GEMIE Capacity (LOS E)	Proposed Classification	Proposed Project (Year 2035)			
			ADT ⁽²⁾	LOS ⁽³⁾	V/C ⁽⁴⁾				Proposed GEMIE Capacity (LOS E)	ADT ⁽²⁾	LOS ⁽³⁾	V/C ⁽⁴⁾
12. South Escondido Boulevard / Centre City Parkway Target Area												
Escondido Boulevard												
5 th Avenue to 9 th Avenue	North/South	19,000	14,100	C	0.74	4-Ln Collector	34,200	4-Ln Collector	34,200	26,500	D	0.77
9 th Avenue to 13 th Avenue	North/South	19,000	13,600	C	0.72	4-Ln Collector	34,200	4-Ln Collector	34,200	29,600	D	0.87
13 th Avenue to 15 th Avenue	North/South	19,000	19,700	F	1.04	4-Ln Collector	34,200	4-Ln Collector	34,200	31,100	E	0.91
13th Avenue												
Centre City Parkway to Escondido Boulevard	East/West	10,000	5,900	C	0.59	4-Ln Collector	34,200	2-Ln Local Collector	15,000	9,000	C	0.60
9th Avenue												
Centre City Parkway to Escondido Boulevard	East/West	10,000	14,200	F	1.42	4-Ln Collector	34,200	4-Ln Collector	34,200	24,400	C	0.71
13. South Escondido Boulevard / Felicita Avenue Target Area												
Centre City Parkway												
13 th Avenue to Felicita Avenue	North/South	37,000	31,800	D	0.86	4-Ln Major	37,000	6-Ln Super Major	50,000	49,000	E	0.98
Felicita Avenue to Escondido Boulevard	North/South	37,000	26,500	C	0.72	4-Ln Major	37,000	6-Ln Super Major	50,000	44,400	D	0.89
Escondido Boulevard												
15 th Avenue to Felicita Avenue	North/South	20,000	20,800	F	1.04	4-Ln Collector	34,200	4-Ln Collector	34,200	31,700	E	0.93
Felicita Avenue to Sunset Drive	North/South	20,000	16,700	D	0.84	4-Ln Collector	34,200	4-Ln Collector	34,200	33,600	E	0.98
Sunset Drive to Centre City Parkway	North/South	20,000	12,700	C	0.64	4-Ln Collector	34,200	4-Ln Collector	34,200	26,000	D	0.76
Felicita Avenue												
Tulip Street to Centre City Parkway	East/West	10,000	15,000	F	1.50	4-Ln Collector	34,200	4-Ln Collector	34,200	26,900	D	0.79
Centre City Parkway to Escondido Boulevard	East/West	34,200	26,300	D	0.77	6-Ln Super Major	50,000	6-Ln Super Major	50,000	39,100	D	0.78
Escondido Boulevard to Juniper Street	East/West	15,000	18,200	F	1.21	6-Ln Super Major	50,000	4-Ln Major	37,000	31,800	D	0.86
14. Centre City Parkway / Brotherton Road Target Area												
Centre City Parkway												
Escondido Boulevard to Citracado Parkway	East/West	37,000	29,600	D	0.80	4-Ln Major	37,000	6-Ln Super Major	50,000	57,800	F ^{(6)(G)}	1.16
Citracado Parkway to I-15 SB On-Ramp	East/West	37,000	30,000	D	0.81	4-Ln Major	37,000	6-Ln Super Major	50,000	49,800	E ^{(6)(G)}	1.00
Centre City Parkway Frontage Road												
Brotherton Road to Citracado Parkway	East/West	15,000	2,100	A	0.14	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	10,700	C	0.71
Citracado Parkway to Clarence Lane	East/West	15,000	600	A	0.04	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	1,900	A	0.13
Escondido Boulevard												
Centre City Parkway to Citracado Parkway	East/West	10,000	4,700	B	0.47	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	7,400	B	0.49
Citracado Parkway to Centre City Parkway (intersection)	East/West	10,000	800	A	0.08	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	3,300	A	0.22

Table 4.16-2 continued

Street Segment	Roadway Direction	Existing Capacity ⁽¹⁾ (LOS E)	Existing Conditions (Year 2011)			Adopted City General Plan Classification (County Classification) ⁽⁵⁾	Adopted CEMIE Capacity (LOS E)	Proposed Classification	Proposed CEMIE Capacity (LOS E)	Proposed Project (Year 2035)		
			ADT ⁽²⁾	LOS ⁽³⁾	V/C ⁽⁴⁾					ADT ⁽²⁾	LOS ⁽³⁾	V/C ⁽⁴⁾
15. Westfield Shoppingtown Target Area												
Del Lago Boulevard/Beethoven Drive												
I-15 to HOV Access	North/South	34,200	7,300	A	0.21	2-Ln Local Collector	15,000	4-Ln Collector	34,200	9,600	A	0.28
HOV Access to Via Rancho Parkway	North/South	15,000	9,400	C	0.63	2-Ln Unclassified	15,000	4-Ln Collector	34,200	22,900	C	0.67
Via Rancho Parkway												
Quiet Hills Road to I-15 SB Ramps ⁽¹²⁾	East/West	50,000	14,800	A	0.30	4-Ln Major	37,000	4-Ln Major	37,000	18,200	B	0.49
I-15 SB Ramps to I-15 NB Ramps	East/West	60,000	44,100	C	0.74	6-Ln Prime	60,000	6-Ln Prime	60,000	47,700	D	0.80
I-15 NB Ramps to Beethoven Drive	East/West	65,000	34,700	B	0.53	6-Ln Prime	60,000	6-Ln Prime	60,000	42,500	C	0.71
16. Northwest Quadrant												
Bennett Avenue												
El Norte Parkway to Rock Springs Road	North/South	10,000	7,300	C	0.73	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	12,100	D	0.81
Nordahl Road												
Rock Springs Road to Knob Hill Road	North/South	15,000	15,400	F	1.03	4-Ln Major	37,000	4-Ln Major	37,000	19,500	B	0.53
Knob Hill Road to Montiel Road	North/South	37,000	16,200	B	0.44	4-Ln Major	37,000	4-Ln Major	37,000	21,200	C	0.57
Montiel Road to SR-78 WB Ramps	North/South	37,000	18,200	B	0.49	4-Ln Major	37,000	4-Ln Major	37,000	28,300	D	0.76
Nutmeg Street												
Country Club Lane to Sunset Heights Road	North/South	15,000	5,500	B	0.37	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	9,200	C	0.61
Sunset Heights Road to El Norte Parkway	North/South	15,000	7,400	B	0.49	4-Ln Collector	34,200	4-Ln Collector	34,200	10,700	A	0.31
El Norte Parkway to Rock Springs Road ⁽¹²⁾	North/South	15,000	8,100	B	0.54	4-Ln Collector	34,200	4-Ln Collector	34,200	10,900	A	0.32
Country Club Lane												
El Norte Parkway to Nutmeg Street	East/West	34,200	7,100	A	0.21	4-Ln Collector	34,200	4-Ln Collector	34,200	11,300	A	0.33
Deer Springs Road												
West of I-15 Ramps ⁽¹¹⁾	East/West	15,000	15,100	F	1.01	6-Ln Super Major	50,000	6-Ln Super Major	50,000	39,100	D	0.78
El Norte Parkway												
Woodland Parkway to Country Club Lane	East/West	37,000	13,100	B	0.35	4-Ln Major	37,000	4-Ln Major	37,000	20,400	C	0.55
Country Club Lane to Bennett Avenue	East/West	37,000	12,600	A	0.34	4-Ln Major	37,000	4-Ln Major	37,000	17,900	B	0.48
Bennett Avenue to Nutmeg Street ⁽¹¹⁾	East/West	34,200	19,200	C	0.56	4-Ln Major	37,000	4-Ln Major	37,000	28,000	D	0.76
Montiel Road												
Nordahl Road to Deodar Road (San Marcos)	East/West	10,000	11,500	F	1.15	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	14,700	E	0.98

Table 4.16-2 continued

Street Segment	Roadway Direction	Existing Capacity (LOS E) ⁽¹⁾	Existing Conditions (Year 2011)			Adopted City General Plan Classification (County Classification) ⁽⁵⁾	Adopted GEMIE Capacity (LOS E)	Proposed Classification	Proposed GEMIE Capacity (LOS E)	Proposed Project (Year 2035)		
			ADT ⁽²⁾	LOS ⁽³⁾	V/C ⁽⁴⁾					ADT ⁽²⁾	LOS ⁽³⁾	V/C ⁽⁴⁾
Rock Springs Road												
Bennett Avenue to Nordahl Road	East/West	10,000	5,400	B	0.54	4-Ln Collector	34,200	4-Ln Collector	34,200	9,200	A	0.27
Nordahl Road to Deodar Road ⁽¹²⁾	East/West	10,000	3,100	A	0.31	4-Ln Collector	34,200	4-Ln Collector	34,200	6,600	A	0.19
Deodar Road to Montiel Road	East/West	10,000	5,400	B	0.54	4-Ln Collector	34,200	4-Ln Collector	34,200	9,000	A	0.26
17. Northeast Quadrant												
Ash Street												
Rincon Avenue to Stanley Avenue ⁽¹²⁾	North/South	10,000	4,000	B	0.40	4-Ln Collector	34,200	2-Ln Local Collector	15,000	5,200	A	0.35
Stanley Avenue to Vista Avenue ⁽¹¹⁾	North/South	10,000	4,400	B	0.44	4-Ln Collector	34,200	2-Ln Local Collector	15,000	5,300	B	0.35
Vista Avenue to Sheridan Avenue ⁽¹²⁾	North/South	10,000	8,400	D	0.84	4-Ln Collector	34,200	2-Ln Local Collector	15,000	9,100	C	0.61
Sheridan Avenue to El Norte Parkway	North/South	10,000	6,200	C	0.62	4-Ln Collector	34,200	4-Ln Collector	34,200	7,900	A	0.23
El Norte Parkway to Lincoln Avenue	North/South	15,000	11,900	D	0.79	4-Ln Collector	34,200	4-Ln Collector	34,200	13,800	B	0.40
Broadway												
Mountain Meadow Road to North Avenue ⁽¹¹⁾	North/South	15,000	4,700	A	0.31	4-Ln Collector (2-Ln Community Collector)	34,200	4-Ln Collector	34,200	7,700	A	0.23
North Avenue to Jesmond Dene Road	North/South	34,200	5,700	A	0.17	4-Ln Collector	34,200	4-Ln Collector	34,200	12,500	B	0.37
Jesmond Dene Road to Country Club Lane	North/South	34,200	11,600	A	0.34	4-Ln Collector	34,200	4-Ln Collector	34,200	20,100	C	0.59
Country Club Lane to Stanley Avenue	North/South	34,200	6,600	A	0.19	4-Ln Collector	34,200	4-Ln Collector	34,200	12,800	B	0.37
Stanley Avenue to Vista Avenue	North/South	34,200	8,100	A	0.24	4-Ln Collector	34,200	4-Ln Collector	34,200	14,800	B	0.43
Vista Avenue to Sheridan Avenue	North/South	34,200	9,700	A	0.28	4-Ln Major	37,000	4-Ln Major	37,000	16,100	B	0.44
Sheridan Avenue to El Norte Parkway	North/South	34,200	16,200	B	0.47	4-Ln Major	37,000	4-Ln Major	37,000	22,400	C	0.61
Centre City Parkway												
Mountain Meadow Road to Jesmond Dene Road ⁽¹¹⁾	North/South	15,000	6,000	B	0.40	4-Ln Collector	34,200	4-Ln Collector	34,200	19,900	C	0.58
Jesmond Dene Road to Mesa Rock Road ⁽¹¹⁾	North/South	15,000	5,700	B	0.38	4-Ln Collector	34,200	4-Ln Collector	34,200	16,800	B	0.49
Mesa Rock Road to Ivy Dell Lane ⁽¹¹⁾	North/South	15,000	9,600	C	0.64	4-Ln Collector	34,200	4-Ln Collector	34,200	21,200	C	0.62
El Norte Parkway to Lincoln Avenue	North/South	37,000	33,100	D	0.89	4-Ln Major	37,000	4-Ln Major	37,000	32,800	D	0.89
Conway Drive												
Cleveland Avenue to Rincon Avenue	North/South	10,000	2,100	A	0.21	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	3,100	A	0.21
Rincon Avenue to Stanley Avenue	North/South	10,000	1,400	A	0.14	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	7,200	B	0.48
Stanley Avenue to Vista Avenue	North/South	10,000	2,000	A	0.20	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	7,800	B	0.52

Table 4.16-2 continued

Street Segment	Roadway Direction	Existing Capacity ⁽¹⁾ (LOS E)	Existing Conditions (Year 2011)			Adopted City General Plan Classification (County Classification) ⁽⁵⁾	Adopted CEMIE Capacity (LOS E)	Proposed Classification	Proposed CEMIE Capacity (LOS E)	Proposed Project (Year 2035)		
			ADT ⁽²⁾	LOS ⁽³⁾	V/C ⁽⁴⁾					ADT ⁽²⁾	LOS ⁽³⁾	V/C ⁽⁴⁾
Escondido Boulevard												
El Norte Parkway to Lincoln Avenue	North/South	19,000	9,700	C	0.65	4-Ln Collector	34,200	4-Ln Collector	34,200	25,900	D	0.76
Fig Street												
El Norte Parkway to Lincoln Avenue	North/South	15,000	3,800	A	0.25	4-Ln Collector	34,200	4-Ln Collector	34,200	6,000	A	0.18
Jesmond Dene Road												
Centre City Parkway to Ivy Dell Lane ⁽¹¹⁾	North/South	15,000	2,100	A	0.14	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	10,900	C	0.73
Ivy Dell Lane to Broadway ⁽¹²⁾	North/South	15,000	2,900	A	0.19	4-Ln Collector	34,200	2-Ln Local Collector	15,000	8,400	C	0.56
Midway Drive												
El Norte Parkway to Lincoln Avenue	North/South	10,000	4,600	B	0.46	4-Ln Collector	34,200	4-Ln Collector	34,200	8,200	A	0.24
Morning View Road												
El Norte Parkway to Lincoln Avenue	North/South	15,000	8,200	B	0.55	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	9,200	C	0.61
North Iris Lane												
Country Club Road to Centre City Parkway	North/South	15,000	5,300	B	0.35	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	8,400	C	0.56
Rose Street												
El Norte Parkway to Lincoln Avenue	North/South	10,000	3,100	A	0.31	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	3,900	A	0.26
Seven Oaks Road												
El Norte Parkway to Borden Road	North/South	15,000	3,400	A	0.23	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	5,200	A	0.35
Borden Road to Rock Springs Road	North/South	15,000	2,100	A	0.14	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	2,700	A	0.18
Valley Center Road												
El Norte Parkway to Lake Wohlford Road	North/South	43,500	29,700	C	0.68	8-Ln Prime	70,000	8-Ln Prime	70,000	55,400	D	0.79
North of Lake Wohlford Road	North/South	37,000	21,300	C	0.58	8-Ln Prime (4-Ln Major Road)	70,000	8-Ln Prime	70,000	42,800	C	0.61
Vista Verde Way												
Vista Avenue to El Norte Parkway	North/South	10,000	2,400	A	0.24	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	10,900	C	0.73
Country Club Lane												
Centre City Parkway to Iris Lane	East/West	34,200	5,200	A	0.15	4-Ln Collector	34,200	4-Ln Collector	34,200	16,900	B	0.49
Iris Lane to Broadway	East/West	34,200	11,500	A	0.34	4-Ln Collector	34,200	4-Ln Collector	34,200	19,500	C	0.57
Broadway to Ash Street	East/West	34,200	6,700	A	0.20	4-Ln Collector	34,200	4-Ln Collector	34,200	12,900	B	0.38

Table 4.16-2 continued

Street Segment	Roadway Direction	Existing Capacity ⁽¹⁾ (LOS E)	Existing Conditions (Year 2011)			Adopted City General Plan Classification (County Classification) ⁽⁵⁾	Adopted CEMIE Capacity (LOS E)	Proposed Classification	Proposed CEMIE Capacity (LOS E)	Proposed Project (Year 2035)		
			ADT ⁽²⁾	LOS ⁽³⁾	V/C ⁽⁴⁾					ADT ⁽²⁾	LOS ⁽³⁾	V/C ⁽⁴⁾
El Norte Parkway												
Morning View Drive to Centre City Parkway	East/West	50,000	28,600	C	0.57	4-Ln Major	37,000	6-Ln Super Major	50,000	35,700	C	0.71
Centre City Parkway to Escondido Boulevard	East/West	37,000	26,800	C	0.72	6-Ln Super Major	50,000	6-Ln Super Major	50,000	39,200	D	0.78
Escondido Boulevard to Broadway	East/West	37,000	26,700	C	0.72	6-Ln Super Major	50,000	6-Ln Super Major	50,000	31,400	C	0.63
Broadway to Fig Street	East/West	37,000	24,300	C	0.66	4-Ln Major	37,000	4-Ln Major	37,000	27,300	C	0.74
Fig Street to Ash Street	East/West	37,000	24,100	C	0.65	4-Ln Major	37,000	4-Ln Major	37,000	26,900	C	0.73
Ash Street to Rose Street	East/West	37,000	18,000	B	0.49	4-Ln Major	37,000	4-Ln Major	37,000	21,800	C	0.59
Rose Street to Vista Verde Way	East/West	37,000	14,800	B	0.40	4-Ln Major	37,000	4-Ln Major	37,000	20,000	B	0.54
Vista Verde Way to Midway Drive	East/West	37,000	16,500	B	0.45	4-Ln Major	37,000	4-Ln Major	37,000	25,800	C	0.70
Midway Drive to Lincoln Avenue	East/West	37,000	9,900	A	0.27	4-Ln Major	37,000	4-Ln Major	37,000	15,000	B	0.41
Ivy Dell Lane												
Centre City Parkway to Jesmond Dene Road ⁽¹¹⁾	East/West	15,000	1,800	A	0.12	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	5,900	B	0.39
Lincoln Avenue												
Metcalf Street to Rock Springs Road	East/West	10,000	2,400	A	0.24	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	5,400	B	0.36
Rock Springs Road to Morning View Drive	East/West	10,000	7,500	D	0.75	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	9,500	C	0.63
Mountain Meadow Road												
Champagne Road to Broadway ⁽¹¹⁾	East/West	15,000	7,900	B	0.53	4-Ln Collector	34,200	4-Ln Collector	34,200	28,100	D	0.82
Broadway to Valley Center Road ⁽¹¹⁾	East/West	DNE	DNE	DNE	DNE	4-Ln Collector	34,200	4-Ln Collector	34,200	18,200	B	0.53
North Avenue												
Broadway to Vista Verde Way ⁽¹²⁾	East/West	10,000	3,100	A	0.31	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	9,700	C	0.65
18. Southwest Quadrant												
Andreasen Drive												
Mission Road to Simpson Way	North/South	10,000	8,900	D	0.89	4-Ln Collector	34,200	4-Ln Collector	34,200	18,600	B	0.54
Simpson Way to Auto Park Way	North/South	10,000	4,200	B	0.42	4-Ln Collector	34,200	4-Ln Collector	34,200	7,600	A	0.22
Auto Park Way to Enterprise Street	North/South	10,000	7,100	C	0.71	4-Ln Collector	34,200	4-Ln Collector	34,200	8,100	A	0.24
Enterprise Street to Citracado Parkway	North/South	20,000	6,300	A	0.32	4-Ln Collector	34,200	4-Ln Collector	34,200	8,000	A	0.23
Bernardo Avenue												
11 th Avenue to Citracado Parkway ⁽¹¹⁾	North/South	DNE	DNE	DNE	DNE	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	4,100	A	0.27
Citracado Parkway to Hamilton Lane	North/South	15,000	6,800	B	0.45	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	10,000	C	0.67

Table 4.16-2 continued

Street Segment	Roadway Direction	Existing Capacity (LOS E) ⁽¹⁾	Existing Conditions (Year 2011)			Adopted City General Plan Classification (County Classification) ⁽⁵⁾	Adopted GEMIE Capacity (LOS E)	Proposed Classification	Proposed GEMIE Capacity (LOS E)	Proposed Project (Year 2035)		
			ADT ⁽²⁾	LOS ⁽³⁾	V/C ⁽⁴⁾					ADT ⁽²⁾	LOS ⁽³⁾	V/C ⁽⁴⁾
Citracado Parkway												
Auto Park Way to Andreasen Drive	North/South	37,000	6,100	A	0.16	4-Ln Major	37,000	4-Ln Major	37,000	30,100	D	0.81
Andreasen Drive to Kauana Loa Drive	North/South	DNE	DNE	DNE	DNE	4-Ln Major	37,000	4-Ln Major	37,000	24,100	C	0.65
Avenida del Diablo to Valley Parkway	North/South	15,000	7,500	B	0.50	4-Ln Major	37,000	4-Ln Major	37,000	29,200	D	0.79
Del Dios Road												
11 th Avenue to Avenida del Diablo	North/South	10,000	2,900	A	0.29	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	8,900	C	0.59
Del Dios Highway												
Via Rancho Parkway to Mount Israel Road ⁽¹²⁾	North/South	15,000	23,900	F	1.59	6-Ln Super Major (2-Ln Community Collector)	50,000	6-Ln Super Major	50,000	32,700	C	0.65
Enterprise Street												
Mission Avenue to Auto Park Way	North/South	15,000	2,800	A	0.19	4-Ln Collector	34,200	4-Ln Collector	34,200	11,600	A	0.34
Felicita Road												
Hamilton Lane to Via Rancho Parkway ⁽¹¹⁾	North/South	10,000	4,200	B	0.42	4-Ln Collector	34,200	2-Ln Local Collector	15,000	9,200	C	0.61
Hale Avenue												
I-15 HOV Off-Ramp to Industrial Avenue	North/South	10,000	18,700	F	1.87	4-Ln Collector	34,200	4-Ln Collector	34,200	20,900	C	0.61
Industrial Avenue to Auto Park Way	North/South	10,000	12,500	F	1.25	4-Ln Collector	34,200	4-Ln Collector	34,200	18,500	B	0.54
9 th Avenue to 11 th Avenue	North/South	10,000	8,900	D	0.89	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	12,200	D	0.81
Valley Parkway												
Via Rancho Parkway to Citracado Parkway	North/South	37,000	21,000	C	0.57	6-Ln Super Major	50,000	4-Ln Major	37,000	34,200	E ⁽⁵⁾⁽⁶⁾	0.92
Citracado Parkway to Avenida del Diablo	North/South	37,000	22,700	C	0.61	6-Ln Super Major	50,000	4-Ln Major	37,000	24,000	C	0.65
Avenida del Diablo to 11 th Avenue	North/South	37,000	16,500	B	0.45	6-Ln Super Major	50,000	4-Ln Major	37,000	18,800	B	0.51
11th Avenue												
Del Dios Road to Bernardo Avenue	East/West	10,000	1,700	A	0.17	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	4,800	A	0.32
9th Avenue												
Hale Avenue to Valley Parkway	East/West	17,500	13,400	D	0.77	4-Ln Collector	34,200	4-Ln Collector	34,200	15,300	B	0.45
Auto Park Way												
Citracado Parkway to Enterprise Street	East/West	10,000	10,300	F	1.03	4-Ln Collector	34,200	4-Ln Collector	34,200	11,800	A	0.35
Enterprise Street to Venture Street	East/West	10,000	20,600	F	2.06	4-Ln Collector	34,200	4-Ln Collector	34,200	22,200	C	0.65
Venture Street to Andreasen Drive	East/West	10,000	13,200	F	1.32	4-Ln Collector	34,200	4-Ln Collector	34,200	15,100	B	0.44

Table 4.16-2 continued

Street Segment	Roadway Direction	Existing Capacity ⁽¹⁾ (LOS E)	Existing Conditions (Year 2011)			Adopted City General Plan Classification (County Classification) ⁽⁵⁾	Adopted CEMIE Capacity (LOS E)	Proposed Classification	Proposed CEMIE Capacity (LOS E)	Proposed Project (Year 2035)		
			ADT ⁽²⁾	LOS ⁽³⁾	V/C ⁽⁴⁾					ADT ⁽²⁾	LOS ⁽³⁾	V/C ⁽⁴⁾
Andreasen Drive to Hale Avenue	East/West	34,200	21,400	C	0.63	4-Ln Collector	34,200	4-Ln Collector	34,200	24,400	C	0.71
Hale Avenue to Valley Parkway	East/West	34,200	25,000	C	0.73	4-Ln Collector	34,200	4-Ln Collector	34,200	28,200	D	0.82
Avenida del Diablo												
Valley Parkway to Del Dios Road	East/West	15,000	1,800	A	0.12	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	7,700	B	0.51
Citracado Parkway												
Valley Parkway to Eucalyptus Avenue ⁽¹²⁾	East/West	15,000	1,200	A	0.08	4-Ln Major	37,000	4-Ln Major	37,000	16,700	B	0.45
Eucalyptus Avenue to Bernardo Avenue	East/West	DNE	DNE	DNE	DNE	4-Ln Major	37,000	4-Ln Major	37,000	16,500	B	0.45
Clarence Lane												
Felicita Road to Alexander Drive ⁽¹¹⁾	East/West	10,000	1,700	A	0.17	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	5,400	B	0.36
Mission Road												
Bennett Avenue to Barham Drive	East/West	37,000	20,400	C	0.55	4-Ln Major	37,000	4-Ln Major	37,000	24,400	C	0.66
Enterprise Street to Andreasen Drive	East/West	34,200	17,100	B	0.50	6-Ln Super Major	50,000	4-Ln Major	37,000	21,500	C	0.58
Via Rancho Parkway												
Valley Parkway to Eucalyptus Road ⁽¹¹⁾	East/West	15,000	12,200	D	0.81	4-Ln Major	37,000	4-Ln Collector	34,200	12,600	B	0.37
Eucalyptus Avenue to Bernardo Avenue ⁽¹¹⁾	East/West	15,000	10,000	C	0.67	4-Ln Major	37,000	4-Ln Collector	34,200	11,900	A	0.35
Bernardo Avenue to Felicita Road ⁽¹¹⁾	East/West	15,000	12,000	D	0.80	4-Ln Major	37,000	4-Ln Collector	34,200	13,300	B	0.39
Felicita Road to Quiet Hills Road ⁽¹²⁾	East/West	50,000	14,800	A	0.30	4-Ln Major	37,000	4-Ln Major	37,000	19,900	B	0.54
19. Southeast Quadrant												
Ash Street												
Lincoln Avenue to Mission Avenue	North/South	34,200	19,000	C	0.56	4-Ln Major	37,000	4-Ln Major	37,000	21,200	C	0.57
Mission Avenue to Washington Avenue	North/South	34,200	21,700	C	0.63	6-Ln Super Major	50,000	4-Ln Major	37,000	28,300	D	0.76
Bear Valley Parkway												
Beethoven Drive to San Pasqual Road	North/South	37,000	37,600	F	1.02	6-Ln Super Major	50,000	8-Ln Prime	60,000	58,900	E⁽⁵⁾⁽⁶⁾	0.98
San Pasqual Road to Mary Lane	North/South	37,000	37,800	F	1.02	6-Ln Super Major	50,000	8-Ln Prime	60,000	51,500	D	0.86
Mary Lane to Sunset Drive	North/South	37,000	30,400	D	0.82	6-Ln Super Major (4-Ln Major Road)	50,000	8-Ln Prime	60,000	45,600	D	0.76
Sunset Drive to San Pasqual Valley Road ⁽¹²⁾	North/South	15,000	25,700	F	1.71	6-Ln Super Major (4-Ln Major Road)	50,000	6-Ln Super Major	50,000	40,800	D	0.82
San Pasqual Valley Road to Idaho Avenue ⁽¹¹⁾	North/South	15,000	16,900	F	1.13	4-Ln Major	37,000	4-Ln Major	37,000	22,200	C	0.60
Idaho Avenue to Birch Avenue ⁽¹¹⁾	North/South	15,000	17,600	F	1.17	4-Ln Major	37,000	4-Ln Major	37,000	24,700	C	0.67

Table 4.16-2 continued

Street Segment	Roadway Direction	Existing Capacity (LOS E) ⁽¹⁾	Existing Conditions (Year 2011)			Adopted City General Plan Classification (County Classification) ⁽⁵⁾	Adopted GEMIE Capacity (LOS E)	Proposed Classification	Proposed GEMIE Capacity (LOS E)	Proposed Project (Year 2035)		
			ADT ⁽²⁾	LOS ⁽³⁾	V/C ⁽⁴⁾					ADT ⁽²⁾	LOS ⁽³⁾	V/C ⁽⁴⁾
Birch Avenue to Rose Street ⁽¹²⁾	North/South	15,000	17,100	F	1.14	4-Ln Major	37,000	4-Ln Major	37,000	20,600	C	0.56
Rose Street to Midway Drive	North/South	37,000	11,400	A	0.31	4-Ln Major	37,000	4-Ln Major	37,000	13,000	B	0.35
Midway Drive to Citrus Avenue	North/South	37,000	9,900	A	0.27	4-Ln Major	37,000	4-Ln Major	37,000	14,400	B	0.39
Citrus Avenue to Valley Parkway	North/South	34,200	13,700	B	0.40	4-Ln Major	37,000	4-Ln Major	37,000	21,300	C	0.58
Chestnut Street												
5 th Avenue to 9 th Avenue	North/South	10,000	5,500	C	0.55	4-Ln Collector	34,200	4-Ln Collector	34,200	11,400	A	0.33
9 th Avenue to 13 th Avenue	North/South	10,000	6,100	C	0.61	4-Ln Collector	34,200	4-Ln Collector	34,200	11,000	A	0.32
Citrus Avenue												
El Norte Parkway to Mission Avenue	North/South	10,000	9,300	E	0.93	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	10,100	C	0.67
Mission Avenue to Washington Avenue	North/South	15,000	5,300	B	0.35	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	6,000	B	0.40
Washington Avenue to Valley Parkway	North/South	15,000	11,200	C	0.75	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	13,700	E	0.91
Valley Parkway to Bear Valley Parkway	North/South	15,000	11,400	D	0.76	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	12,000	D	0.80
Bear Valley Parkway to Glen Ridge Road	North/South	15,000	8,600	C	0.57	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	14,000	E	0.93
Glen Ridge Road to Mountain View Road	North/South	15,000	4,800	A	0.32	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	12,400	D	0.83
Mountain View Road to Birch Avenue ⁽¹²⁾	North/South	15,000	5,000	A	0.33	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	13,100	D	0.87
Birch Avenue to Idaho Avenue ⁽¹¹⁾	North/South	15,000	5,600	B	0.37	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	13,300	D	0.89
Idaho Avenue to San Pasqual Valley Road ⁽¹¹⁾	North/South	15,000	5,100	A	0.34	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	13,000	D	0.89
Cloverdale Road												
Rockwood Road to San Pasqual Valley Road (SR-78) ⁽¹¹⁾	North/South	15,000	7,200	B	0.48	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	8,000	B	0.53
Date Street												
Grand Avenue to 5 th Avenue	North/South	34,200	7,100	A	0.21	4-Ln Collector	34,200	4-Ln Collector	34,200	13,900	B	0.41
Fig Street												
Lincoln Avenue to Mission Avenue	North/South	15,000	10,100	C	0.67	4-Ln Collector	34,200	4-Ln Collector	34,200	16,400	B	0.48
Mission Avenue to Washington Avenue	North/South	15,000	7,100	B	0.47	4-Ln Collector	34,200	4-Ln Collector	34,200	15,700	B	0.46
Harding Street												
Lincoln Avenue to Mission Avenue	North/South	15,000	3,700	A	0.25	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	5,500	B	0.37
Mission Avenue to Washington Avenue	North/South	15,000	3,700	A	0.25	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	3,400	A	0.23
Hickory Street												
Mission Avenue to Washington Avenue	North/South	10,000	2,500	A	0.25	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	7,200	B	0.48

Table 4.16-2 continued

Street Segment	Roadway Direction	Existing Capacity ⁽¹⁾ (LOS E)	Existing Conditions (Year 2011)			Adopted City General Plan Classification (County Classification) ⁽⁵⁾	Adopted CEMIE Capacity (LOS E)	Proposed Classification	Proposed CEMIE Capacity (LOS E)	Proposed Project (Year 2035)		
			ADT ⁽²⁾	LOS ⁽³⁾	V/C ⁽⁴⁾					ADT ⁽²⁾	LOS ⁽³⁾	V/C ⁽⁴⁾
Juniper Street												
5 th Avenue to 9 th Avenue	North/South	10,000	9,600	E	0.96	4-Ln Collector	34,200	4-Ln Collector	34,200	12,000	B	0.35
9 th Avenue to Chestnut Street	North/South	10,000	6,400	C	0.64	4-Ln Collector	34,200	4-Ln Collector	34,200	7,300	A	0.21
Chestnut Street to 13 th Avenue	North/South	10,000	13,700	F	1.37	4-Ln Collector	34,200	4-Ln Collector	34,200	15,600	B	0.46
13 th Avenue to 15 th Avenue	North/South	10,000	12,500	F	1.25	4-Ln Collector	34,200	4-Ln Collector	34,200	13,500	B	0.39
15 th Avenue to 17 th Avenue	North/South	15,000	12,700	D	0.85	4-Ln Collector	34,200	4-Ln Collector	34,200	15,600	B	0.46
17 th Avenue to Sunset Drive	North/South	15,000	7,200	B	0.48	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	8,400	C	0.56
La Terraza Boulevard												
Valley Parkway to 9 th Avenue	North/South	20,000	5,200	A	0.26	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	5,900	B	0.39
Midway Drive												
Lincoln Avenue to Mission Avenue	North/South	10,000	9,300	E	0.93	4-Ln Collector	34,200	4-Ln Collector	34,200	10,500	A	0.31
Mission Avenue to Washington Avenue	North/South	10,000	10,900	F	1.09	4-Ln Collector	34,200	4-Ln Collector	34,200	12,500	B	0.37
Grand Avenue to Oak Hill Drive	North/South	10,000	12,400	F	1.24	4-Ln Collector	34,200	4-Ln Collector	34,200	13,100	B	0.38
Oak Hill Drive to Bear Valley Parkway	North/South	10,000	7,500	D	0.75	4-Ln Collector	34,200	4-Ln Collector	34,200	8,600	A	0.25
Rose Street												
Lincoln Avenue to Mission Avenue	North/South	10,000	7,000	C	0.70	4-Ln Collector	34,200	4-Ln Collector	34,200	11,800	A	0.35
Mission Avenue to Washington Avenue	North/South	10,000	4,400	B	0.44	4-Ln Collector	34,200	4-Ln Collector	34,200	6,800	A	0.20
Grand Avenue to Oak Hill Drive	North/South	10,000	5,100	B	0.51	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	10,500	C	0.70
Oak Hill Drive to Bear Valley Parkway	North/South	10,000	4,800	B	0.48	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	9,500	C	0.63
San Pasqual Road												
San Pasqual Valley Road (SR-78) to Ryan Drive ⁽¹²⁾	North/South	15,000	10,200	C	0.68	4-Ln Major	37,000	4-Ln Major	37,000	15,600	B	0.42
Ryan Drive to Bear Valley Parkway	North/South	37,000	8,000	A	0.22	4-Ln Major	37,000	4-Ln Major	37,000	18,100	B	0.49
San Pasqual Valley Road (SR-78)												
Grand Avenue to Oak Hill Drive	North/South	34,200	21,000	C	0.61	4-Ln Major	37,000	4-Ln Major	37,000	27,200	C	0.74
Oak Hill Drive to Birch Avenue	North/South	15,000	15,400	F	1.03	4-Ln Major	37,000	4-Ln Major	37,000	23,400	C	0.63
Birch Avenue to Idaho Avenue ⁽¹¹⁾	North/South	15,000	15,600	F	1.04	4-Ln Major	37,000	4-Ln Major	37,000	20,700	C	0.56
Idaho Avenue to 17 th Avenue ⁽¹¹⁾	North/South	15,000	12,900	D	0.86	4-Ln Major	37,000	4-Ln Major	37,000	15,800	B	0.43
17 th Avenue to Bear Valley Parkway ⁽¹¹⁾	North/South	15,000	13,800	E	0.92	4-Ln Major	37,000	4-Ln Major	37,000	15,800	B	0.43
Bear Valley Parkway to Citrus Avenue ⁽¹¹⁾	North/South	15,000	18,900	F	1.26	6-Ln Super Major	50,000	6-Ln Super Major	50,000	27,200	B	0.54
Citrus Avenue to Summit Drive ⁽¹¹⁾	North/South	15,000	17,800	F	1.19	4-Ln Major	37,000	4-Ln Major	37,000	20,600	C	0.56

Table 4.16-2 continued

Street Segment	Roadway Direction	Existing Capacity ⁽¹⁾ (LOS E)	Existing Conditions (Year 2011)			Adopted City General Plan Classification (County Classification) ⁽⁵⁾	Adopted CEMIE Capacity (LOS E)	Proposed Classification	Proposed CEMIE Capacity (LOS E)	Proposed Project (Year 2035)		
			ADT ⁽²⁾	LOS ⁽³⁾	V/C ⁽⁴⁾					ADT ⁽²⁾	LOS ⁽³⁾	V/C ⁽⁴⁾
Summit Drive to Old San Pasqual Road ⁽¹¹¹⁾	North/South	15,000	15,200	F	1.01	4-Ln Major	37,000	4-Ln Major	37,000	17,600	B	0.48
Old San Pasqual Road to Cloverdale Road ⁽¹¹¹⁾	North/South	15,000	14,700	E	0.98	4-Ln Major	37,000	4-Ln Major	37,000	16,200	B	0.44
Sunset Drive												
Escondido Boulevard to Juniper Street ⁽¹²¹⁾	North/South	15,000	5,100	A	0.34	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	8,200	B	0.55
Juniper Street to Bear Valley Parkway ⁽¹¹¹⁾	North/South	15,000	7,000	B	0.47	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	9,400	C	0.63
Tulip Street												
Grand Avenue to 5 th Avenue	North/South	10,000	3,500	B	0.35	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	4,000	A	0.27
5 th Avenue to 9 th Avenue	North/South	10,000	1,700	A	0.17	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	3,800	A	0.25
9 th Avenue to 13 th Avenue	North/South	10,000	2,900	A	0.29	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	4,800	A	0.32
13th Avenue												
Escondido Boulevard to Juniper Street	East/West	10,000	4,700	B	0.47	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	7,200	B	0.48
17th Avenue												
Juniper Street to Encino Drive	East/West	15,000	10,200	C	0.68	4-Ln Collector	34,200	4-Ln Collector	34,200	16,200	B	0.47
Encino Drive to San Pasqual Valley Road ⁽¹²²⁾	East/West	15,000	9,600	C	0.64	4-Ln Collector	34,200	4-Ln Collector	34,200	14,500	B	0.42
9th Avenue												
I-15 NB Ramps to La Terraza Boulevard	East/West	37,000	17,800	B	0.48	6-Ln Super Major	50,000	6-Ln Super Major	50,000	28,100	C	0.56
La Terraza Boulevard to Tulip Street	East/West	15,000	18,000	F	1.20	4-Ln Collector	34,200	4-Ln Collector	34,200	31,600	E	0.92
Escondido Boulevard to Juniper Street	East/West	10,000	5,300	B	0.53	4-Ln Collector	34,200	4-Ln Collector	34,200	8,400	A	0.25
Juniper Street to Chestnut Street	East/West	10,000	2,900	A	0.29	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	4,600	A	0.31
El Norte Parkway												
Lincoln Avenue to Mission Avenue/Citrus Avenue	East/West	37,000	9,300	A	0.25	4-Ln Major	37,000	4-Ln Major	37,000	23,600	C	0.64
Mission Avenue/Citrus Avenue to Washington Avenue	East/West	37,000	9,900	A	0.27	4-Ln Major	37,000	4-Ln Major	37,000	21,900	C	0.59
Washington Avenue to Bear Valley Parkway/Valley Parkway	East/West	20,000	13,400	C	0.67	4-Ln Major	37,000	4-Ln Major	37,000	26,100	C	0.71
Grand Avenue												
Rose Street to Midway Drive	East/West	20,000	12,400	C	0.62	4-Ln Collector	34,200	4-Ln Collector	34,200	13,500	B	0.39
Midway Drive to Bear Valley Parkway	East/West	10,000	5,300	B	0.53	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	5,900	B	0.39

Table 4.16-2 continued

Street Segment	Roadway Direction	Existing Capacity ⁽¹⁾ (LOS E)	Existing Conditions (Year 2011)			Adopted City General Plan Classification (County Classification) ⁽⁵⁾	Adopted CEMIE Capacity (LOS E)	Proposed Classification	Proposed CEMIE Capacity (LOS E)	Proposed Project (Year 2035)		
			ADT ⁽²⁾	LOS ⁽³⁾	V/C ⁽⁴⁾					ADT ⁽²⁾	LOS ⁽³⁾	V/C ⁽⁴⁾
Idaho Avenue												
Juniper Street to Encino Drive	East/West	15,000	4,800	A	0.32	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	5,500	B	0.37
Encino Drive to San Pasqual Valley Road ⁽¹¹⁾	East/West	15,000	5,900	B	0.39	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	7,600	B	0.51
San Pasqual Valley Road to Bear Valley Parkway ⁽¹¹⁾	East/West	15,000	2,400	A	0.16	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	3,500	A	0.23
Bear Valley Parkway to Citrus Avenue ⁽¹¹⁾	East/West	15,000	1,000	A	0.07	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	2,700	A	0.18
East of Citrus Avenue ⁽¹¹⁾	East/West	15,000	2,100	A	0.14	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	5,500	B	0.37
Lincoln Avenue												
Lincoln Parkway (SR-78) to Fig Street	East/West	34,200	36,500	F	1.07	6-Ln Prime	60,000	6-Ln Prime	60,000	54,400	E	0.91
Fig Street to Ash Street	East/West	34,200	31,800	E	0.93	6-Ln Prime	60,000	6-Ln Prime	60,000	42,400	C	0.71
Ash Street to Harding Street	East/West	10,000	17,800	F	1.78	4-Ln Collector	34,200	4-Ln Collector	34,200	29,200	D	0.85
Harding Street to Rose Street	East/West	10,000	15,100	F	1.51	4-Ln Collector	34,200	4-Ln Collector	34,200	24,800	C	0.73
Rose Street to Midway Drive	East/West	10,000	11,100	F	1.11	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	13,000	D	0.87
Midway Drive to El Norte Parkway	East/West	10,000	4,600	B	0.46	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	11,600	D	0.77
Mission Avenue												
Hickory Street to Fig Street	East/West	34,200	15,900	B	0.46	6-Ln Super Major	50,000	4-Ln Major	37,000	20,900	C	0.56
Fig Street to Ash Street	East/West	10,000	15,500	F	1.55	6-Ln Super Major	50,000	4-Ln Major	37,000	18,100	B	0.49
Ash Street to Harding Street	East/West	10,000	9,900	E	0.99	4-Ln Collector	34,200	4-Ln Collector	34,200	11,300	A	0.33
Harding Street to Rose Street	East/West	10,000	9,900	E	0.99	4-Ln Collector	34,200	4-Ln Collector	34,200	11,300	A	0.33
Rose Street to Midway Drive	East/West	10,000	9,200	E	0.92	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	14,200	E	0.95
Midway Drive to Citrus Avenue	East/West	10,000	7,600	D	0.76	2-Ln Local Collector	15,000	2-Ln Local Collector	15,000	10,100	C	0.67
Oak Hill Drive												
San Pasqual Valley Road to Rose Street	East/West	10,000	9,000	E	0.90	4-Ln Collector	34,200	4-Ln Collector	34,200	13,400	B	0.39
Rose Street to Midway Drive	East/West	10,000	5,200	B	0.52	4-Ln Collector	34,200	4-Ln Collector	34,200	7,700	A	0.23
Midway Drive to Bear Valley Parkway	East/West	10,000	2,500	A	0.25	4-Ln Collector	34,200	4-Ln Collector	34,200	3,700	A	0.11
Valley Parkway												
Citrus Avenue to Bear Valley Parkway	East/West	60,000	17,600	A	0.29	6-Ln Prime	60,000	6-Ln Prime	60,000	23,500	B	0.39
Bear Valley Parkway to El Norte Parkway	East/West	60,000	20,900	A	0.35	6-Ln Prime	60,000	6-Ln Prime	60,000	35,300	C	0.59

Table 4.16-2 continued

Street Segment	Roadway Direction	Existing Capacity ⁽¹⁾ (LOS E)	Existing Conditions (Year 2011)			Adopted City General Plan Classification (County Classification) ⁽⁵⁾	Adopted CEMIE Capacity (LOS E)	Proposed Classification	Proposed CEMIE Capacity (LOS E)	Proposed Project (Year 2035)		
			ADT ⁽²⁾	LOS ⁽³⁾	V/C ⁽⁴⁾					ADT ⁽²⁾	LOS ⁽³⁾	V/C ⁽⁴⁾
Washington Avenue												
Harding Street to Rose Street	East/West	20,000	14,200	C	0.71	4-Ln Collector	34,200	4-Ln Collector	34,200	21,000	C	0.61
Rose Street to Midway Drive	East/West	20,000	11,200	C	0.56	4-Ln Collector	34,200	4-Ln Collector	34,200	18,500	B	0.54
Midway Drive to Citrus Avenue	East/West	20,000	9,800	B	0.49	4-Ln Collector	34,200	4-Ln Collector	34,200	11,200	A	0.33
Citrus Avenue to El Norte Parkway	East/West	20,000	6,800	A	0.34	4-Ln Collector	34,200	4-Ln Collector	34,200	7,800	A	0.23

⁽¹⁾ Capacities based on City of Escondido Roadway Classification & LOS table (see Table 4.16-1).

⁽²⁾ Average Daily Traffic.

⁽³⁾ Level of Service.

⁽⁴⁾ Volume to Capacity ratio.

⁽⁴⁾⁽⁵⁾ County of San Diego roadway classification included only for roadways within the unincorporated area where the County' proposed classification is different than the adopted County classification.

⁽⁶⁾⁽⁶⁾ Due to LOS D or better operations at adjacent intersections along this segment, a significant segment impact is not calculated.

⁽⁶⁾⁽⁷⁾ Roadway currently built as three lanes traveling in one direction and a capacity of 30,000 ADT used in this roadway segment analysis. This portion of 2nd Avenue is classified as a 4-lane collector on the Escondido General Plan Circulation Element/Mobility and Infrastructure Element; however, since this roadway is likely to continue operating as a one-way roadway, the existing one-way capacity was used in the Year 2035 analysis.

⁽⁷⁾⁽⁸⁾ Roadway currently built as three to four lanes traveling in one direction and a capacity of 35,000 ADT was used in analysis. This portion of Grand Avenue is classified as a 4-Lane Collector on the Escondido General Plan Circulation Element/Mobility and Infrastructure Element; however, since this roadway is likely to continue operating as a one-way roadway, the existing one-way capacity was used in the Year 2035 analysis.

⁽⁸⁾⁽⁹⁾ Roadway currently built as three lanes traveling in one direction and a capacity of 30,000 ADT was used in analysis. This portion of Valley Parkway is classified as a 4-lane collector on the Escondido General Plan Circulation Element/Mobility and Infrastructure Element; however, since this roadway is likely to continue operating as a one-way roadway, the existing one-way capacity was used in the Year 2035 analysis.

⁽¹⁰⁾ Roadway currently built as five lanes traveling in one direction and an average of 4-lane Major and 6-lane Super Major used in analysis. This portion of Valley Parkway is classified as a 4-lane collector on the Escondido General Plan Circulation Element/Mobility and Infrastructure Element; however, since this roadway is likely to continue operating as a one-way roadway, the exiting one-way capacity was used in the 2035 analysis.

⁽¹¹⁾ This roadway segment is currently within the jurisdiction of the County of San Diego.

⁽⁹⁾⁽¹²⁾ This roadway segment is partially within the jurisdiction of the County of San Diego.

Bold typeface represents an LOS worse than City standards.

GP = General Plan; LU = Land Use; CEMIE = Circulation Element/Mobility and Infrastructure Element

Source: LLG 2011a

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

Table 4.16-3 Existing and Proposed Intersection Operations

Intersection	Control Type	Peak Hour	Existing Conditions Year 2011		Proposed Project Year 2035	
			Delay	LOS	Delay	LOS
1. Imperial Oaks Specific Planning Area						
Centre City Parkway/ Country Club Lane	Signal	AM	39.0	D	54.4	D
		PM	35.3	D	50.4	D
I-15 Southbound Ramps/ El Norte Parkway	Signal	AM	17.9	B	14.9	B
		PM	43.5	D	23.6	C
I-15 Northbound Ramps/ El Norte Parkway	Signal	AM	18.1	B	16.6	B
		PM	24.0	C	21.4	C
2. Highway 78 / Broadway Target Area						
Centre City Parkway/ Mission Avenue	Signal	AM	33.9	C	30.3	C
		PM	45.4	D	41.4	D
Escondido Boulevard/Mission Avenue	Signal	AM	21.4	C	30.5	C
		PM	40.7	D	52.1	D
Broadway / Mission Avenue	Signal	AM	27.9	C	29.7	C
		PM	35.2	D	43.4	D
3. Transit Station Target Area						
No intersections in this Target Area						
4. South Quince Street Target Area						
No intersections in this Target Area						
5. ERTC North SPA						
Nordahl Road/ SR-78 Westbound Ramps	Signal	AM	27.6	C	32.7	C
		PM	29.6	C	37.0	D
Nordahl Road / SR-78 Eastbound Ramps	Signal	AM	27.9	C	21.1	C
		PM	37.5	D	23.0	C
Nordahl Road / Auto Park Way/ Mission Road	Signal	AM	42.5	D	54.4	D
		PM	68.8	E	61.6	E
6. ERTC South SPA						
No intersections in this Target Area						
7. I-15 / Felicita Road Corporate Office Target Area						
I-15 SB Ramps/ Felicita Road/ Citracado Parkway	OWSC / Signal	AM	12.2	B	23.3	C
		PM	26.1	D	32.4	C
I-15 NB Ramps/ Felicita Road/ Citracado Parkway	OWSC/ Signal	AM	26.1	D	36.2	C
		PM	32.2	D	28.7	C
8. Promenade Retail Center & Vicinity Target Area						
9 th Avenue/ Valley Parkway	Signal	AM	28.3	C	34.0	C
		PM	40.4	D	43.4	D
Auto Park Way / Valley Parkway	Signal	AM	35.2	D	37.5	D
		PM	43.1	D	50.0	D
I-15 Southbound Ramps / Valley Parkway	Signal	AM	32.5	C	24.0	C
		PM	47.6	D	91.5	F
I-15 Northbound Ramps / Valley Parkway	Signal	AM	29.8	C	29.5	C
		PM	50.7	D	52.5	D

Table 4.16-3 continued

Intersection	Control Type	Peak Hour	Existing Conditions Year 2011		Proposed Project Year 2035	
			Delay	LOS	Delay	LOS
Auto Park Way/ 9 th Avenue	Signal	AM	35.7	D	37.9	D
		PM	30.9	C	34.7	C
I-15 Southbound Ramps / 9 th Avenue	Signal	AM	33.8	C	13.7	B
		PM	26.1	C	32.8	C
I-15 Northbound Ramps / 9 th Avenue	Signal	AM	20.0	B	28.8	C
		PM	20.0	B	23.8	C
9. Nutmeg Street Study Area						
No intersections in this Study Area						
10. Downtown Specific Planning Area						
Centre City Parkway/ Washington Avenue	Signal	AM	23.6	C	24.5	C
		PM	38.3	D	43.5	D
Broadway/ Washington Avenue	Signal	AM	27.2	C	23.2	C
		PM	54.0	D	51.0	D
Centre City Parkway/ Valley Parkway	Signal	AM	22.1	C	18.7	B
		PM	15.6	B	16.8	B
Escondido Boulevard/ Valley Parkway	Signal	AM	13.7	B	18.5	B
		PM	18.2	B	19.0	B
Broadway/ Valley Parkway	Signal	AM	15.7	B	21.0	C
		PM	17.1	B	28.6	C
Centre City Parkway/ Grand Avenue	Signal	AM	8.8	A	9.9	A
		PM	16.7	B	11.3	B
Escondido Boulevard/ Grand Avenue	Signal	AM	9.2	A	10.2	B
		PM	11.6	B	15.6	C
Broadway/ Grand Avenue	Signal	AM	12.4	B	12.2	C
		PM	18.1	B	22.5	C
Centre City Parkway/ 2 nd Avenue	Signal	AM	15.3	B	16.6	B
		PM	26.1	C	32.4	C
Escondido Boulevard/ 2 nd Avenue	Signal	AM	14.4	B	13.4	B
		PM	16.3	B	27.7	C
Broadway/ 2 nd Avenue	Signal	AM	10.5	B	9.8	A
		PM	11.0	B	11.8	B
11. East Valley Parkway Target Area						
Ash Street/ Washington Avenue	Signal	AM	31.4	C	33.2	C
		PM	52.3	D	50.9	D
Ash Street/ Valley Parkway	Signal	AM	36.8	D	58.7	E
		PM	48.9	D	61.8	E
Ash Street/ Grand Avenue	Signal	AM	31.4	C	37.2	D
		PM	45.3	D	49.3	D

Table 4.16-3 continued

Intersection	Control Type	Peak Hour	Existing Conditions Year 2011		Proposed Project Year 2035	
			Delay	LOS	Delay	LOS
12. South Escondido Boulevard / Centre City Parkway Target Area						
Escondido Boulevard/ 9 th Avenue	Signal	AM	27.9	C	36.6	D
		PM	32.2	C	43.3	D
13. South Escondido Boulevard / Felicita Avenue Target Area						
Centre City Parkway/ Felicita Road	Signal	AM	37.8	D	40.6	D
		PM	41.2	D	92.8	F
Escondido Boulevard/ Felicita Road	Signal	AM	27.9	C	65.8	E
		PM	41.3	D	98.3	F
14. Centre City Parkway / Brotherton Road Target Area						
Centre City Parkway / Citracado Parkway	Signal	AM	11.6	B	16.6	B
		PM	15.7	B	20.5	C
15. Westfield Shoppingtown Target Area						
I-15 Southbound Ramps / Via Rancho Parkway	Signal	AM	63.5	E	73.2	E
		PM	87.5	F	96.4	F
I-15 Northbound Ramps / Via Rancho Parkway	Signal	AM	57.0	E	21.4	B
		PM	109.3	F	48.5	D
16. Northwest Quadrant						
No intersections in this Target Area						
17. Northeast Quadrant						
El Norte Parkway/ Centre City Parkway	Signal	AM	55.6	E	71.5	E
		PM	88.8	F	108.9	F
El Norte Parkway/ Ash Street	Signal	AM	37.0	D	40.6	D
		PM	42.8	D	40.3	D
18. Southwest Quadrant						
No intersections in this Target Area						
19. Southeast Quadrant						
El Norte Parkway/ Valley Parkway	Signal	AM	20.4	C	28.6	C
		PM	28.0	C	48.0	D
Ash Street/ Mission Avenue	Signal	AM	72.9	E	37.2	D
		PM	103.8	F	42.1	D

Notes: Average delay expressed in seconds per vehicle.
 OWSC = One-way stop control.
Bold typeface represents an LOS worse than City standards.
 Source: LLG 2011a

Signalized Delay/LOS Thresholds:

Delay	LOS
0.00 ≥ 10.0	A
10.1 to 20.0	B
20.1 to 35.0	C
35.1 to 55.0	D
55.1 to 80.0	E
≥ 80.1	F

4.16.1.2 Alternative Transportation Facilities

The following section identifies alternative transportation facilities within the proposed project area, including pedestrian facilities, bicycle facilities, bus service and rail service.

Pedestrian Facilities

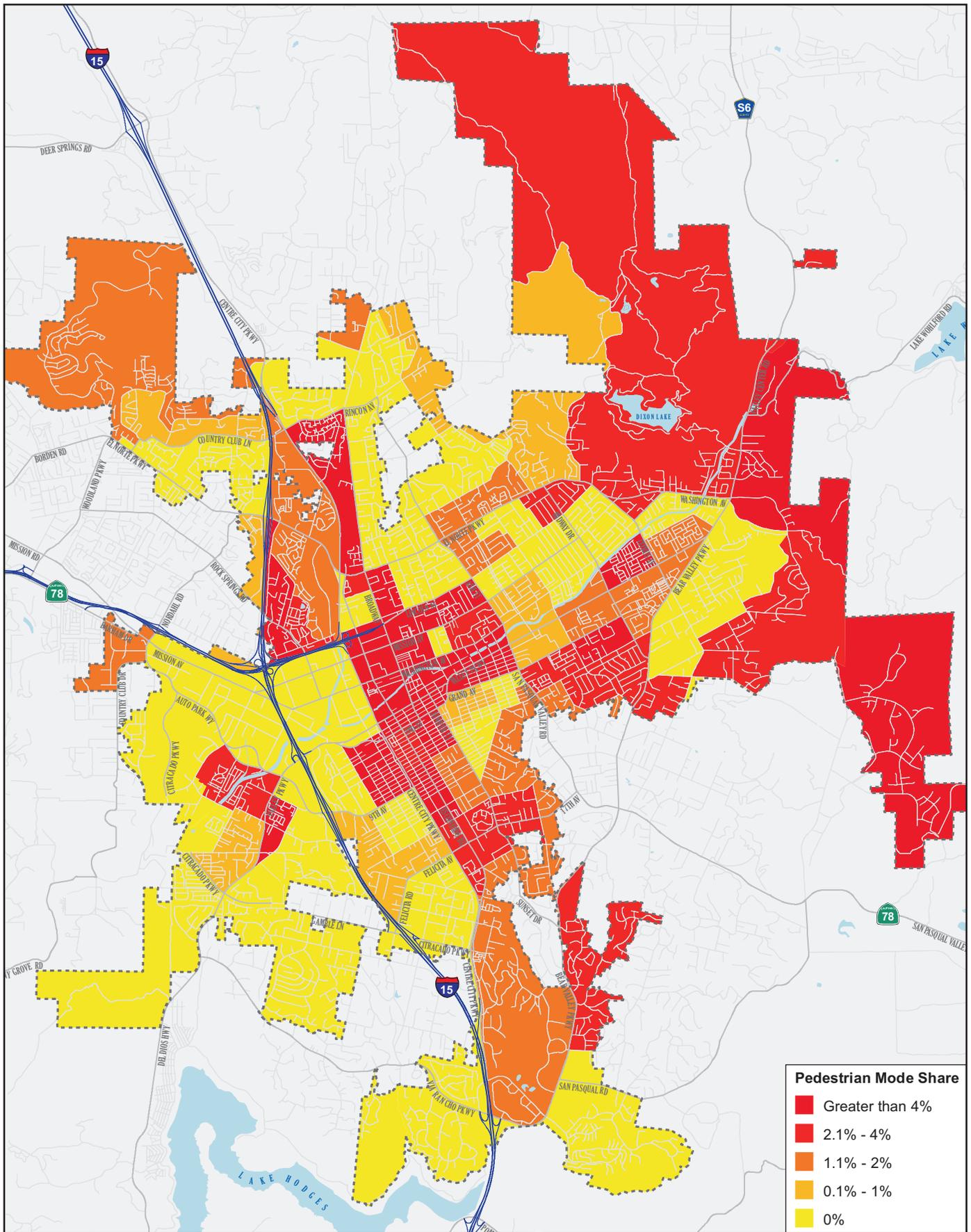
A safe and accessible pedestrian network for all ages and all abilities is a key component to creating a livable community. People need to feel safe, both from traffic accidents or hazards, and also from crime. Well-designed pedestrian networks can improve the safety of a neighborhood on both levels. An environment in which people are comfortable using the sidewalks helps build a healthy community, prevents crime by adding “eyes on the street,” and also facilitates a lively atmosphere. Ensuring that streets and intersections are accessible to all ages and ability levels, such as the elderly, children, and people with disabilities, ensures safety, opportunities for physical activity and a pleasant pedestrian experience for everyone. Figure 4.16-1, Pedestrian Commuter Mode Share, identifies the percent of walking commuters within the proposed project area. As shown in this figure, there are higher proportions of walking commuters in the downtown core area and to the eastern limits of the City.

Bicycle Facilities

Bicycling is a basic, fundamental mode of transportation that in today’s motorized world of travel is often overlooked as an option to help manage circulation issues and concerns. The three types of bikeways are:

- **Class I Bikeway** - Typically called a “bike path,” Class I bikeways are a minimum of eight-feet-wide, separated from the road by a minimum of five-feet and are designated for two-way bike travel.
- **Class II Bikeway** - Often referred to as a “bike lane,” a Class II bikeway, has a minimum width of five-feet although a six-foot width is preferred, and provides a striped and stenciled lane for one-way travel on a street or highway.
- **Class III Bikeway** - Generally referred to as a “bike route,” a Class III bikeway provides for shared use with motor vehicle traffic and is identified only by signage.

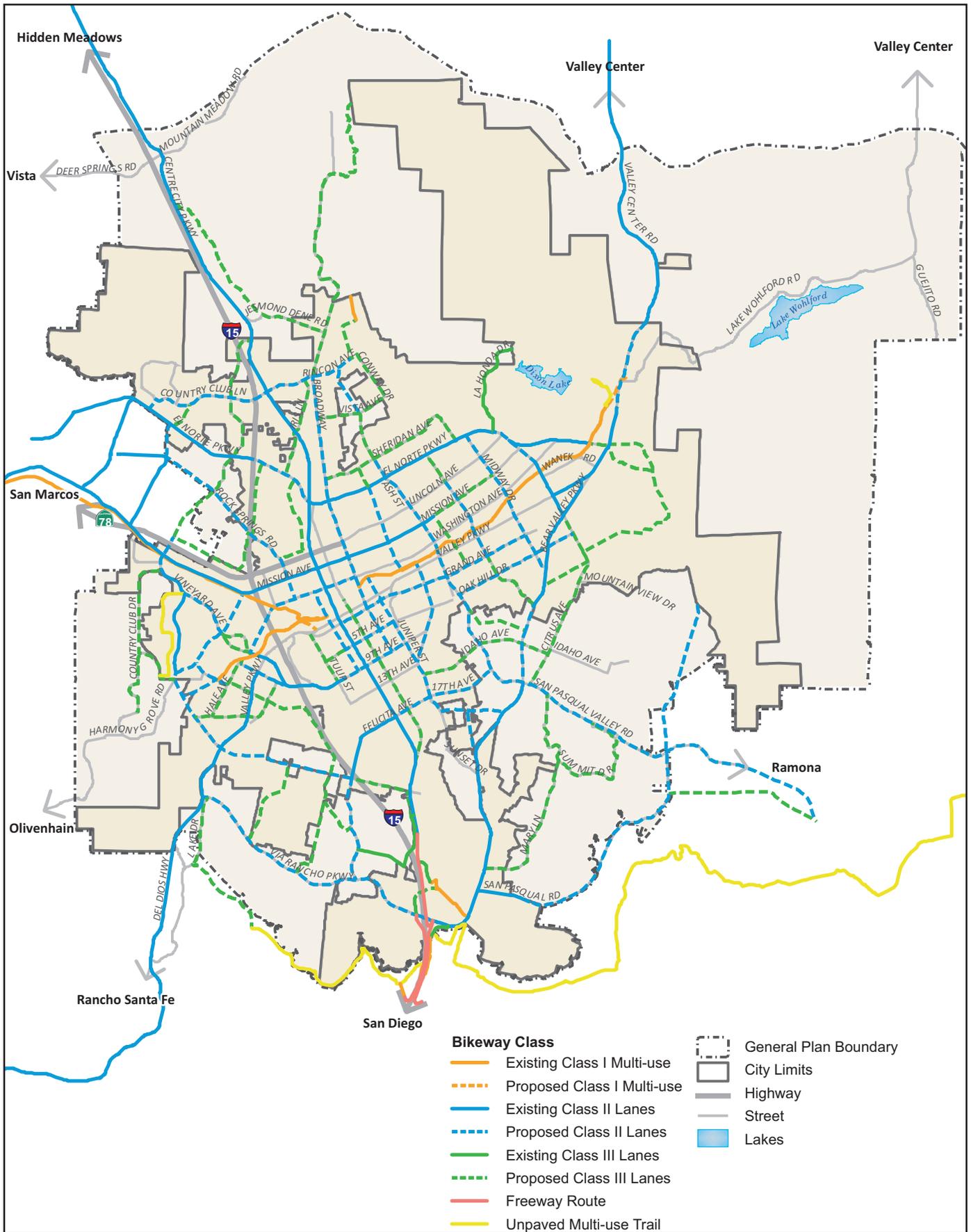
Escondido provides many opportunities for the avid cyclist who enjoys cycling along fairly level terrain on surface streets to a specific destination, or for more challenging rides on dirt trails of surrounding hillsides such as Lake Wohlford, Dixon Lake, Daley Ranch, ~~Lake~~ Hodges Reservoir and San Pasqual Valley (San Dieguito River Park). Several major roadways within the proposed project area are equipped with bike lanes, including Centre City Parkway, Bear Valley Parkway, El Norte Parkway and Mission Avenue. In addition to street bicycle facilities, Escondido has two regionally significant off-street bike paths: the Inland Rail Trail and the Escondido Creek Bikeway. The Inland Rail Trail follows the ~~Sprinter~~ SPRINTER railroad right-of-way west to the Cities of San Marcos and Vista. The Escondido Creek Bikeway extends east-west across the City through the downtown area. Figure 4.16-2, Bicycle Paths, identifies existing and proposed bicycle facilities within the proposed project area.



Source: City of Escondido 2011



PEDESTRIAN COMMUTER MODE SHARE
FIGURE 4.16-1



Source: City of Escondido 2011



BICYCLE PATHS
FIGURE 4.16-2

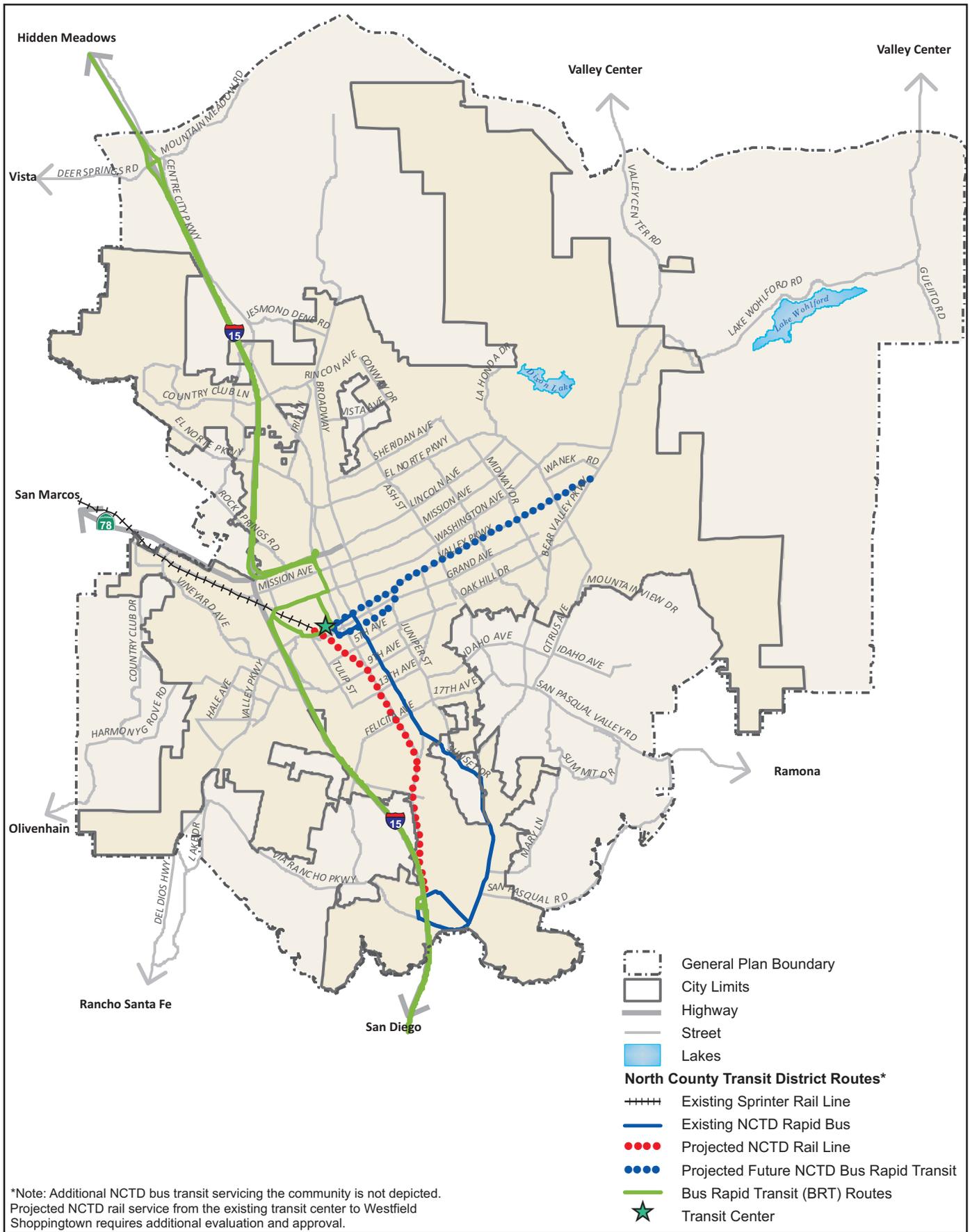
In 1993, Escondido adopted a Citywide Bicycle Master Plan that serves as a policy document to guide the development and maintenance of bicycle facilities throughout the community as part of its complete streets network. The policies in the Bicycle Master Plan address issues related to the City's bikeways such as planning, community involvement, utilization of existing resources, facility design, safety and education, funding and more. The adopted 1993 Bicycle Master Plan recommends a comprehensive bicycle system of 93-miles, including roughly 84 miles of bicycle lanes and approximately six miles of bicycle path along Escondido Creek. Since the adoption of the Bicycle Master Plan, the City has completed 33 miles of bicycle lanes, 25 miles of a bicycle paths, and additional 40 miles of bicycle routes utilizing Capital Improvement Project (CIP) funds, and state and federal grants. The City is in the process of updating its 1993 Bicycle Master Plan. As of the date of this document, the updated Bicycle Master Plan was in draft form, and proposed an estimated 190-mile bikeway system consisting of 100 different bicycle segments. Of the 190 miles, approximately 13 miles would be Class I bike paths, roughly 102 miles would be Class II bike lanes, about 56 miles would be Class III bike routes, 3.4 miles would be located along the I-15 freeway corridor and 16 miles would consist of multi-use trails.

Bus Service

North County Transit District (NCTD) and Metropolitan Transit System (MTS) provides bus service to the proposed project area. Service is generally provided along major circulation corridors with a heavier concentration of bus routes in the downtown area. NCTD provides three types of bus services in the proposed project area, including local bus service, County transit service, and express bus service. Local bus service is generally provided at 30 to 60 minute intervals and provides local access within the City and surrounding communities. County transit service provides bus service along rural routes connecting Escondido to the unincorporated Valley Center community. MTS provides eExpress bus service is provided from the City's downtown area to the City of San Diego and local bus service from the Del Lago Transit Station to the City of San Diego.

SANDAG, in cooperation with the City and NCTD, also operates a Bus Rapid Transit (BRT) the Escondido Rapid bus service that BRT provides a "rapid bus" connection along Escondido Boulevard between the Escondido Transit Center and Westfield Shoppingtown TA. This service also connects to the SPRINTER passenger rail line at the Escondido Transit Center, existing Metropolitan Transit System (MTS) trolley and bus services, and to future I-15 BRT rapid bus services. Figure 4.16-3, Rapid Bus and Rail Transit, identifies existing NCTD BRT rapid bus routes within the proposed project area.

There are two major bus transfer points located within the proposed project area: Escondido Transit Center and Second Avenue Del Lago Transit Station. The Escondido Transit Center, located on Valley Parkway at Quince Street, provides bus transfers between 10 separate bus routes, the existing Sprinter SPRINTER passenger rail line and taxi service. A park-and-ride lot is provided at the Escondido Transit Center. The Second Avenue bus transfer point Del Lago Transit Station is located at Westfield Shoppingtown (North County Fair) on Via Rancho Parkway Del Lago Parkway at I-15. Timed transfers between three different bus routes, a park-and-ride lot, and transfers between This transit station connects NCTD Route 350 and MTS Route 20 take place at Westfield Shoppingtown (North County Fair).



Source: City of Escondido 2011



**RAPID BUS AND RAIL TRANSIT
FIGURE 4.16-3**

Rail Service

NCTD operates a light rail transit system, the ~~Sprinter~~SPRINTER, which stops at the Escondido Transit Center, as shown in Figure 4.16-3, Rapid Bus and Rail Transit. The ~~Sprinter~~SPRINTER extends 22 miles along the SR-78 corridor, and serves 15 stations between Oceanside and Escondido, for a total travelling time of 53 minutes from end to end. Each light rail vehicle has a maximum capacity of 226 passengers and travels at a maximum speed of 55 mph. The ~~Sprinter~~SPRINTER offers easy connections to the ~~Coaster~~COASTER, ~~Breeze~~BREEZE, Amtrak, and Metrolink rail lines, Greyhound bus service, and ~~BRT~~Rapid bus service in Escondido. The ~~Sprinter~~SPRINTER runs every 30 minutes in each direction Monday through Friday, from approximately 4:00 a.m. to 9:00 p.m. Saturday, Sunday, and holiday trains operate every 30 minutes between 10:00 a.m. and 6:00 p.m. and hourly before 10:00 a.m. and after 6:00 p.m. (NCTD 2011). Additionally, the high-speed rail line proposed in California includes a station that would be located within the City of Escondido, with the rail line traveling parallel to I-15.

Escondido's rail line from Oceanside, which offers NCTD passenger service, also provides freight service on a scheduled basis. Historically, this freight line has played an important role in Escondido's early years by transporting agricultural goods. Freight service has played a declining role in Escondido's circulation system over the past several decades.

4.16.2 Regulatory Framework

4.16.2.1 Federal

Americans with Disabilities Act

The 1990 Americans with Disabilities Act (ADA) is a wide-ranging civil rights law that prohibits, under certain circumstances, discrimination based on disability. Pedestrian facility design must comply with the accessibility standards identified in the ADA, which applies to all projects involving new or altered pedestrian facilities. The scoping and technical provisions for new construction and alterations identified in the ADA Accessibility Guidelines (Sections 4.3, 4.7 and 4.8) can be used to help design pedestrian facilities that are ADA compliant. For example, Title II-6.600 of the Technical Assistance Manual states, "When streets, roads, or highways are newly built or altered, they must have ramps or sloped areas whenever there are curbs or other barriers to entry from a sidewalk or path." Certain facilities, such as historic buildings, may be exempt from ADA requirements.

Highway Capacity Manual

The Highway Capacity Manual 2000 (HCM 2000), prepared by the federal Transportation Research Board (TRB), is the result of a collaborative multiagency effort between the TRB, Federal Highway Administration (FHWA), and American Association of State Highway and Transportation Officials (AASHTO). The HCM 2000 contains concepts, guidelines, and procedures for computing the capacity and quality of service of various highway facilities, including freeways, signalized and unsignalized intersections, rural highways, and the effects of transit, pedestrians, and bicycles on the performance of these systems.

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

On August 10, 2005 the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law. SAFETEA-LU addresses the many challenges facing transportation systems and sets funding and programs to improve safety, reduce traffic congestion, improve efficiency in freight movement, increase intermodal connectivity, and protect the environment. SAFETEA-LU promotes more efficient and effective federal surface transportation programs by focusing on transportation issues of national significance, while giving state and local transportation decision makers more flexibility for solving transportation problems in their communities.

Safe Routes to School Program

In August 2005, the Federal-aid Safe Routes to School Program was created by Section 1404 of SAFETEA-LU. The Program makes funding available for a wide variety of programs and projects, from building safer street crossings to establishing programs that encourage children and their parents to walk and bicycle safely to school. The Safe Routes to School Program is funded by FHWA which allocates Safe Routes to School funding annually to each state in conjunction with Federal-aid Highway apportionments. The Safe Routes to School Program is managed and administered by each state's Department of Transportation and managed with specific procedures and requirements.

Title 23, Code of Federal Regulations

Revised in April 1, 2005, Section 450.220 of Title 23 of the Code of Federal Regulations (CFR), Highways in the Code of Federal Regulations, requires each state to carry out a continuing, comprehensive, and intermodal statewide transportation planning process. This planning process must include the development of a statewide transportation plan and transportation improvement program that facilitates the efficient, economic movement of people and goods in all areas of the state. Section 450.320 of Title 23 requires that each transportation management area (TMA) address congestion management through a process (Congestion Management Process) involving an analysis of multimodal metropolitan-wide strategies that are cooperatively developed to foster safety and integrated management of new and existing transportation facilities eligible for federal funding.

SANDAG has been designated as the TMA for the San Diego region. The 2050 Regional Transportation Plan (RTP) meets the requirements of the Congestion Management Process by incorporating the following federal congestion management process: performance monitoring and measurement of the regional transportation system, multimodal alternatives and non-single occupant vehicle analysis, land use impact analysis, the provision of congestion management tools, and integration with the regional transportation improvement program process (SANDAG 2012).

4.16.2.2 State

AB 1358, Complete Streets Act

The Complete Streets Act of 2007 ensures that transportation plans of California communities meet the needs of all users of the roadway, including pedestrians, bicyclists, users of public transit, motorists, children, the elderly and the disabled. AB 1358 requires the legislative body of a city or county, upon revision of the circulation element of their general plan, to identify how the jurisdiction will provide for

the routine accommodation of all users of the roadway including motorists, pedestrians, bicyclists, individuals with disabilities, seniors, and users of public transportation. The bill also directs the Office of Planning and Research to amend guidelines for the development of general plan circulation elements so that the construction and operation of local transportation facilities safely and conveniently accommodates everyone, regardless of their mode of travel.

California Department of Transportation Standards

The California Department of Transportation (Caltrans) is responsible for planning, designing, building, operating, and maintaining California's state road system. Caltrans sets standards, policies, and strategic plans that aim to do the following: 1) provide the safest transportation system in the nation for users and workers; 2) maximize transportation system performance and accessibility; 3) efficiently deliver quality transportation projects and services; 4) preserve and enhance California's resources and assets; and 5) promote quality service. Caltrans has the discretionary authority to issue special permits for the use of state highways for other than normal transportation purposes. Caltrans also reviews all requests from utility companies, developers, volunteers, nonprofit organizations, and others desiring to conduct various activities within state highway rights-of-way. The Caltrans Highway Design Manual, prepared by the Office of Geometric Design Standards (Caltrans 2009), establishes uniform policies and procedures to carry out highway design functions. Caltrans has also prepared a Guide for the Preparation of Traffic Impact Studies (Caltrans 2002). Objectives for the preparation of this guide include providing consistency and uniformity in the identification of traffic impacts generated by local land use proposals.

Statewide Transportation Improvement Program

The California 2010 Statewide Transportation Improvement Program (STIP), approved by the U.S. Department of Transportation in October 2009, is a multi-year, statewide, intermodal program of transportation projects that is consistent with the statewide transportation plan and planning processes, metropolitan plans, and Title 23 of the CFR. The STIP is prepared by Caltrans in cooperation with the Metropolitan Planning Organizations (MPOs) and the regional transportation planning agencies. In San Diego County, the MPO and regional transportation planning agency is SANDAG. The STIP contains all capital and non-capital transportation projects or identified phases of transportation projects for funding under the Federal Transit Act and Title 23 of the CFR, including federally funded projects.

Transportation Development Act

The Transportation Development Act (TDA) provides two major sources of funding for public transportation: the Local Transportation Fund (LTF) and the State Transit Assistance (STA) Fund. These funds are for the development and support of public transportation needs that exist in California and are allocated to areas of each county based on population, taxable sales, and transit performance. Some counties have the option of using LTF for local streets and roads projects, if they can show there are no unmet transit needs. The branch provides oversight of the public hearing process used to identify unmet transit needs. It provides interpretation of, and initiates changes or additions to, legislation and regulations concerning all aspects of the TDA. It also provides training and documentation regarding TDA statutes and regulations. Caltrans ensures local planning agencies complete performance audits required for participation in the TDA.

4.16.2.3 Regional/Local

County of San Diego regulations apply only to areas within the proposed project boundary that are located outside of the City's jurisdictional boundaries and within the City's SOI or the unincorporated areas.

City of Escondido Bicycle Master Plan

The City of Escondido's Bicycle Master Plan identifies existing circulation patterns for bicyclists, problem areas and safety concerns, and develops a master system to further the implementation of bikeways throughout Escondido. The Bicycle Master Plan includes Caltrans bikeway standards, conceptual designs for bicycle paths and trails, maps of existing and proposed bicycle facilities, a phasing plan for improvements, funding sources, and an implementation plan. The plan identifies a bicycle facility network, both on the road (Class II and III) and off-road (Class I). Upon full implementation, the plan will create a comprehensive network of bicycle lanes, routes, and paths. The City of Escondido's 2011 Bicycle Master Plan is currently in draft form with an anticipated adoption date of early 2012.

Chapter 23 City of Escondido Municipal Code

Chapter 23 of the Municipal Code establishes street and sidewalk standards for areas within the City. This chapter defines standards for public dedication of rights-of-way; arrangement for relocation of public utility facilities within sidewalks or streets; and issuance of building permits for construction in setback areas and rights-of-way. Additionally, this chapter identifies standards for locating pumps, tanks, and fire hydrants within sidewalks, streets or rights-of-way.

Congestion Management Program Process

State Proposition 111, passed by voters in 1990, established a requirement that urbanized areas prepare and regularly update a Congestion Management Program (CMP), which is a part of SANDAG's RTP. The purpose of the CMP is to monitor the performance of the region's transportation system, develop programs to address near-term and long-term congestion, and better integrate transportation and land use planning. The San Diego region has elected to be exempt from the State CMP. As a result, existing CMP monitoring, threshold levels, guidelines and mitigation strategies are incorporated into other SANDAG plans and/or programs, and, since this decision, SANDAG has been abiding by Federal Highway Administration 23 CFR 450.320 to ensure the region's continued compliance with the federal congestion management process.

County Community Right-of-Way Development Standards

Board Policy J-36, adopted December 1989, provides a procedure by which communities can deviate from the established County Public Road Standards, and replace or augment them with standards tailored to their community. The Community Right-of-Way Development Standards provide alternative right-of-way regulatory standards within the road right-of-way that supersede the County Public Road Standards. The purpose of these standards is to ensure that the road right-of-way is designed to enhance and retain the character of individual communities while maintaining the safety of the roadway. Community Right-of-Way Development Standards have been prepared for the communities of Borrego Springs, Fallbrook, Julian, and San Dieguito.

County of San Diego Consolidated Fire Code

The County of San Diego created the Consolidated Fire Code (CFC) in 2001. The CFC contains amendments to the California Fire Code. Emergency ingress/egress is established by the CFC. Ingress/egress is necessary for both citizen evacuation and to provide access for emergency vehicles in the event of a fire or other emergency. Section 902.2 of the CFC dictates minimum design standards for “fire apparatus access roads” and includes minimum road standards, secondary access requirements, and restrictions for gated communities. Road standard requirements for emergency vehicles specify a minimum 12-foot wide paved lane or 24-foot wide travel-way.

County of San Diego Regulatory Ordinances, Sections 77.201 – 77.220, Transportation Impact Fee

The San Diego County Transportation Impact Fee (TIF) Ordinance, as amended in February 2008, requires the assessment and collection of fees for roadway impacts as a condition of approval of a subdivision map or prior to issuance of a development permit, including a building permit. The County TIF Ordinance defrays the actual or estimated costs of constructing planned transportation facilities necessary to accommodate increased traffic generated by future development consistent with Section 66000 et seq. of the California Government Code (Mitigation Fee Act). Application of this fee includes, but is not limited to, development for residential, commercial, and industrial land uses. The fees are collected to fund identified transportation facilities, or portions thereof, that provide increased road capacity necessitated by the cumulative impacts of future development.

Regional Transportation Plans and Programs

SANDAG serves as the forum for decision-making on regional issues such as growth, transportation, land use, economy, environment, and criminal justice. SANDAG builds consensus, makes strategic plans, obtains and allocates resources, and provides information on a broad range of topics pertinent to the region’s quality of life. SANDAG is governed by a Board of Directors composed of mayors, council members, and supervisors from each of the San Diego region’s 19 local governments.

As the MPO and regional transportation planning agency for the San Diego region, SANDAG has produced the following documents that identify transportation plans and policies in the San Diego area.

2050 Regional Transportation Plan

SANDAG adopted the 2050 RTP and Sustainable Communities Strategy (SCS) on October 28, 2011. The 2050 RTP maps out a system designed to maximize transit enhancements, integrate biking and walking elements, and promote programs to reduce demand and increase efficiency. The RTP also identifies the plan for investing in local, state and federal transportation facilities in the region over the next 40 years. The SCS integrates land use and housing planning within the transportation plan. The SCS also addresses how the transportation system will be developed in such a way that the region is able to reduce per-capita GHG emissions to state-mandated levels.

2010 Regional Transportation Improvement Program

The Regional Transportation Improvement Plan (RTIP) is a multi-year program of proposed major highway, arterial, transit, and bikeway projects. The 2010 RTIP is a prioritized program designed to implement the region’s overall strategy for providing mobility and improving the efficiency and safety of

efforts to attain federal and state air quality standards for the region. The 2010 RTIP also incrementally implements the latest update to the RTP. The 2010 RTIP covers fiscal years 2011 to 2015. The 2010 RTIP, including an air quality emissions analysis for all regionally significant projects, was adopted on December 14, 2010.

San Diego County Public Road Standards

These standards provide design and construction requirements for public road improvement projects located within the unincorporated areas of San Diego County. These standards apply to County-initiated and privately-initiated public road improvement projects. These standards provide minimum design and construction requirements for public roads.

San Diego County Private Road Standards

These standards provide minimum design and construction requirements for private road improvements required as conditions of land development approval in unincorporated areas of the County. Levels of service are not established for private roads. Minimum design and construction requirements, however, are established based upon the projected ADT volume on the road.

4.16.3 Analysis of Project Impacts and Determination of Significance

4.16.3.1 Issue 1: Traffic and LOS Standards

Guidelines for Determination of Significance

Issue 1: Based on Appendix G of the CEQA Guidelines and existing City policies and regulations, the proposed project would result in a significant impact if it would:

- a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.
- b. Conflict with an applicable congestion management program, including but not limited to level of service (LOS) standards and travel demand measures, or other standards established by SANDAG for designated roads or highways.
- c. Cause the LOS of a General Plan Mobility and Infrastructure Element roadway to fall below LOS D and/or add more than 200 ADT to a Mobility and Infrastructure Element roadway with a LOS of E or F.

The City of Escondido has published significance criteria for use in determining the significance of impacts from development projects. The General Plan Update proposes a comprehensive revision to the adopted land use types and densities in several areas of the City, as well as revisions to the adopted Land Use Element roadways throughout the City. The changes in LOS that would occur as a result of

General Plan Update implementation are therefore driven by numerous factors including changes in land use type, density and network proportionate with development of the adopted General Plan.

For the purposes of this analysis, LOS D or better operations are considered acceptable for intersection and street segment operations, while LOS E and F operations are considered unacceptable. LOS D is a threshold of acceptability utilized by other agencies and jurisdictions in the San Diego region, and is supported by the regional SANTEC/ITE Guidelines. Thus, Year 2035 street segment LOS that is worse than LOS D (i.e., a volume/capacity (V/C) threshold greater than 0.89) is considered a significant impact. Similarly, Year 2035 intersection LOS that is worse than LOS D (i.e., a delay greater than 55.0 seconds for signalized intersections) is also considered a significant impact. However, the V/C ratio used to quantify the change in roadway functions between pre- and post-project scenarios is calculated using the theoretical roadway capacity (LOS E/F value) in the denominator. For example, referring to Table 14.6-1, the “theoretical capacity” of a Super Major Road is 50,000 ADT, although unacceptable operations would be calculated at >44,500 ADT based on the established LOS D criteria.

Where LOS E/F street segment operations were calculated, a secondary analysis of the adjacent intersections was conducted to determine the peak hour operations at either end of the segment. The peak hour intersection analysis is a more complicated and robust calculation as compared to the simplistic V/C analysis required for street segments. If the adjacent intersections demonstrate acceptable LOS D or better operations, then it was determined that the street segment impact was in fact not significant, despite the poor V/C calculation, since intersection operations are considered more indicative of actual roadway system operations than street segment analysis.

Impact Analysis

The following impact analysis provides an evaluation of LOS levels that would occur for roadways and intersections in the year 2035 under implementation of the proposed project. The discussion is divided into four sections, including: Methodology for Traffic Impact Analysis, Proposed General Plan Update Mobility Network, Project-related Traffic Impacts, and Existing Plus Project Traffic Impacts. Results of the analysis are presented in terms of the 19 study areas evaluated within the TIA. The complete TIA is included as Appendix I1, Traffic Impact Analysis, to this EIR.

Proposed General Plan Update and Downtown Specific Plan Update

Growth under the proposed Downtown Specific Plan Update would be consistent with the growth identified for the General Plan Update; therefore, the following analysis pertains to both the General Plan Update and the Downtown Specific Plan Update. Impacts related to implementation of the E-CAP are discussed separately below.

Methodology for Traffic Impact Analysis

The TIA provides a program-level assessment of traffic operations throughout the proposed project area. This assessment evaluated projected roadway network performance in year 2035 under implementation of the proposed General Plan Update. The study area for the TIA included the entire City and adjacent areas in the City’s SOI. All Mobility and Infrastructure Element roadways within the City and SOI were analyzed as part of the TIA. The standard of practice to analyze the potential future impacts of a planning document is to focus the analysis on street segments and conduct the analysis on an ADT basis. As a supplement within the TIA, focused peak hour intersection analyses at key locations were also conducted.

No specific development was analyzed in the TIA due to the fact the proposed project is a planning level document. The standard of practice in transportation planning is to analyze such a project in a 20-25 year horizon time frame (year 2035 for the purposes of the proposed project), since development would occur over a long period. The source for year 2035 traffic volumes for the proposed project was the Series 11 SANDAG Regional Traffic Model. This model was used since it has been fully approved by the SANDAG Board of Directors and has been utilized to produce the North County Sub-Area Model which contains the most up-to-date land use and network assumptions for the north County area of San Diego, where the proposed project is located. Additionally, the following regional transportation improvements were assumed in the future forecast modeling: 1) ~~Sprinter~~SPRINTER light rail extension to Westfield Shoppingtown (North County Fair); and I-15 north of SR-78 as an eight-lane freeway with four ~~managed~~toll lanes to the Riverside County border.

The Series 11 Traffic Model includes the land uses and network assumptions associated with the City's existing adopted General Plan. To evaluate the proposed land-use and network changes associated with the proposed General Plan Update, the current North County Sub-Area Model was calibrated to ensure accuracy. The purpose of calibrating the model was to determine the accuracy of the model's ability to predict future volumes. The process involves taking the model, which is generally used for predicting future volumes based on future land use/network assumptions, and using it to predict existing volumes (which are known) based on existing land uses. The model was run using existing land uses and the existing transportation network, and the output (daily traffic volumes) was compared to existing volumes collected in the field. At locations where the model over or under-estimated volumes, parameters within the model (centroid connectors, speed limits, trip generation rates) were adjusted and subsequent iterations were run until the "existing" output closely matched the known existing volumes. Once predicted volumes were sufficiently similar to existing volumes, the model was considered calibrated. This exercise was completed before future forecasting was conducted.

The proposed project's impacts under year 2035 refers to the conditions and traffic volumes that would result from buildout of the proposed General Plan Update circulation network and land use changes through year 2035. The results of the analysis represent the effects of both circulation element changes and land use changes. In total, 384 Mobility and Infrastructure Element roadway segments were analyzed within the TIA, based upon the comparison of ADTs to the City of Escondido's Roadway Classification, Level of Service, and Average Daily Trip Threshold Table, shown in Table 4.16-1. The adopted General Plan Land Use Element shows planned increases in capacity for numerous roadway segments in the City. These capacity increases were assumed for the proposed project in addition to changes to roadway capacity proposed under the proposed General Plan Update Mobility and Infrastructure Element.

Additionally, 42 signalized intersections were analyzed under AM and PM peak hour conditions for the 2035 year conditions. These intersections were selected in conjunction with City, based on their importance to the regional freeway network (e.g., freeway ramp intersections), proximity to and location within the General Plan Update study areas and importance to local Land Use Element roadways. Average vehicle delay for intersections was determined utilizing the methodology found in Chapter 16 of the 2000 HCM, with the assistance of the Synchro version 7 computer software. The delay values (represented in seconds) were qualified with a corresponding intersection LOS.

Proposed General Plan Update Mobility Network

The purpose of the General Plan Update's Mobility and Infrastructure Element is to identify the types, locations and extent of existing and proposed transportation and utility facilities, and to establish goals and guiding policies for implementing improvements necessary to serve existing and future residents. The element introduces planning tools essential for achieving the community's transportation and utility goals and policies with the intent of providing a sustainable system to serve residents and businesses. Figure 3-6, Proposed Circulation System, illustrates the proposed circulation system for the proposed project. Table 3-6, ~~Circulation Element~~ Mobility and Infrastructure Element Roadway Segment Classification Changes, in Chapter 3, Project Description, identifies street segments that would experience changes in classification upon implementation of the proposed project.

Implementation of the proposed General Plan ~~Circulation Element~~ Mobility and Infrastructure Element would require roadway and pedestrian improvements, including potential roadway widening, during the planning horizon of the General Plan Update. Existing development that exists within the ultimate right-of-way (ROW) required for constructing these roadway improvements may be impacted and/or removed as part of the proposed project. Existing land uses within the ROW required for constructing the proposed circulation system improvements include up to 300 existing homes and businesses, some of which may be displaced by implementation of the proposed project. Roadways that may experience displaced homes or businesses from implementation of the General Plan Update circulation system improvements include, but are not limited to, segments of Bear Valley Parkway, Via Rancho Parkway, Felicita Road, 17th Avenue, Citrus Avenue, Citracado Parkway, Ninth Avenue, Fifth Avenue, Second Avenue, Chestnut Street, Oak Hill Drive, East and West Valley Parkway, Hale Avenue, Mission Avenue, Lincoln Avenue, Ash Street, Iris Lane, North Avenue and Idaho Avenue.

Any environmental impacts occurring from the expansion of the proposed project's circulation system, including construction or operation of future transportation facilities, would be reduced and/or mitigated by the policies and measures provided in the other sections of Chapter 4.0, Environmental Analysis, of this EIR. Examples of potential environmental impacts from the construction of the proposed circulation system include generation of air pollutants during construction; removal of biological resources; disturbances to historical, archeological and paleontological resources; generation of excessive noise levels; displacement of housing; and increased demand for water/wastewater services. A complete discussion of these potential physical impacts is included in the following EIR sections: 4.3 Air Quality, 4.4 Biological Resources, 4.5 Cultural Resources, 4.12 Noise, 4.13 Population and Housing, and 4.17 Utilities and Service Systems. To the extent feasible, potential physical effects on the environment from the construction or expansion of the proposed project's circulation system would be reduced to a less than significant level with implementation of the mitigation measures identified in this EIR.

Project-Related Traffic Impacts

The following discussion summarizes the project-related traffic impacts on the 19 study areas evaluated within the TIA, in terms of roadway segments and intersections.

1. Imperial Oakes SPA

Segments. Table 4.16-2, Existing and Proposed Roadway Operations, summarizes the segment operations in the Imperial Oakes SPA in year 2035 under implementation of the General Plan Update.

As identified in this table, the following roadway segments would operate at LOS E or LOS F upon implementation of the proposed General Plan Update:

- South Iris Lane between Centre City Parkway and El Norte Parkway (LOS F)
- El Norte Parkway between the I-15 Southbound and I-15 Northbound Ramps (LOS E)

However, implementation of the proposed project would not significantly impact these roadway segments because adjacent intersections at either ends of the roadway segments would operate at LOS D or better.

Intersections. Table 4.16-3, Existing and Proposed Intersection Operations, shows the key intersection operations in the Imperial Oakes SPA in year 2035 under implementation of the General Plan Update. As shown in this table, all Imperial Oakes SPA intersections would operate at LOS D or better. Therefore, implementation of the proposed General Plan Update would not significantly impact intersections within the Imperial Oaks SPA.

2. Highway 78 / Broadway TA.

Segments. Table 4.16-2, Existing and Proposed Roadway Operations, summarizes the segment operations in the Highway 78 / Broadway TA in year 2035 under implementation of the proposed General Plan Update. As identified in this table, the following roadway segments would operate at LOS E upon implementation of the proposed General Plan Update:

- Centre City Parkway between the SR-78 EB Off-Ramp and Mission Avenue (LOS E)
- Mission Avenue between Escondido Boulevard and Broadway (LOS E)

However, implementation of the proposed General Plan Update would not significantly impact these roadway segments because adjacent intersections at either ends of the roadway segments would operate at LOS D or better.

Intersections. Table 4.16-3, Existing and Proposed Intersection Operations, shows the key intersection operations in the Highway 78 / Broadway TA in year 2035 under implementation of the proposed General Plan Update. As identified in this table, all study area intersections are calculated to operate at LOS D or better. Therefore, implementation of the proposed General Plan Update would not significantly impact intersections within the Highway 78 / Broadway TA.

3. Transit Station TA

Segments. Table 4.16-2, Existing and Proposed Roadway Operations, summarizes the segment operations in the Transit Station TA in year 2035 under implementation of the proposed General Plan Update. As identified in this table, no roadway segments would operate at LOS F upon implementation of the proposed General Plan Update.

Based on the established significance criteria, no roadway segments would be significantly impacted by implementation of the proposed General Plan Update.

Intersections. No intersections were analyzed in the Transit Station TA.

4. South Quince Street TA

Segments. Table 4.16-2, Existing and Proposed Roadway Operations, summarizes the segment operations in the South Quince Street TA in year 2035 under implementation of the proposed General Plan Update. As identified in this table, all study area segments are calculated to operate at LOS D or better under implementation of the General Plan Update. Therefore, implementation of the proposed project would not impact roadway segments within the South Quince Street TA.

Intersections. No intersections were analyzed in the South Quince Street TA.

5. ERTC North SPA

Segments. Table 4.16-2, Existing and Proposed Roadway Operations, summarizes the segment operations in the ERTC North SPA in year 2035 under implementation of the proposed General Plan Update. As identified in this table, the following roadway segment would operate at LOS E or LOS F upon implementation of the proposed General Plan Update:

- Mission Road between Barham Drive and Auto Park Way (LOS E)

Based on the established significance criteria, the above location would be significantly impacted by implementation of the Proposed General Plan Update.

Intersections. Table 4.16-3, Existing and Proposed Intersection Operations, shows the key intersection operations in the ERTC North SPA in year 2035 under implementation of the proposed General Plan Update. As identified in this table, the following intersection would operate at LOS E under implementation of the proposed General Plan Update:

- Nordahl Road/Auto Park Way/Mission Road intersection (LOS E, PM peak hour)

Based on the established significance criteria, this intersection would be significantly impacted by implementation of the proposed General Plan Update.

6. ERTC South SPA

Segments. Table 4.16-2, Existing and Proposed Roadway Operations, summarizes the segment operations in the ERTC South SPA in year 2035 under implementation of the proposed project. As identified in this table, all study area segments would operate at LOS D or better under implementation of the General Plan Update. Therefore, no roadway segments would be significantly impacted by implementation of the proposed General Plan Update.

Intersections. There are no intersections analyzed in the ERTC South SPA.

7. I-15 / Felicita Road Corporate Office

Segments. Table 4.16-2, Existing and Proposed Roadway Operations, summarizes the segment operations in the I-15 / Felicita Road Corporate Office TA in year 2035 under implementation of the proposed General Plan Update. As identified in this table, all study area segments would operate at LOS D or better under implementation of the proposed General Plan Update. Therefore, no roadway segments would be significantly impacted by implementation of the General Plan Update.

Intersections. Table 4.16-3, Existing and Proposed Intersection Operations, shows the key intersection operations in the I-15 / Felicita Road Corporate Office TA in year 2035 under implementation of the proposed General Plan Update. As identified in this table, all study area intersections are calculated to operate at LOS D or better conditions. Therefore, no intersections would be significantly impacted by implementation of the General Plan Update.

8. Promenade Retail Center & Vicinity TA

Segments. Table 4.16-2, Existing and Proposed Roadway Operations, summarizes the segment operations in the Promenade Retail Center & Vicinity TA in year 2035 under implementation of the proposed General Plan Update. As identified in this table, all study area segments would operate at LOS D or better under implementation of the General Plan Update. Therefore, no roadway segments would be significantly impacted by implementation of the General Plan Update.

Intersections. Table 4.16-3, Existing and Proposed Intersection Operations, shows the key intersection operations in the Promenade Retail Center & Vicinity TA in year 2035 under implementation of the proposed General Plan Update. As identified in this table, the following intersection would operate at LOS F upon implementation of the proposed General Plan Update:

- I-15 SB Ramps/Valley Parkway (LOS F, PM peak hour)

Based on the established significance criteria, the above intersection would be significantly impacted by implementation of the proposed General Plan Update.

9. Nutmeg Street Study Area

Segments. Table 4.16-2, Existing and Proposed Roadway Operations, summarizes the segment operations in the Nutmeg Street Study Area in year 2035 under implementation of the proposed General Plan Update. As identified in this table, all study area segments are calculated to currently operate at LOS D or better under implementation of the General Plan Update. Therefore, no roadway segments would be significantly impacted by implementation of the proposed General Plan Update.

Intersections. No intersections were analyzed in the Nutmeg Street Study Area.

10. Downtown SPA

Segments. Table 4.16-2, Existing and Proposed Roadway Operations, summarizes the segment operations in the Downtown SPA in year 2035 under implementation of the proposed General Plan Update. As identified in this table, the following roadway segments would operate at LOS E or LOS F upon implementation of the proposed General Plan Update:

- 2nd Avenue between Grand Avenue and Quince Street (LOS E)
- 2nd Avenue between Centre City Parkway and Escondido Boulevard (LOS F)
- Grand Avenue between Valley Parkway and 2nd Avenue (LOS E)
- Valley Parkway between the I-15 NB Ramps and La Terraza Boulevard (LOS E)
- Valley Parkway between Tulip Street and Quince Street (LOS F)
- Valley Parkway between Quince Street and Centre City Parkway (LOS E)
- Valley Parkway between Escondido Boulevard and Broadway (LOS E)
- Valley Parkway between Broadway and Juniper Street (LOS E)

However, implementation of the proposed General Plan Update would not significantly impact these roadway segments because adjacent intersections at either ends of the roadway segments would operate at LOS D or better.

Intersections. Table 4.16-3, Existing and Proposed Intersection Operations, shows the key intersection operations in the Downtown SPA in year 2035 under implementation of the proposed General Plan Update. As identified in this table, all study area intersections would operate at LOS D or better under implementation of the proposed General Plan Update. Therefore, implementation of the proposed General Plan Update would not impact intersections in the Downtown SPA.

11. East Valley Parkway TA

Segments. Table 4.16-2, Existing and Proposed Roadway Operations, summarizes the segment operations in the East Valley Parkway TA in year 2035 under implementation of the proposed General Plan Update. As identified in this table, the following roadway segments would operate at LOS E or LOS F upon implementation of the proposed General Plan Update:

- Valley Parkway between Hickory Street and Fig Street (LOS F)
- Valley Parkway between Fig Street and Date Street (LOS F)
- Valley Parkway between Date Street and Ash Street (LOS F)
- Valley Parkway between Rose Street and Midway Drive (LOS F)

Based on the established significance criteria, the roadway segments identified above would be significantly impacted by implementation of the proposed project, with the exception of Valley Parkway between Rose Street and Midway Drive. This roadway segment would not be significantly impacted because adjacent intersections at either ends of the roadway segment would operate at LOS D or better.

Intersections. Table 4.16-3, Existing and Proposed Intersection Operations, shows the key intersection operations in the East Valley Parkway TA in year 2035 under implementation of the proposed General Plan Update. As identified in this table, the following roadway intersection would operate at LOS E upon implementation of the proposed General Plan Update:

- Ash Street/Valley Parkway (LOS E, AM/PM peak hours)

Based on the established significance criteria, the above intersection would be significantly impacted by implementation of the proposed General Plan Update.

12. South Escondido Boulevard / Centre City Parkway

Segments. Table 4.16-2, Existing and Proposed Roadway Operations, summarizes the segment operations in the South Escondido Boulevard / Centre City Parkway TA in year 2035 under implementation of the proposed General Plan Update. As shown in this table, the following roadway segment would operate at LOS E upon implementation of the proposed General Plan Update:

- Escondido Boulevard between 13th Avenue and 15th Avenue (LOS E)

Based on the established significance criteria, the above roadway segment would be significantly impacted by implementation of the proposed General Plan Update.

Intersections. Table 4.16-3, Existing and Proposed Intersection Operations, shows the key intersection operations in the South Escondido Boulevard / Centre City Parkway TA in year 2035 under implementation of the proposed General Plan Update. As shown in this table, the study area intersection is calculated to operate at LOS D. Therefore, implementation of the General Plan Update would not impact intersections within the South Escondido Boulevard / Centre City Parkway TA.

13. South Escondido Boulevard / Felicita Avenue TA

Segments. Table 4.16-2, Existing and Proposed Roadway Operations, summarizes the segment operations in the South Escondido Boulevard / Felicita Avenue TA in year 2035 under implementation of the proposed General Plan Update. As identified in this table, the following roadway segments would operate at LOS E or LOS F upon implementation of the proposed General Plan Update:

- Centre City Parkway between 13th Avenue and Felicita Avenue (LOS E)
- Escondido Boulevard between 15th Avenue and Felicita Avenue (LOS E)
- Escondido Boulevard between Felicita Avenue and Sunset Drive (LOS E)

Based on the established significance criteria, the above roadway segments would be significantly impacted by implementation of the proposed General Plan Update.

Intersections. Table 4.16-3, Existing and Proposed Intersection Operations, shows the key intersection operations in the South Escondido Boulevard / Felicita Avenue TA in year 2035 under implementation of the proposed General Plan Update. As identified in this table, the following intersections would operate at LOS E or LOS F upon implementation of the proposed General Plan Update:

- Centre City Parkway/Felicita Avenue (LOS F, PM peak hour)
- Escondido Boulevard/Felicita Avenue (LOS E/F, AM/PM peak hours)

Based on the established significance criteria, these intersections would be significantly impacted by implementation of the proposed General Plan Update.

14. Centre City Parkway / Brotherton Road

Segments. Table 4.16-2, Existing and Proposed Roadway Operations, summarizes the segment operations in the Centre City Parkway / Brotherton Road TA in year 2035 under implementation of the proposed General Plan Update. As identified in this table, the following roadway segments would operate at LOS E or LOS F upon implementation of the proposed General Plan Update:

- Centre City Parkway between Escondido Boulevard and Citracado Parkway (LOS F)
- Centre City Parkway between Citracado Parkway and the I-15 SB On-Ramp (LOS E)

However, implementation of the proposed General Plan Update would not significantly impact these roadway segments because adjacent intersections at either ends of the roadway segments would operate at LOS D or better.

Intersections. Table 4.16-3, Existing and Proposed Intersection Operations, shows the key intersection operations in the Centre City Parkway / Brotherton Road TA in year 2035 under implementation of the proposed General Plan Update. As identified in this table, all study area intersections would operate at

LOS C or better. Therefore, implementation of the General Plan Update would not impact intersections within the Centre City Parkway / Brotherton Road TA.

15. Westfield Shoppingtown TA

Segments. Table 4.16-2, Existing and Proposed Roadway Operations, summarizes the segment operations in the Westfield Shoppingtown TA in year 2035 under implementation of the proposed General Plan Update. As identified in this table, all study area roadway segments are calculated to operate at LOS D or better. Therefore, implementation of the General Plan Update would not impact roadway segments within the Westfield Shoppingtown TA.

Intersections. Table 4.16-3, Existing and Proposed Intersection Operations, shows the key intersection operations in the Westfield Shoppingtown TA in year 2035 under implementation of the General Plan Update. As identified in this table, the following intersection would operate at LOS E or LOS F upon implementation of the proposed General Plan Update:

- I-15 SB Ramps/Via Rancho Parkway (LOS E/F, AM/PM peak hours)

Based on the established significance criteria, the above intersection would be significantly impacted by implementation of the proposed General Plan Update.

16. Northwest Quadrant

Segments. Table 4.16-2, Existing and Proposed Roadway Operations, summarizes the segment operations in the Northwest Quadrant study area in year 2035 under implementation of the proposed General Plan Update. As identified in this table, the following roadway segment would operate at LOS E upon implementation of the proposed General Plan Update:

- Montiel Road between Nordahl Road and Deodar Road (LOS E)

Based on the established significance criteria, the above roadway segment would be significantly impacted by implementation of the proposed General Plan Update.

Intersections. There are no intersections analyzed in the Northwest Quadrant study area.

17. Northeast Quadrant

Segments. Table 4.16-2, Existing and Proposed Roadway Operations, summarizes the segment operations in the Northeast Quadrant study area in year 2035 under implementation of the proposed General Plan Update. As identified in this table, all study area segments would operate at LOS D or better conditions under. Therefore, no roadway segments within the Northeast Quadrant area would be impacted by implementation of the proposed General Plan Update.

Intersections. Table 4.16-3, Existing and Proposed Intersection Operations, shows the key intersection operations in the Northeast Quadrant study area in year 2035 under implementation of the proposed General Plan Update. As identified in this table, the following intersection would operate at LOS E or LOS F upon implementation of the proposed General Plan Update:

- El Norte Parkway/Centre City Parkway (LOS E/F, AM/PM peak hours)

Based on the established significance criteria, the above intersection would be significantly impacted by implementation of the proposed General Plan Update.

18. Southwest Quadrant

Segments. Table 4.16-2, Existing and Proposed Roadway Operations, summarizes the segment operations in the Southwest Quadrant study area in year 2035 under implementation of the proposed General Plan Update. As identified in this table, the following roadway segment would operate at LOS E upon implementation of the proposed General Plan Update:

- Valley Parkway between Via Rancho Parkway and Citracado Parkway (LOS E)

However, implementation of the proposed General Plan Update would not significantly impact these roadway segments because adjacent intersections at either ends of the roadway segments would operate at LOS D or better.

Intersections. No intersections were analyzed in the Southwest Quadrant study area.

19. Southeast Quadrant

Segments. Table 4.16-2, Existing and Proposed Roadway Operations, summarizes the segment operations in the Southeast Quadrant study area in year 2035 under implementation of the proposed General Plan Update. As identified in this table, the following roadway segments would operate at LOS E or LOS F upon implementation of the proposed General Plan Update:

- Bear Valley Parkway between Beethoven Drive and San Pasqual Road (LOS E)
- Citrus Avenue between Washington Avenue and Valley Parkway (LOS E)
- Citrus Avenue between Bear Valley Parkway and Glen Ridge Road (LOS E)
- 9th Avenue between La Terraza Boulevard and Tulip Street (LOS E)
- Lincoln Avenue between Lincoln Parkway (SR-78) and Fig Street (LOS E)
- Mission Avenue between Rose Street and Midway Drive (LOS E)

Based on the established significance criteria, the above roadway segments would be significantly impacted by implementation of the proposed General Plan Update, with the exception of the Bear Valley Parkway Segment. The Bear Valley Parkway segment would not be significantly impacted by implementation of the proposed General Plan Update because adjacent intersections at either ends of the roadway segment would operate at LOS D or better.

Intersections. Table 4.16-3, Existing and Proposed Intersection Operations, shows the key intersection operations in the Southeast Quadrant study area in year 2035 under implementation of the General Plan Update. As shown in this table, all study area intersections would operate at LOS D or better conditions. Therefore, implementation of the proposed General Plan Update would not impact intersections in the Southeast Quadrant.

Existing Plus Project Traffic Impacts (Sunnyvale Analysis)

Based on recent CEQA litigation (specifically the *Sunnyvale West Neighborhood Association vs. City of Sunnyvale City Council*, herein referred to as the Sunnyvale decision), the TIA includes an evaluation of the existing plus project scenario, which assumes full buildout of the proposed project as if it was

constructed today. In the Sunnyvale decision, the California Supreme Court ruled that a project must be evaluated against the CEQA baseline condition (in this case 2010 conditions). It should be noted that an existing plus project impact assessment for the General Plan Update is an unrealistic assessment, because it would allow development to occur over 20+ years, not all at once. However, in compliance with the Sunnyvale decision, the existing plus project scenario has been evaluated, although it is unrealistic to develop impacts and reasonable mitigation measures assuming full development of the proposed project as if it was constructed today.

Under the existing plus project scenario, the proposed project's buildout traffic volumes were added to the existing traffic volumes and roadway configurations, and impacts were assessed. This scenario is regarded by traffic engineers as a hypothetical scenario when used in connection with a long-range development project such as the proposed General Plan Update, which is not anticipated to reach full buildout until 2035. The existing plus project scenario is hypothetical because it assumes that the proposed project would be fully built out immediately and the corresponding full build-out traffic volumes would be added to existing roadway volumes and infrastructure. It does not take into account the proposed roadway network identified in the Mobility and Infrastructure Element of the proposed General Plan Update. Thus, the existing plus project analysis presumes that the existing environment (existing traffic volumes, existing roadway infrastructure, and existing land uses) would not change over the long term buildout of the project. As a result, future increases in traffic volumes attributable to other development projects (i.e., cumulative traffic volumes) are not accounted for in the existing plus project analysis. This results in the analysis potentially understating project impacts because capacity that otherwise would be utilized by future development that precedes the proposed project is now available to the project. On the other hand, because the scenario does not account for future planned roadway network improvements that would increase roadway capacities, the analysis also potentially results in overstating project impacts. Furthermore, because the analysis does not take into account future development and related changing land uses, the analysis does not account for the corresponding change in trip distribution patterns that accompany changing land uses.

Notwithstanding, an existing plus project analysis has been conducted and the results of the analysis are presented below. Because of the hypothetical nature of the scenario, the analysis presented below is provided for comparative purposes only.

1. **Imperial Oakes SPA.** Under the existing plus project scenario, the following roadway segments would operate at LOS E or LOS F:
 - S. Iris Lane between Centre City Parkway and El Norte Parkway (LOS F)
 - El Norte Parkway between Nutmeg Street and I-15 SB Ramps (LOS F)
 - El Norte Parkway between I-15 SB Ramps and I-15 NB Ramps (LOS E)
 - El Norte Parkway between S. Iris Lane and Morning View Drive (LOS E)

2. **Highway 78 / Broadway TA.** Under the existing plus project scenario, the following roadway segments would operate at LOS F:
 - Centre City between the SR-78 EB Off-Ramp and Mission Avenue (LOS F)
 - Centre City between Mission Avenue and Washington Avenue (LOS F)
 - Mission Avenue between Centre City Parkway and Escondido Boulevard (LOS F)
 - Mission Avenue between Escondido Boulevard and Broadway (LOS F)

- 3. Transit Station TA.** Under the existing plus project scenario, the following roadway segments would operate at LOS F:
- Rock Springs Road between Lincoln Avenue and Mission Avenue (LOS F)
 - Hale Avenue between I-15 NB HOV Off-Ramp and Tulip Street (LOS F)
 - Hale Avenue between Tulip Street and Metcalf Street (LOS F)
 - Mission Avenue between Rock Springs Road and Quince Street (LOS F)
 - Mission Avenue between Quince Street and Centre City Parkway (LOS F)
- 4. South Quince Street TA.** Under the existing plus project scenario, the following roadway segments would operate at LOS E or LOS F:
- Centre City Parkway between 9th Avenue and 13th Avenue (LOS E)
 - 5th Avenue between Quince Street and Centre City Parkway (LOS F)
 - 9th Avenue between Tulip Street and Quince Street (LOS F)
- 5. ERTC North SPA.** Under the existing plus project scenario, the following roadway segments would operate at LOS E or LOS F:
- Auto Park Way between the SR-78 EB Ramps and Mission Avenue (LOS F)
 - Auto Park Way between Mission Road and Country Club Drive (LOS F)
 - Barham Drive west of Mission Road (LOS F)
 - Mission Road between Barham Drive and Auto Park Way (LOS E)
 - Mission Road between Auto Park Way and Enterprise Road (LOS E)
- 6. ERTC South SPA.** Under the existing plus project scenario, all the study area roadway segments would operate at LOS D or better.
- 7. I-15 / Felicita Road Corporate Office TA.** Under the existing plus project scenario, the following roadway segments would operate at LOS F:
- Felicita Road between Tulip Street and Citracado Parkway (LOS F)
 - Felicita Road between Citracado Parkway and Hamilton Lane (LOS F)
 - Citracado Parkway between Bernardo Avenue and I-15 SB Off-Ramp (LOS F)
 - Citracado Parkway between I-15 NB Ramps and Centre City Parkway (LOS F)
- 8. Promenade Retail Center & Vicinity TA.** Under the existing plus project scenario, the following roadway segments would operate at LOS E or LOS F:
- Del Dios Road between 9th Avenue and 11th Avenue (LOS F)
 - Valley Parkway between I-15 SB Ramps and I-15 NB Ramps (LOS E)
 - 9th Avenue between Valley Parkway and Del Dios Road (LOS F)
 - 9th Avenue between Del Dios Road and Auto Park Way (LOS F)
 - 9th Avenue between Auto Park Way and I-15 SB Ramps (LOS E)
- 9. Nutmeg Street Study Area.** Under the existing plus project scenario, the following roadway segments would operate at LOS E or LOS F:
- Centre City Parkway between Ivy Dell Lane and Nutmeg Street (LOS F)
 - Centre City Parkway between Nutmeg Street and the North I-15 Ramp (LOS E)

10. Downtown SPA. Under the existing plus project scenario, the following roadway segments would operate at LOS E or LOS F:

- Broadway between Valley Parkway and Grand Avenue (LOS F)
- Broadway between Grand Avenue and 2nd Avenue (LOS F)
- Broadway between 2nd Avenue and 5th Avenue (LOS F)
- Hickory Street between Washington Avenue and Valley Parkway (LOS F)
- Juniper Street between Washington Avenue and Valley Parkway (LOS E)
- 2nd Avenue between Grand Avenue and Quince Street (LOS F)
- 2nd Avenue between Quince Street and Centre City Parkway (LOS F)
- 2nd Avenue between Centre City Parkway and Escondido Boulevard (LOS F)
- 5th Avenue between Centre City Parkway and Escondido Boulevard (LOS F)
- 5th Avenue between Escondido Boulevard and Broadway (LOS F)
- Grand Avenue between Valley Parkway and 2nd Avenue (LOS E)
- Grand Avenue between Escondido Boulevard and Broadway (LOS E)
- Grand Avenue between Broadway and Juniper Street (LOS F)
- Grand Avenue between Juniper Street and Valley Boulevard (LOS F)
- Valley Parkway between I-15 NB Ramps and La Terraza Boulevard (LOS E)
- Valley Parkway between Tulip Street and Quince Street (LOS F)
- Valley Parkway between Quince Street and Centre City Parkway (LOS E)
- Valley Parkway between Escondido Boulevard and Broadway (LOS E)
- Valley Parkway between Broadway and Juniper Street (LOS E)
- Washington Avenue between Juniper Street and Hickory Street (LOS F)
- Washington Avenue between Hickory Street and Fig Street (LOS F)

11. East Valley Parkway TA. Under the existing plus project scenario, the following roadway segments would operate at LOS E or LOS F:

- Fig Street between Washington Avenue and Valley Parkway (LOS F)
- Midway Drive between Washington Avenue and Valley Parkway (LOS F)
- Rose Street between Washington Avenue and Valley Parkway (LOS F)
- Rose Street between Valley Parkway and Grand Avenue (LOS F)
- Grand Avenue between Fig Street and Date Street (LOS E)
- Grand Avenue between Date Street and Ash Street (LOS E)
- Grand Avenue between Ash Street and Rose Street (LOS F)
- Valley Parkway between Hickory Street and Fig Street (LOS F)
- Valley Parkway between Fig Street and Date Street (LOS F)
- Valley Parkway between Date Street and Ash Street (LOS F)
- Valley Parkway between Rose Street and Midway Drive (LOS F)
- Washington Avenue between Fig Street and Ash Street (LOS F)
- Washington Avenue between Ash Street and Harding Street (LOS F)

12. South Escondido Boulevard / Centre City Parkway TA. Under the existing plus project scenario, the following roadway segments would operate at LOS E or LOS F:

- Escondido Boulevard between 5th Avenue and 9th Avenue (LOS F)
- Escondido Boulevard between 9th Avenue and 13th Avenue (LOS F)
- Escondido Boulevard between 13th Avenue and 15th Avenue (LOS F)
- 13th Avenue between Centre City Parkway and Escondido Boulevard (LOS E)

- 9th Avenue between Centre City Parkway and Escondido Boulevard (LOS F)

13. South Escondido Boulevard / Felicita Avenue TA. Under the existing plus project scenario, the following roadway segments would operate at LOS F:

- Centre City Parkway between 13th Avenue and Felicita Avenue (LOS F)
- Centre City Parkway between Felicita Avenue and Escondido Boulevard (LOS F)
- Escondido Boulevard between 15th Avenue to Felicita Avenue (LOS F)
- Escondido Boulevard between Felicita Avenue to Sunset Drive (LOS F)
- Escondido Boulevard between Sunset Drive and Centre City Parkway (LOS F)
- Felicita Avenue between Tulip Street and Centre City Parkway (LOS F)
- Felicita Avenue between Centre City Parkway and Escondido Boulevard (LOS F)
- Felicita Avenue between Escondido Boulevard and Juniper Street (LOS F)

14. Centre City Parkway / Brotherton Road TA. Under the existing plus project scenario, the following roadway segments would operate at LOS F:

- Centre City Parkway between Escondido Boulevard and Citracado Parkway (LOS F)
- Centre City Parkway between Citracado Parkway and I-15 SB On-Ramp (LOS F)

15. Westfield Shoppingtown TA. Under the existing plus project scenario, the following roadway segment would operate at LOS F:

- Del Lago Boulevard/Beethoven Drive between I-15 HOV Access Ramps and Via Rancho Parkway (LOS F)

16. Northwest Quadrant. Under the existing plus project scenario, the following roadway segments would operate at LOS E or LOS F:

- Bennett Avenue between El Norte Parkway and Rock Springs Road (LOS F)
- Nordahl Road between Rock Springs Road and Knob Hill Road (LOS F)
- Nutmeg Street between Country Club Lane and Sunset Heights Road (LOS F)
- Deer Springs Road west of the North I-15 Ramp (LOS F)
- Montiel Road between Nordahl Road and Deodar Road (LOS F)
- Rock Springs Road between Bennett Avenue and Nordahl Road (LOS E)
- Rock Springs Road between Deodar Road and Montiel Road (LOS E)

17. Northeast Quadrant. Under the existing plus project scenario, the following roadway segments would operate at LOS E or LOS F:

- Ash Street between Vista Avenue and Sheridan Avenue (LOS E)
- Ash Street between El Norte Parkway and Lincoln Avenue (LOS E)
- Centre City Parkway between Mountain Meadow Road and Jesmond Dene Road (LOS F)
- Centre City Parkway between Jesmond Dene Road and Mesa Rock Road (LOS F)
- Centre City Parkway between Mesa Rock Road and Ivy Dell Lane (LOS F)
- Escondido Boulevard between El Norte Parkway and Lincoln Avenue (LOS F)
- Valley Center Road between El Norte Parkway and Lake Wohlford Road (LOS F)
- Valley Center Road north of Lake Wohlford Road (LOS F)
- Vista Verde Way between Vista Avenue and El Norte Parkway (LOS F)
- El Norte Parkway between Centre City Parkway and Escondido Boulevard (LOS F)
- Lincoln Avenue between Rock Springs Road and Morning View Drive (LOS E)

- Mountain Meadow Road between Champagne Road and Broadway (LOS F)
- North Avenue between Broadway and Vista Verde Way (LOS E)

18. Southwest Quadrant. Under the existing plus project scenario, the following roadway segments would operate at LOS E or LOS F:

- Andreasen Drive between Mission Road and Simpson Way (LOS F)
- Citracado Parkway between Avenida del Diablo and Valley Parkway (LOS F)
- Del Dios Highway between Via Rancho Parkway and Mount Israel Road (LOS F)
- Felicita Road between Hamilton Lane and Via Rancho Parkway (LOS E)
- Hale Avenue between I-15 HOV Off-Ramp and Industrial Avenue (LOS F)
- Hale Avenue between Industrial Avenue and Auto Park Way (LOS F)
- Hale Avenue between 9th Avenue and 11th Avenue (LOS F)
- Valley Parkway between Via Rancho Parkway and Citracado Parkway (LOS E)
- Auto Park Way between Citracado Parkway and Enterprise Street (LOS F)
- Auto Park Way between Enterprise Street and Venture Street (LOS F)
- Auto Park Way between Venture Street and Andreasen Drive (LOS F)
- Citracado Parkway between Valley Parkway and Eucalyptus Avenue (LOS F)

19. Southeast Quadrant. Under the existing plus project scenario, the following roadway segments would operate at LOS E or LOS F:

- Bear Valley Parkway between Beethoven Drive and San Pasqual Road (LOS F)
- Bear Valley Parkway between San Pasqual Road and Mary Lane (LOS F)
- Bear Valley Parkway between Mary Lane and Sunset Drive (LOS F)
- Bear Valley Parkway between Sunset Drive and San Pasqual Valley Road (LOS F)
- Bear Valley Parkway between San Pasqual Valley Road and Idaho Avenue (LOS F)
- Bear Valley Parkway between Idaho Avenue and Birch Avenue (LOS F)
- Bear Valley Parkway between Birch Avenue and Rose Street (LOS F)
- Chestnut Street between 5th Avenue and 9th Avenue (LOS F)
- Chestnut Street between 9th Avenue and 13th Avenue (LOS F)
- Citrus Avenue between El Norte Parkway and Mission Avenue (LOS F)
- Citrus Avenue between Washington Avenue and Valley Parkway (LOS E)
- Citrus Avenue between Bear Valley Parkway and Glen Ridge Road (LOS E)
- Fig Street between Lincoln Avenue and Mission Avenue (LOS F)
- Fig Street between Mission Avenue and Washington Avenue (LOS F)
- Juniper Street between Chestnut Street and 13th Avenue (LOS F)
- Juniper Street between 13th Avenue and 15th Avenue (LOS F)
- Juniper Street between 15th Avenue and 17th Avenue (LOS F)
- Midway Drive between Lincoln Avenue and Mission Avenue (LOS F)
- Midway Drive between Mission Avenue and Washington Avenue (LOS F)
- Midway Drive between Grand Avenue and Oak Hill Drive (LOS F)
- Rose Street between Lincoln Avenue and Mission Avenue (LOS F)
- Rose Street between Grand Avenue and Oak Hill Drive (LOS F)
- Rose Street between Oak Hill Drive and Bear Valley Parkway (LOS E)
- San Pasqual Road between San Pasqual Valley Road and Ryan Drive (LOS F)
- San Pasqual Valley Road between Oak Hill Drive and Birch Avenue (LOS F)
- San Pasqual Valley Road between Birch Avenue and Idaho Avenue (LOS F)
- San Pasqual Valley Road between Idaho Avenue and 17th Avenue (LOS F)

- San Pasqual Valley Road between 17th Avenue and Bear Valley Parkway (LOS F)
- San Pasqual Valley Road between Bear Valley Parkway and Citrus Avenue (LOS F)
- San Pasqual Valley Road between Citrus Avenue and Summit Drive (LOS F)
- San Pasqual Valley Road between Summit Drive and Old San Pasqual Road (LOS F)
- San Pasqual Valley Road between Old San Pasqual Road and Cloverdale Road (LOS F)
- 17th Avenue between Juniper Street and Encino Drive (LOS F)
- 17th Avenue between Encino Drive and San Pasqual Valley Road (LOS E)
- 9th Avenue between La Terraza Boulevard and Tulip Street (LOS F)
- El Norte Parkway between Washington Avenue and Bear Valley Parkway (LOS F)
- Lincoln Avenue between Lincoln Parkway (SR-78) and Fig Street (LOS F)
- Lincoln Avenue between Fig Street and Ash Street (LOS F)
- Lincoln Avenue between Ash Street and Harding Street (LOS F)
- Lincoln Avenue between Harding Street and Rose Street (LOS F)
- Lincoln Avenue between Rose Street and Midway Drive (LOS F)
- Lincoln Avenue between Midway Drive and El Norte Parkway (LOS F)
- Mission Avenue between Fig Street and Ash Street (LOS F)
- Mission Avenue between Ash Street and Harding Street (LOS F)
- Mission Avenue between Harding Street and Rose Street (LOS F)
- Mission Avenue between Rose Street and Midway Drive (LOS F)
- Mission Avenue between Midway Drive and Citrus Avenue (LOS F)
- Oak Hill Drive between San Pasqual Valley Road and Rose Street (LOS F)
- Washington Avenue between Harding Street and Rose Street (LOS F)
- Washington Avenue between Rose Street and Midway Drive (LOS E)

Escondido Climate Action Plan

Implementation of the proposed E-CAP would involve implementation of multiple reduction measures that would aggressively reduce greenhouse gas emissions in the City. No reduction measures identified in the E-CAP propose the construction of new roadways or transportation facilities, beyond those allowed under the General Plan Update and Downtown Specific Plan Update. However, some E-CAP reduction measures would involve the installation or retrofit of energy efficient facilities, which could result in temporary minor traffic increases during construction of these facilities from construction equipment vehicles or employee trips to and from the area. These minor impacts would be temporary in nature and would not be considered a significant impact. Rather, multiple E-CAP reduction measures, such as R2-T1, Land Use Based Trips and Vehicle Miles Traveled (VMT) Reduction Policies, and R2-T4, Transportation Demand Management, would promote the reduction of automobile trips within the proposed project area and result in an increase in the use of alternative transportation. Therefore, implementation of the E-CAP could potentially decrease traffic levels within the proposed project area by promoting the use of alternative transportation. Impacts would be less than significant.

Existing Federal, State, and Local Regulations and Existing Regulatory Processes

Multiple federal regulations exist to ensure transportation facilities are operationally adequate within the proposed project area. Future development of roadways under the proposed project would be required to comply with the HCM 2000, which contains capacity and quality of service standards for various highway facilities, including freeways, signalized and unsignalized intersections, and rural highways. Additionally, future development of roadways would be required to comply with Title 23, Highways, in the CFR, which regulates the development of statewide transportation plans.

The proposed project would also be required to comply with Caltrans standards, which establish uniform policies and procedures to carry out the highway design functions of Caltrans. Proposed roadways would also be required to be consistent with the 2050 RTP, the regional planning document that contains an integrated set of public policies, strategies, and investments to maintain, manage, and improve the transportation system in the region. Other regional transportation plans that the proposed project would be required to follow include the 2010 RTIP, a prioritized program designed to implement the region's overall strategy for providing mobility and attaining federal and state air quality standards, and the plans and/or programs developed by SANDAG. In addition, any future discretionary development project would be required to conduct environmental review pursuant to CEQA prior to approval.

Proposed General Plan Update Policies

The General Plan Update includes policies that would reduce traffic and prevent the substantial deterioration of transportation resources within the proposed project area. Within the Mobility and Infrastructure Element, Transportation Demand Management (TDM) Policies 6.1, 6.2 and 6.3 require implementation of a TDM and complete streets program; employers to promote alternative transportation methods; and a TDM program for City employees. Street Network Policies 7.1, 7.2 and 7.3 require regulation of roadways in accordance with the Mobility and Infrastructure Element; specific alignment plans for unique situations; and the goal of meeting LOS C or better throughout the City and LOS D within the urban core area. Street Network Policies 7.4, 7.5 and 7.6 require adequate safety measures on new roadways; CIP funding for roadway projects; and the timely development of the mobility system. Street Network Policies 7.7 through 7.10 require analysis of traffic impacts on the regional transportation system, synchronizing traffic signals, and street beautification programs.

Traffic Calming Policies 9.1, 9.2, and 9.3 require effective traffic management solutions, innovative traffic control methods, and implementation of traffic calming measures. Goods and Services Transport Policies 10.1, 10.2 and 10.3 require designation of truck routes; minimization of impacts from truck traffic; and discourage the use of public streets for freight loading and unloading. Goods and Services Transport Policies 10.4, 10.5, and 10.6 require deliveries during off-peak traffic hours and cooperation with railroad operators.

Additionally, General Plan Update quality of life standard one relates to traffic and transportation, and requires the following: ~~Circulation~~ Mobility and Infrastructure Element streets and intersections shall be planned and developed to achieve a minimum level of service "C" defined by the Highway Capacity Manual as amended or updated, or such other national standard deemed appropriate by the city. Level of service "C" may not be feasible in all areas at all times and level of service "D" shall be considered the threshold for determining significant impacts and appropriate mitigation. Due to physical design characteristics, implementation of pedestrian-oriented "smart growth" and complete streets design improvements, high density infill areas, environmental resource considerations, existing development, freeway interchange impacts, and incomplete system improvements, alternative levels of service may be appropriate for isolated areas, as determined by the City.

Where existing street or intersection capacities are below level of service "C," street, operational or Transportation System Management improvements shall be required or planned to improve the service level to "C" when-ever feasible based upon impacts of future development. Such requirements or plans may be incremental to accommodate future development or the recycling of existing development.

Feasibility of level of service “C” shall be based on impacts upon existing development or environmental constraints along street segments or intersections.

Capital improvement programs and/or facility plans for all growth management tiers shall include Transportation System Management measures designed to maintain or improve levels of service at existing or developed intersections where these locations may be impacted by further development or traffic volume growth. The city shall support public transportation facilities through such measures as requiring right-of-way for commuter rail or park-and-ride facilities, transit stops or facilities, or for other transportation needs. The city shall establish Transportation System Management measures and shall cooperate with agencies and coordinate with regional transportation plans and transportation agencies involving adopted SANDAG population models to determine quality of life compliance.

Proposed Downtown Specific Plan Update Policies

Within the proposed Downtown Specific Plan Update, Section III, Planning Principle E requires the preservation of the existing circulation grid, encouragement of narrow streets with modest curb radius, and recognition of alleys as streets. Implementation of Planning Principle E would preserve the historic street grid (including alleys) while enabling good traffic flow, route choice, safety, and continuity.

Proposed Escondido Climate Action Plan Reduction Measures

Within the E-CAP, reduction measure R1-T7, Goods Movement and Efficiency Measures, promotes systemwide efficiency improvements in goods movement. Reduction measure R2-T1, Land Use Based Trips and VMT Reduction Policies, identifies land use strategies, consistent with the proposed General Plan Update, which would reduce VMT within the proposed project area. Reduction measure R2-T3, Transit Improvements, encourages coordination to improve public transit facilities and reduce VMT. Reduction measure R2-T4, Transportation Demand Management, encourages ride-sharing, carpooling and alternative modes of transportation to reduce automobile travel.

Summary

Implementation of the proposed General Plan Update would result in 14 deficient roadway segments and seven deficient intersections throughout the proposed project area. While existing regulations, proposed General Plan Update and Downtown Specific Plan Update policies and E-CAP reduction measures would reduce impacts to traffic conditions, impacts would not be reduced to below a level of significance. Therefore, the proposed project would result in a significant impact to traffic and LOS levels.

4.16.3.2 Issue 2: Air Traffic Patterns

Guidelines for Determination of Significance

Based on Appendix G of the CEQA Guidelines and existing City policies and regulations, the proposed project would result in a significant impact if it would result in an increase in air traffic patterns or a change in air traffic location that results in substantial safety risks.

Impact Analysis

Growth under the proposed Downtown Specific Plan Update would be consistent with the growth identified for the General Plan Update; therefore, the following analysis pertains to both the General Plan Update and the Downtown Specific Plan Update. Impacts related to implementation of the E-CAP are discussed separately below.

General Plan Update and Downtown Specific Plan Update

The closest public airports to the General Plan Update area are McClellan-Palomar Airport and Ramona Airport. McClellan-Palomar Airport is located in the City of Carlsbad, approximately 10 miles west of the General Plan Update planning boundary. The portion of the General Plan Update planning area west of I-15 is located within Review Area 2 for the airport, which consists of locations within airspace protection and/or overflight notification areas. Limits on the heights of structures are the only restrictions on land uses within Review Area 2. The General Plan Update proposes low density residential land uses (Estate I, Estate II, Rural I, and Rural II) or public land/open space within the Airport Influence Area (AIA) for McClellan-Palomar Airport. These land uses have low concentrations of persons and structures and would not interfere with existing air traffic patterns or require a change in traffic location that would result in substantial safety risks. Further, compliance with existing regulations would reduce any potential safety impacts to a level below significant.

Ramona Airport is located in the unincorporated community of Ramona, approximately 10 miles southeast of the General Plan Update planning boundary. Some southern portions of the proposed project area are located within the Ramona AIA Review Area 2, which defines the airport's airspace protection and/or overflight notification areas. The General Plan Update proposes low density residential land uses (Estate I, Estate II, Rural I, and Rural II) or public land/open space within the AIA for Ramona Airport. These land uses have low concentrations of persons and structures and would not interfere with existing air traffic patterns or require a change in traffic location that would result in substantial safety risks. Further, compliance with existing regulations would reduce any potential safety impacts to a level below significant.

A small private landing strip operates at the Lake Wohlford Resort, and is located within the proposed project planning area. Additionally, there is a heliport located at Palomar Medical Center and a second helipad currently proposed as part of the Palomar Medical Center West project within the ERTC North SPA. As shown in Figure 4.8-6, Land Uses Near Airports, the private Wohlford Resort Airstrip is located within the proposed project area. The proposed General Plan Update would designate public land, residential and tribal land uses within two miles of the Wohlford Resort Airstrip. These land uses have low concentrations of persons and structures and would not interfere with existing air traffic patterns or require a change in traffic location that would result in substantial safety risks. Therefore, the proposed General Plan Update would not alter existing air traffic patterns at the Wohlford Resort Airstrip and impacts would be less than significant. Further, the Lake Wohlford Airstrip has no scheduled flight service and compliance with existing regulations would reduce any potential safety impacts to a level below significant.

Also shown in Figure 4.8-6, Land Uses Near Airports, in Section 4.8, Hazards, land uses proposed within the vicinity of the Palomar Medical Center and Palomar Medical Center West heliports include SPAs, and industrial, commercial and office areas. Under the General Plan Update, land uses proposed within the vicinity of these heliports would not be expected to result in an increase in air traffic patterns or a change in air traffic location that results in substantial safety risks due to compliance with existing

federal, state and local laws intended to reduce risks of accidents associated with helicopters. In order to receive approvals from the Federal Aviation Administration (FAA) and Caltrans Department of Aeronautics (DOA), existing and proposed helicopter flight paths are required to comply with standard obstruction-clearance criteria to ensure an obstruction-free volume of airspace for pilots using the facility. Compliance with all regulations would ensure that land uses proposed under the General Plan Update would not result in an increase in air traffic patterns or a change in air traffic location that results in substantial safety risks.

Blackinton Airport is a private air strip located in the unincorporated Valley Center community, approximately three miles north of the General Plan Update planning area. Additionally, Marine Corps Air Station (MCAS) Miramar is located approximately 12 miles south of the General Plan Update planning boundary. Implementation of the General Plan Update would not designate any land uses within the influence areas of these airports. Therefore, the proposed project would not result in an increase in air traffic patterns or a change in air traffic location that results in substantial safety risks.

Refer to Section 4.8, Hazards and Hazardous Materials, for additional information on public and private airports within the proposed project area and their potential to result in a safety hazard for people residing or working in the area.

Escondido Climate Action Plan

Implementation of the E-CAP would not result in the construction of facilities or structures that would change air traffic patterns or pose a safety hazard. Specifically, the E-CAP does not require or encourage the construction of new wind turbines for alternative energy usage, which have the potential to impair airport operations. E-CAP reduction measures R2-E3 and R2-E4 require the provision of support facilities to connect new residential or commercial development with offsite wind generation, but no E-CAP policies encourage or require the construction of new wind facilities, such as wind turbines, within the proposed project boundary. Therefore, implementation of the E-CAP measures would not result in a safety risk related to changes in air traffic patterns or locations. No impact would occur.

Existing Federal, State and Local Regulations and Existing Regulatory Processes

Federal and state regulations exist that help to prevent hazards to the public and the environment from land uses near airports. These include, but are not limited to, the following: 1) FAA regulations, which establish safety standards for civil aviation; 2) Department of Defense Air Installation Compatibility Use Zone, which establish safety compatibility criteria for military air bases; and 3) State Aeronautics Act, which establishes air safety standards. Refer to Section 4.8, Hazards and Hazardous Materials, for additional information on these regulations.

Proposed General Plan Update Policies

The General Plan Update includes policies within the Mobility and Infrastructure Element that would reduce safety hazards associated with airports. Aviation Policies 11.1 and 11.2 require monitoring of private and public airport-related activities in the vicinity of Escondido to ensure compatibility with the proposed General Plan Update land uses and policies and require all development located within the AIA of the Airport Land Use Compatibility Plan (ALUCP) for the McClellan-Palomar Airport to be located and constructed in conformance with the ALUCP. Aviation Policies 11.3 and 11.4 require review of San Diego International and McClellan-Palomar Airports' expansion plans to ensure their range of aviation services

meets the present and future needs of residents and the business community, and collaboration with Palomar Pomerado Healthcare District regarding emergency medical helicopter services.

Proposed Downtown Specific Plan Update Policies

The proposed Downtown Specific Plan Update does not contain policies related to airports.

Proposed Escondido Climate Action Plan Reduction Measures

The proposed E-CAP does not contain reduction measures related to airports.

Summary

The proposed project would not alter existing air traffic patterns or locations and, therefore, impacts to air traffic patterns would be less than significant.

4.16.3.3 Issue 3: Road Safety

Guidelines for Determination of Significance

Based on Appendix G of the CEQA Guidelines and existing City policies and regulations, the proposed project would result in a significant impact if it would substantially increase hazards due to a design feature (for example, sharp curves or dangerous intersections) or incompatible uses (for example, farm equipment).

Impact Analysis

Growth under the proposed Downtown Specific Plan Update would be consistent with the growth identified for the General Plan Update; therefore, the following analysis pertains to both the General Plan Update and the Downtown Specific Plan Update. Impacts related to implementation of the E-CAP are discussed separately below.

General Plan Update and Downtown Specific Plan Update

Implementation of the proposed General Plan Update would accommodate new residential, commercial, and industrial development. New development would include the construction of driveways and private roadways to serve the proposed land uses. Traffic hazards may be created if adequate vehicle storage space is not provided at the entrances to a development so that waiting vehicles would extend into roadways; or if the internal street system does not contain adequate traffic controls such as stop signs. Additionally, implementation of the proposed General Plan Update would include improvements to the public circulation network and construction of new sidewalks throughout the proposed project area. Dangerous intersections or sidewalks would be considered hazards if not equipped with proper safety features such as setbacks or curbs and be ADA-accessible.

Additionally, many roadways located within the unincorporated areas of the proposed project planning area, including the City's SOI, are two-lane roads that were constructed according to previous road standards. The alignment of many of these roadways is curvilinear with varying horizontal and vertical curves. Drivers are required to constantly adapt their speed to account for regularly changing situations and circumstances that increase the opportunities for human error. In addition, street lights are not available on many rural roads in the City's SOI and the unincorporated areas of the proposed project

planning area. Adoption of the proposed General Plan Update would result in an increase in trips on many of the rural roadways within these areas. Slow moving agricultural vehicles on roadways could also affect traffic operations in the proposed project planning area, particularly in areas where agricultural resources are present (see Figure 4.2-5, Agricultural Resources). Generally, agricultural vehicles travel at speeds much slower than other motorists, such as 25 mph on roadways with speed limits of 45 mph. For this reason, agricultural vehicles are often considered slow moving vehicles and considered incompatible with other motorists. Implementation of the proposed General Plan Update would increase the amount of traffic on rural roadways that may also be used by agricultural vehicles. For the reasons identified above, the proposed General Plan Update has the potential to substantially increase hazards due to a design feature and impacts are considered significant.

Climate Action Plan

The E-CAP contains a variety of reduction measures that would reduce VMT and associated congestion on roadways within the proposed project area, including: Land Use Based Trips and VMT reduction policies (R2-T1), Bicycle Master Plan (R2-T2), Transit Improvements (R2-T3), and Transportation Demand Management (R2-T4). A reduction in vehicle congestion on roadways within the proposed project area would result in a reduction in roadway hazards and would increase, not decrease, safety conditions. Therefore, implementation of the E-CAP measures would not result in transportation safety hazards. No impact would occur.

Existing Federal, State and Local Regulations and Existing Regulatory Processes

Multiple federal, state and local regulations exist to prevent transportation hazards from occurring within the proposed project area. Federal regulations pertaining to transportation safety include those such as the ADA, which ensures that disabled populations are safely and adequately provided with transportation facilities, and the HCM, which provides safety standards for transit throughout the nation.

Proposed General Plan Update Policies

The General Plan Update includes policies that would prevent transportation hazards within the proposed project area. Within the Mobility and Infrastructure Element, Street Network Policy 7.4 requires the provision of adequate traffic safety measures on all new roadways and adequate traffic safety measures on existing roadways subject to fiscal and environmental considerations. These measures may include, but not be limited to, appropriate levels of maintenance, proper street design, traffic control devices (signs, signals, striping), street lighting, and coordination with school districts and other agencies. Street Network Policy 7.5 gives high priority to CIP funding that corrects unsafe conditions on existing streets and/or improves the regional circulation system. Street Network Policy 7.11 promotes safety and efficiency in accessing the public street network.

Proposed Downtown Specific Plan Update Policies

Within the Downtown Specific Plan Update, Section III, Planning Principal D requires the provision of safe and acceptable pedestrian walkways. Planning Principal E requires strategies that enhance pedestrian and public safety. Planning Principal I requires on-street parking to slow traffic and provide a safety buffer between pedestrians and the street.

Proposed Escondido Climate Action Plan Reduction Measures

The proposed E-CAP does not contain reduction measures related to transportation safety.

Summary

Implementation of the proposed General Plan Update would result in increased traffic on roadways with horizontal and vertical curves that are sharper than existing standards. In addition, the proposed project may result in increased traffic on roadways that are also used by slow moving agricultural vehicles. However, compliance with existing regulations, in addition to implementation of the proposed General Plan Update and Downtown Specific Plan Update policies and E-CAP reduction measures, would reduce transportation impacts to below a level of significance. Therefore, the proposed project would result in a less than significant impact to roadway safety.

4.16.3.4 Issue 4: Emergency Access

Guidelines for Determination of Significance

Based on Appendix G of the CEQA Guidelines and existing City policies and regulations, the proposed project would result in a significant impact if it would result in inadequate emergency access or conflict with the requirements of the CFC, State Fire Marshal or Escondido Fire Marshal.

Impact Analysis

Growth under the proposed Downtown Specific Plan Update would be consistent with the growth identified for the General Plan Update; therefore, the following analysis pertains to both the General Plan Update and the Downtown Specific Plan Update. Impacts related to implementation of the E-CAP are discussed separately below.

General Plan Update and Downtown Specific Plan Update

Implementation of the proposed Infrastructure and Mobility Element, as well as future land use development allowable under the General Plan Update, would require lane or roadway closures during construction. Lane and roadway closures would have the potential to limit emergency access to the development site and/or existing development adjacent to the lane or roadway closure. Without proper notification of construction activities to the Escondido Fire Marshall, implementation of the proposed General Plan Update would have the potential to result in inadequate emergency access, and a potentially significant impact would occur.

Additionally, future development under the proposed General Plan Update would include new access driveways and internal circulation roadways to provide access to new development. If proposed onsite circulation plans do not adequately accommodate emergency vehicles, future development would result in inadequate emergency access.

Further, private roads have the potential to impair emergency access. Private roads are often unpaved and poorly maintained, which poses risks to public safety, especially in high wildfire hazard areas. Dirt roads, or roads with potholes, may cause damage to fire apparatus vehicles and/or impede an emergency vehicle from accessing a site. Dirt roads pose additional safety concerns by having dust obstruct the view of evacuees during a wildfire, which can cause vehicles to drive off the road or into the fire. This problem is compounded in areas with existing populations that have only one point of access. Under the proposed General Plan Update, existing private roadways with the potential to impair emergency access would still occur, specifically within the City's SOI and unincorporated areas of the proposed project area. Therefore, this would be considered a potentially significant impact.

Escondido Climate Action Plan

The E-CAP contains a variety of reduction measures that would reduce VMT and associated congestion on roadways within the proposed project area, including: Land Use Based Trips and VMT Reduction Policies (R2-T1), Bicycle Master Plan (R2-T2), Transit Improvements (R2-T3), and TDM (R2-T4). A reduction in vehicle congestion on roadways within the proposed project area would result in increased emergency response and evacuation access in the event of an emergency. Therefore, implementation of the E-CAP measures would not impair emergency access and no impact would occur.

Existing Federal, State and Local Regulations and Existing Regulatory Processes

Any future roadway construction or construction activities related to the development of land uses proposed as part of the General Plan Update would be required comply with the provisions of the CFC and the requirements of the City Fire Marshall. During preparation of the EIR, the Escondido Fire Department (EFD) was contacted to determine potential impacts to emergency evacuation plans and evacuation routes. Correspondence with EFD is included in Appendix F, Public Services Correspondence, of this EIR. As stated in EFD's response letter, implementation of the General Plan Update is not anticipated to impact emergency access in relation to existing emergency response or evacuation plans. Further, any future development within the proposed project area would be required to conduct environmental review pursuant to CEQA prior to approval. CEQA requires proposed projects provide detailed information on the potentially significant environmental effects they are likely to have (including impacts to emergency access), list ways in which the significant environmental effects would be minimized, and identify alternatives that would reduce or avoid the significant impacts identified for the project. To the extent feasible, significant environmental impacts occurring to emergency access from future construction activities allowable under the General Plan Update would be mitigated to below a level of significance.

Proposed General Plan Update Policies

The proposed General Plan Update includes Emergency Services Policy 1.8, which requires regular review and revision of identified evacuation routes and reduces the potential for proposed land uses and development to interfere with adopted emergency response or evacuation plans. Within the Land Use and Community Form Element, Environmental Review Policies 18.1 through 18.4 also require project conformance with CEQA, the General Plan, facilities plans, and quality of life standards; mitigation of environmental impacts; and an update of environmental thresholds in sensitive areas.

Proposed Downtown Specific Plan Update Policies

Within the proposed Downtown Specific Plan Update, Design Standard 11 requires the Engineering/Public Works and Fire Departments to review and approve appropriate clearances around and between buildings to ensure adequate sight distance, safety, and maintenance clearances for private, service, and emergency vehicles.

Proposed Escondido Climate Action Plan Reduction Measures

The proposed E-CAP does not contain reduction measures related to emergency access.

Summary

Under the proposed General Plan Update, construction activities, new development and private roadways have the potential to impair emergency access. However, compliance with existing

regulations, in addition to implementation of the proposed General Plan Update policies and Downtown Specific Plan Update policies would reduce impacts to a level below significant. Additionally, implementation of the E-CAP would reduce roadway congestion which would result in increased emergency response and evacuation access in the event of an emergency. Therefore, the proposed project would not result in a potentially significant impact to emergency access.

4.16.3.5 Issue 5: Alternative Transportation

Guidelines for Determination of Significance

Based on Appendix G of the CEQA Guidelines and existing City policies and regulations, the proposed project would result in a significant impact if it would conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., rail, bus, bicycle or pedestrian facilities), such as the SANDAG RTP or RTIP.

Impact Analysis

Growth under the proposed Downtown Specific Plan Update would be consistent with the growth identified for the General Plan Update; therefore, the following analysis pertains to both the General Plan Update and the Downtown Specific Plan Update. Impacts related to implementation of the E-CAP are discussed separately below.

General Plan Update and Downtown Specific Plan Update

SANDAG coordinates planning and develops public policy for all modes of travel in the San Diego region. The most important transportation policies are contained in the RTP. The 2050 RTP maps out a system designed to maximize transit enhancements, integrate biking and walking elements, and promote programs to reduce demand and increase efficiency. The City considered and incorporated the goals of the RTP during the Mobility and Infrastructure Element planning process. The RTP guidelines recommend that regional transportation agencies integrate multi-modal transportation network policies into their RTPs, identify the financial resources necessary to accommodate such policies, and consider accelerating programming for projects that retrofit existing roads to provide safe and convenient travel by all users. The guidelines also encourage local jurisdictions to ensure that general plan circulation elements and local street and road standards include the necessary planning, design, construction, operation, and maintenance procedures, to support all transportation system users.

The General Plan Update implements the RTP guidelines through the proposed goals and policies that require coordination with regional transportation planning and encourage multi-modal transportation through complete streets, pedestrian network, bicycle network, transit system, street network, and traffic calming policies that ensure safe and efficient circulation. The proposed General Plan Update policies also include requirements for obtaining and allocating funding for transportation-related improvement projects. The General Plan Update proposes a mobility network that is consistent with the growth that would be accommodated by the proposed land use designations, as well as the SANDAG growth projections utilized in the 2050 RTP, as discussed in Section 4.10, Land Use. Additionally, the City's Bicycle Master Plan implements the framework to improve bicycle facilities in the City, as promoted by the RTP. Therefore, the General Plan Update implements the RTP guidelines and is consistent with the RTP. Additionally, the 2010 RTIP implements the latest update to the RTP. Therefore, the proposed project is consistent with both the RTP and RTIP.

Implementation of the proposed General Plan Update would create provisions for alternative modes of transportation, including bike lanes, bus stops, trails, and sidewalks. As part of the proposed project, a Complete Streets Assessment (CSA) was prepared by LLG (2011c). The CSA is included in Appendix I3 to this EIR. A Complete Streets Element is one of the recently mandated (as of December 2010) components that each local government in California must include in any update to their General Plan. The purpose is to ensure that a balanced transportation system is provided by establishing goals and guiding policies for implementing improvements necessary to serve existing and future residents.

Complete streets play an important role in livable and sustainable communities, where all people, regardless of age, ability or mode of transportation feel safe and welcome on the roadways. A safe walking and bicycling environment is an essential part of improving public transportation and creating friendly, livable communities. Additionally, public health experts are encouraging walking and bicycling as a response to the obesity epidemic in the nation. Streets that provide room for bicycling and walking help children get physical activity and gain independence. The benefits of implementing multimodal complete streets include increased transportation choices that give people the option to avoid traffic congestion, and increase the overall capacity and activity of the transportation network. Economic benefits are derived from complete streets because transportation costs and travel times are reduced while property values and job growth are enhanced. Additionally, integrating sidewalks, bike lanes, transit amenities, and safe crossings into the initial design of a project spares the expense of retrofits later. Communities that incorporate complete streets gain quality of life benefits as increased bicycling and walking are indicative of vibrant and livable communities.

The Complete Streets Element of the General Plan Update includes policies that would provide clear and consistent guidance for residents, decision makers, planners, engineers and designers to ensure that multimodal alternative transportation elements are incorporated into all future projects allowable under the proposed General Plan Update. The intent of Escondido's Complete Streets Element is for the City to implement consistent design and planning of all transportation and land use projects with users of all ages and abilities in mind.

Multiple policies within the Complete Streets Element require cooperation with SANDAG, NCTD, adjacent communities and other appropriate agencies. Therefore, implementation of the General Plan Update would not result in a conflict with adopted policies, plans, or programs supporting alternative transportation, such as SANDAG's RTP or RTIP. Impacts would be less than significant.

Escondido Climate Action Plan

The E-CAP contains a variety of reduction measures that promote alternative transportation within the proposed project area, including: Land Use Based Trips and VMT reduction policies (R2-T1), Bicycle Master Plan (R2-T2), Transit Improvements (R2-T3), and Transportation Demand Management (R2-T4). Therefore, the E-CAP would encourage alternative transportation development, consistent with the SANDAG RTP and RTIP and the proposed Complete Streets Element of the General Plan Update, and would not conflict with adopted policies, plans, or programs supporting alternative transportation. No impact would occur.

Existing Federal, State and Local Regulations and Existing Regulatory Processes

Multiple federal, state, and local regulations exist to support alternative transportation programs within the General Plan Update planning area. SANDAG has prepared the 2050 RTP and 2010 RTIP, which guide and encourage alternative transportation development within the region. Additional policies and

regulations pertaining to alternative transportation include the following: the ADA, which requires pedestrian facility design to comply with ADA accessibility standards; the HCM 2000, which contains concepts, guidelines, and procedures for computing the capacity and quality of service of various roadway facilities, and the effects of transit, pedestrians, and bicycles on the performance of these systems; the Complete Streets Act, which ensures that transportation plans for California communities meet the needs of all users of the roadway; and TDA funds, which are used for the development and support of public transportation in California and are allocated to areas based on population, taxable sales, and transit performance.

Proposed General Plan Update Policies

The General Plan Update includes multiple policies that would promote alternative transportation and regional transportation planning. Within the Mobility and Infrastructure Element, Regional Transportation Planning Policies 1.1, 1.2 and 1.3 require coordination and collaboration with SANDAG, NCTD, adjacent communities and other appropriate agencies to prepare, adopt, and implement a transportation strategy that reduces single-occupancy vehicle travel.

Complete Streets Policies 2.1 through 2.4 require the provision of a multi-mode transportation system and a safe and accessible transportation network; integration of complete streets; and evaluation of transportation facilities safety and access during project review. Complete Streets Policies 2.5 through 2.8 require street design that recognizes local context; rights-of-way that accommodate multiple modes of transportation; removal of barriers for accessing mobility infrastructure; promotion of multi-modal access; and collection of traffic impact fees for local transit.

Pedestrian Network Policies 3.1 through 3.4 require the preparation of a Pedestrian Master Plan; management and maintenance of pedestrian facilities; and the preservation and enhancement of pedestrian connectivity. Pedestrian Network Policies 3.5, 3.6 and 3.7 require the promotion of walking; enhancement of pedestrian visibility in facilities; and pedestrian friendly development. Pedestrian Network Policies 3.8, 3.9 and 3.10 require repairs of sidewalks and pedestrian paths; support of the Safe Routes to Schools Program; and pedestrian improvements that protect the environment. Bicycle Network Policies 4.1 through 4.4 require implementation of the Bicycle Master Plan; acceptable LOS for bicycle facilities; promotion of bicycling; and bicycle routes that connect to frequently visited destinations. Bicycle Network Policies 4.5 through 4.8 require bicycle route coordination with adjacent jurisdictions; bicycle parking facilities in public places; new developments to provide bicycle connections; and bicycle education programs for the public.

Transit System Policies 5.1 through 5.4 require collaboration with NCTD to increase transit services and transit accessibility. Transit System Policies 5.5 and 5.6 require cooperation with NCTD, SANDAG and the High Speed Rail Authority. Transit System Policies 5.7, 5.8 and 5.9 require bike and pedestrian connections to transit; transit-supporting facilities in new development; and transit facilities on Prime Arterials, Major Roads and Collector Streets. Transit System Policies 5.10 and 5.11 require the provision of safe and efficient multi-modal access and evaluation of transit needs for seniors.

Proposed Downtown Specific Plan Update Policies

Within the Downtown Specific Plan Update, Section III, Planning Principal A requires streets to be enhanced to attract pedestrians. Planning Principal B requires sidewalks that engage pedestrians. Planning Principal C encourages a compact, walkable community. Planning Principal D requires the provision of safe and acceptable pedestrian walkways. Planning Principal G requires the incorporation

of mixed use development that encourages pedestrian use. Planning Principal J requires the provision of features that increase and enhance ridership on public transit by providing safe, pleasant and convenient public transit stops.

Proposed Escondido Climate Action Plan Reduction Measures

Within the E-CAP, reduction measure R2-T2, Bicycle Master Plan, requires the development and implementation of a Bicycle Master Plan. Reduction measure R2T3, Transit Improvements, encourages coordination to improve public transit facilities. Reduction measure R3-T1, Regional Land Use and Transportation Coordination, requires coordination with SANDAG, Caltrans and neighboring jurisdictions to enhance alternative transportation facilities.

Summary

Implementation of the proposed General Plan Update and Downtown Specific Plan Update would create provisions for alternative modes of transportation, including multi-modal transit stations, bike lanes, bus stops, trails, and sidewalks. Additionally, the E-CAP contains a variety of reduction measures that promote alternative transportation within the proposed project area. Many policies proposed in the General Plan Update would require coordination between the City and the agencies responsible for public transportation planning, including SANDAG. Therefore, compliance with existing regulations, in addition to implementation of the proposed General Plan Update and Downtown Specific Plan Update policies and E-CAP reduction measures would ensure impacts related to alternative transportation would be less than significant.

4.16.4 Cumulative Impacts

The geographic scope of cumulative impacts for traffic and LOS impacts includes the study area evaluated within the TIA (LLG 2011a), which is included in Appendix I1, Traffic Impact Analysis, to this EIR. The geographic scope of cumulative impacts for air traffic, road safety, emergency access and alternative transportation includes the proposed project area and surrounding jurisdictions.

Issue 1: Traffic and LOS

For increases in traffic, exceedance of LOS standards, and increases in vehicle trips, roadway volume and miles traveled, the analysis provided above in Section 4.16.3.1, Issue 1: Traffic and LOS, includes the analysis of both the direct project and cumulative impacts. As discussed in this section, the proposed General Plan Update, in combination with other cumulative projects, would result in 14 deficient roadway segments and seven deficient intersections throughout the proposed project area in the year 2035.

Issue 2: Air Traffic

Cumulative projects would potentially result in the construction of structures or the designation of land use patterns that would change air traffic patterns and potentially result in a substantial safety risks. This could result in a potentially significant safety hazard. However, cumulative projects would be subject to safety regulations, such as ALUCPs, FAA standards and the State Aeronautics Act, which would reduce the potential for safety hazards to below a level of significance. Therefore, the proposed project, in combination with other cumulative projects, would not result in a significant cumulative impact.

Issue 3: Road Safety

Cumulative projects in the region would be required to be consistent with applicable general plans and regional roadway plans, such as the SANDAG RTP and RTIP. Similar to the proposed project, cumulative projects in surrounding jurisdictions would face similar potential transportation operational issues as those in the proposed project area. For example, many roadways in the adjacent unincorporated County area are rural in nature and are not adequate by existing roadway standards. While cumulative projects would not preclude improvements to roadways with potential hazards, there is no guarantee that these improvements would be constructed concurrently with the anticipated increase in vehicle trips on these roadways. Therefore, cumulative projects would result in a significant cumulative impact to rural road safety.

Implementation of the proposed General Plan Update would result in increased traffic on roadways with horizontal and vertical curves that are sharper than existing standards. In addition, the proposed project may result in increased traffic on roadways that are also used by slow moving agricultural vehicles. However, compliance with existing regulations, in addition to implementation of the proposed General Plan Update and Downtown Specific Plan Update policies and E-CAP reduction measures, would reduce road safety impacts to below a level of significance. Therefore, the proposed project would not result in a cumulatively considerable contribution to a significant cumulative roadway safety impact.

Issue 4: Emergency Access

Existing conditions in surrounding jurisdictions including inadequate roadway widths, dead end roads, one-way roads, and gated communities, would have the potential to impair emergency access to new development associated with proposed cumulative projects. The proposed NCTD rail crossing associated with the extension of the ~~Sprinter~~SPRINTER line to the Westfield Shoppingtown TA (North County Fair) and construction of a new transit station at this location could potentially cause a delay in emergency access. This could occur during construction activities if closure of roadways were needed to construct the rail line extension and during operation if the future transit station is not designed to avoid trains extending into adjacent streets when stopped, which could potentially block traffic. However, cumulative emergency access impacts would be limited to the immediate vicinity of the impact, such as multiple obstructions to emergency access along the same route to an emergency care facility. In addition, most cumulative projects that propose the construction of new roadways, such as those identified in the SANDAG RTP and applicable general plans, would be required to meet current state and applicable local standards, in addition to CEQA requirements. Cumulative project impacts would be considered less than significant because emergency access impacts would be limited to the immediate vicinity of a project area and associated impacts would be considered direct, not cumulative. Therefore, the proposed project would not contribute to a significant cumulative impact associated with emergency access.

Issue 5: Alternative Transportation

Cumulative projects in the region would be required to be consistent with applicable general plans and regional roadway plans such, as the SANDAG RTP and RTIP. Cumulative projects would be required to comply with existing federal, state, and local regulations, such as ADA, HCM 2000, Complete Streets Act, TDA funds, 2050 RTP, 2010 RTIP, and any applicable local standards, such as a zoning ordinance. Therefore, cumulative project impacts would be less than significant and the proposed project would not contribute to a significant cumulative impact associated with alternative transportation.

4.16.5 Significance of Impact Prior to Mitigation

Prior to mitigation, the proposed project would result in potentially significant direct and cumulative impacts to traffic and LOS standards. The proposed project would result in less than significant impacts related to airports, transportation hazards, emergency access, and alternative transportation.

4.16.6 Mitigation

Issue 1: Traffic and LOS Standards

Some significant impacts to street segments and intersections resulting from implementation of the proposed project would be mitigated to a less than significant level, while others would not. A discussion of ~~the both infeasible and feasible~~ mitigation measures identified to reduce significant project traffic impacts is ~~provided~~ discussed below.

Infeasible Mitigation Measures

As part of the proposed project, some roadways within the proposed project area would undergo reclassification. These roadways would not be widened to the extent proposed in the currently adopted General Plan due to existing right-of-way constraints and to avoid community character impacts associated with additional widening. However, none of the reclassified roadways would result in an unacceptable LOS. For other segments, implementation of the improved roadway capacity lane configurations proposed in the Mobility and Infrastructure Element would result in intersections resulting in an unacceptable LOS.

Partially Mitigated Impacts

Implementation of mitigation measure Tra-1 would partially mitigate impacts to the four roadway segments and six intersections listed in the measure. However, even after implementing treatment and technology improvements, impacts to these street segments and intersections would remain significant because the facilities would continue to operate at an unacceptable LOS. Implementation of mitigation measure Tra-2 would fully mitigate the impact to Montiel Road between Nordahl Road and Deodar Road. However, the mitigation for the proposed project's impact to the segment of Montiel Road is considered to be infeasible because the timing and implementation of the mitigation measure is within the jurisdiction of the City of San Marcos and cannot be guaranteed by the City of Escondido. If and when the City of San Marcos desires to mitigate the impact to this segment, the City of Escondido would coordinate with San Marcos when significant traffic impacts to this segment are attributed to specific projects being processed in the City of Escondido. These projects would be required to undertake mitigation, such as a fair share contribution, pursuant to city direction. Additionally, there is no feasible mitigation configuration for Tra-3 that could be accomplished without acquiring additional right-of-way, which cannot be guaranteed by the City of Escondido. Therefore, until the City of San Marcos decides to implement the improvements, impacts to the segment of Montiel Road between Nordahl Road and Deodar Road and the I-15 SB ramps/Via Rancho Parkway intersection would remain significant and unavoidable.

Tra-1 The City of Escondido shall implement intersection improvement treatment and adaptive traffic signal control technology along the following roadway segments and at the following intersections prior to reaching an LOS of E or F. Adaptive signal control technologies shall use

~~real-time traffic data to adjust signals to events that cannot be anticipated by traditional time-of-day plans, such as accidents and road construction. Implementation of the General Plan Update would result in certain roadway segments and intersections experiencing significant and unavoidable traffic impacts. To offset the impacts, these segments and intersections would undergo intersection improvement treatment and adaptive traffic signal control technology to improve traffic flow. However, even after implementing such treatment/technology improvements, impacts to the following street segments and intersections would remain significant and unavoidable.~~

Roadway Segments

- Mission Road between Barham Drive and Auto Park Way (LOS E)
- Valley Parkway between Hickory Street and Fig Street (LOS F)
- Valley Parkway between Fig Street and Date Street (LOS F)
- Valley Parkway between Date Street and Ash Street (LOS F)

Intersections

- Nordahl Road/Auto Park Way/Mission Road (LOS E, PM peak hour)
- ~~I-15 SB Ramps/Valley Parkway (LOS F, PM peak hour)~~
- Centre City Parkway/Felicita Avenue (LOS F, PM peak hour)
- Escondido Boulevard/Felicita Avenue (LOS E/F, AM/PM peak hours, respectively)
- Ash Street/Valley Parkway (LOS E, both AM/PM peak hours)
- I-15 SB Ramps/Via Rancho Parkway (LOS E/F, AM/PM peak hours, respectively)
- El Norte Parkway/Centre City Parkway (LOS E/F, AM/PM peak hours, respectively)

~~In addition, the proposed project would result in a roadway segment impact to Montiel Road between Nordahl Road and Deodar Road, which is located within the City of San Marcos. The mitigation for the proposed project's impact to this segment is considered to be infeasible because the timing and implementation of the mitigation measure is within the jurisdiction of another city and cannot be guaranteed by the City of Escondido. The following mitigation measure would reduce this impact to a less than significant level.~~

Tra-2 Montiel Road between Nordahl Road and Deodar Road. The City of Escondido shall implement adaptive traffic signal control technology along Montiel Road between Nordahl Road and Deodar Road prior to the segment reaching an LOS of E or F. Adaptive traffic signal control technologies shall use real-time traffic data to adjust signals to events that cannot be anticipated by traditional time-of-day plans, such as accidents and road construction.

~~Feasible Mitigation Measures~~ **Fully Mitigated Impacts**

The following mitigation measures would reduce significant impacts to the following intersections and roadway segments to a level below significant. ~~However, if at any time the City determines widening of the identified segment is infeasible, then impacts would be significant and unavoidable.~~

Tra-13 Escondido Boulevard between 13th Avenue and 15th Avenue. The City of Escondido shall implement adaptive traffic signal control technology along Escondido Boulevard between 13th Avenue and 15th Avenue prior to the segment reaching an LOS of E or F. Adaptive signal control technologies shall use real-time traffic data to adjust signals to events that

cannot be anticipated by traditional time-of-day plans, such as accidents and road construction.

Tra-24 Centre City Parkway between 13th Avenue and Felicita Avenue. The City of Escondido shall implement adaptive traffic signal control technology along Centre City Parkway between 13th Avenue and Felicita Avenue prior to the segment reaching an LOS of E or F. Adaptive signal control technologies shall use real-time traffic data to adjust signals to events that cannot be anticipated by traditional time-of-day plans, such as accidents and road construction.

Tra-35 Escondido Boulevard between 15th Avenue and Felicita Avenue. Implementation of mitigation measure Tra-8-10 would reduce impacts to Escondido Boulevard between 15th Avenue and Felicita Avenue to a level below significant.

Tra-46 Escondido Boulevard between Felicita Avenue and Sunset Drive. Implementation of the mitigation measure Tra-8-10 would reduce impacts to Escondido Boulevard between Felicita Avenue and Sunset Drive to a level below significant.

Tra-57 Citrus Avenue between Washington Avenue and Valley Parkway. The City of Escondido shall implement adaptive traffic signal control technology along Citrus Avenue between Washington Avenue and Valley Parkway prior to the segment reaching an LOS of E or F. Adaptive signal control technologies shall use real-time traffic data to adjust signals to events that cannot be anticipated by traditional time-of-day plans, such as accidents and road construction.

Tra-68 Citrus Avenue between Bear Valley Parkway and Glen Ridge Road. The City of Escondido shall implement adaptive traffic signal control technology along Citrus Avenue between Bear Valley Parkway and Glen Ridge Road prior to the segment reaching an LOS of E or F. Adaptive signal control technologies shall use real-time traffic data to adjust signals to events that cannot be anticipated by traditional time-of-day plans, such as accidents and road construction.

Tra-79 9th Avenue between La Terraza Boulevard and Tulip Street. The City of Escondido shall implement adaptive traffic signal control technology along 9th Avenue between La Terraza Boulevard and Tulip Street prior to the segment reaching an LOS of E or F. Adaptive signal control technologies shall use real-time traffic data to adjust signals to events that cannot be anticipated by traditional time-of-day plans, such as accidents and road construction.

Tra-810 Lincoln Avenue between Lincoln Parkway (SR-78) and Fig Street. The City of Escondido shall implement adaptive traffic signal control technology along Lincoln Avenue between Lincoln Parkway (SR-78) and Fig Street prior to the segment reaching an LOS of E or F. Adaptive signal control technologies shall use real-time traffic data to adjust signals to events that cannot be anticipated by traditional time-of-day plans, such as accidents and road construction.

Tra-911 Mission Avenue between Rose Street and Midway Drive. The City of Escondido shall implement adaptive traffic signal control technology along Mission Avenue between Rose Street and Midway Drive prior to the segment reaching an LOS of E or F. Adaptive signal control technologies shall use real-time traffic data to adjust signals to events that cannot be anticipated by traditional time-of-day plans, such as accidents and road construction.

Tra-12 Interstate 15 Southbound Ramps/Valley Parkway Intersection. The City of Escondido shall provide a second right turn lane at the I-15 Northbound ramps to partially mitigate the impacts at this intersection. Future land developments would be required to contribute a fair share towards this improvement as well as any other improvements that may be needed in the future to mitigate this impact to below a level of significance.

Issue 2: Air Traffic Patterns

The proposed project would result in less than significant impacts related to air traffic patterns. Therefore, no mitigation is required.

Issue 3: Road Safety

The proposed project would result in less than significant impacts related to road safety. Therefore, no mitigation is required.

Issue 4: Emergency Access

The proposed project would result in less than significant impacts related to emergency access. Therefore, no mitigation is required.

Issue 5: Alternative Transportation

The proposed project would result in less than significant impacts related to alternative transportation. Therefore, no mitigation is required.

4.16.7 Conclusion

The following discussion provides a synopsis of the conclusion reached in each of the above impact analyses, and the level of impact that would occur after mitigation measures are implemented.

Issue 1: Traffic and Level of Service Standards

Implementation of the proposed General Plan Update would result in 14 deficient roadway segments and seven deficient intersections throughout the proposed project area. This would result in a significant direct and cumulative impact. Implementation of the proposed General Plan Update policies and mitigation measures, in addition to compliance with applicable regulations, would reduce nine traffic impacts to a level below significant. However, ~~12-11~~ roadway segment and intersection impacts would remain above a level of significance because mitigation for these impacts has been determined to be infeasible by the City. Therefore, the proposed project would result in significant and unavoidable traffic and LOS impacts.

Issue 2: Air Traffic Patterns

Implementation of the proposed project would not result in changes to air traffic patterns or locations that would result in safety hazards. Therefore, impacts would be less than significant. In addition, the proposed project would not result in a significant cumulative impact associated with air traffic patterns.

Issue 3: Road Safety

Implementation of the proposed General Plan Update would result in increased traffic on roadways with horizontal and vertical curves that are sharper than existing standards and roadways shared by slow moving agricultural vehicles. Compliance with existing regulations, in addition to implementation of the proposed General Plan Update and Downtown Specific Plan Update policies and E-CAP reduction measures would reduce direct roadway safety impacts to a level below significant. In addition, the proposed project would not result in a significant cumulative impact associated with roadway safety.

Issue 4: Emergency Access

Under the proposed General Plan Update, construction activities, new development and private roadways have the potential to impair emergency access. However, compliance with existing regulations, in addition to implementation of the General Plan Update and Downtown Specific Plan Update policies, would mitigate direct project impacts related to emergency access to below a level of significance. In addition, the proposed project would not result in a significant cumulative impact associated with emergency access.

Issue 5: Alternative Transportation

Implementation of the proposed project would create provisions for alternative modes of transportation, including multi-modal transit stations, bike lanes, bus stops, trails, and sidewalks. Many policies proposed in the General Plan Update would require coordination between the City and the agencies responsible for public transportation planning. In addition, Downtown Specific Plan Update policies and E-CAP measures would also support alternative transportation. Therefore, project impacts would be less than significant. In addition, the proposed project would not result in a significant cumulative impact associated with alternative transportation.

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