

June 25, 2015

Mr. Jay Petrek  
Assistant Planning Director  
City of Escondido  
201 N. Broadway  
Escondido, CA 92025

LLG Reference: 3-14-2336

Subject: **Centerpointe 78 Traffic Mitigation Review**  
City of Escondido

Dear Jay:

As requested, LLG has prepared this letter report summarizing our review of the significant traffic impacts and proposed traffic mitigation for the Centerpointe 78 project in the City of Escondido. LLG reviewed the August 2014 Traffic Impact Study (TIS) for the project and subsequent emails from the applicant's traffic consultant. This report also presents LLG's independent evaluation that verifies the appropriateness and preliminary feasibility of the proposed mitigation measures.

### SIGNIFICANT IMPACTS

Based on the findings shown in the August 2014 TIS, the Centerpointe 78 project is calculated to result in significant impacts at five (5) intersections and eleven (11) street segments. **Table 1** shows a summary of the significant impacts occurring under Existing + Project, Opening Year (2016) + Project and Horizon Year (2035) + Project scenarios.

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TABLE 1  
 SIGNIFICANT IMPACTS SUMMARY

Impacted Location and # from TIA	Analysis Scenarios		
	Existing + Project	Opening Year (2016) + Project	Horizon Year (2035) + Project
<i>Intersections</i>			
6. Escondido Boulevard/ El Norte Parkway	✓	✓	✓
7. Escondido Boulevard/ Lincoln Avenue	✓	✓	✓
11. North Broadway/ Lincoln Avenue	✓	✓	✓
12. SR 78/ Lincoln Parkway/ North Broadway	✓	✓	✓
15. Fig Street/ Lincoln Avenue	—	—	✓
<i>Street Segments</i>			
3. Escondido Boulevard – El Norte Parkway to Decatur Way	✓	✓	✓
4. Escondido Boulevard –Decatur Way to Lincoln Avenue	—	✓	✓
6. Escondido Boulevard –Mission Avenue to Washington Avenue	✓	✓	✓
9. Fig Street – Lincoln Avenue to Mission Avenue	✓	✓	✓
11. El Norte Parkway – Centre City Parkway to Escondido Boulevard	—	✓	—
12. Lincoln Avenue – Escondido Boulevard to North Broadway	—	—	✓
15. Lincoln Avenue – Garrick Way to Fig Street	✓	✓	✓
16. Lincoln Avenue – Fig Street to Ash Street	—	—	✓
17. Lincoln Avenue – Ash Street to Harding Street	✓	✓	✓
18. Lincoln Avenue – Harding Street to Rose Street	✓	✓	✓
21. Mission Avenue – Centre City Parkway to Escondido Boulevard	—	—	✓

## FIELD REVIEW

LLG conducted a field review on June 4, 2015 at each of the impacted locations to assess the appropriateness and preliminary feasibility of the proposed migration and also determine if additional or changes to the mitigation measures were required to mitigate the project's significant impacts.

Based on our field review, LLG generally agrees with the proposed mitigation. However, additional or revised mitigation measures are proposed at a few locations. **Table 2** compares the proposed mitigation measures included in the Traffic Impact Study and LLG's proposed recommendations.

**Figure A** graphically illustrates the LLG's recommended mitigation measures under the Existing + Project scenario, **Figure B** shows the mitigation measures under the Opening Day (Year 2016) + Project scenario and **Figure C** shows the mitigation measures under the Horizon Year (Year 2035) + Project scenario.

TABLE 2  
 MITIGATION MEASURES COMPARISON

Impacted Location and # from TIA	TIA Mitigation	LLG Recommendations
<i>Intersections</i>		
6. Escondido Boulevard/ El Norte Parkway	<ul style="list-style-type: none"> <li>▪ Install raised median on El Norte Parkway</li> <li>▪ Restrict Escondido Boulevard/ El Norte Parkway intersection to right-in/right-out only</li> <li>▪ Extend westbound left-turn pocket at Centre City Parkway/ El Norte Parkway intersection to 370'</li> </ul>	<ul style="list-style-type: none"> <li>▪ Install raised median on El Norte Parkway</li> <li>▪ Restrict Escondido Boulevard/ El Norte Parkway intersection to allow certain movements. SB left-turns, SB thru movements, NB left-turns, NB thru movements and EB left-turns at this intersection will be prohibited.</li> <li>▪ Install a dedicated EB right-turn lane (Horizon Year only)</li> </ul>
7. Escondido Boulevard/ Lincoln Avenue	<ul style="list-style-type: none"> <li>▪ Install a traffic signal</li> <li>▪ Restripe intersection to include:               <ul style="list-style-type: none"> <li>- One (1) westbound left-turn lane and one (1) westbound shared thru/right-turn lane</li> <li>- Restrict parking along westbound approach</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>▪ Install a traffic signal only</li> <li>▪ No restriping recommended on the westbound approach to avoid intersection offset and on-street parking issues</li> </ul>
11. North Broadway/ Lincoln Avenue	<ul style="list-style-type: none"> <li>▪ Install a traffic signal</li> <li>▪ Restripe intersection to include:               <ul style="list-style-type: none"> <li>- One (1) eastbound left-turn lane and one (1) eastbound shared thru/right-turn lane</li> <li>- One (1) westbound left-turn lane and one (1) westbound shared thru/right-turn lane</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>▪ Install a traffic signal</li> <li>▪ Restripe eastbound and westbound approaches to include a shared thru/left-turn lane and dedicated right-turn lane</li> <li>▪ Install a "Keep Clear" sign at the intersection</li> </ul>
12. SR 78/ Lincoln Parkway/ North Broadway	<ul style="list-style-type: none"> <li>▪ Install a southbound right-turn overlap (thereby restrict EB u-turns)</li> <li>▪ Restripe southbound thru lane to be a shared thru/right-turn lane.</li> <li>▪ Remove sidewalk on the west side of North Broadway (north of SR 78)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Provide a dedicated SB right-turn lane</li> <li>▪ Install a southbound right-turn overlap (prohibit EB U-turns)</li> </ul>
15. Fig Street/ Lincoln Avenue	<ul style="list-style-type: none"> <li>▪ Restripe northbound to include an additional exclusive left-turn and shared thru/right-turn movement</li> </ul>	<ul style="list-style-type: none"> <li>▪ Restripe northbound to include two dedicated left-turn lanes and a shared thru/right-turn lane. However, including a dual northbound (NB) left-turn lane creates an intersection offset issue with the southbound (SB) approach.</li> <li>▪ Therefore, to accommodate the dual NB left-turns, the SB approach would need to be "shadowed" accordingly. This would require loss of on-street parking on the east curb of southbound Fig Street. Approx. 8 spaces will be lost.</li> </ul>
<i>Street Segments</i>		
3. Escondido Boulevard – El Norte Parkway to Decatur Way	<ul style="list-style-type: none"> <li>▪ Prohibit parking on the east side of Escondido Boulevard and install one 12-foot wide center turn lane.</li> <li>▪ Convert Escondido Boulevard/ El Norte Parkway intersection to allow northbound and southbound right-turn movements only.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Prohibit parking on the east side of Escondido Boulevard to reduce friction and increase roadway capacity by installing a two-way left-turn lane. Approx. 22 spaces will be lost.</li> <li>▪ If this loss of parking is deemed excessive, this impact would remain significant and unmitigated.</li> </ul>

TABLE 2  
 MITIGATION MEASURES COMPARISON

Impacted Location and # from TIA	TIA Mitigation	LLG Recommendations
5. <i>Escondido Boulevard</i> –Decatur Way to Lincoln Avenue	<ul style="list-style-type: none"> <li>▪ Widen to 4 lanes</li> </ul>	<ul style="list-style-type: none"> <li>▪ This segment is planned as a 4-lane Collector on the City of Escondido’s Circulation Element.</li> <li>▪ Prohibit parking on the both sides of Escondido Boulevard to reduce friction and increase roadway capacity by restriping to four (4) travel lanes. Approx. 52 spaces will be lost.</li> <li>▪ If this loss of parking is deemed excessive, alternatively, prohibit parking on one side (approx. 24 spaces) and provide an additional travel lane to increase roadway capacity. If this loss of parking is deemed excessive, this impact would remain significant and unmitigated.</li> </ul>
6. <i>Escondido Boulevard</i> – Mission Avenue to Washington Avenue	<ul style="list-style-type: none"> <li>▪ Prohibit parking</li> </ul>	<ul style="list-style-type: none"> <li>▪ Prohibit parking on the east side of Escondido Boulevard to reduce friction and increase roadway capacity. Approx. 14 spaces will be lost.</li> <li>▪ If this loss of parking is deemed excessive, this impact would remain significant and unmitigated.</li> </ul>
9. <i>Fig Street</i> – Lincoln Avenue to Mission Avenue	<ul style="list-style-type: none"> <li>▪ Prohibit parking and restripe 10 foot wide two-way left-turn median.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Prohibit parking on the both sides of Fig Street to reduce friction and increase roadway capacity by installing a two-way left- turn lane. Approx. 2 spaces will be lost.</li> </ul>
11. <i>El Norte Parkway</i> – Centre City Parkway to Escondido Boulevard	<ul style="list-style-type: none"> <li>▪ No mitigation proposed. Significant and unmitigable impact.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Install a raised median on El Norte Parkway between Centre City Parkway and Escondido Boulevard. SB left-turns, SB thru movements, NB left-turns, NB thru movements and EB left-turns at El Norte Parkway/Escondido Boulevard intersection will be prohibited to increase roadway capacity.</li> </ul>
12. <i>Lincoln Avenue</i> – Escondido Blvd to North Broadway	<ul style="list-style-type: none"> <li>▪ Prohibit parking</li> </ul>	<ul style="list-style-type: none"> <li>▪ Provide a dedicated WB left-turn lane into the project driveway on Lincoln Avenue. This would require loss of the loading/unloading zone fronting the school (approx. 13 spaces) and parking on south side of Lincoln Avenue (approx. 8 spaces).</li> <li>▪ Restrict easterly driveway to allow right-in/right-out movements only.</li> </ul>
15. <i>Lincoln Avenue</i> – Garrick Way to Fig Street	<ul style="list-style-type: none"> <li>▪ Re-time traffic signals at Lincoln Avenue/ Garrick Way and Lincoln Avenue/ Fig Street with optimal signal timing.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Install a dedicated WB right-turn lane at Lincoln Avenue/ Garrick Way intersection and a dedicated EB right-turn lane at Lincoln Avenue/ Fig Street intersection. Re-time traffic signals at these intersections as needed.</li> </ul>
16. <i>Lincoln Avenue</i> –Fig Street to Ash Street	<ul style="list-style-type: none"> <li>▪ Widen to 6 lanes</li> </ul>	<ul style="list-style-type: none"> <li>▪ Contribute a fair-share towards widening of this roadway to 6-lanes.</li> </ul>

TABLE 2  
 MITIGATION MEASURES COMPARISON

Impacted Location and # from TIA	TIA Mitigation	LLG Recommendations
17. <i>Lincoln Avenue</i> –Ash Street to Harding Street	<ul style="list-style-type: none"> <li>▪ Requires restricting on-street parking and restripe 10 foot wide two-way left-turn median.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Restriping to provide a two-way left-turn lane loses excessive parking. Approx. 30 spaces will be lost. However, dedicated left-turn pockets on Lincoln Avenue at Harding Street and Pioneer Elementary School are recommended to increase roadway capacity. The provision of left-turn pockets would not require loss of parking.</li> </ul>
18. <i>Lincoln Avenue</i> –Harding Street to Rose Street	<ul style="list-style-type: none"> <li>▪ Requires restricting on-street parking and restripe 10 foot wide two-way left-turn median.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Restriping to provide a two-way left-turn lane loses excessive parking. Approx. 61 spaces will be lost. However, dedicated left-turn pockets on Lincoln Avenue at Harding Street are recommended to increase roadway capacity. The provision of left-turn pockets would not require loss of parking.</li> </ul>
21. <i>Mission Avenue</i> – Centre City Parkway to Escondido Boulevard	<ul style="list-style-type: none"> <li>▪ Traffic signal coordination</li> </ul>	<ul style="list-style-type: none"> <li>▪ Contribute a fair-share towards future improvements of this roadway.</li> </ul>

**ANALYSIS APPROACH AND METHODOLOGY**

This letter report analyzes the Centerpointe 78 project impacts at intersections and street segments only as the project is calculated to have no significant impacts at the freeway mainlines and freeway on-ramp meters. The section below provides a general description on the analysis approach and methodology used in the post mitigation analysis.

***Intersections***

Intersections were analyzed under AM, Mid-day (under Existing + Project and Opening Day + Project scenarios only) and PM peak hour conditions. Average vehicle delay was determined utilizing the methodology found in the *2010 Highway Capacity Manual (HCM)*, with the assistance of the *Synchro* (version 9.0) computer software. The delay values (represented in seconds) were qualified with a corresponding intersection Level of Service (LOS).

***Street Segments***

Street segment analyses were based upon the comparison of daily traffic volumes (ADTs) to the City of Escondido’s *Roadway Classification, Level of Service, and ADT Table*. This table provides segment capacities for different street classifications, based on traffic volumes and roadway characteristics. The City of Escondido’s *Roadway Classification, Level of Service, and ADT Table* is included below in **Table 3**.

TABLE 3  
 CITY OF ESCONDIDO ROADWAY CLASSIFICATION TABLE

Roadway Classification	Number of Lanes	Cross Section	Level of Service				
			A	B	C	D	E
Prime Arterial	8	116/136 NP	23,800	37,800	51,800	62,300	70,000
	6	106/126 NP	20,400	32,400	44,400	53,400	60,000
Major Arterial	6	90/110 NP	17,000	27,000	37,000	44,500	50,000
	4	82/102 NP	12,600	20,000	27,400	32,900	37,000
Collector	4	64/84 NP	11,600	18,500	25,300	30,400	34,200
	4	64/84 WP	6,800	10,800	14,800	17,800	20,000
Local Collector	2	42/66 NP	5,100	8,100	11,100	13,400	15,000
	2	42/66 P/NP/LT	4,250	6,750	9,250	11,150	12,500
	2	42/66 WP	3,400	5,400	7,400	8,900	10,000

Source: *City of Escondido "Traffic Impact Analysis Guideline"*.

**SIGNIFICANCE CRITERIA**

The Centerpointe 78 project is located within the City of Escondido, which follows the SANTEC/ITE Guidelines for identifying significant traffic impacts. In accordance with “SANTEC/ITE Guidelines for Traffic Impact Studies in the San Diego Region”, the following thresholds shall be used to identify if a project is of significant traffic impact under any scenario. Based on SANTEC/ITE guidelines, if now or in the future, the project’s traffic impact causes the values in **Table 4** below to be exceeded in a roadway segment or an intersection that is operating at LOS D or worse, it is determined to be a significant impact and the project shall identify mitigation measures.

**TABLE 4  
 CITY OF ESCONDIDO TRAFFIC IMPACT SIGNIFICANCE THRESHOLDS**

Level of Service With Project	Allowable Change due to Project Impact	
	Roadway Segments	Intersections
	V/C	Delay (sec.)
<i>D, E, or F</i>	<i>0.02</i>	<i>2.0</i>

*Source: City of Escondido “Traffic Impact Analysis Requirement Guidelines”*

**POST MITIGATION ANALYSIS**

This section summarizes the mitigation analysis for the impacted intersections and street segments based on LLG’s recommendations shown in *Table 2*.

***Existing + Project***

As shown in **Table 5A**, the proposed intersection improvements would reduce the project impacts to below a level of significance and thereby mitigating all the intersection impacts.

As shown in **Table 5B**, the proposed street segment improvements would reduce the project impacts to below a level of significance and thereby mitigating all the street segment impacts.

***Opening Year (2016) + Project***

As shown in **Table 6A**, the proposed intersection improvements would reduce the project impacts to below a level of significance and thereby mitigating all the intersection impacts.

As shown in **Table 6B**, the proposed street segment improvements would reduce the project impacts to below a level of significance and thereby mitigating all the street segment impacts.



***Horizon Year (2035) + Project***

As shown in ***Table 7A***, the proposed intersection improvements would reduce the project impacts below a level of significance and thereby mitigating all the intersection impacts.

As shown in ***Table 7B***, the proposed street segment improvements would reduce the project impacts to below a level of significance and thereby mitigating all the street segment impacts.

TABLE 5A  
 EXISTING + PROJECT INTERSECTION MITIGATION ANALYSIS

Intersection	Peak Hour	Existing		Existing + Project		Existing + Project with Mitigation			Mitigation	Mitigated to below a level of significance?
		Delay <sup>a</sup>	LOS <sup>b</sup>	Delay	LOS	Delay	LOS	Δ <sup>c</sup>		
4. Centre City Parkway/ El Norte Parkway	AM	42.3	<b>D</b>	42.4	<b>D</b>	43.9	<b>D</b>	1.6	Install a raised median on El Norte Parkway between Centre City Parkway and Escondido Boulevard. Restrict Escondido Boulevard/ El Norte Parkway intersection to allow certain movements. SB left-turns, SB thru movements, NB left-turns, NB thru movements and EB left-turns at this intersection will be prohibited. Rerouted traffic will make U-turns at Centre City Parkway.	Yes
	MID	44.9	<b>D</b>	45.1	<b>D</b>	45.8	<b>D</b>	0.9		
	PM	53.2	<b>D</b>	53.9	<b>D</b>	53.8	<b>D</b>	0.6		
6. Escondido Boulevard/ El Norte Parkway	AM	178.1	<b>F</b>	>200.0	<b>F</b>	16.5	C	(161.6)		
	MID	33.4	<b>D</b>	44.4	<b>E</b>	16.3	C	(17.1)		
	PM	181.6	<b>F</b>	>200.0	<b>F</b>	126.0	<b>F</b>	(55.6)		
7. Escondido Boulevard/ Lincoln Avenue	AM	26.5	<b>D</b>	78.3	<b>F</b>	8.4	A	(18.1)	Install a traffic signal	Yes
	MID	31.0	<b>D</b>	>200.0	<b>F</b>	13.7	B	(17.3)		
	PM	21.7	C	>200.0	<b>F</b>	9.2	A	(12.5)		
11. North Broadway/ Lincoln Avenue	AM	77.6	<b>F</b>	>200.0	<b>F</b>	19.2	B	(58.4)	Install a traffic signal. Restripe EB and WB approaches to include a shared thru/left-turn lane and a dedicated right-turn lane. Install a "Keep Clear" sign at the intersection.	Yes
	MID	155.5	<b>F</b>	>200.0	<b>F</b>	41.4	D	(114.1)		
	PM	130.4	<b>F</b>	>200.0	<b>F</b>	19.0	B	(111.4)		
12. North Broadway/ Lincoln Parkway/ SR 78	AM	52.8	<b>D</b>	57.7	<b>E</b>	52.0	<b>D</b>	(0.8)	Restripe SB approach to include a dedicated right-turn lane and install SB right-turn overlap.	Yes
	MID	56.5	<b>E</b>	67.5	<b>E</b>	54.7	<b>D</b>	(1.8)		
	PM	63.2	<b>E</b>	76.4	<b>E</b>	52.9	<b>D</b>	(10.3)		

**Footnotes:**

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.
- c. Δ denotes an increase or (decrease) in delay due to project mitigation.

**General Notes:**

- 1. **Bold** indicates intersection operating at LOS D or worse per City of Escondido's significance criteria.

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

TABLE 5B  
 EXISTING + PROJECT STREET SEGMENT MITIGATION ANALYSIS

Roadway Segment	Classification	Capacity <sup>a</sup>	Existing			Existing + Project			Mitigation Classification	Mitigation Capacity	Existing + Project with Mitigation				Mitigation	Mitigated to below a level of significance?
			ADT <sup>b</sup>	V/C <sup>c</sup>	LOS <sup>d</sup>	ADT	V/C	LOS			ADT	V/C	LOS	Δ <sup>e</sup>		
<b>Escondido Boulevard</b>																
3. El Norte Parkway to Decatur Way	2-In Local Collector (with parking)	10,000	7,400	0.740	C	8,935	0.894	E	2-In Local Collector (no parking on east side)	12,500 <sup>f</sup>	8,935	0.715	C	(0.025)	Prohibit parking on the east side of Escondido Boulevard and increase roadway capacity by installing a two-way left- turn lane. <b>Approx. 22 spaces will be lost.</b> If this loss of parking is deemed excessive, this impact would remain significant and unmitigated.	Yes
6. Mission Avenue to Washington Avenue	4-In Collector (with parking)	20,000	15,302	0.765	D	15,947	0.797	D	4-In Collector (no parking)	34,200	15,947	0.466	B	(0.299)	Prohibit parking on the east side of Escondido Boulevard and increase roadway capacity. <b>Approx. 14 spaces will be lost.</b> If this loss of parking is deemed excessive, this impact would remain significant and unmitigated.	Yes
<b>Fig Street</b>																
9. Lincoln Avenue to Mission Avenue	2-In Local Collector (with parking)	10,000	8,980	0.898	E	9,268	0.927	E	2-In Collector (with two-way left-turn lane)	15,000	9,268	0.618	C	(0.280)	Prohibit parking on the both sides of Fig Street and increase roadway capacity by installing a two-way left-turn lane. <b>Approx. 2 spaces will be lost.</b>	Yes
<b>Lincoln Parkway/ Lincoln Avenue</b>																
15. Garrick Way to Fig Street	4-In Major (no parking)	37,000	31,589	0.854	D	32,966	0.891	E	4-In Major (with future improvements)	40,000 <sup>g</sup>	32,966	0.824	D	(0.030)	Install a dedicated WB right-turn lane at Lincoln Avenue/ Garrick Way intersection and a dedicated EB right-turn lane at Lincoln Avenue/ Fig Street intersection. Re-time traffic signals at these intersections as needed.	Yes
17. Ash Street to Harding Street	2-In Local Collector (with parking)	10,000	15,314	1.531	F	15,844	1.584	F	2-In Local Collector (with left-turn pockets)	12,500 <sup>f</sup>	15,844	1.268	F	(0.263)	Restriping to provide a two-way left-turn lane loses excessive parking. <b>Approx. 30 spaces will be lost.</b> However, dedicated left-turn pockets on Lincoln Avenue at Harding Street and Pioneer Elementary School are recommended to increase roadway capacity. The provision of left-turn pockets would not require loss of parking.	Yes

TABLE 5B  
 EXISTING + PROJECT STREET SEGMENT MITIGATION ANALYSIS

Roadway Segment	Classification	Capacity <sup>a</sup>	Existing			Existing + Project			Mitigation Classification	Mitigation Capacity	Existing + Project with Mitigation				Mitigation	Mitigated to below a level of significance?
			ADT <sup>b</sup>	V/C <sup>c</sup>	LOS <sup>d</sup>	ADT	V/C	LOS			ADT	V/C	LOS	$\Delta^e$		
18. Harding Street to Rose Street	2-In Local Collector (with parking)	10,000	12,591	1.259	<b>F</b>	12,961	1.296	<b>F</b>	2-In Local Collector (with left-turn pockets)	12,500 <sup>f</sup>	12,961	1.037	<b>F</b>	(0.222)	Restriping to provide a two-way left-turn lane loses excessive parking. <b>Approx. 61 spaces will be lost.</b> However, dedicated left-turn pockets on Lincoln Avenue at Harding Street are recommended to increase roadway capacity. The provision of left-turn pockets would not require loss of parking.	Yes

**Footnotes:**

- a. Capacity based on City of Escondido's roadway classification operating at LOS E.
- b. Average Daily Traffic.
- c. Volume to Capacity.
- d. Level of Service.
- e.  $\Delta$  denotes a project mitigation-induced increase or (decrease) in the Volume to Capacity ratio.
- f. 2-In Collector (no parking on one side) or 2-lane Collector (with left-turn pockets) capacity of 12,500 interpolated.
- g. Future proposed improvements assumed to increase capacity by 3,000 ADT.

**General Notes:**

- 1. **Bold** indicates street segment operating at LOS D or worse per City of Escondido's significance criteria

TABLE 6A  
 OPENING YEAR (2016) + PROJECT INTERSECTION MITIGATION ANALYSIS

Intersection	Peak Hour	Opening Year (2016)		Opening Year (2016) + Project		Opening Year (2016) + Project with Mitigation			Mitigation	Mitigated to below a level of significance?
		Delay <sup>a</sup>	LOS <sup>b</sup>	Delay	LOS	Delay	LOS	Δ <sup>c</sup>		
4. Centre City Parkway/ El Norte Parkway	AM	44.7	<b>D</b>	45.3	<b>D</b>	46.4	<b>D</b>	1.7	Install a raised median on El Norte Parkway between Centre City Parkway and Escondido Boulevard. Restrict Escondido Boulevard/ El Norte Parkway intersection to allow certain movements. SB left-turns, SB thru movements, NB left-turns, NB thru movements and EB left-turns at this intersection will be prohibited. Rerouted traffic will make U-turns at Centre City Parkway.	Yes
	MID	46.7	<b>D</b>	48.0	<b>D</b>	48.2	<b>D</b>	1.5		
	PM	53.5	<b>D</b>	55.2	<b>E</b>	54.8	<b>D</b>	1.3		
6. Escondido Boulevard/ El Norte Parkway	AM	>200.0	<b>F</b>	>200.0	<b>F</b>	17.5	<b>C</b>	(258.0)		
	MID	38.7	<b>E</b>	55.2	<b>F</b>	17.9	<b>C</b>	(20.8)		
	PM	>200.0	<b>F</b>	>200.0	<b>F</b>	172.9	<b>F</b>	(146.7)		
7. Escondido Boulevard/ Lincoln Avenue	AM	29.0	<b>D</b>	92.7	<b>F</b>	8.6	<b>A</b>	(20.4)	Install a traffic signal	Yes
	MID	35.1	<b>E</b>	>200.0	<b>F</b>	14.0	<b>B</b>	(21.1)		
	PM	22.9	<b>C</b>	>200.0	<b>F</b>	9.4	<b>A</b>	(13.5)		
11. North Broadway/ Lincoln Avenue	AM	108.3	<b>F</b>	>200.0	<b>F</b>	20.1	<b>C</b>	(88.2)	Install a traffic signal. Restripe EB and WB approaches to include a shared thru/left-turn lane and a dedicated right-turn lane. Install a "Keep Clear" sign at the intersection.	Yes
	MID	>200.0	<b>F</b>	>200.0	<b>F</b>	43.1	<b>D</b>	(194.0)		
	PM	193.2	<b>F</b>	>200.0	<b>F</b>	19.5	<b>B</b>	(173.7)		
12. North Broadway/ Lincoln Parkway/ SR 78	AM	58.0	<b>E</b>	63.6	<b>E</b>	52.7	<b>D</b>	(5.3)	Restripe SB approach to include a dedicated right-turn lane and install SB right-turn overlap.	Yes
	MID	61.4	<b>E</b>	73.8	<b>E</b>	58.2	<b>E</b>	(3.2)		
	PM	67.0	<b>E</b>	82.7	<b>E</b>	53.7	<b>D</b>	(13.3)		

**Footnotes:**

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.
- c. Δ denotes an increase or (decrease) in delay due to project mitigation.

**General Notes:**

- 1. **Bold** indicates intersection operating at LOS D or worse per City of Escondido's significance criteria.

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

TABLE 6B  
 OPENING YEAR (2016) + PROJECT STREET SEGMENT MITIGATION ANALYSIS

Roadway Segment	Classification	Capacity <sup>a</sup>	Opening Year (2016)			Opening Year (2016) + Project			Mitigation Classification	Mitigation Capacity	Opening Year (2016) + Project with Mitigation				Mitigation	Mitigated to below a level of significance?
			ADT <sup>b</sup>	V/C <sup>c</sup>	LOS <sup>d</sup>	ADT	V/C	LOS			ADT	V/C	LOS	Δ <sup>e</sup>		
<b>Escondido Boulevard</b>																
3. El Norte Parkway to Decatur Way	2-In Local Collector (with parking)	10,000	7,624	0.762	<b>D</b>	9,159	0.916	<b>E</b>	2-In Local Collector (no parking on east side)	12,500 <sup>f</sup>	9,159	0.733	C	(0.030)	Prohibit parking on the east side of Escondido Boulevard and increase roadway capacity by installing a two-way left- turn lane. <b>Approx. 22 spaces will be lost.</b> If this loss of parking is deemed excessive, this impact would remain significant and unmitigated.	Yes
4. Decatur Way to Lincoln Avenue	2-In Local Collector (with two-way left-turn lane)	15,000	9,909	0.661	C	11,471	0.765	<b>D</b>	4-In Collector (no parking)	34,200	11,471	0.335	A	(0.325)	Prohibit parking on both sides of Escondido Boulevard and increase roadway capacity by restriping to 4-lanes. <b>Approx.52 spaces will be lost.</b> If this loss of parking is deemed excessive, alternatively, prohibit parking on one side (approx. 24 spaces) and provide an additional travel lane to increase roadway capacity. If this loss of parking is deemed excessive, this impact would remain significant and unmitigated.	Yes
6. Mission Avenue to Washington Avenue	4-In Collector (with parking)	20,000	15,766	0.788	<b>D</b>	16,411	0.821	<b>D</b>	4-In Collector (no parking)	34,200	16,411	0.480	B	(0.308)	Prohibit parking on the east side of Escondido Boulevard and increase roadway capacity. <b>Approx. 14 spaces will be lost.</b> If this loss of parking is deemed excessive, this impact would remain significant and unmitigated.	Yes
<b>Fig Street</b>																
9. Lincoln Avenue to Mission Avenue	2-In Local Collector (with parking)	10,000	9,270	0.927	<b>E</b>	9,558	0.956	<b>E</b>	2-In Collector (with two-way left-turn lane)	15,000	9,558	0.637	C	(0.290)	Prohibit parking on the both sides of Fig Street and increase roadway capacity by installing a two-way left-turn lane. <b>Approx. 2 spaces will be lost.</b>	Yes
<b>El Norte Parkway</b>																
11. Centre City Parkway to Escondido Boulevard	4-In Major (no parking)	37,000	26,870	0.726	C	28,287	0.765	<b>D</b>	5-In Major	43,500	28,287	0.650	C	(0.076)	Install a raised median on El Norte Parkway between Centre City Parkway and Escondido Boulevard. SB left-turns, SB thru movements, NB left-turns, NB thru movements and EB left-turns at El Norte Parkway/Escondido Boulevard intersection will be prohibited to increase roadway capacity.	Yes

TABLE 6B  
 OPENING YEAR (2016) + PROJECT STREET SEGMENT MITIGATION ANALYSIS

Roadway Segment	Classification	Capacity <sup>a</sup>	Opening Year (2016)			Opening Year (2016) + Project			Mitigation Classification	Mitigation Capacity	Opening Year (2016) + Project with Mitigation				Mitigation	Mitigated to below a level of significance?
			ADT <sup>b</sup>	V/C <sup>c</sup>	LOS <sup>d</sup>	ADT	V/C	LOS			ADT	V/C	LOS	Δ <sup>e</sup>		
<b>Lincoln Parkway/ Lincoln Avenue</b>																
15. Garrick Way to Fig Street	4-In Major (no parking)	37,000	33,026	0.893	<b>E</b>	34,403	0.930	<b>E</b>	4-In Major (with future improvements)	40,000 <sup>g</sup>	34,403	0.860	<b>D</b>	(0.033)	Install a dedicated WB right-turn lane at Lincoln Avenue/ Garrick Way intersection and a dedicated EB right-turn lane at Lincoln Avenue/ Fig Street intersection. Re-time traffic signals at these intersections as needed.	Yes
17. Ash Street to Harding Street	2-In Local Collector (with parking)	10,000	15,914	1.591	<b>F</b>	16,444	1.644	<b>F</b>	2-In Local Collector (with left-turn pockets)	12,500 <sup>f</sup>	16,444	1.316	<b>F</b>	(0.276)	Restriping to provide a two-way left-turn lane loses excessive parking. <b>Approx. 30 spaces will be lost.</b> However, dedicated left-turn pockets on Lincoln Avenue at Harding Street and Pioneer Elementary School are recommended to increase roadway capacity. The provision of left-turn pockets would not require loss of parking.	Yes
18. Harding Street to Rose Street	2-In Local Collector (with parking)	10,000	13,109	1.311	<b>F</b>	13,479	1.348	<b>F</b>	2-In Local Collector (with left-turn pockets)	12,500 <sup>f</sup>	13,479	1.078	<b>F</b>	(0.233)	Restriping to provide a two-way left-turn lane loses excessive parking. <b>Approx. 61 spaces will be lost.</b> However, dedicated left-turn pockets on Lincoln Avenue at Harding Street are recommended to increase roadway capacity. The provision of left-turn pockets would not require loss of parking.	Yes

**Footnotes:**

- a. Capacity based on roadway classification operating at LOS E.
- b. Average Daily Traffic.
- c. Volume to Capacity.
- d. Level of Service.
- e. Δ denotes a project mitigation-induced increase or (decrease) in the Volume to Capacity ratio.
- f. 2-In Collector (no parking on one side) or 2-lane Collector (with left-turn pockets) capacity of 12,500 interpolated.
- g. Future proposed improvements assumed to increase capacity by 3,000 ADT.

**General Notes:**

- 1. **Bold** indicates street segment operating at LOS D or worse per City of Escondido's significance criteria.

TABLE 7A  
 HORIZON YEAR (2035) + PROJECT INTERSECTION MITIGATION ANALYSIS

Intersection	Peak Hour	Horizon Year (2035)		Horizon Year (2035) + Project		Horizon Year (2035) + Project with Mitigation			Mitigation	Mitigated to below a level of significance?		
		Delay <sup>a</sup>	LOS <sup>b</sup>	Delay	LOS	Delay	LOS	Δ <sup>c</sup>				
4. Centre City Parkway/ El Norte Parkway	AM	57.9	<b>E</b>	58.4	<b>E</b>	58.6	<b>E</b>	0.7	Install a raised median on El Norte Parkway between Centre City Parkway and Escondido Boulevard. Restrict Escondido Boulevard/ El Norte Parkway intersection to allow certain movements. SB left-turns, SB thru movements, NB left-turns, NB thru movements and EB left-turns at this intersection will be prohibited. Rerouted traffic will make U-turns at Centre City Parkway. Install a dedicated EB right-turn lane at Escondido Boulevard/ El Norte Parkway intersection.	Yes		
	PM	52.9	<b>D</b>	53.5	<b>D</b>	53.2	<b>D</b>	0.3				
6. Escondido Boulevard/ El Norte Parkway	AM	>200.0	<b>F</b>	>200.0	<b>F</b>	>200.0	<b>F</b>	(1,321.3)				
	PM	166.6	<b>F</b>	184.0	<b>F</b>	157.7	<b>F</b>	(8.9)				
7. Escondido Boulevard/ Lincoln Avenue	AM	>200.0	<b>F</b>	>200.0	<b>F</b>	10.0	<b>B</b>	(4,179.8)			Install a traffic signal	Yes
	PM	30.2	<b>D</b>	110.0	<b>F</b>	7.1	<b>A</b>	(23.1)				
11. North Broadway/ Lincoln Avenue	AM	>200.0	<b>F</b>	>200.0	<b>F</b>	27.9	<b>C</b>	(651.3)			Install a traffic signal. Restripe EB and WB approaches to include a shared thru/left-turn lane and a dedicated right-turn lane. Install a "Keep Clear" sign at the intersection.	Yes
	PM	>200.0	<b>F</b>	>200.0	<b>F</b>	25.4	<b>C</b>	(363.9)				
12. North Broadway / Lincoln Parkway/ SR 78	AM	>200.0	<b>F</b>	>200.0	<b>F</b>	>200.0	<b>F</b>	(53.4)	Restripe SB approach to include a dedicated right-turn lane and install SB right-turn overlap.	Yes		
	PM	135.1	<b>F</b>	152.1	<b>F</b>	114.1	<b>F</b>	(21.0)				
15. Fig Street/ Lincoln Avenue	AM	104.9	<b>F</b>	109.1	<b>F</b>	84.7	<b>F</b>	(20.2)	Restripe northbound to include two dedicated left-turn lanes and a shared thru/right-turn lane. Restripe the SB approach to "shadow" the dual NB left-turn lanes.	Yes		
	PM	32.6	<b>C</b>	34.4	<b>D</b>	27.2	<b>C</b>	(5.4)				

**Footnotes:**

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.
- c. Δ denotes an increase or (decrease) in delay due to project mitigation.

**General Notes:**

- 1. **Bold** indicates intersection operating at LOS D or worse per City of Escondido's significance criteria.

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F



TABLE 7B  
 HORIZON YEAR (2035) + PROJECT STREET SEGMENT MITIGATION ANALYSIS

Roadway Segment	Classification	Capacity <sup>a</sup>	Horizon Year (2035)			Horizon Year (2035) + Project			Mitigation Classification	Mitigation Capacity	Horizon Year (2035) + Project with Mitigation				Mitigation	Mitigated to below a level of significance?
			ADT <sup>b</sup>	V/C <sup>c</sup>	LOS <sup>d</sup>	ADT	V/C	LOS			ADT	V/C	LOS	Δ <sup>e</sup>		
<b>Escondido Boulevard</b>																
3. El Norte Parkway to Decatur Way	2-ln Local Collector (with parking)	10,000	12,565	1.257	F	14,100	1.410	F	2-ln Local Collector (no parking on east side)	12,500 <sup>f</sup>	14,100	1.128	F	(0.129)	Prohibit parking on the east side of Escondido Boulevard and increase roadway capacity by installing a two-way left- turn lane. <b>Approx. 22 spaces will be lost.</b> If this loss of parking is deemed excessive, this impact would remain significant and unmitigated.	Yes
4. Decatur Way to Lincoln Avenue	2-ln Local Collector (with two-way left-turn lane)	15,000	11,838	0.789	D	13,400	0.893	D	4-ln Collector (no parking)	34,200	13,400	0.392	B	(0.397)	Prohibit parking on both sides of Escondido Boulevard and increase roadway capacity by restriping to 4-lanes. <b>Approx.52 spaces will be lost.</b> If this loss of parking is deemed excessive, alternatively, prohibit parking on one side (approx. 24 spaces) and provide an additional travel lane to increase roadway capacity. If this loss of parking is deemed excessive, this impact would remain significant and unmitigated.	Yes
6. Mission Avenue to Washington Avenue	4-ln Collector (with parking)	20,000	16,832	0.842	D	17,477	0.874	D	4-ln Collector (no parking)	34,200	17,477	0.511	B	(0.331)	Prohibit parking on the east side of Escondido Boulevard and increase roadway capacity. <b>Approx. 14 spaces will be lost.</b> If this loss of parking is deemed excessive, this impact would remain significant and unmitigated.	Yes
<b>Fig Street</b>																
9. Lincoln Avenue to Mission Avenue	2-ln Local Collector (with parking)	10,000	9,812	0.981	E	10,100	1.010	F	2-ln Collector (with two-way left-turn lane)	15,000	10,100	0.673	C	(0.308)	Prohibit parking on the both sides of Fig and increase roadway capacity by installing a two-way left- turn lane. <b>Approx. 2 spaces will be lost.</b>	Yes
<b>Lincoln Parkway/ Lincoln Avenue</b>																
12. Escondido Boulevard to North Broadway	2-ln Local Collector (with parking)	10,000	3,262	0.326	A	7,800	0.780	D	2-ln Local Collector (no parking)	12,500 <sup>f</sup>	7,800	0.624	C	0.298	Provide a dedicated WB left-turn lane into the project driveway on Lincoln Avenue and prohibit on-street parking on both sides between North Broadway and project driveway. Approx. 40 spaces will be lost.	Yes
15.Garrick Way to Fig Street	4-ln Major (no parking)	37,000	39,023	1.055	F	40,400	1.092	F	4-ln Major (with future improvements)	40,000 <sup>g</sup>	40,400	1.010	F	(0.045)	Install a dedicated WB right-turn lane at Lincoln Avenue/ Garrick Way intersection and a dedicated EB right-turn lane at Lincoln Avenue/ Fig Street intersection. Re-time traffic signals at these intersections as needed.	Yes

TABLE 7B  
 HORIZON YEAR (2035) + PROJECT STREET SEGMENT MITIGATION ANALYSIS

Roadway Segment	Classification	Capacity <sup>a</sup>	Horizon Year (2035)			Horizon Year (2035) + Project			Mitigation Classification	Mitigation Capacity	Horizon Year (2035) + Project with Mitigation				Mitigation	Mitigated to below a level of significance?
			ADT <sup>b</sup>	V/C <sup>c</sup>	LOS <sup>d</sup>	ADT	V/C	LOS			ADT	V/C	LOS	Δ <sup>e</sup>		
16. Fig Street to Ash Street	4-ln Major (no parking)	37,000	37,691	1.019	<b>F</b>	38,600	1.043	<b>F</b>	6-ln Prime	60,000	38,600	0.643	<b>C</b>	(0.376)	Contribute a fair-share towards widening of this roadway to 6-lanes.	Yes
17. Ash Street to Harding Street	2-ln Local Collector (with parking)	10,000	29,570	2.957	<b>F</b>	30,100	3.010	<b>F</b>	2-ln Local Collector (with left-turn pockets)	12,500 <sup>f</sup>	30,100	2.408	<b>F</b>	(0.549)	Restriping to provide a two-way left-turn lane loses excessive parking. <b>Approx. 30 spaces will be lost.</b> However, dedicated left-turn pockets on Lincoln Avenue at Harding Street and Pioneer Elementary School are recommended to increase roadway capacity. The provision of left-turn pockets would not require loss of parking.	Yes
18. Harding Street to Rose Street	2-ln Local Collector (with parking)	10,000	23,430	2.343	<b>F</b>	23,800	2.380	<b>F</b>	2-ln Local Collector (with left-turn pockets)	12,500 <sup>f</sup>	23,800	1.904	<b>F</b>	(0.439)	Restriping to provide a two-way left-turn lane loses excessive parking. <b>Approx. 61 spaces will be lost.</b> However, dedicated left-turn pockets on Lincoln Avenue at Harding Street are recommended to increase roadway capacity. The provision of left-turn pockets would not require loss of parking.	Yes
<b>Mission Avenue</b>																
21. Centre City Parkway to Escondido Boulevard	4-ln Major (no parking)	37,000	29,281	0.791	<b>D</b>	30,400	0.822	<b>D</b>	4-ln Major (with future improvements)	40,000 <sup>g</sup>	30,400	0.760	<b>C</b>	(0.031)	Contribute a fair-share towards future improvements of this roadway.	Yes

**Footnotes:**  
 a. Capacity based on roadway classification operating at LOS E.  
 b. Average Daily Traffic.  
 c. Volume to Capacity.  
 d. Level of Service.  
 e. Δ denotes a project mitigation-induced increase or (decrease) in the Volume to Capacity ratio.  
 f. 2-ln Collector (no parking on one side) or 2-lane Collector (with left-turn pockets) capacity of 12,500 interpolated.  
 g. Future proposed improvements assumed to increase capacity by 3,000 ADT.

**General Notes:**  
 1. **Bold** indicates street segment operating at LOS D or worse per City of Escondido's significance criteria.

#### CONCLUSIONS

This letter report summarizes our review of the significant traffic impacts and proposed mitigation measures identified in the TIS for the Centerpointe 78 Project. This report also presents LLG's independent evaluation that verifies the appropriateness of the proposed mitigation measures and presents revisions to those measures as needed.

Based on our field review, LLG generally agrees with the proposed mitigation identified in the TIS. However, additional or revised mitigation measures are proposed at a few locations based on our review and analysis.

The proposed LLG intersection and segment improvements would reduce the project impacts to below a level of significance and thereby mitigating all of the significant intersection and street segment impacts under the Existing + Project, Opening Year (2016) + Project and Horizon Year (2035) + Project scenarios.

Please call us if you have any questions.

Sincerely,

**Linscott, Law & Greenspan, Engineers**



John Boarman, P.E.  
Principal



Shankar R., P.E.  
Senior Transportation Engineer

cc: File

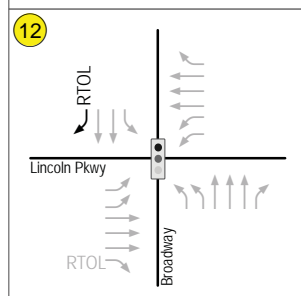
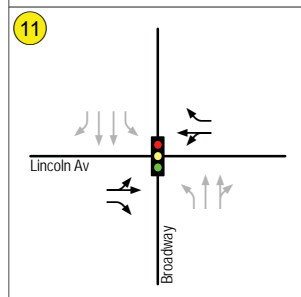
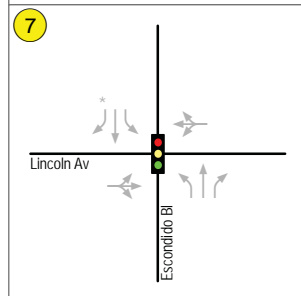
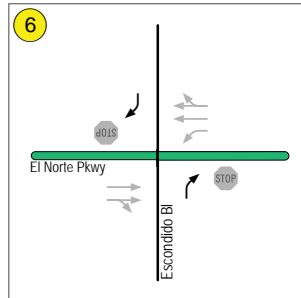
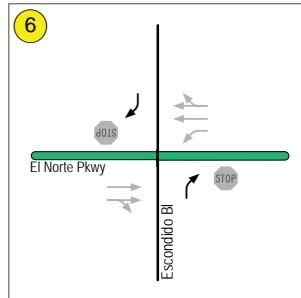
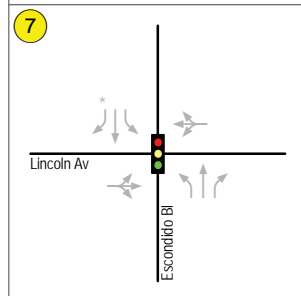


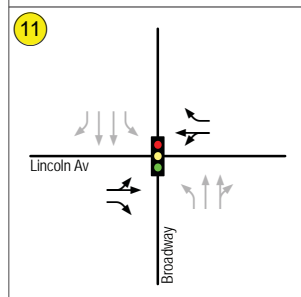
Figure A  
Existing + Project Impacts & Mitigation



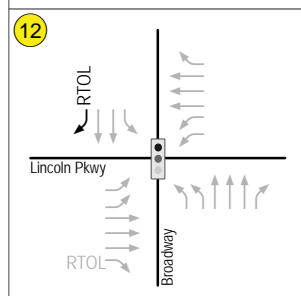
Install a raised median and prohibit SBL, SBT, NBL, NBT, and EBL movements at Escondido Boulevard.



Prohibit parking on the east side to increase roadway capacity by installing a two-way left-turn lane. Approximately 22 spaces will be lost.



Prohibit parking on both sides to increase roadway capacity by restriping to 4-lanes. Approximately 52 spaces will be lost.



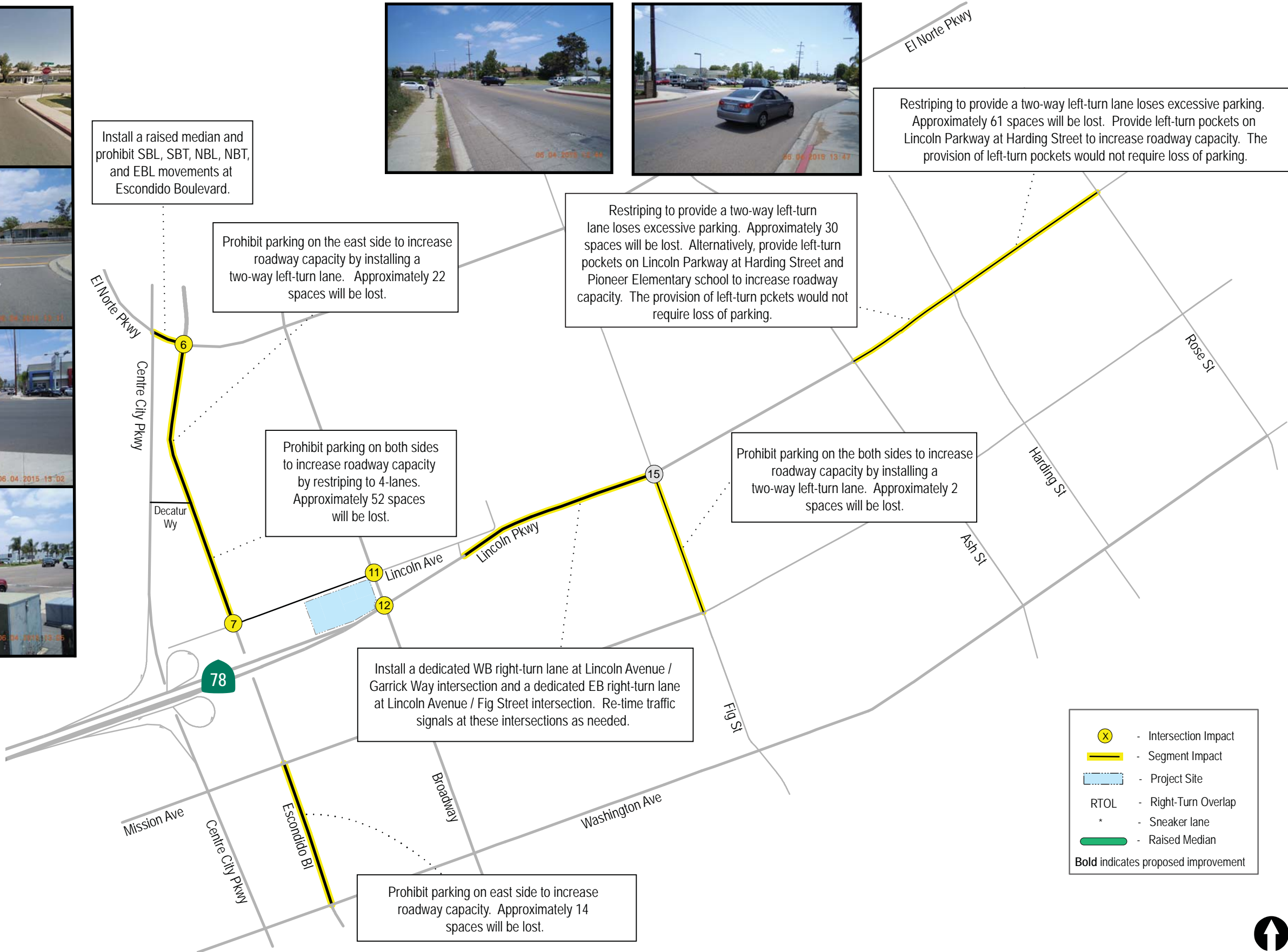
Install a dedicated WB right-turn lane at Lincoln Avenue / Garrick Way intersection and a dedicated EB right-turn lane at Lincoln Avenue / Fig Street intersection. Re-time traffic signals at these intersections as needed.

Prohibit parking on east side to increase roadway capacity. Approximately 14 spaces will be lost.

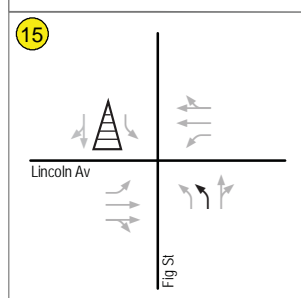
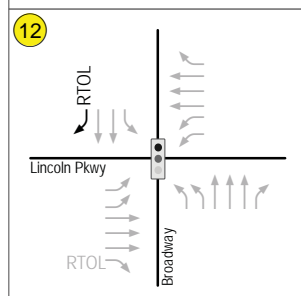
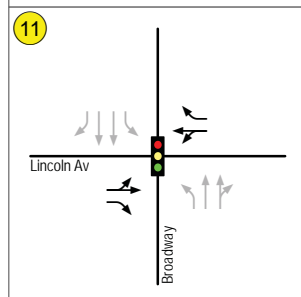
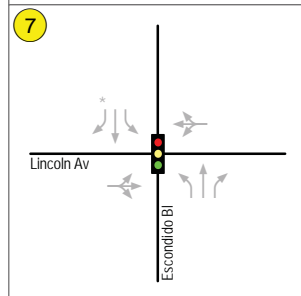
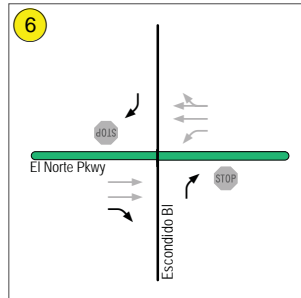


Restriping to provide a two-way left-turn lane loses excessive parking. Approximately 30 spaces will be lost. Alternatively, provide left-turn pockets on Lincoln Parkway at Harding Street and Pioneer Elementary school to increase roadway capacity. The provision of left-turn pockets would not require loss of parking.

Restriping to provide a two-way left-turn lane loses excessive parking. Approximately 61 spaces will be lost. Provide left-turn pockets on Lincoln Parkway at Harding Street to increase roadway capacity. The provision of left-turn pockets would not require loss of parking.







Provide dedicated WB left-turn lane into the project driveway by prohibiting parking on both sides between Broadway and the project driveway. Approximately 13 spaces of loading/unloading zone fronting the school and 8 parking spaces on south side of Lincoln Avenue will be lost. Restrict easterly driveway to allow right-in/right-out movements only.



Restriping to provide a two-way left-turn lane loses excessive parking. Approximately 61 spaces will be lost. Provide left-turn pockets on Lincoln Parkway at Harding Street to increase roadway capacity. The provision of left-turn pockets would not require loss of parking.

Restriping to provide a two-way left-turn lane loses excessive parking. Approximately 30 spaces will be lost. Alternatively, provide left-turn pockets on Lincoln Parkway at Harding Street and Pioneer Elementary school to increase roadway capacity. The provision of left-turn pockets would not require loss of parking.

Prohibit parking on the east side to increase roadway capacity by installing a two-way left-turn lane. Approximately 22 spaces will be lost.

Contribute a fair-share towards widening of this roadway to 6 lanes.

Prohibit parking on both sides to increase roadway capacity by restriping to 4-lanes. Approximately 52 spaces will be lost.

Prohibit parking on the both sides to increase roadway capacity by installing a two-way left-turn lane. Approximately 13 spaces will be lost.

Install a dedicated WB right-turn lane at Lincoln Avenue / Garrick Way intersection and a dedicated EB right-turn lane at Lincoln Avenue / Fig Street intersection. Re-time traffic signals at these intersections as needed.

Contribute a fair-share towards future improvements of this roadway.

Prohibit parking on east side to reduce increase roadway capacity. Approximately 14 spaces will be lost.



- Intersection Impact
- Segment Impact
- Project Site
- RTOL - Right-Turn Overlap
- \*
- Raised Median
- Shadow Dual Left-Turns
- Bold indicates proposed improvement**