

2.12. Traffic and Circulation

This section addresses potential transportation and traffic impacts that may result from construction and/or operation of the Safari Highlands Ranch (SHR) project. The following discussion addresses the existing transportation and traffic conditions in the project area, identifies applicable regulations, evaluates the SHR project's consistency with applicable goals and policies, identifies and analyzes environmental impacts, and recommends measures to reduce or avoid adverse impacts anticipated from implementation of the project.

The analysis in this section is largely based on the transportation impact analysis (TIA) prepared by Linscott, Law & Greenspan (2017a) and peer-reviewed by Michael Baker International. The report, included in its entirety in **Appendix 2.12-1**, contains additional information as to methodologies, as well as complete modeling data. Additionally, although not required by the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis (LL&G 2017b) was also prepared for the project and is included as **Appendix 2.12-2**. Refer also to **Sections 2.12.2** and **2.12.5**, below, for additional discussion of the VMT analysis.

The table below summarizes the transportation and traffic impacts detailed in **Section 2.12.4**.

Summary of Traffic and Circulation Impacts

Threshold Number	Issue	Determination	Mitigation Measures	Impact After Mitigation
1	Conflict with Plan, Ordinance, or Policy Measuring Effectiveness of Performance of the Circulation System	Potentially Significant Impact	TRA-1 through TRA-8	Less than Significant Impact / Significant and Unavoidable
2	Conflict with a Congestion Management Program	Potentially Significant Impact	TRA-1 through TRA-8	Less than Significant Impact
3	Change in Air Traffic Patterns	No Impact	None required	No Impact
4	Increase Hazards Due to a Design Feature or Incompatible Use	Less than Significant Impact	None required	Less than Significant Impact
5	Interference with Emergency Access	Potentially Significant Impact	TRA-9	Less than Significant Impact
6	Conflict with Adopted Policies, Plans, or Programs Pertaining to Alternative Transit or Decrease Performance or Safety of Such Facilities	Less than Significant Impact	None required	Less than Significant Impact

2.12.1. Existing Conditions

The project study area for the TIA was determined in accordance with the City of Escondido's published Traffic Impact Analysis Requirement Guidelines. The guidelines indicate that the study area should include at least all site access points and major intersections (signalized and unsignalized) adjacent to the site. The study area was defined using the City's established criteria for determining whether a roadway segment (based on street classification and average daily trips [ADT] added to the segment) or intersection (based on peak-hour volumes) should be included in the included in the TIA (see **Appendix 2.12-1**).

The roadways and intersections analyzed are under the jurisdiction of the City of Escondido, the County of San Diego, the California Department of Transportation (Caltrans), and the City of San Diego. Some roadway segments are in more than one jurisdiction, and roadway classification can vary by each jurisdiction. The study area included 18 intersections and 18 street segments.

Table 2.12-1 identifies the existing traffic control measures (e.g., signalized/unsignalized) at each of the study area intersections and the applicable jurisdiction. **Table 2.12-2** identifies each of the study area street segments considered and the applicable jurisdiction. **Figure 2.12-1** shows the roadways and intersections within the study area that were considered in analysis.

The following is a brief description of the roadways considered in the analysis of project impacts relative to transportation and traffic.

Area Roadways

San Pasqual Valley Road (State Route [SR] 78) is classified in the San Diego County General Plan North County Metro Mobility Element Network as a four-lane 4.1B Major Road (with intermittent turn lanes) northwest of Bear Valley Parkway and as a four-lane 4.1A Major Road extending east of Bear Valley Parkway to the City of San Diego jurisdictional boundary just west of Cloverdale Road.

The City of San Diego San Pasqual Valley Community Plan classifies the roadway as a four-lane Conventional Highway. In the project study area, San Pasqual Valley Road is constructed as a two-lane undivided roadway northwest of Bear Valley Parkway, as a two- to three-lane undivided roadway between Bear Valley Parkway and Cloverdale Road, and as a three-lane undivided roadway (with two northwest-bound lanes and one eastbound lane) east of Cloverdale Road. Sidewalks, curbs, gutters, on-street parking, and bike lanes are not provided, and the posted speed limit ranges between 35 and 55 miles per hour (mph). Bus stops are provided.

San Pasqual Road is classified in the San Diego County General Plan North County Metro Mobility Element Network as a four-lane 4.1B Major Road (with intermittent turn lanes) between San Pasqual Valley Road and Ryan Drive. The City of San Diego classifies this segment as a four-lane Collector Street in the San Pasqual Community Plan. Between Ryan Drive and Bear Valley Parkway, San Pasqual Road is classified as a four-lane Major Road in the City of Escondido General Plan Mobility and Infrastructure Element. San Pasqual Road is currently not built to classification standards and is instead constructed as a two-lane

undivided roadway between San Pasqual Valley Road (SR 78) and Ryan Drive. Sidewalks, curbs, gutters, on-street parking, and bike lanes are not provided along this stretch of roadway. Between Ryan Drive and Bear Valley Parkway, San Pasqual Road is currently constructed as a four- to five-lane divided roadway. Sidewalks, curbs, gutters, intermittent on-street parking, and Class II bike lanes are provided along this stretch of roadway. The posted speed limit on San Pasqual Road is 45–50 mph, and bus stops are not provided.

Cloverdale Road is classified as a two-lane 2.2E Light Collector (no median) in the San Diego County General Plan North County Metro Mobility Element Network. The City of San Diego classifies Cloverdale Road as a two-lane Collector Street in the San Pasqual Community Plan. In the project study area, Cloverdale Road is currently constructed as a two-lane undivided roadway with a two-way left turn lane along the majority of the roadway. Sidewalks, curbs, and gutters are not provided along the majority of the roadway. The posted speed limit on Cloverdale Road is 45 mph, and bike lanes, on-street parking, and bus stops are not provided.

Rockwood Road is classified as a two-lane Local Road on the City of Escondido General Plan Mobility and Infrastructure Element Circulation Diagram east of San Pasqual Union Elementary and classified as a Light Collector with a two-way left turn lane fronting the school and a Light Collector with no median from Cloverdale Road to the school boundary in the San Diego County General Plan North County Metro Mobility Element Network. In the City of San Diego, Rockwood Road from Cloverdale Road to just east of San Pasqual Union School is unclassified in the San Pasqual Community Plan. It is currently constructed as a two-lane undivided roadway from Cloverdale Road to the project access other than the portion fronting San Pasqual Union School where a two-way left turn lane is provided. Sidewalks, curbs, and gutters are provided fronting and east of the school. The posted speed limit on Rockwood Road is 40 mph, and bike lanes, on-street parking, and bus stops are not provided.

Citrus Avenue is classified as a two-lane 2.2E Light Collector (no median) in the San Diego County General Plan North County Metro Mobility Element Network. The road is currently constructed to classification standards in the study area. Bike lanes are not provided, and parking is not permitted along either side of the roadway. Sidewalks, curbs, and gutters are not provided, and the posted speed limit is 45 mph.

Felicita Avenue/17th Avenue is classified in the City of Escondido General Plan Mobility and Infrastructure Element as a four-lane Major Road from Centre City Parkway to Escondido Boulevard and as a four-lane Collector from Escondido Boulevard to the Escondido city limits, located just west of Lendee Drive. East of the Escondido city limits, it is located in San Diego County and is classified as a 2.2D Light Collector with unspecified improvement options in the San Diego County General Plan North County Metro Mobility Element Network. It is currently built as a four-lane Major Road from Centre City Parkway to Escondido Boulevard, then transitions to a two-lane Local Collector from Escondido Boulevard to Lendee Drive in the study area. From Lendee Drive to San Pasqual Valley Road (SR 78), it is a substandard two-lane Light Collector with a paved width varying from 30 to 34 feet. 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 35 mph.

Bear Valley Parkway is a north/south facility located in Escondido. In the project study area, Bear Valley Parkway is classified as a four-lane Major Road from San Pasqual Valley Road (SR 78) to Sunset Drive and as a six-lane Major Road from Sunset Drive to San Pasqual Road on the City of Escondido General Plan Mobility and Infrastructure Element Circulation Diagram. The roadway is currently a two-lane undivided roadway with a posted speed limit of 50 mph. Curbside parking is prohibited. Bear Valley Parkway provides Class II bicycle lanes from the southern end to San Pasqual Valley Road.

Via Rancho Parkway is classified as a six-lane Super Major Road from San Pasqual Road to Beethoven Drive, a six-lane Prime Arterial from Beethoven Drive to Del Lago Boulevard, and a four-lane Major Road west of Del Lago Boulevard to the study area limits on the City of Escondido General Plan Mobility and Infrastructure Element Circulation Diagram. It is currently constructed as a four-lane Major Road from San Pasqual to Beethoven Drive (with bike lanes and sidewalks on both sides), where it then widens to a seven-lane Prime Arterial to the freeway (with bike lanes and sidewalks on both sides), and finally to a six-lane Major Road just west of Interstate 15 (I-15) (with sidewalks on both sides; no bike lanes). The posted speed limit is 45 mph.

Table 2.12-1. Study Area Intersections

ID	Location	Jurisdiction	Traffic Control
1	Rockwood Road/Cloverdale Road	County of San Diego	Unsignalized
2	Rockwood Road/Old Ranch Road	City of Escondido	Unsignalized
3	Rockwood Road/Safari Highlands Ranch Road (proposed site access)	City of Escondido	Unsignalized
4	Centre City Parkway/Felicita Avenue	City of Escondido	Signalized
5	Escondido Boulevard/Felicita Avenue	City of Escondido	Signalized
6	Juniper Street/Felicita Avenue	City of Escondido	Signalized
7	San Pasqual Valley Road (SR 78)/17th Avenue	Caltrans/County	Signalized
8	San Pasqual Valley Road (SR 78)/Bear Valley Road	Caltrans/County	Signalized
9	San Pasqual Valley Road (SR 78)/Citrus Avenue	Caltrans/County	Unsignalized
10	San Pasqual Valley Road (SR 78)/Summit Drive	Caltrans/County	Unsignalized
11	San Pasqual Valley Road (SR 78)/San Pasqual Road/ Cloverdale Road	Caltrans/City of San Diego	Signalized
12	San Pasqual Valley Road (SR 78)/Safari Park Driveway	Caltrans/City of San Diego	Unsignalized
13	San Pasqual Road/Bear Valley Parkway	City of Escondido	Signalized
14	Via Rancho Parkway/Beethoven Drive	City of Escondido	Signalized
15	Via Rancho Parkway/I-15 NB Ramps	Caltrans/City of Escondido	Signalized
16	Via Rancho Parkway/I-15 SB Ramps	Caltrans/City of Escondido	Signalized
17	San Pasqual Road/Sierra Linda Drive/Ryan Drive	City of Escondido	Unsignalized
18	San Pasqual Road/Sierra Linda Drive/Ryan Drive	City of Escondido	Unsignalized

Source: Linscott, Law & Greenspan 2017a

Table 2.12-2. Study Area Street Segments

ID	Roadway	Segment	Jurisdiction
1	Rockwood Road	Cloverdale Road to San Pasqual Union School	County of San Diego/ City of San Diego ^a
2	Rockwood Road	Fronting San Pasqual Union School	City of San Diego
3	Rockwood Road	East of San Pasqual Union School	City of Escondido
4	Cloverdale Road	Rockwood Road to San Pasqual Valley Road (SR 78)	County of San Diego/ City of San Diego ^b
5	San Pasqual Road	San Pasqual Valley Road (SR 78) to Ryan Drive	City of San Diego/ County of San Diego ^c
6	San Pasqual Road	Ryan Drive to Bear Valley Parkway	City of Escondido
7	Citrus Avenue	North of San Pasqual Valley Road (SR 78)	County of San Diego
8	San Pasqual Valley Road (SR 78)	17th Avenue to Bear Valley Parkway	Caltrans/County of San Diego
9	San Pasqual Valley Road (SR 78)	Bear Valley Parkway to Cloverdale Road/San Pasqual Road	Caltrans/County of San Diego
10	San Pasqual Valley Road (SR 78)	Cloverdale Road/San Pasqual Road to Safari Park Driveway	Caltrans/City of San Diego
11	Felicita Avenue	Centre City Parkway to Escondido Boulevard	City of Escondido
12	Felicita Avenue	Escondido Boulevard to Juniper Street	City of Escondido
13	17th Avenue	Juniper Street to San Pasqual Valley Road	City of Escondido
14	Bear Valley Parkway	San Pasqual Valley Road (SR 78) to Sunset Drive	City of Escondido/ County of San Diego ^d
15	Bear Valley Parkway	Sunset Drive to San Pasqual Road	City of Escondido
16	Via Rancho Parkway	San Pasqual Road to Beethoven Drive	City of Escondido
17	Via Rancho Parkway	Beethoven Drive to I-15 NB Ramps	City of Escondido
18	Via Rancho Parkway	I-15 SB Ramps to Lomas Serenas Drive	City of Escondido

Source: Linscott, Law & Greenspan 2017a

Notes:

- a. The majority of this roadway segment is located within the County of San Diego's jurisdiction.
- b. The majority of this roadway segment is located within the City of San Diego's jurisdiction.
- c. The majority of this roadway segment is located within the County of San Diego's jurisdiction.
- d. The majority of this roadway segment is located within the City of Escondido's jurisdiction.

Existing Traffic Volumes

Current average daily trips were obtained for study area roadways from traffic counts conducted in 2014, 2015, and 2016. **Figure 2.12-1** shows the existing traffic volumes. Appendix A of **Appendix 2.12-1** includes the manual count sheets.

2.12.2. Regulatory Framework

Federal

Congestion Management Process

Federal Highway Administration (FHWA) 23 Code of Federal Regulations (CFR) 450.320 requires that all transportation management areas address congestion management through a process involving an analysis of multimodal metropolitan-wide strategies that are developed to enhance safety and integrated management of new and existing transportation facilities eligible for federal funding. The San Diego Association of Governments (SANDAG) has been designated as having jurisdiction over the transportation management areas for the San Diego region.

Highway Capacity Manual

The Federal Highway Capacity Manual, adopted in 2010, is a publication of the Transportation Research Board of the National Academies of Science in the United States. It contains concepts, guidelines, and procedures for computing the capacity and quality of service of various highway facilities, including freeways, highways, arterial roads, roundabouts, signalized and unsignalized intersections, and rural highways, and the effects of mass transit, pedestrians, and bicycles on the performance of these systems.

State

California Environmental Quality Act

Environmental legislation in California is largely provided by CEQA and its implementing guidelines (CEQA Guidelines). These regulations required projects with potential adverse environmental effects (or impacts) to undergo environmental review. If adverse environmental impacts are identified as a result of project implementation, such effects are typically mitigated in conformance with existing laws and regulations.

California Department of Transportation

The Caltrans (2002) Guide for the Preparation of Traffic Impact Studies includes criteria for evaluating the effects of land use development and changes to the circulation system on state highways. Caltrans endeavors to maintain a target level of service (LOS) at the transition between LOS C and LOS D on state highway system facilities. However, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target level of service. If an existing state highway facility is operating at less than the target level of service, the existing level should be maintained. Caltrans acknowledges that the region-wide goal for an acceptable level of service on all freeways, roadway segments, and intersections is LOS D.

The project applicant has contacted Caltrans during the planning process to address Caltrans facilities that may be affected by project generated traffic. For those intersections and/or roadways where the project may result in significant impacts, mitigation measures are proposed and have been discussed with Caltrans staff, as appropriate.

Senate Bill 375

Senate Bill (SB) 375 (codified in the Government Code and the Public Resources Code) took effect in 2008 and provides a new planning process to coordinate land use planning, regional transportation plans, and funding priorities in order to help California meet the greenhouse gas (GHG) reduction goals established by Assembly Bill (AB) 32. SB 375 requires metropolitan planning organizations (MPOs) to incorporate a Sustainable Communities Strategy in their Regional Transportation Plans to achieve GHG emissions reduction targets by reducing vehicle miles traveled from light-duty vehicles through the development of more compact, complete, and efficient communities.

SB 375 required the California Air Resources Board (CARB) to set regional targets for reducing GHG from passenger vehicle use. In 2010, CARB established targets for 2020 and 2035 for each region in California governed by an MPO. The San Diego Association of Governments (SANDAG) is the MPO for the San Diego region. The SANDAG target, as set by CARB, is to reduce the region's per capita emissions of greenhouse gases from cars and light trucks by 7 percent by 2020, compared with a 2005 baseline. By 2035, the target is a 13 percent per capita reduction. SB 375 does not require CARB to set targets beyond 2035. Nevertheless, the Regional Plan also includes a 2050 time horizon to integrate the TransNet Program, which has a 2048 time horizon (very close to 2050).

Senate Bill 743

SB 743 was signed into law September 2013 and includes several changes to CEQA for projects located in areas served by transit (e.g., transit-oriented development, or TOD). Most notably with regard to transportation and traffic assessments, SB 743 will change the way that transportation impacts are analyzed under CEQA (see Public Resources Code Section 21099). SB 743 requires the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to level of service (LOS) and auto delay for evaluating transportation impacts. The alternative criteria must promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses (OPR 2014). The *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA* (Draft Guidelines), which provided recommendations for updating the state's CEQA Guidelines in response to SB 743 and contained recommendations for a vehicle miles traveled (VMT) analysis methodology in an accompanying *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory). The Draft Guidelines, including the Technical Advisory, recommended use of automobile VMT per capita as the preferred CEQA transportation metric, along with the elimination of auto delay/LOS for CEQA purposes statewide. At the time of publication of this EIR, the CEQA Guidelines have not been amended to reflect the change and the City of Escondido has not adopted a VMT metric. Once the Guidelines are amended, the City will have two years to phase in the new traffic impact methodologies and impact thresholds. However, the City of Escondido recognizes the coming shift in state policy and has elected to include the project's VMT data as an informational item in this EIR (see analysis in **Section 2.12.5**).

Regional

Regional Transportation Improvement Program 2014

SANDAG, acting as the MPO and the Regional Transportation Planning Agency (RTPA), is required to adopt a Regional Transportation Improvement Program (RTIP). Transportation projects funded with federal and state sources and the San Diego transportation sales tax program (TransNet) must be included in an approved RTIP. The programming of locally funded projects may be included at the discretion of the agency. SANDAG adopted the 2014 Regional/Federal Transportation Improvement Program (RTIP/FTIP) in September 2014. The RTIP/FTIP represents a multibillion-dollar, five-year program of major transportation projects (such as proposed highway arterial, transit, and non-motorized projects) funded by federal and state sources, the local San Diego transportation sales tax (TransNet), and other local and private funding covering fiscal year (FY) 2014/2015 to FY 2018/2019. The 2014 RTIP, which includes the air quality emissions analysis for all regionally significant projects, requires approval by the Federal Highway Administration and the Federal Transit Administration.

The 2014 RTIP is a prioritized program designed to implement the region's overall strategy for providing mobility and improving the efficiency and safety of the transportation system, while reducing transportation-related air pollution in support of efforts to attain federal and state air quality standards for the region. The 2014 RTIP also incrementally implements the 2050 Regional Transportation Plan (2050 RTP), the long-range transportation plan for the San Diego region, which was approved by the SANDAG Board of Directors in October 2011. The anticipated future approval of the 2019 RTIP will implement the 2015 RTP (referred to as San Diego Forward: The Regional Plan; see discussion below).

2050 Regional Transportation Plan and Sustainable Communities Strategy

Regional Transportation Plans (RTPs) are developed to identify regional transportation goals, objectives, and strategies. Such plans are required to be prepared in conformance with the goals of Senate Bill (SB) 375 aimed at reducing regional GHG emissions from automobiles and light-duty trucks through changes in land use and transportation development patterns.

SANDAG serves as the Regional Transportation Agency for the Southern California region and is therefore required to adopt and submit an updated RTP to the California Transportation Commission and Caltrans every 4 to 5 years, based on regional air quality attainment status. Working with local governments, SANDAG is required by federal law to prepare and implement an RTP that identifies anticipated regional transportation system needs and prioritizes future transportation projects.

The 2050 RTP and Sustainable Communities Strategy (SCS) provides guidance for investing an estimated \$214 billion in local, state, and federal transportation funds anticipated to be available within the San Diego region over the next several decades. The 2050 RTP plans for a regional transportation system that enhances quality of life, promotes sustainability, and offers varied mobility options for both goods and people. The plan addresses improvements for transit, rail and bus service, express and managed lanes, highways, local streets, bicycling, and walking to achieve an integrated, multimodal transportation system by 2050. In

accordance with the requirements of SB 375, the plan includes a Sustainable Communities Strategy (SCS) that provides regional guidance for reduction of GHG emissions to state-mandated levels over upcoming years. The 2050 RTP/SSCS are components of San Diego Forward: The Regional Plan, adopted by SANDAG in 2015.

Local

City of Escondido Bicycle Master Plan

The City's Bicycle Master Plan was adopted in October 2012. The plan guides the creation of an interconnected network of on- and off-street bicycle facilities to serve Escondido's neighborhoods and provide connection to transit centers, shopping districts, parks, and other local amenities. The plan also considers the mobility, sustainability, health, economic, and social goals identified in the City's General Plan.

The Bicycle Master Plan outlines a framework for future development of the city's bicycle network and also makes the City eligible for certain local, state, and federal funding for bicycle projects. The plan is intended to maximize the efficiencies offered by multimodal connections between mass transit and bikeways, promote a viable alternative to automobile travel, and provide a more convenient bikeway system for cyclists who do not have ready access to motor vehicles or may choose to ride a bike.

The plan covers the City of Escondido and its planning Sphere of Influence, consisting of the surrounding communities and unincorporated county areas, and considers potential connections with the City of San Marcos, the City and County of San Diego, and the regional network via the Inland Rail Trail and the Escondido Creek bikeway system. The plan will be implemented through year 2030 (and beyond) as funding opportunities become available.

The project proposes a series of interconnected pedestrian pathways to allow for movement on-site within the various neighborhoods, as well as connection to several existing off-site trails. Additionally, the project proposes construction of bike lanes along on-site roadways to encourage bicycle movement and reduce dependence upon automobiles.

City of Escondido General Plan

The Escondido General Plan's Mobility and Infrastructure Element includes goals and policies aimed at improving regional transit, pedestrian and bicycle networks, the street network, parking, the transport of goods and services, and the city's transit system. The element also guides future development in the city, recognizing the key connection between land use and the city's transportation systems, and how land use patterns directly affect the demand for transportation facilities. Goals and policies also address transportation demand management (TDM) and complete street programs to reduce automobile travel demand that may include preparing site-specific peak-hour traffic management plans, promoting ride-sharing and carpooling for residents and non-residents through preferential parking, providing park-and-ride facilities adjacent to the regional transit system, and supporting transit subsidies.

Relevant policies from the Mobility and Infrastructure Element include:

Complete Streets Policy 2.5

Design streets in a manner that is sensitive to the local context and recognizes that the needs vary between mixed use, urban, suburban, and rural settings.

Complete Streets Policy 2.9

Regularly review, update and collect adequate traffic impact fees and ensure the efficient allocation of state and regional funding sources for the development and maintenance of local transit and transportation improvements and operations.

Pedestrian Network Policy 3.3

Maintain a pedestrian environment that is accessible to all and that is safe, attractive, and encourages walking.

Pedestrian Network Policy 3.5

Promote walking and improve the pedestrian experience by requiring pedestrian facilities along all classified streets designated on the Circulation Plan; implementing streetscape improvements along pedestrian routes that incorporate such elements as shade trees, street furniture, and lighting; orienting development toward the street; employing traffic calming measures; and enforcing vehicle speeds on both residential and arterial streets.

Bicycle Network Policy 4.3

Promote bicycling as a common mode of transportation and recreation to help reduce traffic congestion and improve public health.

Bicycle Network Policy 4.5

Coordinate with adjacent jurisdictions the development of bicycle routes that provide connectivity between the communities.

Street Network Policy 7.4

Provide adequate traffic safety measures on all new roadways and strive to provide 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 the school districts and other agencies.

Street Network Policy 7.7

Require new development projects to analyze local traffic impacts, and construct and implement the improvements required for that development.

Street Network Policy 7.8

Require new development projects to analyze traffic impacts on the regional transportation system and pay a fair-share contribution to regional transportation improvements.

Parking Policy 8.1

Ensure off-street and on-street parking is adequate, considering access to transit facilities and mix of uses in the surrounding area.

Traffic Calming Policy 9.1

Reduce congestion in areas surrounding schools, parks, and other activity centers by applying effective traffic management solutions.

Traffic Calming Policy 9.2

Encourage the use of innovative methods for traffic control (such as roundabouts, curb extensions, and traffic circles) that add character and create opportunity for improved aesthetics while effectively managing traffic.

Traffic Calming Policy 9.3

Protect residential neighborhoods from cut-through traffic and other traffic-related issues by implementing appropriate traffic calming measures.

County of San Diego Community Trails Master Plan

The County's Community Trails Master Plan was adopted in January 2005. The plan aims to develop a system of interconnected regional and community trails and pathways in order to address an established public need for recreation and transportation, while providing health and quality of life benefits associated with hiking, mountain biking, and horseback riding throughout the county's diverse environments. The County Trails Program involves both trail development and management on public, semi-public, and private lands. The Master Plan is intended to serve as the implementing document for the trails program and contains adopted individual community trails and pathways plans.

County of San Diego – Public Road Standards

The County of San Diego Public Road Standards manual was last updated in 2012 to ensure consistency with the County General Plan Mobility Element. The standards serve as guidelines for design and construction of public road improvement projects in the unincorporated county. The standards apply to both County- and developer-initiated public road improvements. They are somewhat flexible and offer design alternatives that may be considered in designing County roads. The Public Road Standards are intended to reduce potential impacts to "important natural and human resources and encourage roadway designers to consider all modes of transportation in applying public road standards criteria."

County of San Diego General Plan

The County's General Plan Mobility Element includes guidance for development of a balanced, multimodal transportation system to facilitate and enhance the movement of people and goods in the unincorporated areas of the county. The element is aimed at achieving a balanced transportation system that offers multiple modes of travel, including motor vehicles, public transportation, bicycles, pedestrians, and to a lesser extent, rail and air transportation. Issues addressed include regional transportation coordination and facilities, achieving a safe

and efficient multimodal system, improving public transit, implementing transportation system management (optimizing the transportation network) and travel demand management (reducing the use of the road network), parking, and providing bicycle, pedestrian, and trail facilities.

The Mobility Element also recognizes its correlation with the Land Use Element and includes identification of a road network that can adequately support the uses designated on the General Plan Land Use Map at buildout, based on a reasonable expectation for funding of the regional transportation network.

2.12.3. Thresholds for Determination of Significance

City of Escondido Environmental Quality Regulations (Zoning Code Article 47) and Appendix G of the CEQA Guidelines as amended contain analysis guidelines related to the assessment of traffic and circulation. A project would result in a significant impact if it would:

1. 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 (or conflict with applicable traffic thresholds specified in City of Escondido Zoning Code Article 47).
2. Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.
3. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
5. Result in inadequate emergency access.
6. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

The following summarizes the significance criteria from each jurisdiction used in evaluating the project. In short, the City of Escondido uses a minimum threshold of LOS D for identifying significant impacts; the City of San Diego, County of San Diego, and Caltrans use LOS E.

City of Escondido

In accordance with the SANTEC/ITE Guidelines for Traffic Impact Studies in the San Diego Region, the thresholds shown in **Table 2.12-3** were used to identify whether a project would result in a significant impact under any scenario. Based on the SANTEC/ITE guidelines, if a project currently and/or in the future would cause the values identified in **Table 2.12-3** to be exceeded on a roadway segment or intersection operating at LOS D or worse, a significant impact would occur, and the project must incorporate mitigation measures to reduce such impacts.

Table 2.12-3. City of Escondido Traffic Impact Significance Thresholds

Existing Level of Service	Allowable Change Due to Project Impact		
	Roadway Segments		Intersections
	V/C ¹	Speed Reduction (mph)	Delay (sec.)
D, E, or F	0.02	1	2

Source: Linscott, Law & Greenspan 2017a

1. V/C – volume-to-capacity ratio

City of San Diego

The City of San Diego's Significance Determination Thresholds report (January 2007) states that a project would have a significant impact if the traffic generated by the new project decreases operations of surrounding roadways by a City-defined threshold. For projects deemed complete on or after January 1, 2011, the City-defined thresholds by roadway type or intersection are shown in **Table 2.12-4**.

Such impacts are designated either a direct or a cumulative impact. According to the City's Significance Determination Thresholds report, direct traffic impacts are those projected to occur at the time a proposed development becomes operational, including other developments not presently operational but which are anticipated to be operational at that time (near-term). Further, the report indicates that cumulative traffic impacts are those projected to occur at some point after a proposed development becomes operational, such as during subsequent phases of a project, and when additional proposed developments in the area become operational (short-term cumulative) or when the affected community plan area reaches the full planned year 2035 (long-term cumulative).

The report indicates that a project's near-term (direct) impacts may be reduced in the long term as future projects develop and provide additional roadway improvements (i.e., via implementation of a traffic phasing plan). As such, a project may have a direct (incremental) impact but not contribute considerably to a cumulative impact.

For intersections and roadway segments affected by a project, LOS D or better is considered not significant under both direct and cumulative conditions.

If a project exceeds the thresholds identified in **Table 2.12-4**, a significant impact would occur. A feasible mitigation measure would need to be identified to return the impact to within the City's thresholds, or the impact would be considered significant and unmitigated.

Table 2.12-4. City of San Diego Traffic Impact Significant Thresholds

Level of Service ^b	Allowable Increase Due to Project Impacts ^a					
	Freeways		Roadway Segments		Intersections	Ramp Metering
	V/C	Speed (mph)	V/C	Speed (mph)	Delay (sec.)	Delay (min.)
E	0.010	1.0	0.02	1.0	2.0	2.0
F	0.005	0.5	0.01	0.5	1.0	1.0

Source: Linscott, Law & Greenspan 2017a

Notes:

- If a proposed project's traffic causes the values shown in the table to be exceeded, the impacts are determined to be significant. The project applicant shall then identify feasible improvements (in the traffic impact study) that will restore/and maintain the traffic facility at an acceptable LOS. If the LOS with the proposed project becomes unacceptable (see note b), or if the project adds a significant amount of peak-hour trips to cause any traffic queues to exceed on- or off-ramp storage capacities, the project applicant shall be responsible for mitigating the project's direct significant and/or cumulatively considerable traffic impacts.
- All LOS measurements are based on Highway Capacity Manual procedures for peak-hour conditions; however, V/C ratios for roadway segments are estimated on an ADT/24-hour traffic volume basis (using Table 2 of the City's Traffic Impact Study Manual). The acceptable LOS for freeways, roadways, and intersections is generally D (C for undeveloped locations).

General Notes:

- Delay = average control delay per vehicle measured in seconds for intersections, or minutes for ramp meters
- LOS = level of service
- V/C = volume-to-capacity ratio (capacity at LOS E should be used)
- Speed = arterial speed measured in miles per hour for Congestion Management Program (CMP) analyses. Note that CMP analyses are no longer required.

County of San Diego

The following criteria were used to evaluate potential significant impacts, based on the County's Guidelines for Determining Significance-Transportation and Traffic (adopted June 2009; updated August 2011). The County's General Plan Mobility Element requires that development projects provide associated road improvements necessary to achieve LOS D or higher on all Mobility Element roads except for those where a failing LOS has been accepted by the County.

Circulation (Mobility) Element Road Segments

The allowable ADT increases on Mobility Element street segments operating at LOS E/F are summarized in **Table 2.12-5**. The thresholds are based on average operating conditions on County roadways. Exceeding the thresholds in **Table 2.12-5** would result in a significant impact. It should be noted that these thresholds only establish general guidelines and that the specific project location must be taken into account in evaluating potential impacts from new development.

Table 2.12-5. Measures of Significant Project Impacts to Congestion on Circulation Element Road Segments Allowable Increases on Congested Road Segments

Level of Service	Two-Lane Road	Four-Lane Road	Six-Lane Road
LOS E	200 ADT	400 ADT	600 ADT
LOS F	100 ADT	200 ADT	300 ADT

Source: Linscott, Law & Greenspan 2017a

General Notes:

- By adding proposed project trips to all other trips from a list of projects, this same table must be used to determine if total cumulative impacts are significant. If cumulative impacts are found to be significant, each project that contributes additional trips must mitigate a share of the cumulative impacts.
- The County may also determine impacts have occurred on roads even when a project's traffic or cumulative impacts do not trigger an unacceptable level of service, when such traffic uses a significant amount of remaining road capacity.

Intersections

Table 2.12-6 summarizes the allowable increases in delay or traffic volumes at signalized and unsignalized intersections in the county. Exceeding the thresholds in **Table 2.12-6** would result in a significant impact.

Table 2.12-6. Measures of Significant Project Impacts to Congestion on Intersections

Level of Service	Signalized	Unsignalized
LOS E	Delay of 2 seconds or less	20 or fewer peak-hour trips on a critical movement
LOS F	Either a delay of 1 second or 5 peak-hour trips or fewer on a critical movement	5 or fewer peak-hour trips on a critical movement

Source: Linscott, Law & Greenspan 2017a

General Notes:

1. A critical movement is an intersection movement (right turn, left turn, through movement) that experiences excessive queues, which typically operate at LOS F.
2. The County may also determine impacts have occurred on roads even when a project's traffic or cumulative impacts do not trigger an unacceptable level of service, when such traffic uses a significant amount of remaining road capacity.
3. For determining significance at signalized intersections with LOS F conditions, the analysis must evaluate both the delay and the number of trips on a critical movement. Exceedance of either criteria results in a significant impact.

Signalized Intersections – Traffic volume increases from public or private projects that result in one or more of the following criteria would have a significant traffic volume or level of service traffic impact on a signalized intersection:

The additional or redistributed ADT generated by the proposed project will significantly increase congestion on a signalized intersection currently operating at LOS E or LOS F, or will cause a signalized intersection to operate at a LOS E or F as identified in **Table 2.12-6**.

Based on an evaluation of existing accident rates, the signal priority list, intersection geometrics, proximity of adjacent driveways, sight distance, or other factors, the project would significantly impact the operations of the intersection.

Unsignalized Intersections – Traffic volume increases from projects that result in one or more of the criteria shown in **Table 2.12-6** will have a significant traffic impact on an unsignalized intersection. Additionally, based on existing accident rates, the signal priority list, intersection geometrics, proximity of adjacent driveways, sight distance, or other factors, it may be determined that a project has the potential to significantly impact intersection operations.

Two-Lane Highways

The County of San Diego provides LOS impact guidelines for state highways and county arterials operating as two-lane highways in its Guidelines for Determining Significance. Several designated County Mobility Element roads are state highways that are managed and maintained by Caltrans and include State Routes 67, 76, 78, 79, and 94 in unincorporated San Diego County. These highways are further classified as those with signalized intersection spacing over 1 mile and those with signalized intersection spacing under 1 mile.

The functionality of two-lane highway conditions with signalized intersections spacing under 1 mile becomes constrained, not due to the segment capacity but because of intersection

operations. The assessment of intersection operations on two-lane highways is therefore guided by a LOS standard based on the overall intersection operations. The LOS will be determined to be that of the intersections along the highway. Per County guidelines, impacts to the highway are determined by evaluating the signalized intersection impact criteria identified in **Table 2.12-6**.

Caltrans District 11 Facilities

Caltrans' (2002) Guide for the Preparation of Traffic Impact Studies outlines recommended procedures for traffic study contents but does not identify specific traffic impact thresholds. Caltrans has indicated that there is a desire to maintain facility operations between LOS C and D levels; however, Caltrans acknowledges that this may not always be feasible.

Specific traffic impact thresholds are typically identified by local Caltrans staff. For the San Diego region, LOS D or better is considered acceptable. The SANTEC/ITE Guidelines for Traffic Impact Studies in the San Diego Region were used for the determination of the significance of impacts for Caltrans-maintained facilities where LOS E and F operations are calculated. The Via Rancho Parkway/I-15 interchange, located in Escondido, was evaluated using Caltrans criteria. The locations along San Pasqual Valley Road (SR 78), while also maintained by Caltrans, are located in the County's jurisdiction; the County has criteria consistent with the SANTEC/ITE LOS D target threshold.

Caltrans currently does not have significance criteria for ramp meter analyses; therefore, analyses performed at these locations are technically informational at best. However, SANTEC/ITE has indicated that an impact to a ramp meter is a factor of mainline operations. When project traffic results in an increase in delay greater than 2.0 minutes for freeway mainline segments operating at LOS E or F, at a ramp meter experiencing 15.0 minutes of delay or more, a significant ramp meter impact would occur. The defined thresholds are shown in **Table 2.12-7**.

Table 2.12-7. SANTEC/ITE Traffic Impact Significance Thresholds

Level of Service with Project	Allowable Increase Due to Project Impacts ^b		
	Freeway Mainlines	Intersections	Ramp Metering
	V/C	Delay (sec.)	Delay (min.)
E & F ^a	0.01	2.0	2.0 ^c

Source: Linscott, Law & Greenspan 2017a

Notes:

- The acceptable LOS for freeways, roadways, and intersections is generally D (C for undeveloped or not densely developed locations per jurisdiction definitions).
- If a proposed project's traffic causes the values shown in the table to be exceeded, the impacts are deemed to be significant.
- For metered freeway ramps, LOS does not apply; however, ramp meter delays above 15 minutes are considered excessive. The allowable increase in delay at a ramp meter with more than 15 minutes delay and freeway LOS E or F (upstream) is 2 minutes.

General Notes:

- Delay = average stopped delay per vehicle measured in seconds for intersections and minutes for ramp meters.
- V/C = volume to capacity ratio.

2.12.4. Analysis of Project Effects and Determination of Significance

Threshold 1: Would the project 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 (or conflict with applicable traffic thresholds specified in City of Escondido Zoning Code Article 47)?

The following analysis considers the potential effects of the project on existing roadways and intersections within the defined study area. Consideration for alternative means of transit (e.g., pedestrian and bicycle amenities, bus stops) is also included.

Trip Generation

Project traffic generation calculations were conducted using the trip generation rates published in SANDAG's (2002) *(Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*. Based on the type and density of homes proposed, SANDAG specifies trip rates of 12 ADT per unit for estate units (defined as 1–2 dwelling units per acre) and 10 ADT per unit for single-family detached units (3–6 dwelling units per acre). Based on the proposed site plan, 116 of the lots are considered estate lots since they are effectively half-acre and full-acre lots (1–2 dwelling units per acre). The balance are considered single-family units, per the SANDAG definition.

Therefore, the estate rate was used for 116 lots and the single-family detached rate was used for 434 lots. It should be noted that the rate of 12 trips per unit overstates the amount of traffic generated by estate homes in this area of San Diego County. Therefore, a community-specific trip generation study was conducted, which determined a trip rate of 7.7 trips per unit to more accurately reflect the number of vehicle trips that would result with project implementation (see Appendix E of **Appendix 2.12-1** for more information). However, the rate of 12 trips per unit was used in the analysis for the 116 estate homes to determine impacts and mitigation, as this represents a more conservative approach (e.g., a worst-case scenario). Additionally, trip generation rates used for the fire station were based on a traffic study conducted for a similar land use type in downtown San Diego.

Table 2.12-8 summarizes project traffic generation. The project is anticipated to generate approximately 5,907 daily trips with 500 trips (159 inbound/341 outbound) in the AM peak hour and 589 trips (409 inbound/180 outbound) in the PM peak hour.

It should be noted that the traffic analysis did not take trip reductions for the internal capture of residential or amenity trips. Therefore, the estimates provided in **Table 2.12-8** are provided in order to assess a worst-case scenario for purposes of CEQA and allow both full identification and potential environmental consequences arising from the project, and the sufficiency of measures to mitigate those consequences.

Table 2.12-8. Project Trip Generation

Land Use	Size	Daily Trip Ends (ADTs)		AM Peak Hour					PM Peak Hour				
		Rate ^a	Volume	% of ADT	In:Out	Volume			% of ADT	In:Out	Volume		
					Split	In	Out	Total		Split	In	Out	Total
Estate Home	116 DU	12 /DU	1,392	8%	30:70	33	78	111	10%	70:30	97	42	139
Single Family	434 DU	10 /DU	4,340	8%	30:70	104	243	347	10%	70:30	304	130	434
Public Trails ^b	7.34 acres	5 /acre	37	13%	50:50	3	2	5	9%	50:50	2	1	3
Fire Station ^c	1 Site	—	138	—	—	19	18	37	—	—	6	7	13
Total Project			5,907	—	—	159	341	500	—	—	409	180	589

Source: Linscott, Law & Greenspan 2017a

Notes:

a. Rates based on SANDAG's (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002.

b. Park rate sourced to SANDAG. Trip rate doubled to provide for conservative trip generation calculations.

c. Trip generation rates obtained from a site-specific fire station traffic study prepared by Linscott, Law & Greenspan in 2009 for a project in downtown San Diego. Trip generation is attached for reference in Appendix E of Appendix 12.2.

Trip Distribution/Assignment

Trip distribution is the process of determining traffic percentage splits on the regional and local roadway network. Trip distribution is determined based on the characteristics of the Project and upon the general location of other land uses to which project trips would originate or terminate, such as employment, housing, schools, recreation and shopping. The traffic analysis utilized the SANDAG regional traffic model to establish the regional cordons and distribution.

Project traffic distributions were based on a Select Zone Assignment obtained from SANDAG, the existing traffic counts, roadway network, proximity of major roads, local schools, and traffic circulation. Based on the site location, access to SR 78, and proximity of I-15, the majority of commuter trips were assigned toward the west.

Figure 2.12-2 illustrates the project trip distribution percentages. **Figure 2.12-3** shows project traffic volumes. Appendix E of **Appendix 2.12-1** includes a copy of the SANDAG Select Zone Assignment.

Rerouted Trips for Residents along Zoo Road

Access to the project site would be granted to residents of the existing homes located along Zoo Road via the proposed Safari Highlands Ranch Road (future site access) gated entrance in the southeastern portion of the site. The entrance would allow existing residents to use the project's driveway to access Rockwood Road.

The 35 existing residences located along Zoo Road currently generate 420 daily trips with 34 trips (10 inbound/24 outbound) in the AM peak hour and 42 trips (29 inbound/13 outbound) in the PM peak hour; refer to **Table 2.12-9**. It is assumed that all such trips would be rerouted to Safari Highlands Ranch Road.

Residents of Safari Highlands Ranch would be prohibited from using Zoo Road for primary access on a daily basis. The road will only be used as an emergency access road for the project.

Figure 7-3 of **Appendix 2.12-1** shows the traffic volumes for rerouted residents along Zoo Road. **Figure 2.12-4** shows the total project (project plus Zoo Road rerouted) traffic volumes, and **Figure 2.12-5** shows the existing plus project traffic volumes.

Table 2.12-9. Trip Generation for Rerouted Residents of Zoo Road

Land Use	Size	Daily Trip Ends (ADTs)		AM Peak Hour					PM Peak Hour				
		Rate ^a	Volume	% of ADT	In:Out	Volume			% of ADT	In:Out	Volume		
					Split	In	Out	Total		Split	In	Out	Total
Estate Homes	35 DU	12 /DU	420	8%	30:70	10	24	34	10%	70:30	29	13	42

Source: Linscott, Law & Greenspan 2017a

Notes:

a. Rates based on SANDAG's (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002. One hundred percent (100%) of Zoo Road residents will reroute to the project's site access roadway.

Existing Plus Project and Existing Plus Cumulative Plus Project Conditions¹

Peak-Hour Intersection Operations

Table 2.12-10 summarizes the peak-hour intersection operations with the addition of project traffic. As shown in the table, all area intersections would continue to operate at acceptable levels of service, with exception of the following:

County of San Diego

- Intersection 1. Rockwood Road/Cloverdale Road (unsignalized) – LOS F during the AM peak hour

County of San Diego/Caltrans

- Intersection 9. San Pasqual Valley Road (SR 78)/Citrus Avenue (unsignalized) – LOS F during the AM/PM peak hours
- Intersection 10. San Pasqual Valley Road (SR 78)/Summit Drive (unsignalized) – LOS F during the AM/PM peak hours

City of San Diego/Caltrans

- Intersection 11. San Pasqual Valley Road (SR 78)/San Pasqual Road/Cloverdale Road (signalized) – LOS F during the PM peak hour

As shown in **Table 2.12-10**, based on the significance criteria, the project would result in significant traffic direct and cumulative impacts at Intersections 1, 9, and 11 as the project would add more than 5 peak-hour trips to the LOS F critical movement at unsignalized intersections, or the project-induced increase in delay at the LOS F signalized intersection would be greater than 1 second. Refer also to **Figures 2.12-1 to 2.12-7**. As the project would

¹ As identified in the Transportation Impact Analysis (LL&G 2017a), direct and cumulative impacts are the same unless otherwise indicated herein. Therefore, the direct and cumulative impacts are discussed together.

degrade the LOS from D to LOS F during the PM peak hour for unsignalized Intersection 10, a significant direct and cumulative impact would occur. Therefore, impacts would be **potentially significant**.

Implementation of mitigation measures **MM TRA-1** through **MM TRA-4** would reduce the project's potential impact to a **less than significant** level.

City of Escondido

- Intersection 17. San Pasqual Valley Road/Sierra Linda Drive/Ryan Drive (unsignalized) – LOS D during the AM and PM peak hours

As shown in **Table 2.12-10**, based on the City of Escondido's significance criteria, a significant direct and cumulative impact was calculated at Intersection 17 with the addition of project traffic. Therefore, impacts would be **potentially significant**. Implementation of mitigation measure **MM TRA-5** would reduce the project's potential near-term direct and cumulative impact to a less than significant level.

Appendix G in **Appendix 2.12-1** provides the Existing plus Project and Existing plus Cumulative plus Project intersection analysis worksheets.

Table 2.12-10. Near-Term Intersection Operations

Intersection	Jurisdiction(s)	Control Type	Peak Hour	Existing		Existing plus Project			Existing plus Cumulative Projects		Existing plus Cumulative Projects plus Project			Sig?
				Delay a	LOS ^b	Delay	LOS	Δ c	Delay	LOS	Delay	LOS	Δ c	
1	Rockwood Rd/ Cloverdale Rd	MSSC ^d (WBL)	AM	15.5	C	>100.0	F	358	15.5	C	>100.0	F	358	Yes (Direct & Cumulative)
			PM	10.8	B	19.0	C	—	10.8	B	19.0	C	—	
2	Rockwood Rd/Old Ranch Rd	AWSC ^e	AM	8.5	A	14.1	B	—	8.5	A	14.1	B	—	No
			PM	8.3	A	15.6	C	—	8.3	A	15.6	C	—	
3	Rockwood Rd / Proposed Safari Highlands Ranch Rd (Site Access)	MSSC	AM	DNE	DNE	10.9	B	—	DNE	DNE	10.9	B	—	No
			PM	DNE	DNE	9.4	A	—	DNE	DNE	9.4	A	—	
4	Centre City Pkwy/ Felicita Ave	Signal	AM	31.9	C	32.3	C	0.4	32.3	C	33.0	C	0.7	No
			PM	35.8	D	37.2	D	1.4	36.7	D	38.2	D	1.5	
5	Escondido Blvd/ Felicita Ave	Signal	AM	20.3	C	20.7	C	0.4	20.3	C	20.7	C	0.4	No
			PM	23.4	C	24.6	C	1.2	23.3	C	24.6	C	1.3	
6	Juniper St/Felicita Ave	Signal	AM	28.6	C	32.5	C	3.9	30.6	C	34.2	C	3.6	No
			PM	16.7	B	17.8	B	1.1	19.1	C	21.0	C	1.9	
7	San Pasqual Valley Rd (SR 78)/17th Ave	Signal	AM	43.4	D	46.7	D	3.3	50.4	D	53.3	D	2.9	No
			PM	43.5	D	47.6	D	4.1	47.5	D	51.1	D	3.6	
8	San Pasqual Valley Rd (SR 78)/Bear Valley Pkwy	Signal	AM	42.9	D	43.2	D	0.3	44.0	D	44.5	D	0.5	No
			PM	45.8	D	47.4	D	1.6	46.5	D	48.4	D	1.9	

Table 2.12-10, continued

	Intersection	Jurisdiction(s)	Control Type	Peak Hour	Existing		Existing plus Project			Existing plus Cumulative Projects		Existing plus Cumulative Projects plus Project			Sig?
					Delay a	LOS ^b	Delay	LOS	Δ c	Delay	LOS	Delay	LOS	Δ c	
9	San Pasqual Valley Rd (SR 78)/Citrus Ave	County of San Diego/Caltrans	MSSC (SBL)	AM	>100.0	F	>100.0	F	11	>100.0	F	>100.0	F	11	Yes (Direct & Cumulative)
				PM	38.0	E	>100.0	F	29	47.6	E	>100.0	F	29	
10	San Pasqual Valley Rd (SR 78)/Summit Dr	County of San Diego/Caltrans	MSSC (NBL)	AM	59.7	F	>100.0	F	0	>100.0	F	>100.0	F	0	Yes (Direct & Cumulative) ^f
				PM	33.1	D	73.8	F	0	37.7	E	87.7	F	0	
11	San Pasqual Valley Rd (SR 78)/San Pasqual Rd/ Cloverdale Rd	County of San Diego/Caltrans	Signal	AM	32.9	C	40.5	D	—	33.2	C	40.7	D	—	Yes (Direct & Cumulative)
				PM	42.7	D	89.7	F	47.0	44.7	D	89.3	F	44.6	
12	San Pasqual Valley Rd (SR 78)/Safari Park Dwy	County of San Diego/Caltrans	MSSC	AM	15.4	C	16.5	C	—	15.7	C	16.8	C	—	No
				PM	14.1	B	15.2	C	—	14.4	B	15.6	C	—	
13	San Pasqual Rd/ Bear Valley Pkwy	City of Escondido	Signal	AM	17.8	B	20.1	C	2.3	18.2	B	20.6	C	2.4	No
				PM	16.8	B	19.0	B	2.2	17.2	B	19.7	B	2.5	
14	Via Rancho Pkwy/ Beethoven Dr	City of Escondido	Signal	AM	17.7	B	18.3	B	0.6	18.0	B	18.6	B	0.6	No
				PM	27.1	C	30.4	C	3.3	28.3	C	32.5	C	4.2	
15	Via Rancho Pkwy/ I-15 NB Ramps	Caltrans ^g	Signal	AM	35.1	D	35.1	D	0.0	35.1	D	35.1	D	0.0	No
				PM	41.4	D	44.9	D	3.5	42.4	D	47.7	D	5.3	
16	Via Rancho Pkwy/ I-15 SB Ramps	Caltrans ^g	Signal	AM	55.7	E	56.6	E	0.9	57.1	E	57.8	E	0.7	No
				PM	49.4	D	50.5	D	1.1	50.6	D	51.9	D	1.3	

Table 2.12-10, continued

Intersection		Jurisdiction(s)	Control Type	Peak Hour	Existing		Existing plus Project			Existing plus Cumulative Projects		Existing plus Cumulative Projects plus Project			Sig?
					Delay a	LOS ^b	Delay	LOS	Δ c	Delay	LOS	Delay	LOS	Δ c	
17	San Pasqual Rd/ Sierra Linda Dr/Ryan Dr	City of Escondido	MSSC	AM	26.7	D	33.3	D	6.6	28.0	D	35.0	D	7.0	Yes Direct & Cumulative
				PM	25.5	D	30.6	D	8.2	27.2	D	32.4	D	5.2	
18	San Pasqual Rd/ Old Milky Way	City of San Diego	MSSC	AM	19.0	C	29.2	D	10.2	20.7	C	33.3	D	12.6	No
				PM	13.2	B	16.9	DC	3.7	13.9	B	18.0	C	4.1	

Source: Linscott, Law & Greenspan 2017a

Footnotes:

a. Average delay expressed in seconds per vehicle.

b. Level of service.

c. "Δ" denotes the project-induced increase in delay for intersections located within Caltrans' jurisdiction and in the City of San Diego and City of Escondido. "Δ" denotes the project-induced increase in delay for signalized intersections and project traffic added to the critical movement for unsignalized intersections located in the County of San Diego. Project increases in delay or number of trips only shown for County intersections where LOS E or F operations are reported.

d. MSSC – Minor street stop-controlled intersection. Minor street left turn delay reported.

e. AWSC – All-way stop-controlled intersection. Average delay reported.

f. Although the project adds zero (0) trips to the critical movement at this location, the project degrades the PM peak hour operations from LOS D to LOS F under Existing Plus Project conditions and from LOS E to LOS F in the cumulative condition, thus resulting in a significant impact.

g. The Via Rancho Parkway interchange is maintained by Caltrans. Therefore, LOS D operations are accepted.

General Notes:

1. DNE = does not exist

2. For City of Escondido intersections also located within Caltrans jurisdiction, LOS D operations are accepted.

3. **Bold** typeface and **shading** represents a significant impact.

4. Sig = Significant Impact? Direct and/or Cumulative

5. WBL = westbound left turn movement; SBL = southbound left turn movement, NBL = northbound left turn movement

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

Daily Street Segment Operations

Table 2.12-11 summarizes the roadway segment operations with the addition of project traffic. The table shows that all study area street segments would continue to operate at acceptable levels of service, with exception of the following:

County of San Diego/Caltrans

- Street Segment 8. San Pasqual Valley Road (SR 78): 17th Avenue to Bear Valley Parkway – LOS E

The addition of project-generated traffic on the segment along San Pasqual Valley Road (SR 78) between 17th Avenue and Bear Valley Parkway would not result in a significant direct impact per the County’s two-lane highway significance criteria, which defers to the intersection operations along the two-lane highway segment. **Table 2.12-11** shows that the San Pasqual Valley Road signalized intersections at 17th Avenue and Bear Valley Parkway would continue to operate at acceptable LOS D operations with the addition of project traffic. A **less than significant** direct impact would occur. Under the Existing plus Cumulative plus Project scenario, no significant cumulative impact would occur.

City of Escondido

- Street Segment 12. Felicita Avenue/17th Avenue: Escondido Boulevard to Juniper Street – LOS F
- Street Segment 13. Felicita Avenue/17th Avenue: Juniper Street to San Pasqual Valley Road (SR 78) – LOS D
- Street Segment 16. Via Rancho Parkway: San Pasqual Road to Beethoven Drive – LOS F

Based on the City of Escondido’s significance criteria, potentially significant direct and cumulative impacts would occur with the addition of project traffic at street segments 12, 13 and 16, as the project-induced increase in volume to capacity (V/C) would be greater than 0.02 for street segments operating at LOS D or worse. As such, impacts would be **potentially significant**. Implementation of mitigation measures **MM TRA-6** to **MM TRA-8** would reduce the project’s potential direct and cumulative impacts to **less than significant** level.

Table 2.12-11. Near-Term Street Segment Operations

Street Segment		Jurisdiction(s)	Capacity (LOS E) ^a	Existing			Existing plus Project				Existing plus Cumulative Projects			Existing plus Cumulative Projects plus Project				Sig?
				ADT ^b	LOS ^c	V/C ^d	ADT	LOS	V/C	Δ ^e	ADT	LOS	V/C	ADT	LOS	V/C	Δ ^e	
Rockwood Road																		
1	Cloverdale Rd to San Pasqual Union School	County of San Diego	16,200	3,440	B	—	9,649	D	—	—	3,455	B	—	9,664	D	—	—	No
2	Fronting San Pasqual Union School	City of San Diego	15,000	3,440	A	0.2293	9,767	C	—	—	3,455	A	—	9,782	C	—	—	No
3	East of San Pasqual Union School	City of Escondido	15,000	2,850	A	0.1900	9,177	C	0.5970	0.4070	2,865	A	0.1910	9,192	C	0.6128	0.4218	No
Cloverdale Road																		
4	Rockwood Rd to San Pasqual Valley Rd (SR 78)	City of San Diego	15,000	5,280	B	0.3520	11,489	D	—	—	5,310	B	—	11,519	D	—	—	No
San Pasqual Road																		
5	San Pasqual Valley Rd (SR 78) to Ryan Dr ^f	County of San Diego	14,580	4,850	C	—	6,858	D	—	—	5,210	C	—	7,218	D	—	—	No
6	Ryan Drive to Bear Valley Pkwy	City of Escondido	37,000	11,530	A	0.3116	13,420	B	0.3627	0.0511	11,874	A	0.3209	13,764	B	0.3720	0.0511	No
Citrus Avenue																		
7	North of San Pasqual Valley Road	County of San Diego	16,200	5,480	C	—	5,893	C	—	—	5,638	C	—	6,051	C	—	—	No
San Pasqual Valley Road (SR 78)																		
8	17th Ave to Bear Valley Pkwy	County of San Diego/ Caltrans	16,200	14,730	E	—	17,093	F	—	—	15,656	E	—	18,019	F	1.1120	—	No ⁱ

Table 2.12-11, continued

Street Segment	Jurisdiction(s)	Capacity (LOS E) ^a	Existing			Existing plus Project				Existing plus Cumulative Projects			Existing plus Cumulative Projects plus Project				Sig?
			ADT ^b	LOS ^c	V/C ^d	ADT	LOS	V/C	Δ ^e	ADT	LOS	V/C	ADT	LOS	V/C	Δ ^e	
9 Bear Valley Pkwy to Cloverdale Rd/San Pasqual Rd ^g	County of San Diego/ Caltrans	17,100	10,490	B	—	13,503	C	—	—	11,224	B	—	14,237	D	—	—	No
10 Cloverdale Rd/San Pasqual Rd to Safari Park Dwy ^h	City of San Diego/ Caltrans	15,000	9,200	C	0.6147	9,568	C	0.6379	0.0232	9,521	C	0.6347	9,869	C	0.6579	0.0232	No
Felicita Avenue/17th Avenue																	
11 Centre City Pkwy to Escondido Blvd	City of Escondido	37,000	23,970	C	0.6478	24,679	C	0.6670	0.0192	24,840	C	0.6714	25,549	C	0.6905	0.0191	No
12 Escondido Blvd to Juniper St	City of Escondido	15,000	19,370	F	1.2913	20,256	F	1.3504	0.0591	20,240	F	1.3493	21,126	F	1.4084	0.0591	Yes Direct & Cumulative
13 Juniper St to San Pasqual Valley Rd	City of Escondido	15,000	12,110	D	0.8073	13,055	D	0.8703	0.0630	13,080	D	0.8720	14,025	E	0.9350	0.0630	Yes (Direct & Cumulative)
Bear Valley Parkway																	
14 San Pasqual Valley Rd (SR 78) to Sunset Dr	City of Escondido	15,000	19,930	F	1.3287	20,048	F	1.3365	0.0080	20,715	F	1.3810	20,833	F	1.3889	0.0079	No
15 Sunset Drive to San Pasqual Rd	City of Escondido	37,000	29,820	D	0.8059	29,879	D	0.8075	0.0016	30,510	D	0.8246	30,569	D	0.8262	0.0016	No
Via Rancho Pkwy																	
16 San Pasqual Rd to Beethoven Dr	City of Escondido	37,000	38,490	F	1.0403	40,203	F	1.0866	0.0463	39,593	F	1.0701	41,306	F	1.1164	0.0463	Yes (Direct & Cumulative)
17 Beethoven Dr to I-15 NB Ramps	City of Escondido	65,000	33,400	B	0.5138	34,936	B	0.5375	0.0237	34,475	B	0.5304	36,011	C	0.5540	0.0236	No

Table 2.12-11, continued

Street Segment	Jurisdiction(s)	Capacity (LOS E) ^a	Existing			Existing plus Project				Existing plus Cumulative Projects			Existing plus Cumulative Projects plus Project				Sig?
			ADT ^b	LOS ^c	V/C ^d	ADT	LOS	V/C	Δ ^e	ADT	LOS	V/C	ADT	LOS	V/C	Δ ^e	
18 I-15 Ramps to Lomas Serenas Dr	City of Escondido	50,000	12,810	A	0.2562	12,928	A	0.2586	0.0024	13,087	A	0.2617	13,205	A	0.2641	0.0024	No

Source: Linscott, Law & Greenspan 2017a

Footnotes:

- Study roadways full under the jurisdiction of the City of Escondido, San Diego County, and the City of San Diego as noted. Capacities based on the applicable Roadway Classification Table.
- Average daily trips
- Level of service
- Volume to capacity
- “Δ” denotes the project-induced increase in V/C for City of Escondido, City of San Diego, and Caltrans roadway segments. “Δ” denotes the project-induced increase in ADT for segments operating at LOS E or F located in San Diego County.
- A 10% reduction in capacity was assumed to account for the winding road and lack of adequate shoulder width along portions of San Pasqual Road.
- In the county, San Pasqual Valley Road (SR 78) is classified as a four-lane Major Road but is constructed as a two- to three-lane road in the study area. Roadway capacities derived based on County of San Diego four-lane Major Road capacities.
- In the City of San Diego, San Pasqual Valley Road (SR 78) is classified as a four-lane Conventional Highway but is constructed as a two- to three-lane road in the study area. Roadway capacities derived based on City of San Diego three-lane Collector capacities.
- The segment along San Pasqual Valley Road (SR 78) between 17th Avenue and Bear Valley Parkway is not considered a significant impact per the County’s two-lane highway significance criteria, which defers to the intersection operations along the two-lane highway segment. Table 9-1 of the transportation impact analysis shows that the San Pasqual Valley Road (SR 78) signalized intersections at 17th Avenue and Bear Valley Parkway are calculated to continue to operate at acceptable LOS D operations with project traffic.

General Notes:

- Bold** typeface and **shading** represents a significant impact.

Peak-Hour Freeway Ramp Meter Operations

Table 2.12-12 summarizes operations of the on-ramp meter with the addition of project traffic. The results of the ramp meter analysis are shown below.

- I-15 SB On-Ramp at Via Rancho Parkway: Under the Existing plus Project and the Existing plus Cumulative Projects plus Project condition, this ramp is calculated to continue to operate with no delay during the AM peak hour.

Addition of the project would not result in a delay at the ramp. Therefore, **no impact** would occur under the Existing plus Project or the Existing plus Cumulative Projects plus Project conditions.

Table 2.12-12. Near-Term Ramp Meter Operations – Fixed Rate

Location	Peak Hour ^a	Peak Hour Demand (D) ^b	Meter Rate (R) ^c	Excess Demand (E) (veh)	Delay (min)	Queue (ft) ^d	Sig?
1. I-15 SB On-Ramp at Via Rancho Pkwy (2 SOV plus 1 HOV)							
Existing	AM	677	858	0	0.0	0	—
Existing plus Project	AM	744	858	0	0.0	0	—
<i>Project Increase</i>	<i>AM</i>	<i>34</i>	<i>—</i>	<i>0</i>	<i>0.0</i>	<i>0</i>	<i>No</i>
Existing plus Cumulative Projects	AM	687	858	0	0.0	0	—
Existing plus Cumulative Projects plus Project	AM	721	858	0	0.0	0	—
<i>Project Increase</i>	<i>AM</i>	<i>34</i>	<i>—</i>	<i>0</i>	<i>0.0</i>	<i>0</i>	<i>No</i>

Source: Linscott, Law & Greenspan 2017a

Notes:

a. Peak hours shown during ramp meter operations.

b. Peak-hour demand in vehicles/hour/lane per SOV lanes only. Volumes taken from May 2014 Linscott, Law & Greenspan intersection counts.

c. Meter rate "R" is the most restrictive rate at which the ramp meter (signal) discharges traffic onto the freeway (obtained from Caltrans). The discharge rate ranges from 858 to 1,400 vehicles per hour depending on the mainline volumes.

d. Queue calculated assuming vehicle length of 25 feet.

General Notes:

1. Sig = Significant impact, yes or no. Impact based on significance criteria discussed in Section 2.12.3.

2. SOV = single-occupancy vehicle, HOV = high-occupancy vehicle

Peak Hour Freeway Segment Operations

Table 2.12-13 shows the V/C freeway segment analyses for the Existing plus Project and Existing plus Cumulative plus Project freeway operations. As seen in **Table 2.12-13**, with the addition of project traffic, the study area freeway mainline segment of I-15 is calculated to continue to operate at LOS D or better conditions except for the following:

1. Mainline #1. I-15 between Via Rancho Parkway and West Bernardo Drive
 - Northbound – LOS F(0) (PM peak hour)

Based on the established significance criteria, no significant direct or cumulative impacts were calculated with the addition of project traffic on the freeway segments since the project-induced change in V/C is less than 0.01 for LOS F operating freeway segments.

Table 2.12-13. Near-Term Freeway Segment Operations

Freeway Segment	Dir.	# of Lanes ^a	Hourly Capacity ^b	Existing						Project Volumes		Existing + Project						Δ V/C ^f		Sig?		
				Volume ^c		V/C ^d		LOS ^e				Volume		V/C		LOS						
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM			
Interstate 15																						
Via Rancho Pkwy to West Bernardo Dr	NB	4M+1A	10,800	6,791	10,837	0.629	1.003	C	F(0)	39	98	6,830	10,935	0.632	1.012	C	F(0)	0.004	0.009	No		
	SB	5M	11,750	10,635	7,149	0.905	0.608	D	B	82	43	10,717	7,192	0.912	0.612	D	B	0.007	0.004	No		
Freeway Segment	Dir.	# of Lanes ^a	Hourly Capacity ^b	Existing + Cumulative Projects						Project Volumes		Existing + Cumulative Projects						Project		Δ V/C ^f		Sig?
				Volume ^c		V/C ^d		LOS ^e				Volume		V/C		LOS						
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
Via Rancho Pkwy to West Bernardo Dr	NB	4M+1A	10,800	6,833	10,903	0.633	1.010	C	F(0)	39	98	6,872	11,001	0.636	1.019	C	F(0)	0.004	0.009	No		
	SB	5M	11,750	10,700	7,194	0.911	0.612	D	B	82	43	10,782	7,237	0.918	0.616	D	B	0.007	0.004	No		

Footnotes:

- Lane geometry taken from PeMS lane configurations at corresponding postmile.
- Capacity calculated at 2,350 vehicles per hour (vph) per mainline lane (pcphpl) and 1600 vph per lane for auxiliary lane.
- Existing volume calculated from Caltrans Traffic Census Program *Peak Hour Volume Data* (2015).
- V/C = (Peak Hour Volume/Hourly Capacity)
- Level of Service
- “Δ” denotes the project-induced increase in V/C. Per SANTEC/ITE Guidelines, a significant impact occurs when the V/C is increased by 0.01 for LOS F.

General Note:

- M = Mainline
- A = Auxiliary
- Sig? = Significant impact, yes or no.

LOS	V/C
A	<0.41
B	0.62
C	0.8
D	0.92
E	1
F(0)	1.25
F(1)	1.35
F(2)	1.45
F(3)	>1.46

General Plan (Year 2035) Assessment

General Plan Land Use and Traffic Volumes

The project is consistent with the Escondido General Plan Land Use and Community Form Element and the corresponding Valley View Specific Plan, designating the project site for residential uses at the density proposed. The buildout volumes and analysis are representative of the operations forecast per the adopted General Plan. Buildout traffic volumes were obtained from the City's Mobility and Infrastructure Element traffic model for the year 2035.

The future regional traffic volumes for the General Plan were developed using the SANDAG Series 11 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 in the North County area of San Diego. The model includes the approved land uses associated with the Escondido General Plan and also accounts for the Mobility and Infrastructure Element network proposed at buildout of the City's General Plan. **Figure 2.12-8** shows the General Plan (year 2035) traffic volumes.

Network Conditions

Table 10-1 of **Appendix 2.12-1** identifies the current and planned City of Escondido, City of San Diego, and County of San Diego roadway classifications for study area street segments, per their respective mobility plans.

Daily Street Segment Operations

Table 2.12-14 summarizes the year 2035 (General Plan) roadway segment levels of service. As stated above, the project is consistent with the City of Escondido General Plan and the Valley View Specific Plan land use designation for the site. Therefore, operations shown in the table represent those of the City's General Plan and are provided for informational purposes only.

As seen in **Table 2.12-14**, all street segments are calculated to operate at acceptable levels of service with exception of the following:

City of San Diego

- Street Segment 4. Cloverdale Road: Rockwood Road to San Pasqual Valley Road (SR 78) – LOS E

City of Escondido

- Street Segment 11. Felicita Avenue/17th Avenue: Centre City Parkway to Juniper Street – LOS D
- Street Segment 12. Felicita Avenue/17th Avenue: Escondido Boulevard to Juniper Street – LOS D
- Street Segment 14. Bear Valley Parkway: San Pasqual Valley Road (SR 78) to Sunset Drive – LOS F
- Street Segment 15. Bear Valley Parkway: Sunset Drive to San Pasqual Road – LOS F

- Street Segment 16. Via Rancho Parkway: San Pasqual Road to Beethoven Drive – LOS F

As no increase in traffic over that forecast in the City's General Plan would occur, there would be **no impact** in this regard.

Table 2.12-14. General Plan Year 2035 Street Segment Operations

Street Segment		Jurisdiction	General Plan Capacity (LOS E) ^a	General Plan (Year 2035)		
				ADT ^b	LOS ^c	V/C ^d
Rockwood Road ^e						
1	Cloverdale Rd to San Pasqual Union School	County of San Diego	16,200	9,877	D	—
2	Fronting San Pasqual Union School	City of San Diego	15,000	9,986	C	0.6657
3	East of San Pasqual Union School	City of Escondido	15,000	9,986	C	0.6657
Cloverdale Rd						
4	Rockwood Rd to San Pasqual Valley Rd (SR 78)	City of San Diego	15,000	13,787	E	0.9191
San Pasqual Road						
5	San Pasqual Valley Rd (SR 78) to Ryan Dr	County of San Diego	34,200	17,441	B	—
6	Ryan Drive to Bear Valley Pkwy	City of Escondido	37,000	19,902	B	0.5379
Citrus Avenue						
7	North of San Pasqual Valley Road (SR 78) to Ryan Drive	County of San Diego	16,200	14,123	B	—
San Pasqual Valley Road (SR 78) ^f						
8	17th Ave to Bear Valley Pkwy	County of San Diego/ Caltrans	34,200	17,981	B	—
9	Bear Valley Pkwy to Cloverdale Rd/San Pasqual Rd	County of San Diego/ Caltrans	34,200	23,393	C	—
10	Cloverdale Rd/San Pasqual Rd to Safari Park Dwy	City of San Diego/ Caltrans	40,000	13,112	A	0.3278
Felicita Avenue/17th Avenue						
11	Centre City Pkwy to Escondido Blvd	City of Escondido	37,000	32,437	D	0.8767
12	Escondido Blvd to Juniper St	City of Escondido	37,000	32,666	D	0.8829
13	Escondido Blvd to San Pasqual Valley Rd (SR 78)	City of Escondido	34,200	17,076	B	0.4993
Bear Valley Parkway						
14	San Pasqual Valley Rd (SR 78) to Sunset Dr	City of Escondido	37,000	40,909	F	1.1056
15	Sunset Drive to San Pasqual Rd	City of Escondido	50,000	51,515	F	1.0303
Via Rancho Parkway						
16	San Pasqual Rd to Beethoven Dr	City of Escondido	50,000	60,528	F	1.2106
17	Beethoven Dr to I-15 NB Ramps	City of Escondido	65,000	43,964	C	0.6764
18	I-15 Ramps to Lomas Serenas Dr	City of Escondido	50,000	18,359	B	0.3672

Source: Linscott, Law & Greenspan 2017a

Notes:

- Study roadways fall under the jurisdiction of the City of Escondido, the County of San Diego, and the City of San Diego as noted. Capacities based on the applicable Roadway Classification Table.
- Average daily trips
- Level of service
- Volume to capacity

Pedestrian and Bicycle Circulation Systems and Mass Transit

As noted above, SB 743 requires the OPR to amend the CEQA Guidelines to provide an alternative to LOS and auto delay for evaluating transportation impacts. The Draft Guidelines which provided recommendations for updating the state's CEQA Guidelines in response to SB 743 recommended use of automobile VMT per capita as the preferred CEQA transportation metric, along with the elimination of vehicle delay/LOS for CEQA purposes statewide. Under SB 743, the focus of transportation analysis would shift from driver delay to reduction of GHG emissions, creation of multimodal networks, and promotion of a mix of land uses. A VMT analysis for the proposed project is provided below in **Section 2.12.5**.

Further, as a means of reducing dependency on automobiles and encouraging use of multi-modal networks, the project has been designed to offer an interconnected series of walkways and trails to connect the residential neighborhoods, the Village Core, recreational amenities, and other areas of the development to encourage residents to walk and to reduce dependence on automobiles. Trails are also proposed to provide connections with several off-site trails to establish a link to other pedestrian circulation systems. Additionally, bike lanes are proposed along all Village Entry and Village Promenade streets, where the lane width is 20 feet or greater, to encourage and support bike riding both on-site and to/from the project area.

Bus service is not directly accessible in the vicinity of the subject property; however, as noted in **Section 2.12.1, Existing Conditions**, existing bus stops are provided along a number of area roadways. North County Transit District Routes 371 and 372 FLEX operate along San Pasqual Valley Road (SR 78) and Route 388 operates along Valley Parkway. Although no bus stops are proposed on the site at this time, as designed, the Village Core will be able to accommodate bus traffic should it be determined by the North County Transit District (NCTD) that new routes are needed to serve the project.

Additionally, Transportation Demand Management plans are comprised of features, practices, and incentives to encourage potential drivers to use alternate forms of transportation other than single-occupancy vehicles. The goal of these plans is to reduce and/or remove vehicle trips out of the peak hours, thereby relieving congestion. As identified in the **Appendix 2.12-1**, the project's TDM program would include the following measures, and would be finalized prior to project approval:

1. Provide facilities, services, and programs that support bicycle use, including but not limited to bicycle parking management, repair and maintenance stations bicycling events, community organizations, maps and educational materials, and other incentives that promote and encourage bicycle use.
2. Management and promotion of the public trails system including maintenance of trail and trail head facilities and signage, maps and educational materials, and potential smart phone applications that connect people and/or provide information about Safari Highlands Ranch Trails.
3. Enhance on-site and off-site pedestrian crossings to provide clearly marked crossing areas for students walking to/from San Pasqual Union Elementary School.

4. Management of car share alternative fuel facilities and services including coordinated drop-off zones, charging stations, services that connect vanpool and carpool users, preferred parking, and more.
5. Install electric vehicle charging stations within private residences.

The project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system with regard to pedestrian, bicycle, or mass transit systems. Impacts would be **less than significant**. Refer to Threshold 6 for a more detailed discussion of proposed alternative means of transportation.

Mitigation Measures

The following mitigation measures shall be shown on the roadway improvement plans prepared in support of the Tentative Map:

Intersections

MM TRA-1 Intersection 1. Rockwood Road/Cloverdale Road – The project applicant shall install a traffic signal and restripe the westbound approach to this intersection to provide one left turn lane and one shared left turn/right turn lane. The south leg of the intersection in the southbound direction shall be restriped to provide an additional receiving lane for left-turning traffic from Rockwood Road. Alternatively, a roundabout may be installed.

In addition, the project applicant shall construct a raised median or provide a second westbound thru lane along Rockwood Road between Cloverdale Road and San Pasqual Union Elementary School.

Timing/Implementation: *During project construction*

Enforcement/Monitoring: *City of Escondido Engineering and Planning Divisions*

MM TRA-2 Intersection 9. San Pasqual Valley Road (SR 78)/Citrus Avenue – The project applicant shall provide a right-turn out only intersection to prohibit southbound left-turns from Citrus Avenue to eastbound San Pasqual Valley Road (SR 78), resulting in the rerouting of vehicle trips currently making this maneuver.

Timing/Implementation: *During project construction*

Enforcement/Monitoring: *City of Escondido Engineering and Planning Divisions*

MM TRA-3 Intersection 10. San Pasqual Valley Road (SR 78)/Summit Drive – Mitigation measures for proposed intersection modifications are subject to the Caltrans Intersection Control Evaluation (ICE) policy (Traffic Operation Policy Directive 13-02). Alternative intersection design(s) will need to be considered in accordance with the ICE policy.

Timing/Implementation: During project construction

Enforcement/Monitoring: City of Escondido Engineering and Planning Divisions

MM TRA-4 Intersection 11. San Pasqual Valley Road (SR 78)/San Pasqual Road/Cloverdale Road – The project applicant shall widen the eastbound approach to the intersection to provide dual left turn lanes. The north leg of the intersection in the northbound direction shall be widened to provide an additional receiving lane for a length of approximately 650 feet, plus a 150-foot transition lane.

Timing/Implementation: During project construction

Enforcement/Monitoring: City of Escondido Engineering and Planning Divisions

MM TRA-5 Intersection 17. San Pasqual Road/Sierra Linda Drive/Ryan Drive - The project applicant shall install a traffic signal at this intersection. Project contribution to traffic volumes at this intersection amounts to 14% of the combined AM and PM peak hour trips.

Timing/Implementation: During project construction

Enforcement/Monitoring: City of Escondido Engineering and Planning Divisions

Roadway Segments

MM TRA-6 Segment 12. Felicita Avenue/17th Avenue: Escondido Boulevard to Juniper Street - The project applicant shall pay a fair share toward the City of Escondido Capital Improvement Project: Felicita and Juniper from Escondido to Chestnut widening project, per the *Fiscal Year 2008/2009 Five Year Capital Improvement Program and Budget*. Based on the fair share calculations, the project's contribution to this improvement shall be 2.71 percent of the total cost of improvements.

Timing/Implementation: Prior to issuance of a grading permit

Enforcement/Monitoring: City of Escondido Engineering and Planning Divisions

MM TRA-7 Segment 13. Felicita Avenue/17th Avenue: Juniper Street to San Pasqual Valley Road (SR 78) – The project applicant shall provide the following enhancements to this roadway segment:

- Provide a white edge-line in both directions between Juniper Street and Encino Drive.
- Stripe a dedicated eastbound right-turn lane to Encino Drive.
- Restripe/widen the eastbound lane to provide an eastbound right turn pocket at Lendee Drive.

- Extend the two-way left turn lane eastward to the city/county boundary to allow for westbound left turns into the easternmost driveway accessing the Emmanuel Faith Community Church.

Timing/Implementation: During project construction

Enforcement/Monitoring: City of Escondido Engineering and Planning Divisions

MM TRA-8 Segment 16. Via Rancho Parkway: San Pasqual Road to Beethoven Drive – The project applicant shall lengthen the southbound right turn pocket to extend it by an additional 50 feet approaching Beethoven Drive. The project applicant shall also lengthen the northbound right turn pocket by 55 feet at the Via Rancho Parkway/San Pasqual Road intersection. Additionally, the applicant shall work with the City to install adaptive signal timing along Via Rancho Parkway between San Pasqual Road and Sunset Drive (just east of the I-15 northbound ramps) to improve traffic flow.

Timing/Implementation: During project construction

Enforcement/Monitoring: City of Escondido Engineering and Planning Divisions

Level of Significance After Mitigation

It should be noted that certain significant and potentially significant environmental impacts, including cumulative impacts, of the project can be mitigated by the implementation of specific mitigation measures by other jurisdictions and/or public agencies. The City will request, but cannot compel, each of those public agencies affected by mitigation measures proposed with the SHR project to implement the identified mitigation measures described in this section.

As project impacts on the intersection of Rockwood Road/Cloverdale Road would be potentially significant, improvements are proposed (**MM TRA-1**) to mitigate impacts at Intersection 1. As implemented, the measures would provide for a total daily capacity of 19,000 ADT and would improve operations along the segment of Rockwood Road between Cloverdale Road and San Pasqual Union Elementary from LOS D to LOS B (refer also to **Appendix 2.12-1**).

The addition of project traffic would result in a significant impact at Intersection 9, San Pasqual Valley Road (SR 78)/Citrus Avenue. To reduce the project's near-term direct impacts at this intersection, the project applicant shall provide a right-turn out only intersection to prohibit southbound left-turns from Citrus Avenue to eastbound San Pasqual Valley Road (SR 78). Such improvements would result in the rerouting of vehicle trips currently making this maneuver (**MM TRA-2**).

To reduce potential impacts on Intersection 10, San Pasqual Valley Road (SR 78)/Summit Drive, mitigation measure **MM TRA-3** requires that the project applicant provide improvements at the discretion of Caltrans) at the intersection. Such improvements would be subject to the Caltrans ICE policy (Traffic Operation Policy Directive 13-02). Alternative intersection design(s) would be considered in accordance with the ICE policy.

To reduce project impacts on Intersection 11, San Pasqual Valley Road (SR 78)/San Pasqual Road/Cloverdale Road, mitigation measure **MM TRA-4** requires the project applicant to widen the eastbound approach to provide dual left turn lanes and to widen the north leg of the intersection in the northbound direction to provide an additional receiving lane to improve traffic flow onto northbound Cloverdale Road.

To reduce project impacts on Intersection 17, San Pasqual Road/Sierra Linda Drive/Ryan Drive, mitigation measure **MM TRA-5** requires the project applicant to signalize the intersection. It should be noted that the project contribution to the traffic volumes at this location amount to approximately 14% of the combined AM and PM peak hour trips.

To reduce project impacts on near-term direct and cumulative impacts on the roadway segment of Felicita Avenue/17th Avenue between Escondido Boulevard to Juniper Street, mitigation measure **MM TRA-6** would require the project applicant to pay a fair share payment toward the City of Escondido Capital Improvement Project: Felicita and Juniper from Escondido to Chestnut widening project, per the Fiscal Year 2008/2009 Five Year Capital Improvement Program and Budget. Such mitigation would fully mitigate the project's cumulative impacts. However, direct impacts would be only partially mitigated and impacts would remain **significant and unavoidable**. Based on the fair share calculations, the project's contribution to this improvement should be 2.71%.

To reduce the project's near-term direct impacts on the roadway segment of Felicita Avenue/17th Avenue from Juniper Street to San Pasqual Valley Road (SR 78), mitigation measure **MM TRA-7** requires the project applicant to provide a white edge-line in both directions between Juniper Street and Encino Drive and to stripe a dedicated eastbound right turn lane to Encino Drive. Additionally, the project applicant would be required to restripe/widen the eastbound lane to provide an eastbound right turn pocket at Lendee Drive and extend the two-way left turn lane eastward to the city/county boundary to allow for westbound left turns into the easternmost driveway accessing the Emmanuel Faith Community Church. The provision of a dedicated right turn pocket, as well as the extended two-way left turn pocket, would allow vehicles turning onto Lendee Drive and to the church site to decelerate and queue outside of the through lanes on East 17th Avenue.

To reduce project impact on the roadway segment of Via Rancho Parkway from San Pasqual Road to Beethoven Drive, mitigation measure **MM TRA-8** requires the project applicant to lengthen the southbound right turn pocket to extend it by an additional 50 feet approaching Beethoven Drive, to install adaptive signal timing along Via Rancho Parkway between San Pasqual Road and Sunset Drive (just east of the I-15 northbound ramps) to improve traffic flow, and to lengthen the northbound right turn pocket by 55 feet at the Via Rancho Parkway/San Pasqual Road intersection. Based on field observations, during the PM peak hour, vehicles destined for Beethoven Drive are blocked by the long queue of southbound through vehicles. Extension of the turn pockets (e.g., improving the intersections on either end of the roadway segment) would allow vehicles to enter the right turn lane at a faster rate, resulting in shorter queues in the through lane and decreased wait times.

It should be noted that with the addition of the project, the LOS on the segment of Rockwood Road from Cloverdale Road to San Pasqual Union School would change from LOS B to

LOS D. As indicated in **Table 2.12-11**, no significant direct or cumulative impact would occur. However, as part of the mitigation for the Rockwood Road/Cloverdale Road intersection (**MM TRA-1**), the project would install a traffic signal (or alternatively, a roundabout) and restripe the westbound approach to provide one left turn lane and one shared left turn/right turn lane. The south leg of the intersection in the southbound direction would be restriped to provide an additional receiving lane for the traffic turning left from Rockwood Road. The addition of the traffic signal would improve the Rockwood Road/Cloverdale Road intersection to LOS A, which would result in a less than significant impact. In response to community input, and in an effort to retain the existing LOS on Rockwood Road, the project applicant would also construct a raised median or provide a second westbound thru lane along Rockwood Road between Cloverdale Road and San Pasqual Union Elementary. Once completed, either of these improvements would provide for a total daily capacity of 19,000 ADT and improve operations along this segment from LOS D to LOS B.

Implementation of mitigation measures **MM TRA-1** through **MM TRA-8** would reduce the project's near-term direct and cumulative impacts to **less than significant** with exception of a significant and unavoidable impact on the segment of Felicita Avenue/17th Avenue between Escondido Boulevard and Juniper Street which would be partially mitigated through fair share payment towards planned improvements. As construction of the mitigation measure is beyond the control of the applicant, such fair share payment would only partially mitigate the direct impact, and project impacts would therefore remain **significant and unavoidable**. However, cumulative impacts would be fully mitigated to a **less than significant** level through fair share payment.

Threshold 2: Would the project conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

As noted above, the San Diego region elected to be exempt from the state CMP, and SANDAG abides by 23 CFR 450.320 to ensure the region's continued compliance with the federal congestion management process. San Diego Forward: The Regional Plan, the region's long-range transportation plan and Sustainable Communities Strategy, meets the requirements of 23 CFR 450.320 by incorporating the following federal congestion management process: performance monitoring and measurement of the regional transportation system, multimodal alternatives and non-SOV analysis, land use impact analysis, the provision of congestion management tools, and integration with the RTIP process.

The City's General Plan designates the SHR project site as Specific Planning Area, Valley View SPA 4. No change in the existing land use designation is required to allow for implementation of the project as proposed. Once approved by the City, the project would not conflict with the General Plan and would represent a land use consistent with the intensity of development both allowed under current conditions and anticipated by the City with buildout of the General Plan. As such, the project would not result in a substantial increase in traffic that would have the potential to contribute to traffic congestion above that anticipated by the City.

The project is anticipated to add approximately 5,907 daily trips to the existing circulation system; refer also to **Figures 2.12-1** and **2.12-5**. The proposed Village Core and other recreational amenities available for public use would generate commuters who would have the option to use public transit located in proximity to the project site or other alternative means of transportation. However, the performance of these systems is not expected to be decreased or substantially affected as the result of project implementation.

Additionally, the project has been designed to incorporate elements aimed at reducing dependence on automobiles for transportation. The project includes construction of a multimodal transportation system to encourage alternative means of travel to/from and within the project site (i.e., trails and walkways, including connection to existing off-site trails; bike lanes; electric vehicle charging stations; etc.), thereby contributing to a reduction in potential congestion on roadways and/or at intersections in the study area. These elements are further described under Threshold 6.

As shown on **Figures 2.12-1** and **2.12-5**, the project would generate additional vehicle trips to the surrounding circulation system, thereby contributing to potential traffic congestion. However, as noted above, the San Diego region is exempt from the state CMP, and therefore, CEQA Appendix G thresholds relative to conflict with a congestion management are not applicable to the project.

Implementation of mitigation measures **MM TRA-1** through **MM TRA-8** would ensure that the project does not conflict with an applicable congestion management program, including but not limited to, LOS standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.

Mitigation Measures

Intersections

Implement mitigation measures **MM TRA-1** through **MM TRA-5**.

Roadway Segments

Implement mitigation measures **MM TRA-6** and **MM TRA-8**.

Level of Significance After Mitigation

The project would have the potential to conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways program. Mitigation measures **MM TRA-1** through **MM TRA-8** would be implemented to reduce the project's near-term direct and cumulative intersection and street segment impacts to **less than significant**.

Threshold 3: Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

The nearest major airport to the project site is San Diego International Airport, approximately 35 miles to the southwest. McClellan-Palomar Airport, located approximately 18.5 miles west of the project site in Carlsbad, accommodates private and smaller commercial aircraft on a scheduled basis. Ramona Airport is located approximately 10 miles east of the project site in the unincorporated community of Ramona. Private airports in the vicinity of the project site include Blackington Airport, a private airstrip located in the Valley Center community, approximately 16 miles to the north and a private airstrip located at the Lake Wohlford Resort, approximately 4 miles to the north. A total of 12 single-engine airplanes are based at Blackington Airport for recreational use. The closest military airports include Marine Corps Air Station (MCAS) Camp Pendleton, located approximately 36 miles to the northwest, and MCAS Miramar, located approximately 20 miles to the southwest of the project site. Additionally, Palomar Medical Center operates a helipad approximately 7 miles to the west of the site.

With the exception of Blackington Airport and the airstrip at Lake Wohlford Resort, all airports in the project vicinity have an adopted Airport Land Use Compatibility (ALUC) plan. The project site is not located within the boundary of an adopted ALUC plan. Therefore, it is outside of any airport safety zone or other zone that would restrict land uses relative to public safety.

Additionally, the Safari Highlands Ranch Specific Plan identifies building height restrictions (two stories/28 feet) for the residential units. Therefore, the proposed height of such structures is not anticipated to interfere with air traffic patterns in the area.

As a result, the project would not result in a change in air traffic patterns that would cause a substantial safety risks. **No impact** would occur.

Threshold 4: Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Existing access to the project site is via Rockwood Road, along the southwestern portion of the site. The project requires construction of the proposed Safari Highlands Ranch Road. The new road would intersect with the existing Rockwood Road and would extend between Old Ranch Road and Vistamonte Avenue.

All newly constructed roads within the project site would be private. Safari Highlands Ranch Road would serve as the primary artery through the proposed development area. Access to this road would be gated beyond the Village Core. Because of an elevation change from the base of the project site at Rockwood Road to the “top” of the proposed development, Safari Highlands Ranch Road would be designed to meet all American Association of State Highway and Transportation Officials (AASHTO) design standards, as agreed to with the City, and would require roadway grading exceptions from the City.

Safari Highlands Ranch Road would be constructed to accommodate two 21-foot-wide travel lanes, bike lanes, a pedestrian path, and landscaping. Other proposed on- and off-site roadway and circulation improvements are also proposed for purposes of access. These improvements are described in greater detail in **Section 1.3.2, Access and Circulation** (see **Section 1.0, Project Description**).

Emergency access would be provided at both the northern and southern boundaries of the project site. It should be noted that the proposed emergency roads will not be accessible to project residents for day-to-day use. Refer to **Section 2.14, Wildfire Hazards**, for a detailed discussion of potential emergency response and evacuation impacts. Refer also to discussion under Threshold 5, below, regarding emergency access.

The existing topography of the site is constrained by steep grades and environmentally sensitive lands. As a result, traffic calming concept plans have been prepared to recommend design measures that would calm traffic, reduce on-site speeds, and improve the sharing of uses of the roadway (vehicles, bicycles, pedestrians). These plans depict flashing speed signs and directional and speed warnings around horizontal and vertical curves, painted speed reduction markings on the roadway indicating an approach to a slower speed zone, and provision of a raised median and narrowing of the roadway around the steepest portions of the roadway to slow the vehicular speed in each direction of traffic flow. Figures III-17 and III-18 in the SHR Specific Plan illustrate the traffic calming concept plans.

Because the project site is located near San Pasqual Union School (on Rockwood Road), historical accident data was researched along Rockwood Road to determine the potential for hazardous conditions to occur. According to data from the Statewide Integrated Traffic Records System (SWITRS), three collisions have occurred along Rockwood Road in the project vicinity in the past 10 years, none of them fatal. Of these three accidents, none involved pedestrians or bicyclists.

All proposed on- and off-site roadway improvements would be designed and constructed in conformance with design guidelines identified in the SHR Specific Plan and as shown in the TIA. All project improvement plans would be subject to City review and approval to ensure conformance with agreed upon design standards.

The project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses. A **less than significant** impact would occur.

Threshold 5: Would the project result in inadequate emergency access?

Refer also to Threshold 4 regarding proposed project roadway improvements and to **Section 2.14, Wildfire Hazards**, for a discussion of emergency response and evacuation. All proposed on- and off-site roadway improvements would be designed and constructed in conformance with design guidelines identified in the Safari Highlands Ranch Specific Plan and as shown on the Tentative Map. The project will require a number of design deviations relative to horizontal and vertical angles and inconsistencies.

Cut from the first phase of development would be placed as fill where required on Safari Highlands Ranch Road. No outside dirt hauling is necessary because the site, as designed, balances. Staging for all equipment and construction personnel would occur on the SHR site in contained and well managed areas to minimize the need for off-site trips. Once mobilization is complete, heavy machinery traveling off the site would be limited until completion of the intended operation.

During construction of project roadway improvements, area roadways may be temporarily blocked or subject to detours or delays, which could temporarily affect emergency access. Project construction will require the export of construction personnel from the site and the import of construction materials to the site. Each truck would generate one inbound and one outbound trip.

As such, project construction activities would have the potential to result in inadequate emergency access. To minimize the impact of construction truck traffic on the surrounding roadway network, mitigation measure **MM TRA-9** requires the project applicant to prepare and implement a construction traffic management plan (TMP) for the duration of the construction phase. A TMP is typically prepared in coordination with emergency services personnel and made part of the construction requirements placed on the contractor. The TMP often requires public notice of construction schedules as well as contact information in case of emergency or concern with the construction site and/or roadways. A TMP can be customized to avoid construction during special events, holidays, or other periods of intense traffic demand. Of particular focus in a TMP is a requirement to ensure access to adjacent homes and property during the construction process. Coordination of the TMP with local and regional emergency personnel is required to ensure consistency.

After construction, emergency access throughout the project site would occur in accordance with applicable ordinances, standard conditions of approval, and permits related to emergency access. Project conformance with such requirements would ensure that operational impacts relative to the provision of emergency are minimized.

Mitigation Measures

MM TRA-9 The project applicant shall prepare and implement a traffic management plan (TMP) to minimize inconveniences during construction. Included among the provisions, the contractor shall coordinate with the City of Escondido, the County of San Diego, and local police, fire, and emergency medical service providers regarding construction scheduling and any other practical measures to maintain adequate access to properties and response times.

A sign, legible at a distance of 50 feet, shall be posted at the project construction site providing a contact name and a telephone number where residents can inquire about the construction process and register complaints. This sign shall indicate the dates and duration of construction activities. In conjunction with this required posting, a noise disturbance coordinator will be identified to address construction noise concerns received. The coordinator shall be responsible for responding to any local complaints about construction

noise. When a complaint is received, the disturbance coordinator shall notify the City within 24 hours of the complaint and determine the cause of the noise complaint (starting too early, malfunctioning muffler, etc.) and shall implement reasonable measures to resolve the complaint, as deemed acceptable by the City. All signs posted at the construction site shall include the contact name and the telephone number for the noise disturbance coordinator.

Two-way traffic through the construction zone shall be maintained throughout the construction period. All project construction activities shall occur in compliance with the City's permitted hours for construction (Monday through Friday 7:00 a.m. to 6:00 p.m. and Saturdays 9:00 a.m. to 5:00 p.m.).

Timing/Implementation: Prior to issuance of a building permit/during project construction

Enforcement/Monitoring: City of Escondido Engineering and Planning Divisions

Level of Significance After Mitigation

As project construction activities have the potential to adversely affect emergency access, mitigation measure **MM TRA-9** requires the implementation of a TMP to ensure that project construction activities do not interfere with or substantially disrupt circulation or emergency access on area roadways. With this measure, the project would not result in inadequate emergency access, and impacts would be **less than significant**.

Threshold 6: Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

The project has been designed to provide access to alternative means of transportation and to encourage and entice residents of and visitors to Safari Highlands Ranch to utilize such modes of travel. The project is intended to offer a multimodal, rural-oriented circulation system that includes bicycle lanes, pedestrian walkways, and a trail system with appealing destinations to increase walkability and reduce overall vehicle trips.

Bicycles lanes would be accommodated on all proposed Village Entry and Village Promenade streets, where the proposed lane width is 20 feet or greater, in order to encourage and support bike riding both on-site and to/from the project area. Safari Highlands Ranch Road would be a private roadway and constructed to accommodate two 21-foot-wide travel lanes, bike lanes, a pedestrian path, and landscaping. Sidewalks and bike lanes are proposed throughout Neighborhoods R-1 through R-5, transitioning into a soft surface trail meandering throughout the estate neighborhoods of E-1 and E-2. Additionally, bike racks would be provided in the proposed Village Core and in the neighborhood parks to encourage residents and visitors to use such means of travel.

Figure 1-3 shows the proposed public trail system (refer to **Section 1.0, Project Description**). Overall, the project proposes approximately 9.3 miles of trails for public access and recreational use.

An interconnected series of walkways and trails would be constructed to provide connection between the residential neighborhoods, the Village Core, recreational amenities, and other areas of the development to encourage residents to walk and to reduce dependence on automobiles. The public trail system would include both a north/south and an east/west trail component that would follow the alignment of Safari Highlands Ranch Road from Rockwood Road in the southwest to neighborhood E-2 in the northeast portions of the site. This walkway would be available for public use and would connect to other off-site public trails. A trail for public use is also proposed to lead from the Village Core to the west. The proposed on-site trail system would also connect with the preserved open space and would provide links throughout the community for residents. Connection to a number of existing rural pathways, dirt roads, and utility easements on the site are also proposed, to the extent feasible.

Due to the somewhat isolated location of the project site, generally east of the more urbanized developed areas of Escondido, bus service is not directly accessible in the vicinity; however, as noted in **Section 2.12.1, Existing Conditions**, existing bus stops are provided along a number of area roadways. NCTD Routes 371 and 372 FLEX operate along San Pasqual Valley Road (SR 78) and Route 388 operates along Valley Parkway. Although no bus stops are proposed on the site at this time, as designed, the Village Core will be able to accommodate bus traffic should it be determined by the NCTD that new routes are needed to serve the project site.

From a citywide perspective, future development allowed under the current adopted General Plan would be subject to the General Plan goals and policies regarding alternative transportation. As such, the project has been designed to enhance access to and provide means of transportation that would potentially result in a reduction in vehicle trips generated by both residents of and visitors to the Safari Highlands Ranch development (see also discussion under **Section 2.12.5, VMT Assessment**). The project would be in conformance with adopted policies, plans, and programs regarding public transit, bicycle, and pedestrian facilities, and would not otherwise decrease the performance or safety of such facilities. Thus, the project would not result in a conflict with the City's General Plan supporting alternative transportation modes. Impacts would be **less than significant**.

2.12.5. VMT Assessment

Linscott, Law & Greenspan (2017b) prepared an analysis of VMT for the proposed project (refer to **Appendix 2.12-2**). While the traditional level of service analysis presented in this section provides an understanding of the project's impacts on the operational characteristics of roadways and intersections, the VMT assessment is an emerging alternative methodology that switches focus to the impacts caused by total miles traveled in relation to local or regional averages. Reducing trip lengths and providing alternative means of transportation results in lower emissions and reductions in fossil fuel use.

VMT is the number of miles traveled by motor vehicles in an area of study. Increases in total VMT contribute to traffic congestion, greenhouse gas emissions and air pollution, causing carbon dioxide and particulate matter emissions. Because of population growth, many areas can't reduce total VMT. However, reducing VMT per capita can help a region achieve better mobility and access management goals, which may help contribute to achieving other

environmental goals. Reductions in VMT can be achieved through smarter land use choices that reduce the need to drive or other ways to discourage single-occupant vehicle trips. This may also include alternatives to driving such as public transit, walking, and biking. Effective strategies that support VMT reductions increase the variety of transportation options available, facilitate path and road network connectivity and the quality of connections between modes, and strengthen land use patterns (the distribution of destinations or land use mixes). For example, rural drivers probably drive more in total. However, higher density, mixed-use developments in key locations can reduce the need for driving by providing access to destinations in close proximity.

While the VMT method of analyzing transportation impacts is not currently required by state or local law, nor reflected in the CEQA Guidelines, the City of Escondido recognizes the coming shift in state policy and has elected to include the data as an informational item.

The VMT and average vehicle trip length (ATL) for the proposed project were derived from San Diego Association of Governments model runs for the forecast year 2035. Because the project would be consistent with the City's General Plan (e.g., no General Plan amendment is required for project implementation), the VMT that would be generated at buildout of the General Plan is also included for reference.

The VMT shown for the project and the City of Escondido General Plan assumes exclusion of the connection of Mountain View Drive between Cloverdale Road and Bear Valley Parkway, consistent with the City's General Plan Mobility and Infrastructure Element. **Table 2.12-15** identifies the assumed land use and roadway network conditions under both scenarios.

Table 2.12-15. Vehicle Miles Traveled Model Scenarios

Scenario	Model ID	Geographic Area	Assumed Land Uses for the Project Site	Network Assumption
Project Only	2035rc11	Project Area	Approved General Plan	General Plan Mobility and Infrastructure Element
Year 2035 General Plan	2030cncmRE_ESC2	City of Escondido and SOI	Approved General Plan	General Plan Mobility and Infrastructure Element

Source: Linscott, Law & Greenspan 2017a

General Notes:

1. SOI = Sphere of Influence

2. Year 2035 General Plan assumes model adjustments from Year 2030 (Source: City of Escondido General Plan)

Table 2.12-16 shows the results of the VMT model run for the project only and with buildout of the General Plan. The VMT, total number of trips generated, and ATL are shown in the table for each condition.

Table 2.12-16. Vehicle Miles Traveled and Average Trip Length

Scenario	Vehicle Miles Traveled	Average Daily Trips	Average Trip Length (miles)
Project Only	67,332	4,756	14.19
Year 2035 General Plan (City of Escondido)	1,876,520	703,380	2.67

Sources: City of Escondido General Plan Mobility and Infrastructure Element Traffic Study and Greenhouse Gas Analysis, adopted May 2012.

SANDAG Select Zone Assignment, conducted June 2016.

Linscott, Law & Greenspan 2017a

Based on the modeling presented in **Table 2.12-16**, VMT for the project would account for approximately 3.6 percent of the total vehicle miles traveled in Escondido. Average trip lengths to and from the proposed project would be 11.5 miles greater than the citywide average (roughly five times the average trip length). However, it would be similar to the trip lengths of nearby residential development, such as Rancho Vistamonte and Rancho San Pasqual. The reader is referred to **Sections 2.2, 2.6, and 4.0** for further discussion of how the project's vehicle miles traveled translates to impacts on air quality, greenhouse gases, and energy conservation.

While VMT reduction strategies are generally more effective in urbanized areas due to greater concentration of people and transportation alternatives, the proposed project would incorporate certain features to reduce, to some degree, the total project-related VMT:

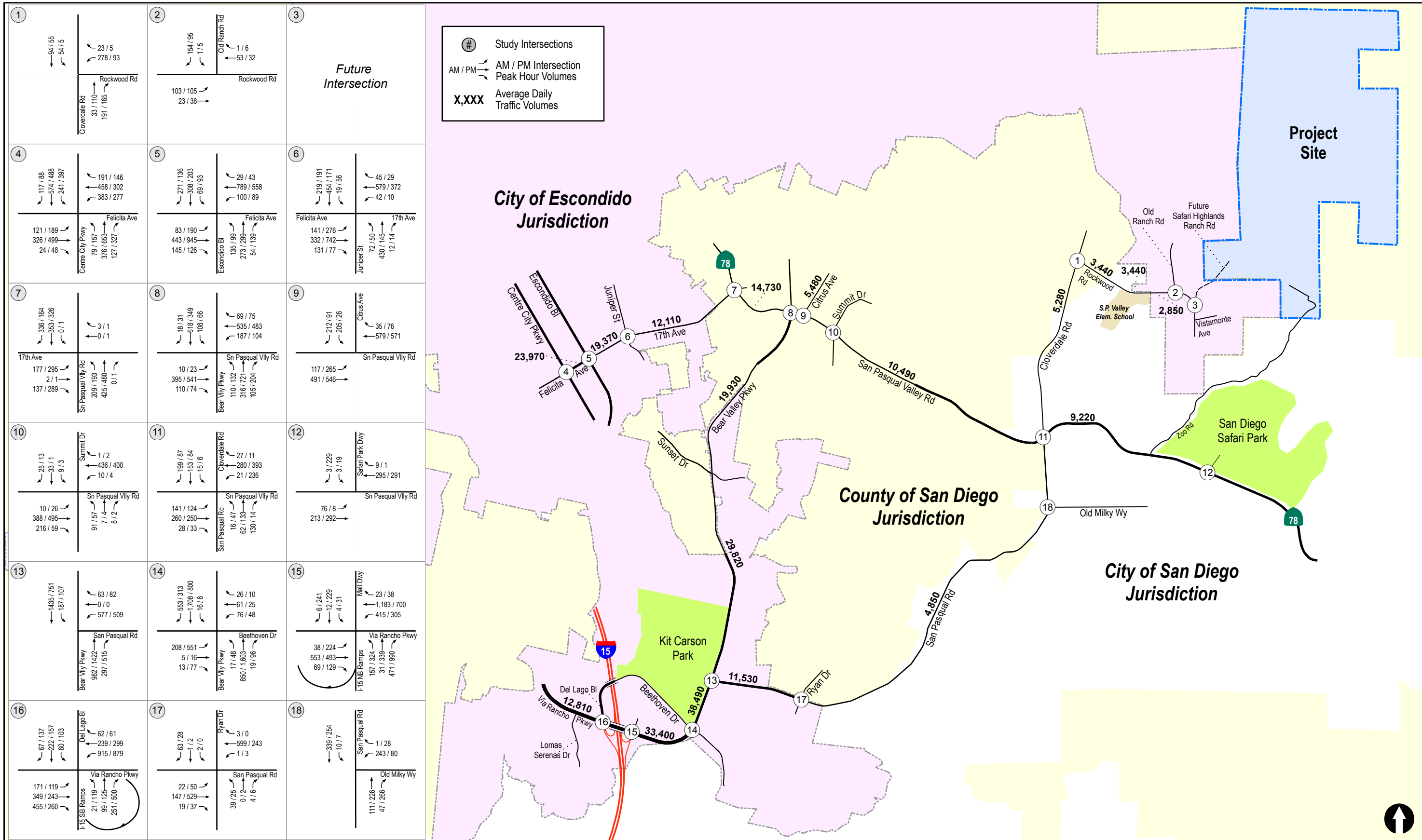
1. Mix of land uses including a small commercial area, on-site recreational areas and facilities and proximity to other recreational and commercial destinations;
2. Provision of on-site bike lanes and bike racks;
3. Pedestrian network and trail connections; and/or
4. Proposed option to provide "fuel forward" garages with electric vehicle chargers for electric and hybrid vehicles, or CNG fueling stations for natural gas-powered cars.

As described in **Section 2.9, Land Use and Planning**, and elsewhere in this EIR, the project's proposed land uses and density are consistent with surrounding land uses. The location, density, and intensity of development within the surrounding communities have been mainly developed through planned residential development, and are generally characterized by low-density single-family neighborhoods with supporting recreational amenities and infrastructure.

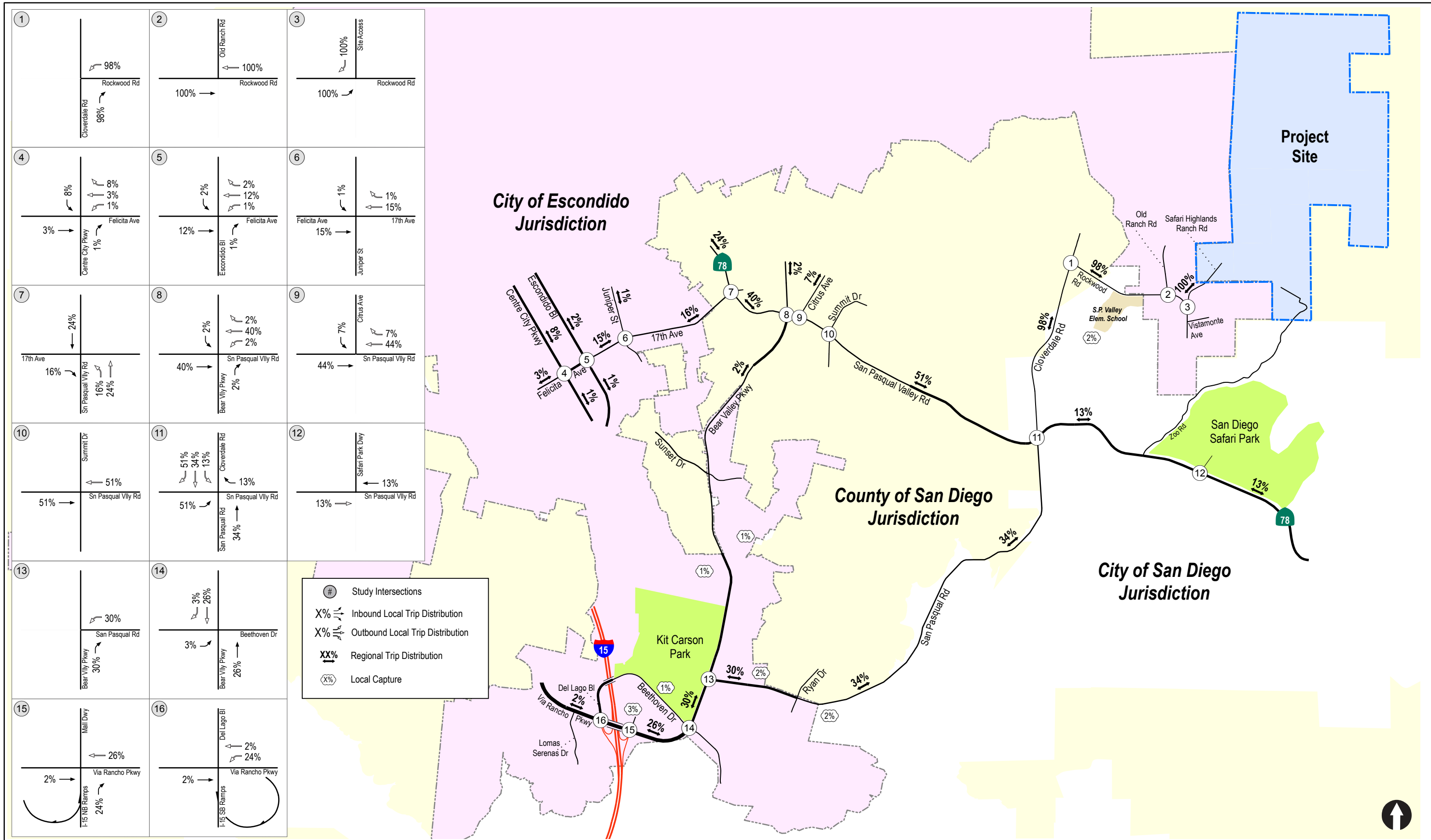
Given that the project's land use type (primarily residential) and size are similar to the surrounding community, it is expected that the driving characteristics of project residents would be similar as well. The type, amount, length and frequency of vehicle trips to work, school, shopping, and recreation generally would be similar to the surrounding community.

2.12.6. Sources Cited

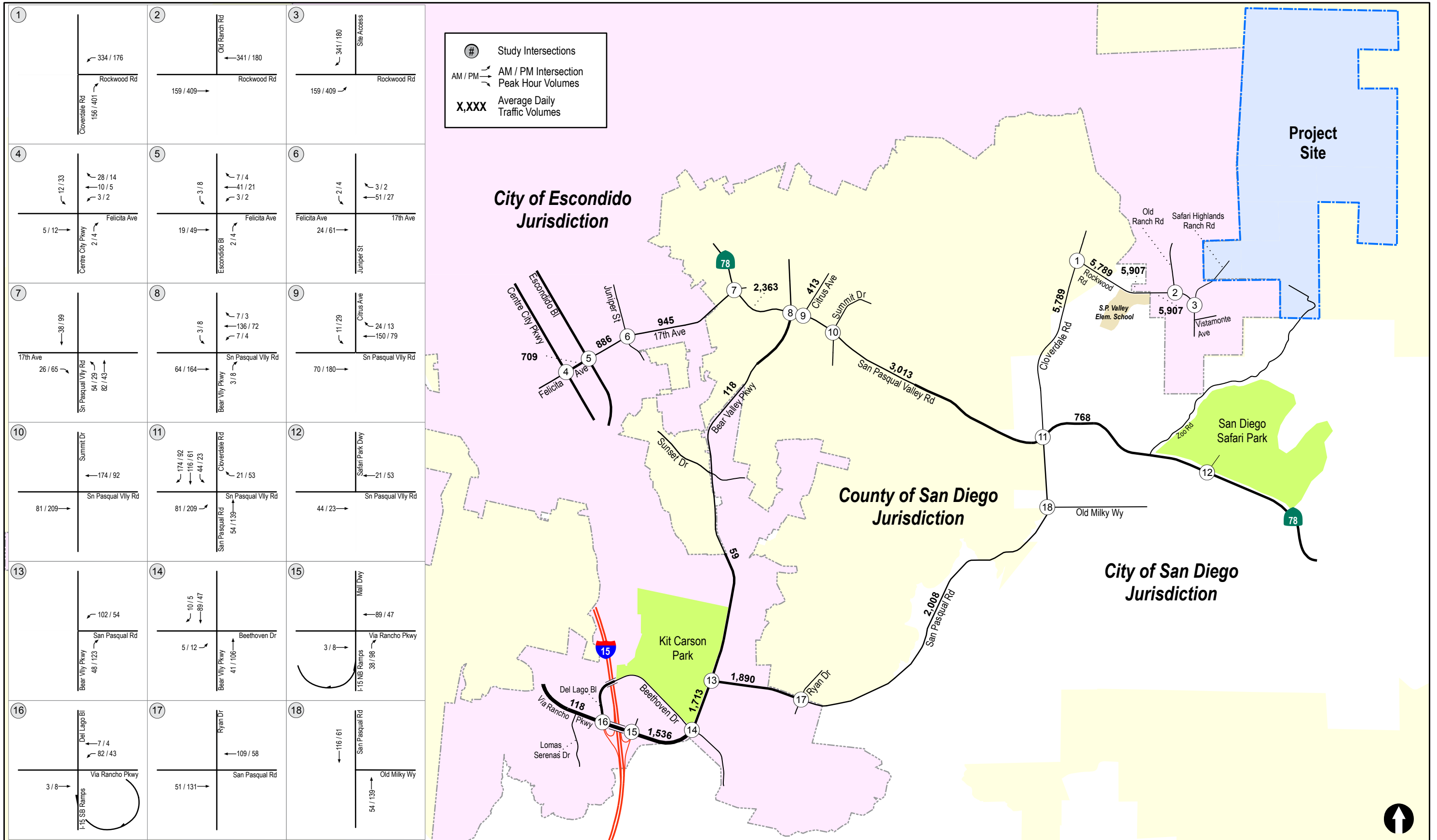
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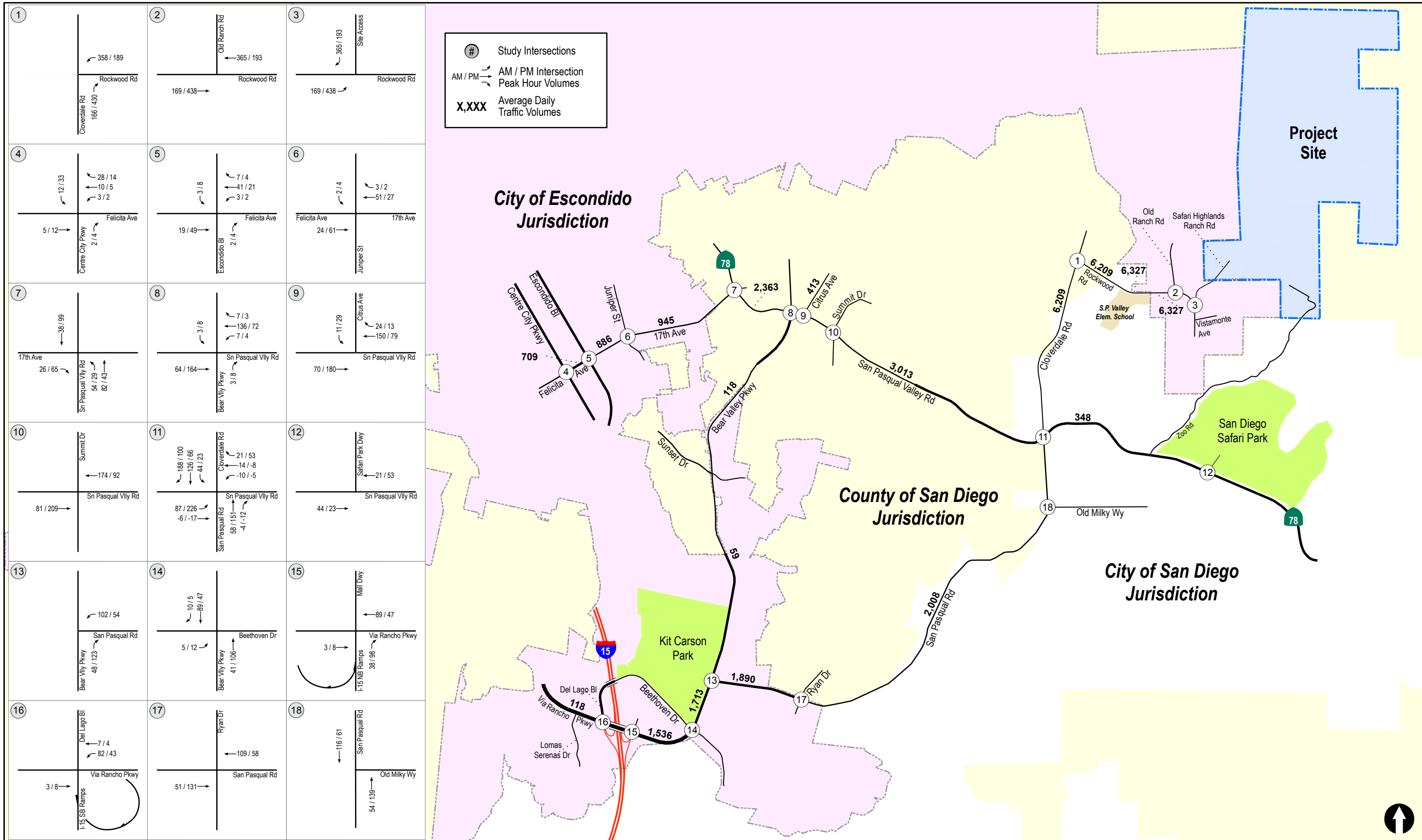
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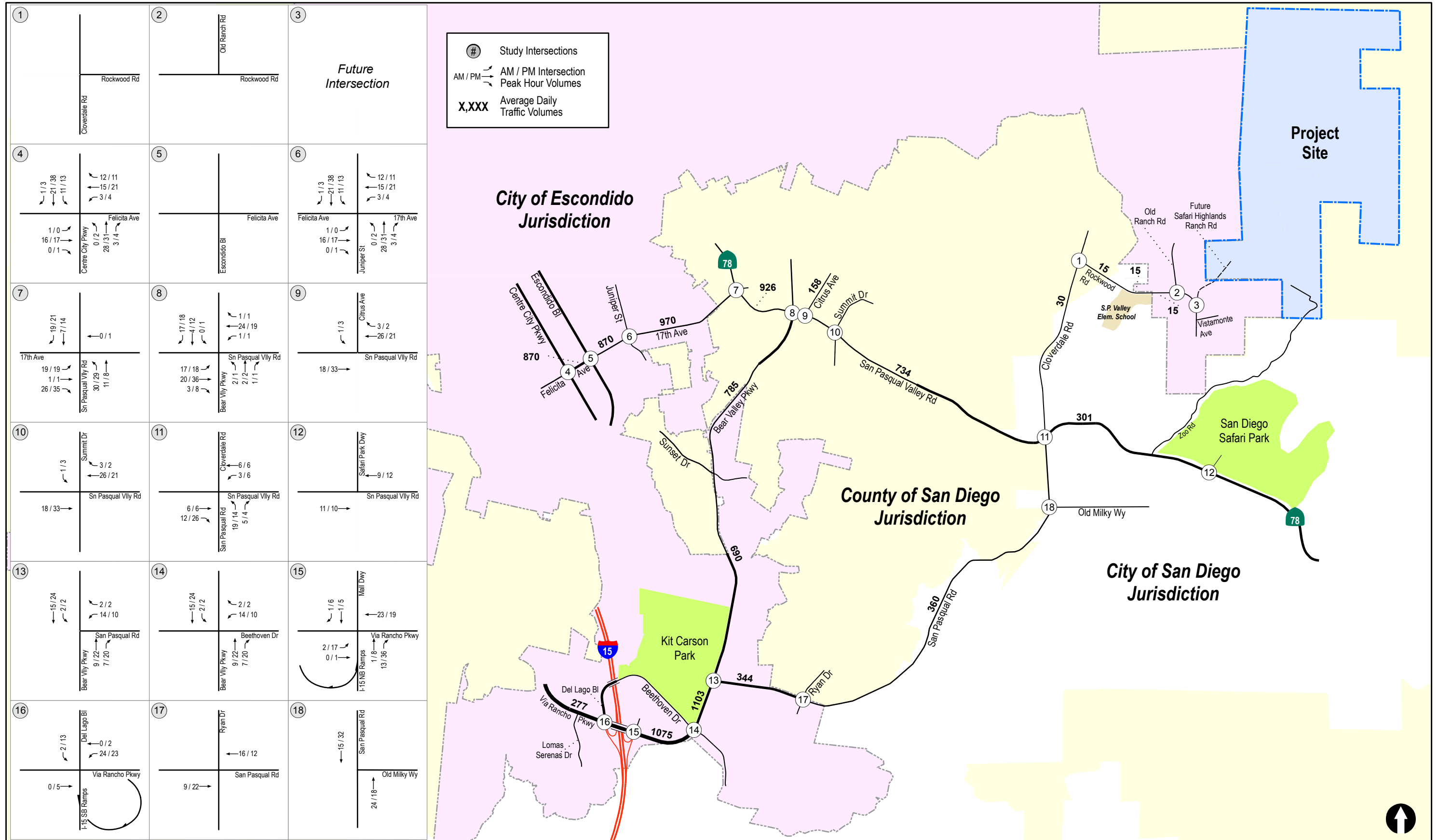
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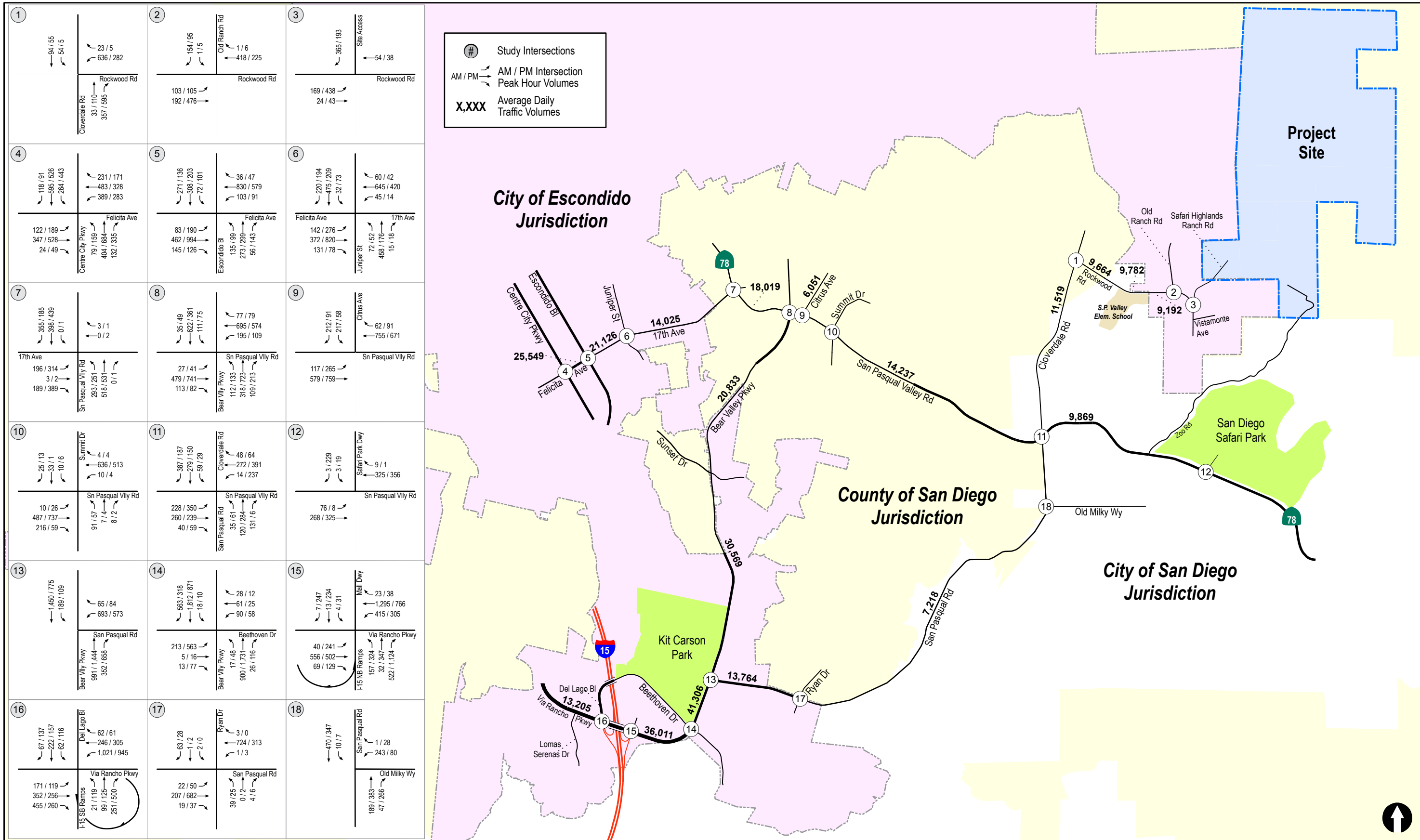
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