

### **2.2.2.3 Traffic**

Traffic impact analysis was conducted by Arnold Torma of KOA Corporation, who is on the County-approved consultants list for the preparation of traffic analyses. The resulting report, entitled *Hoskings Ranch Traffic Impact Study TM5312*, dated September 2012, is included as Appendix D of the DEIR/FEIR. A memo updating agricultural traffic numbers was provided on November 14, 2014 and is included at Appendix H of that study.

#### **2.2.12.3.1 Existing Conditions**

The Proposed Project proposes the division of 1,416.5 acres into 24 agricultural lots ranging in size from 40.10 to 196.02 gross acres each and is located in the Julian Community Planning Area. The major roadways in the area are State Route 78/79 (SR 78/79) and Pine Hills Road. Hoskings Ranch Road and Daley Flat Road, private roads, also serve the site. Figure 2-3-1, "Existing Circulation Network," illustrates the local and regional circulation network near the Proposed Project Site.

The Proposed Project's frontage roads are: SR-78/79 and Pine Hills Road. Hoskings Ranch Road is an existing offsite road that was part of the analysis. Hoskings Ranch Road/Daley Flat Road and Orinoco Road are existing onsite private roads that were included in the analysis. The Proposed Project proposes four new private roads within its boundaries: Tenaya Road, Ute Peak Lane, Bear Run Lane, and Deer Run Lane.

The Proposed Project would take access to local roads via Hoskings Ranch Road onto SR-78/79 and onto Pine Hills Road via Tenaya Road.

SR 78/79 is a two-lane road with a posted speed limit of 55 mph. It has a Level of Service (LOS) E capacity of 16,200 Average Daily Trips (ADT), and currently carries 3,672 ADT east of Pine Hills Road. It was found to function at LOS B.

Pine Hills Road is a two-lane County-maintained road with an unposted speed limit of 55 miles per hour (mph). This road has an LOS E capacity of 16,200 ADT, and currently carries 1,651 ADT south of SR 78/79. It was found to function at LOS A.

Hoskings Ranch Road and Daley Flat Road are paved private roads. Hoskings Ranch Road at SR 78/79 is currently gated and has a phone box and key pad mechanism to provide access to residents and visitors. Levels of Service are not applicable to Hoskings Ranch Road and Daley Flat Road since their primary purpose is to serve abutting properties and not to carry through traffic.

Peak-hour intersection performance measures the length of delays at intersections when they are experiencing the highest volume of use. The three intersections with public roads closest to the Proposed Project are Hoskings Ranch Road/SR 78/79, Pine Hills Road/SR 78/79, and Pine Hills Road/Tenaya Road. All intersections currently operate at a LOS B or better.

#### **2.2.1.12.3.1.1 Regulatory Framework**

The study methodology and analysis for transportation is based on the County of San Diego Report Format and Content Requirements (Transportation and Traffic) and the County of San Diego Guidelines for Determining Significance (Transportation and Traffic).

The guidelines are used to determine the Proposed Project's conformance with the County of San Diego Public Road Standards, the San Diego County Standards for Private Streets Standards, and County of San Diego Public Facility Element policies

and evaluate whether a project’s impacts are perceptible to the average driver. The issues under analysis are Level of Service (LOS) for road segments and intersections, and sight-distance.

**2.2.22.3.2 Analysis of Project Effects and Determination as to Significance**

The traffic impact analysis is based on the County of San Diego, Report Format & Content Requirements: Transportation and Traffic and the County of San Diego, Guidelines for the Determination of Significance: Transportation and Traffic, dated February 2010.

County of San Diego daily traffic volume standards were used for the analysis of roadway segments. The Highway Capacity Manual analysis method was used for evaluating unsignalized intersections. Traffic count data was obtained from counts conducted in February 2010 and January 2011.

**2.2.2.12.3.2.1 Project Trip Generation**

Trip generation is a measure or forecast of the number of trips that begin or end at the Proposed Project Site. All or part of these trips would result in traffic increases on the streets where they occur. The traffic generated is a function of the extent and type of development proposed for the site. The Proposed Project proposes agricultural activity which may result in 24 residences. Both activities would generate ADT.

Table 2-3-1 summarizes the trips generated by the Proposed Project:

**Table 2-3-1. Project Trip Generation**

Land Use	Intensity	Units	Rate/Trips	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out	
Estate Residential	24	Dwelling	Rate Trips	12 288	8% 23	30% 7	70% 16	10% 29	70% 20	30% 9
Agriculture	495	Acre	Rate Trips	2 990	0% 0	0% 0	0% 0	0% 0	0% 0	0% 0
<b>Total</b>				1278	23	7	16	29	20	9

Note: Numbers may not total due to rounding

As shown, a project of 24 residences would add ~~336~~288 ADT to the circulation network, with ~~27~~23 trips occurring during the AM peak hour, and ~~34~~29 trips occurring during the PM peak hour. No peak hour agricultural traffic is anticipated as these activities take place at random times of the day and are not linked to rush hour traffic.

**2.2.2.22.3.2.2 Project Trip Distribution**

Trip distribution identified the probable destinations, directions, or traffic routes that project-related traffic would likely affect. In this case, the Proposed Project trip distribution was estimated from observed traffic patterns and considerations of surrounding land uses. Figure 2-3-2, “Project Trip Distribution,” shows the Proposed

Project trip generation. As shown, it is expected that ~~63-54~~ percent of traffic would use the Hoskings Ranch Road/Daley Flat Road exit, and ~~37-47~~ percent would use the Tenaya/Pine Hills ~~R~~road exit or their direct access onto Pine Hills Road, with ~~75~~ 65 percent of traffic ultimately driving toward Ramona, ~~24-30~~ percent toward Julian, and ~~four~~ five percent toward the Pine Hills community.

**2.2.2.32.3.2.3 Road Segment Analysis**

The Existing Plus Project scenario reflects traffic volumes when expected Proposed Project traffic is added to existing traffic volumes. Table 2-3-2, “Existing Plus Project Roadway Segment Conditions,” summarizes the existing roadway segments both with and without the Proposed Project.

Guidelines for the Determination of Significance

The Proposed Project would have a significant impact on road segments if:

- It would increase traffic by 200 ADT on an LOS E roadway, or if it would increase traffic by 100 ADT on an LOS F roadway.

Analysis

*Guideline 1: The project would have a significant effect on road segments if it would increase traffic by 200 ADT on an LOS E roadway, or if it would increase traffic by 100 ADT on an LOS F roadway.*

The results of the analysis are shown in Table 2-3-2. With the addition of Proposed Project traffic to existing traffic levels, roadway segments operate at LOS C or better both with or without the Proposed Project. Guideline 1 is not exceeded and impacts are not significant. Mitigation is not required.

**2.2.2.42.3.2.4 Peak Hour Intersection Performance Analysis**

Guidelines for the Determination of Significance

The Proposed Project would have a significant effect on intersections if:

- It exceeds specific thresholds on either an LOS E or an LOS F roadway. The specific thresholds for signalized and unsignalized intersections are:

**Table 2-3-3 Allowable Increase of Congested Intersections**

Intersection LOS	Signalized	Unsignalized
LOS E	Delay of 2 seconds	20 peak hour trips on a critical movement
LOS F	Delay of 1 second or 5 peak hour trips on a critical movement	5 peak hour trips on a critical movement

Analysis

*Guideline 2: The project would have a significant effect on intersections if it exceeds specific thresholds on either an LOS E or an LOS F roadway.*

The results of the analysis are shown in Table 2-3-4, “Existing Plus Project Intersection Conditions.” All intersections operate at LOS B or better in both the morning and evening peak hours with or without the Proposed Project. Traffic is not

directed to roadways operating at either LOS E or F. Guideline 2 is not exceeded and impacts are not significant. Mitigation is not required.

**2.2.2.52.3.2.5 Hazards Due to an Existing Transportation Design Feature**

Increased traffic generated or redistributed by a proposed project may cause a significant traffic operational impact to an existing transportation design feature and could result in potential hazards.

Guidelines for the Determination of Significance

The Proposed Project would have a significant effect if:

- Design features/physical configurations of access roads may adversely affect the safe movement of all users along the roadway.
- The percentage or magnitude of increased traffic on the road due to the proposed project may affect the safety of the roadway.
- The physical conditions of the project site and surrounding area, such as curves, slopes, walls, landscaping or other barriers, may result in conflicts with other users or stationary objects.
- It does not conform with existing and proposed roads to the requirements of the private or public road standards, as possible.

Analysis

*Guideline 1: The project would have a significant traffic operational impact to an existing transportation design feature and result in potential hazards if its design features/physical configurations of access roads adversely impact the safe movement of all users along the roadway.*

*Guideline 3: The project would have a significant traffic operational impact to an existing transportation design feature and result in potential hazards if the physical conditions of the project site and surrounding area, such as curves, slopes, walls, landscaping or other barriers, may result in conflicts with other users or stationary objects.*

The San Diego County Standards for Private Roads defers to the American Association of State Highway and Transportation Officials (AASHTO) standards for stopping sight distance requirements. The standards used in this analysis were obtained from AASHTO's A Policy on Geometric Design of Highways and Streets (2004).

The Proposed Project would take access to local roads via Hoskings Ranch Road onto SR78/79 and onto Pine Hills Road via Tenaya Road, which is currently not built. The analysis encompasses these two access points, as well as a third intersection of SR-78/79 and Pine Hills Road.

Sight distance is the continuous length of roadway visible to the driver sufficient enough to assess an oncoming vehicle to avoid collision and perform a maneuver without requiring through traffic to radically alter their speed. A speed survey was conducted for vehicles traveling northbound/southbound on Pine Hills Road and vehicles traveling eastbound/westbound on SR-78/79 at the Proposed Project access intersections; the analysis can be found in Appendix F of the traffic study. It was determined that the operational speed on Pine Hills Road at the Proposed

Project entry is 48 mph for northbound traffic and 47 mph for southbound traffic. For SR 78/79 at Hoskings Ranch road, the operating speed is 58 mph for both eastbound and westbound traffic. According to the County of San Diego Public Road Standards, the minimum intersection sight distance for 47, 48 and 58 mph are 470 feet, 480 feet and 580 feet, respectively. According to AASHTO, the minimum intersection sight distance for 43, 44 and 58 mph are 520 feet, 530 feet and 640 feet, respectively.

Table 2-3-5, "Existing Configuration Sight Distance Summary," summarizes the results of the sight-distance analysis for the Proposed Project access points, which are discussed below.

Corner Sight Distance

All movements have adequate corner sight distance except for:

1. Left turn from Pine Hills Road onto SR-78/79 (Movement "B slows for A")
2. Right turn from Tenaya Road onto Pine Hills Road (Movement "C slows for A")

~~Figure 2-3-3, "Sight Distance Constraints," shows the sight-distance analysis for these intersections.~~

From the Pine Hills Road looking right (Movement "B slows for A"), a distance of 580 feet of unobstructed visibility is required; the Proposed Project currently has 535 feet available. The sight distance is potentially restricted by the existing embankment on the south side of the horizontal curve in the road, as shown in the aerial photograph that is included in Figure 2-3-3, "Sight Distance Constraints." This may be acceptable because stopping sight distance is adequate for this maneuver. ~~However, A~~ adequate corner sight distance is potentially restricted by ~~can be met if the~~ trees on the south side of the horizontal curve. ~~were trimmed or removed.~~ This would ~~be~~ required ~~as~~ a design consideration for the Proposed Project, and would reduce all impacts to not significant.

From the Tenaya Road looking left (Movement "C slows for A"), a distance of 430 feet of unobstructed visibility is required; the Proposed Project currently has 400 feet available. The sight distance is potentially restricted by trees on the west side of the horizontal curve in the road. However, adequate corner sight distance can be met if the trees on the west side of Pine Hills Road on/adjacent to the applicant's property were trimmed or removed, allowing for corner sight distance to increase to 745 feet. This would be required as a design consideration for the Proposed Project, and would reduce all impacts to not significant.

Figure 2-3-3, "Sight Distance Constraints," further analyzed these intersections by locating a spotter at the appropriate sight distance from the intersection. The graphic shows the spotter's orange vest is visible from all approaches, indicating that adequate sight distance exists. While there are no major obstructions, to maintain a conservative analysis, any vegetation that obstructs sight distance would be removed.

Stopping Sight Distance

All movements were determined to have adequate stopping sight distance.

Because the listed design considerations would reduce impacts to less than significant for corner sight distance, and because stopping sight-distance

requirements are met, guidelines 1 and 3 are not exceeded. No mitigation is required.

*Guideline 2: The project would have a significant traffic operational impact to an existing transportation design feature and result in potential hazards if the percentage or magnitude of increased traffic on the road due to the proposed project may affect the safety of the roadway.*

The Proposed Project's increased traffic on the road would not affect the safety of the roadway because the roadway would continue to function at a LOS A. Guideline 2 is not exceeded and impacts are not significant. Mitigation is not required.

*Guideline 4: The project would have a significant effect to an existing transportation design feature and result in potential hazards if it does not conform to existing and proposed roads to the requirements of the private or public road standards.*

The Proposed Project roads would be built to private road standards. Guideline 4 is not exceeded and impacts are not significant. Mitigation is not required.

### **2.2.2.6 2.3.2.6 Hazards to Pedestrians or Bicyclists**

Increased traffic generated or redistributed by a proposed project may cause a significant traffic operational impact to pedestrians or bicyclists and result in potential hazards.

#### **Guidelines for the Determination of Significance**

The Proposed Project would have a significant traffic operational impact on pedestrians or bicyclists considering the following factors:

- Design features/physical configurations on a road segment or at an intersection that may adversely affect the visibility of pedestrians or bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists.
- The amount of pedestrian activity at the project access points that may adversely affect pedestrian safety.
- The preclusion or substantial hindrance of the provision of a planned bike lane or pedestrian facility on a roadway adjacent to the project site.
- The percentage or magnitude of increased traffic on the road due to the proposed project that may adversely affect pedestrian and bicycle safety.
- The physical conditions of the project site and surrounding area, such as curves, slopes, walls, landscaping or other barriers that may result in vehicle/pedestrian, vehicle/bicycle conflicts.
- Does not conform with existing and proposed roads to the requirements of the private or public road standards, as applicable.
- The potential for a substantial increase in pedestrian or bicycle activity without the presence of adequate facilities.

#### **Analysis**

*Guideline 1: The project would have a significant traffic operational impact on pedestrians or bicyclists if the design features/physical configurations on a road segment or at an intersection adversely affect the visibility of pedestrians or bicyclists*

to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists.

*Guideline 5: The project would have a significant effect if the physical conditions of the project site and surrounding area, such as curves, slopes, walls, landscaping or other barriers that may result in vehicle/pedestrian, vehicle/bicycle conflicts.*

As described in the analysis above, three sight-distance studies were performed at intersections at or near the Proposed Project. The analysis shows that corner sight-distance cannot currently be met in two instances:

1. Left turn from Pine Hills Road onto SR-78/79 (Movement "B slows for A")
2. Right turn from Tenaya Road onto Pine Hills Road (Movement "C slows for A")

Further analysis shown in Figure 2-3-3 shows that no major obstructions exist.

However, ~~the~~ vegetation which obstructs the view would be trimmed in order to provide the needed visibility. The Proposed Project is required to remove the vegetation in these two locations as design considerations. Therefore, no impacts are anticipated as a result. Guideline 1 is not exceeded. No mitigation is required.

*Guideline 2: The project would have a significant traffic operational impact on pedestrians or bicyclists if the amount of pedestrian activity at the project access points that may adversely affect pedestrian safety.*

Trails do not exist nor are proposed as part of the project. Therefore, pedestrian activity would be minimal. Additionally, due to the large scale of the Proposed Project lots, pedestrian traffic along the Proposed Project's access points is not likely to occur. Therefore, Guideline 2 is not exceeded and impacts are not significant. Mitigation is not required.

*Guideline 3: The project would have a significant traffic operational impact on pedestrians or bicyclists if the preclusion or substantial hindrance of the provision of a planned bike lane or pedestrian facility on a roadway adjacent to the project site.*

The Proposed Project would not hinder the improvement of existing roadways, including bike lanes, adjacent to the Proposed Project Site. Adequate right of way is being dedicated to allow the addition of bike lanes should they be required. No pedestrian facilities currently exist nor are any proposed on a roadway adjacent to the Proposed Project Site. Additionally, due to the large scale of the Proposed Project lots, pedestrian and bicycling traffic along the Proposed Project's frontage is not likely to occur. Guideline 3 is not exceeded and impacts are not significant. Mitigation is not required.

*Guideline 4: The project would have a significant traffic operational impact on pedestrians or bicyclists if the percentage or magnitude of increased traffic on the road due to the proposed project that may adversely affect pedestrian and bicycle safety.*

The Proposed Project's increased traffic on the road would not affect the safety of pedestrians or bicyclists because the roadway would continue to function at a LOS A. Guideline 4 is not exceeded and impacts are not significant. Mitigation is not required.

*Guideline 6: The project would have a significant traffic operational impact on pedestrians or bicyclists if does not conform with existing and proposed roads to the requirements of the private or public road standards, as applicable.*

Proposed Project entry would conform to private road standards. Guideline 6 is not exceeded and impacts are not significant. Mitigation is not required.

*Guideline 7: The project would have a significant traffic operational impact on pedestrians or bicyclists if the potential for a substantial increase in pedestrian or bicycle activity without the presence of adequate facilities.*

No increase in pedestrian or bicycle activity is anticipated; therefore, adequate facilities are not required. Due to the large scale of the Proposed Project lots, pedestrian and bicycling traffic along the Proposed Project's frontage is not likely to occur. Therefore, Guideline 7 is not exceeded and impacts are not significant. Mitigation is not required.

### 2.2.2.7 **2.3.2.7 Project Access and Circulation**

#### Guidelines for the Determination of Significance

The Proposed Project would have a significant effect if:

- The sight-distance at any intersection used or proposed for project access does not meet minimum requirements established in the County of San Diego Public Road Standards for project access.

#### Analysis

*Guideline 1: The project would have a significant effect if the sight distance at any intersection used or proposed for project access does not meet minimum requirements established in the County of San Diego Public Road Standards for project access.*

The Proposed Project would take access to local roads at two points: Hoskings Ranch Road at SR 78/79, and Tenaya Road at Pine Hills Road (Tenaya Road is not yet built).

As described in both previous sections, the traffic study concludes that the two intersections which do not meet corner sight-distance can be modified, through vegetation removal to comply with sight-distance requirements. With these design considerations for the Proposed Project, no impacts are anticipated. Guideline 1 is not exceeded, and no mitigation is required.

### 2.2.32.3.3 **Cumulative Impacts**

The Proposed Project generates 1,278 daily trips. Some of these trips would use roadways that were found in the course of the cumulative analysis to operate at inadequate levels of service. See the traffic impact report Appendix D for an analysis of cumulative impacts. The Proposed Project would therefore contribute to a significant cumulative impact (**Impact TR-1**) and mitigation is required.

#### **2.2.42.3.4 Significance of Impacts Prior to Mitigation**

##### **2.2.4.12.3.4.1 TR-1**

In the cumulative condition, the Proposed Project contributes vehicle trips to roadways that operate at inadequate levels of service. Impacts are significant and mitigation is required.

#### **2.2.52.3.5 Mitigation**

##### **2.2.5.12.3.5.1 M-TR-1**

The Proposed Project would pay a TIF fee toward improvements to the local roadway network.

#### **2.2.62.3.6 Conclusion**

Analysis of existing roadway segment and peak-hour intersection performance was conducted by a County-approved consultant. The analysis found that all roadway segments and intersections are currently operating a LOS C or better. The LOS for road segments and intersections would continue to operate at this level with the addition of project traffic. Impacts from Proposed Project traffic are not significant.

Corner sight-distance was found to be inadequate at two intersections.

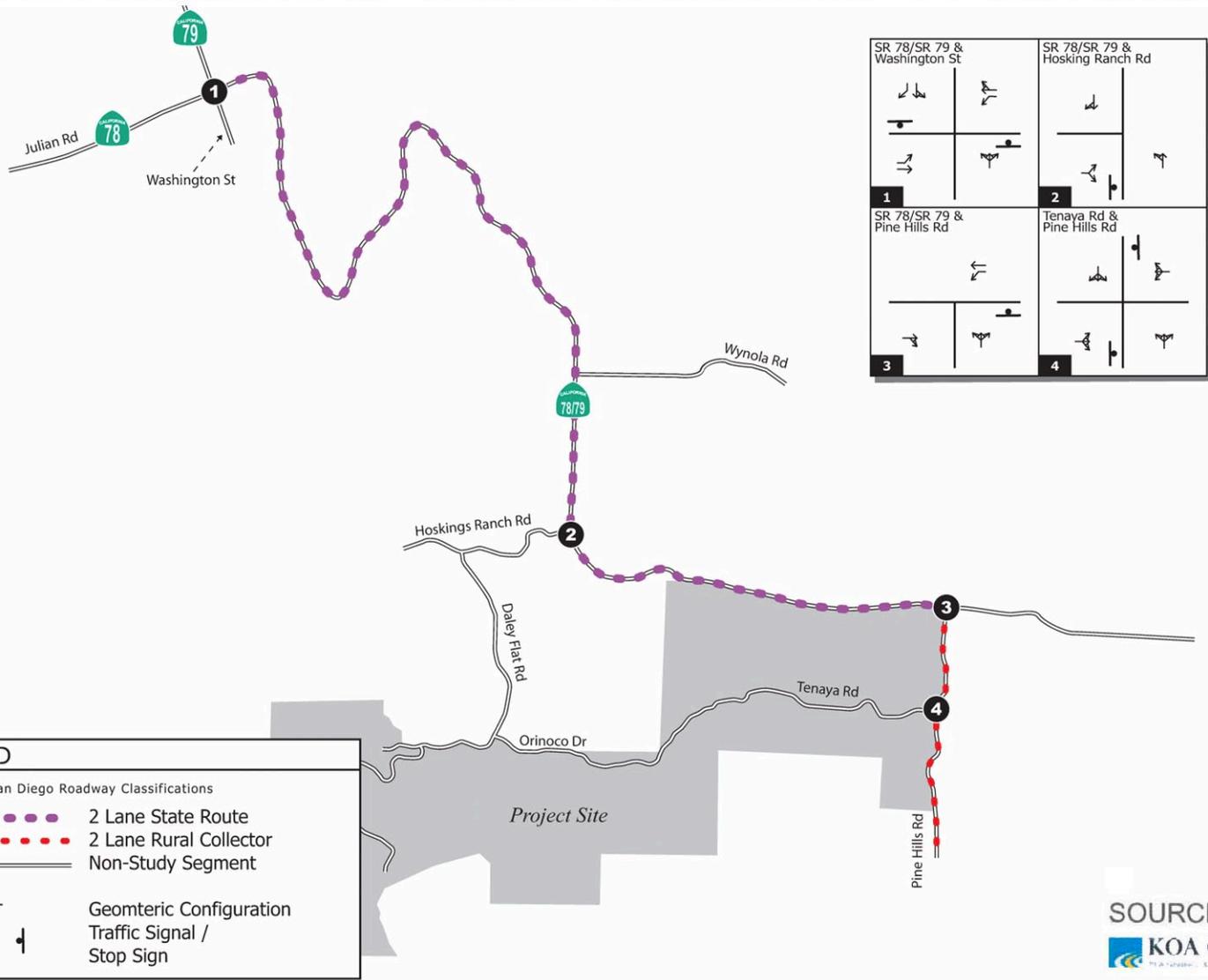
For the left turn from Pine Hills Road onto SR-78/79, sight distance is restricted by the existing embankment on the south side of the horizontal curve in the road. This may be acceptable because stopping sight distance is adequate for this maneuver. However, adequate corner sight distance can be met if the trees on the south side of the horizontal curve were trimmed or removed.

For the right turn from Tenaya Road onto Pine Hills Road, sight distance is restricted by trees on the west side of the horizontal curve in the road. However, adequate corner sight distance can be met if the trees on the west side of Pine Hills Road on/adjacent to the applicant's property were removed, allowing for corner sight distance to increase to 745 feet.

Vegetation removal in these two locations would be required as design considerations for the Proposed Project. No impacts are anticipated, and no mitigation required.

In the cumulative conditions, the Proposed Project contributes vehicle trips to roadways that operate at inadequate levels of service. Impacts from cumulative traffic are significant. The County of San Diego has adopted an overarching programmatic approach to address existing and projected future road deficiencies in the unincorporated area of San Diego County. This program includes the adoption of a Transportation Impact Fee (TIF) to fund improvements to roadways in order to mitigate potential cumulative impacts anticipated by traffic from future development. Mitigation in the form of a TIF fee would fully mitigate this impact because the fees would be used to improve area roadways where impacts occur to a level below significance.

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**LEGEND**

County of San Diego Roadway Classifications

- - - - - 2 Lane State Route
- - - - - 2 Lane Rural Collector
- — — — — Non-Study Segment



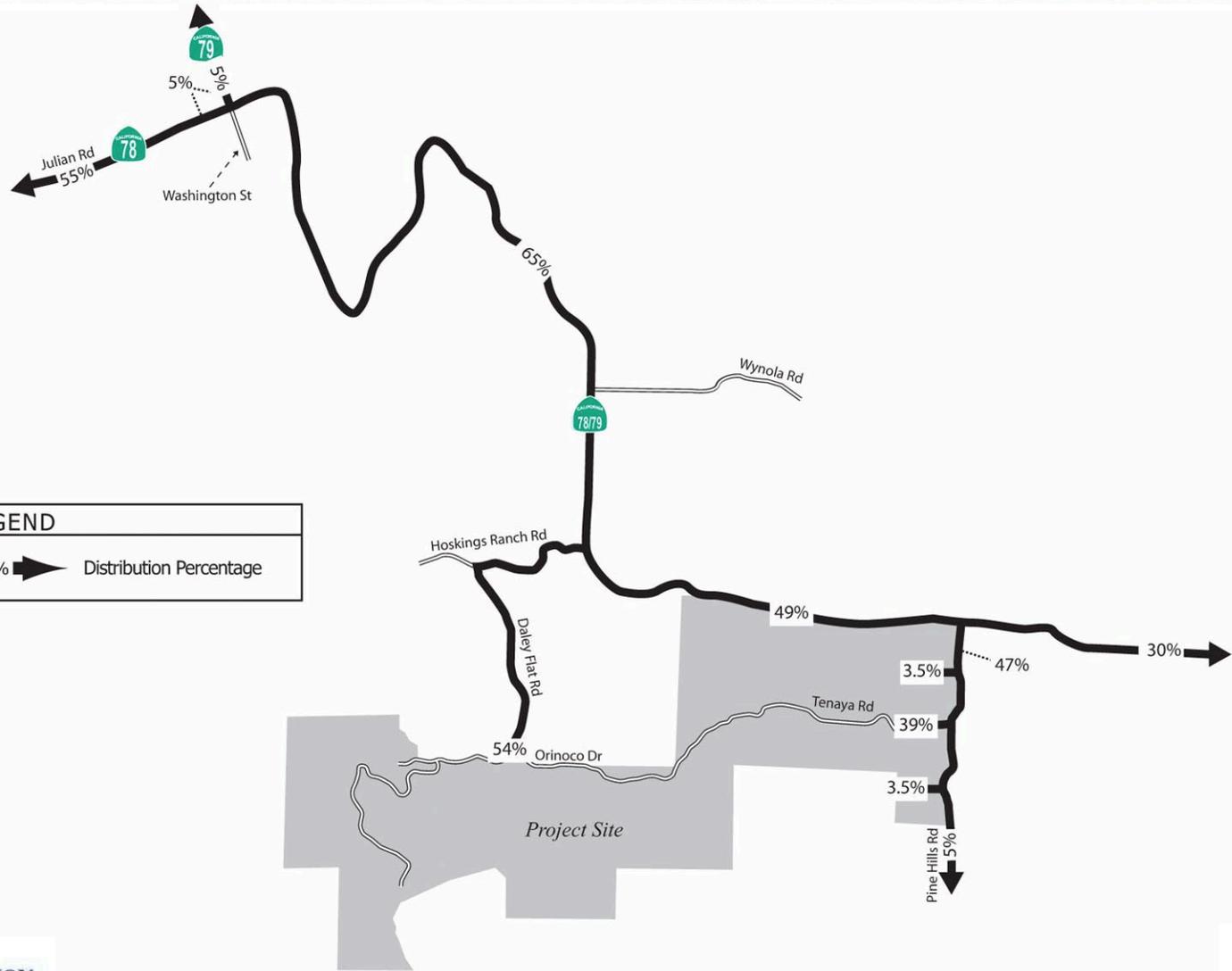
 Geometric Configuration  
 Traffic Signal /  
 Stop Sign

SOURCE  
  
TRAFFIC ENGINEERING & PLANNING, INC.

**Figure**  
**2-3-1**

## Existing Circulation Network





Southbound traffic on Pine Hills Road (Major Road) approaching right-turn out from Tenaya Road (Minor Road)

Westbound traffic on SR-78/79 (Major Road) approaching left-turn out from the north side of Pine Hills Road (Minor Road)

Photo 1: "A" looking to "C"

Photo 2: "C" looking to "A"

Photo 1: "A" looking to "B"

Photo 2: "B" looking to "A"

Minor Road vehicle looking to Major Road vehicle

Major Road vehicle looking to Minor Road vehicle

Minor Road vehicle looking to Major Road vehicle

Major Road vehicle looking to Minor Road vehicle



Photo 1 (zoom): "A" looking to "C"

Photo 2 (zoom): "C" looking to "A"

Photo 1 (zoom): "A" looking to "B"

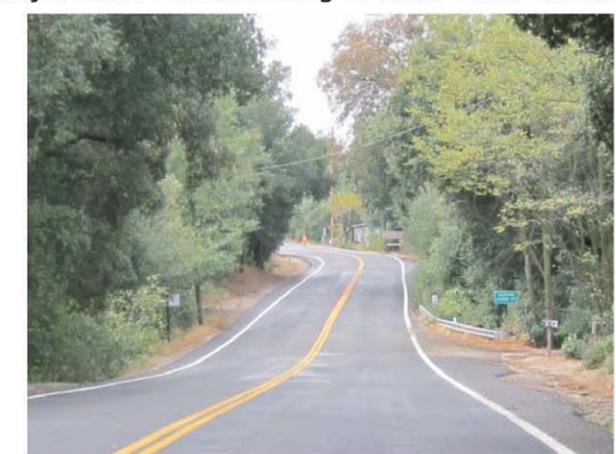
Photo 2 (zoom): "B" looking to "A"

Minor Road vehicle looking to Major Road vehicle

Major Road vehicle looking to Minor Road vehicle

Minor Road vehicle looking to Major Road vehicle

Major Road vehicle looking to Minor Road vehicle



Conceptual Layout of Clear Sight Triangle   Existing = 400 feet

Conceptual Layout of Clear Sight Triangle   Existing = 535 feet



Sight Distance Constraints

Figure 2-3-3

Source: KOA

### Existing Plus Project Roadway Segment Conditions

Roadway Segment	Lanes/ Class	LOS E Capacity	Existing			Existing + Project			Δ Traffic	Δ v/c	Direct Impact?	CMP Impact?
			ADT	V/C	LOS	ADT	V/C	LOS				
<b>SR-78/79</b>												
SR-79/Washington St to Hoskings Ranch	2SR	22,900	3,561	0.156	C	4,393	0.192	C	832	0.036	No	No
Hoskings Ranch Rd to Pine	2SR	22,900	4,095	0.179	C	4,719	0.206	C	624	0.027	No	No
<b>Pine Hills Rd</b>												
south of SR-78/79	2RC	16,200	1,651	0.102	A	2,243	0.138	B	592	0.037	No	No

Note: 2RC: 2-lane Rural Collector; 2SR: 2-lanes State Route.



### Existing Plus Project Roadway Segment Conditions

**Table  
2-3-2**

### Existing Plus Project Intersection Conditions

Intersection	Peak Hour	Existing		Existing + Project		Δ Trips	Δ Delay	Direct Impact ?	CMP Impact ?
		Delay	LOS	Delay	LOS				
1. SR-78 & SR-79/Washington St <sup>1</sup>	AM	10.4	B	10.5	B	NA	0.1	No	No
	PM	13.0	B	13.2	B	NA	0.2	No	No
2. SR-78/79 & Hoskings Ranch Rd <sup>1</sup>	AM	9.0	A	9.7	A	NA	0.7	No	No
	PM	9.8	A	10.1	B	NA	0.3	No	No
3. SR-78/79 & Pine Hills Rd <sup>1</sup>	AM	10.1	B	10.3	B	NA	0.2	No	No
	PM	10.4	B	10.6	B	NA	0.2	No	No
4. Tenaya Rd & Pine Hills Rd <sup>1</sup>	AM	8.8	A	9.5	A	NA	0.7	No	No
	PM	8.6	A	9.5	A	NA	0.9	No	No

<sup>1</sup> Significance of unsignalized intersections is determined by the number of added project trips to the critical movement.

Note: The change in trips added to the critical movement are only reported for intersections operating at LOS E or F.



### Existing Plus Project Intersection Conditions

**Table  
2-3-4**

Maneuver	Prevailing Speed	Existing Sight Distance (feet)				
		Type	Evasive Action	Needed	Available	Adequate?
<b>Hoskings Ranch Road / SR-78/79</b>						
Left turn from Hoskings Ranch Road looking right	58 MPH	Corner	B slows for A	580* / 640**	710	Yes
		Stopping	B stops for A	540	585	Yes
Right turn from Hoskings Ranch Road looking left	58 MPH	Corner	C slows for A	580* / 640**	985	Yes
		Stopping	C stops for A	540	750	Yes
EB Through on SR-78/79 looking east	58 MPH	Corner	---	---	---	---
		Stopping	B stops for D	540	750	Yes
<b>Pine Hills Road / SR-78/79</b>						
Left turn from Pine Hills Road looking right	58 MPH	Corner	B slows for A	580* / 640**	535	No
		Stopping	B stops for A	540	950	Yes
Right turn from Pine Hills Road looking left	58 MPH	Corner	C slows for A	580* / 640**	750	Yes
		Stopping	C stops for A	540	750	Yes
EB Through on SR-78/79 looking east	58 MPH	Corner	---	---	---	---
		Stopping	B stops for D	540	750	Yes
<b>Tenaya Road / Pine Hills Road</b>						
Left turn from Tenaya Road looking right	48 MPH	Corner	B slows for A	440* / 530**	665	Yes
		Stopping	B stops for A	400	670	Yes
Right turn from Tenaya Road looking left	47 MPH	Corner	C slows for A	430* / 520**	400	No
		Stopping	C stops for A	385	745	Yes
SB Through on Pine Hills Road looking south	47 MPH	Corner	---	---	---	---
		Stopping	B stops for D	385	725	Yes

\* Per County of San Diego guidelines

\*\* Per AASHTO guidelines



**Existing Configuration Sight Distance Summary**

**Table 2-3-5**