County of San Diego

Planning Commission Hearing Report

Date:	September 21, 2018	**Case/File No:**	Active Transportation Plan; PDS2014-POD-14-006; PDS2018-GPA-18-001; LOG NO. PDS2018-ER-18-00-001
Place:	County Conference Center 5520 Overland Avenue San Diego, CA 92123	**Project:**	Active Transportation Plan
Time:	9:00 a.m.	**Location:**	Unincorporated areas of the county
Agenda Item:	# 1	**General Plan:**	Mobility Element Amendment
Appeal Status:	Not applicable; Approval by the Board of Supervisors	**Zoning:**	N/A
Applicant:	County of San Diego	**Community:**	All unincorporated communities
Environmental:	General Plan EIR Addendum	**APNs:**	Various

A. EXECUTIVE SUMMARY

1. Purpose

This is a request for the Planning Commission to evaluate the draft final Active Transportation Plan (ATP), the ATP General Plan Amendment (GPA), the draft final General Plan Addendum, and make recommendations to the Board of Supervisors.

The ATP document and its findings enhance the County's ability to safely manage its road network through the General Plan Mobility Element. The Mobility Element identifies the planned transportation network needed to meet the needs of County residents, businesses, and visitors, and considers all forms of mobility; auto, transit, bicycle, and pedestrian.

The ATP document and its findings, if adopted, will increase the County's competitiveness for funding specifically dedicated to bicycle and pedestrian capital improvements. The ATP also proposes a new Board Policy, the Complete Streets Policy, to meet SANDAG grant requirements to plan, design and build road improvement projects to meet the needs of all users. With this plan, and policy, the County will be able to compete for the SANDAG Smart Growth Incentive Program and Active Transportation Grant Program and for the State Active Transportation Program.

2. Requested Actions

If the required findings can be made, Planning & Development Services (PDS) requests the Planning Commission recommend the Board of Supervisors:

1. Adopt findings that the Planning Commission has reviewed and considered the information contained in the Final Program Environmental Impact Report (EIR), dated August 3, 2011, on file with PDS as Environmental Review Number 02-ZA-001, and the Draft Final Addendum thereto, dated August 7, 2018, on file with PDS under POD-14-006/GPA18-001, prior to making its recommendation on the GPA;
2. Adopt the Resolution of the County Board of Supervisors (Attachment A1) Adopting the draft Final 2018 Active Transportation Plan (Attachment D);
3. Adopt the Resolution of the San Diego County Board of Supervisors Adopting the General Plan Amendment; GPA 18-001 (Attachment A2); and
4. Adopt Board Policy J-38, the Complete Streets Policy (Attachment C).

B. Project Description

1. Background

The State of California is a leader in active transportation and has established targets to triple bicycle use and double walk trips by 2020. Governor Brown signed legislation in 2013 creating the Active Transportation Program in the Department of Transportation. The Active Transportation Program consolidates existing federal and state transportation programs, including the Transportation Alternative Programs (TAP), Bicycle Transportation Account (BTA), and Safe Routes to Schools (SR2S), into a single program with a focus to make California a national leader in active transportation.

The purpose of the State's Active Transportation Program is to encourage increased use of active modes of transportation by:

1. Increasing the proportion of trips accomplished by biking and walking;
2. Increasing safety and mobility for non-motorized users;
3. Advancing the active transportation efforts of regional agencies to achieve greenhouse gas (GHG) reduction goals pursuant to SB 375 (2008) and SB 341 (2009);
4. Enhancing public health;
5. Ensuring that disadvantaged communities fully share in the benefits of the program; and
6. Providing a broad spectrum of projects to benefit many types of active transportation users.

The County has included elements of active transportation in its planning documents for the past 30 years. Bicycle infrastructure appears in the General Plan Circulation Element as early as 1987 and

the County adopted a Bicycle Transportation Plan in 2003. Pedestrian Area Plans were finalized in 2010 for Alpine, Borrego Springs, Fallbrook Town Center, Lakeside Town Center, and Spring Valley.

Additionally, since 2010, the County has identified goals for increasing physical activity and enhancing active transportation through its Strategic Plan and *Live Well* initiative. The 2011 General Plan Update (GPU) further defined goals and policies in support of active transportation and the recently adopted Climate Action Plan (CAP) included a measure to improve pedestrian and bicycle infrastructure along County-maintained roads.

The Board of Supervisors accepted a SANDAG grant to develop the County Active Transportation Plan (ATP) in 2015 (4/8/2015 #8). The grant included $500,000 of grant funding and $150,000 of County in-kind matching funds. The grant is scheduled to conclude in December 2018.

2. Project Scope

The County's ATP integrates and updates the previously mentioned pedestrian and bicycle plans into a comprehensive package and recommends an amendment to the Mobility Element of the General Plan. The ATP serves as a master plan and policy document to guide the development and maintenance of active transportation infrastructure including sidewalks, pathways, and bikeways.

Major components of the work completed with the ATP include:

- Pedestrian Gap Analysis
- Bicycle Network Update
- Active Transportation Toolbox
- Complete Streets Policy

The Mobility Element (ME) designates roads of local and regional importance and determines the number of vehicle travel lanes and bicycle classification for each ME road. Pedestrian facilities (sidewalks, pathways) are not identified on ME maps, but all ME roads can accommodate pedestrian facilities when they are built to public road standards. The Community Trails Master Plan (CTMP) identifies the network of pathways in each community. The ATP does not make recommendations related to non-ME roads (including local public roads and private roads).

3. Definitions

The following definitions are provided as descriptions can alternate between various titles for the same facility.

BIKEWAY - is the generic term for all facilities that explicitly provide for bicycle travel.

CLASS I BIKEWAY - (Bike Path) provides a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians, with cross-flows by motorists minimized.

CLASS II BIKEWAY - (Bike Lane) provides a restricted right-of-way designated for the semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross-flows by pedestrians and motorists permitted.

CLASS III BIKEWAY - (Bike Route) provides a right-of-way designated by signs or permanent markings and shared with pedestrians or motorists.

CLASS IV BIKEWAY – (Separated Bikeway) is a bikeway for the exclusive use of bicycles and includes a separation required between the separated bikeway and the through vehicle traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible barriers, or on-street parking.

PATHWAY – a Community Trails Master Plan (CTMP) identified, on-street trail. Located within the public road right-of-way in lieu of a cement sidewalk. Pathways are on-street extensions of the County trail system and are open to pedestrians, equestrians, and bicycles.

4. General Plan Amendment

The existing ME identifies the designations of Class I – Bike Path, Class II – Bike Lanes, and Class III – Bike Routes on ME roads. The proposed project would amend the ME maps to reflect the ATP bike network which modifies existing bicycle designations and introduces a new bicycle classification adopted by the State in 2014 (Protected Bikeways Act: AB 1193-Ting): the Class IV – Separated Bikeway. Existing ME Class III-Bike Routes are upgraded to either Class II or Class IV so that the ATP only proposes Class-I Bike Path, Class II-Bike Lanes, and Class IV-Separated Bikeway. Non-ME roads, representing the local network with lower traffic volumes, will continue to serve as de facto Class III-Bike Routes, or shared lane facilities. Table 1 below summarizes the extent of the bicycle network proposed by the ATP by Community Plan Area. Maps that graphically depict these changes are also available in the revised Mobility Element Appendix in Attachment B.

Table 1 – ATP Proposed Bicycle Network by Community Plan Area

CPA/ME Area	Class I Facilities (miles)		Class II Facilities (miles)		Class IV Facilities (miles)		Total Improvements (miles)
	County Facility	Caltrans Facility	County Facility	Caltrans Facility	County Facility	Caltrans Facility	
Alpine	0	0	43.24	0	8.4	0	51.64
Bonsall	6.45	0	24.53	3.98	7.79	0	42.75
Central Mountain	0	0	48.93	18.8	0	0	67.73
County Islands	0.9	0	0	0	0.61	0	1.51
Crest-Dehesa	0	0	19.93	0	2.51	0	22.44
Desert	0	0	92.88	25.24	15.23	0	133.35
Fallbrook	1.16	0	47.5	6.44	19.25	0	74.35
Jamul-Dulzura	0	0	44.2	15.5	0.82	4.2	64.72
Julian	0	0	11.44	15.29	0.75	2.18	29.66
Lakeside--Pepper Drive	7.2	4.96	37.8	0	26.69	4.88	81.53
Mountain Empire	0	1.85	59.75	27.47	6.41	0	95.48
North County Metro	0.34	0	38.64	0	24.33	1.09	64.40
North Mountain	0	0	57.24	48.75	0	0	105.99
Otay	0	5.67	3.72	0	10.31	0	19.70
Pala-Pauma	0	0	21.43	24.12	0	0	45.55
Pendleton-De Luz	0	17.92	15.48	0	0	0	33.40
Rainbow	0	0	7.33	0	2.2	0	9.53
Ramona and Barona	0	4.67	50.54	13.75	8.45	5.67	83.08
San Dieguito	0	0	30.83	0	7.82	0	38.65
Spring Valley	2.98	0	2.07	0	17.12	0	22.17
Sweetwater	3.43	0	6.59	0	2.6	0	12.62
Valley Center	0	0	68.31	0	9.47	0	77.78
Valle de Oro	0	0	17.34	0	13.38	2.56	33.28
TOTAL DISTANCE OF IMPROVEMENTS	**22.46**	**35.07**	**749.72**	**199.34**	**184.14**	**20.58**	**1,211.31**

Almost all ME roads have a change in the associated bicycle classification designation. When the 2003 Bicycle Transportation Plan was developed, 86% of ME roads were assigned a bicycle facility designation -- the ATP increases this percentage to 100% for the current network. By bicycle facility type, the ATP makes the following changes:

Table 2 – Bicycle Classification Changes 2003 - 2018

Bike Facility Classification	2003 Bicycle Transportation Plan (miles)	2018 Active Transportation Plan (miles)
Class I – Bike Path	27	22.46
Class II – Bike Lane	200	749.72
Class III – Bike Route	708	0
Class IV – Separated Bikeway	N/A (Designation had not been established)	184.14
TOTAL	935	956.32
NOTE: Totals do not match because the 2018 bicycle network was expanded and some ME roads/bicycle facility designations were eliminated as a part of the 2011 General Plan Update.		

5. New Board Policy: Complete Streets

SANDAG has recently required local jurisdictions to adopt a complete streets policy before applying for funding through the Smart Growth Incentive Program and Active Transportation Grant Program. The County Mobility Element already includes language that emphasizes complete street development. The Public Road Standards include space for all modes of travel in their design standards. The proposed Complete Streets Policy would be a Board Policy to formalize the Mobility Element and Public Road Standard references and meet the SANDAG grant eligibility requirement.

The Policy provides a framework to evaluate active transportation facilities when roads are built, renovated, or reconstructed. The Policy identifies procedures to ensure consideration of all users including, bicyclists, pedestrians, transit vehicles, trucks, and motorists, are appropriate to the function and context of the facility, and where a condition would prevent inclusion, those reasons are justified and documented.

C. METHODOLOGY

1. Bicycle Facility Designations

The ATP presents an opportunity to update the County's bicycle designations with recent developments in the field of regional planning and bicycle facility design. The SANDAG Regional Bike Plan was adopted in 2010 and contains various bikeways of regional importance, including routes that connect cities and unincorporated communities. The ATP update now reflects the regional plans routes and designations as integrated components of the update bicycle network.

In 2014 the State of California approved development of Class IV or Separated Bikeways as a new facility type for on-road bicycle use. These facilities meet the growing demands for safer facilities by separating people on bikes from motor vehicle traffic.

The ATP proposes Class IV-Separated Bikeways in village settings to provide the highest level of separation for people on bikes and vehicles and where destinations are within a shorter biking distance of 2-3 miles.

Standard Class II-Bike Lanes are recommended for areas outside of villages and between communities where residential densities are lower but traffic volumes remain high and where distances between destinations are longer. These facilities will also serve recreational riders and provide organized space and separation between riders and motor vehicles.

The ATP's Class I-Bike Path recommendations build on existing Class I segments which are located largely within river corridors including the San Luis Rey, San Diego, and Sweetwater rivers.

The ATP changes the current General Plan Class III-Bike Route designation to either Class II or Class IV, to provide organized separation on ME roads. Non-ME roads, representing the local network with lower traffic volumes, will continue to serve as de facto Class III-Bike Routes, or shared lane facilities.

2. Pedestrian Gap Analysis

As part of the existing conditions analysis for the pedestrian component of the ATP, a Pedestrian Gap Analysis (PGA) study was completed in June of 2016. The PGA collected and assessed data for 762 miles of public local and Mobility Element roads within the unincorporated County, 57% of which was identified to have no sidewalk. With over 2,000 miles of publicly maintained roads, the PGA focused on areas with most potential for walk trips by evaluating a ¼ mile radius around schools, parks, libraries, and commercial centers. The results of the PGA have already been used by the Department of Public Works to seek funding for construction of sidewalks or pathways to fill pedestrian gaps.

The County also recognizes that concrete sidewalks may not fit with the desired community character of some communities. However, a need for pedestrian facilities is still necessary for the safety of all travelers. Therefore, the existing designations of pathways (i.e., disintegrated granite walkways) as identified by the CTMP have not changed with the ATP.

3. Climate Action Plan (CAP) Consistency and Implementation

Walk and bike trips are inherently emission free. Therefore, trips encouraged and increased with implementation of the ATP support the County's Climate Action Plan's (CAP) efforts to reduce greenhouse gas (GHG) emissions in the unincorporated county. The CAP identifies an improvement of 1,200 centerline miles of road segments by 2050, including 500 intersections and 410 lane miles of bikeways, but does not specify locations or classification of bicycle facilities. ATP proposed improvements will be implemented with CAP measure T-2.1: Improve Road Segments as Multi-Modal. The ATP provides both location and classification information based on the methodology described above and will inform decision making in the implementation of the CAP measure to improve walk and bike facilities.

D. IMPLEMENTATION

1. Costs and Funding

The improvements proposed in the ATP are part of the larger set of unfunded planned Mobility Element improvements proposed as part of the 2011 General Plan Update to support land use and growth in the unincorporated communities. At the time of the General Plan Update the Mobility Element (ME) had a $1.5 billion build out estimate to complete all improvements identified in the planned road network. ATP recommendations make changes to the ME bicycle network and will be considered for implementation as funding becomes available. Cost estimates for the implementation of ATP recommendations are calculated at a planning level to align with ME planning costs estimates. Final costs for implementation of ATP recommendations will vary based on site-specific conditions, the type of facility proposed, and the potential for pairing with existing improvement programs and processes.

The estimated cost for buildout of the bicycle facilities identified in the ATP is $246 million. This planning level cost is based on a per-mile unit cost for each facility type (Class I, II & IV) by the mileage and not site-specific conditions/designs. The estimated cost to build out the current bicycle network, which is designated on fewer ME roads and makes heavier use of Class III – Bike Routes (which only require periodic signage and no lane markings or additional separation) is estimated to be $93 million, with a variability of 10% higher or lower based on project programming and site-specific conditions/designs. The ATP estimate is approximately $153 million more than the previous bicycle plan because of the more extensive network of bike lanes, and newly designated separated facilities, which have higher per-mile costs.

Potential funding sources available for ATP pedestrian and bicycle facility improvements include *TransNet* sales tax revenues, County Transportation Impact Fees (TIF), grant funding through the State Active Transportation Program, Highway Safety Improvement Program, Community Development Block Grants, and SANDAG Active Transportation and Smart Growth Incentive Program.

2. Public and Private Improvements

The ATP identifies planning-level recommendations for use in regional mobility planning and project application review. If adopted, the recommendations could be considered in conjunction with other public road improvement projects or as stand-alone projects.

Private implementation of ATP recommendations will occur through plan review, conditioning, and approval. As currently occurs with other mobility-related facilities, project sites with active transportation facilities identified in the Mobility Element will be required to analyze the recommended facility and coordinate with County staff on appropriate facility design and implementation. Private development may directly construct appropriate mobility improvements, pay the designated TIF, or both.

E. CONFORMANCE AND REQUIREMENTS

1. General Plan Consistency

The ATP is consistent with two General Plan guiding principles, two goals, and 10 policies which address multi-modal mobility and active transportation. The ATPs GPA conforms to these goals and policies by:

a. Improving pedestrian and bicycle network connectivity;
b. Planning roads to accommodate multiple types of users (i.e., multi-mobility);
c. Coordinating the active transportation with Caltrans facilities, CTMP trails/pathways, and transit;
d. Providing context-appropriate recommendations in terms of village, semi-rural, and rural areas; and
e. Seeking opportunities for outside funding opportunities for pedestrian and bicycle improvements.

2. Community Plan(s) Consistency

Staff reviewed the community and subregional plans for active transportation goals and policies to evaluate the ATP's consistency. Staff found several plans with specific goals and policies related to active transportation. A number of community plans include goals related to multi-modal mobility and active transportation. The ATPs GPA conforms to these plans and their goals by:

a. Considering community priorities when implementing planned bicycle routes;
b. Promoting safe and attractive pedestrian, bicycle and equestrian crossings of Mobility Element Roads; and
c. Encouraging a community system of bicycle routes and facilities that will connect residential areas to schools.

The ATP is consistent with the goals and policies of the Community and Subregional Plans.

3. Board Policy Consistency

Board Legislative Policy H.11 describes support for "legislation that funds transportation projects such as road maintenance and widening, bypasses, pedestrian and bicycle improvements, and trails." The ATP is consistent with this policy by increasing the County's competitiveness in applying for grant funding from the State and SANDAG for active transportation and mobility projects.

4. Zoning Consistency

N/A

5. CEQA Compliance

This project has been reviewed in compliance with the California Environmental Quality Act (CEQA) and the project qualifies for an Addendum to the General Plan Update EIR under CEQA Section 15164. A PEIR Addendum dated August 7, 2018, has been prepared for the project and is on file with PDS. There are no changes in the project, no changes in the circumstances under

which the project is undertaken, and no new information which results in a new significant environmental effect or a substantial increase in the severity of a previously identified significant environmental effect since the certification of the previous EIR for the project dated August 3, 2011, on file with PDS as Environmental Review Number 02-ZA-001. See the EIR Addendum for more information (Attachment G).

F. OUTREACH AND PUBLIC INPUT

Changes to an adopted General Plan must follow the process specified in Government Code Section 65350, which includes evaluation analysis, public and agency review, Planning Commission review, and Board of Supervisors approval. Staff also conducted public outreach that included:

1. Public Notices

1. Initiation of plan public notice

   A notification was sent on September 9, 2015 to all CPG/SGs providing information to the groups about the creation of the ATP and to encourage public engagement during the plan's development.

2. Draft ATP review public notice

   Staff released the Draft ATP for 30-day public review on June 12, 2018 and notified the public by email and phone. Recipients of the email notice included over 3,000 subscribers to PDS' eBlast notification list, all CPG/CSG chairs, and stakeholders who had individually requested notification of public review. The CPG/CSG chairs and stakeholders requesting individual notification also received notification by phone.

3. PC Hearing Notification

   Public hearing notifications occurred in accordance with legal advertisement and public notification requirements to appropriate stakeholders and public agencies.

2. Webpage

At the initiation of the ATP, a web page was established to provide information as it progressed through the planning and public review phases.

The website hosts the materials from the public workshops and draft documents available during public review. The website is:

http://www.sandiegocounty.gov/pds/advance/ActiveTransportationPlan.html

3. Public and Agency Review

Per California Government Code Section 65352, appropriate public agencies will be notified of the ATP GPA no later than 45 days prior to the date of consideration for adoption by the local decision making body (County Board of Supervisors).

4. Tribal Consultation

All tribal governments in the San Diego region were notified of the changes proposed in this GPA in accordance with Government Code Section 65352.3. On April 27, 2018, applicable Tribal governments in the San Diego region were notified, per SB18, that staff was preparing the ATP.

As of the result of this notifications correspondence was received as follows. In general, no concerns were raised.

a. The Rincon Band of Luiseño Mission Indians responded on May 25, 2018 requesting consultation. Staff met with representatives of the Rincon Band of Luiseño Mission Indians on July 3, 2018 and is continuing the consultation process to ensure compliance with SB18. No initial concerns were voiced at the July 3, 2018 meeting.

b. The Iipay Nation of Santa Ysabel responded on May 3, 2018 requesting consultation. Staff met with representatives of the Iipay Nation of Santa Ysabel on July 13, 2018 and is continuing the consultation process to ensure compliance with SB18. No initial concerns were voiced at the July 13, 2018 meeting.

c. The Jamul Indian Village of California responded on April 30, 2018 requesting consultation. Staff met with representatives of the Jamul Indian Village of California on July 13, 2018 and is continuing the consultation process to ensure compliance with SB18. No initial concerns were voiced at the July 13, 2018 meeting.

d. The Pala Band of Mission Indians responded on July 27, 2018 requesting consultation. Staff met with representatives of the Pala Band of Mission Indians on August 6, 2018 and is continuing the consultation process to ensure compliance with SB18. No initial concerns were voiced at the August 6, 2018 meeting.

5. Public Workshops

Staff held three regional workshops to discuss the recommendations for south, east, and north county community plan areas at community libraries and community centers in each region. Each workshop included a presentation of the scope of the plan, the development of the plan, and the resulting community-specific recommendations. The County also met with Caltrans, the Building Industry Association (BIA) and the San Diego County Bicycle Coalition.

6. Additional Community Planning and Sponsor Group Outreach

Staff coordinated with community planning and sponsor group chairs throughout the Draft ATP public review period to encourage participation in the three regional workshops and to offer individual presentations at CPG/CSG/transportation subcommittee meetings. CPG/CSG presentations were requested and provided for Campo, Julian, Ramona, Twin Oaks Valley, and Valley Center. Staff also responded to phone calls and email correspondence for other individuals and CPG/CSG members.

Several Community Planning and Sponsor Groups had specific comments on the proposed bicycle network in the ATP, Table 3 below shows those comments, how PDS has responded, and alternatives established for review.

Table 3 Community Specific Comments

Community Planning / Sponsor Group	Comments	Response and Update
Borrego Springs (Desert)	Identified concern about shoulder availability and space for vehicles to pull off road with proposed separated bikeways (Class IV)	Removed separated bikeway/Class IV from roads outside of village residential density and near schools; replaced with Bike Lanes/Class II on Borrego Valley Road, Borrego Springs Road, Palm Canyon/Peg Leg Road and Big Horn Road
Campo/Lake Morena	Requested to add Oak Drive and Lake Morena as separated bikeway/Class IV connecting schools and villages	Added separated bikeway/Class IV to Oak Drive and Lake Morena Drive in village area to connect destinations and schools with separated facility
Julian	Supports biking and ridership, but opposes bike lanes due to cost and potential parking effects in historic district	PDS created an alternative map to the draft final ATP public review network in response to these comments. The alternative does not remove all bicycle designations in the planning area, as suggested by CPG when staff attended their CPG meeting, but downgrades Class IV/separated bikeways to retain the Class II of the current ME classification on SR-78 and SR-79. It also removes Class II designations on Banner Grade, Eagle Peak, Boulder Canyon, Farmer Road and Wynola Road. Any future project or design will be under Caltrans jurisdiction for State Highway 78 & 79, including in the historic district. Staff recommends the Julian Alternative ME Map (See Attachment I).
Ramona	Requested extended public review opportunities	Staff attended the Ramona CPG meeting on 8/2/2018 and took testimony. No specific changes were requested. Additionally, project maps and boards were made available at the Ramona Library per the CPG request.

Community Planning / Sponsor Group	Comments	Response and Update
Twin Oaks Valley	Requested additional presentation by staff to sponsor group	Staff attended the 8/15/2018 sponsor group meeting and took testimony. Sponsor group voted (5-0-0-2) to appreciate staff's attendance, and for County to begin implementation of the plan as soon as possible in Twin Oaks Valley CSG area.
Valley Center	Requested changes to the following road segments in the Bicycle Network: • Valley Center Road • Vesper Road Pathway	Changes made to Valley Center Road, increase in class from Bike Lane/Class II to Class IV to connect village to middle school. The Vesper Road pathway designation did not change. The ATP did not modify any CTMP designations. This request can be further evaluated as part of the Valley Center Community Plan Update, which is scheduled to being early 2019.

G. PROJECT ISSUES

Comments received as part of the outreach process and public review of the Draft ATP generally related to one of three topics/themes: compatibility of bicycle facilities and roads in terms of width, slope, and visibility; and allocation of space to bicycle facilities vs. on-street parking and travel lanes; and, funding of bicycle and pedestrian improvements in addition to road improvements. Concerns were considered, and in certain areas, the draft ATP was revised. Information provided as a part of the discussion is include below:

1. Compatibility of Proposed Bike Facilities and Roads (Width, Slope, Visibility)

Topic:
A number of community members voiced concern about the addition of bicycle facilities on roads with limited pavement width, steep grades, sharp turns, and poor visibility. The concerns stemmed from the belief that accommodating both bicycle and vehicular traffic in these areas creates safety hazards for one or both types of traffic.

Discussion:
Bicycle facilities proposed in the ATP consider a number of factors such as traffic volume, speed, and distance to destinations when applying a bicycle classification as previously

discussed regarding village areas, and roads between communities. County Public Road Standards include provisions for both bicycle and pedestrian facilities when roads are built to the full standard.

The ATP network proposed allows people on bikes to travel at their preferred speed without interfering with motor vehicle traffic. Dedicated bicycle facilities encourage predictable behavior between motor vehicle traffic and people riding. All public roads and state highways allow bicycle travel except where specifically prohibited, therefore the proposed classifications will seek to improve the existing shared road situation to a more predictable and safer condition.

2. Parking: Bike Facilities and On-street Parking/Travel Lanes

Topic:
Adding bicycle facilities where they do not currently exist will necessitate removal of on-street parking or removing a vehicular travel lane.

Discussion:
Nothing in the ATP would necessitate the removal of street parking or change any travel lane configurations or designations. The recommendations included in the ATP pertain to ME road bicycle classification changes and active transportation policies, tools, and best practices. Site-specific road design occurs at the project phase, whether publicly or privately initiated. At that time, ME and Public Road Standards are applied and associated with project impacts and goals. Only in the design phase would changes to road features, such as on-street parking, be determined. The Public Road Standards include flexibility to meet the needs of all users, and in many cases, projects can be designed to accommodate both vehicular and active transportation needs. In fact, one option to create a Class IV – Separated Bikeway facility is to use on-street parking as the vertical barrier/separation from the travel lanes. This is one option of many discussed in the ATP and available to designers/engineers when applying ME and Public Road Standards.

3. Competing Funding Priorities

Topic:
Adding bike facilities to roads will divert funding away from other road projects and stress already overburdened County budgets.

Discussion:
This Plan does not prioritize ATP facilities over other road projects. Prioritization of any road project will follow the existing capital improvement program process, which includes evaluation of safety, funding availability, maintenance needs, and community input.

While this plan does represent an increase in cost versus the existing plan, recent actions at the State level, including SB 1, have offered access to funding sources that increase the County's ability to maintain and improve its road network. While the future of SB 1 is unknown,

at this time, its funding sources support the County road resurfacing program which implements bike lanes for minimal additional cost (paint striping) on ME roads where existing pavement width is available.

H. SUMMARY AND RECOMMENDATIONS

Today's hearing is a required component of the GPA process to modify the Mobility Element. The ATP package includes the GPA to the Mobility Element, the Draft Final ATP, and a proposed Complete Streets Policy. The Draft Final ATP is responsive to the questions and comments received from public participation, community groups, and interested stakeholders. Staff recommends approval of the draft Final ATP and the Julian Alternative ME Map.

PDS requests that the Planning Commission recommend the Board of Supervisors take the following actions:

1. Adopt findings that the Planning Commission has reviewed and considered the information contained in the Final Program Environmental Impact Report (EIR), dated August 3, 2011, on file with PDS as Environmental Review Number 02-ZA-001, and the Draft Final Addendum thereto, dated August 7, 2018, on file with PDS under POD-14-006/GPA18-001, prior to making its recommendation on the GPA;
2. Adopt the Resolution of the County Board of Supervisors (Attachment A1) Adopting the draft Final 2018 Active Transportation Plan (Attachment D);
3. Adopt the Resolution of the San Diego County Board of Supervisors Adopting the Active Transportation Plan General Plan Amendment; GPA 18-001 (Staff Recommended Resolution – Attachment A2); and
4. Adopt the Complete Streets Policy J-38 (Attachment C).

Report Prepared By:	***Report Approved By:***
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AUTHORIZED REPRESENTATIVE: Kathleen A Flannery on behalf of

MARK WARDLAW, DIRECTOR

ATTACHMENTS:

Attachment A1	A Resolution of the San Diego County Board of Supervisors Adopting the draft Final 2018 Active Transportation Plan
Attachment A2	A Resolution of the San Diego County Board of Supervisors Adopting the General Plan Amendment; GPA 18-001
Attachment B	Amended General Plan Chapter 4: Mobility Element and Appendix (Maps and Tables)
Attachment C	Draft Final Complete Streets Policy
Attachment D	Draft Final Active Transportation Plan
Attachment E	ATP Appendices (available on-line)
Attachment F	General Plan Consistency Comparison
Attachment G	Environmental Findings and Documentation General Plan Addendum
Attachment H	Community Planning Group/Community Sponsor Group Correspondence
Attachment I	Julian Alternative ME Map

Attachment A1 – Staff Recommended Resolution

A Resolution of the San Diego County Board of Supervisors Adopting the draft Final 2018 Active Transportation Plan [Staff Recommended Option]

RESOLUTION OF THE SAN DIEGO COUNTY BOARD OF SUPERVISORS ADOPTING THE 2018 ACTIVE TRANSPORTATION PLAN

WHEREAS, increased use of pedestrian and bicycle facilities, also known as active transportation facilities, will aid the region in meeting is air quality and greenhouse gas emission goals, promote living well, and benefit public health; and

WHEREAS, construction of active transportation facilities will reduce single occupancy vehicle trips by facilitating non-motorized trips, including commuting; and

WHEREAS, the County of San Diego desires to promote safe travel on foot or on bike within the unincorporated communities; and

WHEREEAS, the County's bicycle and pedestrian plans must be updated every five years to qualify for many bicycle and pedestrian funding grant programs; and

WHERAS, the 2018 Active Transportation Plan will replace the existing Bicycle Transportation Plan and Pedestrian Area Plans, and

WHEREAS, County of San Diego desires to design and/or construct pedestrian and bicycle facilities within the unincorporated areas of the County in accordance with the County of San Diego Active Transportation Plan; and

WHEREAS, the ATP is being considered pursuant to the previously approved General Plan including the certified Program Environmental Impact Report (PEIR); and

WHEREAS, the ATP has been evaluated for California Environmental Quality Act (CEQA) per Section 15164 as there are some changes and additions which need to be included in an Addendum to the previously certified PEIR; and

WHEREAS, the ATP is consistent with a bicycle transportation plan prepared pursuant to Section 891.2 of the Streets and Highways Codes; and

NOW THEREFORE, BE IT RESOLVED that the Board of Supervisors takes the following action:

1. Adopt the County of San Diego 2018 Active Transportation Plan

BE IT FURTHER RESOLVED that this Resolution shall take effect and be in force from and after 30 days after its adoption.

Approved to Form and Legality
County Counsel

By: Thomas L. Bosworth
Senior Deputy

Attachment A2 – Staff Recommended Resolution

A Resolution of the San Diego County Board of Supervisors Adopting the General Plan Amendment [Staff Recommended Option]; GPA 18-001

RESOLUTION OF THE SAN DIEGO COUNTY BOARD OF SUPERVISORS ADOPTING THE GENERAL PLAN AMENDMENT (GPA) PDS2018-GPA-18-001, AMENDING THE 2011 GENERAL PLAN UPDATE MOBILITY ELEMENT; GPA 18-001

WHEREAS, pursuant to Government Code Sections 65350 et seq., GPA 18-001 has been prepared, being the second amendment to the Mobility Element of the County General Plan in the Calendar Year 2018; and

WHEREAS, GPA 18-001 has been filed with the County of San Diego, consisting of an amendment to the Mobility Element of the County General Plan; and

WHEREAS, on September 21, 2018, the Planning Commission, pursuant to Government Code Sections 65351 and 65353 held a duly advertised public hearing on GPA 18-001; and

WHEREAS, the Planning Commission has made its detailed recommendations concerning the above item; and

WHEREAS, the Planning Commission reviewed and considered the information contained in the Addendum to the Previously Certified Program Environmental Impact Report dated August 7, 2018, on file with Planning & Development Services as Environmental Review Number (ER) PDS2018-ER-18-00-001 prior to making its recommendations to approve the project; and

WHEREAS, on _____,_____, 2018 the Board of Supervisors, pursuant to Government Code Section 65355 held a duly advertised public hearing on GPA 18-001; and

WHEREAS, on _____,_____, 2018, the Board of Supervisors has made findings pursuant to Attachment __, Environmental Findings, of the Board of Supervisors Planning Report for the project.

NOW THEREFORE BE IT RESOLVED that the Board of Supervisors takes the following actions:

1. Approve the amendment to the General Plan Mobility Element in GPA 18-001 as identified in the exhibits below:

   Exhibit B: General Plan Chapter 4: Mobility Element and Appendix

BE IT FURTHER RESOLVED that the amended and revised documents shall be endorsed in the manner provided by the Board of Supervisors.

BE IT FURTHER RESOLVED that the Board of Supervisors finds that the GPA 18-001 is consistent with the San Diego County General Plan and the Program

Environmental Impact Report in that the goals, objective, and policies of all the elements of the plan have been or will be met.

BE IT FURTHER RESOLVED that this Resolution shall take effect and be in force from and after 30 days after its adoption.

Approved to Form and Legality
County Counsel

By: Thomas L. Bosworth
Senior Deputy

Attachment B – Amended General Plan Chapter 4: Mobility Element and Appendix (Maps and Tables)

CHAPTER 4 Mobility Element

Introduction

Purpose and Scope

The Mobility Element includes several components including a description of the County's transportation network, the goals and policies that address the safe and efficient operation, maintenance, and management of the transportation network, and the Mobility Element Network Appendix, which depicts in map and matrix format the location of road network components. The goals and policies strive for a balanced multimodal transportation system with adequate capacity to support the land uses and development patterns in the Land Use Element of this General Plan.

The Mobility Element provides a framework for a balanced, multi-modal transportation system for the movement of people and goods within the unincorporated areas of the County of San Diego. A balanced system uses multiple modes of travel including motor vehicles, public transportation, bicycles, pedestrians, and to a lesser extent, rail and air transportation. While the automobile is the predominant mode of travel in the unincorporated County due largely to its rural character, opportunities for increased mode choice are addressed in this Element.

Interstate 8, east of Alpine

The Mobility Element identifies the County road network, much of which currently exists, to be developed in the unincorporated County during the implementation of this General Plan so that future rights-of-way can be preserved for future motorized and non-motorized roadway purposes. This network includes County and State roads that form the backbone of a regional network providing movement within and between communities in the unincorporated County. Interstate highways, as with State roads and highways, are managed and maintained by the California Department of Transportation (Caltrans). While the Mobility Element network map indicates some roadways within city boundaries, the County has no jurisdiction over roads in these cities. When applicable, the Mobility Element road network has been coordinated with adjacent cities to ensure consistency to the extent feasible.

With the exception of State roads and highways, the County is responsible for the operation and maintenance of the public roadway system in unincorporated areas of the County along with the operation of eight public aviation facilities. The San Diego Association of Governments (SANDAG) serves as the regional planning agency for the entire County and is a key partner to the County along with other State, regional, and public agencies, in planning and funding roadways and other components of the transportation network within the County.

Guiding Principles for Mobility

The Mobility Element's goals and policies are based on and reflective of a number of the Guiding Principles for the General Plan introduced in Chapter 2. A central theme is support for a multi-modal transportation network that enhances connectivity and supports existing development patterns while retaining community character and maintaining environmental sustainability by reducing gasoline consumption and greenhouse gas emissions.

The Mobility Element balances competing goals of accommodating trips generated by land use, while striving to retain a transportation network that complements, rather than impacts, the character of communities, which is generally rural in much of the unincorporated County. Therefore, widening of roads, which can dramatically change the character of a community, should be pursued only after environmental and community character impacts are also considered. The need to widen roads is minimized when trip vehicle miles traveled are reduced, the performance of the existing network is optimized, and the use of alternative modes of travel is maximized.

Reducing vehicle miles traveled is also an important component of reducing greenhouse gas emissions. Along with compact land use patterns, a well-connected road network contributes to reducing vehicle miles traveled. The Mobility Element requires the provision of multi-modal facilities to accommodate alternative modes of travel, such as public transportation, bicycling, and walking. In addition, goals and policies are included to minimize single occupancy vehicular travel through carpooling, vanpooling, and other transportation demand management methods.

The Mobility Element strives to maximize traffic movement and enhance connectivity by creating multiple connections between existing and planned retail or employment centers and residential communities and between different areas within communities. A continuous network where roads have enhanced connectivity facilitates the provision of optional routes of travel. This enables commuters to avoid areas when roads are congested or closed. In addition, a network with enhanced connectivity provides multiple evacuation routes during emergencies, such as wildfires. The Mobility Element incorporates road types that are compatible with surrounding land uses and reinforce the positive aspects of a community's character, contributing to the economic and social development of the community.

Road in Alpine

Bus service to Tecate

Biking at William Heise County Park in Julian

Requiring new development to pay its fair share of road and related infrastructure costs minimizes public costs while ensuring the infrastructure is available to support the increased demand for services.

Relationship to Other General Plan Elements

As mandated by State law, the Mobility Element must be consistent with all other elements of the General Plan (including community plans) and is related to these elements as discussed in the following section.

- *Land Use Element.* The Mobility Element is directly correlated to the Land Use Element this includes the identification of a road network that can adequately support the uses designated in the Land Use Map at build-out, based on a reasonable expectation for funding of the regional transportation network. The capacity required for the Mobility Element road network is based on the average number of daily vehicle trips that would be generated with build-out of the Land Use Map. The Mobility Element framework of road types relates to the varying characteristics of communities. The Land Use Element addresses non-transportation infrastructure components such as water, sewage, storm drainage, and communications; many of which are located within the rights-of-way of the road network.
- *Noise Element.* This element addresses noise generated by motorized traffic on roadways, rail lines, and at airports. Also, the Noise Element identifies noise level contours and determines their compatibility with each land use type.
- *Conservation and Open Space Element.* This element provides measures for the preservation, conservation, development, and use of natural resources. The element addresses the air quality impacts from motor vehicular traffic, along with the impacts to environmentally sensitive habitats from road construction or improvements. In addition, the Mobility Element identifies the regional trail system that enhances community circulation and provides connections to recreational opportunities within County parks, open space preserves, and other public lands.
- *Safety Element.* Emergency ingress and egress routes are addressed in both the Mobility and Safety Elements. The Safety Element further establishes land use compatibility policies for areas located within the vicinity of airports.

Goals and Policies for Mobility Element

County Road Network

CONTEXT

In the unincorporated County, the road network is by far the most dominant component of the County's transportation system. Although motorists are the primary users of the system, transit riders, bicyclists, pedestrians, and equestrians rely on the network for mobility within the unincorporated County as well as the greater San Diego region. State highways and regional arterials in the unincorporated County are part of an extensive regional network that is integrated with an interstate highway system that provides intra- and interregional travel within and through the unincorporated County as described below.

- Traffic from Orange County enters the County along Interstate 5 through Marine Corps Base Camp Pendleton and travels to the coastal cities.
- Traffic from Riverside County travels into the unincorporated County along Interstate 15 and State Route 79, through the Rainbow Community Planning Area and North Mountain Subregion, respectively.

- Traffic from Imperial County enters the County along Interstate 8 through the Mountain Empire Subregion and along State Routes 78 and S22 through the Desert Subregion.
- Traffic from Baja California, Mexico enters the unincorporated County through the Tecate Port of Entry in Tecate, U.S.A. in the Mountain Empire Subregion.

COUNTY ROAD SYSTEM

With the exception of state-maintained highways and roads, the County is responsible for the maintenance of the public (Mobility Element and Local Public) road network in the unincorporated areas, including associated bicycle and pedestrian facilities. In addition, the County also reviews development projects with private roads to ensure adequate ingress and egress is being provided. The three primary types of roads under the purview of the County are as follows:

- *Mobility Element roads* are County-maintained roads shown on the Mobility Element map and adopted in the General Plan. They provide for the movement of people and goods between and within communities in the County. The Mobility Element displays these roads showing both the road classification and its general alignment.
- *Local public roads* are County-maintained roads that feed traffic onto Mobility Element roads. These roads are not adopted in the General Plan; therefore deviations from planned networks do not require a general plan amendment.
- *Private roads*, including their rights-of-way, are not maintained by the County and generally are not available for general public use.

Mobility Element road

Via de Fortuna Road, a San Dieguito local public road

Yellow Brick Road, a private road in Valley Center

Transportation and land use are two important and related components of every community that help establish its character and function. Land use decisions take into account the road network when assessing the physical characteristics of the site along with resulting traffic impacts. Road design should minimize impacts to land use by including elements and features that accommodate community needs and reflect the character of the area. For example, the design of a four-lane road in an urbanized commercial center would differ from a four-lane road in a sparsely developed rural area. Functional road classifications are correlated to the Regional Categories identified in the Land Use Element.

While well designed roads respond to land use characteristics. A second major objective of the Mobility Element is to develop roads that are multi-modal and can safely accommodate vehicular, as well as transit, bicycle, equestrian, and pedestrian modes of travel. The San Diego County Public Road Standards and

supplemental manuals provide guidance for the road designs, along with including bus stops and non-motorized circulation facilities into the road right-of-way.

COUNTY ROAD OPERATIONS AND NETWORK

The backbone of the County's road network is referred to as the Mobility Element network, which includes both State highways and County roads. However, the goals and policies for roadways apply to all roads, public and private, unless otherwise stated.

The Mobility Element road network is based on a combination of physical and environmental conditions, community input, and SANDAG traffic model forecasts based on full build-out of the General Plan land use map. When physical and other constraints preclude constructing roads to the number of lanes required to accommodate traffic with a LOS D or better, exceptions, coordinated with community planning or sponsor groups, have been made to accept the road operating at LOS E or F, according to the SANDAG traffic model forecasts. The SANDAG traffic model used 2030 projections for build-out of the regional (freeways, state highways, and transit facilities) transportation network and the road networks and land use plans for incorporated jurisdictions.

The road network identified by the Mobility Element is depicted on community level maps showing the road classification series and the general route of each road (see Mobility Element Network Appendix). Freeways, although shown on these maps, are included only for reference, as Mobility Element roads include State highways, but not freeways. The maps are accompanied by a matrix that identifies the road segment, its classification, any necessary improvements (such as a raised median, continuous or intermittent turn lanes, passing lanes, reduced shoulder width, or increased right-of-way requirements), and special circumstances including when it is deemed acceptable for a specific road segment to operate at a level of service E or F. Further explanation regarding the operating levels of service for each road segment is provided in the Background Material Section at the end of this chapter, along with specific exceptions to the established levels of service.

ROAD CLASSIFICATIONS

The County's road classifications are specific to roads operated and maintained by the County, and may be different from roads in other jurisdictions. The County's classification system is arranged by road type in a hierarchy that begins with roads that provide the greatest capacity (six-lane roads) to those that provide the least capacity (two-lane roads). The greater the road capacity, the more vehicles can travel on the roadway at an acceptable level of service. Table M-1a (Road Classifications: Six- and Four-Lane Roads) and Table M-1b (Road Classifications: Two-Lane Roads) provide a description for each classification, the number of travel lanes, and both the minimum right-of-way requirements and the right-of-way requirements when bicycle lanes and pathways are provided. The County's Public Road Standards provide additional criteria for these road types, such as design speed and threshold capacity. When the volume of a roadway increases beyond the threshold capacity of its classification, a higher capacity classification is required.

Residential street with parking

Flexibility exists within the Public Road Standards for exceptions that may be appropriate for community context or other reasons. Additionally, community specific road standards may also be prepared to implement context-sensitive solutions for individual communities. Where it is demonstrated that permanent bus or transit facilities are needed, such as in a regional transit or school district plan based upon the demand and frequency of buses, additional right of way may be required/obtained for the provision of a bus turn out at designated bus stop locations, based upon design criteria provided by the transit district or school district. In some instances this has been done by utilizing part of the parkway in lieu of increasing the overall right-of-way. The bus turn-outs are designed and implemented on a case by case basis depending on the need and design parameters at the proposed bus turnouts.

These road classifications are specific to County Mobility Element roads, and although another jurisdiction may have a similar classification, the design criteria and standards are not necessarily the same. In addition, although State highways are included in the Mobility Element road network, the cross-section and right-of-way requirements for State highways are within Caltrans' jurisdiction and may be different than those of Mobility Element road classifications. Generally Caltrans prefers that rural conventional highways with at-grade intersections and with speeds greater than 40 mph, have a Clear Recovery Zone of 20 feet beyond the edge of the traveled way. Fixed objects located at distances less than the required Clear Recovery Zone may not be allowed.

Table M-1a Road Classifications: Six- and Four-Lane Roads

No.	Road Classification	Description	Typical ROW Range* (Feet)	Lanes
SIX LANE ROAD SERIES Roads that accommodate high speed, high volume traffic and should be located away from Villages and in areas with limited physical constraints. The median serves as a separation between travel ways, as opposed to an area for turning or entering adjacent property.				
6.1	Expressway	A divided roadway with a wide median and grade separated interchanges. Road type has a capacity of 86,000 ADT (or more depending upon the number of lanes).	146–160	6 or more
6.2	Prime Arterial	A divided roadway with a median and at-grade interchanges. Capacity for road type is 50,000 ADT.	122–136	6

Table M-1a Road Classifications: Six- and Four-Lane Roads

No.	Road Classification	Description	Typical ROW Range* (Feet)	Lanes
		MAJOR ROAD SERIES		
		A roadway that primarily serves medium to high volume traffic. Because of its high design speed, this road should typically be located in physically unconstrained areas and its use in Villages should be limited to industrial or heavy commercial areas with low levels of pedestrian and bicycle traffic. In some circumstances, an exception can be made for using a modified design speed of 45 mph.		
4.1A	Major Road with Raised Median	Appropriate for regional travel between communities where higher traffic volumes are forecast.	98–112	4
4.1B	Major Road with Intermittent Turn Lanes	Typically used in areas where turning movements are infrequent or where ROW is limited.	84–112	
		BOULEVARD SERIES		
		A roadway with a lower design speed and a wider parkway that should be used in Villages or similar locations where higher traffic volumes are combined with on-street parking, pedestrian, bicycle, and transit activities. The Boulevard Series can also be used in rural areas that are constrained by steep slopes or where the community requests a context sensitive solution that minimizes cut, fill, and grading requirements and pathways are requested.		
4.2A	Boulevard with Raised Median	Increased road capacity and access control by providing a separation between travel lanes and dedicated turn lanes, along with a wide parkway to accommodate non-motorized circulation.	106–120	4
4.2B	Boulevard with Intermittent Turn Lane	Typically used where turning movements are infrequent or where ROW is limited.	92–120	

* Range reflects ROW requirement both with and without the provision of bicycle lanes, in accordance with the Bicycle Transportation Plan. The provision of pathways identified in the Community Trails Master Plan could require additional ROW, depending upon what other needs are being accommodated in the parkways.

Table M-1b Road Classifications: Two-Lane Roads

No.	Road Classification	Description	Typical ROW Range* (Feet)	Lanes
		COMMUNITY COLLECTOR SERIES		
		Roadway with higher design speeds that is appropriate for areas with few physical constraints and minimal pedestrian, bicycle, or other non-motorized traffic. Road type for use where physical constraints are limited.		
2.1A	Community Collector with Raised Median	The raised median provides more capacity, controls turn movements, and improves flow.	74–86	2
2.1B	Community Collector with Continuous Turn Lane	The continuous turn lane improves traffic flow in areas with multiple driveways and left-turn access requirements.	74–86	
2.1C	Community Collector with Intermittent Turn Lane	Intermittent turn lanes provide more capacity over a normal two-lane road and improve traffic flow.	60–86	
2.1D	Community Collector with Improvement Options	Road type with wider right-of-way for added flexibility to accommodate improvement options such as turn lanes, medians, or passing lanes.	84–96	

Table M-1b Road Classifications: Two-Lane Roads

No.	Road Classification	Description	Typical ROW Range* (Feet)	Lanes
2.1E	Community Collector	Roadway with no improvement options. It accommodates low to medium traffic volumes in areas where turning movements are infrequent and where non-motorized traffic is limited.	60–72	
LIGHT COLLECTOR SERIES Roads with a lower design speed and wider parkway than the Community Collector. They can be used in rural areas with medium physical constraints or in urbanized areas with moderate levels of non-motorized circulation.				
2.2A	Light Collector with Raised Median	The median provides a separation between travel lanes; controls turn movements, and improves traffic flow.	78–90	2
2.2B	Light Collector with Continuous Turn Lane	Continuous turn lane improves traffic flow in areas with multiple driveways and left-turn access requirements.	78–90	
2.2C	Light Collector with Intermittent Turn Lanes	Dedicated intermittent turn lanes provide more capacity and improve traffic flow.	64–90	
2.2D	Light Collector with Improvement Options	Has a wider right-of-way for added flexibility to accommodate improvement options such as turn lanes, medians, or passing lanes.	88–100	
2.2E	Light Collector	Roadway has no special features and accommodates low to medium traffic volumes where turning movements are infrequent and where non-motorized traffic and physical constraints are limited.	64–76	
2.2F	Light Collector with Reduced Shoulder	Roadway with two-foot shoulder, a rolled curb with graded pathway, and a narrow right-of-way. In some instances the shoulder can be widened to six feet to serve as a bicycle lane.	52–60	
MINOR COLLECTOR SERIES Roadway with a low design speed that is appropriate for highly constrained rural areas and for areas within a Village with heavy non-motorized circulation and transit activities. This standard could also be used in semi-rural areas with high levels of "side friction" or access from adjacent parcels. Minor Collectors have a wide parkway that, in rural areas, can be used to grade slopes and improve visibility or moderate tight curves. In more urbanized areas, the wide parkway can be used for pathways and for landscape buffers between vehicular and non-vehicular circulation.				
2.3A	Minor Collector with Raised Median	Raised median with dedicated turn lanes and controlled turning movements that improve traffic flow and enhance community character when the median is landscaped.	82–94	2
2.3B	Minor Collector with Intermittent Turn Lane	Improves traffic flow in areas with multiple driveways and left-turn access requirements.	68–82	
2.3C	Minor Collector	No additional features and is primarily intended for residential neighborhoods or for rural areas with steep slopes and physical constraints.	68–80	

* Range reflects ROW requirement both with and without the provision of bicycle lanes, in accordance with the Bicycle Transportation Plan. The provision of pathways identified in the Community Trails Master Plan could require additional ROW, depending upon what other needs are being accommodated in the parkways.

Local public roads provide important system connectivity and continuity for the road network designated by the Mobility Element by providing access to local residential neighborhoods and commercial and industrial areas. They support local traffic at a lower design speed and accommodate traffic volumes up to 4,500 average daily trips. The County Public Road Standards establish the local public road classifications and specify the associated range of improvements.

Local public roads are normally not included in the Mobility Element network, but are depicted with the network for informational purposes when they provide continuity between two Mobility Element roads, especially those that would operate at an unacceptable level of service without the local public roads. Local public roads are also depicted in areas that are currently undeveloped but planned as a future development area. Right-of-way should be reserved for these roads for local ingress/egress and non-motorized uses until subsequent planning efforts in the area determine specific locations of the local public road network. The basic criteria for depicting local public roads in the Mobility Element are provided in the County's Public Road Standards.

LOCATION GUIDE

A Road Classification Location guide that expresses the suitability of a road classification based upon its correlation to the County's Regional Categories is provided as Table M-2 (Road Classification Suitability). As shown in this table, road classifications with lower design speeds are recommended for Villages and for Semi-Rural or Rural Lands with physical constraints. Classifications of roads should consider the predominant topography or land use patterns, and a change in road classification should occur only at road intersections or another easily identifiable location in the network.

At build-out of both the General Plan Land Use plan and designated road network, it is estimated that the road network will not meet the desired level of service standard (LOS D) on approximately 10 percent of all County roads and State highways. For these roads, a lower LOS was deemed acceptable only under special circumstances based on specific criteria as described in Policy M-2.1.

Rural roadway

Residential street in the Valle de Oro community

Table M-2 Road Classification Suitability			
Lanes	**Village**	**Semi-Rural**	**Rural Lands**
6	Limited use only: 6.1 Expressway or 6.2 Prime Arterial	6.1 Expressway or 6.2 Prime Arterial	6.1 Expressway or 6.2 Prime Arterial
4	Primary Suitability: 4.2 Boulevard Limited use only: 4.1 Major Road	Primary Suitability: 4.1 Major Road Limited use only: 4.2 Boulevard	Primary Suitability: 4.1 Major Road Areas with Physical Constraints: 4.2 Boulevard
2	Primary Suitability: 2.3 Minor Collector Secondary Suitability: 2.2 Light Collector Limited use only: 2.1 Community Collector	Primary Suitability: 2.2 Light Collector Secondary Suitability: 2.1 Community Collector Areas with Physical Constraints: 2.3 Minor Collector	Primary Suitability: 2.1 Community Collector Areas with Physical Constraints: 2.2 Light Collector or 2.3 Minor Collector

ROAD NETWORK

State law requires jurisdictions to develop a network that accommodates the land uses proposed in the General Plan. A portion of the Mobility Element road network depicted in the Mobility Element Network Appendix is currently in place, and the remainder will need to be constructed as development proceeds. The network will be constructed by new development as a condition of project approval and/or mitigation for project traffic-related impacts, by County capital improvement projects funded by the Transportation Impact Fee (TIF) Program or other local funding, and by State or federal funds whenever available. The TIF fees collected are to fund identified transportation facilities, or portions thereof, that will provide increased road capacity necessitated by the cumulative impacts of future development. The primary objectives identified below form the basis for the network.

- *Efficient and effective movement of people and goods*—A primary goal of the Mobility Element is a road network that accommodates build-out of the land use map while operating with acceptable levels of congestion. The policies in this General Plan address the need to relieve traffic congestion by balancing the consideration of road capacity and connectivity with the accommodation of alternate modes of travel and the use of transportation demand management methods. Road capacity is based on the type of road constructed, along with its side friction, such as intersection spacing and driveways. Road capacity is maintained when the number of driveways accessing Mobility Element roads is minimized. In addition, a highly connected road network reduces the overall vehicle miles traveled and allows for a greater dispersion of the traffic.
- *Accommodate all users of the road right-of-way*—The Mobility Element also supports the concept of complete streets that are designed and operated to enable safe access for all users and for all modes of travel including non-motorized users and transit riders. This includes users of all ages and abilities such as the elderly, children, and people with disabilities.
- *Right-of-way for road alignments reserved by development*—New development generally causes the need for road improvements. Proposed development within or adjacent to the alignment of a road shown on the Mobility Element map will require coordination with the County to determine the extent to which property needs to be reserved for the alignment and the extent of property owner responsibility for construction of the roadway and right-of-way improvements for non-motorized uses.

An assessment of the need for coordinating the project development with the roadway, potential dedication of property, and/or acquisition of property will be discussed with the property owner. The County may, depending upon the specific circumstances, require dedication of the full width of the right-of-way for designated corridors or acquire all or a portion of the right-of-way for roads being constructed with TIF funds

- *The provision of a road network balanced with other General Plan goals*—While providing for mobility is a primary goal, specific road improvements need to also consider factors such as the protection of environmental resources, the reduction of noise impacts, the development of livable communities, land use compatibility issues related to health risks from air pollution, and the effective allocation of limited County resources. New or expanded road alignments should avoid environmental constraints such as floodplains and steep slopes. Noise impacts from roads vary depending on the type of vehicle and the speed and volume of traffic. To limit noise impacts, high volume roadways should be located away from residential areas and sensitive noise receptors (such as schools) or should include noise mitigating factors in their design.
- *Road design, operation, and maintenance that reflects community character and the Community Plan*—Transportation and land use are two related components of every community that help establish its character and function. Just as land use decisions take into account the road network, road design should include components and features that serve community needs and reflect the character of the surrounding area. Proper road design should accommodate both motorized and non-motorized users of the road and respond to both travel demands and the character of the place (neighborhood, village, open space, etc.) that the road traverses. Road design should also consider environmental impacts and minimize runoff pollutants entering County watersheds.

GOALS AND POLICIES

GOAL M-1

Balanced Road Network. A safe and efficient road network that balances regional travel needs with the travel requirements and preferences of local communities.

Policies

M 1.1 **Prioritized Travel within Community Planning Areas.** Provide a public road network that accommodates travel between and within community planning areas rather than accommodating overflow traffic from State highways and freeways that are unable to meet regional travel demands.

M 1.2 **Interconnected Road Network.** Provide an interconnected public road network with multiple connections that improve efficiency by incorporating shorter routes between trip origin and destination, disperse traffic, reduce traffic congestion in specific areas, and provide both primary and secondary access/egress routes that support emergency services during fire and other emergencies.

M 1.3 **Treatment of High-Volume Roadways.** Consider narrower rights-of-way, flexibility in design standards, and lower design speeds in areas planned for substantial development in order to avoid bisecting communities or town centers. Reduce noise, air, and visual impacts of new freeways, regional arterials, and Mobility Element roads, through landscaping, design, and/or careful location of facilities.

GOAL M-2

Responding to Physical Constraints and Preservation Goals. A road network that provides adequate capacity to reasonably accommodate both planned land uses and regional traffic patterns, while supporting other General Plan goals such as providing environmental protections and enhancing community character.

Policies

M-2.1 **Level of Service Criteria.** Require development projects to provide associated road improvements necessary to achieve a level of service of "D" or higher on all Mobility Element roads except for those where a failing level of service has been accepted by the County pursuant to the criteria specifically identified in the accompanying text box (Criteria for Accepting a Road Classification with Level of Service E/F). When development is proposed on roads where a failing level of service has been accepted, require feasible mitigation in the form of road improvements or a fair share contribution to a road improvement program, consistent with the Mobility Element road network.

Refer to the Background Material section (Road Segments Where Adding Travel Lanes is Not Justified) at the end of this chapter for list of road segments accepted to operate at LOS E/F.

Criteria for Accepting a Road Classification with Level of Service E / F

Identified below are the applicable situations, and potential improvement options, for accepting a road classification where a Level of Service E / F is forecast. The instances described below specify when the adverse impacts of adding travel lanes do not justify the resulting benefit of increased traffic capacity. In addition, adding capacity to roads can be growth inducing in areas where additional growth is currently not planned, which is not consistent with County Global Climate Change strategies.

Marginal Deficiencies

When This Would Apply—*Marginal deficiencies are characterized when only a short segment of a road is forecast to operate at LOS E or F, or the forecasted traffic volumes are only slightly higher than the LOS D threshold. Classifying the road with a designation that would add travel lanes for the entire road would be excessive and could adversely impact community character and / or impede bicycle and pedestrian circulation. Also, in some instances, although underutilized alternate routes exist that could accommodate the excess traffic; they were not included in the traffic forecast model.*

Potential Improvement Options—*Rather than increase the number of travel lanes for the entire road segment to achieve a better LOS, it is more prudent to apply operational improvements only on the portion of the road operating at LOS E and F. This may require specifying a road classification "With Improvement Options" to retain sufficient right-of-way to construct any necessary operational improvements.*

Town Center Impacts

When This Would Apply—*This situation would apply when the right-of-way required to add travel lanes would adversely impact established land development patterns and / or impede bicycle and pedestrian circulation. The Community Development Model (see the General Plan's Guiding Principle #2) concept strives to establish a land development pattern with compact villages and town centers surrounded by areas of low and very low density development. The construction of large multi-lane roads could divide an established town center, even though the intent of the road would be to connect areas within the community or improve access to areas within or surrounding the community.*

Potential Improvement Options—*Traffic congestion impacts can be mitigated without adding travel lanes by establishing alternate parallel routes that would distribute the traffic volumes, such as a network of local public roads. Other means of mitigating traffic congestion impacts other than increasing the number of traffic lanes include promoting the use of alternate modes of travel in town centers to reduce single-occupant vehicle trips or maximizing the efficiency of a roadway with operational improvements, such as intersection improvements.*

Regional Connectivity

When This Would Apply—*Regional connectivity issues would apply when congestion on State freeways and highways causes regional travelers to use County roads, resulting in congestion on the County road network. Rather than widening County roads to accommodate this traffic, the deficiencies in the regional road network should be addressed.*

Potential Improvement Options—*Coordinate with SANDAG to identify the necessary improvements to the regional transportation network and to support appropriate priority in the Regional Transportation Plan to improve these congested freeways and highways, rather than contributing to increased congestion on County roads.*

Impacts to Environmental and Cultural Resources

When This Would Apply—*This situation would occur when adding travels lanes to a road that would adversely impact environmental and cultural resources such as significant habitat, wetlands, MSCP preserves, wildlife movement, historic landmarks, stands of mature trees, or archaeological sites. This situation would also occur in areas with steep slopes where widening roads would require massive grading, which would result in adverse environmental impacts and other degradation of the physical environment.*

Potential Improvement Options—*Provide improvement options, such as passing lanes, to areas without significant environmental or cultural constraints. This may require specifying a road classification "With Improvement Options" to retain sufficient right-of-way to construct any necessary operational improvements.*

M-2.2 **Access to Mobility Element Designated Roads.** Minimize direct access points to Mobility Element roads from driveways and other non-through roads to maintain the capacity and improve traffic operations.

M-2.3 **Environmentally Sensitive Road Design.** Locate and design public and private roads to minimize impacts to significant biological and other environmental and visual resources. Avoid road alignments through floodplains to minimize impacts on floodplain habitats and limit the need for constructing flood control measures. Design new roads to maintain wildlife movement and retrofit existing roads for that purpose. Utilize fencing to reduce road kill and to direct animals to under crossings.

M-2.4 **Roadway Noise Buffers.** Incorporate buffers or other noise reduction measures consistent with standards established in the Noise Element into the siting and design of roads located next to sensitive noise-receptors to minimize adverse impacts from traffic noise. Consider reduction measures such as alternative road design, reduced speeds, alternative paving, and setbacks or buffers, prior to berms and walls.

Sensitive noise-receptors are described in the Noise Element.

M-2.5 **Minimize Excess Water Runoff.** Require road improvements to be designed and constructed to accommodate stormwater in a manner that minimizes demands upon engineered stormwater systems and to maximize the use of natural detention and infiltration techniques to mitigate environmental impacts.

GOAL M-3

Transportation Facility Development. New or expanded transportation facilities that are phased with and equitably funded by the development that necessitates their construction.

Policies

M-3.1 **Public Road Rights-of-Way.** Require development to dedicate right-of-way for public roads and other transportation routes identified in the Mobility Element roadway network (see Mobility Element Network Appendix), Community Plans, or Road Master Plans. Require the provision of

sufficient right-of-way width, as specified in the County Public Road Standards, Active Transportation Plan and Community Trails Master Plan, to adequately accommodate all users, including transit riders, pedestrians, bicyclists, and equestrians.

M-3.2 **Traffic Impact Mitigation.** Require development to contribute its fair share toward financing transportation facilities, including mitigating the associated direct and cumulative traffic impacts caused by their project on both the local and regional road networks. Transportation facilities include road networks and related transit, pedestrian and bicycle facilities, and equestrian.

M-3.3 **Multiple Ingress and Egress.** Require development to provide multiple ingress/egress routes in conformance with State law and local regulations.

GOAL M-4

Safe and Compatible Roads. Roads designed to be safe for all users and compatible with their context.

Policies

M-4.1 **Walkable Village Roads.** Encourage multi-modal roads in Villages and compact residential areas with pedestrian-oriented development patterns that enhance pedestrian safety and walkability, along with other non-motorized modes of travel, such as designing narrower but slower speed roads that increase pedestrian safety.

Road in Valle de Oro with bicycle lane and multi-use pathway

M-4.2 **Interconnected Local Roads.** Provide an interconnected and appropriately scaled local public road network in Village and Rural Villages that reinforces the compact development patterns promoted by the Land Use Element and individual community plans.

M-4.3 **Rural Roads Compatible with Rural Character.** Design and construct public roads to meet travel demands in Semi-Rural and Rural Lands that are consistent with rural character while safely accommodating transit stops when deemed necessary, along with bicyclists, pedestrians, and equestrians. Where feasible, utilize rural road design features (e.g., no curb and gutter improvements) to maintain community character. [See applicable community plan for possible relevant policies.]

M-4.4 **Accommodate Emergency Vehicles.** Design and construct public and private roads to allow for necessary access for appropriately-sized fire apparatus and emergency vehicles while accommodating outgoing vehicles from evacuating residents.

M-4.5 **Context Sensitive Road Design.** Design and construct roads that are compatible with the local terrain and the uses, scale and pattern of the surrounding development. Provide wildlife crossings in road design and construction where it would minimize impacts in wildlife corridors.

M-4.6 **Interjurisdictional Coordination.** Coordinate with adjacent jurisdictions so that roads within Spheres of Influence (SOIs) or that cross jurisdictional boundaries are designed to provide a

consistent cross-section and capacity. To the extent practical, coordinate with adjacent jurisdictions to construct road improvements concurrently or sequentially to optimize and maintain road capacity.

Regional Transportation Coordination and Facilities

CONTEXT

The Mobility Element addresses the County-operated multi-modal transportation network that provides a variety of mobility options within the unincorporated County. These services are provided by the County in partnership with the San Diego Association of Governments (SANDAG), Caltrans, transit agencies, the San Diego County Airport Authority, and various railroad operators.

SANDAG is the Regional Transportation Planning Authority and has responsibility for planning and allocating local, state, and federal funds for the region's transportation network. State law and the California Transportation Commission require SANDAG to adopt a 20-year regional transportation plan every four years, which considers improvements to freeways, state highways, transit, and regional bicycle and pedestrian routes. A long-range plan, the *2030 Regional Transportation Plan (RTP): Pathways for the Future* addresses countywide growth through the year 2030 and is available on the SANDAG website at: www.sandag.org/2030rtp.

The 2030 RTP identifies $4.5 billion in improvement projects for highway and regional arterials in the unincorporated County necessary to accommodate development capacity through 2030. The Mobility Element road network is based on reasonably expected revenue forecasts where $3.7 billion in funds of the $4.5 billion in requirements will be available to fund improvement projects in the unincorporated County through 2030.

Interstate 15 looking north

State highways serve intra-county traffic and include State Routes 67, 76, 78, 79, 94, and 125. The design of these roadways varies according to the volume of traffic they carry and ranges from freeway-style construction to two-lane rural roads with at-grade intersections. Generally, these roads require a larger right-of-way so they can be expanded if future traffic volumes warrant.

In addition to the County's road network, there are other regional facilities that are critical to the movement of people and goods within unincorporated areas as well as the larger region including freight and cargo services via truck or rail, and air travel from local airports that primarily accommodate private aircraft, with limited, if any cargo service. These facilities, in conjunction with the County's extensive roadway network, provide a safe and comprehensive multi-modal mobility system for County residents, businesses, and visitors.

TRUCK ROUTES

Trucks are the primary mode used to move goods in and out of the San Diego region although rail, water transport, and air transport facilities are located in the region and contribute to this goods movement system. Commercial trucking in San Diego region primarily uses interstate and State highways as routes of travel. The SANDAG 2030 RTP identifies the major interstate highways and State routes used for commercial trucking in the San Diego region and designated truck routes in the unincorporated County include the following roadways:

- Segments of Interstates 8 and 15
- State Routes 94, 125, 188, and 905
- Otay Mesa Road

The 2030 RTP states that the potential use of managed lanes in off-peak periods will be evaluated in the near future. It also identifies other considerations for additional truck capacity that include improvements on an outer loop which includes SR 67, SR 94, and SR 125 in the unincorporated County. Generally, County roads are only used when destinations are not accessible by one of these major routes.

Semi-truck with cargo

State Route 94 (Campo Road), south of Melody Road in the Jamul / Dulzura Subregion is proposed to remain a two-lane road. This results in inherent limitations for truck traffic using this segment of SR-94. Truck traffic should be shifted to Interstates 8, 805, and 905 and SR-125 after the Otay Mesa II and Calexico Ports of Entry are upgraded.

RAIL FACILITIES

The North County Transit District (NCTD) and Metropolitan Transit System (MTS) own and maintain the main rail line along the coast from downtown San Diego to the Orange County line, which is shared between Amtrak intercity, COASTER, and Metrolink commuter passenger rail services and Burlington North Santa Fe (BNSF) Railway freight service. NCTD also owns the rail corridor between Oceanside and Escondido, operating SPRINTER light rail service, and shares the corridor with BNSF Railway freight service.

A freight line, the San Diego & Arizona Eastern Railway's Desert Line, is the primary rail line that traverses the unincorporated County. Existing rail lines, such as the Desert Line, may be underutilized at their current capacities. For these lines to remain economically feasible for continued operation, their usage should be maximized to provide an alternative to trucks, especially on SR-94, whenever feasible. In addition, BNSF is the operator of a freight line that runs from Oceanside to Escondido. The Amtrak and COASTER passenger lines run along the coast through Marine Corps Base Camp Pendleton. In addition, historical abandoned rail rights-of-way exist in broken segments, some of which are in public ownership, yet are currently underutilized and should be encouraged for adaptive reuse, such as rail to trail conversions.

Since 1996, the California High-Speed Rail Authority (CHSRA) has been the state agency charged with planning, designing, constructing, and operating a statewide high-speed train system. The High Speed Rail

alignment from San Diego would be connected to this proposed system via the Interstate 15 corridor, from downtown San Diego to Escondido, Riverside County, and Los Angeles. The High Speed Rail alignment would originate in Downtown San Diego linking University City, Escondido, Riverside County, and Los Angeles via the San Diego-Los Angeles-San Luis Obispo Rail Corridor Agency (LOSSAN), Miramar Road/Carroll Canyon Road, and Interstate 15 corridors. A programmatic environmental impact report/environmental impact statement (PEIR/EIS) was certified in 2005 and planning work continues on the corridor.

AIRPORTS

San Diego International Airport, located in the city of San Diego, along with John Wayne Airport (Orange County), Los Angeles International Airport (Los Angeles County), and Ontario International Airport (San Bernardino County) are regional airports located in Southern California that provide residents and businesses in the unincorporated County with passenger and cargo services.

Borrego Valley Air field

In addition to San Diego International Airport, eleven public-use airports are located within the boundaries of the County, along with four major military aviation facilities and numerous independent airports and heliports. The County owns and operates eight of these airports, six of which are located in the unincorporated County (Agua Caliente Airstrip, Borrego Valley Airport, Fallbrook Community Airpark, Jacumba Airport, Ocotillo Airstrip, and Ramona Airport). The County also owns Gillespie Field in the City of El Cajon and McClellan-Palomar Airport in the City of Carlsbad. The remaining public-use airports include Brown Field and Montgomery Field (City of San Diego) and Oceanside Municipal Airport (City of Oceanside). These airports are shown in Figure M-1 (Airport Locations).

Figure M-1 Airport Locations

Page 1—color 8.5x11

GOALS AND POLICIES

GOAL M-5

Safe and Efficient Multi-Modal Transportation System. A multi-modal transportation system that provides for the safe, accessible, convenient, and efficient movement of people and goods within the unincorporated County.

Policies

M-5.1 **Regional Coordination.** Coordinate with regional planning agencies, transit agencies, and adjacent jurisdictions to provide a transportation system with the following:

- Sufficient capacity consistent with the County General Plan Land Use Map
- Travel choices, including multiple routes and modes of travel to provide the opportunity for reducing vehicle miles traveled
- Facilities sited and designed to be compatible with the differing scales, intensities, and characteristics of the unincorporated communities while still accommodating regional, community, and neighborhood travel demands
- Maximized efficiency to enhance connectivity between different modes of travel

Interstate 8 east of Alpine

M-5.2 **Impact Mitigation for New Roadways and Improvements.** Coordinate with Caltrans to mitigate negative impacts from existing, expanded, or new State freeways or highways and to reduce impacts of road improvements and/or design modifications to State facilities on adjacent communities.

GOAL M-6

Efficient Freight Service Linked to Other Transportation Modes. Freight services that efficiently move goods and that are effectively linked to other transportation modes.

Policies

M-6.1 **Designated Truck Routes.** Minimize heavy truck traffic (generally more than 33,000 pounds and mostly used for long-haul purposes) near schools and within Villages and Residential Neighborhoods by designating official truck routes, establishing incompatible weight limits on roads unintended for frequent truck traffic, and carefully locating truck-intensive land uses.

M-6.2 **Existing Rail Line Use.** Support the use of existing rail lines for freight, public transit, and tourism.

Rail depot and tourist train in Campo

M-6.3 **Visual Impacts on Scenic Corridors.** Coordinate with railroad and transit operators to ensure that infrastructure for freight and passenger service is planned and designed to limit visual impacts on scenic corridors.

M-6.4 **Locate Rail Facilities in Established Communities.** Encourage railroad operators to use existing rights-of-way and locate stations and support facilities in established communities.

M-6.5 **Adaptive Reuse of Abandoned Rail Lines.** Support the retention of abandoned railroad rights-of-way and adaptation for uses that benefit the general public, such as public transit, new road connections, regional trails and bike paths, or protected habitat areas, where appropriate.

GOAL M-7

Airport Facilities. Viable and accessible airport facilities whose continuing operations effectively serve the evolving needs of the region while minimizing any adverse impacts of airport operations.

Policies

M-7.1 **Meeting Airport Needs.** Operate and improve airport facilities to meet air transportation needs in a manner that adequately considers impacts to environmental resources and surrounding communities and to ensure consistency with Airport Land Use Compatibility Plans.

Refer to the Airport Hazards section of the Safety Element for additional goals and policies pertaining to airports.

Public Transit

CONTEXT

With the passage of State law (SB 1703), SANDAG is now responsible for transit planning, programming, project development, and construction. SANDAG prepared the 2007–2011 Coordinated Plan, which provides a framework for transit system development over the next five years and reflects the goals and direction for service development as described in the 2030 RTP. This plan also defines the level of service for transit in suburban and rural areas as follows:

- **Suburban**—Direct service along commute corridors with critical mass featuring rapid, frequent service during peaks with seamless coordinated transfers, and local service focused on smart growth areas and lifeline needs
- **Rural**—Transportation services that run only a few times a day on select days of the week (lifeline services)

Pine Valley bus stop with rural-level services

The Sprinter, operated by the North County Transit District

The two agencies responsible for transit operations and services in the unincorporated County areas are the Metropolitan Transit System (MTS) and the North County Transit District (NCTD). Transit services provided by these agencies include heavy and light rail, fixed-route bus service, demand-response service, and paratransit. Existing transit services for the unincorporated County consist of limited regional or local bus services, and light rail (the NCTD SPRINTER) in one very localized area. Transit services are primarily provided to the larger, more urbanized communities, although limited services are available outside this area. In addition, tribal governments operating casinos and non-profit agencies also provide transit services for their clients and customers.

SANDAG has the responsibility to designate the local Consolidated Transportation Services Agency (CTSA) in adherence to and to be funded in part by the state *Transportation Development Act* (TDA). SANDAG then retains regional oversight. The CTSA works to expand the availability and use of specialized transportation services by serving as an information resource for specialized transportation providers and providing technical assistance and public outreach to increase awareness of specialized transportation options. Full Access & Coordinated Transportation, Inc. (FACT), appointed under contract by SANDAG to serve as the CTSA for the San Diego region, is a non-profit corporation formed to coordinate and consolidate transportation services to people with disabilities, senior citizens, and social service agencies.

In addition, Tribal governments established the Reservation Transportation Authority (RTA), a consortium of 24 tribes, in order to pool resources and more effectively coordinate on transportation issues. In conjunction with SANDAG and the RTA, a consultant prepared a Transit Feasibility Study to assess the needs of tribes in the County to improve access for medical, educational, employment, and other essential transportation needs. As a result of the study, some bus routes were expanded.

The availability of public transit can reduce the dependency on motor vehicles and help to shape future growth patterns. Due to existing and planned development patterns, there are currently limited plans for expansion of transit service into unincorporated communities. Although transit currently comprises a small percentage of total trips in the unincorporated County, certain corridors enjoy high transit ridership. In addition, transit-supportive land uses can encourage increased transit use, and transit also is an important public service for lower income residents as well as residents with special needs including seniors and the disabled. A primary objective of the Land Use Element is to focus development in and around existing unincorporated communities to maximize existing infrastructure, provide for efficient delivery of services, and strengthen Town Center areas while preserving the rural landscape. The development patterns of the Land Use Map are intended to facilitate the use of public transportation in Village areas.

The goals and policies in this section seek to maximize opportunities for transit ridership in Village areas while reducing congestion on roadways.

GOALS AND POLICIES

GOAL M-8

Public Transit System. A public transit system that reduces automobile dependence and serves all segments of the population.

Policies

M-8.1 **Maximize Transit Service Opportunities.** Coordinate with SANDAG, the CTSA, NCTD, and MTS to provide capital facilities and funding, where appropriate, to:

- Maximize opportunities for transit services in unincorporated communities
- Maximize the speed and efficiency of transit service through the development of transit priority treatments such as transit signal priority, transit queue jump lanes, and dedicated transit only lanes
- Provide for transit-dependent segments of the population, such as the disabled, seniors, low income, and children, where possible
- Reserve adequate rights-of-way to accommodate existing and planned transit facilities including bus stops

M-8.2 **Transit Service to Key Community Facilities and Services.** Locate key County facilities, healthcare services, educational institutions, and other civic facilities so that they are accessible by transit in areas where transit is available. Require those facilities to be designed so that they are easily accessible by transit, whenever possible.

M-8.3 **Transit Stops That Facilitate Ridership.** Coordinate with SANDAG, NCTD, and MTS to locate transit stops and facilities in areas that facilitate transit ridership, and designate such locations as part of planning efforts for Town Centers, transit nodes, and large-scale commercial or residential development projects. Ensure that the planning of Town Centers and Village Cores incorporates uses that support the use of transit, including multi-family residential and mixed-use transit–oriented development, when appropriate.

M-8.4 **Transit Amenities.** Require transit stops that are accessible to pedestrians and bicyclists; and provide amenities for these users' convenience.

M-8.5 **Improved Transit Facilities.** Require development projects, when appropriate, to improve existing nearby transit and/or park and ride facilities, including the provision of bicycle and pedestrian facilities, provisions for bus transit in coordination with NCTD and MTS as appropriate including, but not limited to, shelters, benches, boarding pads, and/or trash cans, and to provide safe, convenient, and attractive pedestrian connections.

M-8.6 **Park and Ride Facilities.** Coordinate with SANDAG, Caltrans, and tribal governments to study transit connectivity and address improving regional opportunities for park-and-ride facilities and transit service to gaming facilities and surrounding rural areas to reduce congestion on rural roads.

M-8.7 **Inter-Regional Travel Modes.** Coordinate with SANDAG, Caltrans, and the California High-Speed Rail Authority, where appropriate, to identify alternative methods for inter-regional travel to serve the unincorporated County residents.

M-8.8 **Shuttles.** Coordinate with Tribal governments, the Reservation Transportation Authority, and other large employers to provide shuttles and other means of connecting transit stops with job locations, civic, and commercial uses, where appropriate.

Transportation System and Travel Demand Management

CONTEXT

The road network designated in the Mobility Element strives to accommodate the Land Use Map while minimizing the need to build new roads or improve existing roads. Transportation System Management seeks to optimize the transportation network, while Travel Demand Management seeks to reduce the use of the road network.

TRANSPORTATION SYSTEM MANAGEMENT (TSM)

TSM strategies focus on increasing the efficiency, safety, and capacity of existing transportation systems through strategies that relieve, lessen, or control congestion with minimal roadway widening. Techniques include performance monitoring, various types of intersection modifications, advanced technology, coordinated traffic signal timing across jurisdictional boundaries and with freeway ramps, signage and lighting upgrades, facility design treatments, high-occupancy vehicle (HOV) lanes, and targeted traffic enforcement. These strategies can reduce vehicle travel time and enhance system accessibility with little impact on other modes. Reducing traffic congestion keeps automobiles on roads designated for regional mobility, while minimizing through traffic within communities. Through better management and operation of existing transportation facilities, these techniques are designed to improve traffic flow, air quality, and movement of people and goods, as well as enhance system accessibility and safety.

TRAVEL DEMAND MANAGEMENT (TDM)

TDM addresses traffic congestion by reducing travel demand rather than increasing transportation capacity. TDM programs such as employer outreach, carpool partner matching, parking cash outs, vanpools, subsidies and/or preferred parking to rideshare participants, guaranteed. rides home, bicycle lockers, and other amenities for bicyclists and pedestrians including clothing lockers and shower facilities are designed to increase the efficiency of the transportation system. TDM is a key tool to reduce single-occupant-vehicle travel as well as facilitate mobility options for area residents. SANDAG manages the regional TDM program including 511, a free phone and web service that consolidates the San Diego region's transportation information into a one-stop resource. The 511 program provides up-to-the minute information on traffic conditions, incidents and driving times, schedule, route and fare information for San Diego public transportation services carpool and vanpool referrals, bicycling information and more. The County has an opportunity to facilitate the use of TDM methods by encouraging land use planning and infrastructure improvements that better accommodate pedestrians, bicyclists, and transit users. In addition, the County can also offer incentives that encourage projects to implement TDM programs.

GOALS AND POLICIES

GOAL M-9

Effective Use of Existing Transportation Network. Reduce the need to widen or build roads through effective use of the existing transportation network and maximizing the use of alternative modes of travel throughout the County.

Policies

M-9.1 **Transportation Systems Management.** Explore the provision of operational improvements (i.e. adding turn lanes, acceleration lanes, intersection improvements, etc.) that increase the effective vehicular capacity of the public road network prior to increasing the number of road lanes. Ensure operational improvements do not adversely impact the transit, bicycle, and pedestrian networks.

M-9.2 **Transportation Demand Management.** Require large commercial and office development to use TDM programs to reduce single-occupant vehicle traffic generation, particularly during peak periods to maximize the capacity of existing or improved road facilities.

M-9.3 **Preferred Parking.** Encourage and provide incentives for commercial, office, and industrial development to provide preferred parking for carpools, vanpools, electric vehicles and flex cars. [Refer also to Policy COS-16.3 (Low-Emission Vehicles) in the Conservation and Open Space Element.] Encourage parking cash out programs to reimburse employees for the cost of "free" on-site parking to provide incentives to use alternate modes of travel and to reduce parking requirements (see also Policy M-10.5).

Park-and-ride facility at Jamacha Boulevard in Spring Valley

M-9.4 **Park-and-Ride Facilities.** Require developers of large projects to provide, or to contribute to, park-and-ride facilities near freeway interchanges and other appropriate locations that provide convenient access to congested regional arterials. Require park-and-ride facilities that are accessible to pedestrians and bicyclists, and include bicycle lockers and transit stops whenever feasible.

Parking

CONTEXT


Parking in a commercial area in Fallbrook

Parking is an essential component of an efficient transportation system that includes accommodation for automobiles, motorcycles, and bicycles. Parking requirements have an ability to alter transportation choices. Excess free parking promotes an auto-oriented community, discourages high-frequency transit, and can negatively affect walkability. Yet as land becomes scarcer and construction costs increase, so do the costs of providing parking. If an insufficient number of vehicular parking spaces are provided, additional travel is required to find a parking space, causing congestion and delays. If too much vehicular parking is provided, a larger portion of the site is unnecessarily paved, causing degradation in community character and excess stormwater run-off.

The provision of a sufficient quantity of bicycle parking, that is both secure and convenient, will contribute to increased bicycle usage. In addition, a multi-modal transportation network that reduces the reliance on single-occupant vehicles reduces the number of parking spaces needed.

Parking spaces are either provided on the street or within a project site as parking lots. Parking regulations address off-street parking in an effort to provide functionally adequate, safe, convenient, and aesthetically pleasing parking and loading facilities for motor vehicles. On-street parking is allowed within the road shoulder, unless the County imposes a parking prohibition. If a parking prohibition is in place, the shoulder is available for use as a bike facility.

GOALS AND POLICIES

GOAL M-10

Parking for Community Needs. Parking regulations that serve community needs and enhance community character.

Policies

M-10.1 **Parking Capacity.** Require new development to:

- Provide sufficient parking capacity for motor vehicles consistent with the project's location, use, and intensity
- Provide parking facilities for motorcycles and bicycles
- Provide staging areas for regional and community trails

M-10.2 **Parking for Pedestrian Activity.** Require the design and placement of on-site automobile, motorcycle, and bicycle parking in Villages and Rural Villages that encourages pedestrian activity

by providing a clear separation between vehicle and pedestrian areas and prohibit parking areas from restricting pedestrian circulation patterns.

M-10.3 **Maximize On-street Parking.** Encourage the use of on-street parking in commercial and/or high-density residential town center areas to calm traffic and improve pedestrian interaction. Traffic operations and pedestrian safety must not be compromised.

M-10.4 **Shared Parking.** Support town center plans, when desired by the community, that incorporate on-street and/or shared vehicular parking facilities to reduce on-site parking requirements.

M-10.5 **Reduced Parking.** Accommodate appropriate reductions in on-site parking requirements in situations such as:

- Development of low-income and senior housing
- Development located near transit nodes
- Employment centers that institute Transportation Demand Management programs
- Development that integrates other parking demand reductions techniques such as parking cash out, when ensured by ongoing permit conditions

Transportation Demand Management programs are described in the previous section.

M-10.6 **On-Street Parking.** Minimize on-street vehicular parking outside Villages and Rural Villages where on-street parking is not needed, to reduce the width of paved shoulders and provide an opportunity for bicycle lanes to retain rural character in low-intensity areas. Where on-street parking occurs outside Villages and Rural Villages, require the design to be consistent with the rural character. [See applicable community plan for possible relevant policies.]

M-10.7 **Parking Area Design for Stormwater Runoff**. Require that parking areas be designed to reduce pollutant discharge and stormwater runoff through site design techniques such as permeable paving, landscaped infiltration areas, and unpaved but reinforced overflow parking areas that increase infiltration. Require parking areas located within or adjacent to preserve areas to also include native landscaping and shielded lighting.

Bicycle, Pedestrian, and Trail Facilities

CONTEXT

The Mobility Element recognizes that a well planned and designed multi-modal road network, complete with ~~non-motorized~~active travel options that include bicycle and pedestrian facilities as well as hiking, horseback riding, and mountain biking trails and pathways, offers an important alternative to motor-vehicle use. These modes of travel also reduce traffic congestion, dependency on motorized vehicles, roadway noise, and air pollution. A safe and enjoyable walk, hike, bike ride, or horseback ride experience provides many health benefits and encourages more people to walk or bicycle rather than drive their vehicles.

Bike path in the Sweetwater Regional Park

The California Highway Design Manual defines a "Bikeway" as a facility that is provided primarily for bicycle travel. The County Public Road Standards include provisions to allow the construction of Class I, Class II, ~~or~~ Class III, or Class IV bikeways as defined in the California Highway Design Manual, which are described below.

(1) Class I Bikeway (Bike Path). Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with crossflow by motorists minimized.

(2) Class II Bikeway (Bike Lane). Provides a striped lane for one-way bike travel on a street or highway.

(3) Class III Bikeway (Bike Route). Provides for shared use with pedestrian or motor vehicle traffic.

(4) Class IV Bikeway (Separated Bikeway). Provides a bikeway for the exclusive uses of bicycles and includes a separation required between the separated bikeway and through vehicular~~e~~ traffic. This separation may include, but is not limited to, grade separation, flexible posts, inflexible posts, inflexible barriers, or on-street parking.

SANDAG ~~is in the process of developing a~~adopted "Riding to 2050" the regional bicycle plan ~~update~~ that seeks to encourage development of a unified regional bicycle system that will serve the needs of bicycle riders by identifying the best ways to provide connections to local and regional activity centers, transit facilities, and regional trail systems. The County's ~~Bicycle~~ Active Transportation Plan (ATP), the ~~County's~~ near term plan for constructing bicycle facilities, is coordinated with the regional plan, and guides the development and maintenance of a bicycle network, support facilities, and other programs for the unincorporated portions of the County. Completing gaps in the bicycle network is a consideration, among other priorities as well, for allocation of funds and the inclusion of a project. Careful consideration is given when weighing the use of limited funds to build Class I Bikeways. In corridors that could be treated with Class II or Class ~~III~~ IV bicycle facilities by way of minimal investment, options that would complete bicycle networks in the near-term are pursued.

~~A Complete Streets Policy was adopted with the ATP.~~

~~Ped Gap Analysis and Pedestrian Plan~~

In addition to bicycle lanes and routes, the County Trails Program provides an extensive natural surface trails system that supplements the road network as an alternative off-road travel mode for County residents. Trails are primarily designed for the purpose of recreation and significantly enhancing the quality of life and health benefits associated with walking, hiking, mountain biking, and horseback riding throughout the County's varied environments. The more urban and populated communities have few accessible trails. Most of the existing trails are in the mountains and deserts, and when located within or adjacent to biological preserves are guided by ecological principles and the County's MSCP, which require mitigation of impacts to biological resources. Additional trails are needed closer to population centers in the western portion of the County to provide residents with convenient access and opportunities to enjoy the recreational, health and transportation benefits associated with these facilities. The two types of regional trail facilities are identified below.

- *Trails,* typically located away from vehicular roads, are primarily recreational in nature but can also serve as an alternative mode of transportation. They are soft-surface facilities for single or multiple uses by pedestrians, equestrians, and mountain bicyclists. Trail characteristics vary depending on location and user types.
- *Pathways* are facilities located within a parkway or road right-of-way. A riding and hiking trail located in the road right-of-way is considered a pathway. They are typically soft-surfaced facilities intended to serve both circulation and recreation purposes. Pathways help make critical connections and are an integral part of a functional trail system.

Pine Valley trail

A regional trails map is included as Figure M-2 (Regional Trails), which identifies approved general alignment corridors for regional trails in the San Diego region. In addition, regional trails are shown on the community level maps in Figure M-A-1 through Figure M-A-23 of the Mobility Element Network Appendix. These trails have characteristics and conditions that serve a regional function by covering long linear distances, transcending community and/or municipal borders, having state, national, or historical significance, or providing important connections to existing parks, open space preserves, and other public lands. Additional existing trail segments and proposed reroutes for portions of some of the regional trails are identified in the Community Trails Master Plan (CTMP), the implementation tool for the County Trails Program.

GOALS AND POLICIES

GOAL M-11

Bicycle and Pedestrian Facilities. Bicycle and pedestrian networks and facilities that provide safe, efficient, and attractive mobility options as well as recreational opportunities for County residents.

See also Goals and Policies in the Conservation and Open Space Element, Biological Resources section, which address the protection of sensitive biological resources and habitat areas.

Policies

M-11.1 **Bicycle Facility Design.** Support regional and community-scaled planning of pedestrian and bicycle networks.

M-11.2 **Bicycle and Pedestrian Facilities in Development.** Require development and Town Center plans in Villages and Rural Villages to incorporate site design and on-site amenities for alternate modes of transportation, such as comprehensive bicycle and pedestrian networks and facilities, including both on-street facilities

Pathway in Blossom Valley in Lakeside

as well as off-street bikeways, to safely serve the full range of intended users, along with areas for transit facilities, where appropriate and coordinated with the transit service provider.

M-11.3 **Bicycle Facilities on Roads Designated in the Mobility Element.** Maximize the provision of bicycle facilities on County Mobility Element roads in Semi-Rural and Rural Lands to provide a safe and continuous bicycle network in rural areas that can be used for recreation or transportation purposes, while retaining rural character.

M-11.4 **Pedestrian and Bicycle Network Connectivity.** Require development in Villages and Rural Villages to provide comprehensive internal pedestrian and bicycle networks that connect to existing or planned adjacent community and countywide networks.

Figure M-2 Regional Trails

M-11.5 **Funding for Bicycle Network Improvements.** Seek outside funding opportunities for bicycle and pedestrian network improvement projects, particularly those that provide safe and continuous pedestrian and bicycle routes to schools, town centers, parks, park-and-ride facilities, and major transit stops.

Bike lane in shoulder of Old Highway 80 in the Central Mountain Subregion

M-11.6 **Coordination for Bicycle and Pedestrian Facility Connectivity.** Coordinate with Caltrans to provide alternate connections for past, existing, or planned bicycle and pedestrian routes that were or would be severed by State freeway and highway projects that intersect pathways or divide communities.

Caltrans endeavors to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists appropriate to the function and context of the facility. Caltrans is committed to working with the County to complete bicycle and pedestrian facilities.

M-11.7 **Bicycle and Pedestrian Facility Design.** Promote pedestrian and bicycle facility standards for facility design that are tailored to a variety of urban and rural contexts according to their location within or outside a Village or Rural Village.

M-11.8 **Coordination with the County Trails Program.** Coordinate the proposed bicycle and pedestrian network and facilities with the Community Trails Master Plan's proposed trails and pathways.

GOAL M-12

County Trails Program. A safe, scenic, interconnected, and enjoyable non-motorized multi-use trail system developed, managed, and maintained according to the County Trails Program, Regional Trails Plan, and the Community Trails Master Plan.

Policies

M-12.1 **County Trails System.** Implement a County Trails Program by developing the designated trail and pathway alignments and implementing goals and policies identified in the Community Trails Master Plan.

M-12.2 **Trail Variety.** Provide and expand the variety of trail experiences that provide recreational opportunities to all residents of the unincorporated County, including urban/suburban, rural, wilderness, multi-use, staging areas, and support facilities.

M-12.3 **Trail Planning.** Encourage trail planning, acquisition, development, and management with other public agencies that have ownership or jurisdiction within or adjacent to the County.

M-12.4 **Land Dedication for Trails.** Require development projects to dedicate and improve trails or pathways where the development will occur on land planned for trail or pathway segments shown on the Regional Trails Plan or Community Trails Master Plan.

M-12.5 **Future Trails.** Explore opportunities to designate or construct future trails on County-owned lands, lands within the Multiple Species Conservation Program (MSCP), or other lands already under public ownership or proposed for public acquisition.

M-12.6 **Trail Easements, Dedications, and Joint-Use Agreements.** Promote trail opportunities by obtaining easements, dedications, license agreements, or joint-use agreements from other government agencies and public and semi-public agencies.

M-12.7 **Funding for Trails.** Seek funding opportunities for trail acquisition, implementation, maintenance and operation.

M-12.8 **Trails on Private Lands.** Maximize opportunities that are fair and reasonable to secure trail routes across private property, agricultural and grazing lands, from willing property owners.

M-12.9 **Environmental and Agricultural Resources.** Site and design specific trail segments to minimize impacts to sensitive environmental resources, ecological system and wildlife linkages and corridors, and agricultural lands. Within the MSCP preserves, conform siting and use of trails to County MSCP Plans and MSCP resource management plans.

M-12.10 **Recreational and Educational Resources.** Design trail routes that meet a public need and highlight the County's biological, recreational and educational resources, including natural, scenic, cultural, and historic resources.

Background Material

Level of Service

Level of service (LOS), a qualitative measure describing operational conditions within a traffic stream and the motorists' perceptions of those conditions, provides a measure of how well a road is able to meet the demands or volume of traffic. The capacity threshold of a road is the maximum number of vehicles that can traverse a uniform section of road within a specified timeframe. Road capacity for County roads is measured according to average daily traffic (ADT), while State facilities are measured according to Caltrans criteria based on peak-hour volumes that a roadway could accommodate.

San Dieguito Trail

Six LOS capacity thresholds are defined for each type of roadway, with letters A through F used to establish the LOS measure. Criteria for each LOS threshold include: speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. For example, LOS A represents free flow, almost complete freedom to maneuver within the traffic stream. LOS F represents forced flow where more vehicles are attempting to use the road facility than can be served resulting in stop and go traffic. Table M-3 (Level of Service Descriptions) provides definitions for the various LOS categories based upon typical peak traffic periods. LOS D is the standard to maintain for Mobility Element roads, unless the criteria presented in Policy M-2.1 preclude improving roads beyond LOS E/F.

Table M-3 Level of Service Descriptions	
LOS	**Description**
A	This LOS represents a completely free-flow conditions, where the operation of vehicles is virtually unaffected by the presence of other vehicles and only constrained by the geometric features of the highway and by driver preferences.
B	This LOS represents a relatively free-flow condition, although the presence of other vehicles becomes noticeable. Average travel speeds are the same as in LOS A, but drivers have slightly less freedom to maneuver.
C	At this LOS the influence of traffic density on operations becomes marked. The ability to maneuver within the traffic stream is clearly affected by other vehicles.
D	At this LOS, the ability to maneuver is notably restricted due to traffic congestion, and only minor disruptions can be absorbed without extensive queues forming and the service deteriorating.
E	This LOS represents operations at or near capacity. LOS E is an unstable level, with vehicles operating with minimum spacing for maintaining uniform flow. At LOS E, disruptions cannot be dissipated readily thus causing deterioration down to LOS F.
F	At this LOS, forced or breakdown of traffic flow occurs, although operations appear to be at capacity, queues forms behind these breakdowns. Operations within queues are highly unstable, with vehicles experiencing brief periods of movement followed by stoppages.

SOURCE: Highway Capacity Manual, 2000

The LOS for operating on State highways is based upon Measures of Effectiveness (MOE) identified in the Highway Capacity Manual (HCM). Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D. If an existing State highway facility is operating at less than this target LOS, the existing MOE should be maintained.

SANDAG and the County elected to be exempt from the State Congestion Management Plan (CMP) program, which includes selected freeways, state highways, and regional arterials in the County. Existing CMP monitoring, threshold levels, guidelines and mitigation strategies will be incorporated into other SANDAG plans and/or programs as a result.

Accepted Road Classifications with Level of Service E / F

As described under Goal M-2, there are instances where the County considers it more appropriate to retain a road classification that could result in a LOS E / F rather than increase the number of travel lanes. These instances are based on criteria established under Policy M-2.1. Table M-4 (Road Segments Where Adding Travel Lanes is Not Justified) identifies the County segment where the County has determined that the adverse impacts of adding travel lanes do not justify the resulting benefit of increased traffic capacity.

Table M-4 Road Segments Where Adding Travel Lanes is Not Justified

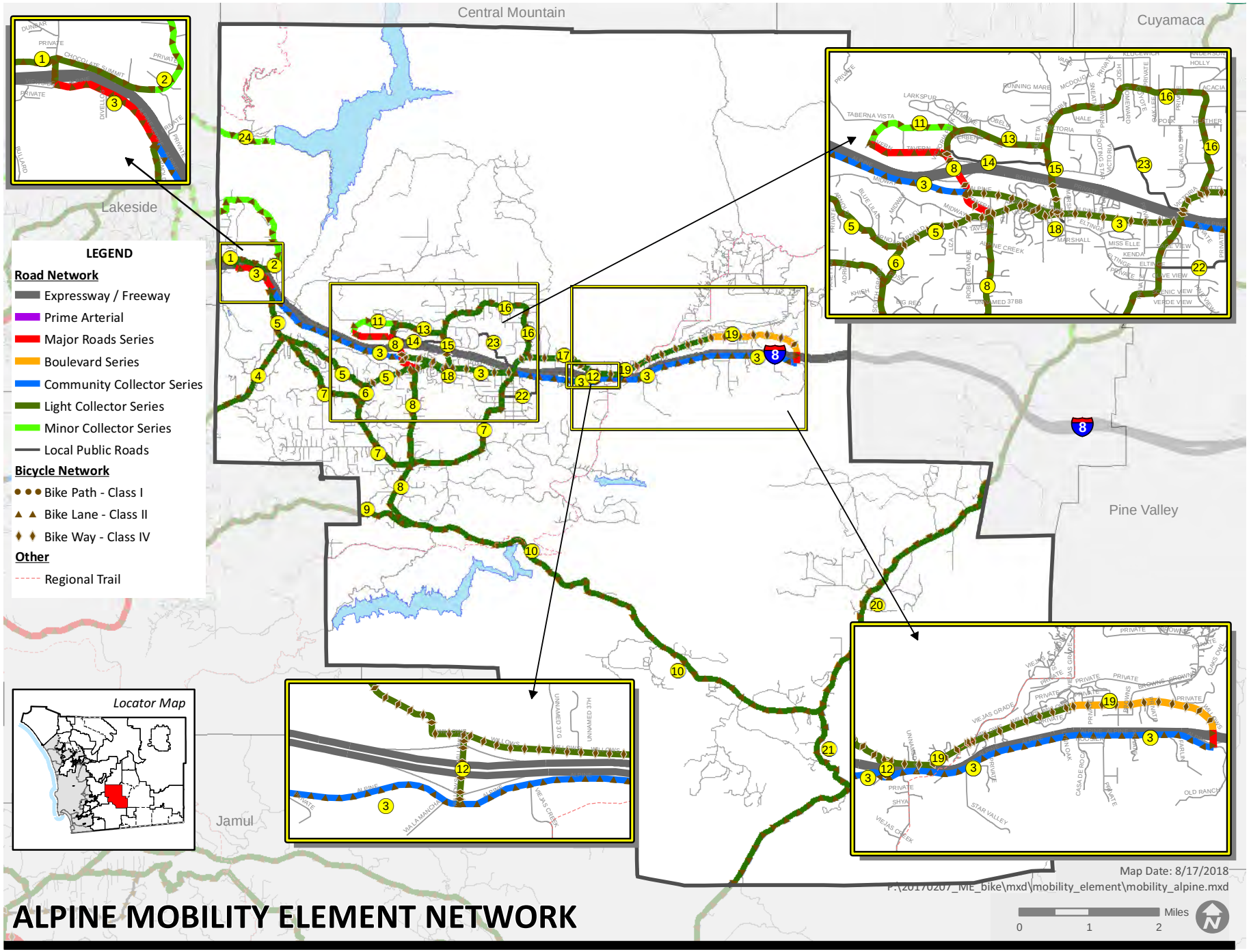
Road	Classification	From	To
State Highways[a]			
SR 67	4.1B Major Road with Intermittent Turn Lanes	Poway city limits	Scripps Poway Pkwy. (Lakeside)
	4.1A Major Road with Raised Median	Scripps Poway Pkwy. (Lakeside)	Sycamore Park Dr. (Lakeside)
	4.1A Major Road with Raised Median	Johnson Lake Rd. (Lakeside)	Posthill Rd. (Lakeside)
	4.1B Major Road with Intermittent Turn Lanes	11th Street (Ramona)	Pine Street/SR-78 (Ramona)
SR-76/Pala Rd.[b]	4.1A: 4-Ln Major Road w/ Raised Median	Old Hwy 395 (Fallbrook)	I-15 SB Ramps (Fallbrook)
	2.1D Community Collector w/ Improvement Options	Pala Del Norte Rd. (Pala Pauma)	Sixth St (Pala Pauma)
Main Street/SR-78	4.2B: 4-Ln Boulevard w/ Intermittent Turn Lanes	9th St (Ramona)	Pine St (Ramona)
County Mobility Element Roads			
Alpine Blvd.	2.2A Light Collector w/ Raised Median	Boulder Rd. (Alpine)	Louise Dr. (Alpine)
Bancroft Dr.	2.2D Light Collector w/ Improvement Options	Troy St (Spring Valley)	SR-94 EB Ramps (Spring Valley)
Briarwood Rd.	2.1D Community Collector w/ Improvement Options	SR-54 WB Ramps (Sweetwater)	Robinwood Rd (Sweetwater)
Campo Rd.	4.2B Boulevard w/ Intermittent Turn Lanes	Kenwood Dr (Valle de Oro)	Conrad Dr (Valle de Oro)
Central Ave.	2.2B Light Collector w/ Continuous Turn Lane	Sweetwater Rd. (Sweetwater)	Bonita Rd. (Sweetwater)
	2.2C Light Collector w/ Intermittent Turn Lanes	Bonita Rd. (Sweetwater)	Frisbee St. (Sweetwater)

Table M-4 Road Segments Where Adding Travel Lanes is Not Justified			
Road	**Classification**	**From**	**To**
De Luz Rd.	2.2C Light Collector w/ Intermittent Turn Lanes	Dougherty St. (Fallbrook)	W. Mission Rd. (Fallbrook)
Deer Springs Rd.	4.1B Major Road w/ Intermittent Turn Lanes	I-15 NB Ramps (NC Metro)	N Centre City Pkwy (NC Metro)
Del Dios Hwy.	2.1D Community Collector w/ Improvement Options	El Camino Del Norte (San Dieguito)	Via Rancho Pkwy (North County Metro)
E. Mission Rd.	4.2B Boulevard w/ Intermittent Turn Lanes	Live Oak Park Rd. (Fallbrook)	I-15 SB Ramps (Fallbrook)
El Apajo.	2.1A Community Collector w/ Raised Median	Villa De La Valle (San Dieguito)	Via De Santa Fe (San Dieguito)
El Camino del Norte	2.2F Light Collector w/ Reduced Shoulder	Aliso Canyon Rd. (San Dieguito)	Del Dios Hwy./Paseo Delicias (San Dieguito)
Fuerte Dr.	2.2E Light Collector	Bancroft Dr. (Valle de Oro)	Avacado Blvd. (Valle de Oro)
Jamacha Rd.	6.2 Prime Arterial	Campo Rd/SR-94 (Valle de Oro)	Fury Ln. (Valle de Oro)
	4.1B Major Road w/ Intermittent Turn Lanes	SR-125 SB Ramps (Spring Valley)	Sweetwater Rd (Spring Valley)
La Bajada/ La Granada	2.2F Light Collector w/ Reduced Shoulder	Rancho Santa Fe Rd. (San Dieguito)	Paseo Delicias (San Dieguito)
Lake Jennings Park Rd.	4.1B Major Road w/ Intermittent Turn Lanes	I-8 Business Route (Lakeside)	I-8 WB Off-Ramp (Lakeside)
Lilac Rd.	4.2B Boulevard w/ Intermittent Turn Lanes	New Road 19 (Valley Center)	Valley Center Rd. (Valley Center)
Linea del Cielo	2.2F Light Collector w/ Reduced Shoulder	El Camino Real (San Dieguito)	Rambla de las Flores (San Dieguito)
Los Coches Rd.	2.1D Community Collector w/ Improvement Options	Woodside Ave (Lakeside)	I-8 Business Route (Lakeside)
Lyons Valley Rd.	2.2B Light Collector w/ Continuous Turn Lane	Campo Rd. (Jamul)	Skyline Truck Trail (Jamul)
Maine Ave.	2.2E Light Collector	Mapleview St (Lakeside)	Woodside Ave (Lakeside)
Mapleview St.	4.1A Major Road w/ Raised Median	Maine Ave. (Lakeside)	Ashwood St (Lakeside)
Mountain Meadow Rd./ Mirar de Valle	2.1D Community Collector w/ Improvement Options	North Broadway (NC Metro)	New Road 19 (Valley Center)
New Road 19	4.2B Boulevard w/ Intermittent Turn Lanes	Mirar de Valle Road (Valley Center)	Lilac Road (Valley Center)
Old Hwy 395	2.1D Community Collector w/ Improvement Options	5th St. (Rainbow)	Interstate 15 NB ramp (Fallbrook)
Old Hwy 395	2.1A Community Collector w/ Raised Median	Interstate 15 SB ramp (Fallbrook)	Stewart Canyon Dr. (Fallbrook)

Table M-4 Road Segments Where Adding Travel Lanes is Not Justified			
Road	**Classification**	**From**	**To**
	2.1D Community Collector w/ Improvement Options	Pala Rd. (Fallbrook)	Dublin (W) Rd. (Fallbrook)
Paradise Valley Rd.	4.1B Major Road w/ Intermittent Turn Lanes	Elkelton Blvd (Spring Valley)	Sweetwater Rd (Spring Valley)
Paseo Delicias	2.2A Light Collector w/ Raised Median	Via De La Valle (San Dieguito)	El Camino Del Norte (San Dieguito)
Pomerado Rd.	4.1A Major Road w/ Raised Median	I-15 NB Ramps (County Islands)	Willow Creek Rd. (County Islands)
Rainbow Valley Blvd. West	2.2D Light Collector	I-15 NB Ramps (Rainbow)	Old Hwy. 395 (Rainbow)
Rancho Santa Fe Road	2.2F Light Collector w/ Reduced Shoulder	Encinitas city limits	La Bajada (San Dieguito)
San Dieguito Rd.	2.1A Community Collector w/ Raised Median	El Apajo Rd. (San Dieguito)	San Diego city limits
7th St.	2.2E Light Collector	Elm St. (Ramona)	A St. (Ramona)
		Main St. (Ramona)	D St. (Ramona)
Valley Center Rd.	4.2A Boulevard w/ Raised Median	Miller Rd (Valley Center)	Indian Creek Rd (Valley Center)
Via de la Valle	2.1B Community Collector w/ Continuous Turn Lane	San Diego city limits (San Dieguito)	Las Planideras (San Dieguito)
	2.1E Community Collector	Las Planideras (San Dieguito)	Paseo Delicias (San Dieguito)
West Willows Rd.	2.2E Light Collector	Alpine Blvd (Alpine)	Viejas Grade Rd. (Alpine)
Wildcat Canyon Rd.	2.1D Community Collector w/ Improvement Options	Willow Rd. (Lakeside)	Barona Casino (Ramona)
Woods Valley Rd.	2.2C Light Collector w/ Intermittent Turn Lanes	Oakmont Rd (Valley Center)	Karibu Ln. (Valley Center)
Woodside Ave.	4.2A Boulevard w/ Raised Median	SR-67 NB Off Ramp (Lakeside)	Riverford Rd. (Lakeside)

a. The cross-sections for State Highway reflect the design in the Project Authorization/Environmental Document (PA/ED), which are different from those of the County Mobility Element road classifications.
b. Roads noted are on the Congestion Management Program (CMP). Acceptable LOS for roads on the CMP is LOS E or better.

Mobility Element Network Appendix



ALPINE MOBILITY ELEMENT NETWORK

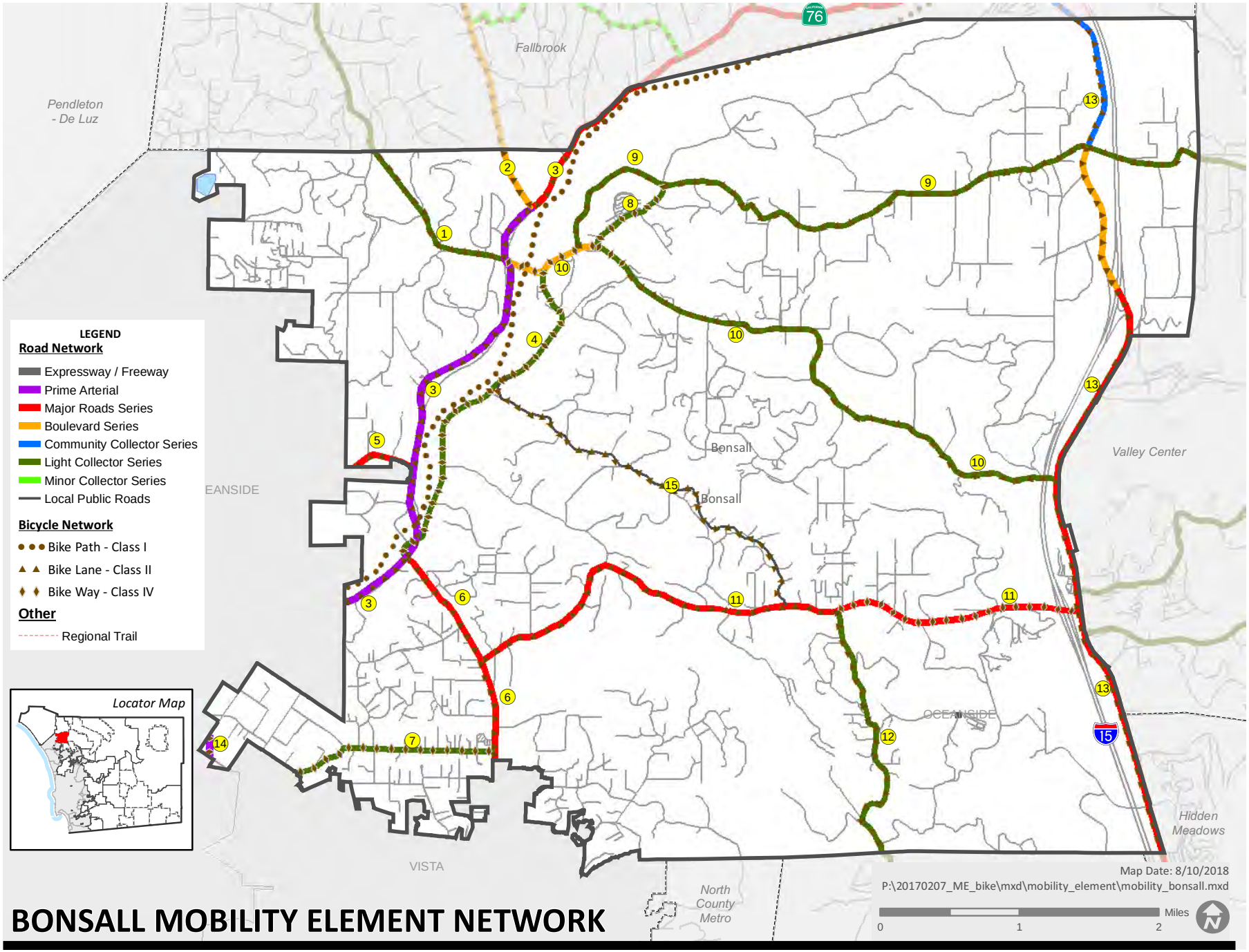
Mobility Element Network—Alpine Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
1	**Old Highway 80 (SC1930)** Segment: Lakeside community boundary to Chocolate Summit Drive	**2.2B Light Collector** Continuous Turn Lanes	None
2	**Chocolate Summit Drive (SC1930) / Broad Oaks Road** Segment: Old Highway 80 to Lakeside community boundary	**2.2E Light Collector** Old Highway 80 to Chocolate Creek Road **2.3C Minor Collector** Chocolate Creek Road to Lakeside community boundary	None
3	**Alpine Boulevard (SF 1402) / (SC 1883)** Segment: Dunbar Lane to East Willows Road	**4.1B Major Road** Intermittent Turn Lanes—Dunbar Lane to Arnold Way **2.1D Community Collector** Improvement Options [Raised Median]—Arnold Way to Tavern Road **2.2A Light Collector** Raised Median/Continuous Turn Lane—Tavern Road to South Grade Road **2.1D Community Collector** Improvement Options [Intermittent Turn Lanes]—South Grade Road to West Willows Road **2.1C Community Collector** West Willows Road to East Willows Road	**Accepted at LOS E/F** Segment: Boulder Road to Louise Drive **Shoulder as Parking Lane** Separated Bike ~~Lane~~ Way ~~required~~—Tavern Road to South Grade Road
4	**Harbison Canyon Road (SF 1402)** Segment: Arnold Way to Crest/Dehesa community boundary	**2.2A Light Collector** Raised Median—Arnold Way to Bridle Run **2.2C Light Collector** Intermittent turn Lanes—Bridle Run to Crest/Dehesa boundary	None

Mobility Element Network—Alpine Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
5	Arnold Way (SC 1971) Segment: Alpine Boulevard (western end near Harbison Canyon Road) to Alpine Boulevard (near West Victoria Drive)	2.2C Light Collector Intermittent Turn Lanes—Alpine Boulevard (western end) to South Grade Road 2.2F Light Collector Reduced Shoulder—South Grade Road to Foss Road 2.2C Light Collector Intermittent Turn Lanes—Foss Road to Tavern Road 2.2A Light Collector Raised Median/Continuous Turn Lane—Tavern Road to Alpine Boulevard (near West Victoria Drive)	Improvement Option Segment: South Grade Road to Foss Road—~~Reduce shoulder width to six feet for use as a bike lane (requires parking prohibition)~~Bikeway facility (requires parking prohibition) Segment: Tavern Road to Alpine Boulevard—Combined Raised Median and Continuous Turn Lane, as appropriate Shoulder as Parking Lane Separated Bike ~~Lane~~ Way~~required~~—Tavern Road to Alpine Boulevard
6	Foss Road Segment: Arnold Way to South Grade Road	2.2E Light Collector	None
7	South Grade Road (SA 370) Segment: Arnold Way to Alpine Boulevard	2.2E Light Collector Arnold Way to Via Viejas 2.2C Light Collector Intermittent Turn Lanes—Via Viejas to Alpine Boulevard	None
8	Tavern Road (SA 380) Segment: Tavern Lane to Japatul Road	4.1A Major Road Raised Median—Tavern Lane to Alpine Boulevard 2.2D Light Collector Improvement Options [Raised Median]—Arnold Way to South Grade Road 2.2E Light Collector South Grade Road to Japatul Road	None ~~Caltrans Facilities Programming~~ ~~Improvements (widening) of the Interstate 8 overpass is not programmed in the 2030 RTP (Reasonably Expected Revenue scenario)~~
9	Dehesa Road (SF 1401) Segment: Crest-Dehesa community boundary to Tavern Road	2.2E Light Collector	None

Mobility Element Network—Alpine Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
10	**Japatul Road (SF 1401.1)** Segment: Tavern Road to Japatul Valley Road	**2.2F Light Collector** Reduced Shoulder	**Improvement Option** ~~Reduce shoulder width to six feet for use as a bike lane (requires parking prohibition)~~Bikeway facility ~~(requires parking prohibition)~~
11	**New Road 11** Segment: Victoria Park Terrace to Tavern Lane	**2.3A Minor Collector** Raised Median	None
12	**Tavern Lane** Segment: New Road 11 to Tavern Road	**4.1A Major Road** Median [Continuous Left Turn Lane]	None
13	**Victoria Park Terrace (SC 1985)** Segment: Tavern Road (at Tavern Lane) to West Victoria Drive	**2.2A Light Collector** Raised Median	None
14	**New Road 14** Segment: Tavern Road (at Tavern Lane) to West Victoria Drive	**Local Public Road**	None
15	**West Victoria Drive (SC 1990)** Segment: Alpine Boulevard to Victoria Park Terrace	**2.2E Light Collector**	**Shoulder as Parking Lane** Separate Bike Lane required—Interstate 8 to Alpine Boulevard
16	**North / East Victoria Drive (SC 1990)** Segment: Victoria Park Terrace to South Grade Road	**2.2F Light Collector** Reduced Shoulder—Victoria Park Terrace to Otto Avenue **2.2C Light Collector** Intermittent Turn Lanes—Otto Avenue to South Grade Road	**Improvement Option** Segment: Victoria Park Terrace to Otto Avenue—~~Reduce shoulder width to six feet for use as a bike lane (requires parking prohibition)~~Bikeway facility (requires parking prohibition)
17	**Otto Avenue** Segment: East Victoria Road to West Willows Road	**2.2C Light Collector** Intermittent Turn Lanes	None

Mobility Element Network—Alpine Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
18	New Road 18 Segment: Alpine Boulevard at West Victoria Drive to Eltinge Drive at Marshall Road	Local Public Road	None
19	Willows Road (SC 2000) Segment: Otto Avenue to Alpine Boulevard	2.2E Light Collector Otto Avenue to Viejas Casino area 4.2A Boulevard Raised Median—Viejas Casino area 2.2E Light Collector Viejas Casino area to I-8 westbound on-ramp at East Willows Road 4.1A Major Road Raised Median—I-8 westbound on-ramp at East Willows Road to Alpine Boulevard	Accepted at LOS F Segment: Alpine Boulevard to Viejas Grade Road
20	Japatul Valley Road (SF 1401.1) Segment: Japatul Road to Central Mountain Subregion boundary	2.2F Light Collector Reduced Shoulder	Improvement Option ~~Reduce shoulder width to six feet for use as a bike lane (requires parking prohibition)~~Bikeway facility ~~(requires parking prohibition)~~
21	Lyons Valley Road (SA 390) Segment: Japatul Road to Jamul/Dulzura Subregion boundary	2.2F Light Collector Reduced Shoulder	Improvement Option ~~Reduce shoulder width to six feet for use as a bike lane (requires parking prohibition)~~Bikeway facility ~~(requires parking prohibition)~~
22	Viejas View Place Segment: Alpine Boulevard to South Grade Road	Local Public Road	None
23	New Road 23 Segment: Victoria Circle to East Victoria Drive	Local Public Road	None

a. ID = Roadway segment on Figure M-A-1



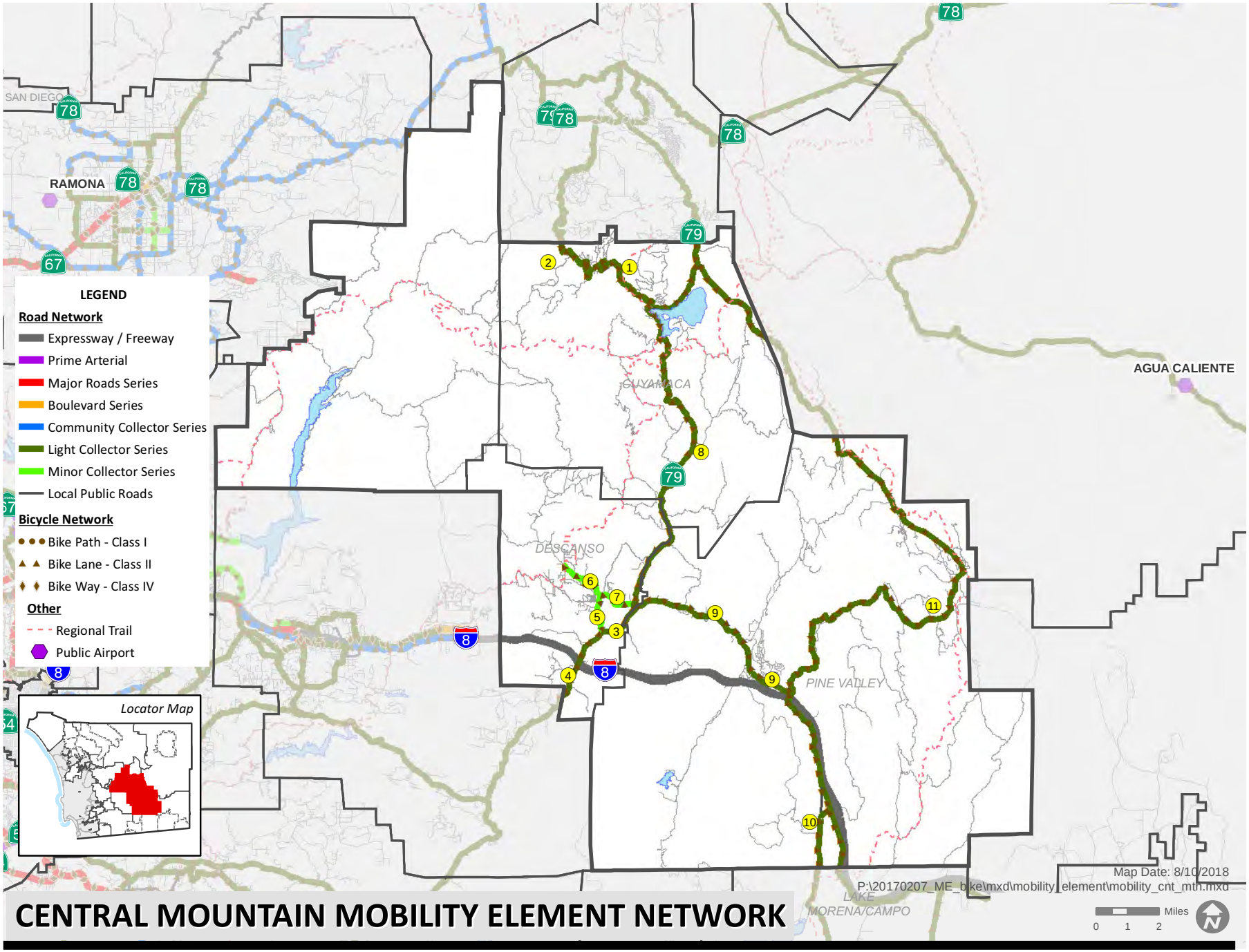
BONSALL MOBILITY ELEMENT NETWORK

Mobility Element Network—Bonsall Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
1	Olive Hill Road (SC 100.1) Segment: Fallbrook community boundary to SR-76 / Mission Road	2.2C Light Collector Intermittent Turn Lanes	None
2	South Mission Road (SF 1305) Segment: Fallbrook community boundary to SR-76 / Mission Road	4.2B Boulevard Intermittent Turn Lanes	None
3	SR 76/Pala Rd Segment: Oceanside city limits to Fallbrook boundary	6.2 Prime Arterial Oceanside city limits to South Mission Road 4.1A Major Road Raised Median—South Mission Road to Fallbrook community boundary	~~Caltrans Facilities Programming~~ ~~Improvements beyond four lanes are not programmed in the 2030 RTP (Reasonably Expected Revenue scenario)~~
4	Old River Road (SC 262) Segment: Camino del Rey to East Vista Way	2.2C Light Collector Intermittent Turn Lanes	None
5	North River Road (SA 430) Segment: Oceanside city limits to SR-76 / Mission Rd	4.1B Major Road Intermittent Turn Lanes	None
6	East Vista Way (SF 1304) Segment: SR-76 / Mission Road to Vista city limits	4.1A Major Road Raised Median	North County Parkway Plan Roadway
7	Osborne Street (SA 450) Segment: Vista city limits to East Vista Way	2.2C Light Collector Intermittent Turn Lanes	None
8	Camino del Cielo (SC 260) Segment: Camino del Rey to West Lilac Road	2.2E Light Collector	None

Mobility Element Network—Bonsall Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
9	**West Lilac Road (SC 270)** Segment: Camino del Rey to Valley Center community boundary	**2.2E Light Collector** Camino del Rey to Old Highway 395 **2.2C Light Collector** Intermittent Turn Lanes—Old Highway 395 to Valley Center CPA boundary	None
10	**Camino del Rey (SA 100)** Segment: SR-76 / Mission Road to Old Highway 395	**4.2B Boulevard** Intermittent Turn Lanes—SR-76 / Mission Road to Camino del Cielo **2.2C Light Collector** Intermittent Turn Lanes—Camino del Cielo to Old Highway 395	None
11	**Gopher Canyon Road (SF 1415)** Segment: East Vista Way to Old Highway 395 / Champagne Boulevard	**4.1B Major Road** Intermittent Turn Lanes	None
12	**Twin Oaks Valley Road (SC 1170)** Segment: Gopher Canyon Road to North County Metro Subregion boundary	**2.2C Light Collector** Intermittent Turn Lanes	None
13	**Old Highway 395/Champagne Boulevard** Segment: Fallbrook CPA boundary to North Country Metro Subregion boundary	**2.1D Community Collector** Improvement Options—Fallbrook CPA boundary to West Lilac Road **4.2B Boulevard** Intermittent Turn Lanes —West Lilac Road to Interstate 15 interchange **4.1B Major Road** Intermittent Turn Lanes—Interstate 15 interchange to North County Metro Subregion boundary	None
14	**Melrose Drive (SA 460)** Segment: Mission Avenue to North Santa Fe Avenue (unincorporated County only)	**6.2 Prime Arterial**	None

Mobility Element Network—Bonsall Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
15	Dentro de Lomas Road (via Paseo Grande Road, Whisper Trace Road, Thorn Dale Road, North Fork Drive, Autumn Breeze Lane, Whisper Wind Road) Segment: Gopher Canyon Road to Old River Road	Local Public Road	None

a. ID = Roadway segment on Figure M-A-2

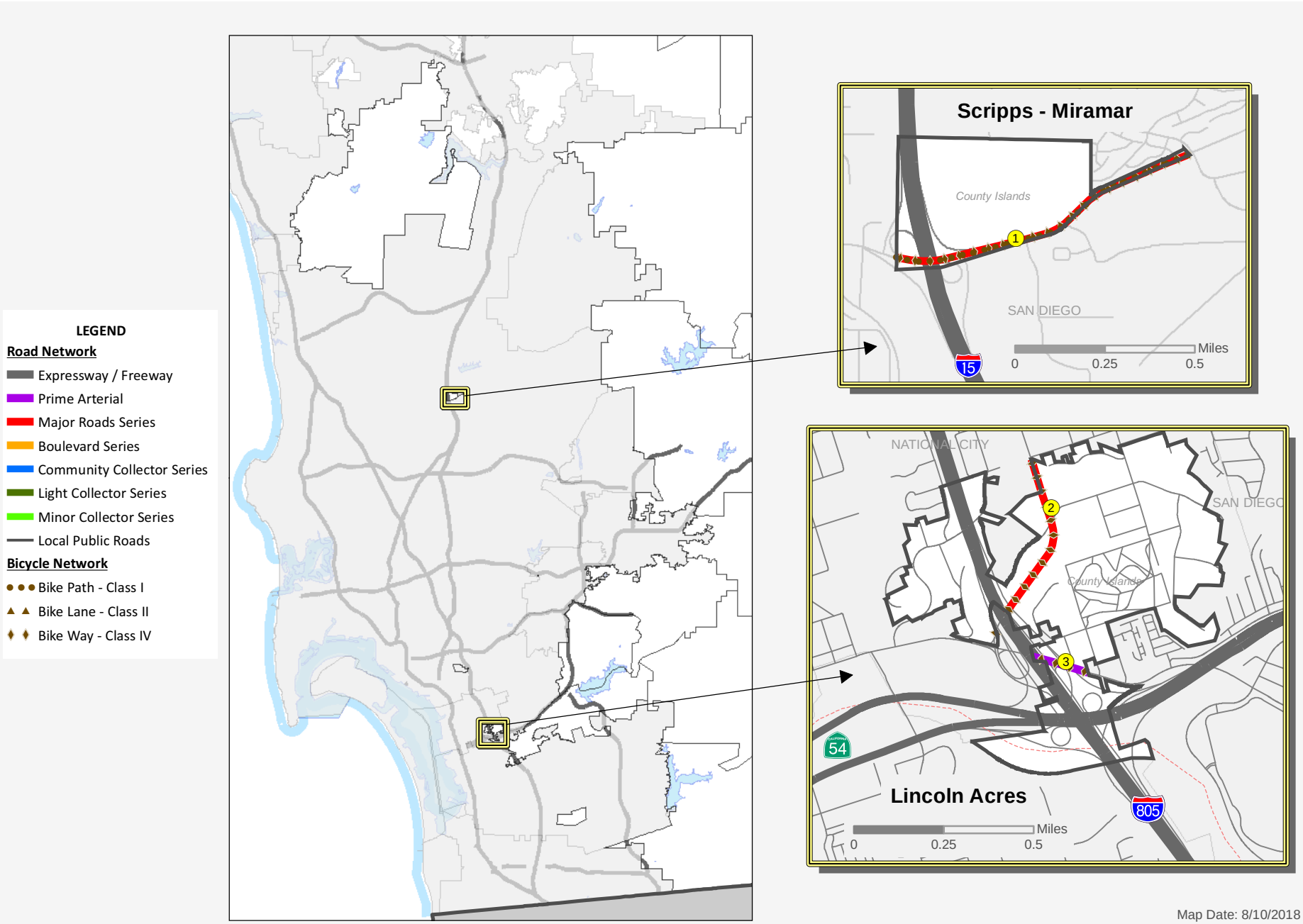


CENTRAL MOUNTAIN MOBILITY ELEMENT NETWORK

Mobility Element Network—Central Mountain Subregion Matrix			
ID[a]	**Road Segment**	**Designation/Improvement** #.#X = [# of lanes].[roadway classification][improvement]	**Special Circumstances**
1	Engineers Road Segment: Boulder Creek Road to SR-79	2.2F Light Collector Reduced Shoulder	Improvement Option ~~Reduce shoulder width to six feet for use as a bike lane (requires parking prohibition)~~Bikeway facility ~~(requires parking prohibition)~~
2	Boulder Creek Road Segment: Engineers Road north to Julian community boundary	2.2F Light Collector Reduced Shoulder	Improvement Option ~~Reduce shoulder width to six feet for use as a bike lane (requires parking prohibition)~~Bikeway facility ~~(requires parking prohibition)~~
3	Japatul Valley Road North/SR 79 Segment: Interstate 8 to Old Highway 80	2.2D Light Collector Improvement Options [Intermittent Turn Lanes]	None
4	Japatul Valley Road South Segment: Interstate 8 to Alpine community boundary	2.2F Light Collector Reduced Shoulder	Improvement Option ~~Reduce shoulder width to six feet for use as a bike lane (requires parking prohibition)~~Bikeway facility ~~(requires parking prohibition)~~
5	Riverside Drive Segment: Japatul Valley Road to Viejas Boulevard	2.3C Minor Collector	None
6	Oak Grove Drive Segment: Boulder Creek Road to Riverside Drive	2.3C Minor Collector	None
7	Viejas Boulevard Segment: Riverside Drive to SR-79	2.3C Minor Collector	None
8	State Route 79 Segment: Julian community boundary to Old Highway 80	2.2D Light Collector Improvement Options [Passing Lane]—Julian community boundary to Descanso subarea boundary 2.2D Light Collector Improvement Options [Intermittent Turn Lanes]—Descanso subarea boundary to Old Highway 80	None

Mobility Element Network—Central Mountain Subregion Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
9	**Old Highway 80** Segment: SR-79 to Mountain Empire Subregion boundary	**2.2E Light Collector** SR-79 to Pine Valley Road **2.2B Light Collector** Continuous Turn Lane—Pine Valley Road to Pine Boulevard **2.2E Light Collector** Pine Boulevard to Mountain Empire Subregion boundary	**Shoulder as Parking Lane** Separate Bike Lane required—Pine Valley Road to Pine Boulevard
10	**Buckman Springs** Segment: Old Highway 80 to Mountain Empire Subregion boundary	**2.2D Light Collector** Improvement Options [Passing Lane]	None
11	**Sunrise Highway** Segment: Interstate 8 to SR-79	**2.2D Light Collector** Improvement Options [Passing Lane]	None

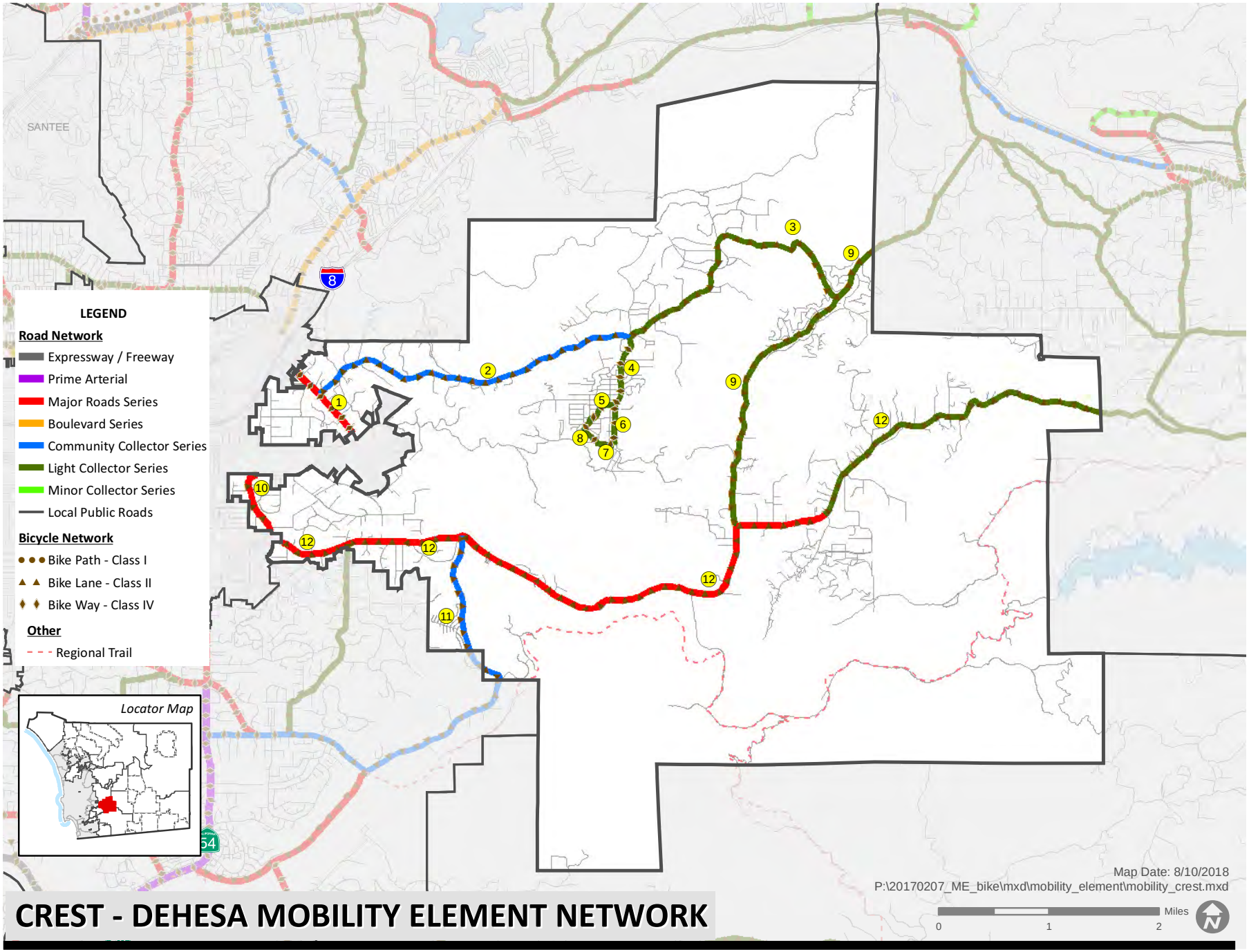
a. ID = Roadway segment on Figure M-A-3



COUNTY ISLANDS MOBILITY ELEMENT NETWORK

Mobility Element Network—County Islands Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
1	**Pomerado Road (SA 760)** Segment: Interstate 15 to San Diego city limits	**4.1A Major Road** Raised Median	**Accepted at LOS F** Segment: I-15 northbound ramp to Willow Creek Road
2	**Euclid Avenue (SA 1175)** Segment: National City limits to Sweetwater Road	**4.1A Major Road** Raised Median	None
3	**Sweetwater Road (SA 1170)** Segment: Entire length within Lincoln Acres County Island	**6.2 Prime Arterial**	None

a. ID = Roadway segment on Figure M-A-4

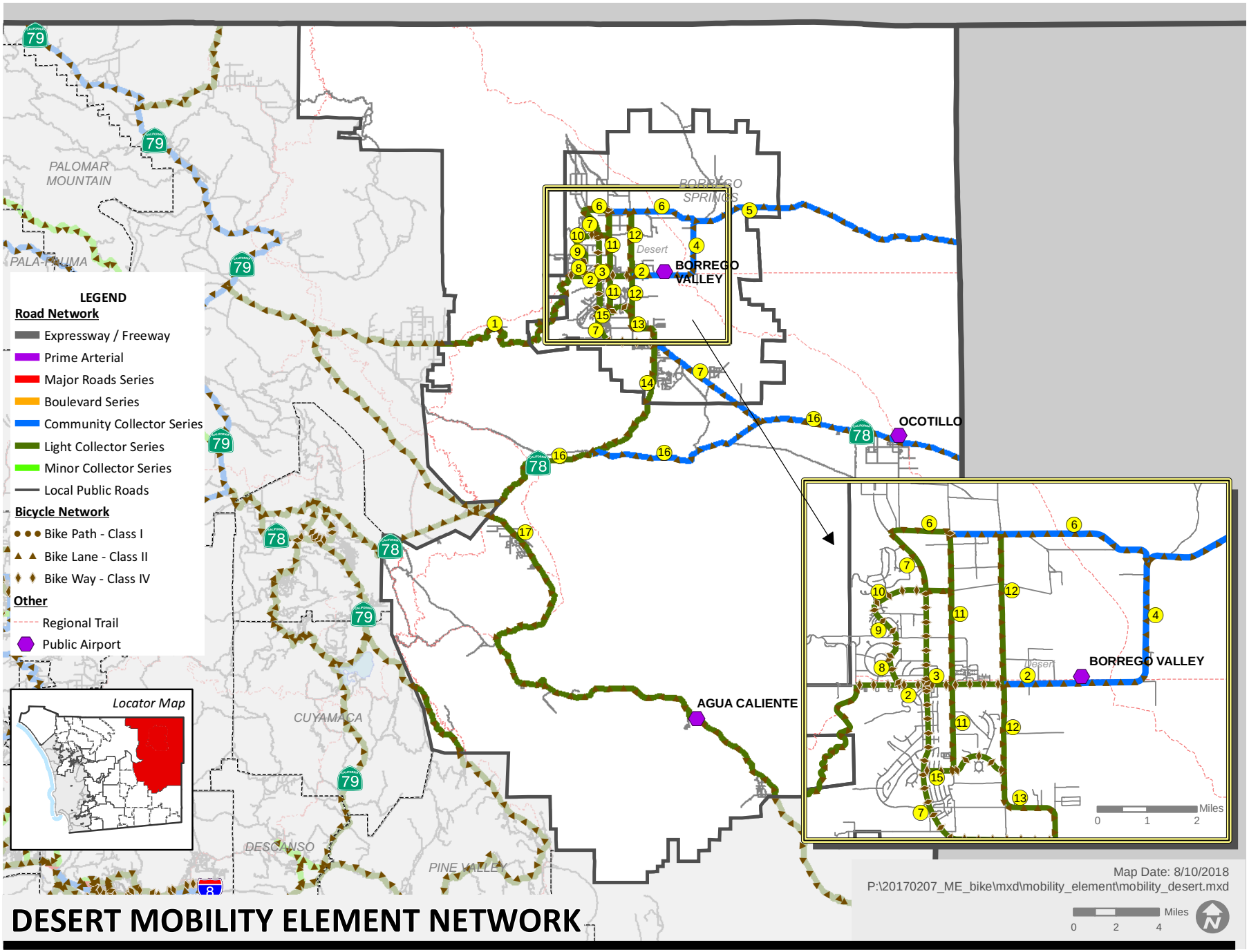


CREST - DEHESA MOBILITY ELEMENT NETWORK

Mobility Element Network—Crest-Dehesa Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
1	**Greenfield Drive (SA 900 / SC 2031)** Segment: El Cajon city limits to East Madison Avenue	**4.1B Major Road** Intermittent Turn Lanes	None
2	**La Cresta Road (SF 732)** Segment: Greenfield Drive to La Cresta Boulevard	**2.1D Community Collector** Improvement Options [Passing Lane]	None
3	**Mountain View Road/Frances Drive (SF 732)** Segment: La Cresta Boulevard to Harbison Canyon Road	**2.2E Light Collector**	None
4	**La Cresta Boulevard (SC 1960.1)** Segment: Suncrest Boulevard to La Cresta Road	**2.2F Light Collector** Reduced Shoulder	None
5	**Suncrest Boulevard** Segment: Albatross Place to La Cresta Boulevard	**2.2F Light Collector** Reduced Shoulder	None
6	**Crest Drive** Segment: South Lane to Suncrest Boulevard	**2.2F Light Collector** Reduced Shoulder	None
7	**South Lane** Segment: Albatross Place to Crest Drive	**2.2F Light Collector** Reduced Shoulder	None
8	**Albatross Place** Segment: Suncrest Boulevard to South Lane	**2.2F Light Collector** Reduced Shoulder	None
9	**Harbison Canyon Road (SF 1402)** Segment: Dehesa Road to Alpine CPA boundary	**2.2E Light Collector** Dehesa Road to Frances Drive **2.2C Light Collector** Intermittent Turn Lanes—Frances Drive to Alpine CPA boundary	None
10	**Granite Hills Drive (SC 2042)** Segment: El Cajon city limits to Melody Lane	**4.1B Major Road** Intermittent Turn Lanes	None

Mobility Element Network—Crest-Dehesa Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
11	Willow Glen Drive (SF 1397) Segment: Dehesa Road to Camino de Las Piedras (Valle de Oro community boundary)	2.1C Community Collector Intermittent Turn Lanes	None
12	Dehesa Road Segment: El Cajon city limits to Alpine CPA boundary	4.1B Major Road Intermittent Turn Lanes—El Cajon city limits to Sycuan Road 2.2E Light Collector Sycuan Road to Alpine CPA boundary	None

a. ID = Roadway segment on Figure M-A-5



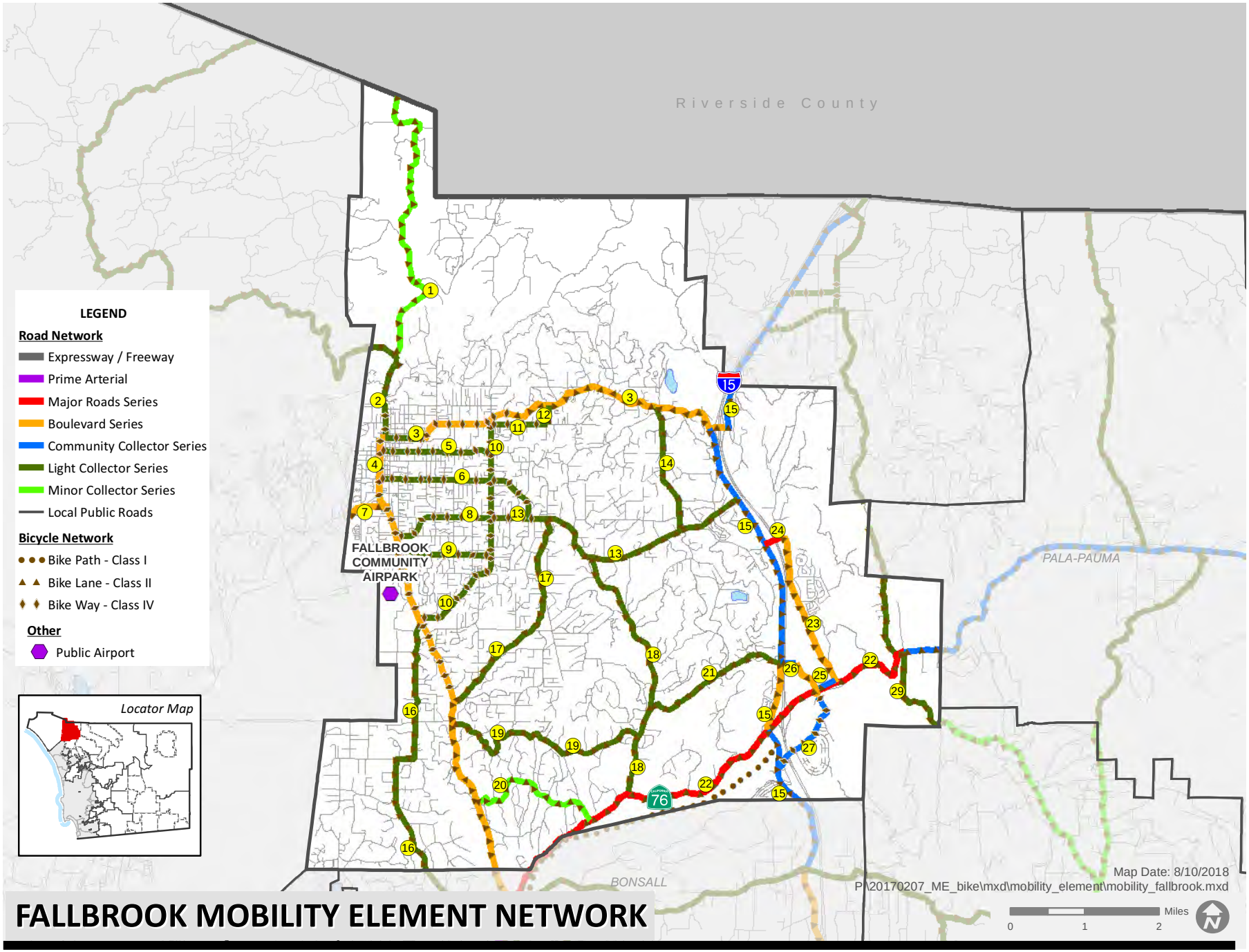
DESERT MOBILITY ELEMENT NETWORK

Mobility Element Network—Desert Subregion Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
1	Montezuma Valley Road (SF 1406) Segment: Ranchita to Palm Canyon Drive	2.2D Light Collector Improvement Options [Passing Lanes]	None
2	Palm Canyon Drive (SA 180) / (SC 430) Segment: Montezuma Valley Road to Peg Leg Road [excluding Christmas Circle]	2.2A Light Collector Raised Median—Montezuma Valley Road to Borrego Valley Road (excluding Christmas Circle) 2.1D Community Collector Improvement Options [Unspecified]—Borrego Valley Road to Peg Leg Road	Shoulder as Parking Lane Separate Bike Lane required—Christmas Circle to DiGiorgio Road
3	Christmas Circle (SA 175) Segment: Traffic Circle	2.2E Light Collector The two-lane road with one-directional traffic flow	Shoulder as Parking Lane Separate Bike Lane required—Entire circle
4	Peg Leg Road (SC 450) Segment: Palm Canyon Drive to Borrego-Salton Seaway	2.1D Community Collector Improvement Options [Unspecified]	None
5	Borrego-Salton Seaway (SA 160) Segment: Peg Leg Road to Imperial County line	2.1D Community Collector Improvement Options [Passing Lanes]	None
6	Henderson Canyon Road (SC 420) Segment: Peg Leg Road to Borrego Springs Road	2.1D Community Collector Improvement Options [Unspecified]—Peg Leg Road to Di Giorgio Road 2.2E Light Collector Di Giorgio Road to Borrego Springs Road	None
7	Borrego Springs Road (SA 170) Segment: Henderson Canyon Road to SR-78	2.2E Light Collector Henderson Canyon Road to Christmas Circle 2.2D Light Collector Improvement Options [Unspecified]—Christmas Circle to Yaqui Pass Road 2.1D Community Collector Improvement Options [Unspecified]—Yaqui Pass Road to SR-78	None

Mobility Element Network—Desert Subregion Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
8	**Ocotillo Circle** Segment: Palm Canyon Drive to Lazy S Drive	**2.2E Light Collector**	None
9	**Lazy S Drive** Segment: Ocotillo Circle to Big Horn Road	**2.2E Light Collector**	None
10	**Big Horn Road (SA 160)** Segment: Borrego Springs Road to Di Giorgio Road	**2.2E Light Collector**	None
11	**Di Giorgio Road (SC 460)** Segment: Henderson Canyon Road to Tilting T Drive	**2.2D Light Collector** Improvement Options [Unspecified]—Henderson Canyon Road to Palm Canyon Drive **2.2E Light Collector** Palm Canyon Drive to Tilting T Drive	None
12	**Borrego Valley Road (SC 470)** Segment: Henderson Canyon Road to Rango Way	**2.2E Light Collector** Henderson Canyon Road to Palm Canyon Drive **2.2D Light Collector** Improvement Options [Unspecified]—Palm Canyon Drive to Rango Way	None
13	**Rango Way (SC 445)** Segment: Borrego Valley Road to Yaqui Pass Road	**2.2D Light Collector** Improvement Options [Unspecified]	None
14	**Yaqui Pass Road (SF 1406)** Segment: Rango Way to SR-78	**2.2D Light Collector** Improvement Options [Unspecified]	None
15	**Tilting T Drive (SC 440)** Segment: Borrego Springs Road to Borrego Valley Road	**2.2E Light Collector** Borrego Springs Road to Di Giorgio Road **2.2B Light Collector** Continuous Turn Lane—Di Giorgio Road to Borrego Valley Road	None

Mobility Element Network—Desert Subregion Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
16	**State Route 78** Segment: North Mountain Subregion boundary to Imperial County line	**2.2D Light Collector** Improvement Options [Passing Lanes]—North Mountain Subregion boundary to Yaqui Pass Road **2.1D Community Collector** Improvement Options [Passing Lanes]—Yaqui Pass Road to Imperial County line	None
17	**Great Southern Overland Stage Route of 1849 (SA 200)** Segment: North Mountain Subregion boundary to Mountain Empire Subregion boundary	**2.2E Light Collector**	None
18	**State Route 78** Segment: Julian Community boundary to North Mountain Subregion boundary	**2.2D Light Collector** Improvement Options [Passing Lanes]	None

a. ID = Roadway segment on Figure M-A-6



FALLBROOK MOBILITY ELEMENT NETWORK

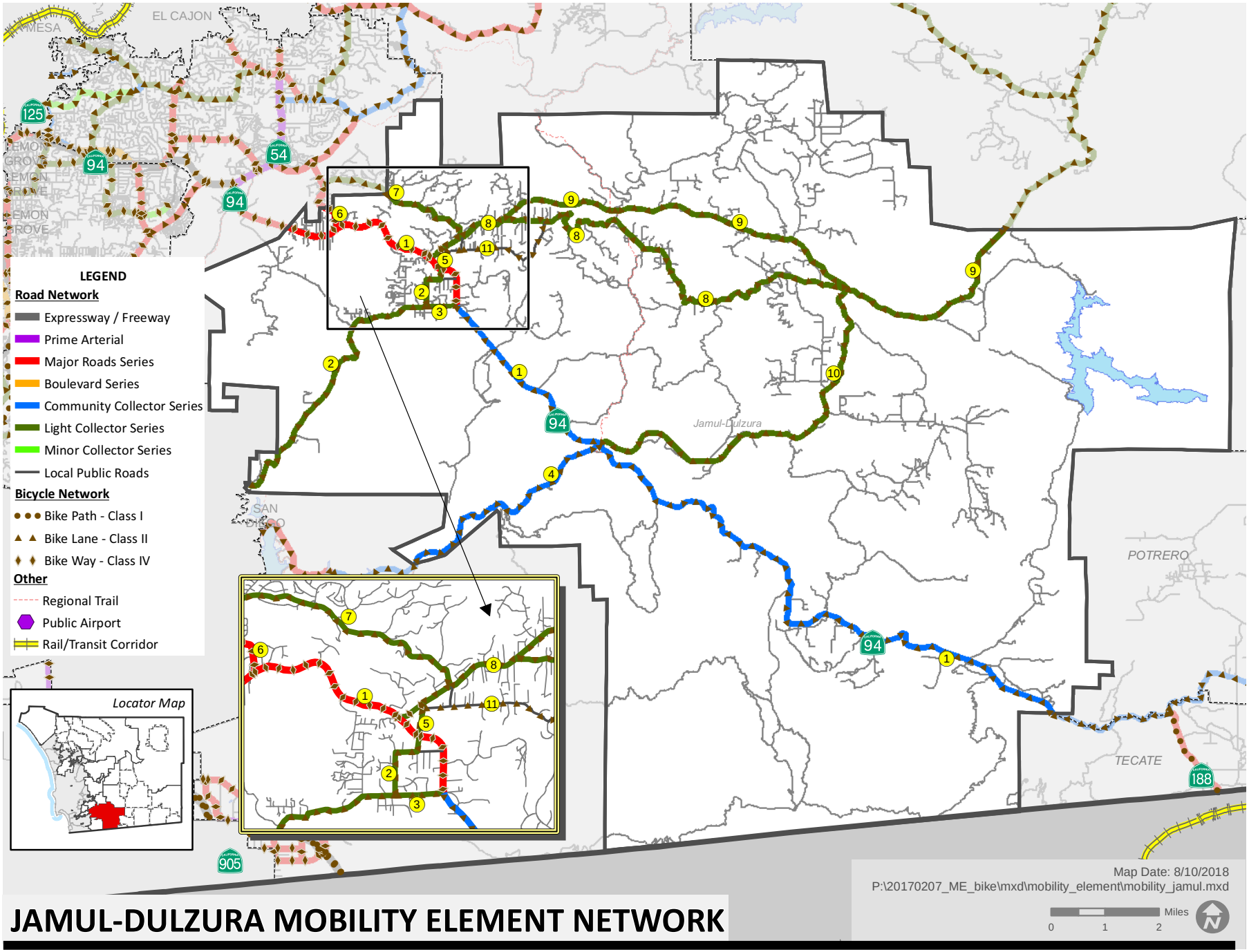
Mobility Element Network—Fallbrook Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
1	Sandia Creek Drive (SC 21) Segment: Riverside County line to DeLuz Road	2.3C Minor Collector	None
2	DeLuz Road (SC 10) Segment: Pendleton-DeLuz community boundary to West Mission Road	2.2C Light Collector Intermittent Turn Lanes	Accepted at LOS E Segments: Dougherty Street to Mission Road
3	West / East Mission Road (SF 1305) Segment: North Mission Road to Interstate 15 interchange northbound	2.2B Light Collector Continuous Turn Lane—N. Mission Road to Brandon Road 4.2B Boulevard Intermittent Turn Lanes—Brandon Road to Interstate 15 interchange northbound	Accepted at LOS E Segments: Live Oak Park Road to I-15 southbound ramp Shoulder as Parking Lane Separated Bike ~~Lane~~ Way ~~required~~—South Mission Road to Minnesota Street
4	North / South Mission Road (SF 1305) Segment: West Mission Road to Bonsall CPA boundary	4.2B Boulevard Intermittent Turn Lanes	Shoulder as Parking Lane Separated Bike ~~Lane~~Way ~~required~~—Mission Road to Alvarado Street
5	Alvarado Street (SC 10) Segment: South Mission Road to Stage Coach Lane	2.2C Light Collector Intermittent Turn Lanes	Shoulder as Parking Lane Separated Bike ~~Lane~~ Way ~~required~~—Mission Road to Brandon Street
6	Fallbrook Street (SF 1416) Segment: South Mission Road to Reche Road	2.2B Light Collector Continuous Turn Lane—South Mission Road to Stage Coach Lane 2.2C Light Collector Intermittent Turn Lanes—Stage Coach Lane to Reche Road	Shoulder as Parking Lane Separated Bike ~~Lane~~ Way ~~required~~—Mission Road to Old Stage Coach Lane
7	Ammunition Road (SC 20) Segment: Pendleton-DeLuz boundary to South Main Avenue	4.2B Boulevard Intermittent Turn Lanes	None
8	Palomino Road Segment: Old Stage Road to Stage Coach Lane	2.2C Light Collector Intermittent Turn Lanes	None

Mobility Element Network—Fallbrook Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
9	**Pepper Tree Lane (SC 90)** Segment: South Mission Road to Stage Coach Lane	**2.2E Light Collector**	None
10	**Stage Coach Lane (SA 40)** Segment: South Mission Road to East Mission Road	**2.2C Light Collector** Intermittent Turn Lanes—South Mission Road to Reche Road **2.2B Light Collector** Continuous Turn Lane—Reche Road to East Mission Road	None
11	**Gumtree Lane (SC 30)** Segment: North Stagecoach Lane to Hamilton Lane	**2.2E Light Collector**	None
12	**Hamilton Lane** Segment: Guntree Lane to East Mission Road	**2.2E Light Collector**	None
13	**Reche Road (SF 1416)** Segment: Stage Coach Lane to Old Highway 395	**2.2B Light Collector** Continuous Turn Lane—Stage Coach Lane to Green Canyon Road **2.2C Light Collector** Intermittent Turn Lane—Green Canyon Road to Old Highway 395	None
14	**Yucca Road** Segment: East Mission Road to Reche Road	**2.2F Light Collector** Reduced Shoulder	None

Mobility Element Network—Fallbrook Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
15	Old Highway 395 (SA 15) Segment: Rainbow CPA boundary to Interstate 15 interchange northbound and East Mission Road to Bonsall CPA boundary	2.1D Community Collector Improvement Options [Unspecified]—Rainbow CPA boundary to Interstate15 interchange northbound 2.1A Community Collector Raised Median—East Mission Road to Pala Mesa Drive 4.2B Boulevard Intermittent Turn Lanes—Pala Mesa Drive to SR-76 2.1D Community Collector Improvement Options [Unspecified]—SR-76 to Bonsall CPA boundary	Accepted at LOS E/F Segment: Rainbow CPA boundary to Stewart Canyon Road and Dulin Road (W) to Pala Road Note: Although the Countywide traffic analysis forecast the Steward Canyon to Pala Mesa Drive segment to operate at LOS E/F, more project specific analysis forecast this segment to operate at an acceptable LOS. Therefore, this segment is not being accepted to operate at LOS E /F and any development projects would have to either mitigate their impacts or pursue a General Plan Amendment to change the classification of the road.
16	Olive Hill Road (SC 100.5) Segment: South Mission Road to Bonsall CPA boundary	2.2F Light Collector Reduced Shoulder	None
17	Green Canyon Road (SA 60.2-SC 71) Segment: Reche Road to S. Mission Road	2.2E Light Collector	None
18	Gird Road (SA 80) Segment: Reche Road to SR-76 / Pala Road	2.2E Light Collector	None
19	Via Encinos / Knottwood Way Segment: S. Mission Road to Gird Road	2.2F Light Collector Reduced Shoulder	None
20	Via Monserate (SC 120) Segment: S. Mission Road to SR-76 / Pala Road	2.3C Minor Collector	None
21	Pala Mesa Drive Segment: Gird Road to Pankey Road	2.2F Light Collector Reduced Shoulder—Gird Road to Old Highway 395 2.1C Community Collector Turn Lanes—Old Highway 395 to Pankey Road	None ~~Class III Bike Lane—Old Highway 395 to Pankey Road~~

Mobility Element Network—Fallbrook Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
22	**SR 76 (Pala Road)** Segment: Bonsall CPA boundary to Pala/Pauma Subregion boundary	**4.1A Major Road** Raised Median—Bonsall CPA boundary to Couser Canyon Road **2.1D Community Collector** Improvement Options [Passing Lanes]—Couser Canyon Road to Pala/Pauma Subregion boundary	**Accepted at LOS E** Segment: Old Highway 395 to I-15 southbound ramp OR **Increased Right-of-Way Required**—Operational improvements such as right turn lanes required to attain acceptable LOS Segment: Old Highway 395 to I-15 southbound ramp
23	**Horse Ranch Creek Road** Segment: SR-76/Pala Road to Stewart Canyon Road	**4.2A Boulevard** Raised Median	None
24	**Stewart Canyon Road** Segment: Old Highway 395 to Horse Ranch Creek Road	**4.1B Major Road** Intermittent Turn Lanes	None
25	**New Road 25** Segment: Pankey Road to Horse Ranch Creek Road	**2.1E Community Collector**	None
26	**Pankey Road (SC 260.2)** Segment: Pala Mesa Drive to East Dulin Road	**4.2A Boulevard** Raised Median	~~8 foot shoulder as Class II Bike Lane~~ ~~Parking prohibition in effect~~None
27	**East Dulin Road (SC 260.2)** Segment: Old Highway 395 to Pankey Road	**2.1E Community Collector**	None
28	**Rice Canyon Road (SC 170)** Segment: Rainbow CPA boundary to SR-76	**2.2F Light Collector** Reduced Shoulder	None
29	**Couser Canyon Road (SC 240)** Segment: SR-76 / Pala Road to Valley Center CPA boundary	**2.2F Light Collector** Reduced Shoulder	None

a. ID = Roadway segment on Figure M-A-7

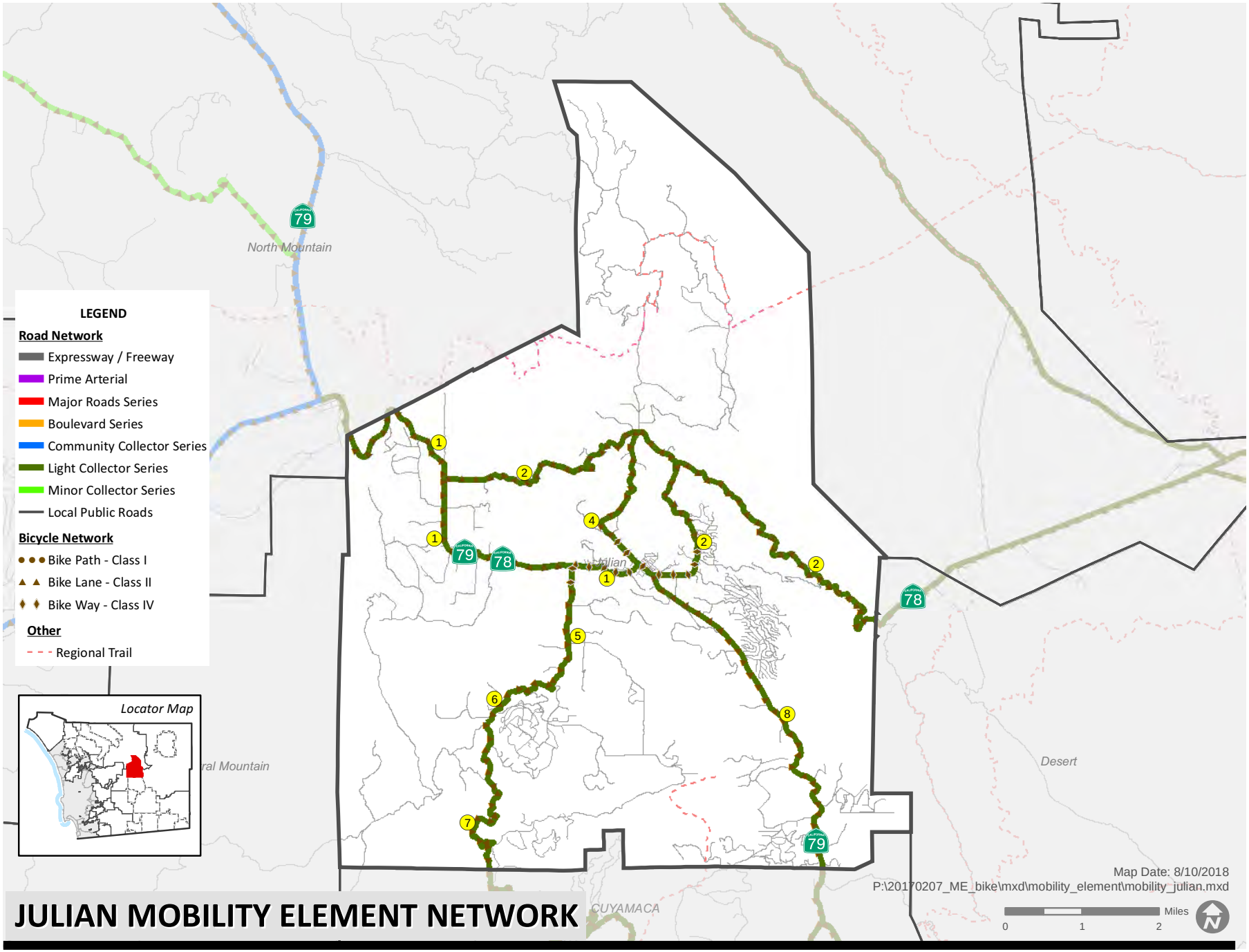


JAMUL-DULZURA MOBILITY ELEMENT NETWORK

Mobility Element Network—Jamul/Dulzura Subregion Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
1	**State Route 94** Segment: Valle de Oro CPA boundary to Mountain Empire Subregion boundary	**4.1A Major Road** Raised Median—Valle de Oro CPA boundary to Melody Road **2.1D Community Collector** Improvement Options [Passing Lanes, Curve Corrections, and Turn Pockets]—Melody Road to Tecate Sub-Group area boundary	**Caltrans Facilities Programming** Segment: Valle de Oro CPA boundary to Melody Road Improvements to four lanes are included in the Unconstrained Revenue Scenario of the 2030 RTP
2	**Proctor Valley Road (SA 1160.1)** Segment: Chula Vista city limits to SR-94	**2.2E Light Collector**	None
3	**Melody Road** Segment: Proctor Valley Road to SR-94	**2.2E Light Collector**	None
4	**Otay Lakes Road (SA 1396)** Segment: Otay Subregion boundary to SR-94	**2.1D Community Collector** Improvement Options [Passing Lane]	**Recommended Improvement** Realign intersection with Honey Springs Road to form a four-way intersection at SR-94
5	**Jefferson Road (SC 391)** Segment: Lyons Valley Road to SR-94	**2.2A Light Collector** Raised Median	None
6	**Steele Canyon Road (SC 2050)** Segment: Valle de Oro CPA boundary to SR-94	**4.1B Major Road** Intermittent Turn Lanes	None
7	**Jamul Drive (SC2055)** Segment: Valle de Oro CPA boundary to Olive Vista Drive	**2.2C Light Collector** Intermittent Turn Lanes—Valle de Oro CPA boundary to Lyons Valley Road **Local Public Road** Lyons Valley Road to Olive Vista Drive	None

Mobility Element Network—Jamul/Dulzura Subregion Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
8	Lyons Valley Road (SA390.1) Segment: SR-94 to Alpine CPA boundary	2.2B Light Collector Continuous Turn Lane—SR-94 to Skyline Truck Trail 2.2E Light Collector Skyline Truck Trail to Honey Springs Road 2.2F Light Collector Reduced Shoulder—Honey Springs Road to Alpine CPA boundary	Accepted at LOS E Segment: Campo Road to Skyline Truck Trail Improvement Option Segment: Honey Springs Road to Alpine CPA boundary—~~Reduce shoulder width to six feet for use as a bike lane (requires parking prohibition)~~Bikeway facility ~~(requires parking prohibition)~~
9	Skyline Truck Trail (SA390) Segment: Lyons Valley Road to Honey Springs Road	2.2C Light Collector Intermittent Turn Lanes	None
10	Honey Springs Road (SA400) Segment: SR-94 to Skyline Truck Trail	2.2E Light Collector	None
11	Olive Vista Drive Segment: Jefferson Road to Lyons Valley Road	Local Public Road	None

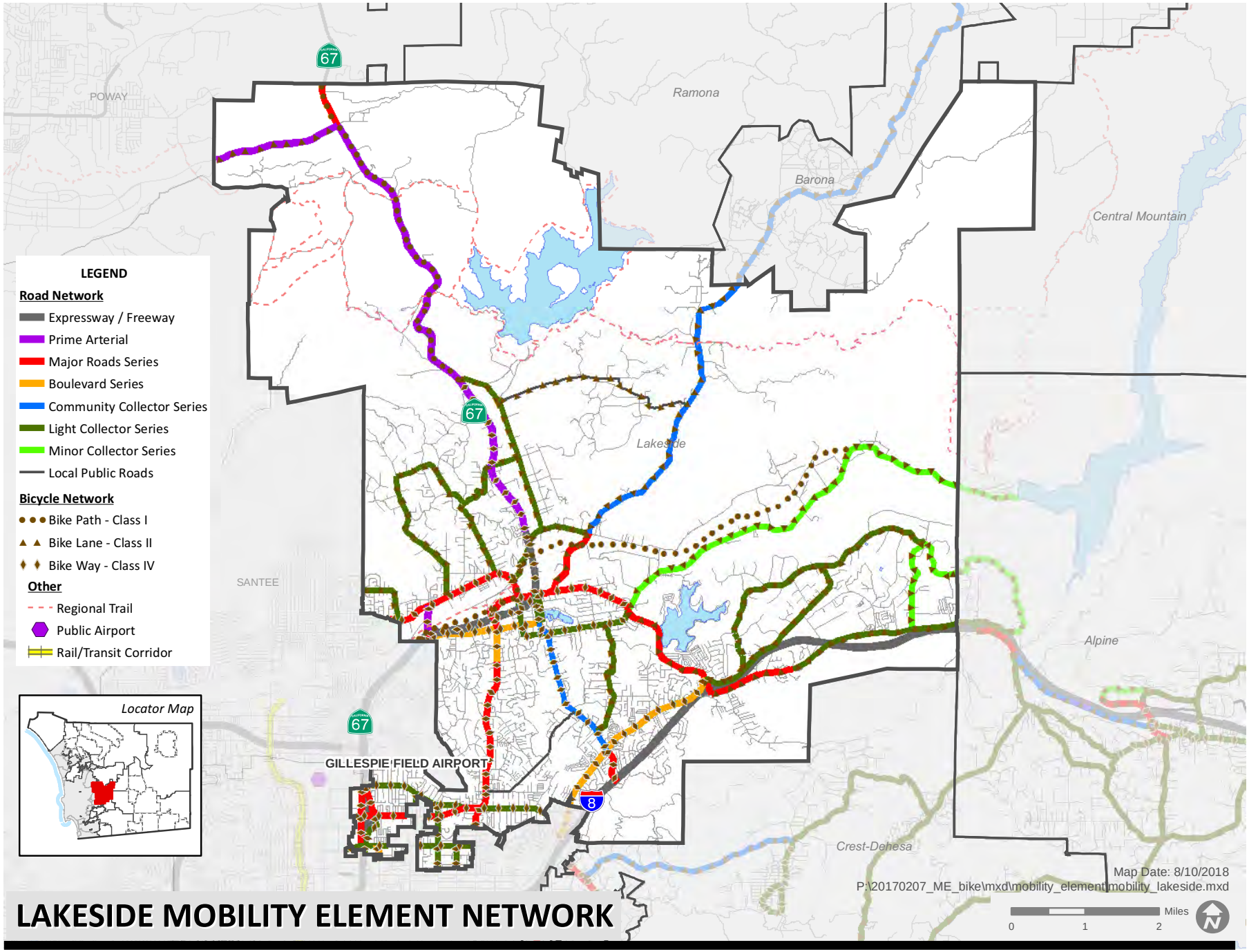
a. ID = Roadway segment on Figure M-A-8



JULIAN MOBILITY ELEMENT NETWORK

Mobility Element Network—Julian Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
1	State Route 78/79 (Julian Road/Main Street) Segment: North Mountain Subregion boundary to Banner Road	2.2D Light Collector Improvement Options [Passing Lanes]—Santa Ysabel to Main Street	Shoulder as Parking Lane Separated Bike ~~Lane~~ Way~~required~~—5th Street to Porter Lane
2	State Route 78 (Banner Road) Segment: Main Street to Desert Subregion boundary	2.2D Light Collector Improvement Options [Passing Lanes]	None
3	Wynola Road (SC 872) Segment: Julian Road (SR-78/79) to Farmer Road	2.2F Light Collector Reduced Shoulder	None
4	Farmer Road (SC 871) Segment: Wynola Road to Main Street (SR-78/79)	2.2F Light Collector Reduced Shoulder	Shoulder as Parking Lane Separated Bike ~~Lane~~ Way~~required~~—Western end of Main Street to SR- 79
5	Pine Hills Road (810.2) Segment: Julian Road (SR-78/79) to Eagle Peak Road	2.2F Light Collector Reduced Shoulder	None
6	Eagle Peak Road Segment: Pine Hills Road to Boulder Creek Road	2.2F Light Collector Reduced Shoulder	None
7	Boulder Creek Road Segment: Eagle Peak Road to Central Mountain Subregion boundary	2.2F Light Collector Reduced Shoulder	None
8	State Route 79 Segment: Main Street to Central Mountain Subregion boundary	2.2D Light Collector Improvement Options [Passing Lanes]	None

a. ID = Roadway segment on Figure M-A-9



LAKESIDE MOBILITY ELEMENT NETWORK

Mobility Element Network—Lakeside Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
1	Scripps Poway Parkway (SA 780) Segment: Poway city limits to SR-67	6.2 Prime Arterial	None
2	State Route 67 Segment: Poway city limits to Santee city limits	4.1B Major Road Intermittent Turn Lanes—Poway city limits to Scripps Poway Parkway 4.1A Major Road Raised Median—Scripps Poway Parkway to Mapleview Street 6.1 Expressway Mapleview Street to Santee city limits	Accepted at LOS E/F Segments: Poway city limits to Sycamore Park Drive and Johnson Lake Road to Posthill Road Additional Improvements ■ Full interchange at Winter Gardens Boulevard ■ Overpass at Mapleview Street ■ Realign Willow Road with Lakeside Avenue and provide a SR-67 overpass
3	Posthill Road (SC 1790) Segment: SR-67 to Valle Vista Road	2.2E Light Collector	None
4	Valle Vista Road (SC 1791) Segment: Posthill Road to Riverside Drive	2.2E Light Collector	None
5	Manzanita Road/ Pinehurst Drive (SC 1780) Segment: Post Hill Road to Oak Creek Drive	2.2E Light Collector	None
6	Oak Creek Drive/Palm Row Drive (SA 1800) Segment: Manzanita Road to Riverside Drive	2.2E Light Collector	None
7	El Nopal (SC 1775) Segment: Santee city limits to Riverside Drive	2.2E Light Collector	None
8	Riverford Road (SC 1800) Segment: Riverside Drive to Woodside Avenue	6.2 Prime Arterial Riverside Drive to westbound SR-67 ramp 4.1B Major Road Intermittent Turn Lanes—Westbound SR-67 ramp to Woodside Avenue	None
9	Mast Boulevard/Riverside Drive (SA 880.2) Segment: Santee city limits to Channel Road	4.1B Major Road Intermittent Turn Lanes	None

Mobility Element Network—Lakeside Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
10	**Lakeside Avenue (SA 880)** Segment: Valle Vista Road to SR-67	**4.1B Major Road** Intermittent Turn Lanes—Valle Vista Road to Channel Road **2.2E Light Collector** Channel Road to SR-67	None
11	**Channel Road (SC 1910)** Segment: Lakeside Avenue to Julian Avenue	**4.1B Major Road** Intermittent Turn Lanes—Lakeside Avenue to Mapleview Street **2.2B Light Collector** Continuous Turn Lane—Mapleview Street to Woodside Avenue **2.2C Light Collector** Intermittent Turn Lanes—Woodside Avenue to Julian Avenue	None
12	**Woodside Avenue (SF 731)** Segment: Santee city limits to Vine Street	**4.2A Boulevard** Raised Median	**Accepted at LOS F** Segment: State Route 67 northbound ramp to Riverford Road
13	**Maine Avenue (SF 1400)** Segment: Mapleview Street to Los Coches Road	**2.2E Light Collector** Mapleview Street to Woodside Avenue **2.1D Community Collector** Improvement Options—Woodside Avenue to Los Coches Road	**Accepted at LOS E/F** Segment: Mapleview Street to Woodside Avenue **Shoulder as Parking Lane** Separated Bike ~~Lane~~ Wayrequired—Mapleview Street to Los Coches Road
14	**Vine Street (SA 841)** Segment: Mapleview Street to Woodside Avenue	**2.2E Light Collector**	**Shoulder as Parking Lane** Separated Bike ~~Lane~~ Wayrequired—Mapleview Street to Woodside Avenue
15	**Julian Avenue (SC 1910)** Segment: Channel Road to Lake Jennings Park Road	**2.2C Light Collector** Intermittent Turn Lanes	**Right-of-Way Limitations Potential due to existing development**

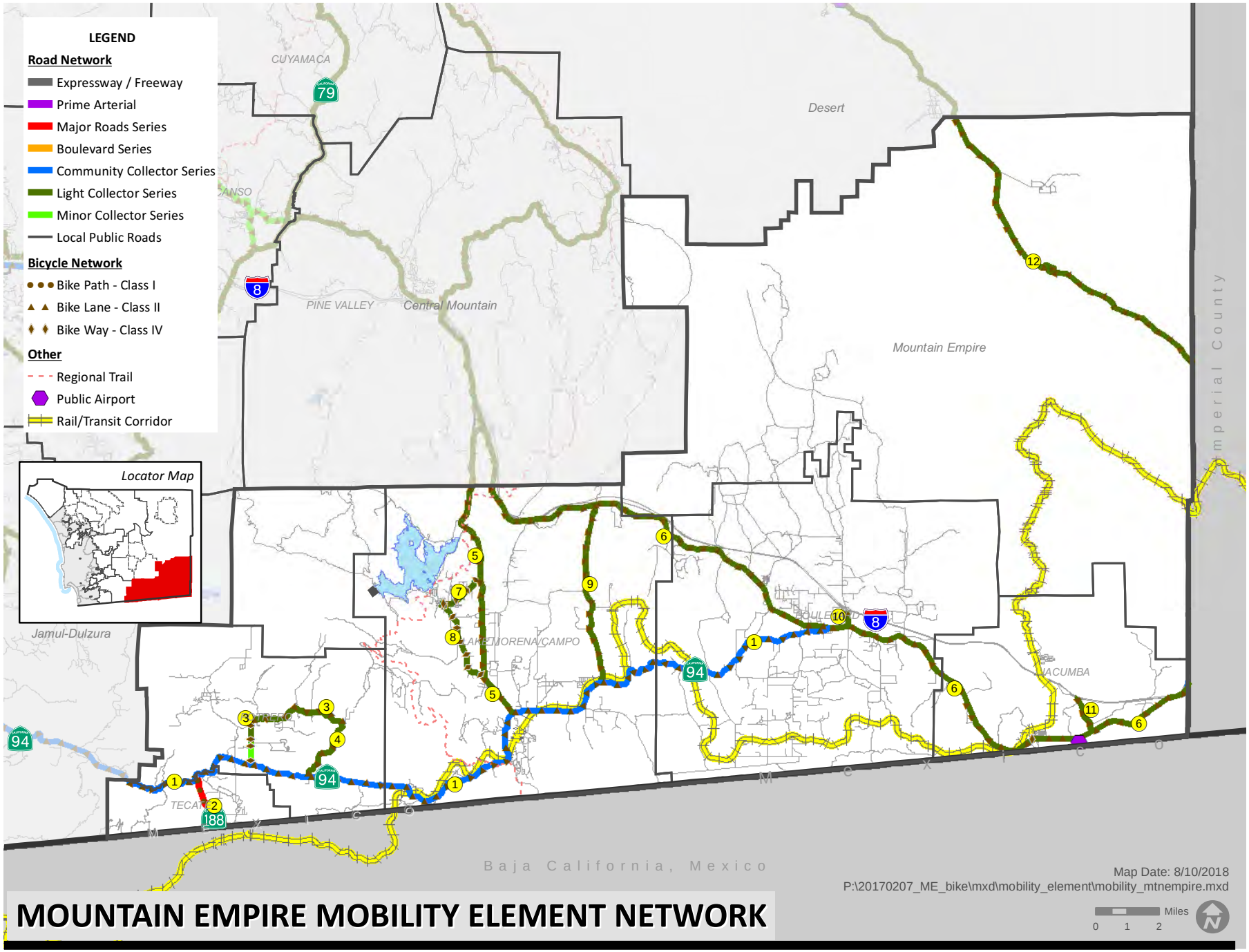
Mobility Element Network—Lakeside Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
16	El Monte Road (SC 1920) Segment: Lake Jennings Park Road to Alpine community boundary	2.3C Minor Collector	None
17	Willow Road (SA 820) Segment: SR-67 to Wildcat Canyon Road	2.2E Light Collector	Recommended Improvement Align Willow Road with Lakeside Avenue and provide underpass at SR- 67
18	Moreno Avenue (SC 1772) Segment: Vigilante Road to Willow Road	2.2E Light Collector	None
19	San Vicente Avenue (SC 1790) Segment: SR-67 to Moreno Avenue	2.2E Light Collector	None
20	Vigilante Road (SC 1772) Segment: SR-67 to Moreno Avenue	2.2B Light Collector Continuous Turn Lane	Recommended Improvement Align Slaughterhouse Canyon Road with Vigilante Road to form a four-way signalized intersection at SR-67
21	(Unnamed) Muth Valley Connection Segment: Moreno Avenue to Wildcat Canyon Road	Local Public Road	Public Road on Mobility Element Provide emergency access and connectivity for future development
22	Wildcat Canyon Road (SA 340.2) Segment: Willow Road to Ramona CPA boundary	2.1D Community Collector Improvement Options [Passing Lanes]	Accepted at LOS F Segment: Willow Road to Ramona CPA boundary
23	Ashwood Street (SA 340) Segment: Willow Road to Mapleview Street	4.1A Major Road Raised Median	None
24	Mapleview Street (SC 1805) Segment: Winter Gardens Boulevard to Lake Jennings Park Road	4.1A Major Road Raised Median	Accepted at LOS F Maine Avenue to Ashwood Street Recommended Improvement Underpass at SR-67
25	Lake Jennings Park Road (SA 810) Segment: Mapleview Street to Old Highway 80	4.1B Major Road Intermittent Turn Lanes	Accepted at LOS F Segment: I-8 Business Route to I-8 westbound ramp

Mobility Element Network—Lakeside Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
26	**Broad Oaks Road (SC 1930)** Segment: Hawley Road to Alpine CPA boundary	**2.3C Minor Collector**	None
27	**Blossom Valley Road (SA 830.1)** Segment: Lake Jennings Park Road to Quail Canyon Road	**2.2D Light Collector** Improvement Options—Lake Jennings Park Road to Quail Canyon Road **2.2E Light Collector** Intermittent Turn Lanes—Quail Canyon Road to Quail Canyon Road	None
28	**Quail Canyon Road** Segment: Blossom Valley Road to Hawley Road	**2.2E Light Collector**	None
29	**Hawley Road (SC 1940)** Segment: Old Highway 80 to Broad Oaks Road	**2.3C Minor Collector**	None
30	**Old Highway 80 (SA 895)** Segment: Pepper Drive to Alpine CPA boundary	**4.2B Boulevard with Intermittent Turn Lanes** Intermittent Turn Lanes—Pepper Drive to Lake Jennings Park Road **4.1B Major Road** Intermittent Turn Lanes—Lake Jennings Park Road to Marina Springs Lane **2.2B Light Collector** Continuous Turn Lane—Marina Springs Lane to Alpine CPA boundary	None
31	**Lakeview Road (SC 1890)** Segment: Los Coches Road to Julian Avenue	**2.2E Light Collector**	None
32	**Los Coches Road (SF 1400)** Segment: Julian Avenue to Interstate 8	**2.1D Community Collector** Improvement Options—Julian Avenue to Old Highway 80 **4.1B Major Road** Continuous Turn Lane—Old Highway 80 to Interstate 8	**Accepted at LOS E/F** Segment: Woodside Avenue to I-8 Business Route **Shoulder as Parking Lane** Separated Bike ~~Lane~~ Wayrequired—Mapleview Street to Woodside Avenue

Mobility Element Network—Lakeside Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
33	Melrose Extension Segment: Winter Gardens Boulevard to Los Coches Road	Local Public Road	None
34	Winter Gardens Boulevard (SF 1399) Segment: SR-67 to El Cajon city limits	4.1A Major Road Raised Median—SR-67 to Woodside Avenue 4.2A Boulevard Raised Median—Woodside Avenue to Lemon Crest Drive 4.1A Major Road ~~Continuous Turn Lane—Woodside Avenue~~ Raised Median—Lemon Crest Drive to El Cajon city limits	Recommended Improvement Full interchange for SR-67
35	Magnolia Avenue (SC 850) Segment: Santee city limits to El Cajon city limits	4.1B Major Road Intermittent Turn Lanes	None
36	Graves Avenue (SC 1880) Segment: Pepper Drive to Bradley Avenue	4.1B Major Road Intermittent Turn Lanes—Pepper Drive to Bradley Avenue 2.2C Light Collector Intermittent Turn Lanes—Bradley Avenue to El Cajon city limits	None
37	Pepper Drive (SC 1870) Segment: Graves Avenue to El Cajon city limits	2.2C Light Collector Intermittent Turn Lanes—Graves Avenue to Bradley Avenue 4.1B Major Road Intermittent Turn Lanes—Bradley Avenue to Winter Gardens Boulevard 2.2C Light Collector Intermittent Turn Lanes—Winter Gardens Boulevard to El Cajon city limits	None

Mobility Element Network—Lakeside Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
38	**Bradley Avenue (SA 890)** Segments: El Cajon city limits to El Cajon city limits (near Mollison Avenue) and El Cajon city limits to Pepper Drive	**4.1B Major Road** Intermittent Turn Lanes	None
39	**Greenfield Drive (SC 1860)** Segment: El Cajon city limits to El Cajon city limits (near Mollison Avenue) and El Cajon city limits to Pepper Drive	**2.2B Light Collector** Continuous Turn Lane	None
40	**Ballantyne Street (SC 1880)** Segment: Greenfield Drive to El Cajon city limits	**4.2B Boulevard** Intermittent Turn Lanes	None
41	**North Mollison Avenue (SC 1871)** Segment: Pepper Drive to El Cajon city limits	**2.2E Light Collector**	None
42	**North First Street (SC 1869)** Segment: Pepper Drive to El Cajon city limits	**2.2E Light Collector**	None
43	**Oro Street** Segment: El Cajon city limits to El Cajon city limits	**2.2E Light Collector**	None

a. ID = Roadway segment on Figure M-A-10

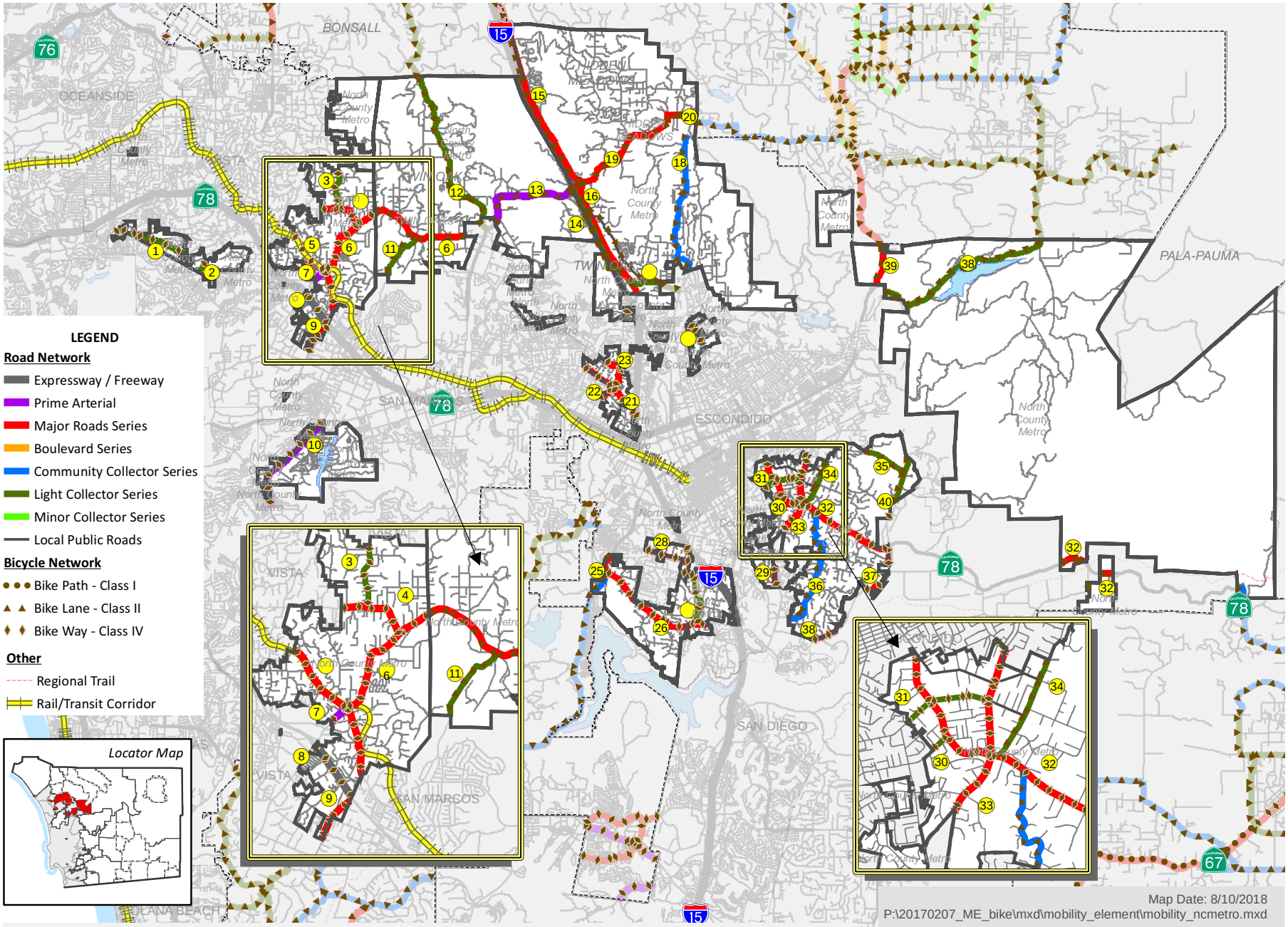


MOUNTAIN EMPIRE MOBILITY ELEMENT NETWORK

Mobility Element Network—Mountain Empire Subregion Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
1	**State Route 94** Segment: Jamul/Dulzura Subregion boundary to Old Highway 80	**2.1D Community Collector** Improvement Options [Passing Lanes]	None
2	**State Route 188** Segment: SR-94 to U.S. / Mexico International border	**4.1A Major Road** Raised Median	**Level of Service** Traffic forecasts indicate that construction of a more comprehensive road network will be necessary to maintain a LOS D or better. **Caltrans Facilities Programming** The 2030 SANDAG RTP (Unconstrained Revenue scenario) programs only as a two-lane conventional highway
3	**Potrero Valley Road (SC 680)** Segment: SR-94 to Harris Ranch Road	**2.3C Minor Collector** SR-94 to Potrero Park Drive **2.2E Light Collector** Potrero Park Drive to Harris Ranch Road	None
4	**Harris Ranch Road (SC 680)** Segment: Potrero Valley Road to SR-94	**2.2E Light Collector**	None
5	**Buckman Springs Road (SF 1403)** Segment: SR-94 to Central Mountain Subregion boundary	**2.2C Light Collector** Intermittent Turn Lanes—SR-94 to southern boundary with Campo Reservation (within Rural Village) **2.2D Light Collector** Improvement Options [Unspecified]—Southern boundary with Campo Reservation to Central Mountain Subregion boundary	None

Mobility Element Network—Mountain Empire Subregion Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
6	Old Highway 80 (SC 1883) Segment: Central Mountain Subregion boundary to Interstate 8 (at Imperial County line)	2.2E Light Collector Intermittent Turn Lanes at Campo casino entrances only—Southern boundary Central Mountain Subregion boundary to SR-94 2.2D Light Collector Improvement Options [Unspecified]—SR-94 to Jacumba Street 2.2A Light Collector Raised Median—Jacumba Street to Laguna Street 2.2D Light Collector Improvement Options [Unspecified]—Laguna Street to Interstate 8 (at Imperial County line)	None
7	Oak Drive Segment: Lake Morena Drive to Buckman Springs Road	2.2E Light Collector	None
8	Lake Morena Drive (SC 660) Segment: Oak Drive to Buckman Springs Road	2.2E Light Collector	None
9	La Posta Road (SC 620) Segment: Old Highway 80 to SR-94	2.2F Light Collector Reduced Shoulder	None
10	Ribbonwood Road (SC 600) Segment: Old Highway 80 to Interstate 8 interchange	2.2C Light Collector Intermittent Turn Lanes	None
11	Carrizo Gorge Road Segment: Interstate-8 to Old Highway 80	2.2D Light Collector Improvement Options [Unspecified]	None
12	Sweeny Pass Road / S2 Segment: Desert Subregion boundary to Imperial County line	2.2E Light Collector	None

a. ID = Roadway segment on Figure M-A-11



NORTH COUNTY METRO MOBILITY ELEMENT NETWORK

San Diego County General Plan

Figure M-A-12

Mobility Element Network—North County Metro Subregion Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
1	Sunset Drive (SC 1190) Segment: Oceanside city limits (near Sky Haven Lane) to Vista city limits (near Melrose Drive)	2.2E Light Collector	None
2	Mar Vista Drive (SA 471) Segment: Cannon Road (Oceanside) to Mar Vista Drive (Vista)	2.2B Light Collector Continuous Turn Lane	North County Parkway Plan Roadway
3	Foothill Drive (SA 500) Segment: Vista city limits to Monte Vista Drive	2.2D Light Collector Intermittent turn Lanes [Unspecified]	None
4	Monte Vista Drive (SC 1791) Segment: Vista city limits to Buena Creek Road	4.1B Major Road Intermittent turn Lanes—Foothill Drive to Buena Creek Road 2.1C Light Collector Intermittent Turn Lanes—Vista city limits to Foothill Drive	None
5	South Santa Fe Avenue (SF 1412) Segment: Vista city limits to San Marcos city limits	4.1A Major Road Raised Median	North County Parkway Plan Roadway
6	Buena Creek Road (SF 1414) Segment: South Santa Fe Avenue to San Marcos city limits (near Twin Oaks Valley Road)	4.1B Major Road Intermittent Turn Lanes	North County Parkway Plan Roadway
7	Sycamore Avenue Segment: South Santa Fe Avenue to SR-78	6.2 Prime Arterial	None
8	State Route 78 Segment: Sycamore Avenue to Smilax Road	6.1 Expressway + 2 HOV lanes	None
9	Smilax Road (SC 1260) Segment: San Marcos city limits (near Oleander Avenue) to South Santa Fe Avenue	4.1B Major Road Intermittent Turn Lanes	None

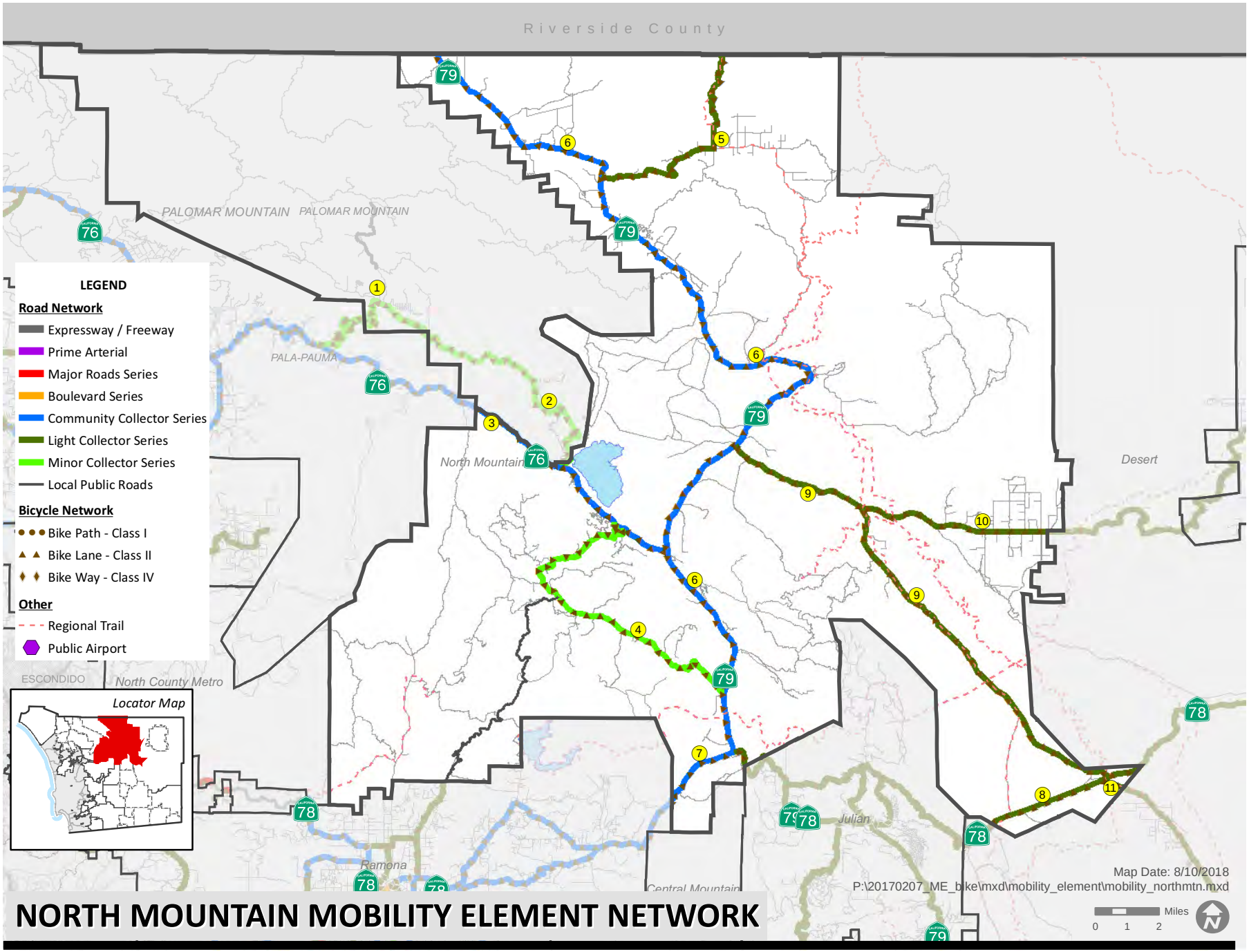
Mobility Element Network—North County Metro Subregion Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
10	**Rancho Santa Fe Road** Segment: Melrose Drive (Vista) to San Marcos Boulevard (San Marcos)	**6.2 Prime Arterial**	None
11	**Las Posas Road** Segment: Buena Creek Road to San Marcos city limits	**2.2C Light Collector** Intermittent Turn Lanes	**North County Parkway Plan Roadway**
12	**Twin Oaks Valley Road (SC 1170)** Segment: Bonsall CPA boundary to San Marcos city limits (near Deer Springs Road)	**2.2C Light Collector** Intermittent Turn Lanes	None
13	**Deer Springs Road (SF 1414)** Segment: San Marcos city limits (near Twin Oaks Valley Road) to Centre City Parkway	**6.2 Prime Arterial** San Marcos city limits to I-15 NB Ramp **4.1B Major Road** Intermittent Turn Lanes—I-15 NB Ramp to Centre City Parkway	**Accepted at LOS F** I-15 northbound ramp to N. Centre City Parkway **North County Parkway Plan Roadway**
14	**Mesa Rock Road** Segment: Deer Springs Road to North Centre City Parkway	**2.2E Light Collector**	None
15	**Champagne Boulevard** Segment: Bonsall CPA boundary to Mountain Meadow Road	**4.1B Major Road** Intermittent Turn Lanes	None
16	**North Centre City Parkway** Segment: Mountain Meadow Road to Escondido city limits (near Nutmeg Street)	**4.1B Major Road** Intermittent Turn Lanes	None
17	**Jesmond Dene Road** Segment: Centre City Parkway to North Broadway	**2.2D Light Collector** Improvement Options	None
18	**North Broadway (SC 1000)** Segment: Mountain Meadow Road to North Avenue	**2.1D Community Collector** Improvement Options [Raised Median]	None
19	**Mountain Meadow Road (SC 990)** Segment: Centre City Parkway to North Broadway	**4.1B Major Road** Intermittent Turn Lanes	None

Mobility Element Network—North County Metro Subregion Matrix			
ID[a]	**Road Segment**	**Designation/Improvement** #.#X = [# of lanes].[roadway classification][improvement]	**Special Circumstances**
20	Mirar de Valle Road (SC 990.2) Segment: Mountain Meadow Road to Valley Center CPA boundary	2.1D Community Collector Improvement Options [Raised Median]	Accepted at LOS F Entire segment
21	Rock Springs Road (SC 1361) Segment: San Marcos city limits to Escondido city limits	4.1B Major Road Intermittent Turn Lanes	None
22	Nordahl Road (SA 531) Segment: Rock Springs Road to El Norte Parkway	4.1B Major Road Intermittent Turn Lanes	None
23	El Norte Parkway (SA 510) Segment: Reese Road to Nordahl Road	4.1A Major Road Raised Median	None
24	North Ash Street (SA 540) Segment: Escondido city limits (near Collins Terrace) to Hubbard Avenue	2.1D Community Collector Improvement Options [Unspecified]	None
25	Del Dios Highway (SF 727) Segment: Escondido city limits to San Dieguito CPA boundary	4.1A Major Road Raised Median—Escondido city limits to Via Rancho Parkway 2.2D Community Collector Improvement Options [Raised Median]—Via Rancho Parkway to San Dieguito CPA boundary	Accepted at LOS F Segment: Via Rancho Parkway to San Dieguito CPA boundary
26	Via Rancho Parkway (SA 570) Segment: Del Dios Highway to Montesano Road	4.1A Major Road Raised Median	None
27	Felicita Road (SC 1100) Segment: Hamilton Lane to Via Rancho Parkway	2.2E Light Collector	None
28	Gamble Lane (SA 580) Segment: Escondido city limits (near Mountain Hills Place) to Escondido city limits (near Felicita Road)	4.1A Major Road Raised Median	None
29	Sunset Drive (SC 1105) Segment: Escondido city limits to Bear Valley Parkway	2.2E Light Collector	None

Mobility Element Network—North County Metro Subregion Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
30	**17th Avenue (SC 1100)** Segment: Escondido city limits to San Pasqual Valley Road	**2.2D Light Collector** Improvement Options [Unspecified]	None
31	**Idaho Avenue** Segment: Escondido city limits (near Pedregal Drive) to Bear Valley Parkway	**2.2D Light Collector** Improvement Options [Unspecified]	None
32	**San Pasqual Valley Road (State Route 78)** Segment: Birch Avenue to Cloverdale Road	**4.1B Major Road** Intermittent Turn Lanes—Birch Avenue to Bear Valley Parkway **4.1A Major Road** Raised Median—Bear Valley Parkway to Cloverdale Road	None
33	**Bear Valley Parkway (SA 590)** Segment: Austin Way to Encino Drive	**4.1A Major Road** Raised Median	None
34	**Citrus Avenue** Segment: Escondido city limits (near Coltrane Place) to San Pasqual Valley Road	**2.2E Light Collector**	None
35	**Mountain View Drive (SC 1036)** Segment: Royal Oak Drive to Cloverdale Road	**4.2E Light Collector**	None
36	**Mary Lane (SC 1120) /Summit Drive (SC 1110)** Segment: Escondido city limits (near Jasmine Place) to San Pasqual Valley Road	**2.1E Community Collector**	None
37	**San Pasqual Road** Segment: San Pasqual Valley Road to Bear Valley Parkway (excluding portions with Escondido city limits)	**4.1B Major Road** Intermittent Turn Lanes	None
38	**Lake Wohlford Road (SA 130)** Segment: Valley Center Road to Valley Center CPA boundary	**2.2F Light Collector** Reduced Shoulder	None

Mobility Element Network—North County Metro Subregion Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
39	**Valley Center Road** Segment: Valley Center CPA boundary to Escondido city limits	**4.1A Major Road** Raised Median	None
40	**Cloverdale Road (SC 1040)** Segment: San Diego city limits to Escondido city limits	**2.2E Light Collector**	None

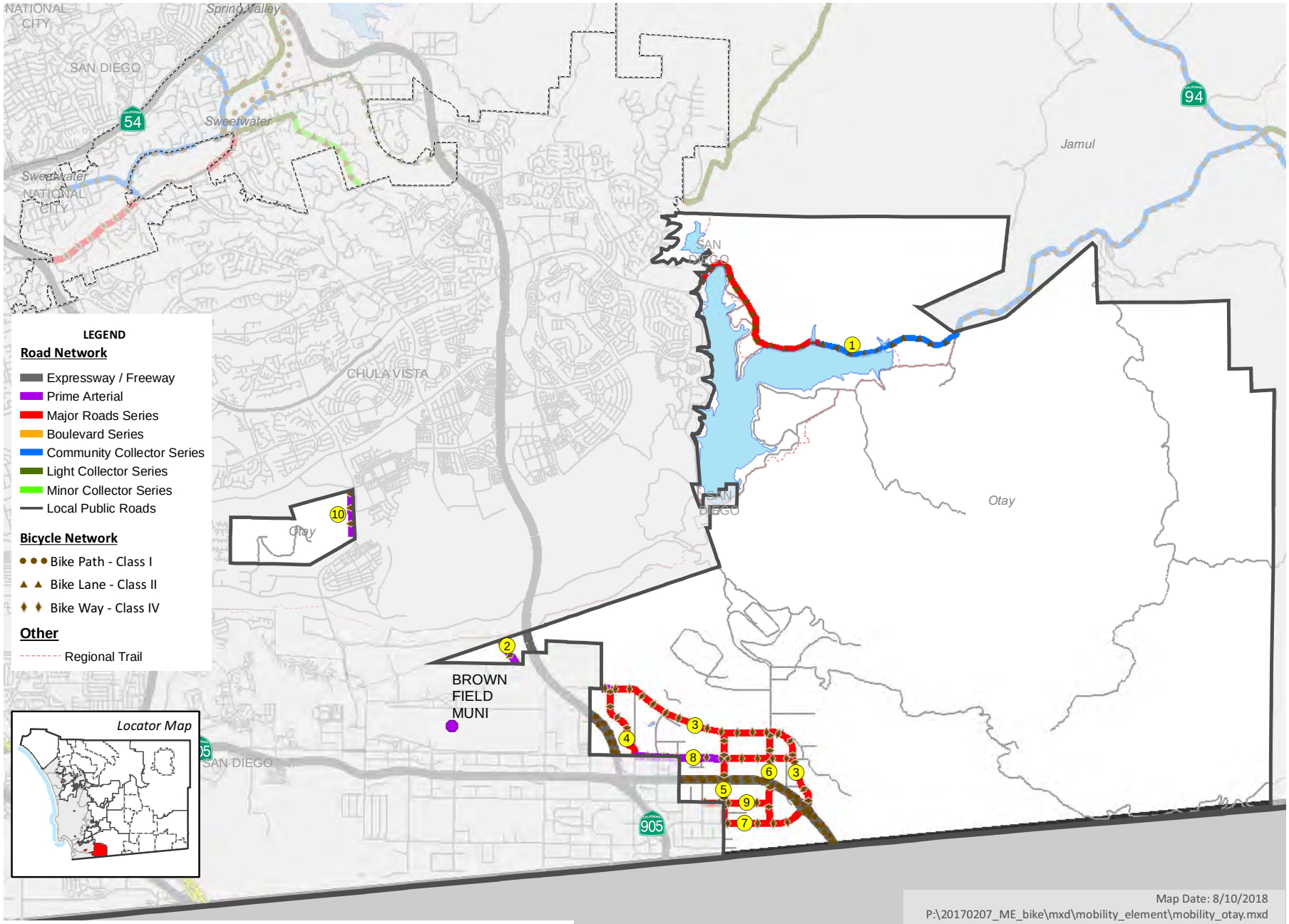
a. ID = Roadway segment on Figure M-A-12



NORTH MOUNTAIN MOBILITY ELEMENT NETWORK

Mobility Element Network—North Mountain Subregion Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
1	South Grade Road (SF 1417) Segment: Pala/Pauma Subregion boundary to Canfield Road	2.3C Minor Collector	None
2	East Grade Road / S7 (SC 320) Segment: Canfield Road to SR-76	2.3C Minor Collector	None
3	State Route 76 Segment: Pala/Pauma Subregion boundary to SR-79	2.1D Community Collector Improvement Options [Unspecified]	None
4	Mesa Grande Road (SC 390 / SC 400) Segment: SR-76 to SR-79	2.3C Minor Collector	None
5	Chihuahua Valley Road (SA 150) Segment: SR-79 to Riverside County line	2.2E Light Collector	None
6	State Route 79 Segment: Riverside County line to Julian Road / SR-78	2.1D Community Collector Improvement Options [Unspecified]	None
7	State Route 78 / Julian Road Segment: Ramona CPA boundary to Julian CPA boundary	2.1D Community Collector Improvement Options [Unspecified]	None
8	State Route 78 Segment: Julian CPA boundary to Desert Subregion boundary	2.2D Light Collector Improvement Options [Unspecified]	None
9	San Felipe Road / S2 (SF 1405) Segment: SR-79 to SR-78	2.2E Light Collector	None
10	Montezuma Valley Road / S22 (SF 1406) Segment: San Felipe Road to Desert Subregion boundary	2.2D Light Collector Improvement Options [Unspecified]	None
11	Great Overland Stage Route (SA 200) Segment: SR-78 to Desert Subregion boundary	2.2E Light Collector	None

a. ID = Roadway segment on Figure M-A-13

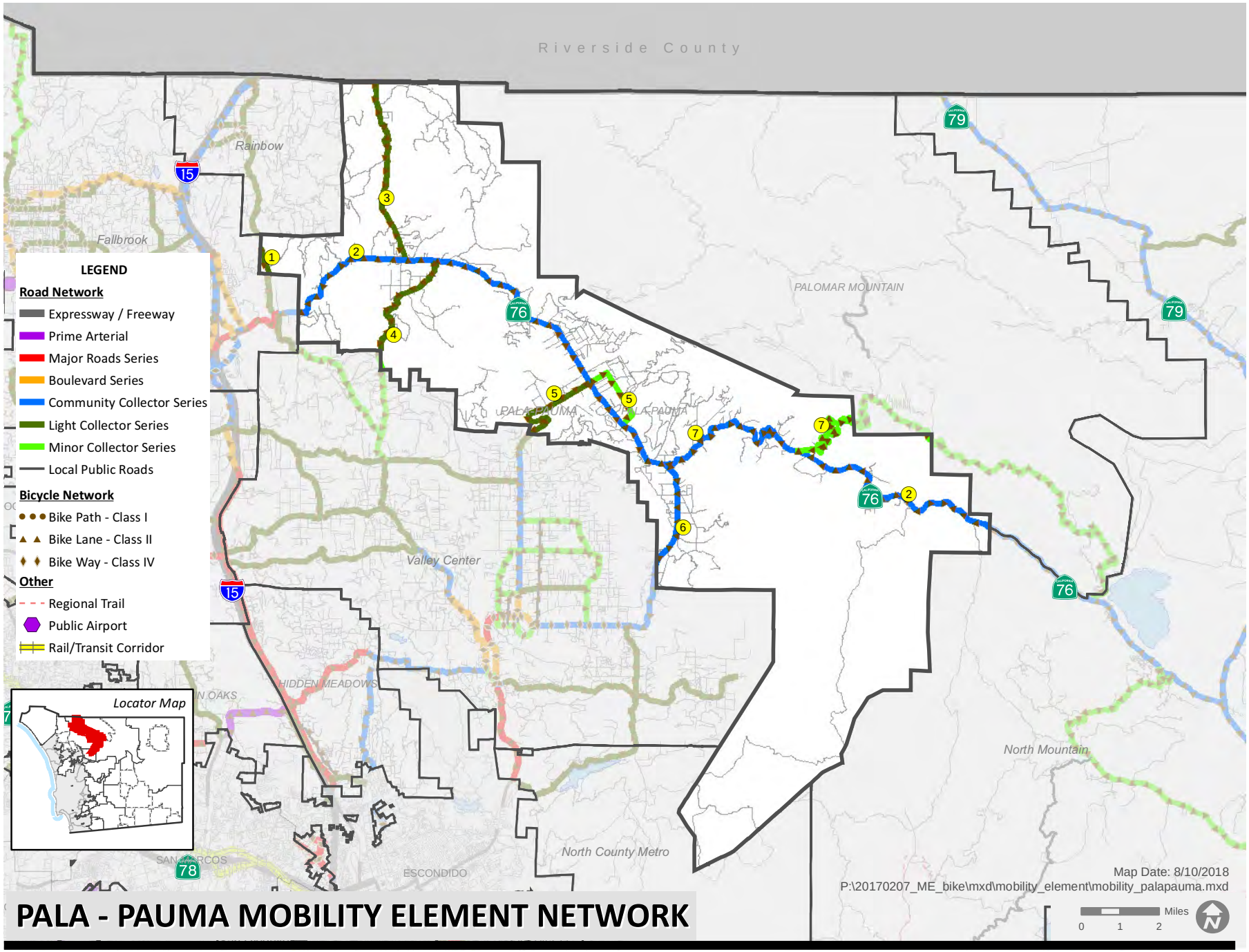


OTAY MOBILITY ELEMENT NETWORK

Mobility Element Network—Otay Subregion Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
1	Otay Lakes Road (SF 1396) Segment: Chula Vista city limits to the Jamul/Dulzura Subregion boundary	4.1B Major Road Intermittent Turn Lanes—Chula Vista city limits to second entrance to Otay Village 13 2.1D Community Collector Improvement Options [Unspecified]—Second entrance to Otay Village 13 to the Jamul/Dulzura Subregion boundary	None
2	La Media Road Segment: Chula Vista city limits to San Diego city limits	6.2 Prime Arterial	None
3	Lone Star Road (SC 2340) Segment: San Diego city limits to Siempre Viva Road/State Route 11	6.2 Prime Arterial San Diego city limits to Ellis Road 4.1A Major Road Raised Median—Ellis Road to Siempre Viva Road / State Route 11	None
4	Ellis Road Segment: Lone Star Road south to merge with Harvest Road just north of Otay Mesa Road	4.1A Major Road Raised Median	None
5	Enrico Fermi Drive (SA 1105) Segment: Lone Star Road to Siempre Viva Road	4.1A Major Road Raised Median	None
6	Alta Road (SA 1112) Segment: Lone Star Road south to Siempre Viva Road	4.1A Major Road Raised Median	None
7	Siempre Viva Road (SC 2360) Segment: Enrico Fermi Drive to Lone Star Road/State Route 11	4.1A Major Road Raised Median	Caltrans Facilities Programming A half rather than a full interchange with SR-11 is programmed in the 2030 RTP (Reasonably Expected Revenue scenario)

Mobility Element Network—Otay Subregion Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
8	**Otay Mesa Road** Segment: San Diego city limits to Lone Star Road	**6.2 Prime Arterial** San Diego city limits to Enrico Fermi Drive **4.1A Major Road** Raised Median—Enrico Fermi Drive to Lone Star Road	None
9	**Airway Road (SC 2300)** Segment: Enrico Fermi Drive to Alta Road	**4.1A Major Road** Raised Median	None
10	**Heritage Road (SC2236)** Segment: Entire segment within Otay Landfill	**6.2 Prime Arterial**	None

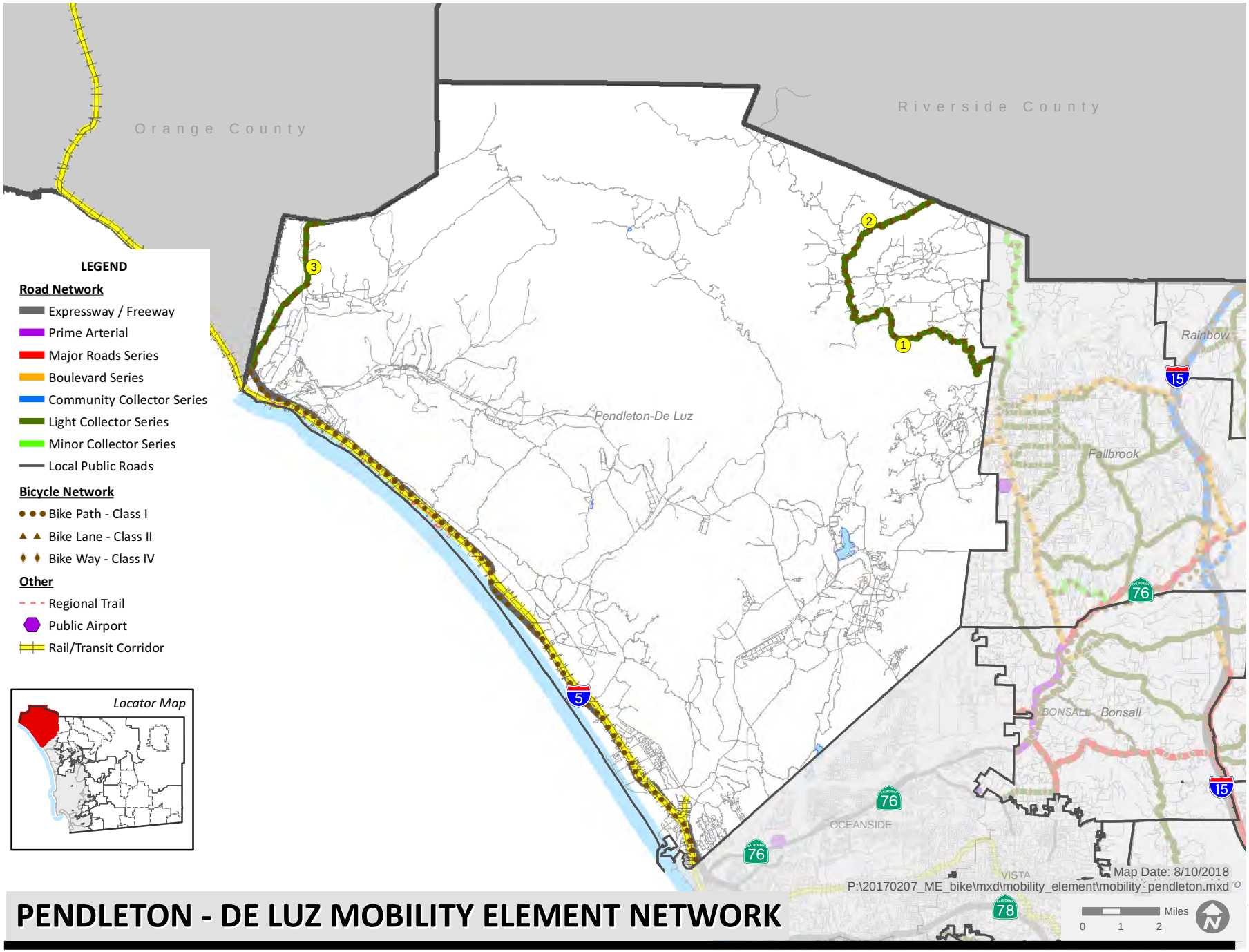
a. ID = Roadway segment on Figure M-A-14



PALA - PAUMA MOBILITY ELEMENT NETWORK

Mobility Element Network—Pala/Pauma Subregion Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
1	**Rice Canyon Road** Segment: Fallbrook CPA boundary southeast to Fallbrook CPA boundary	**2.2D Light Collector** Improvement Options [Passing Lanes]	None
2	**State Route 76** Segment: Fallbrook CPA boundary to North Mountain Subregion boundary	**2.1D Community Collector** Improvement Options [Passing Lanes, Curve Corrections, Left and Right Turn Lanes, Channelizations, and Intersection improvements]	**Accepted at LOS F** Segment: Pala Del Norte Road to Sixth Street
3	**Pala Temecula Road (SA 110)** Segment: Riverside County line to SR-76	**2.2D Light Collector** Improvement Options [Passing Lanes]	None
4	**Lilac Road (SA 110)** Segment: Valley Center CPA boundary to SR-76	**2.2E Light Collector**	None
5	**Cole Grade Road (SA 120)** Segment: Valley Center CPA boundary to SR-76	**2.1D Community Collector** Improvement Options [Passing Lanes]—Valley Center CPA boundary to SR-76	None
6	**Valley Center Road (SF 639)** Segment: Valley Center CPA boundary to SR-76	**2.1D Community Collector** Improvement Options [Raised Median]	None
7	**South Grade Road (SF 1417)** Segment: SR-76 to North Mountain Subregion boundary	**2.3C Minor Collector**	None
8	**New Road 8** Segment: Cole Grade Road to SR-76	**2.3B Minor Collector** Intermittent Turn Lanes—SR-76 to SR-76	None

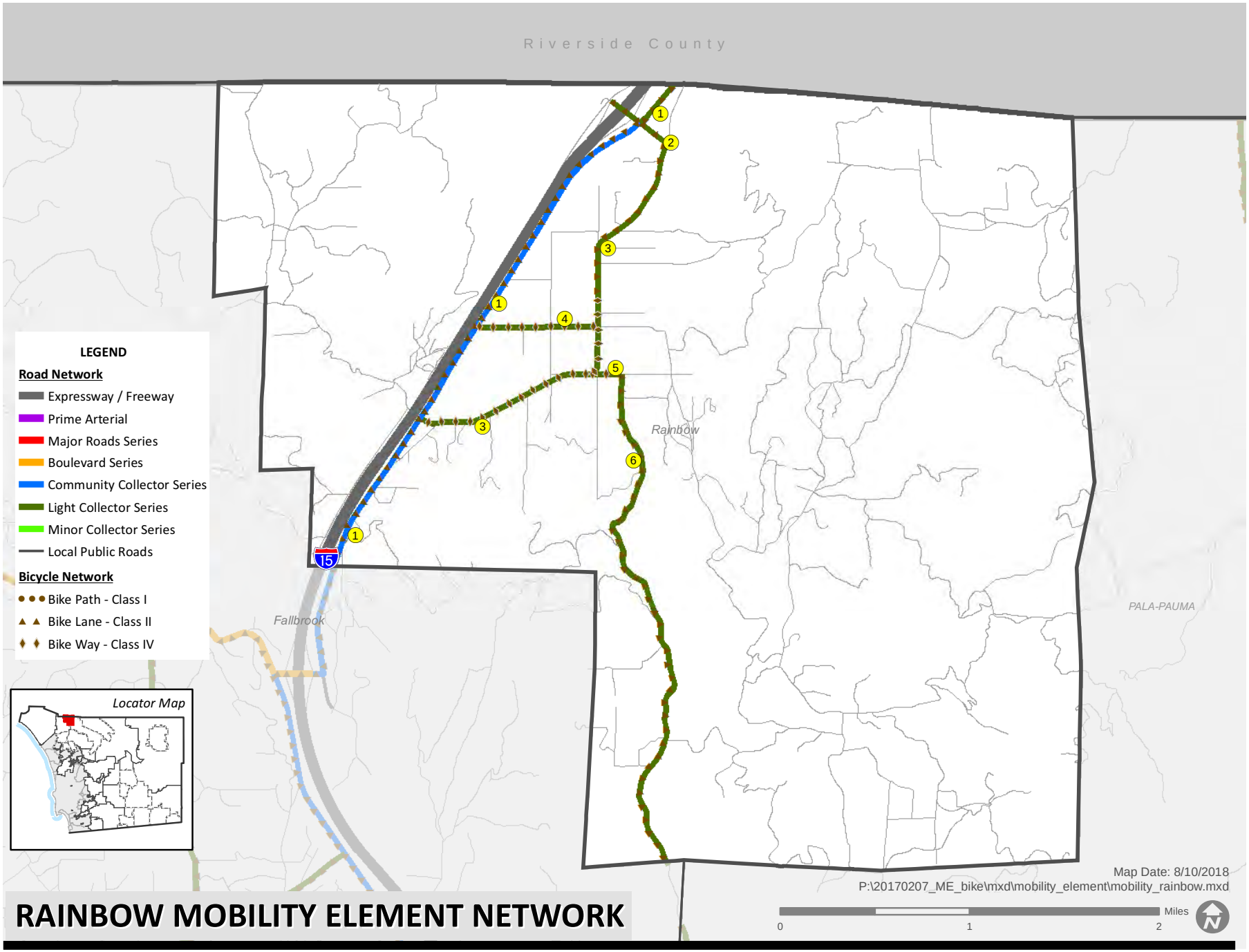
a. ID = Roadway segment on Figure M-A-15



PENDLETON - DE LUZ MOBILITY ELEMENT NETWORK

Mobility Element Network—Pendleton-DeLuz Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
1	**DeLuz Road (SA 10)** Segment: Fallbrook CPA boundary to De Luz-Murietta Road	**2.2E Light Collector**	None
2	**DeLuz-Murietta Road (SA 20)** Segment: Deluz Road to Riverside County line	**2.2D Light Collector**	None
3	**Cristianitos Road (SA 10)** Segment: Interstate 5 to Orange County line	**2.2E Light Collector**	None

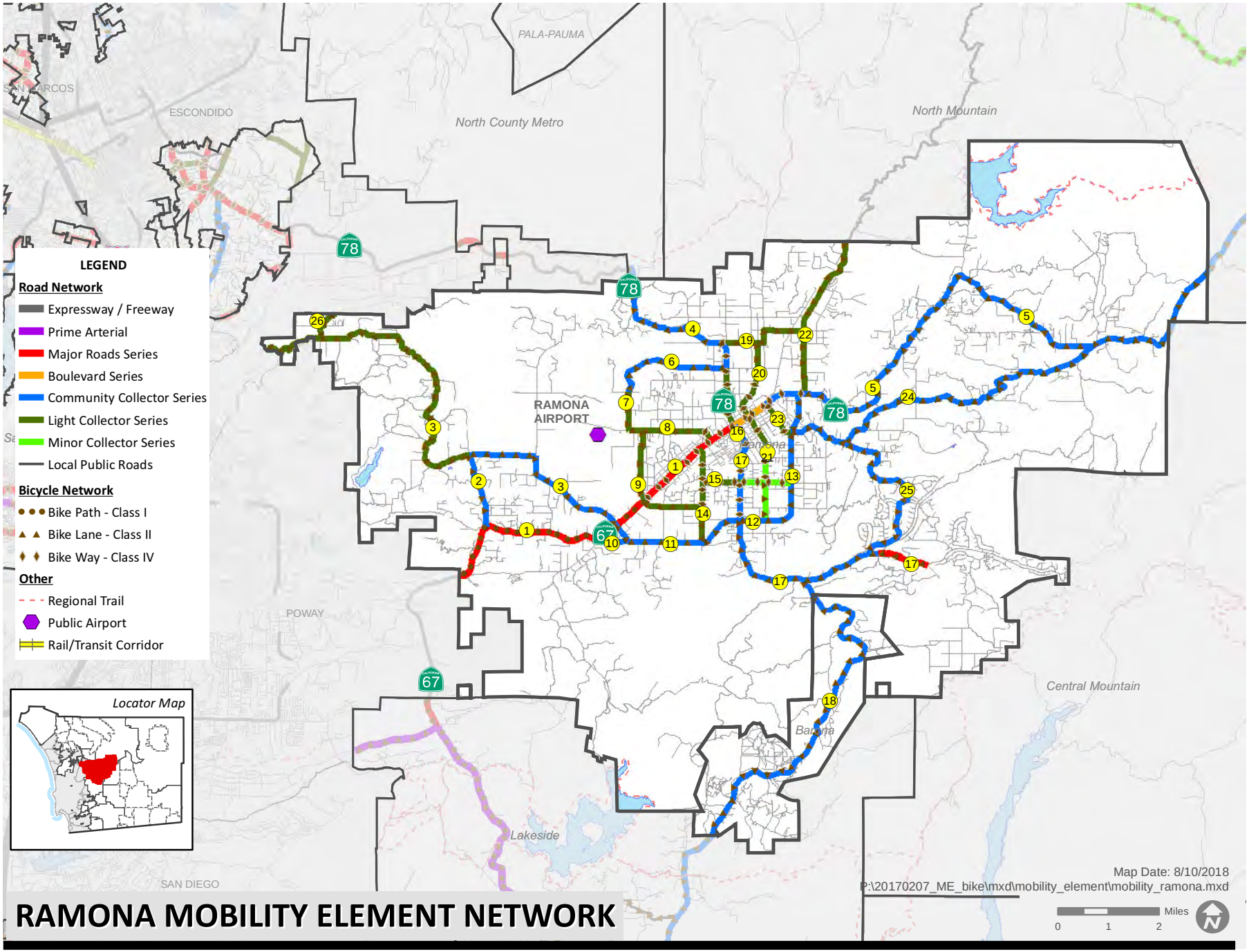
a. ID = Roadway segment on Figure M-A-16



RAINBOW MOBILITY ELEMENT NETWORK

Mobility Element Network—Rainbow Community Planning Area Matrix			
ID	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
1	**Old Highway 395 (SA 15)** Segment: Fallbrook CPA boundary to Riverside County line	**2.1D Community Collector** Improvement Options [Turn Lanes]— Fallbrook CPA boundary to Rainbow Valley Boulevard West **2.2E Light Collector** Rainbow Valley Boulevard West to Riverside County line	**Accepted at LOS E/F** Segment: 5th Street to Fallbrook CPA boundary
2	**Rainbow Valley Boulevard West (SC 160)** Segment: Interstate 15 SB Ramps to Rainbow Valley Boulevard	**2.2D Light Collector** Improvement Options [Turn Lanes]—Interstate 15 SB Ramps to Old Highway 395 **2.2C Light Collector** Intermittent Turn Lanes—Old Highway 395 to Rainbow Valley Boulevard	**Accepted at LOS F** Segment: Interstate 15 northbound ramp to Old Highway 395
3	**Rainbow Valley Boulevard/Rainbow Glen Road (SC 160)** Segment: Old Highway 395 to Rainbow Valley Boulevard West	**2.2E Light Collector**	None
4	**Fifth Street (SC 190)** Segment: Old Highway 395 to Rainbow Valley Boulevard	**2.2E Light Collector**	None
5	**Eighth Street (SC 170)** Segment: Rainbow Valley Boulevard to Rice Canyon Road	**2.2E Light Collector**	None
6	**Rice Canyon Road (SC 170)** Segment: Eighth Street to Fallbrook CPA boundary	**2.2E Light Collector**	None

a. ID = Roadway segment on Figure M-A-17



RAMONA MOBILITY ELEMENT NETWORK

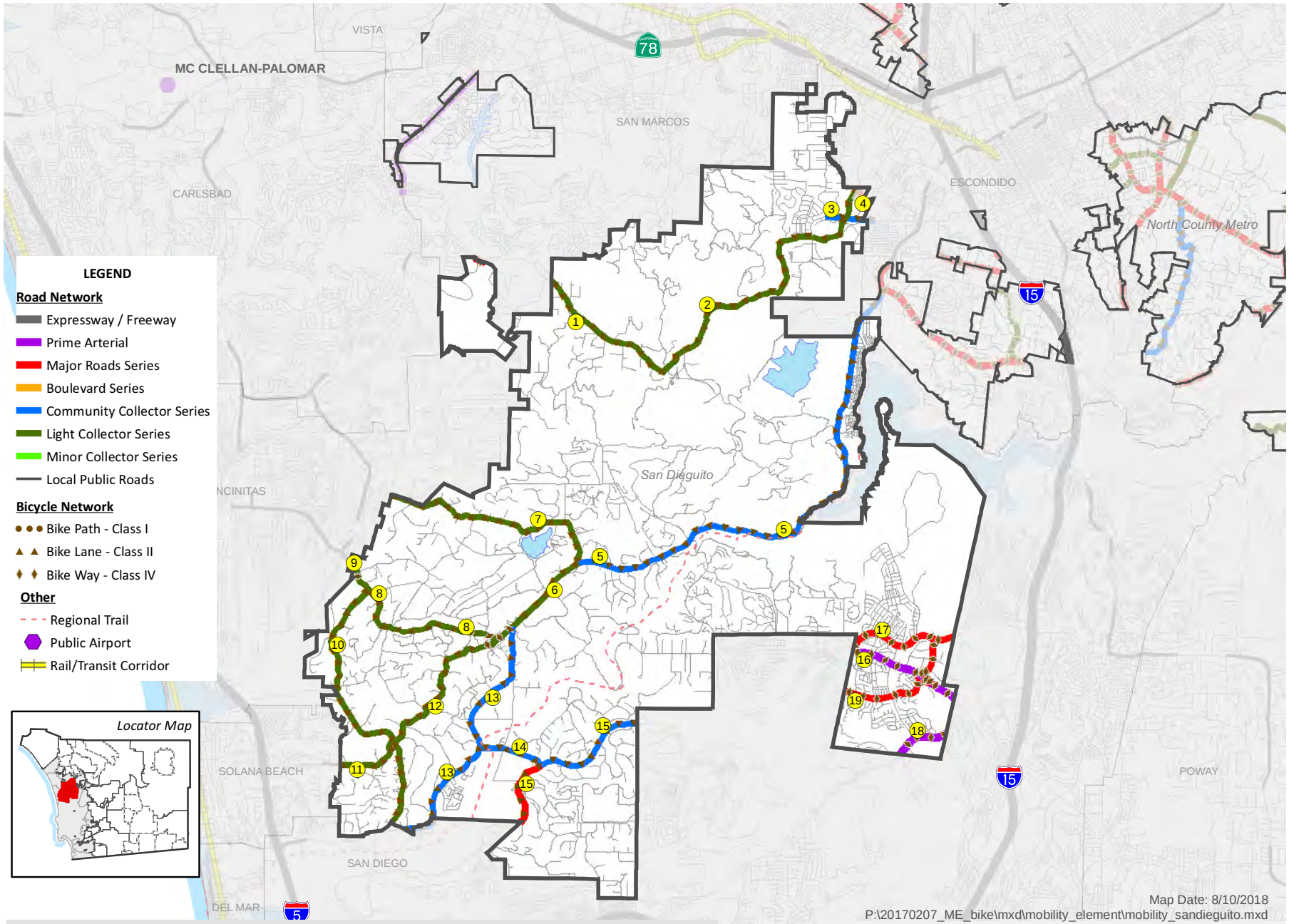
Mobility Element Network—Ramona Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
1	**State Route 67/Main Street** Segment: Poway city limits to SR-78/Pine Street	**4.1A Major Road** Raised Median—Poway city limits to Etcheverry Street **4.1B Major Road** Intermittent Turn Lanes—Etcheverry Street to SR-78/Pine Street	**Accepted at LOS E** Segment: 11th Street to Pine Street
2	**Archie Moore Road (SC 324)** Segment: Highland Valley Road to SR-67	**2.1C Community Collector** Intermittent Turn Lanes	None
3	**Highland Valley Road (SC 959)** Segment: San Diego city limits to SR-67	**2.2C Light Collector** Intermittent Turn Lanes—San Diego city limits to Archie Moore Road **2.1E Community Collector** Archie Moore Road to SR-67	None
4	**Pine Street [State Route 78]** Segment: North Mountain Subregion boundary to SR-67/Main Street	**2.1D Community Collector** Improvement Options [Passing Lanes]—North Mountain Subregion boundary to Ash Street **2.2D Light Collector** Improvement Options [Left/Right Turn Lanes]—Ash Street to SR-67/Main Street	None
5	**Main Street [State Route 78]** Segment: Pine Street to North Mountain Subregion boundary	**4.2B Boulevard** Intermittent Turn Lanes—Pine Street to 3rd Street **2.1D Community Collector** Improvement Options [Passing Lanes]—3rd Street to Central Mountain Subregion boundary	**Accepted at LOS E** Segment: Pine Street to Ninth Street **Shoulder as Parking Lane** Separated Bike ~~Lane~~ Way ~~required~~—10th Street to 4th Street
6	**SA 330** Segment: Montecito Way to SR-78/Pine Street	**2.1E Community Collector**	None
7	**Montecito Way** Segment: Montecito Road to SA 330	**2.2E Light Collector**	None

Mobility Element Network—Ramona Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
8	Montecito Road Segment: Montecito Way to SR-67	2.2E Light Collector	None
9	SA 330 Segment: Montecito Road to Ramona Street	2.2E Light Collector	None
10	Dye Street Segment: Mussey Grade Road / SR-67 to Dye Road	2.1E Community Collector	None
11	Dye Road (SA 300) (Southern Bypass) Segment: SR-67 to Warnock Drive/San Vicente Road	2.1C Community Collector Intermittent Turn Lanes	Caltrans Facility Additional planning/engineering is required for the Southern Bypass / SR-67 intersection to identify necessary improvements to relieve traffic congestion.
12	Dye Road (Southern Bypass) Segment: Warnock Drive / San Vicente Road to Keyes Road	2.1C Community Collector Intermittent Turn Lanes	None
13	Keyes Road (SA 300) (Southern Bypass) Segment: Dye Road to SR-78 / Julian Road	2.1C Community Collector Intermittent Turn Lanes	None
14	Ramona Street (SC 930) Segment: SR-67 to Dye Road	2.2C Light Collector Intermittent Turn Lanes	None
15	Hanson Lane (SA 320) Segment: Ramona Road to Keyes Road	2.2C Light Collector Intermittent Turn Lanes—Ramona Street to San Vicente Road 2.3B Minor Collector Intermittent Turn Lanes—San Vicente Road to Keyes Road	None
16	10th Street Segment: SR-67 / Main Street to H Street	2.1B Community Collector Continuous Turn Lane—Main Street to Warnock Drive	None

Mobility Element Network—Ramona Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
17	**San Vicente Road (SA 310)** Segment: H Street to Ramona Oaks Road	**2.1B Community Collector** Continuous Turn Lane—H Street to Warnock Drive **2.1D Community Collector** Improvement Options [Intermittent Turn Lanes]—Warnock Drive to Vista Vincente Way **4.1A Major Road** Raised Median—Vista Vincente Way to Ramona Oaks Road	None
18	**Wildcat Canyon Road (SA 350)** Segment: San Vicente Road to Lakeside CPA boundary	**2.1D Community Collector** Improvement Options [Intermittent Turn Lanes]—San Vicente Road to Barona community boundary Improvement Options [Passing Lanes]—Barona CPA boundary to Lakeside CPA boundary	**Accepted at LOS E/F** Segment: Lakeside CPA boundary to Barona Casino
19	**Haverford Road/Pile Street (SC 910)** Segment: SR-78 / Pine Street to Magnolia Ave	**2.2E Light Collector**	None
20	**Elm Street (SC 900)** Segment: SR-78 / Main Street to Haverford Road	**2.2E Light Collector**	None
21	**7th Street/Ashley Road (SC 900)** Segment: SR-78 / Main Street to Warnock Road	**2.2E Light Collector** SR-78/Main Street to Telford Lane **2.3B Minor Collector** Intermittent Turn Lanes—Telford Lane to Warnock Road	**Accepted at LOS E/F** Segments: Elm Street to A Street (LOS E) and Main Street to D Street (LOS F)
22	**Magnolia Avenue/Black Canyon Road (SA 290)** Segment: SR-78 / Main Street to North Mountain Subregion boundary	**2.2E Light Collector**	None
23	**3rd Street/Old Julian Highway (SC 960)** Segment: SR-78 / Main Street to Keyes Road	**2.2E Light Collector**	None

Mobility Element Network—Ramona Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
24	Old Julian Highway (SA 603.1) Segment: Keyes Road to Julian Road	2.1E Community Collector	None
25	Vista Ramona Road / Sargeant Road/Gunn Stage Road Segment: Old Julian Highway to San Vicente Road	2.1E Community Collector	None
26	SA 600 Segment: Highland Valley Road to San Diego city limits	2.2E Light Collector	None

a. ID = Roadway segment on Figure M-A-18



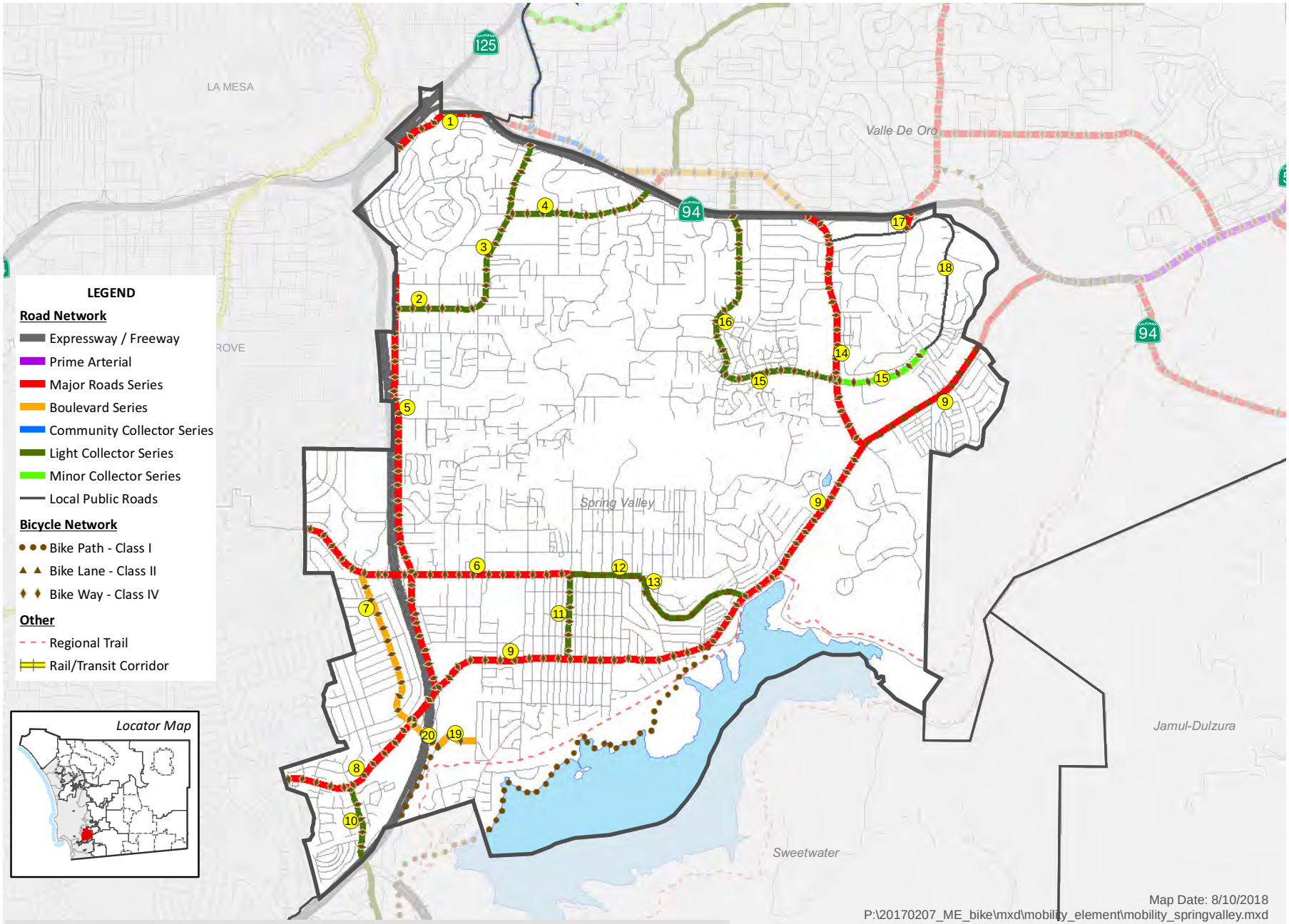
SAN DIEGUITO MOBILITY ELEMENT NETWORK

Mobility Element Network—San Dieguito Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
1	Elfin Forest Road (SC 1380) Segment: San Marcos city limits to Questhaven Road	2.2C Light Collector Intermittent Turn Lanes	None
2	Harmony Grove Road (SC 1370) Segment: Questhaven Road to Citracado Parkway	2.2E Light Collector Questhaven Road to Country Club Drive 2.2B Light Collector Continuous Turn Lane—Country Club Drive to Citracado Parkway	None
3	Lariat Drive Segment: Country Club Drive to Citracado Parkway	2.1C Community Collector Intermittent Turn Lanes	None
4	Citracado Parkway (SA 550) Segment: Within Planning Area boundary	4.1A Major Road Raised Median	North County Parkway Plan Roadway
5	Del Dios Hwy (SF727 / SC1524) Segment: North County Metro Subregion boundary to Paseo Delicias	2.1D Community Collector Improvement Options [Raised Median]	Accepted at LOS F Segment: North County Metro Subregion boundary to El Camino del Norte
6	Paseo Delicias Segment: Linea del Cielo to El Camino del Norte	2.2A Light Collector Raised Median	Accepted at LOS F Segment: Via De La Valle to El Camino del Norte Shoulder as Parking Lane Separated Bike ~~Lane~~ Way~~required~~—Linea del Cielo to El Tordo
7	El Camino del Norte (SC 1521) Segment: San Diego city limits to Del Dios Highway	2.2F Light Collector Reduced Shoulder	Accepted at LOS E Segment: Aliso Canyon Road to Del Dios Highway
8	La Bajada / La Granada (SC 1523) Segment: Rancho Santa Fe Road to Linea del Cielo	2.2F Light Collector Reduced Shoulder	Accepted at LOS E/F Segment: Rancho Santa Fe Road to Paseo Delicias Shoulder as Parking Lane ~~Separate~~ Bike Lane ~~required~~—Avenida de Acacias to Paseo Delicias

Mobility Element Network—San Dieguito Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
9	**Rancho Santa Fe Road** Segment: Encinitas city limits to La Bajada	**2.2F Light Collector** Reduced Shoulder	**Accepted at LOS E** Segment: Encinitas city limits to La Bajada
10	**La Noria / El Camino Real (SC 1522)** Segment: La Bajada to San Diego city limits	**2.2F Light Collector** Reduced Shoulder	None
11	**Lomas Santa Fe Drive (SF 1409)** Segment: San Diego city limits to El Camino Real	**2.2F Light Collector** Reduced Shoulder	None
12	**Linea del Cielo (SC 1524/ S-8)** Segment: El Camino Real to Paseo Delicias	**2.2F Light Collector** Reduced Shoulder	**Accepted at LOS E** Segment: El Camino Real to Rambla de las Flores
13	**Via de la Valle (SC 1525/ S-6)** Segment: San Diego city limits to Paseo Delicias	**2.1B Community Collector** Continuous Turn Lane—San Diego city limits to Las Planideras **2.1E Community Collector** Las Planideras to Paseo Delicias	**Accepted at LOS E/F** Segment: El Camino Real to Paseo Delicias
14	**El Apajo** Segment: Via de la Valle to San Dieguito Road	**2.1A Community Collector** Raised Median	**Accepted at LOS E** Segment: Via de la Valle to Via de Santa Fe
15	**San Dieguito Road (SF 728)** Segment: San Diego city limits to San Diego city limits	**4.1A Major Road** Raised Median—San Diego city limits to El Apajo Road **2.1A Community Collector** Raised Median—El Apajo Road to San Diego city limits	**Accepted at LOS E** Segment: San Diego city limits to El Apajo
16	**Camino del Norte (SA 680)** Segment: San Diego city limits to San Diego city limits	**6.2 Prime Arterial**	None
17	**Rancho Bernardo Road (SF 1407)** Segment: Camino del Norte to San Diego city limits (near Via del Campo)	**4.1B Major Road** Intermittent Turn Lanes	None

Mobility Element Network—San Dieguito Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
18	Bernardo Center Drive (SC 730) Segment: San Diego city limits to San Diego city limits	6.2 Prime Arterial	None
19	Camino San Bernardo Drive Segment: San Diego city limits to Rancho Bernardo Road	4.1A Major Road Raised Median	None

a. ID = Roadway segment on Figure M-A-19



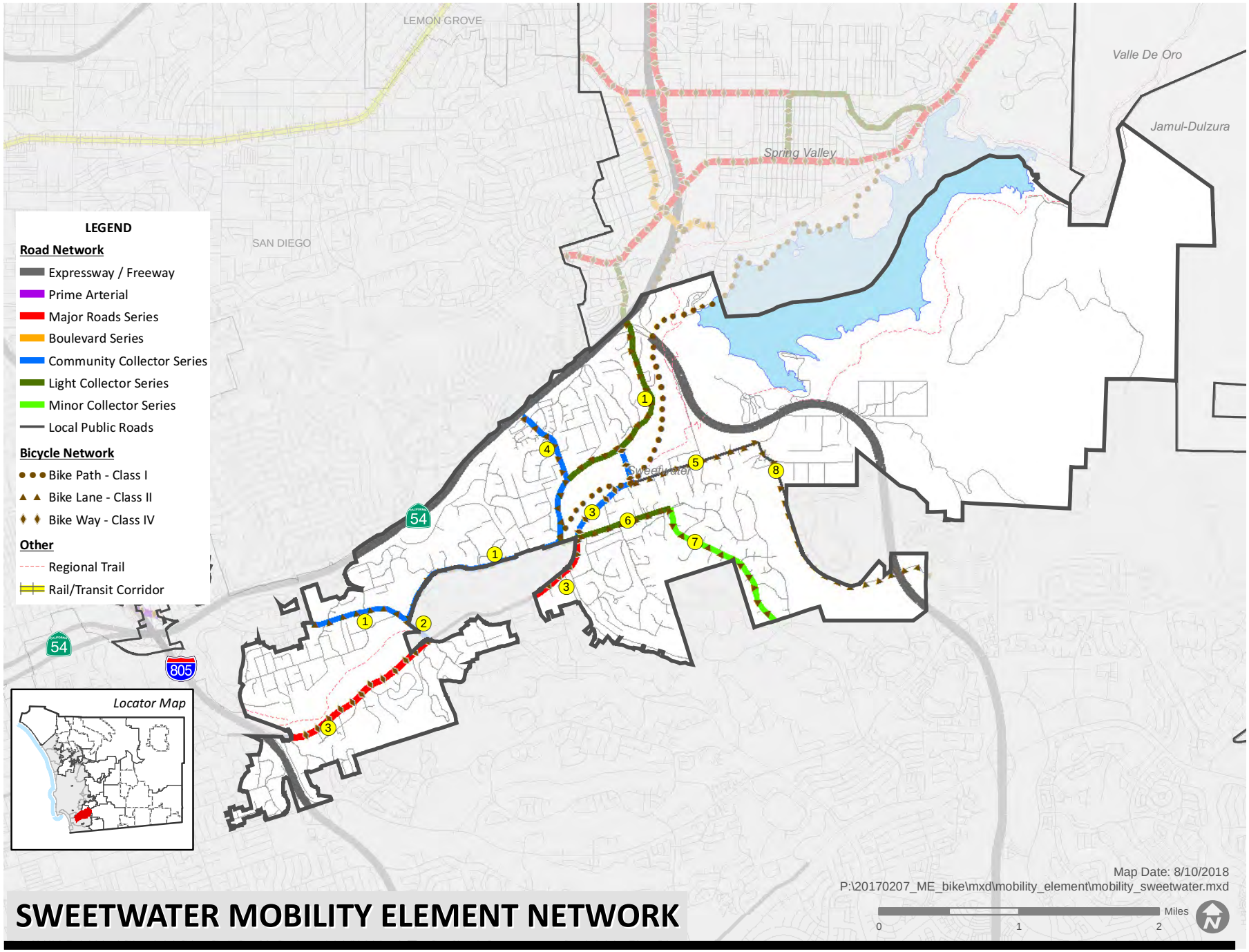
SPRING VALLEY MOBILITY ELEMENT NETWORK

Mobility Element Network—Spring Valley Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
1	Broadway/Campo Road (SA 1010) Segment: Lemon Grove city limits to SR- 94 (Valle de Oro)	4.1A Major Road Raised Median	None
2	Troy Street (SA 950.2) Segment: Sweetwater Road to Bancroft Drive	2.2D Light Collector Improvement Options [Continuous Turn Lane]	None
3	Bancroft Drive (SA 950.2) Segment: Troy Street to SR-94	2.2D Light Collector Improvement Options [Continuous Turn Lane]	Accepted at LOS E Segment: Troy Street to State Route 94 eastbound ramp
4	Kenwood Drive (SC 2122) Segment: Bancroft Drive to the SR-94 interchange ramps	2.2D Light Collector Improvement Options [Intermittent Turn Lanes]	None Shoulder as Parking Lane Separated ~~Bike Lane~~ bBike ~~w~~Way ~~required~~—Bancroft Drive to Helix Street
5	Sweetwater Road (SF 1269) Segment: Lemon Grove city limits to Jamacha Boulevard	4.1B Major Road Intermittent Turn Lanes	None
6	Jamacha Road (SA 990) Segment: San Diego city limits to Grand Avenue	4.1B Major Road Intermittent Turn Lanes	Accepted at LOS E/F Segment: SR-125 southbound ramp to Sweetwater Road
7	Elketon Boulevard (SC 2190) Segment: Jamacha Road to Paradise Valley Road	4.2B Boulevard Intermittent Turn Lanes—Jamacha Road to Paradise Valley Road	Shoulder as Parking Lane Separated Bike ~~Lane~~ Way ~~required~~—Jamacha Road to Paradise Valley Road
8	Paradise Valley Road (SA 1050) Segment: San Diego city limits to Sweetwater Road	4.1B Major Road Intermittent Turn Lanes	Accepted at LOS F Segment: Elkelton Boulevard to Sweetwater Road
9	Jamacha Boulevard (SF1397) Segment: Sweetwater Road to Valle de Oro CPA boundary	4.1A Major Road Raised Median	None
10	Worthington Street (SC 2210) Segment: Paradise Valley Road to Sweetwater CPA boundary	2.2C Light Collector Intermittent Turn Lanes	None

Mobility Element Network—Spring Valley Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
11	**Grand Avenue (SC 2200)** Segment: Apple Street to Jamacha Boulevard	**2.2D Light Collector** Improvement Options [Raised Median]	**Shoulder as Parking Lane** Separated Bike ~~Lane~~ Wway ~~required~~—Apple Street to Jamacha Boulevard
12	**Apple Street (SA 990)** Segment: Grand Avenue to Maya Street	**2.2E Light Collector**	None
13	**Maya Street (SA 990)** Segment: Apple Street to Jamacha Boulevard	**2.2E Light Collector**	None
14	**Sweetwater Springs Boulevard (SA 970)** Segment: SR-94 interchange to Jamacha Boulevard	**4.1A Major Road** Raised Median	None
15	**Austin Drive (SC 2130)** Segment: South Barcelona Street to Del Rio Road	**2.2E Light Collector** South Barcelona Street to Avenida Bosques **2.2B Light Collector** Continuous Turn Lane—Avenida Bosques to Sweetwater Springs Boulevard **2.3B Minor Collector** Intermittent Turn Lanes —Sweetwater Springs Boulevard to Del Rio Road	**Shoulder as Parking Lane** Separated Bike ~~Lane~~ Wway ~~required~~—South Barcelona Street to Sweetwater Springs Boulevard
16	**South Barcelona Street (SC 2110)** Segment: Austin Drive to SR-94	**2.2E Light Collector**	**Shoulder as Parking Lane** Separated Bike ~~Lane~~ Wway ~~required~~—Austin Drive to Paseo Via de Oro
17	**Avocado Boulevard (SF 1398)** Segment: Valle De Oro community boundary to Del Rio Road	**4.1B Major Road** Intermittent Turn Lanes	None
18	**Del Rio Road** Segment: Sweetwater Springs Boulevard to Austin Drive	**Local Public Road**	None

Mobility Element Network—Spring Valley Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
19	Quarry Road Segment: Elkelton Place to Alpha Avenue	4.2B Boulevard Intermittent Turn Lanes – Elkelton Place to Alpha Avenue	Improvement Option Shoulder as bike ~~lane~~ way ~~(requires parking prohibition)~~
20	Elkelton Place Segment: Paradise Valley Road to Quarry Road	4.2B Boulevard Intermittent Turn Lanes – Paradise Valley Road to Quarry Road	Improvement Option Shoulder as bike ~~lane~~ way ~~(requires parking prohibition)~~

a. ID = Roadway segment on Figure M-A-20



SWEETWATER MOBILITY ELEMENT NETWORK

Mobility Element Network—Sweetwater Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
1	Sweetwater Road Segment: Plaza Bonita Center Way to Spring Valley CPA boundary	2.1D Community Collector Improvement Options [Right-turn Lanes / Intermittent Turn Lanes]—Plaza Bonita Center Way to Willow Street 2.1C Community Collector Intermittent Turn Lanes —Willow Street to Briarwood Road 2.2D Light Collector Improvement Options [Intermittent Turn Lanes]—Briarwood Road to Bonita Road 2.2C Light Collector Intermittent Turn Lanes—Bonita Road to Spring Valley CPA boundary	None
2	Willow Street Segment: Sweetwater Road to Bonita Road	2.1D Community Collector Improvement Options [Right-turn Lanes / Intermittent Turn Lanes]	None
3	Bonita Road Segment: Interstate 805 interchange (National City) to Sweetwater Road (excluding segment in Chula Vista)	4.1B Major Road Intermittent Turn Lanes—Interstate 805 interchange to Central Avenue 2.1D Community Collector Improvement Options [Unspecified Improvements]—Central Avenue to Sweetwater Road	None
4	Briarwood Road (SC 2211) Segment: SR-54 to Sweetwater Road	2.1D Community Collector Improvement Options [Continuous Left Turn Lane / Right Turn Lanes]	Accepted at LOS E Segment: SR-54 westbound ramp to Robinwood Road ~~Recommended Improvement~~ ~~Move existing equestrian trails from median to parkway (edge of road)~~ Shoulder as Parking Lane Separate Bike Lane ~~required~~ — Robinwood Road to Sweetwater Road
5	San Miguel Road (SA 1060) Segment: Bonita Road to Proctor Valley Road	2.3C Minor Collector	None

Mobility Element Network—Sweetwater Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
6	**Central Avenue (SC 2220)** Segment: Sweetwater Road to Corral Canyon Road	**2.2C Light Collector** Intermittent Turn Lanes—Sweetwater Road to Bonita Road (Bridge portion) **2.2B Light Collector** Continuous Turn Lane—Bonita Road to Corral Canyon Road	**Accepted at LOS E** Segment: Sweetwater Road to Frisbee Street
7	**Corral Canyon Road (SC 2224)** Segment: Central Avenue to Chula Vista city limits	**2.3B Minor Collector** Intermittent Turn Lanes	**Shoulder as Parking Lane** ~~Separate~~ Bike Lane ~~required~~—Central Avenue to Chula Vista city limits
8	**Proctor Valley Road** Segment: San Miguel Road to San Miguel Ranch Road	**Local Public Road**	None

a. ID = Roadway segment on Figure M-A-21

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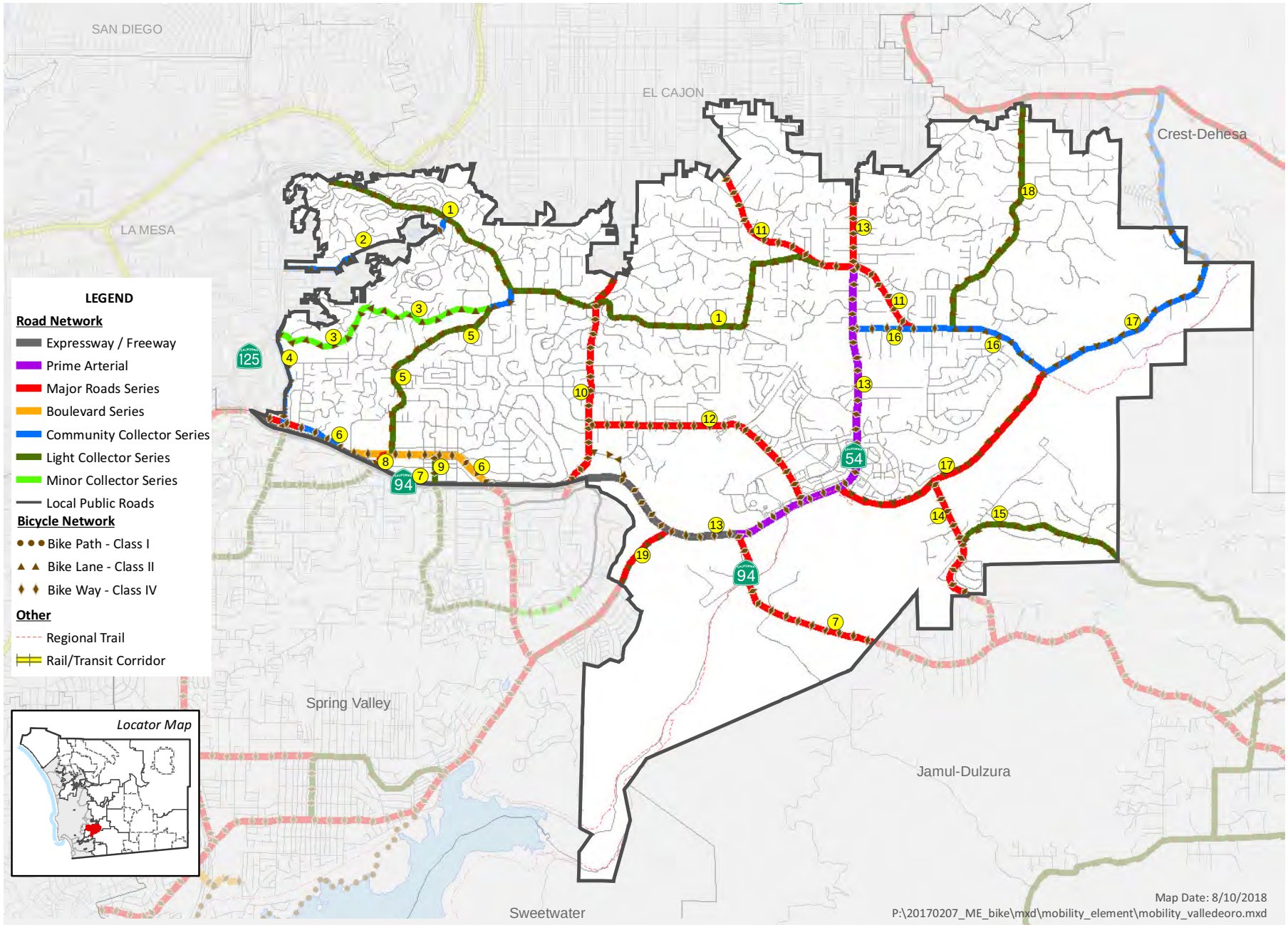


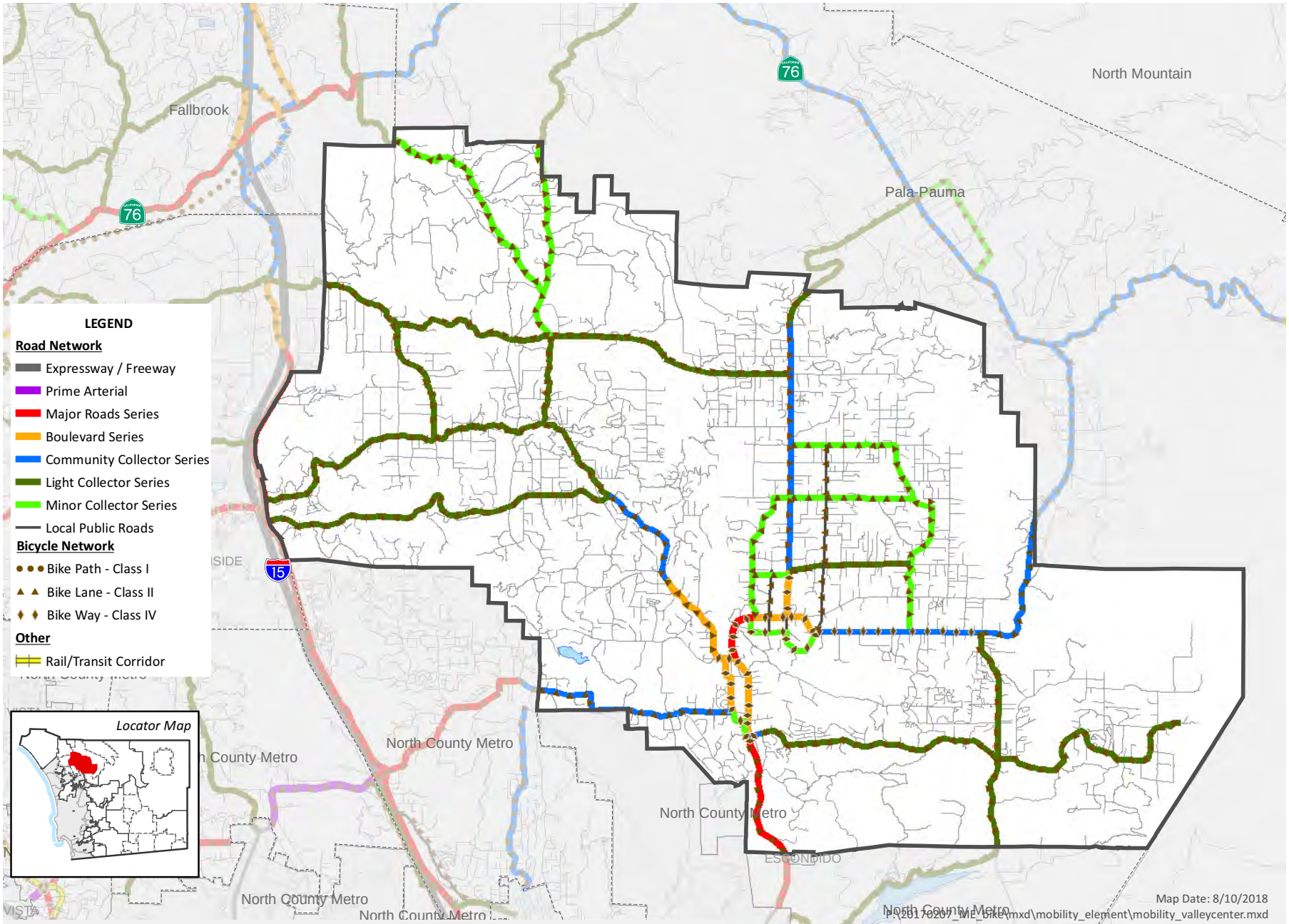
VALLE DE ORO MOBILITY ELEMENT NETWORK

Mobility Element Network—Valle de Oro Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
1	**Fuerte Drive (SC 2111/SA 920/SC 2060)** Segment: La Mesa city limits to Chase Avenue	**2.2E Light Collector**	**Accepted at LOS E** Segment: Bancroft Drive to Avocado Boulevard
2	**Lemon Avenue (SA 930)** Segment: SR-125 to Fuerte Drive	**2.1E Community Collector**	None
3	**Edgewood Drive / Grandview Drive (SC 2115)** Segment: Bancroft Drive to Fuerte Drive	**2.3B Minor Collector Road** Intermittent Turn Lanes—Bancroft Drive to Resmar Road **2.1E Community Collector** Resmar Road to Fuerte Drive	None
4	**Bancroft Drive** Segment:SR-94 to Edgewood Drive	**2.1C Community Collector** Intermittent Turn Lanes	None
5	**Conrad Drive /Resmar Road (SC 2125)** Segment: Campo Road to Grandview Drive	**2.2E Community Collector**	None
6	**Campo Road (SC 2118)** Segment: La Mesa city limits to SR-94	**4.1B Major Road** Intermittent Turn Lanes—La Mesa city limits to Camino Paz **2.1C Community Collector** Intermittent Turn Lanes—Camino Paz to Rodgers Road **4.2B Boulevard** Intermittent Turn Lanes—Rodgers Road to SR-94	**Accepted at LOS F** Segment: Kenwood Drive to Conrad Drive
7	**State Route 94/Campo Road** Segment: La Mesa city limits to Jamul/Dulzura Subregion boundary	**Freeway/6.1 Expressway** La Mesa city limits to Jamacha Road **4.1A Major Road and Interchange with Jamacha Road** Raised Median—Jamacha Road / SR-54 to Jamul CPA boundary	**Caltrans Facilities Programming** Improvements to a four-lane conventional highway programmed in the 2030 RTP (Unconstrained Revenue scenario) **Recommended Improvement** Ramps to Jamacha Road interchange
8	**Kenwood Drive (SC 2122)** Segment: SR- 94 to Campo Road	**4.1B Major Road** Intermittent Turn Lanes	None

Mobility Element Network—Valle de Oro Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
9	Barcelona Street (SC 2110) Segment: Campo Road to SR- 94	2.2E Light Collector Intersection Improvements	None
10	Avocado Boulevard (SF 1398) Segment: Spring Valley community boundary to El Cajon city limits	4.1B Major Road Intermittent Turn Lanes	None
11	Chase Avenue (SA 910.1) Segment: El Cajon city limits to Hillsdale Road	4.1B Major Road Intermittent Turn Lanes	None
12	Fury Lane (SC 2070/SA 921) Segment: Avocado Boulevard to Jamacha Road	4.1B Major Road Intermittent Turn Lanes—Avocado Boulevard to Wieghorst Way 4.1A Major Road Raised Median—Wieghorst Way to Jamacha Road	None
13	Jamacha Road (SF 1399) Segment: -SR-94 / Campo Road to El Cajon city limits	6.2 Prime Arterial SR 94/Campo Road to Chase Avenue 4.1A Major Road Raised Median—Chase Avenue to El Cajon city limits	Accepted at LOS F Segment: SR-94 / Campo Road to Fury Lane
14	Steele Canyon Road (SC 2050) Segment: Willow Glen Drive to Jamul/Dulzura Subregion boundary	4.1B Major Road Intermittent Turn Lanes	None
15	Jamul Drive (SC 2055) Segment: Steele Canyon Road to Jamul/Dulzura Subregion boundary	2.1C Light Collector Intermittent Turn Lanes	None
16	Hillsdale Road (SC 2030) Segment: Jamacha Road to Willow Glen Drive	2.1C Community Collector Intermittent Turn Lanes	None

Mobility Element Network—Valle de Oro Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
17	**Willow Glen Drive (SF 1397)** Segment: Jamacha Road to Camino de las Piedras	**4.1B Major Road** Intermittent Turn Lanes—Jamacha Road to Hillsdale Road **2.1D Community Collector** Improvement Options [Unspecified Improvements}—Hillsdale Road to Camino de las Piedras	None
18	**Vista Grande Road (SC 2030)** Segment: Hillsdale Road to Dehesa Road	**2.2E Light Collector**	None
19	**Jamacha Boulevard SF 1397)** Segment: Spring Valley CPA boundary to SR-94 / Campo Road	**4.1A Major Road** Raised Median	**Recommended Improvement** Grade-separated interchange with SR-94/Campo Road

a. ID = Roadway segment on Figure M-A-22



VALLEY CENTER MOBILITY ELEMENT NETWORK

Mobility Element Network—Valley Center Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
1	**Couser Canyon Road (SC 240)** Segment: Fallbrook CPA boundary to Lilac Road	**2.3C Light Collector** Reduced Shoulder — two feet; Reduced Parkway to ten feet	**Improvement Option** ~~Reduce shoulder width to six feet for use as a bike lane (requires parking prohibition)~~Bikeway facility ~~(requires parking prohibition)~~
2	**West Lilac Road (SC 270.1 / 280.2)** Segment: Bonsall CPA boundary to Lilac Road	**2.2F Light Collector** Reduced Shoulder—New Road 3 to Lilac Road **2.2C Light Collector** Intermittent Turn Lanes—New Road 3 to Bonsall CPA boundary	None
3	**New Road 3** Segment: West Lilac Road to West Oak Glen Road / Cole Grade Road	**2.2C Light Collector** Intermittent Turn Lanes	None
4	**Circle R Road (SC 280.1)** Segment: Old Highway 395 to West Lilac Road	**2.2E Light Collector**	None
5	**Old Castle Road (SF 1415)** Segment: Old Highway 395 to Lilac Road	**2.2D Light Collector** Improvement Options [Passing Lanes]	None
6	**Lilac Road (SA 110/ SF 1415)** Segment: Pala/Pauma Subregion boundary to Valley Center Road	**2.3C Minor Collector** Reduced Shoulder to two feet / Reduced Parkway to ten feet — Pala/Pauma Subregion boundary to New Road 3 ***2.2E Light Collector*** New Road 3 to Old Castle Road **2.1C Community Collector** Intermittent Turn Lanes—Old Castle Road to Anthony Road **4.2B Boulevard** Intermittent Turn Lanes—Anthony Road to Valley Center Rd.	**Accepted at LOS F** Segment: New Road 19 to Valley Center Road
7	**Cool Valley Road (SC 300)** Segment: Cole Grade Road to Villa Sierra Road	**2.3C Minor Collector** Reduced Shoulder to two feet / Reduced Parkway to ten feet	None

Mobility Element Network—Valley Center Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
8	Villa Sierra Road (SC 300) Segment: Cool Valley Road to Mac Tan Road	2.3C Minor Collector Reduced Shoulder to two feet / Reduced Parkway to ten feet	None
9	Mac Tan Road (SC 300) Segment: Villa Sierra Road to Valley Center Road	2.3C Minor Collector Reduced Shoulder to two feet / Reduced Parkway to ten feet	None
10	Miller Road Segment: Valley Center Road to Villa Sierra Road	2.3B Minor Collector Intermittent Turn Lanes—Valley Center to new local public road (south of Misty Oak) 2.3C Minor Collector Reduced Shoulder to two feet; Reduced Parkway to ten feet— New Road 11 (south of Misty Oak) to Villa Sierra Road	None
11	New Road 11 (south of Misty Oak Road) Segment: Miller Road to Cole Grade Road	2.3A Minor Collector Raised Median	None
12	Fruitvale Road (SC 310) Segment: Cole Grade Road to Villa Sierra Road	2.2C Light Collector Intermittent Turn Lanes—Cole Grade Road to Villa Sierra Road	None
13	Cole Grade Road (SA 110) Segment: New Road 14 to Pala/Pauma Subregion boundary	Industrial / Commercial Local Public Road New Road 14 to Valley Center Road 4.2A Boulevard Raised Median—Valley Center Road to Fruitvale Road 2.1D Community Collector Improvement Options (left / right turn lanes)——Fruitvale Road to Pauma Heights Road 2.1C Community Collector Intermittent Turn Lanes—Pauma Heights Road to McNally Road 2.2E Light Collector McNally Road to Pala/Pauma Subregion boundary	None

Mobility Element Network—Valley Center Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
14	**New Road 14** Segment: Valley Center (at Miller Road) to Valley Center Road (at New Road 15)	**2.3B Minor Collector** Intermittent Turn Lanes	**Road Alignment** North of floodplain whenever feasible
15	**New Road 15 / High Point Drive** Segment: Valley Center (at New Road 14) to Cool Valley Road	**Local Public Road**	None
16	**Valley Center Road (SF 639)** Segment: North County Metro Subregion boundary to Pala/Pauma Subregion boundary	**4.1A Major Road** Raised Median—North County Metro Subregion boundary to Woods Valley Road **4.2A Boulevard** Raised Median—Woods Valley Road to Lilac Road **4.1A Major Road** Raised Median—Lilac Road to Miller Road **4.2A Boulevard** Raised Median—Miller Road to New Roads 14/15 **2.1D Community Collector** Improvement Options [Passing Lanes]—New Roads 14/15 to Pala/Pauma Subregion boundary	**Accepted at LOS F** Segment: Miller Road to Indian Creek Road
17	**New Road 17** Segment: New Road 14 to Misty Oak Road	**Rural Residential Collector** Local Public Road	None
18	**Mirar de Valle Road (SC 990.2)** Segment: North County Metro Subregion boundary to New Road 19	**2.1D Community Collector** Improvement Options [Unspecified]	**Accepted at LOS F** Segment: New Road 19 to Hidden Meadows community boundary
19	**New Road 19** Segment: Lilac Road to Valley Center Road (at Woods Valley Road)	**4.2B Boulevard** Intermittent Turn Lanes—Lilac Road to Mirar de Valle Road **2.3A Minor Collector** Raised Median—Mirar de Valle Road to Woods Valley Road	**Accepted at LOS E** Segment: Mirar de Valle Road to Lilac Road

Mobility Element Network—Valley Center Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
20	Woods Valley Road (SC 1010) Segment: Valley Center Road to Lake Wohlford Road	2.1D Community Collector Improvement Options [Raised Median and Right-Turn Lanes]—Valley Center Road to Oakmont Rd. 2.2C Light Collector Intermittent Turn Lanes—Oakmont Rd. to Lake Wohlford Road	Accepted at LOS E Segment: Oakmont Road to Karibu Lane
21	Lake Wohlford Road (SA 130) Segment: North County Metro Subregion boundary to Valley Center Road	2.2D Light Collector Improvement Options [Unspecified]	None
22	Paradise Mountain Rd. (SC 1010.1) Segment: Lake Wohlford Road to Hell Hole Canyon Open Space Preserve entrance	2.2E Light Collector	None

a. ID = Roadway segment on Figure M-A-23

Attachment C – Draft Final Complete Streets Policy

COUNTY OF SAN DIEGO, CALIFORNIA
BOARD OF SUPERVISORS POLICY

Subject	Policy Number	Page
DRAFT Complete Streets Policy	J-38	1 of 2

Purpose

To provide a policy and procedures for the development and implementation of Complete Streets.

Background

The County General Plan establishes the goals and policies for the development of safe, active and thriving communities. The General Plan includes a Mobility Element that sets forth goals and policies for the County transportation network. The Department of Planning & Development Services is responsible for helping develop the General Plan. The Department of Public Works (DPW) maintains public roads throughout San Diego County. DPW also publishes the Public Road Standards, which govern items in the public right-of-way including width of the roads, bikeways, sidewalks, landscaping, street lights, curbs, gutters, storm drains, swales, signing and markings, medians and driveway, and other elements of street design.

The design of public roads includes many factors and potential considerations for inclusion or omission. When streets are 'complete' they are safe, reliable, comfortable, and convenient for people walking, bicycling, riding public transportation, and operating motor vehicles. Complete Streets allow people of all ages and abilities opportunities to be active and safe when they travel or move about their community.

Policy

It is the policy of the Board of Supervisors that the Complete Streets Policy will conform to the following procedure.

Procedure

When planning, designing and constructing all new and retrofit transportation projects within the public road right-of-way, the County will consider providing appropriate accommodation for persons of all abilities, and using all modes of transportation allowed within the public road right-of-way including, without limitation, people walking, people on bikes, users of transit, and drivers of motor vehicles. This procedure shall be hereinafter referred to as "Complete Streets".

Design Practice and Context Sensitivity

County transportation infrastructure projects within the public road right-of-way at all phases of development, including scoping, planning, design, implementation, and performance monitoring will implement Complete Streets.

While every street should be planned, designed, built, operated, and maintained for all foreseeable users, there is no single design standard for Complete Streets. However this policy encourages best practices that maximize space and separation between vulnerable users and motor vehicle traffic.

COUNTY OF SAN DIEGO, CALIFORNIA
BOARD OF SUPERVISORS POLICY

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This policy also recognizes the diversity of the County road network and various built environment contexts; from urban, and suburban, to rural communities. Projects should be planned and designed to consider current and future planned adjacent land uses, local transportation needs, and to incorporate the latest and best practice design guidance. Each project must be considered both separately and as part of a connected network to determine the level and type of treatment necessary for all foreseeable users.

Exceptions

All transportation projects constructed or reconstructed should be planned, designed and constructed for all foreseeable users. For some projects, however, an exception to this policy may be warranted. Exception requests shall document attempts at facility incorporation and flexibility to the extent reasonably feasible before following the exception procedures set forth in the Public Road Standards.

Implementation

Compliance with this Complete Streets Policy will follow from implementation of the Mobility Element, Active Transportation Plan, Public Road Standards, Flexibility in County Road Design, and Green Streets Guidelines.

Sunset Date

This policy will be reviewed for continuance by 12-31-2025.

Board Action

10-31-2018 (X)

CAO Reference

1. Department of Public Works
2. Department of Planning & Development Services

Attachment D – Draft Final Active Transportation Plan

County of San Diego Active Transportation Plan DRAFT **FINAL**

September 2018

County of San Diego

Active Transportation Plan

DRAFT FINAL

Plan Prepared by:
Michael Baker INTERNATIONAL

In Partnership with:
CIRCULATE SAN DIEGO
KTUA Planning + Landscape Architecture

TransNet Grant Funding provided by
SANDAG
and the State of California Active Transportation Grant Program

September 2018

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List of Abbreviations

AASHTO ..... American Association of State Highway and Transportation Officials
ACS..... American Community Survey
AHSC .....Affordable Housing and Sustainable Communities
ATP .....Active Transportation Plan
ATP .....Active Transportation Program
BTA ..... Bicycle Transportation Account
BTP .....Bicycle Transportation Plan
Caltrans.....California Department of Transportation
CAP..... Climate Action Plan
CDBG.....Community Development Block Grant
CHA.....Community Health Assessment
CHIP..... Community Health Improvement Plan
CIP .....Capital Improvement Program
CMAQ .....Congestion Mitigation and Air Quality
CPA..... community planning area
CPG .....Community Planning Group
CPPW ..... Communities Putting Prevention to Work
CTC.....California Transportation Commission
CTMP.....Community Trails Master Plan
CTP ..... California Transportation Plan
DG.....Decomposed Granite
DLATP..... District Level Active Transportation Plan
FAST .....Fixing America's Surface Transportation
FHWA.....Federal Highway Administration (US Department of Transportation)
FTA .....Federal Transit Administration
GHG.....greenhouse gas
HHSA .....Health and Human Services Agency (County of San Diego)
HSIP..... Highway Safety Improvement Program
HUTA .....Highway Users Tax Account
LPHSA ..... Local Public Health System Assessment

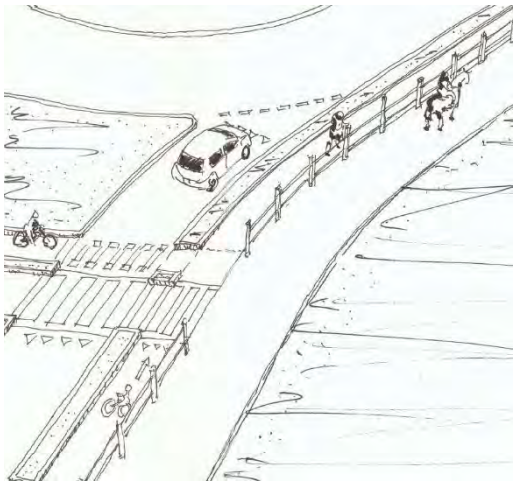
LTS ..... level of traffic stress
MAPP..... Mobilizing for Action through Planning and Partnerships
MPO..... metropolitan planning organization
MUTCD..... Manual on Uniform Traffic Control Devices
NACTO ..... National Association of City Transportation Officials
NHPP..... National Highway Performance Program
OTS ..... Office of Traffic Safety
PGA ..... Pedestrian Gap Analysis
RCP ..... Regional Comprehensive Plan
RTIP..... Regional Transportation Improvement Program
RTP..... Regional Transportation Plan
RTP..... Recreational Trails Program
SANDAG..... San Diego Association of Governments
SANGIS ..... San Diego Geographic Information Source
SCS ..... Sustainable Communities Strategy
SG ..... Sponsor Group
SRTS ..... Safe Routes to School
STBG..... Surface Transportation Block Grant
TA ..... Transportation Alternatives
TAP..... Transportation Alternative Programs
TDM..... Travel Demand Management
TIF ..... Transportation Impact Fee
TIGER..... Transportation Investment Generating Economic Recovery
TSM ..... Transportation System Management

Executive Summary

Communities throughout California are developing active transportation plans that address the needs of people walking, on bicycles, and other active modes of travel.

The County of San Diego's Active Transportation Plan (ATP) is a multi-objective plan that balances environmental, economic, and community interests; implements the County's General Plan; and aligns with multiple County initiatives. The ATP identifies goals, objectives, and actions related to improving safety to reduce auto collisions with cyclists and pedestrians, increasing accessibility and connectivity with an active transportation network, and improving public health by encouraging walking and biking.

County Context



Unincorporated San Diego county encompasses approximately 2.3 million acres, or 3,570 square miles, with a 2013 population of 492,491. The ATP considers the unincorporated county's unique communities whose character ranges from suburban adjacent to neighboring incorporated cities, to compact historic rural village centers with a mix of uses, to low-density rural communities surrounded by hillsides, deserts, and agricultural lands. The more densely developed communities are located closer to the coastal cities and have access to water, sewer, roads, schools, and other public facilities.

As in many areas outside of cities, the unincorporated county road network has limited walking and biking facilities. Of the roads in the unincorporated county, about a quarter are County-maintained (roughly 2,000 miles of 8,000 total miles). Of these publicly maintained roads, less than half include sidewalks and less than 1 percent include a bicycle route or lane. The lack of safe and convenient pedestrian and bicycle facilities discourages non-vehicular trips and

results in impacts to roadway operations, the environment, and citizen health.

Background

State Initiatives

The State's Toward an Active California, Bicycle + Pedestrian Plan has a goal of doubling the amount of walking and tripling the amount of bicycling in the California by 2020. The State has dedicated annual funding through the Active Transportation Program that ranges from $100 million to $400 million per cycle. The State also relies on local jurisdictions to improve conditions for walking and biking and to reduce greenhouse gas emissions.

San Diego County General Plan – A Plan for Growth, Conservation, and Sustainability

The County's General Plan, updated in 2011, celebrates the region's natural setting and balances goals for growth, conservation, and sustainability. The updated General Plan shifted growth capacity from the eastern backcountry areas to the western communities. The General Plan is based on guiding principles designed to support a reasonable share of projected regional population growth, protect the county's natural resources, and maintain the character of its communities.

The General Plan has several policies that promote safe, efficient, and attractive active transportation options and recreational opportunities for county residents.

County Initiatives and Programs

The Live Well San Diego vision—Building Better Health, Living Safely, and Thriving—addresses health, the built environment, and safety in the unincorporated county. The ATP aligns with this program and includes action steps focusing on active transportation. Active transportation enhances public health and reduces impacts to the environment. The planned pedestrian and bicycle facilities will increase safety and mobility for all road users, but especially for people walking or biking.

The key components of the ATP are briefly summarized below.

Chapter 1 Active Transportation Plan Process and Overview

Chapter 1 introduces the ATP and provides background information including the plan's goals, objectives, and actions.

These goals include:

- Increasing biking and walking trips;
- Increasing safety and mobility for non-motorized users;
- Advancing the efforts of regional agencies to achieve greenhouse gas (GHG) reduction goals; and
- Enhancing public health, including the reduction of childhood obesity.

Chapter 2 Existing Policy Framework

This chapter summarizes the existing policy framework used to develop the ATP. The policy framework of the County's General Plan Mobility Element and Public Road Standards are documented and discussed for relevance to the ATP.

Chapter 2 also includes an analysis of the county's 18 incorporated cities' active transportation plans and of the San Diego Association of Governments' (SANDAG) regional plan to identify connections between jurisdictions and develop an active transportation network countywide. This includes the cities of San Diego, Chula Vista, Escondido, San Marcos, and Vista.

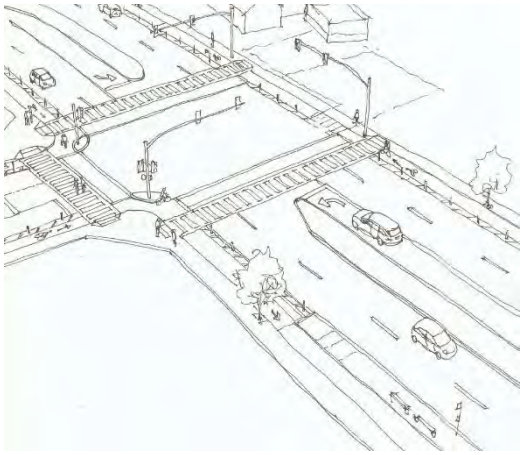
Chapter 3 Existing Physical Conditions

Existing land uses, road types, sidewalks, and bicycle facilities are evaluated and documented in this chapter.

Existing conditions for the pedestrian network were collected and analyzed through a Pedestrian Gap Analysis (PGA), including a comprehensive inventory of over 700 miles of public road segments. The PGA documents the condition of sidewalks/pathways and the distance from local attractors (schools, parks, libraries, and commercial centers) and integrates local socioeconomic, safety, and health data into ranked segments within each community. The assessment revealed that approximately 53 percent of surveyed public County-maintained roads currently lack a sidewalk or pathway.

Existing conditions for the bicycle network were also collected and analyzed and were supplemented with information gathered during the PGA. The County ATP follows the California Highway Design Manual, which describes bicycle facilities as “classes.” A Class I bike path is a facility fully separated from roads. Class II bike lanes are striped areas on a road for bicycle travel. Class III bike routes are shared road areas, with bicycles sharing lane with motor vehicles. Class IV separated bikeways (also called cycle tracks) are located in the road but incorporate a physical barrier, such as flex posts, curbs, or parked vehicles to separate bike traffic from vehicle traffic.

Chapter 4 Plan Analysis and Recommended Network



The proposed ATP network was developed through an analytical process that reflected the unique context of each community.

Where gaps were identified in the PGA, the ATP recommends sidewalk or pathways be constructed, whichever best complements the community character.

The draft bicycle network was informed by a review of best practices to connect people to their destinations along safe and connected bicycle facilities.

The draft ATP bicycle network proposes the following amount of bicycle facilities at full buildout as compared to the 2003 Bicycle Transportation Plan (BTP):

	BTP	ATP*
• Class I Bike Path	27 miles	22 miles
• Class II Bike Lanes	200 miles	749 miles
• Class III Bike Route	708 miles	N/A
• Class IV Separated Bikeway	N/A	184 miles

The totals do not add exactly the same between the BTP and ATP because the Mobility Element changed in 2011 with the General Plan Update. The totals also only represent the County responsible mileage, and not Caltrans mileage totals. The ATP bicycle network, as proposed, covers 100 percent of Mobility Element roads with a minimum Class II bike lane, whereas the BTP proposed facilities for 86 percent of Mobility Element roads. In villages, Class IV separated bikeways with additional cyclist separation are proposed. The plan reclassifies existing

Mobility Element Class III bike route designations as either Class II or Class IV. For reference, the BTP did not include the Class IV separated bikeway designation because the State of California did not officially adopt that designation until 2014.

The majority, about 80 percent at build out, of ATP bike facility recommendations are Class II bike lanes and connect rural communities, serving long distance or recreation cycling. The Class IV separated bikeways are concentrated in designated villages to better connect destinations (schools, parks, libraries, and commercial services), and represent about 20 percent of the build out network. The Class I bike path network builds on existing facilities, often located along river park corridors.

With the proposed improvements, preliminary estimates indicate that active transportation trips will increase anywhere from 1 percent to 14 percent above a future "unimproved" scenario, depending on the community planning area.

Chapter 5 Implementation and Funding

County-initiated active transportation projects can be constructed as stand-alone projects or integrated within larger capital improvements for potential cost savings. Implementation will occur as funding is available. Private development in the county will also implement the facilities identified in the ATP as part of their frontage or off-site improvements as conditions of development.

Funding of the ATP will occur through the County Capital Improvement Program (CIP) that includes restriping during resurfacing or through complete streets projects as a part of road reconstruction efforts. The County also pursues funding for pedestrian and bicycle improvements through the State Active Transportation Program and SANDAG grant programs to fund ATP improvements. Adoption of this ATP further enhances the County's competitiveness in ATP grant applications.

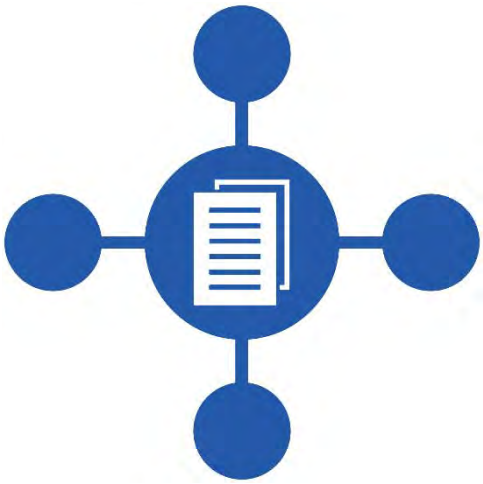
ATP Appendices

The technical analysis and other supplemental information are included as appendices to the ATP. The appendices provide supporting information for analysis, network recommendations, and conclusions for the ATP. The supporting materials include:

- Appendix A: Level of Traffic Stress (LTS) of Mobility Element – Build Out Conditions Maps and Build Out Conditions with Proposed Bikeway Classifications Maps
- Appendix B: Active Transportation Facility Toolbox
- Appendix C: Bicycling and Walking Demand Support Materials
- Appendix D: Pedestrian Gap Analysis (PGA) Report and Appendices
- Appendix E: Level of Traffic Stress (LTS) Analysis Metadata
- Appendix F: Sample Projects and Scored Mobility Element Road Segments for County Community Planning Areas
- Appendix G: Safe Routes to School (SRTS) Toolbox

The ATP was developed with grant funding from the State of California Active Transportation Program and using *TransNet* dollars from the San Diego regional sales tax administered by SANDAG.

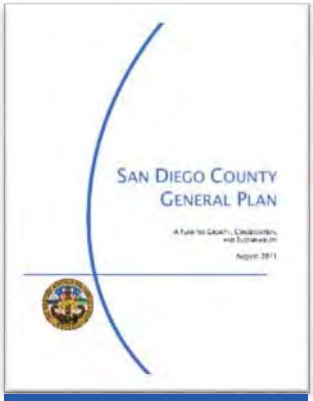
1 Active Transportation Plan Process and Overview



1.1 Introduction

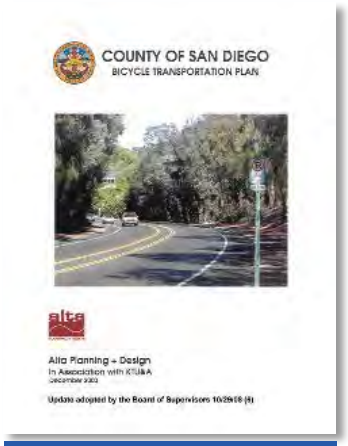
Connected facilities that are safe, attractive, and continuous support and encourage people to walk and bike for everyday trips. The County of San Diego recognizes the need to enhance unincorporated communities and improve public health, safety, and well-being by providing walking and bicycling facilities that make it easier for people to be active.

The Active Transportation Plan (ATP) serves as a master plan and policy document for the County of San Diego to implement active transportation projects and pursue funding opportunities for new or improved facilities. The ATP, a Mobility Element amendment for the County's General Plan, includes recommendations to promote active transportation.



County General Plan

The term "active transportation" represents any non-motorized mode of travel—typically including but not limited to biking or walking, skateboard, scooter, and horseback riding. Active transportation can be for leisure or exercise or to get to school, shopping, dining, public transportation, or any other destination. Users of all ages, demographics, and backgrounds use active transportation as a means of moving about their community. Active modes of travel are increasingly recognized as an important way of improving public health, incorporating sustainable practices, and increasing quality of life in communities.



Bicycle Transportation Plan

The ATP was developed to identify facilities that would best promote active modes of transportation throughout the unincorporated county with increased safety for pedestrians and bicyclists, enhanced public health benefits, and reduced impacts to the environment. The ATP will help achieve the vision of a multimodal transportation network that allows residents to walk and bicycle for everyday trips.

The County of San Diego ATP updates and integrates several existing plans and documents into one comprehensive package. These documents include the Bicycle Transportation Plan (2003), Community Trails Master Plan (2005), Pedestrian Area Plans (2010), and the Bicycle, Pedestrian, and Trail Facilities subsection of the General Mobility Element (2011). The ATP serves as an update to the planned active transportation facilities in the General Plan Mobility Element, the Bicycle Transportation Plan, and the Pedestrian Area Plans. Although the ATP will not update the Community Trails Master Plan (CTMP), the network of on-street pathways designated by the CTMP informed the recommendations made throughout this ATP. The ATP also serves as a policy document for the County's Safe Routes to School Program.

County Context

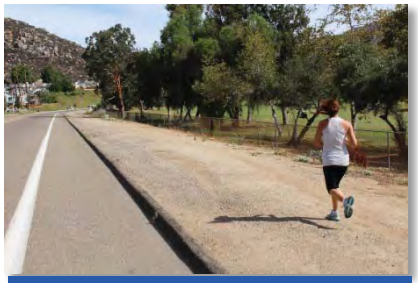
Rural Lands

San Diego County is one of the largest counties in the country with an area of 4,526 square miles. The county has a diverse set of natural and built environments, from mountains and rolling foothills to bays and lagoons. These varied environments serve as a setting for a range of housing types and for a transportation network that accesses diverse settings, from dense suburbs to rural agricultural lands. The unincorporated county consists of 33 community planning and sponsor groups and had a population of 492,491 in 2013.[1] The population is expected to grow to approximately 647,233, and 47,665 new jobs are anticipated by 2050.[2]

The expected population growth, paired with resulting increases in automobile use, will increase greenhouse gas (GHGO emissions and impact public health. Improved and additional active transportation facilities can help reduce automobile trips by encouraging people to walk and bicycle.

[1] San Diego County, "San Diego County Fact Sheet," January 2014, http://www.sandiegocounty.gov/economicroundtable/docs/ertfact2014.pdf.
[2] SANDAG 2050 Series 13 Regional Growth Forecast (data extracted November 2016).

Improved active transportation facilities will help increase the number of people who walk and bicycle in the county. Based on San Diego Association of Governments (SANDAG) commuter data taken from American Community Survey (ACS) estimates, approximately 0.1 percent of the residents in the unincorporated county classify themselves as bike users, 2.4 percent as walking commuters, and 0.6 percent as public transportation commuters. The majority, 96.9 percent, of residents in the unincorporated county are vehicle or "other means" commuters.[3]



Community Pathway

Studies have shown that an increase of just 1 percent in biking and walking trips can produce significant benefits for community members with chronic health conditions by integrating active transportation into daily routines.[4] The ATP supports existing County programs and policies—such as those championed by the County's Health and Human Services Agency (HHSA) and the *Live Well San Diego* program—that encourage active transportation as a means to combat chronic disease. Active transportation in the county will help improve public health and reduce GHG emissions to meet the County's targets in the Climate Action Plan (CAP).

Benefits to Active Transportation

Whether people are traveling by bike or walking, active transportation has several benefits:

- **Health Benefits** – Increases opportunities to be physically active on a regular basis that may lead to reduced cardiovascular, respiratory, and obesity-related diseases.
- **Environmental Benefits** – Reduces reliance on automobiles, thereby reducing GHG emissions and improving air quality.
- **Transportation Benefits** – Reduces road congestion, repair, and maintenance.
- **Economic Benefits** – Benefits the individual through savings associated with automobile maintenance, fuel, and parking. Active transportation can also

[3] Commute data for the unincorporated county based on SANDAG-recoded ACS data. More information about the methodology used to determine these figures is available in Chapter 3, Existing Conditions for Active Transportation Facilities. "Other means" commuters are those who self-identified as not using the commute methods listed in the ACS.

[4] Joanna Kruk, "Physical activity and health," *Asian Pacific Journal of Cancer Prevention* 10, no. 5 (2009): 721–728.

increase patronage at local businesses accessible by foot or bike.

- **Social Benefits** – Increases opportunities for social interactions.
- **Recreational Benefits** – Offers opportunities to spend time outdoors and in nature.

Village Pedestrian Activity

Barriers to active transportation include both physical and socially perceived constraints. Physical barriers for those engaging in active transportation include a lack of continuous sidewalks, or bike facilities, the inability to cross a road safely, and the lack of end-of-trip infrastructure like bicycle parking. In the unincorporated county, the challenge of biking and walking may also limit users as distances between destinations may be too great, the need to carry baggage, and/or the desire to transport children may make active transportation difficult. Socially perceived constraints include the perception that biking and walking are not safe and/or represent lower socioeconomic status.

Combating the physical constraints to incorporate active transportation programs and infrastructure is the first step in promoting more active trip choices and decreasing the misconceptions associated with non-motorized travel.

1.2 Goals, Objectives, and Actions

In addition to the objectives and requirements of the State's Active Transportation Program, the County developed its own ATP to create a comprehensive plan that:

- Provides a comprehensive inventory of all the county's bicycle and high use pedestrian facilities;
- Evaluates how well the County is serving bike and pedestrian trips;
- Identifies network improvements on a system-wide basis; and
- Guides capital investments and assists in the pursuit of additional funding options.

Below are the goals, objectives, and actions for ATP implementation. The goals establish the purpose, while the objectives define the course of action to achieve those goals. Actions are specific ways forward for implementation.

The goals of the ATP are categorized as *safety, accessibility, connectivity*, and *public health*. These goals

are the foundation for the County's long-term vision for developing a multimodal network that is safe and accessible for all users. They will guide future users of the document and County processes that implement the recommendations of the report.

TABLE 1-1 GOALS, OBJECTIVES, AND ACTIONS

Goal 1: Improve Safety	
Objective 1: Achieve a reduction in collision rates by 2050 while achieving an increase in mode share for people biking and walking.	**Action A:** Evaluate pedestrian- and bicycle-involved collision data, identify trends, and prepare an annual report that summarizes collision trends and locations, evaluations, and recommendations. **Action B:** Update and inform infrastructure project lists to prioritize or incorporate improvements to areas with a substantial number of pedestrian- or bicycle-involved collisions. **Action C:** Incorporate separated bicycle and pedestrian facilities within the public right-of-way for all new development or improvement projects.
Measures of Effectiveness Reductions in collisions involving people biking and walking; an increase in mode share.	
Goal 2: Accessibility and Connectivity	
Objective 2.1 Plan for a comprehensive network of facilities that are accessible to all users, including people walking, biking, and those utilizing assistance devices such as wheelchairs.	**Action A:** Adopt a Complete Streets policy that addresses all public and private roadway and infrastructure improvements.
Objective 2.2 Fill gaps in the existing pedestrian and bicycle networks to create a continuous accessible network.	**Action A:** Complete sidewalks and bicycle facilities that have existing gaps. **Action B:** Upgrade facilities that do not meet current classifications or standards.
Objective 2.3 Keep bicycle and pedestrian access open during construction projects.	**Action A:** Require construction traffic management plans to address access for people biking and walking.
Measures of Effectiveness Periodic reviews, as established by County staff, of pedestrian and bicycle networks illustrating greater levels of network completeness.	

TABLE 1-1, CONTINUED

Goal 3: Public Health	
Objective 3.1 Increase the frequency and types of biking and walking trips in San Diego County to improve public health, decrease the number of vehicle trips, and reduce impacts to the environment.	**Action A:** Implement the pedestrian and bike network improvements as identified in the ATP. **Action B:** Promote biking and walking trips by developing continuous, convenient, maintained, and safe routes for work and non-work or recreational trips. **Action C:** Continuously work with HHSA staff to identify opportunities to combine or overlap public health initiatives, programs, and projects where feasible.
Measures of Effectiveness Increase biking and walking mode share and/or use tools for measuring progress such as pre- and post-intervention audits or public health indicators (e.g., BMI calculators).	

1.3 Program Guidelines and Requirements

State Active Transportation Program Requirements

The County ATP meets the objectives and requirements of the State of California's Active Transportation Program. This allows the County to compete for funding to implement active transportation facilities. The active transportation initiative began at the state level when the California Active Transportation Program was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation. The California Active Transportation Program consolidated various transportation programs—the federal Transportation Alternatives Program, state Bicycle Transportation Account, and federal and state Safe Routes to School programs—into a single program with a goal of making California a national leader in active transportation.

The goals of the California Active Transportation Program are:

- Increase the proportion of biking and walking trips;
- Increase safety and mobility for non-motorized users;
- Advance the efforts of regional agencies to achieve GHG reduction goals;
- Enhance public health, including the reduction of childhood obesity through the use of projects eligible for Safe Routes to Schools (SRTS) Program funding;
- Ensure disadvantaged communities fully share in program benefits (25 percent of program); and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

The Active Transportation Program requirements established by the California Transportation Commission (CTC) are further summarized in this section. The complete list of requirements is available on the California Department of Transportation (Caltrans) website (http://www.dot.ca.gov/hq/LocalPrograms/atp/).

The ATP will improve the County's eligibility to compete for infrastructure improvement funding under the California Active Transportation Program.

In addition to the requirements of the State's Active Transportation Program, the County ATP adheres to the following guidelines and requirements.

Regional ATP Program Guidelines

The County ATP must adhere to the Regional ATP Program Guidelines as outlined in SANDAG's 2017 Active Transportation Program Guidelines – San Diego Regional Competition ATP Cycle 4 (see: http://www.sandag.org/index.asp?classid=12&projectid=491&fuseaction=projects.detail).

Federal Requirements

Unless programmed for state-only funding, grant recipients must comply with the provisions of Title 23 of the Code of Federal Regulations and with the processes and procedures contained in the Caltrans Local Assistance Procedures Manual and the Master Agreement with Caltrans.

Design Standards

California Streets and Highways Code Section 891 requires city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted to utilize all minimum safety design criteria established by Caltrans. The County Public Road Standards follow the CA Highway Design Manual.

1.4 Plan Development

In 2014, the County of San Diego's, Planning & Development Services (PDS), Department of Public Works (DPW), Department of Parks and Recreation (DPR), Planning & Development Services, and Health and Human Services Agency (HHSA) applied for grant funding through the California Active Transportation Program for a countywide ATP. The County was selected during the regional round administered by SANDAG to receive funds for development of this ATP.

1.5 Public Outreach

Public involvement was important to the development of the plan. Understanding the needs and desires of residents to prepare a plan that is functional, feasible, and addresses needs at both a regional and a local community level. County Community Planning Groups (CPG) and Sponsor Groups (SG) were contacted at the on-set of the ATP development to identify issues early in the process.
A project website was developed to share project-related information, news, and materials or presentations with the public: https://www.sandiegocounty.gov/pds/advance/ActiveTransportationPlan.html.

Project presentation to Community Planning & Sponsor Group Chairs

The draft ATP was presented to the public and interested stakeholder through a variety of communication methods; including posting on project website.

The County sent out email notices engaging the public and interested stakeholders of public review. Three regional workshops held in the summer of 2018.

Public comments were recorded on comment cards and map boards during each public workshop. The CPG/SGs were offered individual briefings and/or meeting attendance upon request. Five communities requested CPG/SG attendance.

At these CPG/SG meeting and throughout the summer of 2018 staff took comments and heard public input on the plan and the recommended bicycle network classifications.

Comments received as part of the outreach process were generally related to one of three topics/teams; compatibility of bicycle facilities and roadways in terms of width, slope, and visibility; roadway geometry and allocations of space to bicycle facilities vs. on-street parking and travel lanes; and funding of pedestrian and bicycle improvements in addition to general travel lanes and other competing community priorities.

Public input at regional workshop

Many participants expressed a desire for safer facilities where bicycle and vehicle traffic were physically separated. The plan had to balance the desire for extensive networks of separate facilities with fiscal constraints and project feasibility.

Publicly proposed changes were evaluated and reviewed by staff for potential and where appropriate recommended as modifications to the draft bicycle classifications.

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2 Existing Policy Framework

This chapter summarizes existing plans and policies that address how future infrastructure improvements affect active transportation in the unincorporated county. Existing plans and policies discussed include those of the County of San Diego, SANDAG, and the State of California, as well as federal or other related initiatives, as summarized in **Table 2-1**. Active transportation programs and plans in neighboring cities and jurisdictions are summarized in **Table 2-2**.

The ATP and recommended improvements update, complement, and/or are consistent with these policies, plans, and standards.

TABLE 2-1 SUMMARY OF EXISTING PLANS AND POLICIES

County of San Diego	Regional Plans	State Plans	Federal Initiatives	Other Initiatives
– General Plan – Mobility Element – Bicycle Transportation Plan – Community Trails Program and Community Trails Master Plan – Live Well San Diego – Climate Action Plan – Public Road Standards – Green Streets Standards	– San Diego Forward: The 2050 Regional Plan – Riding to 2050, the San Diego Regional Bike Plan – Regional Complete Streets Policy – Designing for Smart Growth, Creating Great Places in the San Diego Region	– California Transportation Plan – Toward an Active California, State Bicycle + Pedestrian Plan – Caltrans Non-motorized Transportation Facilities Guidelines – Caltrans District 11 Active Transportation Plan	– Fixing America's Surface Transportation (FAST) Act – Safe Routes to School Policies – Recreational Trails Program – FHWA Bicycle and Pedestrian Program – Bikeway Design Guides	– Smart Growth America – Vision Zero

TABLE 2-2 NEIGHBORING CITIES AND JURISDICTIONS

Neighboring Cities and Jurisdictions	
– City of Carlsbad	– City of Oceanside
– City of Chula Vista	– City of Poway
– City of Coronado	– City of San Diego
– City of Del Mar	– City of San Marcos
– City of El Cajon	– City of Santee
– City of Encinitas	– City of Solana Beach
– City of Escondido	– City of Vista
– City of Imperial Beach	– City of Temecula
– City of La Mesa	– Imperial County
– City of Lemon Grove	– City of Tijuana
– City of National City	– City of Tecate

2.1 County of San Diego Plans and Policies

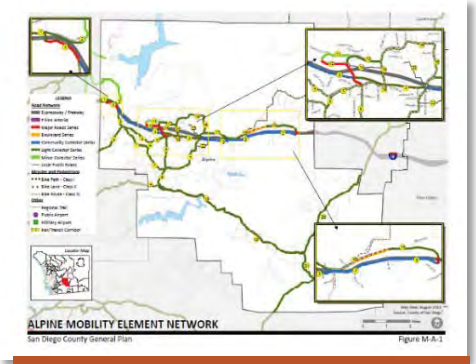
General Plan

Adopted in August 2011, the most recent San Diego County General Plan includes guiding principles designed to accommodate future growth while protecting unique and diverse natural resources and maintaining the character of the county's rural and semirural communities. The General Plan reflects a sustainable approach to planning that balances the need for infrastructure, housing, and economic vitality, while protecting unique community character, agricultural areas, and open spaces.

The General Plan provides a countywide vision on how the County accommodates and plans for growth. Sections in the General Plan include individual plans and policies for each of the unincorporated communities that focus discussion on future infrastructure and land use opportunities. As mandated by state law, each element in the General Plan must be consistent with all other elements to ensure a cohesive and unified vision. This includes Community Plans, the Mobility Element, the Land Use Element, the Housing Element, the Noise Element, the Conservation and Open Space Element, and the Safety Element.

General Plan Mobility Element Goals and Policies

The Mobility Element addresses the operations, maintenance, and management of the county's transportation network. The element describes a balanced system that incorporates multiple modes of travel including motor vehicles, public transportation, bicycles, pedestrians, and, where applicable, rail and air transportation. While the automobile dominates travel in the unincorporated county, opportunities for increased active transportation are also addressed in the Mobility Element. The element identifies roads that are multimodal and can safely accommodate vehicular, transit, bicycle, equestrian, and pedestrian modes of travel. The ATP does not amend any vehicle travel lane classifications, only the bicycle network designations. The County of San Diego Public Road Standards and supplemental manuals provide guidance for road design.



Mobility Element Map

The Mobility Element's goals and policies are based on a number of Guiding Principles as described in the General Plan. A central theme is support for a multimodal transportation network that enhances connectivity and supports existing development patterns while retaining community character. The Guiding Principles focus on environmental sustainability by striving to reduce greenhouse gas emissions and vehicle miles traveled. Summarized below are the topic subcategories in the Mobility Element's goals and policies, including the road network, public transit, transportation system and travel demand management, parking, and bicycle, pedestrian, and trail facilities.

Mobility Element Road with Bike Lane and Pathway

Road Network

The County is responsible for maintaining Mobility Element and local public roadways in the unincorporated areas, including bicycle and pedestrian facilities. County roadways can be characterized as one of the following three types:

- Mobility Element roads are County-maintained roads adopted in the General Plan. They provide for the movement of people and goods between and within communities in the county.
- Non-Mobility Element public roads are County-maintained roads that feed traffic onto Mobility Element roads. These roads are not adopted in the General Plan.
- Private roads are not maintained by the County.

The road network identified in the Mobility Element is shown on community maps and includes the road classification series and general routes. The element's network maps available here: https://www.sandiegocounty.gov/content/dam/sdc/pds/gpupdate/docs/GP/MobilityNetworkAppx.pdf

illustrate existing and planned future roadways. Buildout of the recommended network will be constructed by new development as a condition of project approval and/or mitigation for project traffic-related impacts, by the County Capital Improvement Program (CIP) funded by *TransNet* and the Transportation Impact Fee (TIF) Program or other local funding, and by state or federal funds when available.

The primary objectives, goals and polices of the Mobility Element network include:

- **Accommodate all users of the road right-of-way** – The Mobility Element supports the concept of complete streets that are designed and operated to enable safe access for all users and for all modes of travel, including nonmotorized users and transit riders. This includes users of all ages and abilities such as the elderly, children, and people with disabilities.
- **Right-of-way for road alignments reserved by development** – New development generally causes the need for road improvements. Proposed development within or adjacent to a road on the Mobility Element maps will require coordination with the County to determine the extent of responsibility for construction of the roadway and right-of-way improvements for nonmotorized uses.

County Road

- **Road design, operation, and maintenance that reflects community character and the Community Plan** – Transportation and land use are components of every community that help establish its character and function. Proper road design should accommodate both motorized and nonmotorized users of the road and respond to both travel demands and the character of the place (neighborhood, village, open space, etc.) that the road traverses.
- **Construct complete streets that balance vehicular needs with pedestrian, bicycle, and transit facilities to meet the needs of all users** – The County of San Diego will scope, plan, design, fund,

construct, operate, and maintain all public road right-of-way to provide a comprehensive and integrated network of facilities that are safe and convenient for people of all ages and abilities traveling by foot, bicycle, equine, automobile, public transportation, and commercial vehicle.

Mobility Element road network goals and policies are directly applicable to the ATP, including:

- **Create a balanced road network** by prioritizing travel between and within community planning areas and providing an interconnected road network.
- **Develop equitable transportation facilities** by requiring development to accommodate all users and to provide fair-share contributions toward financing transportation facilities.
- **Create safe and compatible roads** designed to be safe for all users, including multimodal facilities in county villages and compact residential areas, compatible with their respective contexts.

Public Transit

As the Regional Transportation Planning Authority, SANDAG is responsible for planning and allocating local, state, and federal funds for the region's transportation network. A long-range plan, the 2050 Regional Transportation Plan (RTP), addresses countywide growth through the year 2050. The plan defines the level of service for transit in suburban and rural areas as follows:

Transit Bus with Bike Rack

- **Suburban** – Direct service along commute corridors with critical mass featuring rapid, frequent service during peaks with seamless coordinated transfers, and local service focused on smart growth areas and lifeline needs.
- **Rural** – Transportation services that run only a few times a day on select days of the week (lifeline services).

The availability of public transit can reduce dependency on motor vehicles and help to shape future growth patterns. Because of existing and planned development patterns, there are currently limited plans for expansion of transit service into unincorporated communities. Although transit currently comprises a small percentage of total trips in the unincorporated county, corridors near urban cities have higher transit ridership. In addition, transit-supportive land

uses can encourage increased transit use and transit is an important public service for residents without access to a vehicle, senior citizens, and/or those with special needs. The Mobility Element includes a public transit goal and policies that relate directly to the ATP, summarized as follows:

- **Develop a public transit system** that reduces automobile dependence and serves all segments of the population by maximizing transit service opportunities; providing transit service to key community facilities and services; placing transit stops in locations that facilitate ridership; incorporating amenities for pedestrians and bicyclists at all transit stops; improving existing transit facilities; addressing opportunities for park-and-ride facilities; and coordinating inter-regional travel modes and shuttles to large employment centers.

Transportation System Management, Travel Demand Management, and Parking

Transportation System Management (TSM) seeks to optimize the transportation network, while Travel Demand Management (TDM) focuses on reducing the use of the road network. TSM strategies focus on increasing the efficiency, safety, and capacity of existing transportation systems through strategies that relieve, lessen, or control congestion with minimal roadway widening. TDM addresses traffic congestion by reducing travel demand rather than increasing transportation capacity. Summarized below are the Mobility Element TSM and TDM goal and policies that relate directly to the ATP.

- **Encourage effective use of the existing transportation network** by prioritizing alternative travel modes and operational improvements over road widening; ensuring operational improvements do not adversely impact transit, bicyclists, and pedestrians; requiring large commercial and office developments to implement TDM programs; and requiring developers of large projects to provide or contribute to park-and-ride facilities.

Parking is an essential component of an efficient transportation system that includes accommodation for automobiles, motorcycles, and bicycles. The provision of bicycle parking that is both secure and convenient may contribute to increased bicycle usage. The Mobility Element

parking goal and policies that relate directly to the ATP are summarized as follows:

- **Establish parking regulations that serve community needs** by providing sufficient parking capacity for all modes, including bicycles, and staging areas for regional and community trails; designing and placing parking that does not restrict pedestrian activity; and minimizing on-street parking outside county villages.
- **Provide park-and-ride facilities** by requiring developers of large projects to provide, or to contribute to, park-and-ride facilities near freeway interchanges and other appropriate locations that offer convenient access to congested regional arterials; and requiring that park-and-ride facilities are accessible to pedestrians and bicyclists and include bicycle lockers and transit stops.

Bicycle, Pedestrian, and Trail Facilities

A well-planned multimodal road network, complete with nonmotorized travel options, offers an important alternative to motor vehicle use. Bicycle and pedestrian facilities, hiking, horseback riding, mountain biking trails, and pathways can help reduce traffic congestion, dependency on motorized vehicles, roadway noise, and air pollution, while promoting improved public health.

Community Trails Program and Community Trails Master Plan

The County Community Trails Program identifies a system of interconnected regional and community trails and pathways to address the public need for recreation and transportation. The program involves both trail development and management on public, semi-public, and private lands. The Community Trails Master Plan (CTMP) was adopted in 2005 to implement the trails program and contains adopted individual community trails and pathway plans. The CTMP outlines objectives, framework, goals and policies, design considerations, construction guidelines, operations and program management, and implementation processes.

The ATP supplements the Community Trails Program and Master Plan. The ATP links the CTMP soft-surface trails with other on- and off-road active transportation facilities. The ATP does not make any changes to the CTMP.

The options and recommendations in the CTMP help the County by prioritizing implementation issues, defining

Trail Head

starting points, and guiding implementation of the Community Trails Program.

The County has two types of regional trail facilities: trails and pathways. Trails, typically located away from vehicular roads, are primarily recreational in nature but can also serve as an alternative mode of transportation. They are soft-surface facilities for multiple users including pedestrians, equestrians, and bicyclists. Trail characteristics vary depending on location and topography. Pathways are facilities located within a parkway or road right-of-way. A riding and hiking trail in the road right-of-way is considered a pathway. They are soft-surfaced facilities intended to serve both circulation and recreation purposes. Pathways help make critical connections and are an integral part of a functional trail system.

A regional trails map, included in the Mobility Element (see Mobility Element Figure M-2, Regional Trails Plan), identifies general alignment corridors for regional trails in the San Diego region. Regional trails are shown on the community-level maps in Figures M-A-1 through M-A-23 of the Mobility Element Network Appendix.

Bicycle Transportation Plan

The County of San Diego's Bicycle Transportation Plan (BTP) was adopted in 2003, and re-adopted without changes in 2008. to guide the development and maintenance of a bicycle network, support facilities, and other programs for the unincorporated communities. The ATP and its recommended network update the Mobility Element, and thus, replace the Bicycle Transportation Plan.

Live Well San Diego

The County of San Diego HHSA strives to create a healthy, safe, and thriving community for residents. HHSA developed Live Well San Diego, which began as a health strategy and has evolved into a greater vision to improve the health, safety, and well-being of all county residents based on three components:

- **Building Better Health** calls for improving the health of all residents and supporting healthy choices.
- **Living Safely** calls for ensuring residents are protected from crime and abuse, neighborhoods are safe, and communities are resilient to disasters and emergencies,

- **Thriving** calls for opportunities for all people and communities to grow, connect, and enjoy the highest quality of life.

Live Well San Diego includes a framework of indicators spanning five areas of influence that track progress for the region. With this framework, the County tracks whether collective efforts are making a difference, as reflected in changes in one or more indicators. The two indicators relevant to the County ATP include physical environment/air quality and built environment/distance to parks.

Physical environment/air quality is measured as the ratio of days that air quality is rated unhealthy. Air pollution affects more people than any other pollutant. Lower levels of air pollution in a region correlate with better respiratory and cardiovascular health of the population. In San Diego County, air quality is rated poorly 1.5 out of 31 days.

Built environment/distance to parks is measured as the percentage of the population living within a half mile of a park. In San Diego County, one in two people live within a half mile of a park. This is substantially better than the national average of 37 percent, but not as high as the state's average of 58 percent. Access to parks and recreation services has been shown to have positive health impacts, including the physical, social, and mental aspects of health. Live Well San Diego tracks this percentage and the percentage of poor air quality days to determine progress toward the program's goals.

Several programs throughout the county contribute to the overall goals and objectives of Live Well San Diego and community health improvement at the regional level. Some of the most influential programs and important assets to the community resulted from the work initiated with funding from the Centers for Disease Control and Prevention's (CDC) Communities Putting Prevention to Work (CPPW) grant, known in San Diego as Healthy Works. The community assets, programs, and resources relevant to this ATP are summarized here and include:

- **Regional Safe Routes to School Strategic Plan (March 2012):** HHSA partnered with SANDAG to implement the regional Safe Routes to School Regional Plan. This plan facilitates students and parents across the county increasing their physical activity as bicycling or walking to school are incorporated as part of their daily routines.

- **Safe Routes to School Coalition (May 2012):** The San Diego Safe Routes to School Coalition comprises educators, advocates, parents, engineers, planners, and others who are working to make biking and walking to school a safer and more accessible option for children and their families.
- **Local Public Health System Assessment (LPHSA) (2012):** The LPHSA is a CDC tool to evaluate how well the local public health system meets national standards and serves as a blueprint for strategic and community health planning efforts.
- **Community Health Assessment (CHA) (June 2014):** The subsequent Live Well San Diego CHA analyzed regions within the county and used this data to aid in determining priority areas for their respective communities.
- **Healthy Communities Atlas (2012):** The Healthy Communities Atlas is a tool developed with SANDAG and HHSA for the Healthy Works program. The atlas reflects the program's focus on obesity prevention through physical activity and access to healthy foods. GIS mapping tools were used to display environmental factors related to health outcomes based on public health research and are available on the SANDAG website. https://www.sandag.org/index.asp?classid=12&projectid=482&fuseaction=projects.detail
- **Mobilizing for Action through Planning and Partnerships (MAPP Assessments)** illustrate that while assets and resources exist, better coordination between the two can enhance community health. According to the County Health Rankings report, San Diego County is 17th out of 57 ranked California counties on overall health outcomes (combined morbidity and mortality). For overall health factors, the county ranks 19th out of the 57 ranked counties. Health factors include health behaviors, clinical care rates, social and economic factors, and the physical environment. San Diego was one of 26 counties that experienced a decrease in the number of obese and overweight individuals and one of 15 counties that experienced a decrease of at least 3 percent between 2005 and 2010.

- **Community Health Improvement Plans (CHIP)** are information collected from the CHA assessment and other community health needs assessments.

The Live Well San Diego priorities that apply to the ATP cover multiple focus areas, which can be summarized as:

- Reducing the burden of chronic disease by increasing the percentage of working people who are physically active;
- Increasing the number of safe routes to safe places and neighborhoods by engaging schools in the Safe Routes to School Program; and
- Increasing physical activity by increasing pedestrian safety and the ability to walk in neighborhoods.

Objectives, performance measures, rationale, background, and evidence base are provided for each goal in the Live Well San Diego Community Health Improvement Plan : http://www.livewellsd.org/content/dam/livewell/community-action/CHIP_Final-10-22-14.pdf

Climate Action Plan (CAP)

In February 2018, the County of San Diego adopted a CAP which outlines the specific measures the County will undertake to reduce GHG emissions in the county's unincorporated communities to achieve state-mandated GHG reduction targets. The CAP includes an active transportation measure that results in mode shifts from vehicular to walking and biking trips. The goals and implementation of the ATP support the efforts of the County CAP. Specifically, CAP Measure T-2.1 calls for improvements to streets for multimodal benefit through the County's resurfacing and capital constructionprogram.

Green Streets Standards

The County of San Diego adopted the Green Streets Design Criteria in 2016 to regulate and guide improvements using green infrastructure strategies for County-maintained roads. Green Streets projects use a natural systems approach to reduce stormwater flow, improve water quality, reduce urban heating, enhance pedestrian safety, reduce carbon footprints, and beautify neighborhoods. The Green Streets Design Criteria include regulations and policies on street design, including public right-of-way improvements, road improvements, design principles, and exceptions. The ATP has reviewed the Green Streets Standards and finds the plans complimentary and compatible.

2.2 SANDAG Plans and Policies

This section provides an overview of SANDAG planning documents, policies, and other efforts related to the ATP. As the regional metropolitan planning organization (MPO) for the county, SANDAG's area of coordination directly overlaps all jurisdictions. With several parallel efforts to improve mobility options, it is important to understand and synchronize with SANDAG to ensure regional coordination.

Review and comparison of SANDAG documents, plans, and policies included San Diego Forward: The Regional Plan; Riding to 2050, the San Diego Regional Bike Plan; the Regional Complete Streets Policy; Designing for Smart Growth, Creating Great Places in the San Diego Region; and the Healthy Communities Campaign. Each plan or policy is described below.

San Diego Forward: The Regional Plan

San Diego Forward: The Regional Plan outlines the vision for how the region will grow over the next 35 years with goals to improve the economy, protect the environment, provide greater mobility choices, and create healthier communities. The plan is updated every four years and was most recently adopted by the SANDAG Board of Directors on October 9, 2015. The plan integrates the RTP, its Sustainable Communities Strategy (SCS), and the Regional Comprehensive Plan (RCP) into one document to chart future growth and transportation investments. The plan outlines goals for active transportation facilities which are further discussed in Riding to 2050, the San Diego Regional Bike Plan.

Riding to 2050, the San Diego Regional Bike Plan

SANDAG prepared the San Diego Regional Bike Plan in 2010 to "provide a regional strategy to make riding a bike a useful form of transportation for everyday travel. The Regional Bike Plan supports the implementation of San Diego Forward: The Regional Plan, which calls for more transportation choices and a balanced regional transportation system that supports smart growth and a more sustainable region. The bike plan provides a critical component of that balanced system, as well as the programs that are necessary to support it.

"Additionally, implementation of the bike plan will help the San Diego region meet its goals to reduce greenhouse gas emissions and improve mobility. It provides benefits to

public health by encouraging more people to adopt a physically active mode of transportation for at least some of their trips. The bike plan provides detailed information about the structure of the Regional Bike Network, the supporting policies and programs, and the benefits of implementing it."[1]

The regional bikeway network proposed as a part of the Regional Bike Plan consists of Class I bike paths, Class II bike lanes, and Class III bike routes and innovative treatments for Class IV separated bikeways or cycle tracks and bicycle boulevards. The plan also recommends programs which include a Complete Streets education program, a Safe Routes to School program, a Pilot Smart Trips Program, expanded Bike to Work Month activities, a route identification and wayfinding signage program, and an annual bicycle evaluation program.

The plan proposes 40 bikeways, some of which border or extend into the unincorporated county, as described below.

Inland Rail Trail

- The **San Luis Rey River Trail** extends north of the eastern border of Oceanside.
- The **Vista Way Connector** runs through Vista and connects with the Inland Rail Trail and the San Luis Rey Trail.
- The **Inland Rail Trail** connects the cities of Escondido, San Marcos, Vista, and Oceanside with the Coastal Rail Trail.
- The **Escondido Creek Bikeway** runs through Escondido, terminates at the northeastern edge of the city, and connects with the Inland Rail Trail, the I-15 Bikeway, and the Mid-County Bikeway.
- The **I-15 Bikeway** runs along the Interstate 15 corridor to the northern edge of San Diego County.
- The **Mid-County Bikeway** runs through the unincorporated county community of San Dieguito and connects Solana Beach and Del Mar with Escondido.
- The **I-8 Corridor Bikeway** begins in the City of Santee and runs along the Interstate 8 corridor to the eastern border of San Diego County.

[1] SANDAG, *Riding to 2050, the San Diego Regional Bike Plan*, http://www.sandag.org/index.asp?projectid=353&fuseaction=projects.detail.

- The **East County Northern and Southern Loops** connect the El Cajon and La Mesa with unincorporated county communities and ultimately with Chula Vista using the SR-125 Corridor Bikeway.
- The **SR-125 Corridor Bikeway** connects Chula Vista with La Mesa, El Cajon, and Santee.
- The **SR-905 Corridor Bikeway** connects the city of San Diego, the Border to the Bayshore Bikeway, and the community of Otay Mesa.

These bikeways will be constructed in a partnership between SANDAG and the County when funding becomes available.

Regional Complete Streets Policy

The SANDAG Complete Streets policy was developed to address all modes of travel throughout the county. The Complete Streets policy was adopted by the Board of Directors on December 19, 2014, and serves as a tool and technical support for local agencies. The Complete Streets policy "includes implementation action items to provide the tools, training and procedures necessary to ensure all projects implemented by SANDAG consider local complete streets initiatives and accommodate the needs of all travel modes. [The] policy is a commitment to a process that ensures the needs of people using all modes of travel are considered and appropriately accommodated on every street or every network of streets."[2]

SANDAG prepared a supporting Regional Complete Streets Project Development Checklist, which is used at project initiation or when amending the scope of a project to determine that all modes of travel are accommodated in each project.

Designing for Smart Growth, Creating Great Places in the San Diego Region

This document represents SANDAG's Smart Growth Design Guidelines to assist in maintaining, improving, and/or enhancing community character as growth occurs. The guidelines, titled Designing for Smart Growth, Creating Great Places in the San Diego Region, were accepted by the Board of Directors on June 26, 2009, as "a valuable resource for policymakers, local agency planning and

[2] SANDAG, *Complete Streets*, from http://www.sandag.org/index.asp?classid=12&projectid=521&fuseaction=projects.detail.

engineering staff, developers, and interested citizens that shows how good design can contribute to the quality of life in the San Diego region".

"The guidelines address the importance of design in maintaining and enhancing community character and in creating great public places... Among the subjects covered are such community defining topics as site design, and street design and parking to support mixed use development and a variety of transportation options."[3]

Smart growth and the creation of complete or multimodal streets are important to create robust, low-stress roads and facilities for people biking and walking. The document is used as a reference to ensure that placemaking is included in the permitting process for new developments.

2.3 State Plans

Statewide transportation planning involves efforts to facilitate the efficient movement of people and goods. State plans impact the future improvements of transportation systems by providing comprehensive policy plans, detailed studies, and plans to increase use of nonmotorized transportation.

California Transportation Plan

The California Transportation Plan (CTP) provides a long-range policy framework to meet the state's future mobility needs and reduce GHG emissions. The plan envisions a sustainable system that improves mobility and enhances quality of life.

Bicycle and Pedestrian Plan

The State of California set a target to triple bicycling and double walking by 2020. The Caltrans plan titled Toward an Active California, State Bicycle + Pedestrian Plan: http://www.dot.ca.gov/activecalifornia/theplan.html

Adopted in 2017, the Plan supports active modes of transportation including safe access to bicycle routes and pedestrian walkways. Caltrans' active transportation efforts invest in safe facilities and programs that inspire biking and walking. The plan promotes connections to rail and other public transportation while supporting local governments'

[3] SANDAG, *Smart Growth Design Guidelines*, from http://www.sandag.org/index.asp?classid=12&projectid=344&fuseaction=projects.detail

efforts to develop safe active transportation networks. The Caltrans plan is focused on the state highway right-of-way.

Caltrans Non-Motorized Transportation Guidelines

The Non-motorized Transportation Facilities Guidelines are found in Chapter 31 of the Caltrans Project Development Procedures Manual. The guidelines set forth a project development strategy that includes planning policies, statutory requirements, and the implementation of procedures regarding non-motorized transportation facilities. It focuses on new nonmotorized projects along or within a state highway right-of-way. These projects allow bicyclist and pedestrian access on state highways and offer strategies to successfully design on-highway pathways.

California's Streets and Highways Code shapes the design standards on the state highway system for nonmotorized transportation facilities. Caltrans provides planning guidelines for prohibited and permitted nonmotorized travel while maintaining facilities. The design guidelines incorporate California statutes concentrating on minimum safety design criteria, using safety design criteria, and improving on the state highway system for bicycle and pedestrian accessibility.

Caltrans submits an annual report, the Non-Motorized Transportation Facilities Report, to the California State Legislature that includes an overview of Caltrans' progress on active transportation projects, funding, and design guidance.

Caltrans District 11 Active Transportation Plan

Caltrans District 11 will prepare a District Level Active Transportation Plan (DLATP). The plan will serve to identify active transportation asset needs on, across, or parallel to the state highway system (SHS) that will create multimodal networks, which in almost all cases, will link SHS segments with segments of the local street system. The plan is programmed to be completed in the year 2022. Through this effort, Caltrans District 11 will work closely with local agencies, partners, and stakeholders to ensure active transportation needs are identified across San Diego and Imperial Counties.

2.4 Federal Initiatives

Fixing America's Surface Transportation (FAST):

https://www.fhwa.dot.gov/fastact/

The FAST Act replaced the former Transportation Alternatives Program (TAP) with a set-aside of funds under the Surface Transportation Block Grant Program (STBG). https://www.fhwa.dot.gov/specialfunding/stp/160307.cfm

For administrative purposes, the Federal Highway Administration (FHWA) will refer to these funds as the Transportation Alternative (TA) Set-Aside. The TA Set-Aside authorizes funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity; recreational trail projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former divided highways.

Federal Safe Routes to Schools Policies

Federal Safe Routes to Schools policies and programs are discussed in Appendix G.

Recreational Trails Program

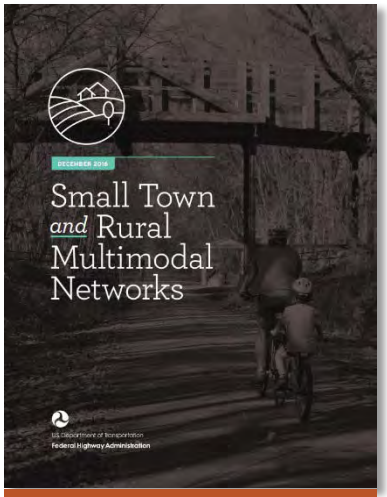
The Recreational Trails Program (RTP) provides funds to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses. These uses include hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles. The RTP is an assistance program of the Department of Transportation's FHWA.

The FAST Act reauthorized the RTP for federal fiscal years 2016 through 2020 as a set-aside of funds from the TA with a set-aside under the STBG. The FAST Act maintains focus on safety, keeps intact the established structure of the various highway-related programs, continues efforts to streamline project delivery, and provides a dedicated source of federal dollars for freight projects.

Federal Highway Administration Bicycle and Pedestrian Program

The Federal Highway Administration's (FHWA) Bicycle and Pedestrian Program promotes safe, comfortable, and

convenient biking and walking for people of all ages and abilities. The FHWA supports pedestrian and bicycle transportation through funding, policy guidance, program management, and resource development. The FHWA provides local jurisdictions a variety of resources, issues new research, and highlights existing tools for a range of transportation professionals. The ATP Toolbox (Appendix B) includes a variety of these tools and performance measurements.



FHWA Guide for Small Town and Rural Multi-Modal Networks

In 2015, less than 2 percent of Federal-aid funds was for pedestrian and bicycle programs and projects, including all Safe Routes to School and Nonmotorized Transportation Pilot Program funds. The FHWA has a responsibility to provide state and local agencies with guidance on safe roadway design standards. In August 2013, the FHWA released a Bicycle and Pedestrian Facility Design Flexibility: https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_flexibility.cfm guidance memo that expresses the agency's support for taking a flexible approach to bicycle and pedestrian facility design. In December 2016, the FHWA adopted a Small Town and Rural Multimodal Networks report: https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/fhwahep17024_lg.pdf that provides guidance for creating multimodal networks in small towns or rural areas. This report also describes details of innovative facilities that strive to meet the unique active transportation needs of rural communities. FHWA grant funding, primarily in the form of formula grants to state departments of transportation and MPOs, can be used to build and improve bicycle and pedestrian infrastructure. The FHWA and the Federal Transit Administration (FTA) maintain a table indicating potential eligibility for bicycle and pedestrian projects under current funding opportunities.[4]

The FTA offers financial and technical assistance to local public transit systems. It oversees grants to state and local transit providers; multiple FTA grant programs are available to help cities and towns invest in pedestrian and bicycle infrastructure, which improves mobility and helps people access public transportation. The FTA maintains a list of grant programs with funding eligibility for bicycle projects.

[4] FHWA, Pedestrian and Bicycle Funding Opportunities, https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.cfm.

Bikeway Design Guides

The following design guides are established references for bikeway design guidelines and principles:

- National Association of City Transportation Officials (NACTO), Urban Bikeway Design Guide, 2013
- American Association of State Highway and Transportation Officials (AASHTO), Guide for Development of Bicycle Facilities (2017)
- Federal Highway Administration, Manual on Uniform Traffic Control Devices (MUTCD) (2012)

These bikeway design guides are referenced in the Active Transportation Facility Toolbox in Appendix B.

2.5 Other Initiatives

Smart Growth America

The National Complete Streets Coalition published the Safer Streets, Stronger Economies: https://www.smartgrowthamerica.org/app/legacy/documents/safer-streets-stronger-economies.pdf study findings based on data collected by local transportation and economic development agencies as reported to Smart Growth America's National Complete Streets Coalition. The coalition surveyed Complete Streets projects across the country and found 37 with transportation and/or economic data available from both before and after the project. Smart Growth America found that Complete Streets projects tended to improve safety for everyone, increased biking and walking, and showed a mix of increases and decreases in automobile traffic, depending in part on the project goal. Compared to conventional transportation projects, these projects were remarkably affordable and were an inexpensive way to achieve transportation goals. In terms of economic returns, the limited data available suggests Complete Streets projects were related to broader economic gains like increased employment and higher property values.

Study Findings

Streets Are Safer after Complete Streets Improvements. The study analysis found that the safer conditions created by Complete Streets projects avoided a total of $18.1 million in collision and injury costs in one year. The financial impact

of automobile collisions and injuries nationwide is in the billions of dollars annually. Targeting the country's more dangerous roads, a Complete Streets approach over time has the potential to save money in personal costs.

Complete Streets Encourage More Multimodal Travel. Along with the safer conditions mentioned above, this support for active transportation options adds to the health benefits, as trips by foot, bicycle, and transit almost always increased after the Complete Streets projects.

Complete Streets Projects Are Cost Effective. The cost is lower than for conventional transportation projects, yet can still deliver transportation benefits like better safety performance and more people using the facility.

Complete Streets Projects Provide Economic Incentives. Communities reported increased net new businesses after Complete Streets improvements, suggesting that Complete Streets projects made the street more desirable for businesses. In eight of the ten communities with available data, property values increased after the Complete Streets improvements, and eight communities reported their Complete Streets projects at least partly responsible for increased investment from the private sector.

Vision Zero

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, and equitable mobility for all. This strategy was first implemented in Sweden in the 1990s and is beginning to be implemented in cities across the United States.[5]

[5] Vision Zero Network, What is Vision Zero? http://visionzeronetwork.org/about/what-is-vision-zero/.

2.6 Neighboring City Plans

There are 18 incorporated cities in San Diego County, several of which are directly adjacent to the unincorporated county areas. To improve regional connectivity, the active transportation facilities recommended in the ATP have been reviewed for opportunities to provide or improve connections to neighboring jurisdictions. This section references neighboring cities' active transportation plans; mobility, circulation, and trails elements; and describes potential opportunities connected to the County of San Diego ATP. **Table 2-3** summarizes the jurisdictions and plans included for review.

TABLE 2-3 SUMMARY OF EXISTING CITY PLANS AND POLICIES

Jurisdiction	Plan(s)
Cities within San Diego County	
Carlsbad	Bikeway Master Plan (2007) Pedestrian Master Plan (2008)
Chula Vista	Bikeway Master Plan (2011) Pedestrian Master Plan (2010)
Coronado	Bicycle Master Plan (2011)
Del Mar	Transportation Element (2002)
El Cajon	Bicycle Master Plan (2011)
Encinitas	Bikeway Master Plan (2006) Pedestrian Plan and Safe Routes to School (2014) Circulation Element (n.d.) Trails Master Plan (2003)
Escondido	Bicycle Master Plan (2012) Escondido Creek Trail Master Plan (2010) Master Plan for Parks, Trails, and Open Space (1999)
Imperial Beach	Bicycle Transportation Plan (2008)
La Mesa	Bicycle Facilities and Alternative Transportation Plan (2006)
Lemon Grove	Bikeway Master Plan Update (2006)
National City	Bicycle Master Plan (2010) Circulation Element and Open Space and Agriculture Element (2011)
Oceanside	Bicycle Master Plan (2008) Pedestrian Master Plan (2009)
Poway	Transportation Master Element (2010)

TABLE 2-3, CONTINUED

Jurisdiction	Plan(s)
San Diego	Bicycle Master Plan (2013) Pedestrian Master Plan (2006)
San Marcos	Mobility Element (2012)
Santee	Bicycle Master Plan (2009) Circulation Element and Trails Element (2003)
Solana Beach	Circulation Element (2014) Comprehensive Active Transportation Strategy (2015)
Vista	Bicycle Master Plan (2014) Circulation Element (2011)
Jurisdictions outside of, and adjacent to, San Diego County	
City of Temecula	Trails and Bikeway Master Plan (n.d.)
Imperial County	Bicycle Master Plan (2011) California/Baja California Pedestrian and Bicycle Transportation Access Study Safe Routes to School Regional Master Plan (2016)
City of Tijuana	N/A
City of Tecate	N/A

City of Carlsbad

Carlsbad Rail Trail

Carlsbad is located along the Pacific coastline in northern San Diego County, south of Oceanside, north of Encinitas, and west of San Marcos. County land exists between the western boundary of Carlsbad and San Marcos. The City has prepared the following documents which outline plans to enhance and expand the existing bikeway and sidewalk network:

- City of Carlsbad Bikeway Master Plan (2007)[6]
- City of Carlsbad Pedestrian Master Plan (2008)[7]

County Coordination Opportunities

The Carlsbad Bikeway Master Plan recommends a Class II Bike Lane on Rancho Santa Fe Road to connect with an existing Class I and Class II facility. Segments of Rancho Santa Fe Road run through the Carlsbad, San Marcos, and unincorporated North County Metro near the intersection of Melrose Drive. Connection of the planned facility through

[6] City of Carlsbad and Alta Planning + Design, *Carlsbad Bikeway Master Plan,* 2007.
[7] City of Carlsbad and Alta Planning + Design, *Pedestrian Master Plan,* 2008.

the county neighborhoods would improve regional bike connectivity through the area.

City of Chula Vista

Chula Vista is located east of San Diego Bay in southern San Diego County. It is north of Imperial Beach and the community of Otay Mesa, south of National City and the county community of Sweetwater, and east of the county communities of Otay and Jamul-Dulzura. The City has prepared the following documents which outline planned infrastructure improvements and existing bicycle demand:

- City of Chula Vista Bikeway Master Plan (2011)[8]
- City of Chula Vista Pedestrian Master Plan (2010)[9]

County Coordination Opportunities

On the east side of Chula Vista is an existing network of bike lanes that primarily runs along Proctor Valley Road, Mt. Miguel Road, Otay Lakes Road, and Olympic Parkway. County facilities in the communities that border Chula Vista may be planned to connect with the existing network. Another possible bicycle connection is to the Class I Bike Path that runs along Wueste Road to Lake Crest Drive.

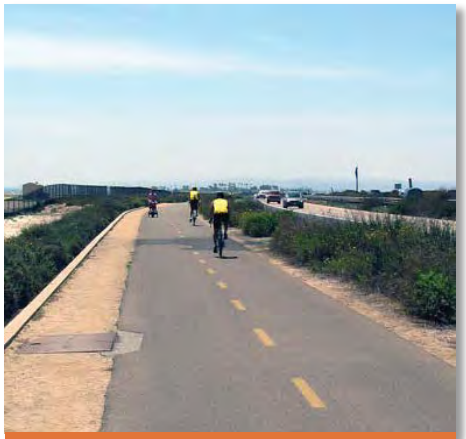
City of Coronado

Coronado is located along San Diego Bay, west of the San Diego downtown district and north of Imperial Beach. The City has developed the following document, which describes plans for the implementation of bicycle facilities and lists bicycle routes:

- City of Coronado Bicycle Master Plan (2011)[10]

County Coordination Opportunities

Coronado does not directly border San Diego County; however, there are regional bikeways that connect Coronado to the county through other jurisdictions. The connections include the Bayshore Bikeway, which connects Coronado to Imperial Beach, Chula Vista, National City, and San Diego and to the unincorporated county through National City on the Sweetwater River bicycle path.



Bayshore Bikeway along the Silver Strand in Coronado.

[8] City of Chula Vista, *City of Chula Vista Bikeway Master Plan*, 2011.
[9] City of Chula Vista and Alta Planning + Design, *City of Chula Vista Pedestrian Master Plan*, 2010.
[10] City of Coronado, *City of Coronado Bicycle Master Plan*, 2011.

City of El Cajon

El Cajon is located east of San Diego, south of Santee, and northeast of La Mesa in eastern San Diego County. El Cajon borders the county communities of Valle de Oro, Crest-Dehesa, Lakeside, and Pepper Drive-Bostonia. The City has prepared the following documents, which discuss plans to use bicycle travel to maximize connections between transit, employment, and residential and activity areas and to improve residents' comfort biking, walking, and using transit:

- City of El Cajon Bicycle Master Plan (2011)[11]
- City of El Cajon Be Safe El Cajon Campaign[12]

County Coordination Opportunities

Connections to the county communities that border El Cajon are existing or have been proposed in the City of El Cajon Bicycle Master Plan.

City of Del Mar

Del Mar is a small municipality (encompassing 1.8 square miles) located along the western coast of San Diego County. It is bordered by San Diego to the south and east and by Solana Beach to the north. Del Mar does not share a boundary with the unincorporated county. The City's general plan (locally referred to as its "community plan") includes a transportation element, and the City adopted a complete streets policy in October 2017.

- City of Del Mar Transportation Element (2002)

County Coordination Opportunities

Del Mar does not directly border an unincorporated community in San Diego County. Regional connectivity to Del Mar is provided via Camino Del Mar/U.S. Highway 101.

[11] City of El Cajon, KTU+A Planning and Landscape Architecture, and Fehr & Peers Transportation Consultants, *City of El Cajon Bicycle Master Plan*, 2011.
[12] City of El Cajon, Be Safe El Cajon Campaign, 2016. http://www.ci.el-cajon.ca.us/your-government/departments/community-development/planning/be-safe-el-cajon-campaign.

City of Encinitas

Encinitas is located along the Pacific coastline in northern San Diego County. It is north of Solana Beach and south of Carlsbad. Encinitas borders the county community of San Dieguito. The City has prepared the following documents which identify cycling constraints and proposed Safe Routes to School Programs, and outline a trail system:

- City of Encinitas Bikeway Master Plan (2006)[13]
- City of Encinitas Pedestrian Plan and Safe Routes to School (2014)[14]
- City of Encinitas General Plan Circulation Element (n.d.)[15]
- City of Encinitas Trails Master Plan (2003)[16]

Sharrow and "Bike May Use Full Lane" Sign on Coastal Highway 101 in Encinitas

County Coordination Opportunities

The City's Bicycle Master Plan indicates that there are opportunities to link the county into Encinitas' proposed bicycle network on Encinitas Boulevard and El Camino del Norte.

City of Escondido

Escondido is located north of Poway and the City of San Diego; and east of San Marcos in the North County Inland area of San Diego County. Escondido borders the unincorporated county communities of North County Metro, Valley Center, and Ramona. The City prepared the following documents which develop an interconnected network of bicycle facilities, create a plan for the Escondido Creek Trail, and propose a citywide network of trails:

- City of Escondido Bicycle Master Plan (2012)[17]
- Escondido Creek Trail Master Plan (2010)[18]
- City of Escondido Master Plan for Parks, Trails, and Open Space (1999)[19]

[13] City of Encinitas and KTU+A, *City of Encinitas Bikeway Master Plan*, 2006.
[14] City of Encinitas, *Let's Move, Encinitas: City-wide Pedestrian Travel and Safe Routes to School Plan,*.2014.
[15] City of Encinitas, *City of Encinitas General Plan 2035* – Public Review Draft, n.d..
[16] City of Encinitas and PELA Landscape Architecture – Planning, *Encinitas Trails Master Plan*, 2003.
[17] City of Escondido, *City of Escondido Bicycle Master Plan*, 2012.
[18] City of Escondido and Schmidt Design Group, Inc., *Escondido Creek Trail Master Plan Report*, 2010.
[19] City of Escondido, *Master Plan for Parks, Trails, and Open Space*, 1994, updated 1999.

County Coordination Opportunities

The City recommends the addition of bicycle facilities within the unincorporated county and in San Marcos. These facilities function primarily to connect existing facilities that are within Escondido. The facilities follow various corridors, including the following locations for Class II and Class III facilities:

- Proposed Class II Bike Lanes:
  - Via Rancho Parkway from Del Dios Highway to Bear Valley
  - Felicita from Citracado to Via Rancho
  - Citracado Drive from Kauna Loa Drive to Felicita (in county intermittently)
  - Rock Springs from Seven Oaks to Bennett
  - San Pasqual Valley from Birch eastward
  - 17th from Juniper to San Pasqual Valley
  - Bear Valley from Boyle to San Pasqual Valley
  - El Dorado from Juniper to Bear Valley
  - Cloverdale and San Pasqual between Escondido city limits
- Proposed Class III Bike Routes:
  - Lake Drive from Valley to existing Lake Hodges Unpaved Multi-use Trail
  - Kauna Loa from Harmony Grove to Country Club Drive
  - Country Club Drive from Larvat to Auto Parkway
  - Montiel from Nordahl to Seven Oaks
  - Nordahl from Center City to Montiel
  - Broadway from North northward to northeast Daley Ranch Park boundary
  - Citrus from Reed to San Pasqual Valley
  - Idaho from Juniper to Citrus
  - Birch from San Pasqual Valley to Bear Valley
  - Mary Lane
  - Summit Drive

Connections to the Escondido Creek Trail, Daley Ranch, Lake Wohlford, San Dieguito River Park, San Pasqual Valley, Lake Hodges to the San Pasqual Valley Wildlife Corridor, and Lake Dixon and the North Community Wildlife Corridor are recommended.

City of Imperial Beach

Imperial Beach is located south of San Diego Bay and Coronado in southern San Diego County. It does not border county land. The City prepared the following document which recommends bicycle paths, lanes, and routes and identifies biking constraints:

- City of Imperial Beach Bicycle Transportation Plan (2008)[20]

Imperial Beach portion of the Bayshore Bikeway.

County Coordination Opportunities

The City does not directly border an unincorporated community in San Diego County. Connections to the county currently exist via the Bayshore Bikeway and Sweetwater River Bicycle Path.

City of La Mesa

La Mesa is located east of San Diego, north of Lemon Grove, and southwest of El Cajon in eastern San Diego County. La Mesa borders the county communities of Valle de Oro and Spring Valley. The City has prepared the following document which develops a plan to connect existing and proposed alternative transportation facilities:

- City of La Mesa Bicycle Facilities and Alternative Transportation Plan (2006)[21]

County Coordination Opportunities

A limited network of Class II Bike Lanes and Class III Bike Routes currently connects La Mesa to its neighboring county communities. Future connections could be made at Bancroft Drive and Mariposa Street or farther north on Bancroft Drive. A possible connection exists between Lemon Grove, Spring Valley, and La Mesa at Spring Street and Campo Road/Broadway.

Sidewalks in the eastern area of La Mesa, closest to the unincorporated county communities of Spring Valley and Valle de Oro, are limited. It would be beneficial to locate proposed County sidewalk/pedestrian improvements to

[20] City of Imperial Beach, KTU+A Planning and Landscape Architecture, and KOA Corporation, *City of Imperial Beach Bicycle Transportation Plan,* 2008.
[21] City of La Mesa, KTU+A Planning and Landscape Architecture, and IBI Group. *City of La Mesa Bicycle Facilities and Alternative Transportation Plan*, 2012.

connect with the proposed sidewalks in La Mesa along Bancroft Drive, Panorama Drive, and Spring Street.

City of Lemon Grove Bike Rodeo and Community Bike Ride

City of Lemon Grove

Lemon Grove is located east of San Diego and south of La Mesa in southeastern San Diego County. Lemon Grove borders the county community of Spring Valley. The City has prepared the following document which makes recommendations on how to expand the current bicycle network within Lemon Grove:

- Lemon Grove Bikeway Master Plan Update (2006)[22]

County Coordination Opportunities

Bikeways proposed in the community of Spring Valley should connect to existing or planned bikeways along Troy Street or Broadway in Lemon Grove.

Cyclists participate in the Gordy Shields Memorial Ride on the Gordy Shields Bridge in National City

National City

National City is located east of San Diego Bay, south of San Diego, and north of Chula Vista in southern San Diego County. The City borders the county community of Sweetwater and one of the County Islands. National City has prepared the following documents which emphasize the creation of an interconnected bicycle corridor network and recognize the recreational facilities within or near the city (the California Coastal Trail, the California Riding and Hiking Trail, and Sweetwater Regional Park):

- National City Bicycle Master Plan (2010)[23]
- National City Circulation Element and Open Space and Agriculture Element (2011)[24]

County Coordination Opportunities

A Regional Class I Bike Path runs along the southern boundary of the city and roughly follows the Sweetwater River. This facility connects with a preexisting County facility in Sweetwater Regional Park. Any upgrades to the County facility would be coordinated with National City. A potential National City Bikeway (Class II and III) is proposed to run through the county along Euclid Avenue from E. 24th Street to Sweetwater Road under Interstate 805.

[22] City of Lemon Grove and Alta Planning + Design, *Lemon Grove Bikeway Master Plan Update,* 2006.
[23] City of National City, *National City Bicycle Master Plan*, 2010.
[24] City of National City, *National City General Plan*, 2011.

City of Oceanside

Oceanside is located along the Pacific coastline, south of Camp Pendleton, and north of Carlsbad and Vista in northern San Diego County. Oceanside borders the county communities of Pendleton-De Luz and Bonsall. The City has prepared the following documents which identify bicycling constraints and opportunities, and address pedestrian safety, walkability, and connectivity:

- City of Oceanside Bicycle Master Plan (2008)[25]
- City of Oceanside Pedestrian Master Plan (2009)[26]

County Coordination Opportunities

Possible connections between the county and Oceanside exist on Mission Avenue, North River Road, and Sleeping Indian Road. These bicycle connections could then be used to connect people biking to Vista and Carlsbad using the Oceanside bicycle network.

The pedestrian improvements discussed in the City's Pedestrian Master Plan are focused on the urban core of the city near the coast, predominantly west of Interstate 5. Pedestrian connections from San Diego County should attempt to connect to the most robust pedestrian facilities available at the border of the city and the county through trails or multi-use paths.

City of Poway

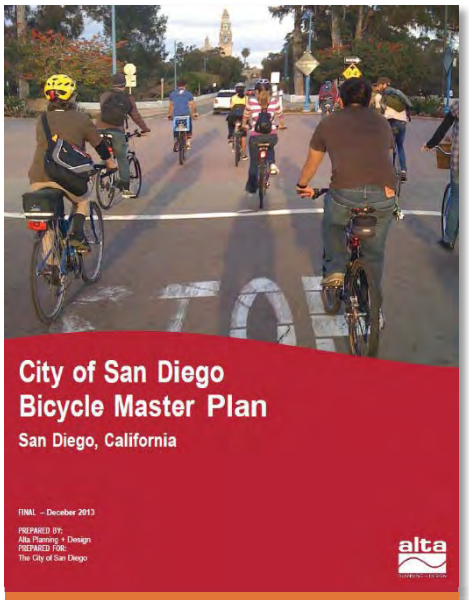
Poway is located east of San Diego and south of Escondido in northern inland San Diego County. Poway borders the county community of Ramona. The City has prepared the following document which discusses public transit and pedestrian and bicycle facilities and possible sources of funding for improved facilities:

- City of Poway Transportation Master Element (2010)[27]

County Coordination Opportunities

There are opportunities for Class IV separated bikeway connections to Poway along Scripps Poway Parkway and Sycamore Canyon Road, and for a Class I Bike Path along State Route 67.

[25] City of Oceanside, KTU+A Planning and Landscape Architecture, and IBI Group, *City of Oceanside Bicycle Master Plan*, 2008.
[26] City of Oceanside, IBI Group, and KTU+A Planning and Landscape Architecture, *Pedestrian Master Plan*, 2009.
[27] City of Poway, *Transportation Master Element*, 2010.



San Diego Bicycle Master Plan

There are also possible trail connections along much of the eastern edge of the city.

City of San Diego

San Diego is located along the Pacific coastline in southern, central, and northern San Diego County. San Diego borders the county communities of Otay, San Dieguito, and North County Metro and contains County islands. The City has prepared the following documents which analyze existing infrastructure citywide, identify methods to improve the city's bicycle network, and outline seven pedestrian route types within the city:

- City of San Diego Bicycle Master Plan (2013)[28]
- City of San Diego Pedestrian Master Plan (2006)[29]

County Coordination Opportunities

The opportunities for connection to the city of San Diego are numerous, several of which have been incorporated into the recommended ATP network. See the network maps in Appendix A for potential city to county connections.

Riders on the SR-56 bike path in the City of San Diego.

City of San Marcos

San Marcos is located northeast of Encinitas, west of Escondido, and east of Carlsbad in northern San Diego County. San Marcos borders the county communities of San Dieguito and North County Metro. The City's General Plan includes Complete Streets, Multi-modal Level of Service (MMLOS), Transit Service and Transit Facilities, Bikeways, Pedestrian and Trails Facilities, and Traffic Calming:

- City of San Marcos Mobility Element (2012)[30]

County Coordination Opportunities

Possible bicycling connections between San Marcos and the county could occur at Elfin Forest Drive, East Barham Drive, the Class I Bike Path along San Marcos Creek (Inland Rail Trail), and the proposed Class I Bike Path along Rancho Santa Fe Road. A robust trail network weaves through the city. In the City's General Plan Mobility Element, trail continuation points are identified and include the continuation of soft-surface trails at:

- Elfin Forest Road
- Cresthaven Road

[28] City of San Diego and Alta Planning + Design, *City of San Diego Bicycle Master Plan Update*, 2013.
[29] City of San Diego, *City of San Diego Pedestrian Master Plan*, 2006.
[30] City of San Marcos, *City of San Marcos Mobility Element*, 2012.

- Way Up Trail
- Rancho Santa Fe Road
- Buena Creek Road
- Las Posas Road
- West Borden Road
- Cassou Road

City of Santee

Santee is located east San Diego and north of El Cajon in eastern San Diego County. Santee borders the county communities of Lakeside and Pepper Drive-Bostonia. The City has prepared the following documents which emphasize a "destination-oriented" system of complete streets and improved bicycle facilities and potential trail connections at Mission Trails Regional Park, Goodan Ranch, and the Sycamore Canyon Open Space Preserve:

- City of Santee Bicycle Master Plan (2009)[31]
- City of Santee Circulation Element and Trails Element (2003)[32]

County Coordination Opportunities

Possible bicycling connections exist along Woodside Avenue, to the south of State Route 67, Prospect Avenue, a connection between the existing facilities on Mast Boulevard, a connection on El Nopal, and a connection at the northern terminus of Magnolia Avenue.

Trail connections exist near Mission Trails Regional Park, Goodan Ranch, and the Sycamore Canyon Open Space Preserve or to the network of trails that connect to these recreational facilities.

City of Solana Beach

Solana Beach is located along the Pacific coastline, north of Del Mar and south of Encinitas in northern San Diego County. Solana Beach borders the county community of San Dieguito. The City has prepared the following documents which address the state of walkability in the city and propose the addition of cycle tracks, buffered bike lanes, commercial bicycle boulevards, and residential bicycle boulevards to the city's bike network:

- City of Solana Beach Circulation Element (2014)[33]

[31] City of Santee, KTU+A Planning and Landscape Architecture, and KOA Corporation, *City of Santee Bicycle Master Plan*, 2009.
[32] City of Santee, *General Plan 2020*, 2003.
[33] City of Solana Beach, *City of Solana Beach General Plan: Circulation Element*, 2014.

- City of Solana Beach Comprehensive Active Transportation Strategy (2015)

County Coordination Opportunities

Possible bicycle connections to the planned network in Solana Beach include a multi-use path and bicycle route at Highland Drive and a multi-use path and cycle track at Lomas Santa Fe. Pedestrian connections could be made at Lomas Santa Fe or Highland Drive.

City of Vista

Vista is located southeast of Oceanside, northeast of Carlsbad, and northwest of San Marcos in northern San Diego County. Vista borders the county communities of North County Metro and Bonsall. The City has prepared the following documents which guide the development of bicycle infrastructure and focus on improving the safety and efficiency of existing transportation facilities:

- City of Vista Bicycle Master Plan (2014)[34]
- City of Vista Circulation Element (2011)[35]

County Coordination Opportunities

Possible bicycle connections exist in multiple locations:

- To the one-way cycle track or buffered bike lanes on Melrose Drive, N. Santa Fe Avenue, E. Vista Way, and Sycamore Avenue
- To the bike lane on Emerald Drive, San Marcos Boulevard, Business Park Drive, Thibodo Drive, and S. Santa Fe Avenue
- To the bicycle boulevards or bike routes on Foothill Drive, Warmlands Avenue, Cypress Drive, and Sunset Drive
- To the soft-surface multi-use trail on Monte Vista Drive and at La Mirada Drive and Poinsettia Avenue
- The Inland Rail Trail

The City's General Plan Circulation Element identifies a network of pedestrian facilities, many of which terminate at the boundary between the city and the county. Connections could be made to these facilities at North Santa Fe Avenue, Goodwin Drive, Taylor Street at Warmlands Avenue, Foothill

[34] City of Vista and Chen Ryan Associates, Inc., *City of Vista 2014 Bicycle Master Plan*, 2014.
[35] City of Vista, *City of Vista General Plan 2030: Circulation Element*, 2011.

Drive, Monte Vista Drive, Santa Fe Avenue, Buena Creek Drive/Sycamore Avenue, and Oleander Avenue at Poinsettia Avenue.

Connections to trails for people biking and walking could be made at North Santa Fe Avenue, on Osbourne Street near the border between Vista and the county, Foothill Drive, Monte Vista Drive, and the trailhead at the intersection of La Mirada Drive and Poinsettia Avenue.

2.7 Neighboring Jurisdictions Outside of the County of San Diego

City of Temecula

Temecula is located in Riverside County north of San Diego County and the county communities of Rainbow and Pala-Pauma. The City has prepared the following document which guides trail and bicycle facility planning throughout Temecula:

- Trails and Bikeway Master Plan

County Coordination Opportunities

Although Temecula does not border San Diego County directly, possible connections between the county community of Rainbow and the city could be made along the I-15 corridor. The City's Trails and Bikeway Master Plan proposes a soft-surface hiking and equestrian trail on the west side of I-15, as well as combination hard/soft multi-use trails and hard-surface cycling and walking trails proposed east of the I-15 corridor along Rainbow Valley Road (which becomes Old Highway 395) at the southern border of Temecula that could be possible points of connection for County facilities. The proposed Class II Bike Lane that runs south along Pala Road could serve as a community connector between Pala and Temecula.

Imperial County

Imperial County is located east of San Diego County and north of the Mexican border. Imperial County has prepared the following documents which guide the development of an integrated network of bicycle facilities and support programs and analyze the need and opportunities for pedestrian and bicycle improvements at or near Ports of Entry, as well as discuss ongoing and proposed Safe Routes to School programs:

- Imperial County Bicycle Master Plan (2011)
- California/Baja California Pedestrian and Bicycle Transportation Access Study
- Imperial County Safe Routes to School Regional Master Plan (2016)

County Coordination Opportunities

The Imperial County Bicycle Master Plan proposes a Class III Bike Route along SR-78 which connects to the San Diego County community of Borrego. It also proposes a Class II Bike Lane along the San Diego-Arizona Railroad/Evan Hewes Highway, which ultimately runs alongside Interstate 8. The San Diego County network could connect to these facilities.

City of Tijuana/Ciudad Tijuana

Tijuana is located in the Mexican state of Baja California directly south of San Diego and along the Pacific Coastline.

Tijuana is a partner city of the Institute for Transportation and Development Policy (ITDP) and is currently rated 13th out of 36 Mexican cities for most bicycle-friendly city. Information about existing bicycle facilities in Tijuana can be found on the Ciclo Ciudades website: http://ciclociudades.mx/

County Coordination Opportunities

County pedestrian and bicycle facilities in this region should attempt to connect or facilitate connections to the facilities that are a part of PedWest, the BRT system, the Border to Bayshore Bikeway, and the Cross Border Xpress, and the existing or planned bike routes in the San Diego Master Plan Update, the San Ysidro Community Plan, the Otay Mesa Community Plan, and the IMPLAN documents “Movilidad Integral” and “Ciclovia Benitez.”

More information on the BRT system and overall transportation network in Tijuana will be available on the Sistema Integral de Transporte Tijuana website: http://www.sitt.org.mx/inicio/.

City of Tecate/Ciudad Tecate

Tecate is located in Mexico south of the San Diego County community known as Tecate in the Mountain Empire.

The Tecate Point of Entry at State Route 188 and State Route 94 currently provides pedestrian access.

On the U.S. side of the border, the Kumeyaay Crossing at the Tecate International Border Crossing is planned to widen its sidewalk and create a bike lane on the west side of State Route 188. This Caltrans project would also provide pedestrian and bicycle crossing improvements at SR-188 in order to improve access to the port.[36]

The Mexican city of Tecate has a separated bicycle path that runs along the river from Boulevard Universidad to Encinos. This bikeway connects the Universidad Autonoma De Baja California to Parque Los Encinos.

County Coordination Opportunities

The main roads that lead to the border crossing in Tecate are State Routes 94 and 188. Enhanced bicycle facilities, such as a separate bikeway, would greatly improve access to the Port of Entry.

[36] Imperial County Transportation Commission, *Pedestrian and Bicycle Transportation Access Study for the California/Baja California Land Ports of Entry*, 2015. http://www.dot.ca.gov/dist11/departments/planning/pdfs/border/2015_Bicycle_Pedestrian_Border_Study.pdf.

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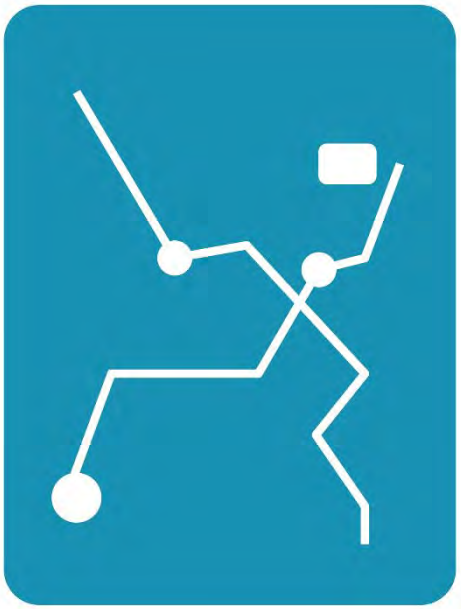
3 Existing Physical Conditions



The ATP includes a comprehensive inventory of existing pedestrian and bicycle facilities in unincorporated San Diego County. The pedestrian inventory assessed facilities within one-quarter mile along public roadways from community attractors such as schools, parks, libraries, and commercial centers. The bicycle facility inventory included all Mobility Element roads, but excluded non-Mobility Element and privately maintained roads.

The inventory assessment revealed that approximately 53 percent of surveyed roadways lack a pedestrian facility and 87 percent lack a bicycle facility.

3.1 Existing Land Use

The unincorporated county encompasses approximately 2.3 million acres. Over 90 percent is either open space or undeveloped, and approximately 35 percent is privately owned. The pattern of development varies in land use and density. The General Plan Land Use Element provides a framework for future development.

https://www.sandiegocounty.gov/pds/generalplan.html

The Land Use Element contains maps, goals, and policies for land use patterns and was referenced as the ATP was prepared.

3.2 Existing Road Types and Facilities

Existing Road Types

Harbison Canyon
(Mobility Element Road)

The county contains a mix of roadway types that vary in right-of-way, number of travel lanes, median type, design speed, and bicycle and pedestrian infrastructure. The Mobility Element in the General Plan identifies all major roadways that provide connections within and between communities. Mobility Element roads are maintained by the County and make up approximately 58 percent of the entire road network in the unincorporated county.

The Mobility Element roadway classifications by mileage percentages are:

- Expressway/Prime Arterial (Six-Lane) = 3%
- Major Road (Four-Lane) = 11%
- Boulevard (Four-Lane) = 3%
- Community Collector (Two-Lane) = 24%
- Light Collector (Two-Lane) = 50%
- Minor Collector (Two-Lane) = 6%
- Local Public Roads = 3%

Canfield Road in Palomar Mountain
(non-Mobility Element road)

Other types of County-maintained roads not identified as Mobility Element roads include:

- Residential
- Cul-de-sac and Loop
- Rural Residential
- Industrial/Commercial
- Frontage Road
- Alley
- Hillside Residential

For the purposes of the ATP, Mobility Element roadways have been evaluated and select roadways that qualified for bicycle or pedestrian facilities included.

Existing Multimodal Facilities

Multimodal facilities primarily consist of sidewalks, trails, and bike facilities. Multimodal facilities support people walking and biking and all other non-motorized modes of travel.

Sidewalk Type	Miles
Asphalt	15.86
Brick Pavers	0.22
Concrete	284.46
DG Pathway	30.00
Native	4.74
Native-Goat Path	25.37
No Sidewalk	401.61
Total	**762.25**

PGA Sidewalk Inventory

Pedestrian Facilities

Pedestrian facilities include sidewalks, pathways, and trails. The existing pedestrian network evaluated as part of the ATP Pedestrian Gap Analysis (PGA) is included in Appendix D. The PGA evaluated all pedestrian facilities for availability, sidewalk or path type, compliance with the

Americans with Disabilities Act (ADA), and slopes. The results of the PGA and evaluation of the existing facilities revealed that approximately 53 percent, or 401 miles, of the assessment roadways have no sidewalk or pedestrian facility, indicating a lack of pedestrian access that could restrict and/or discourage people from walking.

The County Trails Program and CTMP incorporate and implement County trails and pathways in conjunction with the ATP.

Bicycle Facilities

The ATP includes four types of bikeways:

- **Class I Bike Path:** A completely separated right-of-way for the exclusive use of bicycles and pedestrians with crossflow by motorists minimized.
- **Class II Bike Lane:** A striped lane for one-way bike travel on a street or highway.
- **Class III Bike Route:** Provides for shared use with vehicular traffic within the travel lane.
- **Class IV Cycle Track or Separated Bikeway:** A physically separated bikeway for the exclusive use of bicycles. The separation may include, but is not limited to, grade separation, flexible posts, inflexible posts, inflexible barriers, or on-street parking.[1]

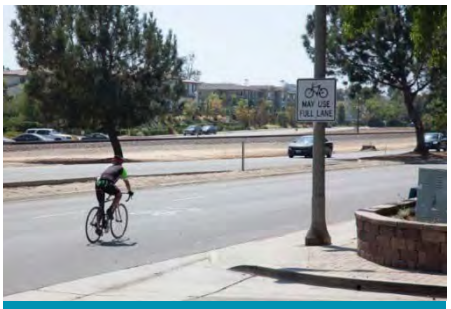
The County has developed guidelines for the design of Class IV bikeways in coordination with the Public Road Standards and Green Streets Standards. These guidelines are available in the ATP Toolbox in Appendix B.

The 158 miles of existing bikeways in the county include:

- Class I Bike Path: 1 mile
- Class II Bike Lane: 145 miles
- Class III Bike Route: 9 miles
- Class IV Separated Bikeway/Cycle Track: 0 miles

Class I Bike Path

Class II Bike Lane



Class III Bike Route

Class IV Separated Bikeway/ Cycle Track

[1] See Caltrans Design Information Bulletin (DIB) 89-01 for guidance.

Active Transportation Trip Types

Commuting Trips

Youth Trips

College Trips

Access to Transit Trips

Utilitarian Trips

Recreational Trips

3.3 Active Transportation Trip Types and User Demand

Trips made by active transportation can vary greatly for commuting, recreation, and utilitarian purposes. Some trips include a combination of active and non-active modes, such as a person walking or biking to a bus stop to ride transit.

The routes taken by people walking and bicycling vary based on the person's destination and comfort levels within the built environment. Studies have shown that certain barriers, such as uncontrolled intersections, difficult crossing locations, and steep elevations, influence a person's route—often toward a lengthier detour perceived as easier or more comfortable to navigate.[2] The ATP evaluated existing facilities and user demand including a needs assessment supported by route and trip estimates. Recommendations are detailed in Chapter 4.

User Demand Needs Assessment

The ATP estimates the number of existing bicycle commuters in the plan area. Estimates were prepared of existing active transportation user demand for each of the County community planning areas (CPA). The data, sourced from the 2010–2014 American Community Survey (ACS) and provided by SANDAG, was used in the ATP GIS analysis.

The baseline ACS data included pedestrian and bicycle commuting activity, but underreported (or did not report) non-commuter bicycling and walking trips. An industry standard estimation process provided a more complete picture of activity and demand. This process incorporates commute trips and trips among youth and college students, transit access trips, and general utilitarian trips undertaken by those who work from home or do not otherwise commute. Using ACS data as the primary source serves as an approximation for creating a baseline of activity for existing and future active transportation demand estimates.

Appendix C-1**,** Demand Source Data Table Key, presents detailed information on each of the attributes used in analyzing the existing active transportation environment. The table provides guidance for the full dataset (Appendix

[2] Joseph Broach, et al. "Where do cyclists ride? A route choice model developed with revealed preference GPS data," *Transportation Research Part A: Policy and Practice*, Vol 46, Issue 10, December 2012.

C-2, Current Demand Source Data Table) used to formulate the existing demands for the ATP.

Table 3-1 summarizes the estimated number of estimated existing bicycling and walking trips in each CPA.

TABLE 3-1 EXISTING ACTIVE TRANSPORTATION USER DEMAND

Community Plan Area (CPA)	2010 CPA Population	2010 Total Daily Bicycle and Walking Trips (weekday)
Alpine	17,734	2,149
Bonsall	16,249	1,425
Central Mountain	4,858	347
County Islands	2,178	347
Crest-Dehesa	10,048	976
Desert	5,251	567
Fallbrook	43,148	4,981
Jamul-Dulzura	10,943	959
Julian	3,194	561
Lakeside	78,057	7,345
Mountain Empire	7,530	999
North County Metro	49,660	4,141
North Mountain	3,270	309
Otay	7,448	141
Pala-Pauma	6,676	976
Pendleton-De Luz*	36,739	18,900
Rainbow	2,230	186
Ramona and Barona	40,807	4,207
San Dieguito	23,210	3,829
Spring Valley	62,958	6,626
Sweetwater	13,979	939
Valle De Oro	43,851	3,836
Valley Center	20,757	2,201

* The number of bicycle and walking trips in Pendleton-De Luz is especially high due to large numbers of walking and bicycling trips to the Camp Pendleton military base from military housing.

Existing road without pedestrian or bicycle facilities.

As shown, the number of active transportation trips were highest in the communities of Pendleton, Lakeside, Spring Valley, and Fallbrook.

3.4 Issue Identification

Existing condition analyses for both walking and bicycling facilities helped identify issues and areas for improvement in the existing network. Separate analyses assessed each mode. The Pedestrian facilities evaluation used the tailored PGA while the bicycle facilities evaluation is based on the level of traffic stress (LTS) methodology.

Pedestrian Gap Analysis (PGA)

Over 700 miles of public maintained roadway were included in the PGA field condition study. Each public road segment was within a quarter mile of an attractor: schools, parks, libraries, and commercial centers. Each sidewalk segment, typically defined as the segment between intersections, was considered a study segment. Altogether, 9,241 segments were analyzed within the County community planning areas. In most cases, intersections were also evaluated.

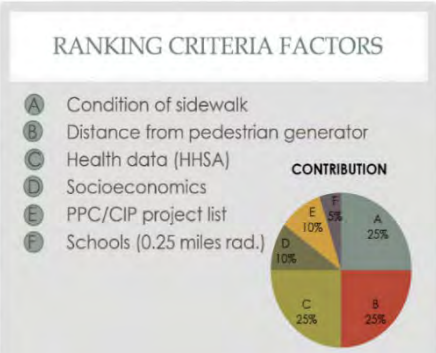
Methodology

A point system was created to rank individual sidewalk segments. The system assigned points to create a rank for comparison and project prioritization. Each criterion was assigned a percentage of the overall points. As developed for this exercise, 100 percent of the pie equates to 4,000 points. The point system allocated criteria weights to each identified segment based on the impact to County maintenance, ATP goals, health, economic diversity, and an overall benefit to users, particularly schoolchildren. Full details and descriptions regarding the PGA methodology and associated data are included in Appendix D.

The PGA criteria used to rank segments included:

- The condition of sidewalk/pathway and associated characteristics such as obstructions, slope, grade, and curb ramp configuration;
- Distance from pedestrian generators;
- Health data (supplied by County HHSA);
- Socioeconomic data (supplied by County HHSA);
- County Public Works Project Planning/Capital Improvement project list; and
- Proximity to schools.

The following sections describe how the criteria are applied to the study segments.

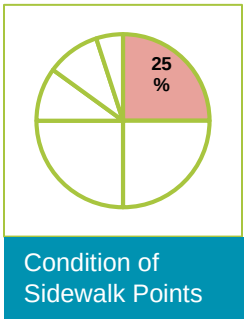


PGA Ranking Criteria Factors

Condition of Sidewalk

The condition of the sidewalk accounts for 25 percent, or up to 1,000 points, of the overall ranking. Field crews collected existing condition data and recorded these conditions with geographic reference points.

A point system was allocated for various sidewalk conditions that were collected. The point total for each condition was then added to the street segments, resulting in each street segment having a total number of points.

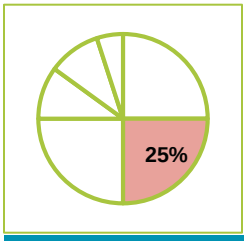


Condition of Sidewalk Points

Distance to Attractors

The distance from pedestrian attractors accounts for 25 percent, or 1,000 points, of the overall ranking criteria. Buffers were generated at three intervals (1/16 mile, 1/8 mile, and 1/4 mile) from each attractor based on the reasonable walking distance, and a weight was applied to study segments depending on the distance interval:

- 330 feet = 1,000 points
- 660 feet = 500 points
- 1,320 feet = 0 points



Distance to Attractors Points

Health (Diabetes and Collision)

Overall health data accounts for 25 percent, or 1,000 points, of the PGA ranking criteria. While there are an infinite number of variables that could be selected to represent health in resident populations, the health portion for the PGA consisted of diabetes data and pedestrian collision information as representative of general health. The prevalence of diabetes represents a range of personal and environmental factors, and collision data represents an immediate health threat in the environment. Of the 25 percent for health data, diabetes data accounts for 40 percent and pedestrian collision data accounts for 60 percent.

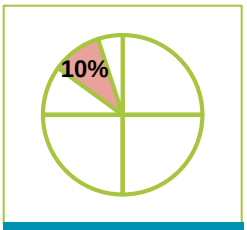
The Condition of Sidewalk, Distance to Attractors, and Health account for 75 percent, or up to 3,000 total points.

Socioeconomic

Socioeconomic data factors account for 10 percent, or 400 points, of the overall ranking criteria.

TABLE 3-2 POINTS ASSOCIATED WITH EACH SOCIOECONOMIC CATEGORY

Socioeconomic Category	Points
Lowest Income	400
Low Income	300
Moderately Low Income	200
Moderately High Income	0
High Income	0
Highest Income	0

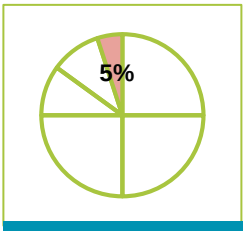


Project Priority List Points

Project Priority List

The County Department of Public Works maintains a list of priority projects vetted through community input and analyzed by engineering staff. The County's existing CIP list accounts for 10 percent, or 400 points, of the overall ranking criteria.

The projects on the list are associated with road corridors and geographically matched with the PGA study segments. Each segment that was also on the County's project priority list received 400 points.



Schools Points

Schools

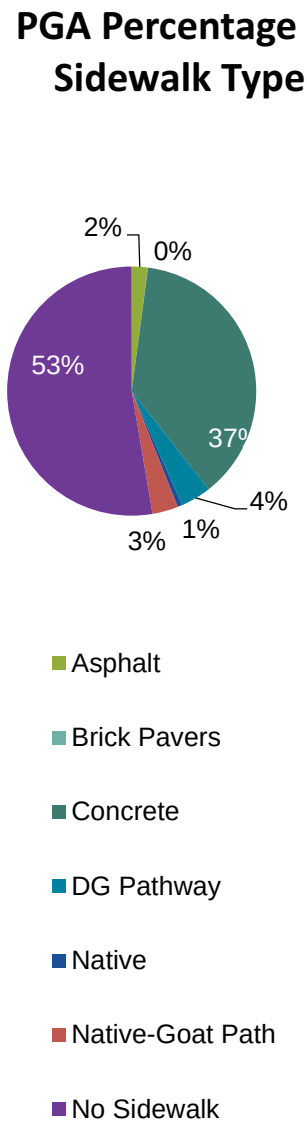
The PGA methodology placed a priority on children walking to school. Thus, it allocated additional points to study segments near schools to enhance their priority in the final PGA rankings. The final criteria—distance from schools—accounts for 5 percent, or 200 points, of the overall ranking criteria. All segments within a quarter mile of a school receive 200 points.

Results

Table 3-3 summarizes the total PGA inventory results.

TABLE 3-3 EXISTING PEDESTRIAN FACILITIES

Sidewalk Type	Miles
Asphalt	15.86
Brick Pavers	0.22
Concrete	284.46
DG Pathway	30.00
Native	4.74
Native-Goat Path	25.37
No Sidewalk	401.61
Total	**762.25**

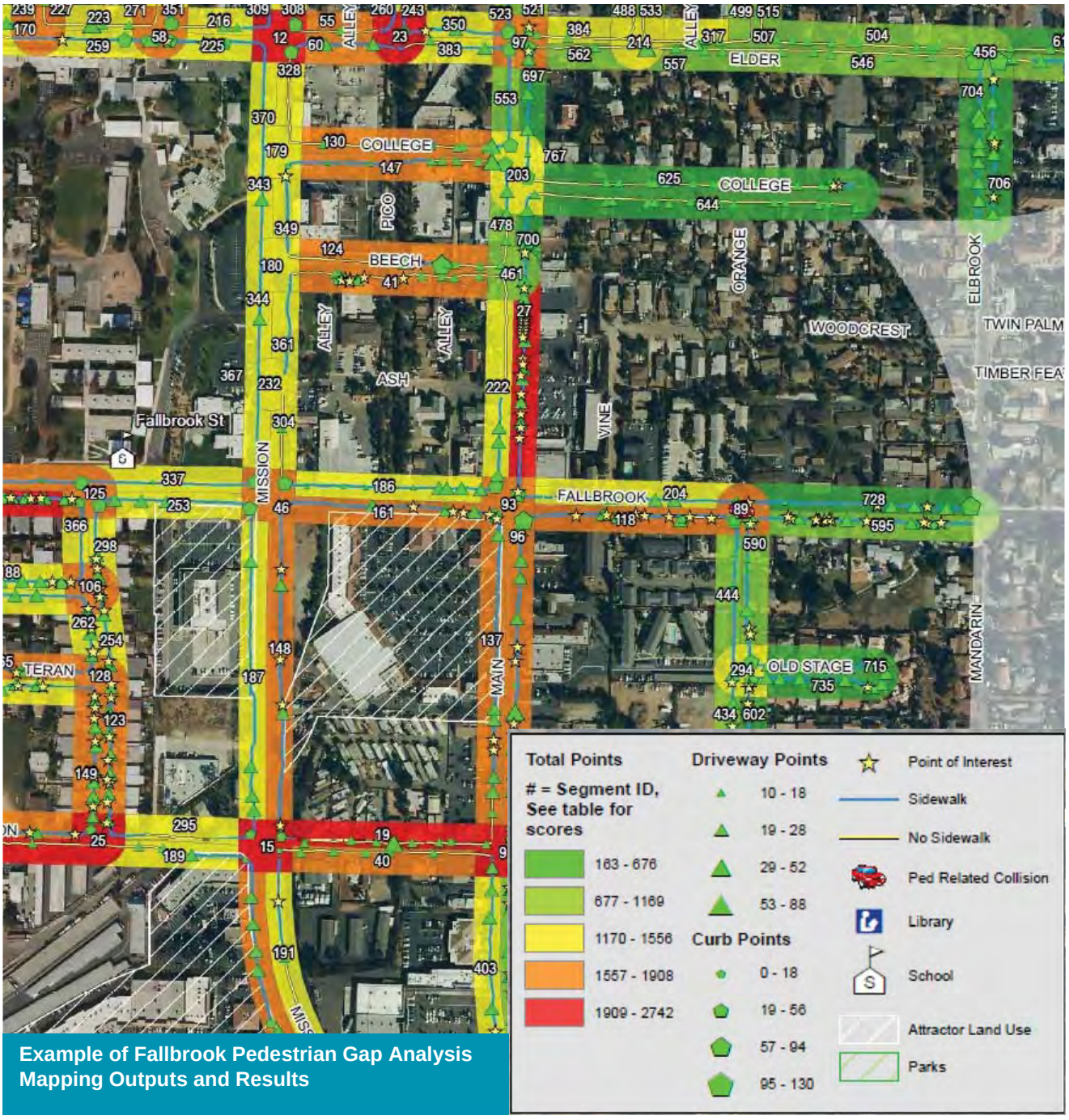


The adjacent chart illustrates the types of sidewalk mileage as a percentage of the total PGA network. As shown, 53 percent of assessed roadways currently have no pedestrian facility. The rankings (scores) of the evaluated sidewalk and pathway segments are included in Appendix D and include maps and key ranking criteria factors, along with the resulting score.

Conclusion

The methodology used in the PGA assigned points to individual street segments to assign a ranking for the comparison and prioritization of pedestrian improvements. Points assigned based on the six ranking criteria factors result in a list of projects that should be prioritized for maintenance and improvement based on the ranking factors.

The points for each street segment are identified by colors corresponding to the range of points allocated and applied on scoring maps (Appendix D). A portion of the map for Fallbrook is shown in **Figure 3-1** below as an example to illustrate the results. The colors range from green to red, with green reflecting fewer points based on field data and the methodology data ranking factors, and red-colored segments reflecting the higher total points of field and methodology data and identifying areas of potential priority. The scoring system is one factor in identifying priority improvement projects found in the ongoing ADA Transition Plan and programmed capital improvements by the Department of Public Works.



Example of Fallbrook Pedestrian Gap Analysis Mapping Outputs and Results

FIGURE 3-1 EXAMPLE OF FALLBROOK PEDESTRIAN GAP ANALYSIS MAPPING OUTPUTS AND RESULTS

Bicycle Facilities Level of Traffic Stress Analysis

Level of Stress Defined

An in-depth analysis of the existing and planned roadway buildout was conducted to assess bicycle conditions. The analysis and categorization on the LTS identifies what a person biking will experience on each roadway. LTS is a qualitative measure that assesses the level of discomfort or stress experienced by bicyclists based on the quality of the environment and provided facilities. LTS ranges from LTS 1 (most comfortable, least stressful) to LTS 4 (least comfortable, most stressful) and accounts for bike lanes, bike paths, bike routes, and any provided separation from vehicles. In general, roads with dedicated space and separation for people biking are less stressful. Below is additional discussion of each category.

- **LTS 1** – Represents the most comfortable and least stressful bicycling environment. LTS 1 is the level that is comfortable for most people, including children.
- **LTS 2** – Represents a fairly comfortable and low-stress bicycling environment. LTS 2 is the level that is comfortable by the mainstream adult population.
- **LTS 3** – Represents a fairly uncomfortable and high-stress bicycling environment. LTS 3 is the level that is comfortable for those who are confident in their bicycling abilities but prefer to have dedicated space while riding.
- **LTS 4** – Represents the least comfortable and most stressful bicycling environment. LTS 4 is tolerated only by the most seasoned and confident cyclists but is generally avoided by all other people who want to bike.

The levels of LTS analysis are consistent with the Four Types of Transportation Cyclists in Portland population segmentation scheme developed from research and surveys conducted by the Portland (Oregon) Office of Transportation.[3]

Typical Users of Varying LTS Facility Levels

LTS 1 Typical Users

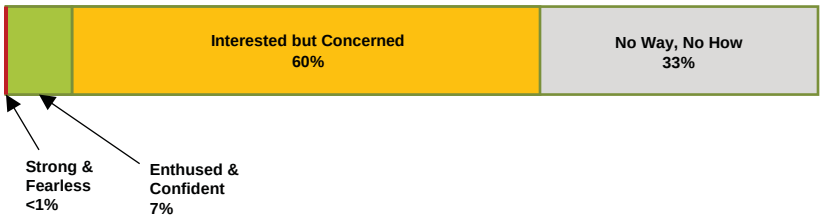
LTS 2 Typical Users

LTS 3 Typical Users

LTS 4 Typical User

[3] https://www.portlandoregon.gov/transportation/article/264746.

Four Types of Transportation Cyclists in Portland
By Proportion of Population



The four types of cyclists range from “No Way No How”—representing individuals who are not interested in biking—to “Strong and Fearless,” which represents the most active and confident cyclists. People in the “Interested but Concerned” category, which represents approximately 60 percent of all bicycling activity, typically prefer to ride along facilities classified as LTS 1 or LTS 2. These facilities, physically separated from vehicular traffic, dedicate lanes for bicycling and have minimal conflict points. People in the “Enthused and Confident” category, representing 7 percent of all bicycling activity, feel comfortable bicycling along a facility with an LTS 3 or better. People in the “Strong and Fearless” category represent less than 1 percent of bicycling activity who may tolerate bicycling within an LTS 4 facility, as they are the most experienced and confident. These bicyclists are generally seasoned bicycle commuters or recreational cyclists. Those in the “No Way No How” category will not ride a bicycle.

Level of Stress Analysis Data Factors

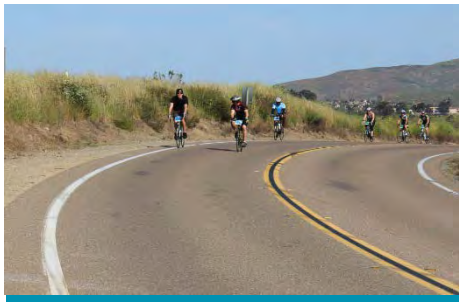
LTS analysis forecasts the level of stress of future or proposed facilities. The data used in the ATP level of stress analysis include the PGA existing conditions inventory and San Diego Geographic Information Source (SanGIS). The data includes the number of lanes in each direction, presence and type of bicycle facility, presence and type of median, speed, and functional class of the roadway. Data factors are described below.

1. **Number of lanes in one direction** was determined using street segments mapped as part of the PGA, the County of San Diego Mobility Element GIS road layer, and Eagle Aerial imagery.
2. **Presence and type of bike facility** including:
    - Multi-Use Path
    - Bike Lane
    - Bike Route

- Other Suggested Routes
- Freeway Shoulder Bike Access

For ATP analysis purposes, the bike facility types reflect the Caltrans bicycle facility classes as follows:

- Multi-Use Path = Class I (separate bike path)
- Bike Lane = Class II (striped bike lane)
- Bike Route = Class III (bike route)
- Other Suggested Routes = Class III (bike route)
- Freeway Shoulder Bike Access = any roadways with this designation were considered LTS 4



Roadway with one lane per direction and no median

3. **Presence and type of median** was determined as part of the PGA inventory assessment. For roads analyzed outside of the PGA study area, no median was assumed.

4. **Average roadway speed** includes the roadway speed defined as the maximum speed at which an emergency vehicle can travel on the roadway and was used as a proxy for the average speed of vehicle travel. This proxy may not accurately reflect prevailing speeds.

5. **Functional class**
   - 1: Freeway to freeway ramp
   - 2: Light (two-lane) collector street
   - 3: Rural collector road
   - 4: Major road/four-lane major road
   - 5: Rural light collector/local road
   - 6: Prime (primary) arterial
   - 7: Private street
   - 8: Recreational parkway
   - 9: Rural mountain road
   - A: Alley
   - B: Class I bicycle path
   - C: Collector/four-lane collector street
   - D: Two-lane major street
   - E: Expressway
   - F: Freeway
   - L: Local street/cul-de-sac
   - M: Military street within base
   - P: Paper street
   - Q: Undocumented
   - R: Freeway/expressway on/off-ramp
   - S: Six-lane major street
   - T: Transitway
   - U: Unpaved road
   - W: Pedestrianway/bikeway

In the analysis, rural light collector/local road (5) and local street (L) were considered residential roadways.

Appendix E includes the data for all data layers used in the LTS assessment.

The thresholds used for the LTS analysis were adapted from those developed in the paper "Low-Stress Bicycling and Network Connectivity" prepared by the Mineta Transportation Institute.[4] In the paper, the thresholds were analyzed for the road network in urban San Jose. The ATP thresholds were modified to account for the data available and unique regional aspects of the unincorporated county.

Level of Stress on Mobility Element Roadways

LTS scores for all Mobility Element roadways were determined for existing conditions, Mobility Element buildout conditions, and buildout conditions with proposed ATP improvements. Because of varying roadway configurations, separate criteria were used for roads with and without bicycle facilities.

For roads with Class I (bike path) or Class II (bike lane) facilities, street width, facility type, and speed were reviewed as individual criteria. **Table 3-4** summarizes the criteria for roads with a Class I or Class II bike facility. The scored criterion with the highest LTS was applied for each roadway. For example, if a segment has both LTS 2 and LTS 4, then the higher criteria score (LTS 4) would be applied to the road segment.

TABLE 3-4 CRITERIA FOR ROADWAYS WITH BICYCLE FACILITIES

	LTS ≥ 1	LTS ≥ 2	LTS ≥ 3	LTS ≥ 4
Street Width (through lanes per direction)	1	2, if directions are separated by a raised median	More than 2, or 2 without a separating median	(no effect)
Bike Facility Type	Class I	Class II	(no effect)	(no effect)
Speed	30 mph or less	(no effect)	35 mph	40 mph or more

Note: (no effect) = factor does not trigger an increase to this level of traffic stress.

[4] Maaza C. Mekuira, et al., *Low-Stress Bicycling and Network Connectivity,* 2012. http://transweb.sjsu.edu/PDFs/research/1005-low-stress-bicycling-network-connectivity.pdf.

Level of Stress for Mixed Traffic

Table 3-5 summarizes the LTS criteria for roadways with mixed traffic or for roadways with a Class III bike route or no bike facility. As shown, a roadway with a speed of 20 miles per hour (mph), street width of two lanes, and a residential functional class was assigned a value of LTS 1. A roadway with speed greater than 35 mph is categorized as LTS 4.

TABLE 3-5 CRITERIA FOR ROADWAYS WITH MIXED TRAFFIC (ROADWAY WITH NO BICYCLE FACILITY OR A CLASS III FACILITY)

Speed Limit	Width of Street (travel lanes in one direction)		
	1 lane	2–3 lanes	4+ lanes
Up to 25 mph	LTS 1[a] or 2[a]	LTS 3	LTS 4
30 mph	LTS 2[a] or 3[a]	LTS 4	LTS 4
35+ mph	LTS 4	LTS 4	LTS 4

Note: [a] Use lower value for streets classified as residential with fewer than three lanes; use higher value otherwise.

Level of Stress for Intersections

A secondary LTS analysis was also completed to analyze user stress associated with maneuvering through an intersection. The criteria for intersection crossing stress were considered based on street widths, travel lanes, and speed. The criteria for the LTS of crossing each roadway are shown in **Table 3-6** and **Table 3-7**, respectively.

TABLE 3-6 CRITERIA FOR CROSSINGS WITHOUT A MEDIAN REFUGE

Speed Limit of Street Being Crossed	Width of Street Being Crossed (travel lanes in one direction)		
	1 lane	2–3 lanes	4+ lanes
Up to 25 mph	LTS 1	LTS 2	LTS 4
30 mph	LTS 1	LTS 2	LTS 4
35 mph	LTS 2	LTS 3	LTS 4
40+	LTS 3	LTS 4	LTS 4

TABLE 3-7 CRITERIA FOR CROSSINGS WITH A MEDIAN REFUGE (STRIPED OR RAISED)

Speed Limit of Street Being Crossed	Width of Street Being Crossed (travel lanes in both directions)		
	Up to 2 lanes	3–6 lanes	7+ lanes
Up to 25 mph	LTS 1	LTS 1	LTS 2
30 mph	LTS 1	LTS 2	LTS 3
35 mph	LTS 2	LTS 3	LTS 4
40+ mph	LTS 3	LTS 4	LTS 4

Level of Stress on Mobility Element Roads

The LTS scores for all Mobility Element roads are shown on maps for each community planning area using the inventory data available. Because of the size of the unincorporated county, Fallbrook serves as a sample community to demonstrate how the analysis translates onto a map. The LTS for the Fallbrook Community Planning Area is shown in **Figure 3-2**. The scores are categorized, with green representing a low LTS score and red a high, or more stressful, score. The first map shows the entire Fallbrook community, while **Figure 3-3,** the second map, shows an inset detail in a more dense area.

The existing roadway network, attractors, and collision data are also shown on the maps. The collision data was provided by the Transportation Injury Mapping System (TIMS) for 2008–2013 and was focused on accidents involving people biking.

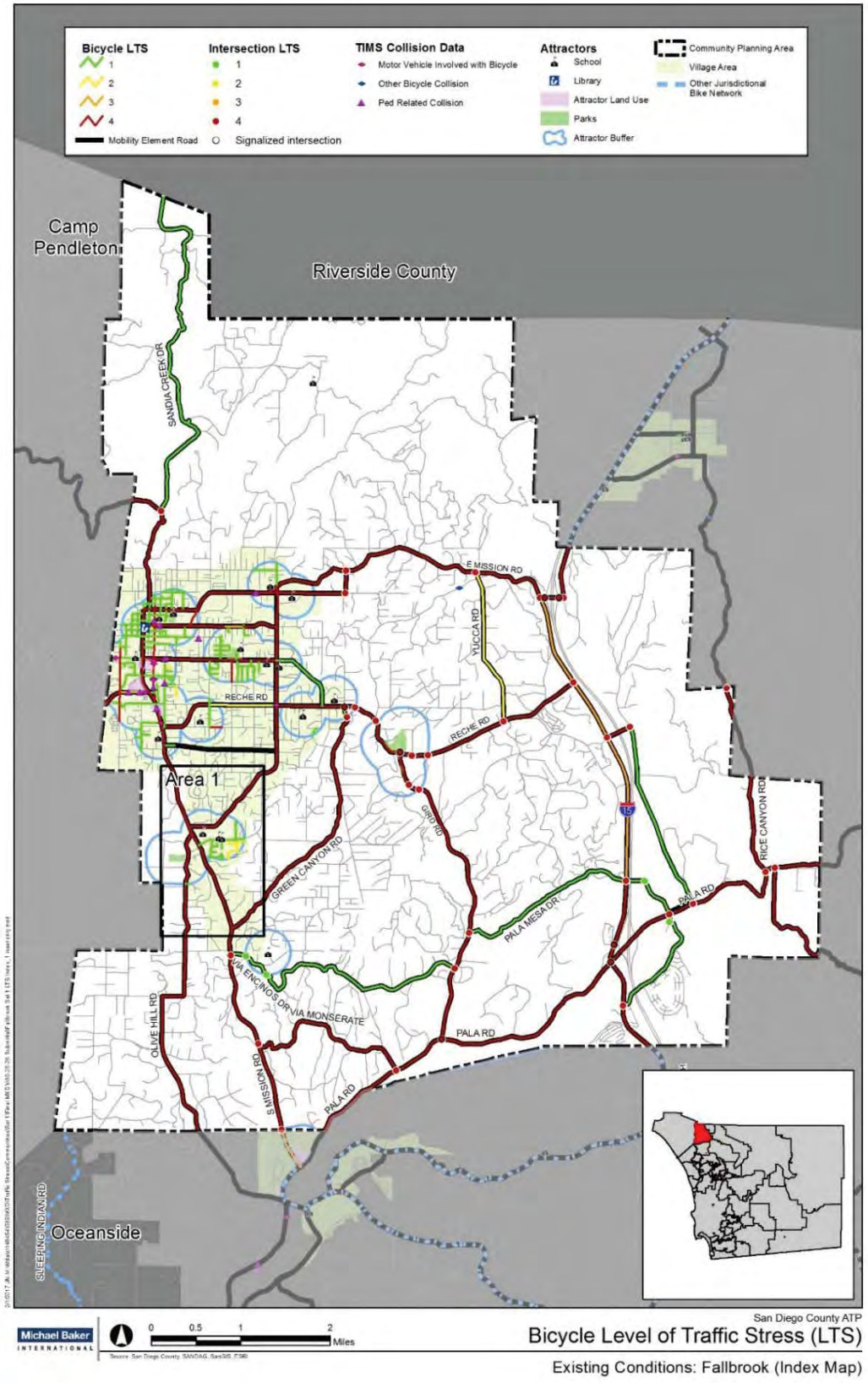


FIGURE 3-2 BICYCLE LEVEL OF TRAFFIC STRESS (LTS) – EXISTING CONDITIONS: FALLBROOK (INDEX MAP)

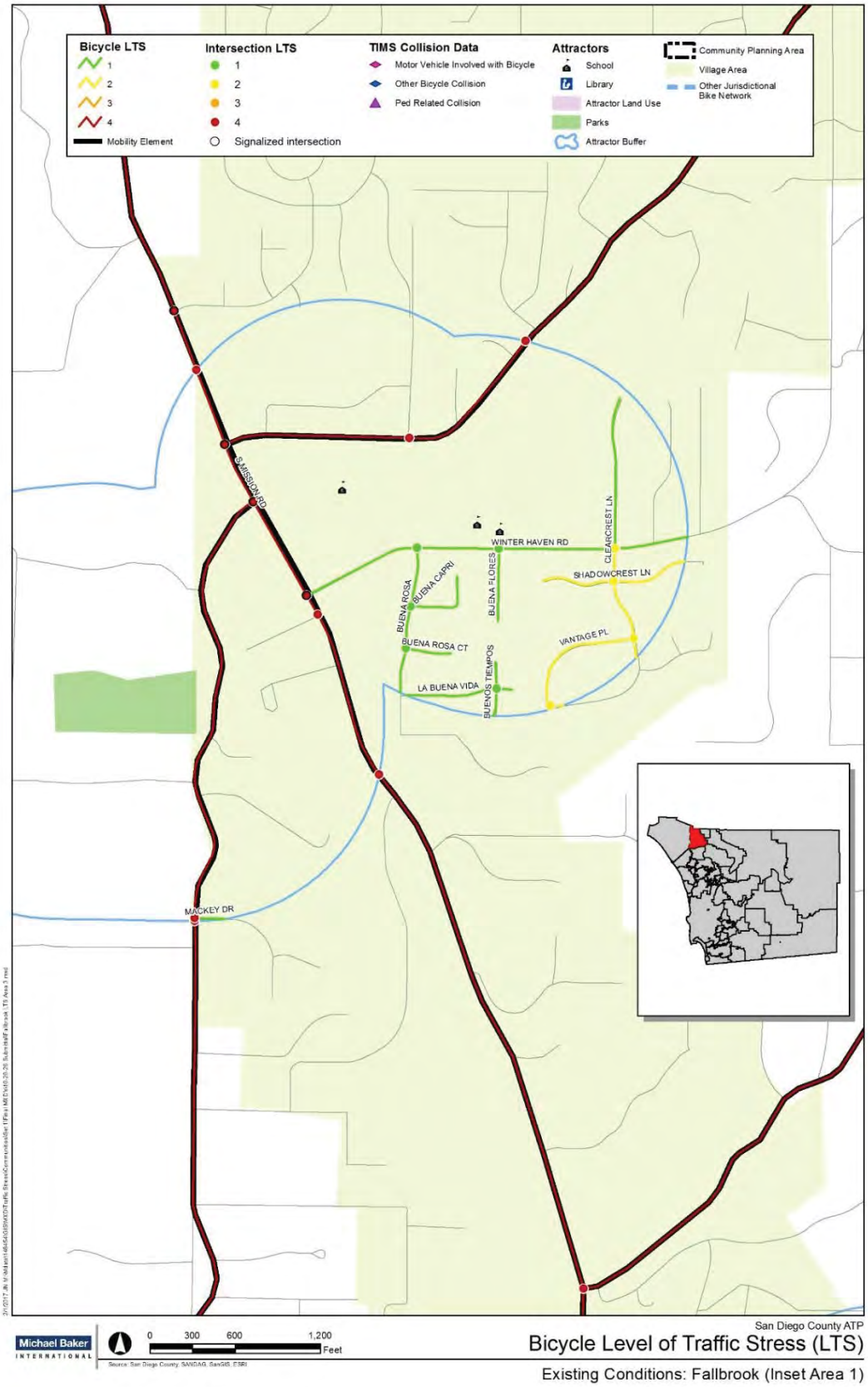


FIGURE 3-3 BICYCLE LEVEL OF TRAFFIC STRESS (LTS) – EXISTING CONDITIONS FALLBROOK (INSET AREA 1)

Level of Stress at Full Buildout

LTS was also evaluated for the planned buildout of the Mobility Element to determine the forecast LTS for the County's long-range plans for active transportation improvements.

LTS factors included the Mobility Element classifications and the County Public Road Standards that relate to each roadway for the number of lanes and presence of medians, as categorized in **Table 3-8**.

TABLE 3-8 MOBILITY ELEMENT ROAD CLASSIFICATIONS AND ROAD STANDARDS

Mobility Element Road Segment Classification	County Road Standard Feature		
	Number of Lanes (both directions)	Speed	Presence of Median
6.1 – Expressway	6	65	Median
6.2 – Prime Arterial			
4.1A – Major Road with Raised Median	4	55	Median
4.1B – Major Road with Intermittent Turn Lanes			
4.2A – Boulevard with Raised Median	4	40	Median
4.2B – Boulevard with Intermittent Turn Lane			
2.1A – Community Collector with Raised Median	2	45	Median
2.1B/C/D/E – Community Collectors			
2.2A – Light Collector with Raised Median	2	40	Median
2.2B/C/D/E/F – Light Collectors			
2.3A – Minor Collector with Raised Median	2	35	Median
2.3B/C – Minor Collectors			

The LTS analysis for the segments was evaluated using a similar process to that discussed previously for forecast conditions. However, two-way left turn lanes were not considered travel lanes to maintain consistency with the Mobility Element roadway classifications and the road standards. Additional inputs consisted of Mobility Element planned bicycle facilities, number of travel lanes, speed, and presence of a median.

The maps in **Figure 3-4** and **Figure 3-5** illustrate the results of the LTS analysis for Fallbrook with buildout of the Mobility Element. As shown, all Mobility Element roadways are forecast to operate at LTS 4 at planned buildout.

The LTS 4 results at planned buildout of the Mobility Element network suggest that upgraded or additional bicycle improvements will offer increased and improved traveling conditions to attract new and concerned riders.

The next chapter will take this existing conditions LTS analysis and apply a facility selection methodology to provide bicycle facility recommendations that reduce traffic stress experienced by people riding bicycles.

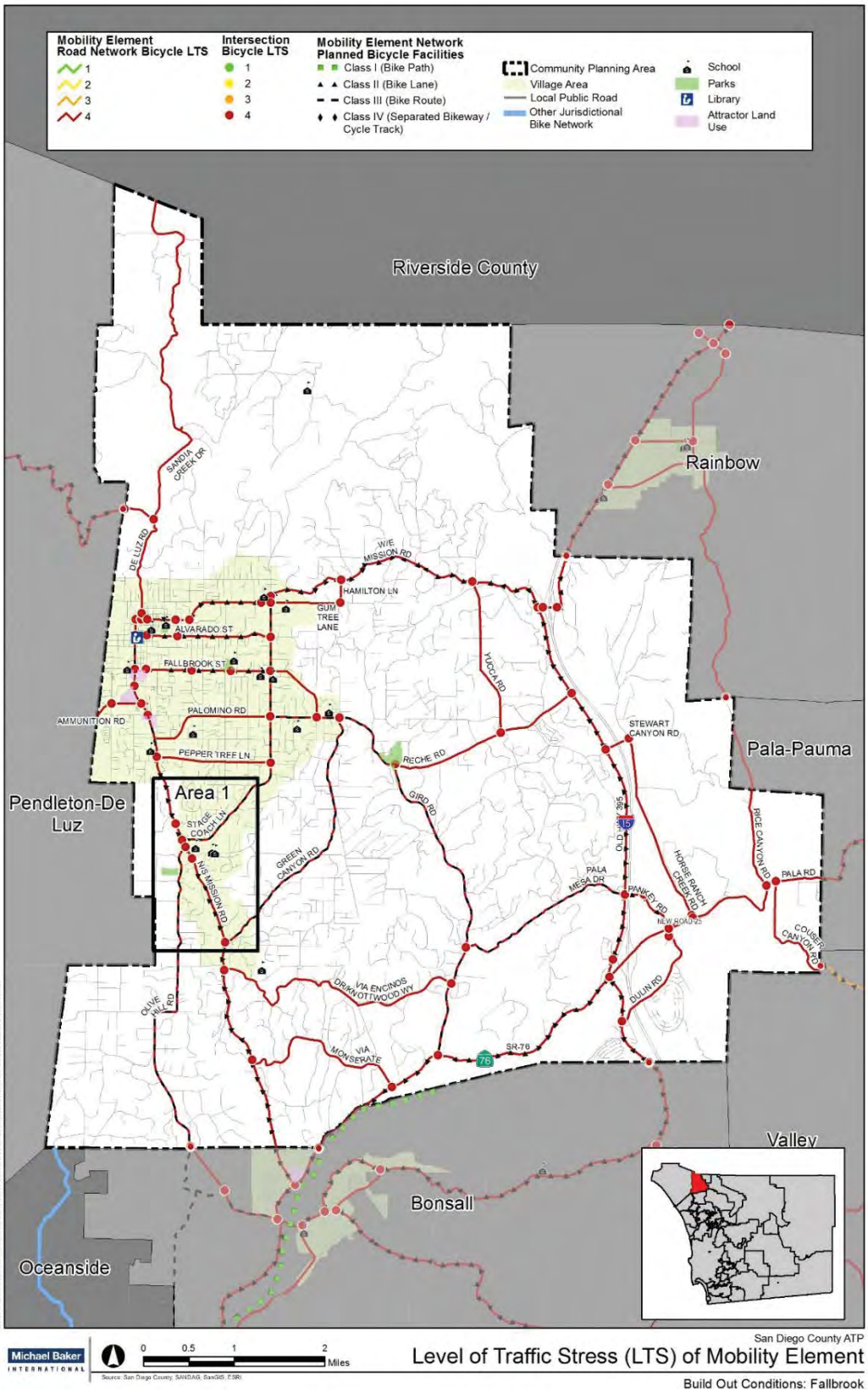


FIGURE 3-4 LEVEL OF TRAFFIC STRESS (LTS) OF MOBILITY ELEMENT - BUILD OUT CONDITIONS: FALLBROOK

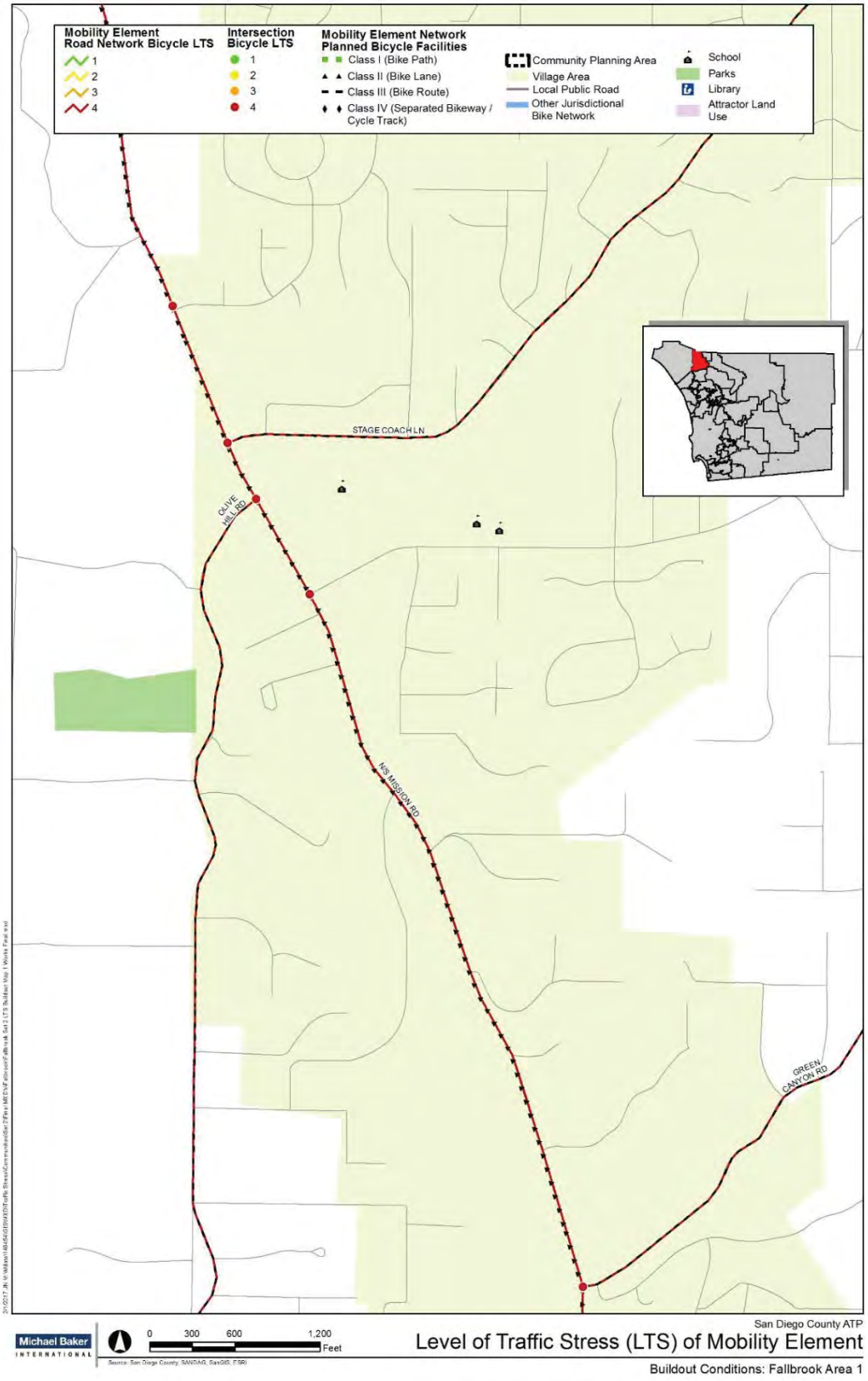


FIGURE 3-5 LEVEL OF TRAFFIC STRESS (LTS) OF MOBILITY ELEMENT – BUILDOUT CONDITIONS: FALLBROOK AREA 1

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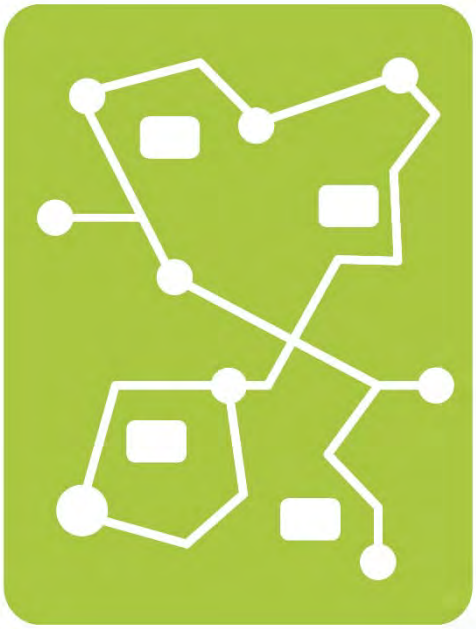
4 Plan Analysis and Recommended Network



This chapter details the proposed active transportation network improvements for the unincorporated communities in San Diego County. The recommendations were developed through an assessment of existing facilities, identification of pedestrian and bicyclist needs, public input, review of the Mobility Element buildout, and the goals and objectives of the ATP.

4.1 Recommendations for Existing County Plans and Policies

This section presents recommendations for existing plans and policies to improve active transportation in the unincorporated county. These recommendations are aimed at increasing coordination among plans and encouraging biking and walking trips.

Coordination between Live Well San Diego and Local Groups

Live Well San Diego could partner with local bicycle and pedestrian organizations, such as the San Diego Bicycle Coalition, Bike San Diego, and Circulate San Diego, to pursue projects that promote the Live Well goals of Building Better Health, Living Safely, and Thriving.

Designation as a Live Well San Diego Recognized Partner organization has numerous benefits, including:

- Opportunities to showcase best practice examples and success stories through the web, media, and events;
- Support in tracking data, measuring outcomes, and reporting results; and
- Collaboration with a growing network of Live Well San Diego champions and partners for the greatest collective impact.

Coordinate County of San Diego ATP and CAP

The efforts and goals of the ATP align with the CAP to reduce GHG emissions in the unincorporated county. Active transportation improvements that improve pedestrian and bicycle facilities have a direct impact on reducing GHG emissions by promoting mode shifts from vehicular to pedestrian or bicycle trips. As part of coordinating the CAP and the ATP, funding should be sought for active transportation and GHG reduction projects wherever feasible. Specific CAP measures for ATP are discussed in Chapter 5.

Coordination with the Community Trails Program and Parks and Recreation Projects

The ATP supplements the Community Trails Program and the CTMP by linking the CTMP soft-surface trails with other on- and off-road facilities. It is recommended that efforts combining trails, parks, recreational, and active transportation facilities be collaboratively pursued, wherever feasible.

4.2 Proposed Pedestrian Network

The PGA included existing conditions to identify a range of pedestrian improvements within the unincorporated communities. The results of the PGA found that over half (approximately 400 miles) of the assessed roadways lack a pedestrian facility, indicating a deficiency of pedestrian access in the unincorporated communities. The sidewalk network is the default network on public roads where the CTMP has not identified a designated pathway.

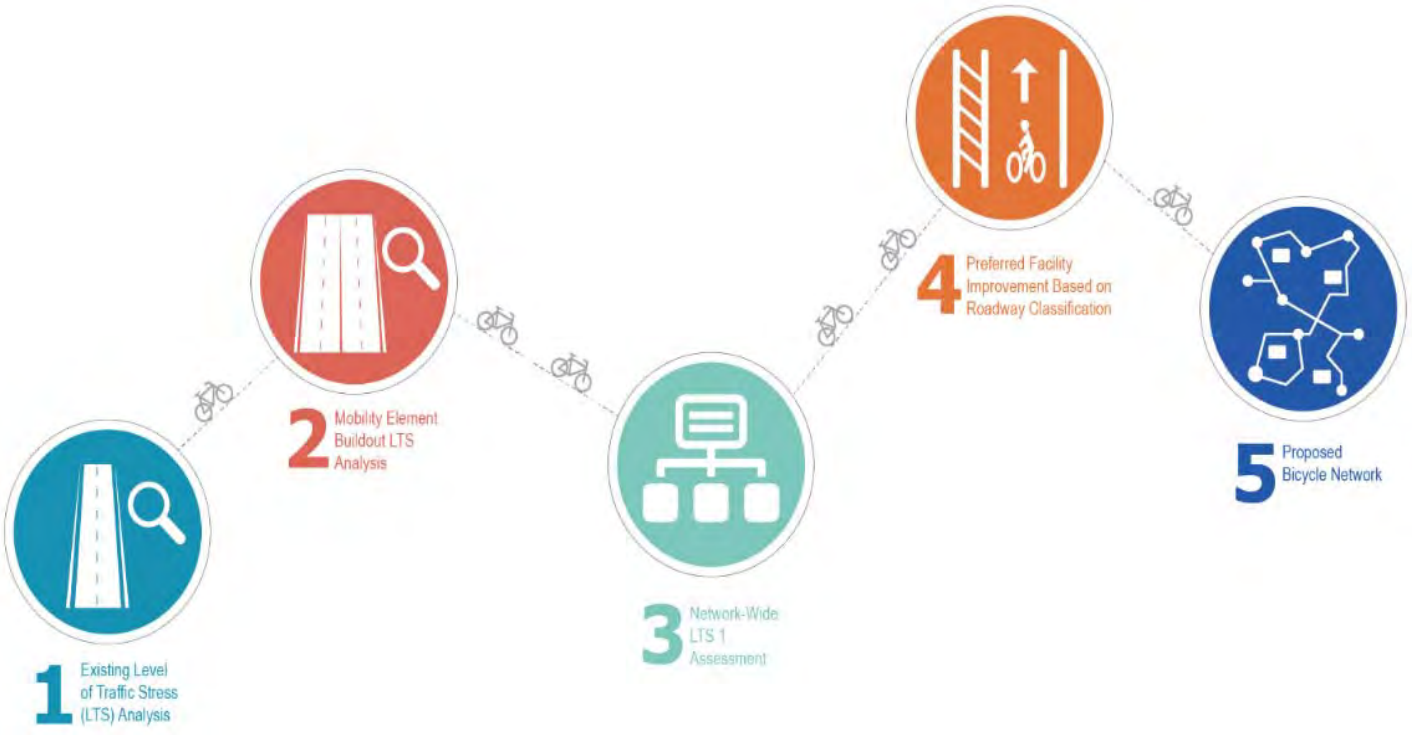
County DPW, through its CIP, will be responsible for overseeing pedestrian improvements as they pertain to the ATP pedestrian network. Sidewalk and pathway gap

improvement projects will be completed through the CIP or by private development projects as frontage improvements or off-site mitigation requirements.

4.3 Bicycle Network Methodology

The proposed bicycle network was developed through an analytical process reviewing the existing bike network and associated levels of traffic stress, future forecast levels of traffic stress at buildout of the Mobility Element, a review of collision data, and an overall evaluation of what improvements and facilities would achieve an integrated, connected, and comfortable bicycle network. As seen in **Figure 4-1,** a second level of traffic stress (LTS) analysis was conducted to evaluate each roadway at buildout conditions of the Mobility Element. Overall, the buildout LTS analysis identified a need for improved bicycling facilities throughout the county, with a majority of segments scoring LTS 4 (least comfortable, most stressful) at Mobility Element buildout.

FIGURE 4-1 BICYCLE NETWORK METHODOLOGY FLOW CHART



After identifying where deficiencies or segments with poor LTS are likely to occur in the buildout condition, the network was reviewed to determine what types of facility modifications or additions would improve levels of traffic stress to achieve LTS 1. This was referenced as the "unconstrained network." Achieving LTS 1 along a roadway, including on a two-lane roadway with a Class II bike lane and vehicle speeds of less than 35 mph, or on any roadway with a Class I bike path or Class IV cycle track, requires that facilities physically separate bicyclists from vehicular traffic and substantially improve levels of comfort.

Table 4-1 summarizes the parameters for determining LTS 1 bicycle facilities.

TABLE 4-1 LTS 1 BICYCLE FACILITIES

LTS 1 Bicycle Facilities	Two-lane roadway and Class II bike lane and speeds < 35 mph
	Any roadway with Class I bike path or Class IV cycle track

A comparison of the Mobility Element network and the roadway characteristics specified in Table 4-1 above shows that roadway segments with a proposed Class II bike lane in the current Mobility Element have design speeds greater than 35 mph. No roadway segments met the requirements for a Class II, LTS 1 facility in the element's buildout condition.

Therefore, to attain LTS 1 on all roadways would require Class IV bicycle facility recommendations across the entire network to achieve an unconstrained condition. The cost to improve a Class IV separated bikeway is eight times that of a Class II bike lane and represents and unrealistic scenario to propose to achieve what would be limited use in many cases of low residential density and great distances and topographical differences between communities.

The next step involved refining the unconstrained LTS 1 network to better align with fiscal constraints and realistic rider demand for a more achievable plan focused on facilities that would serve the greatest number of users.

To create a more economically feasible and implementable network, the user demand for each roadway was reviewed to determine which segments show low demand (not connecting to Village areas), large distances between communities, and mountainous terrain conditions with significant elevational changes. The recommended facilities

along such roadways were downsized from the unconstrained LTS 1, Class IV facility to a Class II facility.

Table 4-2 summarizes recommended facility improvements based on roadway classification. As shown, where vehicle speeds and volumes (number of lanes) are high, separated facilities are recommended as facility improvements. Additional context is provided to guide where the bikeway is within the framework of the regional network and expected user demand.

TABLE 4-2 RECOMMENDED FACILITY IMPROVEMENT BASED ON ROADWAY CLASSIFICATION

Mobility Element Road Classification			Role in Bikeway Network		
Road Classification (number of travel lanes)[1]	Min Design Speed (mph)	Capacity (LOS D)	Basic	Priority Bikeway	Regional Bikeway
Expressway (6.1)	65	86,000	Adjacent Class I bike paths		
Prime Arterial (6.2)	65	50,000	Class IV cycle track	Adjacent Class I bike path (preferred) or Class IV cycle track (acceptable)	
Major Road					
with raised median (4.1A)	55	33,400	Class IV cycle track	Adjacent Class I bike path (preferred) or Class IV cycle track (acceptable)	
with intermittent turn lane 4.2B)	55	30,800			
Boulevard					
with raised median (4.2A)	40	27,000	Class IV cycle track (preferred), or buffered Class II bike lane (acceptable)	Class IV cycle track (preferred), or adjacent Class I bike path, or buffered Class II bike lane (acceptable)	
with turn lanes (4.2B)	40	25,000			
Community Collector					
with raised median (2.1A)	45	15,000	Class IV cycle track (preferred), or buffered Class II bike lane (acceptable)	Adjacent Class I bike path (preferred) or Class IV cycle track (acceptable)	
with turn lanes or no median (2.1B, C, D, E)	45	13,500			
Light Collector					
with raised median (2.2A)	40	13,500	Class IV cycle track (preferred), or buffered Class II bike lane (acceptable)	Class IV cycle track (preferred), or adjacent Class I bike path, or buffered Class II bike lane (acceptable)	
with turn lanes or no median (2.2B, C, D, E)	40	13,500			
Minor Collector					
with raised median (2.3A)	35	8,000	Class IV cycle track (preferred), or buffered Class II bike lane (acceptable)	Class IV cycle track (preferred), or adjacent Class I bike path, or buffered Class II bike lane (acceptable)	
with turn lanes or no median (2.2B, C)	35	8,000			
Residential Collector/ Road	30	4,500	Yield street/bike boulevard with traffic control devices to slow motor vehicle traffic		

[1] Road classification is defined by lanes and then type as defined in the Mobility Element.

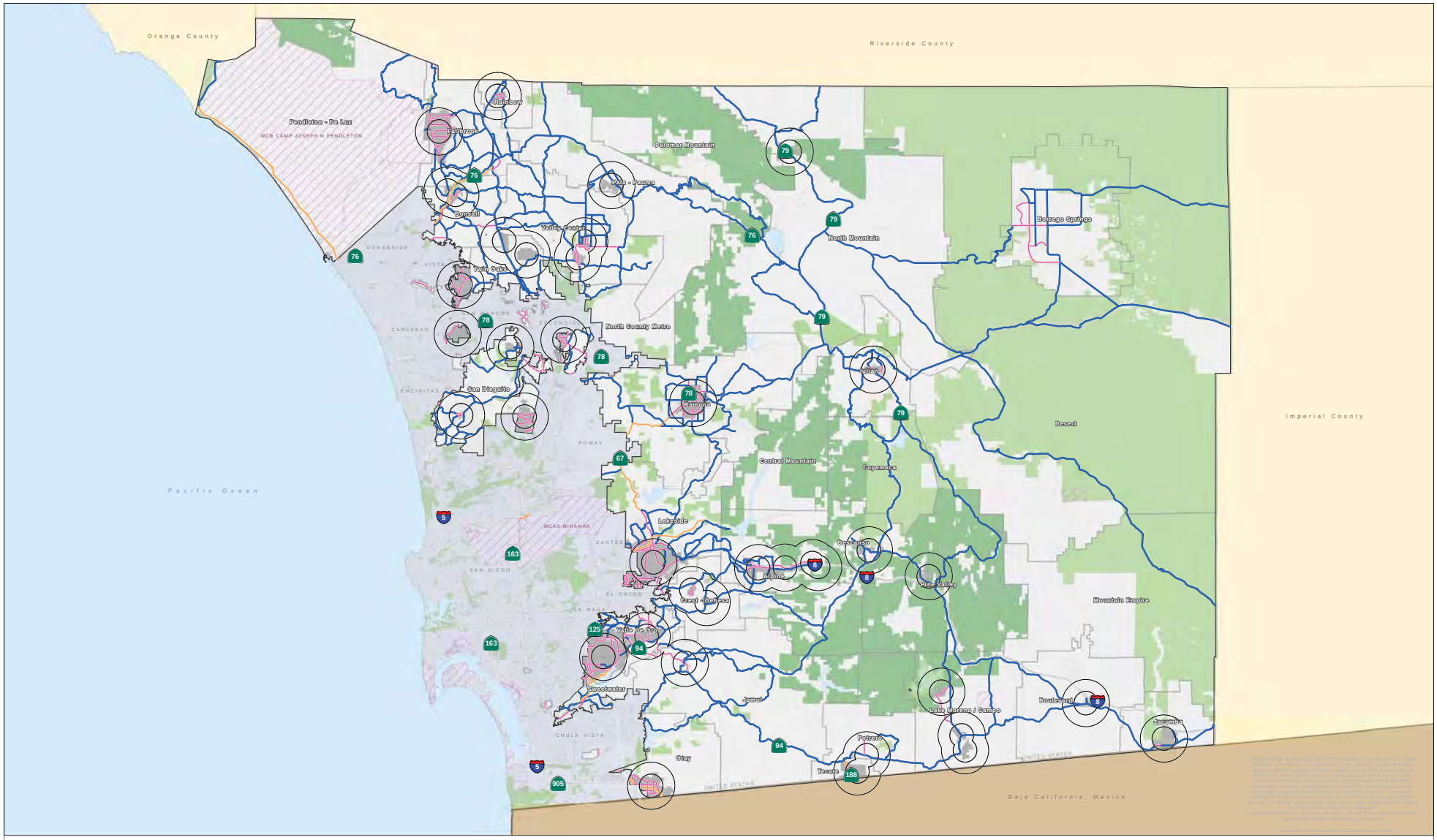
4.4 Proposed Bicycle Network

The proposed bicycle network of Class I, Class II, and Class IV recommended facilities for each Mobility Element segment is shown on **Figure 4-2,** and maps for each community are included in Appendix A. **Table 4-3** summarizes the proposed improvements by bicycle facility class proposed for each CPA.

TABLE 4-3 DISTANCE OF PROPOSED IMPROVEMENTS BY BICYCLE FACILITY TYPE

CPA	Class I Facilities (miles)		Class II Facilities (miles)		Class IV Facilities (miles)		Total Improvements (miles)
	County Facility	Caltrans Facility	County Facility	Caltrans Facility	County Facility	Caltrans Facility	
Alpine	0	0	43.24	0	8.4	0	51.64
Bonsall	6.45	0	24.53	3.98	7.79	0	42.75
Central Mountain	0	0	48.93	18.8	0	0	67.73
County Islands	0.9	0	0	0	0.61	0	1.51
Crest-Dehesa	0	0	19.93	0	2.51	0	22.44
Desert	0	0	92.88	25.24	15.23	0	133.35
Fallbrook	1.16	0	47.5	6.44	19.25	0	74.35
Jamul-Dulzura	0	0	44.2	15.5	0.82	4.2	64.72
Julian	0	0	11.44	15.29	0.75	2.18	29.66
Lakeside-Pepper Drive	7.2	4.96	37.8	0	26.69	4.88	81.53
Mountain Empire	0	1.85	59.75	27.47	6.41	0	95.48
North County Metro	0.34	0	38.64	0	24.33	1.09	64.40
North Mountain	0	0	57.24	48.75	0	0	105.99
Otay	0	5.67	3.72	0	10.31	0	19.70
Pala-Pauma	0	0	21.43	24.12	0	0	45.55
Pendleton-De Luz	0	17.92	15.48	0	0	0	33.40
Rainbow	0	0	7.33	0	2.2	0	9.53
Ramona and Barona	0	4.67	50.54	13.75	8.45	5.67	83.08
San Dieguito	0	0	30.83	0	7.82	0	38.65
Spring Valley	2.98	0	2.07	0	17.12	0	22.17
Sweetwater	3.43	0	6.59	0	2.6	0	12.62
Valley Center	0	0	68.31	0	9.47	0	77.78
Valle de Oro	0	0	17.34	0	13.38	2.56	33.28
TOTAL DISTANCE OF IMPROVEMENTS	**22.46**	**35.07**	**749.72**	**199.34**	**184.14**	**20.58**	**1,211.31**

FIGURE 4-2 PROPOSED BIKE NETWORK



Proposed Bike Network

- Class IV
- Class II
- Class I

Reference

- Village Boundary
- Village Center - 1 and 2 Mile Radius
- County and State Parks
- Cleveland National Forest
- Incorporated Area
- Military Installation
- Community Planning Area

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Proposed Bike Network

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The proposed ATP bicycle network represents a system of continuous and connected bicycle facilities that allows travel between communities within a dedicated on-road space in the form of a Class II bike lane, complemented with Class IV separated bikeways within villages, where access to destinations is shorter and traffic volumes are higher.

Almost all ME roadways have a change in the associated bicycle classification designation. When the 2003 BTP was developed, 86% of ME roadways were assigned a bicycle facility designation -- the ATP increases this percentage to 100% of the current network. Table 4-4 below provides a comparison of the BTP network mileage and the ATP network mileage.

TABLE 4-4 BTP AND ATP COMPARISON

Bike Facility Classification	2003 Bicycle Transportation Plan (miles)	2018 Active Transportation Plan (miles)
Class I – Bike Path	27	22.46
Class II – Bike Lane	200	749.72
Class III – Bike Route	708	0
Class IV – Separated Bikeway	N/A (Designation had not been established)	184.14
TOTAL	935	956.32
NOTE: Totals do not match because 2018 bicycle network was expanded and some ME roadways/bicycle facility designations were eliminated as a part of the 2011 General Plan Update.		

The proposed network covers all Mobility Element roads in the county. About 80 percent of the network is Class II bike lanes, while approximately 20 percent is proposed for Class IV separated bikeways.

The majority, 58 percent, of Class IV separated bikeways are within CAP village boundaries. This allows residents to access goods, services, and destinations via a facility that causes less stress than a striped Class II bike lane that is merely striped. As seen on the Bicycle Network map shown in **Figure 4-2,** the villages typically have a radius of 1 to 2 miles. Most people are comfortable riding these distances.

For those people willing to ride longer distances or without separation, the proposed bicycle network connects villages and communities along Mobility Element roads with Class II bike lanes. Ninety-six percent of the Class II bike lanes are outside of the village boundaries.

4.5 Future Demand

Future demand for walking and bicycling trips (commute and utility trips) has been developed for horizon year 2020, 2030, 2040, and 2050 populations for each community planning area. The number of forecast trips was calculated according to the anticipated increase in population and with the assumption that no pedestrian or bicycle facility improvements were completed. The estimated number of walking and bicycling trips for 2020, 2030, 2040, and 2050 are shown in **Table 4-5**. The full data table is included in Appendix C-3.

TABLE 4-5 FUTURE UNIMPROVED ESTIMATED BICYCLE AND WALKING DEMAND

	2020	2030	Δ	2040	2050	Δ
Community Planning Area	Estimated Total Daily Bicycle and Walking Trips	Estimated Total Daily Bicycle and Walking Trips	Estimated Percentage Increase in Daily Bicycle and Walking Trips (2020–2030)	Estimated Total Daily Bicycle and Walking Trips	Estimated Total Daily Bicycle and Walking Trips	Estimated Percentage Increase in Daily Bicycle and Walking Trips (2030–2050)
Alpine	2,098	2,377	**11.7%**	2,528	2,651	**4.6%**
Bonsall	1,391	1,576	**11.7%**	1,677	1,759	**4.7%**
Central Mountain	339	384	**11.7%**	408	428	**4.7%**
County Islands	338	383	**11.7%**	408	427	**4.4%**
Crest-Dehesa	952	1,079	**11.8%**	1,148	1,204	**4.7%**
Desert	554	627	**11.6%**	667	700	**4.7%**
Fallbrook	4,861	5,508	**11.7%**	5,859	6,144	**4.6%**
Jamul-Dulzura	937	1,061	**11.7%**	1,129	1,184	**4.6%**
Julian	548	620	**11.6%**	660	692	**4.6%**
Lakeside	7,169	8,123	**11.7%**	8,640	9,061	**4.6%**
Mountain Empire	976	1,105	**11.7%**	1,175	1,233	**4.7%**
North County Metro	4,042	4,578	**11.7%**	4,870	5,108	**4.7%**
North Mountain	301	342	**12.0%**	363	381	**4.7%**
Otay	138	156	**11.5%**	165	173	**4.6%**
Pala-Pauma	952	1,080	**11.9%**	1,147	1,204	**4.7%**
Pendleton-De Luz	18,446	20,899	**11.7%**	22,230	23,315	**4.7%**
Rainbow	181	205	**11.7%**	219	229	**4.4%**
Ramona and Barona	4,158	4,711	**11.7%**	5,010	5,256	**4.7%**
San Dieguito	3,737	4,234	**11.7%**	4,504	4,724	**4.7%**
Spring Valley	6,467	7,327	**11.7%**	7,793	8,174	**4.7%**
Sweet-water	917	1,039	**11.7%**	1,105	1,179	**6.3%**
Valle De Oro	3,743	4,242	**11.8%**	4,512	4,732	**4.6%**
Valley Center	2,148	2,435	**11.8%**	2,590	2,715	**4.6%**

The future demand estimates are based on projected increases in population. In more urbanized communities, the

increase in walking and bicycling and trips correlates to greater expected population growth. The projected demand for each community was adjusted based on improvements recommended throughout the ATP bicycle network. Using factors applied to each type of improvement, and recognizing that improved facilities attract more users, community-wide demand was increased accordingly. **Table 4-6** summarizes the future adjusted estimated bicycle and walking demand volumes with ATP improvements.

TABLE 4-6 FUTURE ADJUSTED ESTIMATED BICYCLE AND WALKING DEMAND

	2020	2030	Δ	2040	2050	Δ
Community Planning Area	Estimated Total Daily Bicycle and Walking Trips	Estimated Total Daily Bicycle and Walking Trips	Estimated Percentage Increase in Total Daily Bicycle and Walking Trips (2020–2030)	Estimated Total Daily Bicycle and Walking Trips	Estimated Total Daily Bicycle and Walking Trips	Estimated Percentage Increase in Total Daily Bicycle and Walking Trips (2030–2050)
Alpine	2,098	2,384	**13.6%**	2,590	2,655	**11.4%**
Bonsall	1,391	1,589	**14.2%**	1,715	1,761	**10.8%**
Central Mountain	339	388	**14.5%**	418	429	**10.6%**
County Islands	339	410	**20.9%**	412	428	**4.4%**
Crest-Dehesa	953	1,102	**15.6%**	1,172	1,206	**9.4%**
Desert	553	630	**13.9%**	683	700	**11.1%**
Fallbrook	4,861	5,531	**13.8%**	6,000	6,152	**11.2%**
Jamul-Dulzura	936	1,067	**14.0%**	1,156	1,185	**11.1%**
Julian	548	633	**15.5%**	673	693	**9.5%**
Lakeside	7,169	8,131	**13.4%**	8,854	9,073	**11.6%**
Mountain Empire	975	1,116	**14.5%**	1,203	1,235	**10.7%**
North County Metro	4,041	4,603	**13.9%**	4,987	5,114	**11.1%**
North Mountain	301	344	**14.3%**	372	381	**10.8%**
Otay	137	159	**16.1%**	169	174	**9.4%**
Pala-Pauma	953	1,088	**14.2%**	1,175	1,206	**10.8%**
Pendleton-De Luz	18,446	23,212	**25.8%**	22,747	23,345	**0.6%**
Rainbow	181	213	**17.7%**	222	230	**8.0%**
Ramona and Barona	4,157	4,736	**13.9%**	5,160	5,262	**11.1%**
San Dieguito	3,737	4,255	**13.9%**	4,612	4,730	**11.2%**
Spring Valley	6,467	7,419	**14.7%**	7,968	8,184	**10.3%**
Sweet-water	917	1,053	**14.8%**	1,129	1,160	**10.2%**
Valle De Oro	2,149	2,454	**14.2%**	2,650	2,719	**10.8%**
Valley Center	3,744	4,264	**13.9%**	4,620	4,738	**11.1%**

The demand values by year listed in **Table 4-6** assumed:

- In 2020, no proposed improvements would be complete;

- In 2030, all sample projects (Appendix F) would be complete;
- In 2040, half of the remaining projects in the proposed network would be complete; and
- In 2050, the entire network would be complete.

TABLE 4-7 FUTURE ADJUSTED ESTIMATED BICYCLE AND WALKING DEMAND RESULTS FROM NETWORK IMPROVEMENTS

	Δ	Δ
Community Planning Area	Estimated Percentage Increase in Total Daily Bicycle and Walking Trips from Unimproved to Proposed Network Improvements (2020–2030)	Estimated Percentage Increase in Total Daily Bicycle and Walking Trips from Unimproved to Proposed Network Improvements (2030–2050)
Alpine	**1.90%**	**6.80%**
Bonsall	**2.50%**	**6.10%**
Central Mountain	**2.80%**	**5.90%**
County Islands	**9.20%**	**0.00%**
Crest-Dehesa	**3.80%**	**4.70%**
Desert	**2.30%**	**6.40%**
Fallbrook	**2.10%**	**6.60%**
Jamul-Dulzura	**2.30%**	**6.50%**
Julian	**3.90%**	**4.90%**
Lakeside	**1.70%**	**7.00%**
Mountain Empire	**2.80%**	**6.00%**
North County Metro	**2.20%**	**6.40%**
North Mountain	**2.30%**	**6.10%**
Otay	**4.60%**	**4.80%**
Pala-Pauma	**2.30%**	**6.10%**
Pendleton-De Luz	**14.10%**	**4.10%**
Rainbow	**6.00%**	**3.60%**
Ramona and Barona	**2.20%**	**6.40%**
San Dieguito	**2.20%**	**6.50%**
Spring Valley	**3.00%**	**5.60%**
Sweet-water	**3.10%**	**3.90%**
Valle De Oro	**2.40%**	**6.20%**
Valley Center	**2.10%**	**6.50%**

As seen in **Table 4-7**, the expected increase in active transportation trips with proposed network improvements ranges from 1.7 to 14.1 percent from 2020 to 2030, and up to an additional 7 percent increase with continued network improvements through 2050. These figures represent estimates based on the methodology used in this document. Estimated participation increases are good for residents' health and align with County goals.

Actual participation is dependent on trends and circumstances of the individuals living in these communities. The county has a wide variety of built and natural environments. As community composition changes, active transportation options are expected to become desirable and the proposed network is intended to support those trips on a safe, connected, and integrated network.

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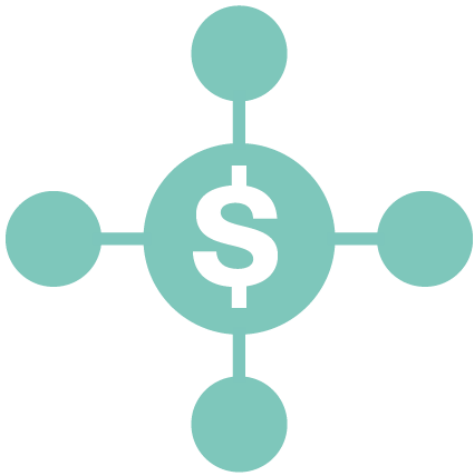


5 Implementation and Funding

This chapter includes implementation strategies and funding resources for the active transportation network recommended in this ATP. Implementation comes from both public and private development. Funding for public development and maintenance of pedestrian and bicycle facilities comes from a variety of federal, state, regional, and local revenue sources. Preparing and applying for various revenue streams is a key strategy to plan, build, and maintain projects in the near and long term.

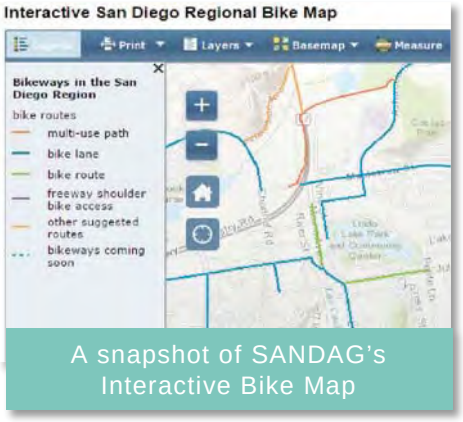
5.1 Implementation

A focused strategy aimed at providing a connected network and receiving the highest return on investment is an important factor to implement improvements over time. To be considered eligible for local, state, and federal funding, the County is required to have an adopted plan. The County currently utilizes a “Top 10” list developed by each community planning group to rank community infrastructure needs and priorities. This approach will not change with the ATP. However, ATP network recommendations will be available for ranking and prioritization.

Complete the Network

The ATP recommends the following implementation approach to complete the network:

1. **Emphasize safe connections where none currently exist.**
   The ATP provides a connected network for biking and walking between neighborhoods and schools and to major regional destinations and activity centers. As discussed in Chapter 2, the PGA identified all pedestrian facility gaps along County-maintained roadways in each unincorporated community, totaling approximately 400



A snapshot of SANDAG's Interactive Bike Map

miles without any form of sidewalk or path. Maps illustrating the gaps in the pedestrian network for each community are included in the PGA. The County Department of Public Works will maintain the PGA database that serves as the resource for updated information as projects are completed over time.

To identify current gaps in the bicycle network, the ATP existing bike network maps show County data based on bike lane striping and signage. This information is shared with SANDAG, which then publishes and maintains a map showing existing bicycle facilities in the region. The map is available online on the iCommute website (www.icommutesd.com/bike/bikemap.aspx).

2. **Fill existing gaps in areas with higher demand for biking and walking.**
   The demand for bicycle or pedestrian facilities is high in some areas and low in others. The ATP includes existing and future user demand estimates for biking and walking in each community so that gaps can be filled where the need and demand justify the investment.

3. **Focus investments on improving and upgrading deficient facilities so they are safe and comfortable for people of all ages and abilities.**
   Unimproved facilities in areas with high demand when upgraded will provide comfortable, accessible facilities. Improvements like ADA compliance and quality or capacity upgrades in areas surrounding community attractors such as schools and parks will help to increase utilization of these facilities.

Implementing Specific Projects

The following action steps are recommended to implement projects:

1. **Finalize commitments and partnerships with Caltrans or other agencies.**
   Commitments and partnerships with Caltrans, neighboring jurisdictions, utility companies, and any other coordinating agency should be finalized early in the process.

2. **Secure funding.**
   Funding for each project should be secured as necessary, which may include an assortment of funding sources. There are two ways to position projects for local funding:

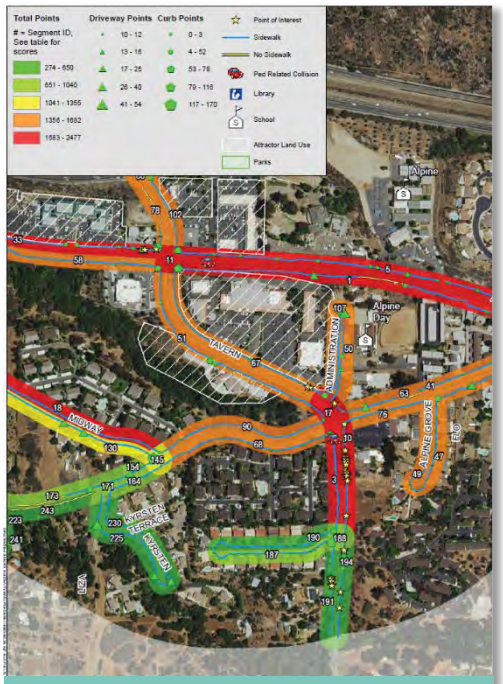
   a. Adding the project to the Regional Transportation Improvement Program (RTIP) project list, which ensures the project is eligible for state and federal funding and TransNet dollars.[1]

   b. Adding the project to the County's CIP list or overlapping with other efforts for a project already on the CIP list. The projects on the CIP list are considered the highest priority and are much more likely to be funded within an established time frame.

   Funding strategies and funding sources at the local, state, and federal levels are summarized later in this chapter.

3. **Outreach to community members.**
   Once a green light to move forward is determined, County staff representatives should present the proposed project to the local community at the Community Planning Group or Sponsor Group to share the intent, cost, and schedule of the project as well as address community questions and concerns.

4. **Finalize design.**
   The project will be taken from a conceptual recommended improvement to a final engineering design, factoring in all existing physical and operational constraints that need to be addressed.



Example of a heat map from the PGA which identifies gaps in the pedestrian network

[1] TransNet is a local ½ cent sales tax, approved in 2004 and made effective in 2008. It provides over $500 million for projects in the unincorporated county and will end in 2048. More details about TransNet are available in Section 5.3.

The ATP Toolbox should be used as a reference during the design phase to ensure proposed improvements are context-sensitive and appropriately applied to the existing built environments and to incorporate additional features or improvements, where applicable.

5. **Outreach to community members.** Continuous updates should be provided to the community throughout the course of implementation to keep community members informed of progress and any issues that may arise, such as road closures.

6. **Secure County approval(s).** County Board of Supervisors approvals should be scheduled and sought as required prior to construction of the project.

7. **Project construction.** Once approval is granted by the appropriate bodies and once funding and permits, where applicable, have been received, the project may be constructed.

These action steps will help the County to efficiently and effectively implement active transportation projects. In addition, projects under discretionary project review will reference this ATP and the County of San Diego's Complete Streets policy and will employ the best practices, as applicable.

5.2 Monitor Progress

Implementation and maintenance of a method of active transportation network monitoring provides the County with the data needed to measure and track changes in biking and walking trends over time. The data can be a useful resource for grant applications by providing real-time statistics to help estimate benefits for future active transportation projects and other cost-benefit analyses. The County will monitor and track ATP improvements annually; including the CAP measure for ATP improvements.

5.3 Local and Regional Funding Sources

Funding for infrastructure improvements relies on a variety of sources. Recent expenditures for bicycle and pedestrian facilities and programs include the following capital

improvement projects and are indicative of recent ATP investments:

- In January 2017, the Bear Valley Parkway North Widening Project was completed to widen the road from two to four lanes from San Pasqual Valley Road (SR-78) to just north of Boyle Avenue to connect to the existing four-lane road in Escondido. The project installed bike lanes, sidewalks, landscaped medians and parkways, drainage improvements, water line upgrades, and new traffic signals with crosswalks at realigned intersections. In addition, overhead utilities were undergrounded. The new roadway conforms to the County's General Plan Mobility Element classification as a Major Road with Bike Lanes.

  Funding sources included *TransNet*, Proposition 1B bonds, and a contribution from the City of Escondido for work within its jurisdiction.

- In 2016, the San Vicente Road Improvement Project was completed along the 2.25-mile windy stretch of San Vicente Road in the community of Ramona. Improvements included realigning the existing roadway to reduce curves and hills and to improve visibility of road users, undergrounding of utilities, bicycle lanes on both sides of the road; 10-foot stabilized disintegrated granite (DG) multi-use pathway on the west and south sides of the road, and a 10-foot graded parkway on the north and east sides of the road. The multi-use pathway included wooden post and rope rail fencing to separate non-motorists from vehicular travel lanes.

  Funding sources included *TransNet*, San Diego Gas & Electric programs, the Ramona Municipal Water District, and AT&T and Cox Communications.

Regional and local funding sources are a starting point for gathering adequate project funds. In the San Diego region, many different programs can be used to fund small to large active transportation-related projects.

Local Funding

Funded and non-funded projects in the unincorporated county are listed in the Department of Public Works Five Year Capital Improvement Plan (2018–2023). In a typical fiscal year, approximately 25 projects are under construction, with about 70 other projects in various stages

of development. The budget for fiscal years 2018/19 to 2020/21 is $62 million.

Transportation Impact Fee

The Transportation Impact Fee (TIF) program provides funding for the construction of transportation facilities needed to support traffic generated by new development and to meet state law requirements. The County collects TIF as part of the building permit process.

Private Development

Private developers often build frontage improvements or off-site roads as part of their development's subdivision requirements and impact mitigation. Completion of Mobility Element improvements will assist in implementing ATP networks.

Regional Funding

SANDAG Smart Growth Incentive and Active Transportation Grant Program

SANDAG's Active Transportation Grant Program encourages local jurisdictions to plan and build facilities that promote multiple travel choices and connectivity to transit, schools, retail centers, parks, work, and other community destinations. Programs and projects funded through this grant include bicycle parking, education, encouragement, and awareness programs that support pedestrian and bicycle infrastructure.

More information is available on SANDAG's website (www.sandag.org/index.asp?classid=12&projectid=491&fuseaction=projects.detail).

TransNet

TransNet is a local 1/2 cent sales tax approved by San Diego County voters in 2004 and made effective in 2008. It provides over $500 million for projects in the unincorporated county over 40 years and will end in 2048. The County receives about $15 million annually from *TransNet* revenue administered by SANDAG.

5.4 State Funding Sources

State funds assist in filling local funding gaps for a variety of active transportation–related projects. The available State-funded grants applicable to active transportation funding are summarized in **Table 5-1** and discussed below.

California Active Transportation Program

The California Active Transportation Program, administered by Caltrans' Division of Local Assistance, Office of Active Transportation and Special Programs, consolidates existing federal and state transportation programs—including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S)—into a single program. The program, which funded the creation of this ATP, aims to assist local, regional, or state agencies, Caltrans, transit agencies, natural resources or public land agencies, public schools and districts, tribal governments, and private nonprofits in funding and completing infrastructure and non-infrastructure projects and plans.

The goals of the California Active Transportation Program are to increase the trips taken using active transportation, increase safety, reduce greenhouse gas emissions, enhance public health, and share the benefits of the program with disadvantaged communities.

More information about the program can be found on the Caltrans website (www.dot.ca.gov/hq/LocalPrograms/atp/).

Caltrans Sustainable Transportation Planning Grant Program

The Caltrans Sustainable Transportation Planning Grant Program was created to support Caltrans' current mission. This program consists of two grants: Strategic Partnerships and Sustainable Communities. Each grant focuses on a different scale of multimodal studies. Metropolitan planning organizations/regional transportation planning agencies (MPOs/RTPAs) or transit agencies, cities and counties, and Native American tribal governments are eligible for these grants as primary applicants. MPOs/RTPAs, transit agencies, universities and community colleges, Native American tribal governments, cities and counties, community-based organizations, nonprofit organizations, and other public entities are eligible to apply as sub-applicants.

The Caltrans website includes additional information (http://www.dot.ca.gov/hq/tpp/grants.html and http://www.dot.ca.gov/hq/tpp/offices/ocp/cbtp.html).

TABLE 5-1 STATE-FUNDED GRANTS

Program Name		Eligible Applicants		Eligible Projects	Local Match	Minimum Project Request	Maximum Project Request	Funding
		Primary Applicant	Sub-Applicant					
California Active Transportation Program		Local, Regional, or State Agencies,Caltrans, Transit Agencies, Natural Resources or Public Land Agencies, Public Schools or Districts, Tribal Government, or Private non-profits		Infrastructure and Non-Infrastructure projects or Plans	not required	$250,000		Varies Annually
Sustainable Transportation Planning Grant	Strategic Partnerships	Metropolitan Planning Organizations and Regional Transportation Planning Agencies (MPOs/RTPAs)	MPOs/RTPAs, Transit Agencies, Universities and Community Colleges, Native American Tribal Governments, Cities and Counties, Community-Based Organizations, Non-Profit Organizations, Other Public Entities	Transportation planning studies of interregional and statewide significance, in partnership with Caltrans	20% minimum	$100,000	MPOs $1,000,000 Others $500,000	$1,500,000
	Sustainable Communities	Metropolitan Planning Organizations and Regional Transportation Planning Agencies (MPOs/RTPAs) and Transit Agencies, Cities and Counties, Native American Tribal Governments		Studies of multimodal transportation issues having statewide interregional, regional, or local signifcance to assist in achieving the Caltrans Mission and overarching objectives	11.47% minimum	$50,000	MPOs $1,000,000 Others $500,000	$7,800,000
Affordable Housing and Sustainable Communities Program (AHSC)		Locality, public housing authority, redevelopment successor agency, transit agency or transit operator, Regional Transportation Planning Agency (RTPA), local Transportation Commissions, Congestion Management Agencies, Joint Powers Authority (JTS), school district, facilities district, University or Community College or District, Developer or Program Operator		Affordable Housing Developments Housing-Related Infrastructure Sustainable Transportation Infrastructure		--	A Single Developer may receive no more than $40 million per NOFA funding cycle	$20,000,000
California Office of Traffic Safety (OTA) Grants		Local, Regional, or State Agencies		Pedestrian and Bicycle Safety related projects, and Roadway Safety	--	--	--	ongoing

Statewide Highway Users Tax Account

The “gas tax” is the primary source of funds for the overall County road maintenance and safety improvement program. The State of California collects 30 cents for every gallon of gasoline sold. Senate Bill 1 (SB1) also adds an inflation adjustment factor to the gas tax. The State distributes money back to California counties based on the number of registered vehicles and the miles of roads maintained. This money becomes a special revenue fund called the Road Fund, which must be used for road and transportation purposes.

Data on monthly gas tax collections can be found on the California State Controller’s Office’s website (www.sco.ca.gov/ard_payments_highway.html).

California Affordable Housing and Sustainable Communities Program

The Affordable Housing and Sustainable Communities (AHSC) Program, administered by the Strategic Growth Council and implemented by the Department of Housing and Community Development, funds land-use, housing, transportation, and land preservation projects to support infill developments that reduce greenhouse gas emissions. Projects that receiving funding through this program increase the accessibility of affordable housing, employment centers, and destinations by supporting the use of transit, bicycling, or walking.

More information is available on the Department of Housing and Community Development website (www.hcd.ca.gov/financial-assistance/affordable-housing-and-sustainable-communities/).

Office of Traffic Safety Grant Program

The Office of Traffic Safety (OTS) Grant Program funds projects that increase roadway safety for all users, including, but not limited to, safety improvements to existing bicycle transportation facilities, safety promotions including bicycle helmet giveaways, and studies to improve traffic safety. The grant cycle typically begins with a Request for Proposals in November/December, and proposals are due the following January. In 2015, OTS awarded $102 million to over 200 agencies.

See the Office of Traffic Safety’s website for more information (www.ots.ca.gov/Grants/).

Clean Water State Revolving Fund Program

Specific portions of an active transportation project can be funded through the Clean Water State Revolving Fund Program, which can fund the stormwater management components of a bicycle infrastructure project, pedestrian infrastructure project, or green street.

The California Environmental Protection Agency's website has more information (www.waterboards.ca.gov/water_issues/programs/grants_loans/srf/srf_basics.shtml).

5.5 Federal Funding Sources

Partnerships with state and federal stakeholders help identify funds that support opportunities during routine maintenance, including of ATP facilities. The funding sources listed below are able to address strategic gaps with targeted investment, facilities, and traffic calming which are intended to generate substantial benefits to the local economy.

Table 5-2 summarizes federally funded grants available for pursuits to design, construct, and maintain ATP facilities.

Transportation Investment Generating Economic Recovery (TIGER) Grant Program

The highly competitive TIGER grant program, administered by the US Department of Transportation, supports innovative projects, including multimodal and multijurisdictional projects, which are difficult to fund through traditional federal programs. Awards focus on capital projects that generate economic development and improve access to reliable, safe, and affordable transportation for urban and rural communities. Eligible applicants include states, US territories, tribal communities, cities, and towns.

More information is available on the US Department of Transportation's website (www.transportation.gov/tiger).

Federal Transit Act

The Federal Transit Administration administers the Federal Transit Act program. This program contains a series of grants with varying requirements and different eligible applicants. Funding is available for bicycle projects that support using a bicycle for trips to transit.

The Federal Transit Administration's website includes more information in the program (www.transit.dot.gov/regulations-and-guidance/environmental-programs/livable-sustainable-communities/fta-program-bicycle).

Congestion Mitigation and Air Quality Improvement Program

Administered by FHWA, this program is used to fund projects and programs that help meet the requirements of the Clean Air Act. The program is expected to provide over $15 billion in funding over the next five years. Eligible applicants are state departments of transportation, metropolitan planning organizations, and other sponsors.

More information can be found on the Federal Highway Administration's website (www.fhwa.dot.gov/fastact/factsheets/cmaqfs.cfm).

Highway Safety Improvement Program

Administered by the Federal Highway Administration, the Highway Safety Improvement Program (HSIP) funds projects or programs that achieve a significant reduction in traffic fatalities and serious injuries on public roads, including non-state-owned public roads and roads on tribal lands. The program is expected to provide over $9 billion in funding over the next 5 years. Eligible applicants include state departments of transportation and MPOs.

Information on the program is available on the Federal Highway Administration's website (www.fhwa.dot.gov/fastact/factsheets/hsipfs.cfm).

TABLE 5-2 FEDERALLY FUNDED GRANTS

Program Name		Eligible Applicants		Eligible Projects	Local Match	Minimum Project Request	Maximum Project Request	Funding
		Primary Applicant	Sub-Applicant					
Transportation Investment Generating Economic Recovery (TIGER)		States, Tribal communities, Cities, and Towns		Any Transportation Improvement Project	--	$5,000,000	$100,000,000	$500,000,000 (2016)
Federal Transit Administration	Metropolitan & Statewide and Nonmetropolitan Transportation Planning	States with allocation of funding to MPOs		Planning for bicycle facilities in a state of metropolitan tranportation network	20% (non-federal)	not specified		
	Urbanized Area Formula Program	State and local governmental authorities including public transportation providers (receive funds from designated recipients)		Bicycle routes to transit, bike racks, shelters and equipment for public transportation vehices	1%			
	Fixed Guideway Capital Investment Grants	State and local government agencies, including transit agencies		Bicycle racks, shelters and equipment	10%			
	Bus and Bus Facilities Formula Grants	Designated recipient and states that operate of aallocate funding to fixed-route bus operators		Bicycle routes to transit, bike racks, shelters and equipment for public transportation vehices	10%			
	Enhanced Mobility of Senior and Individuals with Disabilities	States and designated recipients, State DOTs for private non-profit agencies and public agencies that coordinate human service transportation States or local government authorities, private non-profit organizations, or operators of		Bicycle improvements that provide access to an eligible public transportation fa cility and meet the needs of the elderly and individual with disabilities	20%			
	Formula Grants for Rural Areas	State, Indian tribes, State DOTs for local rural transit providers, including private non-profits	State or local government authorities, nonprofit organizations, operators of public transportation	Bicycle routes to transit, bike racks, shelters and equipment for public transportation vehices	10%			
	TOD Planning Pilot Grants	State and local government agencies		Projects that facilitate multimodal connectivity and accessibility or Increase access to transit hubs for pedestrian and bicycle traffic	10%			
Congestion Mitigation and Air Quality Improvement Program		State DOTs, MPOs, and other sponsors		Transportation project or program that is likely to contribute to the attainment or maintenance of a national ambient air quality standard and is included in the MPO's current transportation plan	--	not specified		$2.360 Billion (2017)
Highway Safety Improvement Program		State DOTs, MPOs, and other sponsors		Examples include: Pedestrian Hybrid Beacons, Roadway improvements that provide separation between pedestrian and motor vehicles, including medians and pedestrian crossing islands	10%	not specified		$2.275 Billion (2017)
National Highway Performance Program		State DOTs, MPOs, and other sponsors		Improvements to the National Highway System	--	not specified		$22.828 Billion (2017)
Section 402 State and Community Highway Safety Grant Program		State DOTs, MPOs, and other sponsors		projects that improve pedestrian and bicycle safety	--	not specified		$25,462,417 (CA - 2016)
Community Development Block Grant Program (CDBG)		Cities, Counties, States		Projects that improve community development and economic development activities such as sidewalks	--	not specified		

Community Development Block Grant Program

Administered by the US Department of Housing and Urban Development (HUD), the Community Development Block Grant (CDBG) Program supports projects that improve community development and economic development activities such as sidewalks. Eligible applicants include cities, counties, and states.

Other Federal Programs

The following federal programs that provide funding for larger projects including highway improvements, parts of which could benefit people biking and walking, or offer large block grants to address all transportation needs.

- The National Highway Performance Program (NHPP) (www.fhwa.dot.gov/fastact/factsheets/nhppfs.cfm)
- The Railway-Highway Crossings Program (www.fhwa.dot.gov/fastact/factsheets/railwayhwycrossingsfst.cfm)
- Surface Transportation Block Grant Program (www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm)

ATP Appendices

Given the size of the unincorporated county, a significant portion of technical analysis and supplemental information are included in the appendices. The following appendices provide supporting information for analysis, network recommendations, and conclusions made within the ATP document.

- **Appendix A: Level of Traffic Stress (LTS) of Mobility Element – Build Out Conditions Maps and Build Out Conditions with Proposed Bikeway Classifications Maps** presents the recommended bicycle network maps by community. The first LTS map illustrates buildout of the bicycle network as planned in the County's General Plan Mobility Element (2011) and associated LTS. The second LTS map illustrates the ATP proposed bicycle network and associated LTS.
- **Appendix B: Active Transportation Facility Toolbox** is a comprehensive document of active transportation facility information and supplemental measures that serve as a reference when planning, designing, and constructing roadway projects with multimodal facilities in suburban and rural contexts.
- **Appendix C: Bicycling and Walking Demand Support Materials** provides community-specific data and further explanation of the methods used to determine existing and future user demand as discussed in Chapter 3 and Chapter 4. The demand data is divided into source, current, future, and future demand adjusted tables as sub-appendices C-1 through C-4.
- **Appendix D: Pedestrian Gap Analysis (PGA)** includes the complete PGA document and supporting appendices. Supported by Planning & Development Services and managed by the Department of Public Works, the PGA identifies gaps for pedestrian improvements.
- **Appendix E: Level of Traffic Stress (LTS) Analysis Metadata** examines the data that was utilized for the level of traffic stress analysis of planned and recommended bicycle facilities, discussed in Chapter 3.
- **Appendix F: Sample Projects and Scored Mobility Element Road Segments for all County Community Planning Areas** summarizes the scores for each assessed roadway segment. This appendix is a useful reference as sample projects are constructed, additional projects are added to the CIP list, or additional road improvements are approved.
- **Appendix G: Safe Routes to School (SRTS) Toolbox** can be used as a stand-alone reference document for those implementing a SRTS program at their school.

Attachment E – Active Transportation Plan Appendices

See the link below for the full Attachment E

https://www.sandiegocounty.gov/pds/PC/180921-planning-commission-hearing.html

For Planning Commissioners, Attachment E is also provided on CD

Attachment F – General Plan Consistency Comparison

1. General Plan Consistency

The ATP is consistent with two General Plan guiding principles, two goals, and 10 policies which address multi-modal mobility and active transportation. The ATPs GPA conforms to these goals and policies by:

General Plan Component	General Plan Conformance
Guiding Principle 6: Provide and support a multi-modal transportation network that enhances connectivity and supports community development patterns and, when appropriate, plan for development which supports public transportation.	The ATP directly supports improvements to pedestrian and bicycle infrastructure – key components of a multi-modal transportation network. Pedestrian and bicycle connections are also necessary in a public transportation network.
Guiding Principle 7: Maintain environmentally sustainable communities and reduce greenhouse gas emissions that contribute to climate change.	The ATP will contribute to reductions in greenhouse gas emissions by reducing reliance on motorized travel through the provision of safe and convenient active transportation facilities.
Goal M-4: Safe and Compatible Roads. Roads designed to be safe for all users and compatible with their context.	The ATP identifies opportunities for multiple types of users to use ME roadways while providing flexibility in the design of these facilities depending on context.
Policy M-4.1: Walkable Village Roads. Encourage multi-modal roads in Villages and compact residential areas with pedestrian-oriented development patterns that enhance pedestrian safety and walkability, along with other non-motorized modes of travel, such as designing narrower but slower speed roads that increase pedestrian safety.	The ATP provides information to close pedestrian network gaps and establish appropriately separated bicycle facilities in village areas.
Policy M-8.4: Transit Amenities. Require transit stops that are accessible to pedestrians and bicyclists; and provide amenities for these users' convenience.	The ATP includes necessary pedestrian and bicycle connections to transit stops.
Goal M-11: Bicycle and Pedestrian Facilities. Bicycle and pedestrian networks and facilities that provide safe, efficient, and attractive mobility options as well as recreational opportunities for County residents.	The ATP provides convenient and efficient mobility options for bicycles and pedestrians. Its proposed Class I facilities and connections to the CTMP trail network also provide access to recreational opportunities.
Policy M-11.1: Bicycle Facility Design. Support regional and community-scaled planning of pedestrian and bicycle networks.	The ATP plans for active transportation facilities at both regional and community scales.
Policy M-11.2: Bicycle and Pedestrian Facilities in Development. Require development and Town Center plans in Villages and Rural Villages to	The ATP supports the integration of active transportation facilities into development plans and community plans by identifying the

General Plan Component	General Plan Conformance
incorporate site design and on-site amenities for alternate modes of transportation, such as comprehensive bicycle and pedestrian networks and facilities, including both on-street facilities as well as off-street bikeways, to safely serve the full range of intended users, along with areas for transit facilities, where appropriate and coordinated with the transit service provider.	locations and classification of preferred facilities in the General Plan ME. Determination of design features and coordination with transit operators are provided through separate and subsequent processes.
Policy M-11.3: Bicycle Facilities on Roads Designated in the Mobility Element. Maximize the provision of bicycle facilities on County Mobility Element roads in Semi-Rural and Rural Lands to provide a safe and continuous bicycle network in rural areas that can be used for recreation or transportation purposes, while retaining rural character.	The ATP designates the location and classification of bicycle facilities based on potential rider type, the rider type's likely perception of comfort, and the community context. The ATP expands opportunities for transportation and recreational cycling in San Diego County.
Policy M-11.4: Pedestrian and Bicycle Network Connectivity. Require development in Villages and Rural Villages to provide comprehensive internal pedestrian and bicycle networks that connect to existing or planned adjacent community and countywide networks.	The ATP assessed pedestrian connectivity in villages near pedestrian generators and developed a bicycle network that provides mobility options within, and between, villages.
Policy M-11.5: Funding for Bicycle Network Improvements. Seek outside funding opportunities for bicycle and pedestrian network improvement projects, particularly those that provide safe and continuous pedestrian and bicycle routes to schools, town centers, parks, park-and-ride facilities, and major transit stops.	The ATP increases the County's competitiveness in applying for grant funding from the State and SANDAG for active transportation and mobility projects.
Policy M-11.6: Coordination for Bicycle and Pedestrian Facility Connectivity. Coordinate with Caltrans to provide alternate connections for past, existing, or planned bicycle and pedestrian routes that were or would be severed by State freeway and highway projects that intersect pathways or divide communities.	The ATP recommendations are coordinated with Caltrans, its goals and policies, and its planned facilities in order to create a seamless network for cyclists throughout the county.
Policy M-11.8: Coordination with County Trails Program. Coordinate the proposed bicycle and pedestrian network and facilities with the Community Trails Master Plan's proposed trails and pathways.	Development of the ATP considered, and incorporated, connections to CTMP trail facilities as one of its core objectives.

Attachment G – Environmental Findings and Documentation
General Plan Addendum

County of San Diego

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August 7, 2018

Environmental Review Update Checklist Form
For projects with Previously Approved Environmental Documents

FOR PURPOSES OF CONSIDERATION OF
County of San Diego Active Transportation Plan
PDS2014-POD-14-006
PDS2018-GPA-18-001 and PDS2018-ER-18-0001

The California Environmental Quality Act (CEQA) Guidelines Sections 15162 through 15164 set forth the criteria for determining the appropriate additional environmental documentation, if any, to be completed when there is a previously adopted Negative Declaration (ND) or a previously certified environmental impact report (EIR) covering the project for which a subsequent discretionary action is required. This Environmental Review Update Checklist Form has been prepared in accordance with CEQA Guidelines Section 15164(e) to explain the rationale for determining whether any additional environmental documentation is needed for the subject discretionary action.

1. Background on the previously certified EIR:

   A Final Program EIR for the County's General Plan Update, Environmental Review Number 02-ZA-001, State Clearing House Number 2002111067, was certified by the Board of Supervisors on August 3, 2011. The certified Final Program EIR evaluated potentially significant effects for the following environmental areas of potential concern: Aesthetics; Agricultural Resources; Air Quality; Biological Resources; Cultural and Paleontological Resources; Geology and Soils; Hazards and Hazardous Materials; Hydrology and Water Quality; Land Use and Planning; Mineral Resources; Noise; Population and Housing; Public Services; Recreation; Transportation and Traffic; Utilities and Service Systems, and Climate Change.

   Of these environmental subject areas, it was determined that only Geology/Soils and Population/Housing would not involve potentially significant impacts. The certified Final Program EIR found that the project would cause significant effects which could be mitigated to a level below significance for the following areas: Cultural and Paleontological Resources, Land Use and Planning, Recreation, and Global Climate Change. Effects to Aesthetics, Agricultural Resources, Air Quality, Biological Resources, Hazards and Hazardous Materials, Hydrology and Water Quality, Mineral Resources, Noise, Public

Services, Transportation and Traffic, and Utilities and Service Systems remained significant and unavoidable. A Statement of Overriding Considerations was made in approving the General Plan Update. The previously certified Final Program EIR is available at http://www.sandiegocounty.gov/pds/gpupdate/environmental.html
The Board of Supervisors approved the San Dieguito Community Plan GPA on April 10, 2013 (GPA-12-008). This GPA corrected errors and inconsistencies in the Land Use Map, San Dieguito Community Plan and approved specific plans. The GPA did not result in changes to density or changes to community plan or specific plan text related to the Rancho Cielo or Cielo Del Norte Specific Plans. The GPA relied on the General Plan Update Program EIR without modification.

The Board of Supervisors approved the Housing Element Update GPA on April 24, 2013 (GPA-12-009). This GPA consisted of a minor update to the Housing Element that was previously updated by the Board with the approval of the General Plan Update in August 2011. The revisions were largely limited to the Background Report of the Housing Element with more recent demographic data and analyses. The Housing Element Update GPA relied on an Addendum to the General Plan Update Program EIR.The Board of Supervisors approved the first "clean-up" amendment to the General Plan Update on June 18, 2014 (GPA-12-007, REZ-13-002 (2013 General Plan Clean-Up)). The 2013 General Plan Clean-Up consisted of changes to the Land Use Map, policy documents, glossary, Mobility Element Network, and community/subregional plans. All revisions to the General Plan resulting from the 2013 General Plan Clean-Up can be viewed online at http://www.sandiegocounty.gov/content/dam/sdc/pds/advance/2013_GP_Clean-up/GP_Clean-Up_Staff_Rec.pdf. The "clean up" process is only intended for minor changes or additions to the General Plan that do not result in additional or more severe environmental impacts. The 2013 General Plan Clean-Up relied on an Addendum to the General Plan Update Program EIR.

The Board of Supervisors also approved a Property Specific Requests (PSR) General Plan Amendment (GPA 12-012, REZ 13-003) on June 18, 2014. This PSR GPA relied on an Addendum to the General Plan Update Program EIR.

The Board of Supervisors approved a second "clean-up" amendment to the General Plan Update on November 18, 2015 (GPA-14-001 and REZ-14-001 (2015 General Plan Clean-Up)). The 2015 General Plan Clean-Up consisted of changes to the General Plan text, Implementation Plan, Mobility Element Network, community/subregional plans, and Land Use Map and zoning. All revisions to the General Plan resulting from the 2015 General Plan Clean-Up can be viewed online at http://www.sandiegocounty.gov/content/dam/sdc/pds/advance/2015gpclean-up/bos-attch-b.pdf. The 2015 General Plan Clean-Up relied on an Addendum to the General Plan Update Program EIR.The Board of Supervisors approved the Grand Tradition GPA and zoning amendment to the General Plan Update on May 4, 2016 (GPA-15-005 and REZ-15-006). This GPA changed the Land Use Designation of two of eight parcels and amended the zoning classification of all eight parcels of the Grand Tradition Estate and Gardens property in the Fallbrook Community Plan area. The Grand Tradition GPA relied on an Addendum to the General Plan Update Program EIR.

The Board of Supervisors approved the GPA to Develop New Community Plans for the Campo/Lake Morena and Pine Valley Subregional Group Areas on December 14, 2016 (GPA-16-002) as two separate items (Items 2 and 5, respectively). This GPA provided new standalone community plans for the Campo/Lake Morena and Pine Valley Subregional Group areas of the Mountain Empire and Central Mountain Subregional Plans, respectively. The new community plans identify goals and policies that address community character, land use development, transportation, public safety, conservation and open space, and other issues important to the local communities. They do not represent a change in the policies set forth in either the General Plan, or Mountain Empire and Central Mountain Subregional Plans; rather, they continue the themes established in these plans and apply them to the specific characteristics of the Campo/Lake Morena and Pine Valley planning areas. The GPA relied on an Addendum to the General Plan Update Program EIR.

The Board of Supervisors approved the GPA (12-004) for the Forest Conservation Initiative Lands on December 14, 2016. This GPA provided updated the General Plan land use maps and zoning designations for the former FCI lands, made changes to the Land Use and Mobility Elements, removed the FCI Appendix from the General Plan, made amendments to the Alpine Community Plan, and Central Mountain, North Mountain, and Jamul/Dulzura Subregional Plans, and updated the General Plan Update Program EIR. The GPA relied on a Supplemental EIR to the General Plan Update Program EIR.

The Board of Supervisors approved the GPA to update the Housing Element and Safety Element on March 15, 2017 (GPA-16-003). The Housing Element Background Report contains updated statistics, demographic data, and the Sites Inventory, which identifies land zoned to meet the requirements of the current Regional Housing Needs Assessment (RHNA). No changes to goals or policies were necessary based on the new demographic data. The Safety Element update included a minor policy revision related to Fuel Management Programs to include a new reference to Strategic Fire Plans. This update to the Housing and Safety Elements relied on an Addendum to the General Plan Update Program EIR.

The Board of Supervisors approved a third "clean-up" amendment to the General Plan Update on November 15, 2017 (GPA-16-001 and REZ-16-001 (2017 General Plan Clean-Up)). The 2017 General Plan Clean-Up consisted of revisions to the Land Use Map and Zoning designations, Mobility Element Network Appendix, and Implementation Plan. All revisions to the General Plan resulting from the 2017 General Plan Clean-Up can be viewed online at http://www.sandiegocounty.gov/content/dam/sdc/pds/advance/2017gpclean-up.html. The 2017 General Plan Clean-Up relied on an Addendum to the General Plan Update Program EIR.

The Board of Supervisors approved the GPA associated with the Climate Action Plan on February 14, 2018 (GPA-16-007). This GPA updated the County's General Plan and General Plan Update Program EIR to incorporate and reflect the GHG reduction targets, strategies and measures of the CAP for the reduction of GHG emissions associated with buildout of the General Plan. The GPA relied on a Supplemental EIR to the General Plan Update Program EIR.

2. Lead agency name and address:
   County of San Diego, Planning & Development Services
   5510 Overland Avenue, Suite 110
   San Diego, CA 92123

   a. Contact: Everett Hauser, Project Manager
   b. Phone number: (858) 694-2412
   c. E-mail: Everett.Hauser@sdcounty.ca.gov

3. Project applicant's name and address:

   County of San Diego
   Planning & Development Services
   5510 Overland Ave., Suite 310
   San Diego, CA 92123

4. Summary of the activities authorized by present permit/entitlement application(s):

   The **Active Transportation Plan (ATP)** is designed to meet the objectives and requirements of the State of California's Active Transportation Program in order to pursue funding for implementation of active transportation facilities that will satisfy County goals to develop an active transportation plan for the unincorporated communities in the County. The County's goals in developing the ATP are to:

   - Provide a comprehensive inventory of the unincorporated County's bicycle and pedestrian facilities;
   - Evaluate how well the County is currently serving bike and pedestrian trips;
   - Identify network improvements on a system-wide basis; and
   - Guide capital investments and assist in the pursuit of additional funding options.

   The ATP will integrate and update the existing Bicycle Transportation Plan and Pedestrian Area Plans into a comprehensive active transportation plan for the unincorporated communities. The ATP will serve as a masterplan and policy document to guide the development of active transportation infrastructure including sidewalks, pathways, multi-use trails, bikeways and a Safe-Routes-to-School program.

   The ATP will also result in the adoption of a **Complete Streets Policy** (General Plan Implementation Plan Item 4.2.2.A) that will call for the County to plan, design, and construct all new and retrofit transportation projects to provide appropriate accommodation for pedestrians, bicyclists, transit users, and persons of all abilities, while promoting safe operations for all users of public roads.

5. Does the project for which a subsequent discretionary action is now proposed differ in any way from the previously approved project?

   YES NO

☒ ☐

The ATP is a programmatic document that integrates and updates the Bicycle Transportation Plan and Pedestrian Area Plans into a comprehensive active transportation plan for the unincorporated communities.

The ATP will require a **General Plan Amendment (GPA)** to update the Mobility Element (Chapter 4) of the General Plan, as well as the Mobility Element Network Maps and accompanying table information for each of the Community Plan areas (Figures M-A-1 through M-A-23). The revisions to the bicycle network classifications would be consistent with goals and policies in the General Plan such as:

COS-14.2 Villages and Rural Villages. Incorporate a mixture of uses within Villages and Rural Villages that encourage people to walk, bicycle, or use public transit to reduce air pollution and GHG emissions.

COS-21.5 Connections to Trails and Networks. Connect public parks to trails and pathways and other pedestrian or bicycle networks where feasible to provide linkages and connectivity between recreational uses.

LU-5.1 Reduction of Vehicle Trips within Communities. Incorporate a mixture of uses within Villages and Rural Villages and plan residential densities at a level that support multi-modal transportation, including walking, bicycling, and the use of public transit, when appropriate.

LU-5.5 Projects that Impede Non-Motorized Travel. Ensure that development projects and road improvements do not impede bicycle and pedestrian access. Where impacts to existing planned routes would occur, ensure that impacts are mitigated and acceptable alternative routes are implemented.

M-3.1 Public Road Rights-of-Way. Require development to dedicate right-of-way for public roads and other transportation routes identified in the Mobility Element roadway network (see Mobility Element Network Appendix), Community Plans, or Road Master Plans. Require the provision of sufficient right-of-way width, as specified in the County Public Road Standards and Community Trails Master Plan, to adequately accommodate all users, including transit riders, pedestrians, bicyclists, and equestrians.

M-3.2 Traffic Impact Mitigation. Require development to contribute its fair share toward financing transportation facilities, including mitigating the associated direct and cumulative traffic impacts caused by their project on both the local and regional road networks. Transportation facilities include road networks and related transit, pedestrian and bicycle facilities, and equestrian.

M-4.1 Walkable Village Roads. Encourage multi-modal roads in Villages and compact residential areas with pedestrian-oriented development patterns that enhance pedestrian safety and walkability, along with other non-motorized modes of travel, such as designing narrower but slower speed roads that increase pedestrian safety.

M-4.3 Rural Roads Compatible with Rural Character. Design and construct public roads to meet travel demands in Semi-Rural and Rural Lands that are consistent with rural character while safely accommodating transit stops when deemed necessary, along with bicyclists, pedestrians, and equestrians. Where feasible, utilize rural road design features (e.g., no curb and gutter improvements) to maintain community character.

M-5.1 Regional Coordination. Coordinate with regional planning agencies, transit agencies, and adjacent jurisdictions to provide a transportation system with travel choices, including multiple routes and modes of travel to provide the opportunity for reducing vehicle miles traveled.

M-11.1 Bicycle Facility Design. Support regional and community-scaled planning of pedestrian and bicycle networks.

M-11.2 Bicycle and Pedestrian Facilities in Development. Require development and Town Center plans in Villages and Rural Villages to incorporate site design and on-site amenities for alternate modes of transportation, such as comprehensive bicycle and pedestrian networks and facilities, including both on-street facilities as well as off-street bikeways, to safely serve the full range of intended users, along with areas for transit facilities, where appropriate and coordinated with the transit service provider.

M-11.3 Bicycle Facilities on Roads Designated in the Mobility Element. Maximize the provision of bicycle facilities on County Mobility Element roads in Semi-Rural and Rural Lands to provide a safe and continuous bicycle network in rural areas that can be used for recreation or transportation purposes, while retaining rural character.

M-11.4 Pedestrian and Bicycle Network Connectivity. Require development in Villages and Rural Villages to provide comprehensive internal pedestrian and bicycle networks that connect to existing or planned adjacent community and countywide networks.

M-11.5 Funding for Bicycle Network Improvements. Seek outside funding opportunities for bicycle and pedestrian network improvement projects, particularly those that provide safe and continuous pedestrian and bicycle routes to schools, town centers, parks, park-and-ride facilities, and major transit stops.

M-11.7 Bicycle and Pedestrian Facility Design. Promote pedestrian and bicycle facility standards for facility design that are tailored to a variety of urban and rural contexts according to their location within or outside a Village or Rural Village.

The ATP will also further promote, support, or fulfill the following mitigation requirements of the General Plan Update EIR certified in 2011:

- Lan-1.2 – Requires coordination with land owners, other departments, and community groups to ensure that both public and private development projects and associated infrastructure minimize impacts to established communities. This involves community input and General Plan conformance reviews on County

road projects to insure that County road planning and development is consistent with the General Plan. General Plan Amendments that propose changes to the circulation network shall be kept consistent with the General Plan Goals and Policies, and such proposal will also be reviewed by the communities.

- Lan-1.3 – Requires the County to maintain plans and standards for infrastructure and roads so that divisions of communities do not occur. This will include: 1) updates to County Road Standards to ensure that roads are designed and built in a safe manner consistent with the General Plan and community context; …4) preparation of local public road network plans to improve mobility, connectivity, and safety…These efforts will minimize the potential impacts of future infrastructure on established communities.

- Tra-3.1 – Requires coordination with SANDAG to obtain funding for operational improvements to State highways and freeways in the unincorporated area. This will reduce potential incompatibility of alternative transportation facilities with road and highway facilities, thereby improving safety for pedestrians and bicyclists.

- Tra-6.7 – Implement and revise the County Bicycle Transportation Plan every five years, or as necessary, to identify a long range County bicycle network and qualify for State or other funding sources. Coordinate revisions to the County Bicycle Transportation Plan with the County Trails Program.

- Tra-6.8 – Coordinate with SANDAG in the development of a Regional Bicycle Plan to ensure consistency with County transportation plans. Coordinate revisions to the SANDAG Regional Bicycle Plan with the County Trails Program.

- CC-1.13 – Continue to implement and revise as necessary, the Regional Trails Plan as well as the Community Trails Master Plan to connect parks and publically accessible open space through shared pedestrian/bike paths and trails to encourage walking and bicycling.

- CC-1.15 – Reduce VMT and encourage alternative modes of transportation, through various measures including expanding community bicycle infrastructure.

Development of the ATP included inventories of existing pedestrian facilities within one-quarter mile of community attractors and bicycle facilities along publicly maintained roadways within the unincorporated County. Only Mobility Element roads were evaluated that qualified for bicycle. Multi-modal facilities such as sidewalks, pathways, and bike facilities that support alternative modes of travel were considered for identifying transportation network improvements to achieve the goals of the ATP and General Plan. The network in the Active Transportation Plan is conceptual in nature and consists of a an interconnected network of sidewalk, pathways, bikeways, bicycle lanes, trails, multi-use paths and other non-motorized facility types, support facilities and programs.

The Department of Public Works will be responsible for overseeing pedestrian and bicycle facility improvements as they pertain to the ATP. Improvement projects will be completed

through the Capital Improvement Program or by private development projects as necessary. Future permitting requirements may be identified during project-specific analysis for individual plan components (e.g., design and construction of a proposed pedestrian or bicycle network segment). No funding is committed at this time for any project (priority or otherwise) identified in the plan. As a result, subsequent environmental review will necessarily occur during project-specific analysis of individual projects that implement the ATP components.

6. **SUBJECT AREAS DETERMINED TO HAVE NEW OR SUBSTANTIALLY MORE SEVERE SIGNIFICANT ENVIRONMENTAL EFFECTS COMPARED TO THOSE IDENTIFIED IN THE PREVIOUS ND OR EIR**. The subject areas checked below were determined to be new significant environmental effects or to be previously identified effects that have a substantial increase in severity either due to a change in project, change in circumstances or new information of substantial importance, as indicated by the checklist and discussion on the following pages.

☒ NONE

☐ Aesthetics	☐ Agriculture and Forest Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology & Soils
☐ Greenhouse Gas Emissions	☐ Hazards & Haz Materials	☐ Hydrology & Water Quality
☐ Land Use & Planning	☐ Mineral Resources	☐ Noise
☐ Population & Housing	☐ Public Services	☐ Recreation
☐ Transportation/Traffic	☐ Utilities & Service Systems	☐ Mandatory Findings of Significance

DETERMINATION:

On the basis of this analysis, Planning & Development Services has determined that:

☒ No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous EIR or ND due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no "new information of substantial importance" as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, the previously adopted ND or previously certified EIR is adequate upon completion of an ADDENDUM.

☐ No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous EIR or ND due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no "new information of substantial importance" as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, because the project is a residential project in conformance with, and pursuant to, a Specific Plan with a EIR completed after January 1, 1980, the project is exempt pursuant to CEQA Guidelines Section 15182.

☐ Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous ND due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). However all new significant environmental effects or a substantial increase in severity of previously identified significant effects are clearly avoidable through the incorporation of mitigation measures agreed to by the project applicant. Therefore, a SUBSEQUENT ND is required.

☐ Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous ND or EIR due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, a SUBSEQUENT or SUPPLEMENTAL EIR is required.

	August 7, 2018
Signature	Date
Everett Hauser	**Project Manager**
Printed Name	Title

INTRODUCTION

CEQA Guidelines Sections 15162 through 15164 set forth the criteria for determining the appropriate additional environmental documentation, if any, to be completed when there is a previously adopted ND or a previously certified EIR for the project.

CEQA Guidelines, Section 15162(a) and 15163 state that when an ND has been adopted or an EIR certified for a project, no Subsequent or Supplemental EIR or Subsequent Negative Declaration shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole public record, one or more of the following:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
    a. The project will have one or more significant effects not discussed in the previous EIR or Negative Declaration; or
    b. Significant effects previously examined will be substantially more severe than shown in the previously adopted Negative Declaration or previously certified EIR; or
    c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
    d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous Negative Declaration or EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

CEQA Guidelines, Section 15164(a) states that an Addendum to a previously certified EIR may be prepared if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a Subsequent or Supplemental EIR have occurred.

CEQA Guidelines, Section 15164(b) states that an Addendum to a previously adopted Negative Declaration may be prepared if only minor technical changes or additions are necessary.

If the factors listed in CEQA Guidelines Sections 15162, 15163, or 15164 have not occurred or are not met, no changes to the previously certified EIR or previously adopted ND are necessary.

The following responses detail any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that may cause one or more effects to environmental resources. The responses support the "Determination," above, as to the type of environmental documentation required, if any.

ENVIRONMENTAL REVIEW UPDATE CHECKLIST

I. AESTHETICS – Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause one or more effects to aesthetic resources including: scenic vistas; scenic resources including, but not limited to, trees, rock outcroppings, or historic buildings within a state scenic highway; existing visual character or quality of the site and its surroundings; or day or nighttime views in the area?

YES	NO
☐	☒

The 2011 General Plan Update Final Program EIR identified impacts to scenic vistas, scenic resources, visual character or quality, and light and glare as potentially significant. Impacts to scenic vistas and resources were less than significant with mitigation; however, impacts to visual quality/character and light or glare were significant and unavoidable.

The ATP is a masterplan and policy document that provides a comprehensive inventory of all the County's bicycle and pedestrian accommodations, evaluates how well the County is currently serving bike and pedestrian trips, and identifies multi-modal network improvements such as sidewalks, pathways, bikeways, and bicycle lanes on a system-wide basis. Only Mobility Element roads and select additional roadways were evaluated that qualified for bicycle or pedestrian facilities. These improvements are not anticipated to result in additional impacts in regards to aesthetics or visual resources. Future improvement projects will be completed through the Capital Improvement Projects or by private development projects as necessary. No funding is committed at this time for any project (priority or otherwise) identified in the plan. As a result, subsequent environmental review will necessarily occur during project-specific analysis of individual projects that implement the ATP components.

Therefore, no additional impacts to aesthetics beyond those analyzed in the General Plan Update EIR are anticipated.

II. AGRICULTURE AND FORESTRY RESOURCES -- Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause one or more effects to agriculture or forestry resources including: conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use, conflicts with existing zoning for agricultural use or Williamson Act contract, or conversion of forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

YES	NO
☐	☒

The 2011 General Plan Update Final Program EIR identified impacts to agricultural resources as potentially significant. Land use conflicts were less than significant with mitigation; however, direct and indirect conversion of agricultural resources was significant and unavoidable.

The ATP is a masterplan and policy document that provides a comprehensive inventory of all the County's bicycle and pedestrian accommodations, evaluates how well the County is currently serving bike and pedestrian trips, and identifies multi-modal network improvements such as sidewalks, pathways, bikeways, and bicycle lanes on a system-wide basis. Only Mobility Element roads and select additional roadways were evaluated that qualified for bicycle or pedestrian facilities. These improvements are not anticipated to result in additional impacts to agricultural or forestry resources. Future improvement projects will be completed through the Capital Improvement Projects or by private development projects as necessary. No funding is committed at this time for any project (priority or otherwise) identified in the plan. As a result, subsequent environmental review will necessarily occur during project-specific analysis of individual projects that implement the ATP components.

Therefore, no additional impacts to agricultural resources beyond those analyzed in the General Plan Update EIR are anticipated.

III. AIR QUALITY -- Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause one or more effects to air quality including: conflicts with or obstruction of implementation of the San Diego Regional Air Quality Strategy (RAQS) or applicable portions of the State Implementation Plan (SIP); violation of any air quality standard or substantial contribution to an existing or projected air quality violation; a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard; exposure of sensitive receptors to substantial pollutant concentrations; or creation of objectionable odors affecting a substantial number of people?

YES	NO
☐	☒

The 2011 General Plan Update Final Program EIR identified impacts to air quality as potentially significant. Impacts associated with Air Quality Plans and objectionable odors were less than significant with mitigation; however, air quality violations, non-attainment criteria pollutants, and impacts to sensitive receptors were significant and unavoidable.

The ATP is a masterplan and policy document that provides a comprehensive inventory of all the County's bicycle and pedestrian accommodations, evaluates how well the County is currently serving bike and pedestrian trips, and identifies multi-modal network improvements such as sidewalks, pathways, bikeways, and bicycle lanes on a system-wide basis. Only Mobility Element roads and select additional roadways were evaluated that qualified for bicycle or pedestrian facilities. These improvements are anticipated to result in more people utilizing

alternative forms of transportation that would serve to reduce impacts to air quality. Future improvement projects will be completed through the Capital Improvement Projects or by private development projects as necessary. No funding is committed at this time for any project (priority or otherwise) identified in the plan. As a result, subsequent environmental review will necessarily occur during project-specific analysis of individual projects that implement the ATP components.

Therefore, no additional impacts to air quality beyond those analyzed in the General Plan Update EIR are anticipated.

IV. BIOLOGICAL RESOURCES -- Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause one or more effects to biological resources including: adverse effects on any sensitive natural community (including riparian habitat) or species identified as a candidate, sensitive, or special status species in a local or regional plan, policy, or regulation, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service; adverse effects to federally protected wetlands as defined by Section 404 of the Clean Water Act; interference with the movement of any native resident or migratory fish or wildlife species or with wildlife corridors, or impeding the use of native wildlife nursery sites; and/or conflicts with the provisions of any adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved local, regional or state habitat conservation plan, policies or ordinances?

YES	NO
☐	☒

The 2011 General Plan Update Final Program EIR identified impacts to biological resources as potentially significant. Impacts to federal protected wetlands, impacts associated with local policies and ordinances, and Habitat Conservation Plans and Natural Community Conservation Plans were less than significant with mitigation; however, impacts to special status species, riparian habitat and other sensitive natural communities, and wildlife movement corridors were significant and unavoidable.

The ATP is a masterplan and policy document that provides a comprehensive inventory of all the County's bicycle and pedestrian accommodations, evaluates how well the County is currently serving bike and pedestrian trips, and identifies multi-modal network improvements such as sidewalks, pathways, bikeways, and bicycle lanes on a system-wide basis. Only Mobility Element roads and select additional roadways were evaluated that qualified for bicycle or pedestrian facilities. These improvements are not anticipated to result in additional impacts in regards to biological resources. Future improvement projects will be completed through the Capital Improvement Projects or by private development projects as necessary. No funding is committed at this time for any project (priority or otherwise) identified in the plan. As a result, subsequent environmental review will necessarily occur during project-specific analysis of individual projects that implement the ATP components.

Therefore, no additional impacts to biological resources beyond those analyzed in the General Plan Update EIR are anticipated.

V. CULTURAL RESOURCES -- Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause one or more effects to cultural resources including: causing a change in the significance of a historical or archaeological resource as defined in State CEQA Guidelines Section 15064.5; destroying a unique paleontological resource or site or unique geologic feature; and/or disturbing any human remains, including those interred outside of formal cemeteries?

YES	NO
☐	☒

The General Plan Update Final Program EIR identified impacts to cultural and paleontological resources as potentially significant. Impacts to historical resources, archaeological resources, paleontological resources, and human remains were less than significant with mitigation.

The ATP is a masterplan and policy document that provides a comprehensive inventory of all the County's bicycle and pedestrian accommodations, evaluates how well the County is currently serving bike and pedestrian trips, and identifies multi-modal network improvements such as sidewalks, pathways, bikeways, and bicycle lanes on a system-wide basis. Only Mobility Element roads and select additional roadways were evaluated that qualified for bicycle or pedestrian facilities. Future improvement projects will be completed through the Capital Improvement Projects or by private development projects as necessary. No funding is committed at this time for any project (priority or otherwise) identified in the plan. While these improvements are not anticipated to result in additional impacts to cultural resources, subsequent environmental review will necessarily occur during project-specific analysis of individual projects that implement the ATP components.

Nonetheless, no additional impacts to cultural resources beyond those identified in the General Plan Update EIR are anticipated.

VI. GEOLOGY AND SOILS -- Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that result in one or more effects from geology and soils including: exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, seismic-related ground failure, including liquefaction, strong seismic ground shaking, or landslides; result in substantial soil erosion or the loss of topsoil; produce unstable geological conditions that will result in adverse impacts resulting from landslides, lateral spreading, subsidence, liquefaction or collapse; being located on expansive soil creating substantial risks to life or property; and/or having soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

YES	NO
☐	☒

The General Plan Update Final Program EIR identified impacts to geology and soils as potentially significant. Seismic-related hazards, soil erosion, soil stability expansive soils, waste water disposal systems, and unique geologic features were less than significant with mitigation.

The ATP is a masterplan and policy document that provides a comprehensive inventory of all the County's bicycle and pedestrian accommodations, evaluates how well the County is currently serving bike and pedestrian trips, and identifies multi-modal network improvements such as sidewalks, pathways, bikeways, and bicycle lanes on a system-wide basis. Only Mobility Element roads and select additional roadways were evaluated that qualified for bicycle or pedestrian facilities. These improvements are not anticipated to result in additional impacts in regards to geology and soils. Future improvement projects will be completed through the Capital Improvement Projects or by private development projects as necessary. No funding is committed at this time for any project (priority or otherwise) identified in the plan. As a result, subsequent environmental review will necessarily occur during project-specific analysis of individual projects that implement the ATP components.

Therefore, no additional impacts related to geology and soils beyond those analyzed in the General Plan Update EIR are anticipated.

VII. GREENHOUSE GAS EMISSIONS -- Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that result in one or more effects related to environmental effects associated with greenhouse gas emissions or compliance with applicable plans, policies or regulations adopted for the purpose of reducing greenhouse gas emissions?

YES	NO
☐	☒

The General Plan Update Final Program EIR identified global climate change impacts as potentially significant. The cumulative impact was determined to be a significant cumulative contribution. Global climate change impacts would be less than significant with mitigation. The Supplemental EIR to the General Plan Update Final Program EIR for the Climate Action Plan (CAP) made revisions to three mitigation measures having to do with preparation of the Climate Action Plan (CC-1.2), preparation and adoption of a significance threshold for GHG emissions (CC-1.7), and preparation of County Guidelines for Determining Significance for Climate Change (CC-1.8). The Supplemental EIR determined there were potentially direct and cumulative significant impacts related to generation of GHG emissions either directly or indirectly that may have a significant impact on the environment (GHG-1 and GHG-2), and a cumulative impact related to a potential conflict with implementation of an applicable plan, policy or regulation adopted to reduce emissions of GHG's (GHG-3). However, potential impacts related to bicycle, pedestrian, and park-and-ride improvements associated with GHG Reduction Measure T-2.1 of the CAP were determined to be less than significant.

The ATP is a masterplan and policy document that provides a comprehensive inventory of all the County's bicycle and pedestrian accommodations, evaluates how well the County is currently serving bike and pedestrian trips, and identifies multi-modal network improvements such as sidewalks, pathways, bikeways, and bicycle lanes on a system-wide basis. These improvements would be consistent with those anticipated by GHG Reduction Measure T-2.1 of the CAP. Only Mobility Element roads and select additional roadways were evaluated that

qualified for bicycle or pedestrian facilities. These improvements are anticipated to result in more people utilizing alternative modes of transportation, thereby possibly contributing to a reduction in greenhouse gas emissions. Future improvement projects will be completed through the Capital Improvement Projects or by private development projects as necessary. No funding is committed at this time for any project (priority or otherwise) identified in the plan. As a result, subsequent environmental review will necessarily occur during project-specific analysis of individual projects that implement the ATP components.

Therefore, no additional impacts related to greenhouse gas emissions beyond those analyzed in the General Plan Update EIR as supplemented by the CAP Supplemental EIR are anticipated.

VIII. HAZARDS AND HAZARDOUS MATERIALS -- Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that result in one or more effects from hazards and hazardous materials including: creation of a significant hazard to the public or the environment through the routine transport, storage, use, or disposal of hazardous materials or wastes; creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; production of hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; location on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 creating a hazard to the public or the environment; location within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport; within the vicinity of a private airstrip resulting in a safety hazard for people residing or working in the project area; impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; and/or exposure of people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

YES	NO
☐	☒

The General Plan Update Final Program EIR identified impacts to hazards and hazardous materials as potentially significant. Impacts associated with public airports, private airports, and emergency response and evacuation plans were less than significant with mitigation; however, impacts associated with wildland fire hazards were significant and unavoidable. All other environmental impacts listed above were determined to be less than significant in the Final EIR and did not require mitigation.

The ATP is a masterplan and policy document that provides a comprehensive inventory of all the County's bicycle and pedestrian accommodations, evaluates how well the County is currently serving bike and pedestrian trips, and identifies multi-modal network improvements such as sidewalks, pathways, bikeways, and bicycle lanes on a system-wide basis. Only Mobility Element roads and select additional roadways were evaluated that qualified for bicycle or pedestrian facilities. These improvements are not anticipated to result in additional impacts in regards to hazards or hazardous materials. Future improvement projects will be completed through the Capital Improvement Projects or by private development projects as necessary.

No funding is committed at this time for any project (priority or otherwise) identified in the plan. As a result, subsequent environmental review will necessarily occur during project-specific analysis of individual projects that implement the ATP components.

Therefore, no additional impacts related to hazards and hazardous materials beyond those analyzed in the General Plan Update EIR are anticipated.

IX. HYDROLOGY AND WATER QUALITY -- Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause one or more effects to hydrology and water quality including: violation of any waste discharge requirements; an increase in any listed pollutant to an impaired water body listed under section 303(d) of the Clean Water Act ; cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses; substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level; substantially alter the existing drainage pattern of the site or area in a manner which would result in substantial erosion, siltation or flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems; provide substantial additional sources of polluted runoff; place housing or other structures which would impede or redirect flood flows within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, including County Floodplain Maps; expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; and/or inundation by seiche, tsunami, or mudflow?

YES	NO
☐	☒

The General Plan Update Final Program EIR identified impacts to hydrology and water quality as potentially significant. Impacts to all of the potential environmental effects listed above were less than significant with mitigation with the exception of the following: water quality standards and requirements; and groundwater supplies and recharge. Impacts to water quality and groundwater were significant and unavoidable.

The ATP is a masterplan and policy document that provides a comprehensive inventory of all the County's bicycle and pedestrian accommodations, evaluates how well the County is currently serving bike and pedestrian trips, and identifies multi-modal network improvements such as sidewalks, pathways, bikeways, and bicycle lanes on a system-wide basis. Only Mobility Element roads and select additional roadways were evaluated that qualified for bicycle or pedestrian facilities. These improvements are not anticipated to result in additional impacts to hydrology and water quality. Future improvement projects will be completed through the Capital Improvement Projects or by private development projects as necessary. No funding is committed at this time for any project (priority or otherwise) identified in the plan. As a result, subsequent environmental review will necessarily occur during project-specific analysis of individual projects that implement the ATP components.

Therefore, no additional impacts to hydrology and water quality beyond those analyzed in the General Plan Update EIR are anticipated.

X. LAND USE AND PLANNING -- Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause one or more effects to land use and planning including: physically dividing an established community; and/or conflicts with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect?

YES	NO
☐	☒

The General Plan Update Final Program EIR identified impacts to physical division of an established community as potentially significant. This impact was reduced to less than significant. Impacts associated with conflicts with land use plans, policies and regulations, and HCPS or NCCPs were less than significant.

The ATP is a masterplan and policy document that provides a comprehensive inventory of all the County's bicycle and pedestrian accommodations, evaluates how well the County is currently serving bike and pedestrian trips, and identifies multi-modal network improvements such as sidewalks, pathways, bikeways, and bicycle lanes on a system-wide basis. Only Mobility Element roads and select additional roadways were evaluated that qualified for bicycle or pedestrian facilities. Future improvement projects will be completed through the Capital Improvement Projects or by private development projects as necessary. No funding is committed at this time for any project (priority or otherwise) identified in the plan. As a result, subsequent environmental review will necessarily occur during project-specific analysis of individual projects that implement the ATP components.

The ATP is consistent with and will help support Land Use Element Policies LU-5.1 - Reduction of Vehicle Trips within Communities, and LU-5.5 - Projects that Impede Non-Motorized Travel. Improvements that may be constructed pursuant to the ATP are not anticipated to result in additional land use impacts.

Therefore, no additional impacts related to land use beyond those analyzed in the General Plan Update EIR are anticipated.

XI. MINERAL RESOURCES -- Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause one or more effects to mineral resources including: the loss of availability of a known mineral resource that would be of value to the region and the residents of the state; and/or loss of locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

YES	NO
☐	☒

The General Plan Update Final Program EIR identified impacts to mineral resources as potentially significant. Impacts to mineral resource availability and resource recovery sites would remain significant and unavoidable.

The ATP is a masterplan and policy document that provides a comprehensive inventory of all the County's bicycle and pedestrian accommodations, evaluates how well the County is currently serving bike and pedestrian trips, and identifies multi-modal network improvements such as sidewalks, pathways, bikeways, and bicycle lanes on a system-wide basis. Only Mobility Element roads and select additional roadways were evaluated that qualified for bicycle or pedestrian facilities. These improvements will mainly be located near existing transportation facilities are not anticipated to result in additional impacts to mineral resources. Future improvement projects will be completed through the Capital Improvement Projects or by private development projects as necessary. No funding is committed at this time for any project (priority or otherwise) identified in the plan. As a result, subsequent environmental review will necessarily occur during project-specific analysis of individual projects that implement the ATP components.

Therefore, no additional impacts to mineral resources beyond those analyzed in the General Plan Update EIR are anticipated.

XII. NOISE -- Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that result in one or more effects from noise including: exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels; a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project; a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project; for projects located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, or for projects within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

YES	NO
☐	☒

The General Plan Update Final Program EIR identified noise impacts as potentially significant. All noise impacts were less than significant with mitigation except permanent increase in ambient noise levels which would remain significant and unavoidable.

The ATP is a masterplan and policy document that provides a comprehensive inventory of all the County's bicycle and pedestrian accommodations, evaluates how well the County is currently serving bike and pedestrian trips, and identifies multi-modal network improvements such as sidewalks, pathways, bikeways, and bicycle lanes on a system-wide basis. Only Mobility Element roads and select additional roadways were evaluated that qualified for bicycle or pedestrian facilities. These improvements are not anticipated to result in additional impacts with respect to noise. Future improvement projects will be completed through the Capital Improvement Projects or by private development projects as necessary. No funding is

committed at this time for any project (priority or otherwise) identified in the plan. As a result, subsequent environmental review will necessarily occur during project-specific analysis of individual projects that implement the ATP components.

Therefore, no additional impacts related to noise beyond those analyzed in the General Plan Update EIR are anticipated.

XIII. POPULATION AND HOUSING -- Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that result in one or more effects to population and housing including displacing substantial numbers of existing housing or people, necessitating the construction of replacement housing elsewhere?

YES	NO
☐	☒

The General Plan Update Final Program EIR identified population and housing impacts as less than significant.

The ATP is a masterplan and policy document that provides a comprehensive inventory of all the County's bicycle and pedestrian accommodations, evaluates how well the County is currently serving bike and pedestrian trips, and identifies multi-modal network improvements such as sidewalks, pathways, bikeways, and bicycle lanes on a system-wide basis. Only Mobility Element roads and select additional roadways were evaluated that qualified for bicycle or pedestrian facilities. These improvements are not anticipated to result in additional impacts to population and housing. Future improvement projects will be completed through the Capital Improvement Projects or by private development projects as necessary. No funding is committed at this time for any project (priority or otherwise) identified in the plan. As a result, subsequent environmental review will necessarily occur during project-specific analysis of individual projects that implement the ATP components.

Therefore, no impacts related to population and housing beyond those analyzed in the General Plan Update EIR are anticipated.

XIV. PUBLIC SERVICES -- Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that result in one or more substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:fire protection, police protection, schools, parks, or other public facilities?

YES	NO
☐	☒

The General Plan Update Final Program EIR identified public service impacts as significant. Fire protection, police protection, and other public services would be less than significant with mitigation. Impacts to school services would remain significant and unavoidable.

The ATP is a masterplan and policy document that provides a comprehensive inventory of all the County's bicycle and pedestrian accommodations, evaluates how well the County is currently serving bike and pedestrian trips, and identifies multi-modal network improvements such as sidewalks, pathways, bikeways, and bicycle lanes on a system-wide basis. Only Mobility Element roads and select additional roadways were evaluated that qualified for bicycle or pedestrian facilities. These improvements are not anticipated to result in any additional impacts to public services. Future improvement projects will be completed through the Capital Improvement Projects or by private development projects as necessary. No funding is committed at this time for any project (priority or otherwise) identified in the plan. As a result, subsequent environmental review will necessarily occur during project-specific analysis of individual projects that implement the ATP components.

Therefore, no impacts to public services beyond those analyzed in the General Plan Update EIR are anticipated.

XV. RECREATION -- Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that result in an increase in the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or that include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

YES	NO
☐	☒

The General Plan Update Final Program EIR identified recreation impacts as less than significant with mitigation.

The ATP is a masterplan and policy document that provides a comprehensive inventory of all the County's bicycle and pedestrian accommodations, evaluates how well the County is currently serving bike and pedestrian trips, and identifies multi-modal network improvements such as sidewalks, pathways, bikeways, and bicycle lanes on a system-wide basis. Only Mobility Element roads and select additional roadways were evaluated that qualified for bicycle or pedestrian facilities. These improvements may result in additional recreational facilities being available to residents and are not anticipated to increase use of existing recreational facilities that would result in substantial deterioration. Future improvement projects will be completed through the Capital Improvement Projects or by private development projects as necessary. No funding is committed at this time for any project (priority or otherwise) identified in the plan. As a result, subsequent environmental review will necessarily occur during project-specific analysis of individual projects that implement the ATP components.

Therefore, no impacts related to recreation beyond those analyzed in the General Plan Update EIR are anticipated.

XVI. TRANSPORTATION/TRAFFIC -- Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause effects to transportation/traffic including: an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system; exceedance, either individually or cumulatively, of a level of service standard established by the county congestion management agency for designated roads or highways; a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks; substantial increase in hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); inadequate emergency access; inadequate parking capacity; and/or a conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

YES	NO
☐	☒

The General Plan Update Final Program EIR identified transportation and traffic impacts as significant. Emergency access, parking capacity, and alternative transportation would be less than significant with mitigation. Impacts to unincorporated County traffic and LOS standards, adjacent cities traffic and LOS standards, and rural road safety would remain significant and unavoidable.

The ATP is a masterplan and policy document that provides a comprehensive inventory of all the County's bicycle and pedestrian accommodations, evaluates how well the County is currently serving bike and pedestrian trips, and identifies multi-modal network improvements such as sidewalks, pathways, bikeways, and bicycle lanes on a system-wide basis. Only Mobility Element roads and select additional roadways were evaluated that qualified for bicycle or pedestrian facilities. These improvements are anticipated to result in more people utilizing alternative modes of transportation that would result in lesser vehicular traffic load on roadways. Future improvement projects will be completed through the Capital Improvement Projects or by private development projects as necessary. No funding is committed at this time for any project (priority or otherwise) identified in the plan. As a result, subsequent environmental review will necessarily occur during project-specific analysis of individual projects that implement the ATP components.

The ATP is consistent with and will help support or implement the following Mobility Element Policies: M-3.1, M-3.2, M-4.1, M-4.3, M-5.1, M-11.1, M-11.2, M-11.3, M-11.4, M-11.5, and M-11.7. No changes to any planned Mobility Element Roadways as far as number of general travel lanes or right-of-way is proposes as part of the ATP.

Therefore, no impacts related to transportation/traffic beyond those analyzed in the General Plan Update EIR are anticipated.

XVII. TRIBAL CULTURAL RESOURCES -- Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause one or more effects to tribal cultural resources including: causing a change in the significance of a tribal cultural resource as defined in Public Resource Code §21074?

YES	NO

☐ ☒

Since the previous EIR for The General Plan Update (PDS2002-3910-02ZA001[ER], SCH#2002111067) was certified, Assembly Bill 52 (AB-52) became effective on July 1, 2015. AB-52 requires that lead agencies consult with Native American tribes, if requested by the tribes, prior to release of a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report for a project. Because the project does not involve preparation of one of these documents, AB-52 consultation does not apply here. In any event, because the project includes amendments to the County's General Plan to adopt the ATP, the consultation requirements of Government Code § 65352.3 are separately triggered. There is, accordingly, already a consultation requirement for this project regardless of AB-52.

The ATP is a masterplan and policy document that provides a comprehensive inventory of all the County's bicycle and pedestrian accommodations, evaluates how well the County is currently serving bike and pedestrian trips, and identifies multi-modal network improvements such as sidewalks, pathways, bikeways, and bicycle lanes on a system-wide basis. Only Mobility Element roads and select additional roadways that qualified for bicycle or pedestrian facilities were evaluated. These improvements will mainly be located near existing transportation facilities. Future improvement projects will be completed through the Capital Improvement Projects or by private development projects as necessary. No funding is committed at this time for any project (priority or otherwise) identified in the plan.

No tribal cultural resources (TCRs) are anticipated to occur in the road right-of-ways where multi-modal network improvements would be located. However, it is not possible to know this for certain at this early stage in the process because the ATP does not include project level design or commit the County to complete any specific projects. Subsequent environmental review will necessarily occur during project-specific analysis of individual discretionary projects that implement the ATP components, and it will be possible at that point to ascertain if TCRs may be impacted. Nonetheless, the General Plan Update Final Program EIR previously identified significant impacts to cultural resources. No additional impacts to TCRs beyond those identified in the General Plan Update EIR are anticipated.

XVIII. UTILITIES AND SERVICE SYSTEMS -- Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause effects to utilities and service systems including: exceedance of wastewater treatment requirements of the applicable Regional Water Quality Control Board; require or result in the construction of new water or wastewater treatment facilities, new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; require new or expanded entitlements to water supplies or new water resources to serve the project; result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments; be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs; and/or noncompliance with federal, state, and local statutes and regulations related to solid waste?

YES ☐ NO ☒

The General Plan Update Final Program EIR identified impacts to utilities and service systems as significant. Wastewater treatment requirements, new water or wastewater treatment facilities, stormwater drainage facilities, wastewater facilities solid waste regulations, and energy would be less than significant with mitigation. Impacts to water supplies and landfill capacity would remain significant and unavoidable.

The ATP is a masterplan and policy document that provides a comprehensive inventory of all the County's bicycle and pedestrian accommodations, evaluates how well the County is currently serving bike and pedestrian trips, and identifies multi-modal network improvements such as sidewalks, pathways, bikeways, and bicycle lanes on a system-wide basis. Only Mobility Element roads and select additional roadways were evaluated that qualified for bicycle or pedestrian facilities. These improvements are not anticipated to result in additional impacts to utilities and service systems. Future improvement projects will be completed through the Capital Improvement Projects or by private development projects as necessary. No funding is committed at this time for any project (priority or otherwise) identified in the plan. As a result, subsequent environmental review will necessarily occur during project-specific analysis of individual projects that implement the ATP components.

Therefore, no impacts related to utilities and service systems beyond those analyzed in the General Plan Update EIR are anticipated.

XIX. MANDATORY FINDINGS OF SIGNIFICANCE: Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that result in any mandatory finding of significance listed below?

Does the project degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

YES	NO
☐	☒

The ATP is a masterplan and policy document that provides a comprehensive inventory of all the County's bicycle and pedestrian accommodations, evaluates how well the County is currently serving bike and pedestrian trips, and identifies multi-modal network improvements

such as sidewalks, pathways, bikeways, and bicycle lanes on a system-wide basis. Only Mobility Element roads and select additional roadways were evaluated that qualified for bicycle or pedestrian facilities. Future improvement projects will be completed through the Capital Improvement Projects or by private development projects as necessary. No funding is committed at this time for any project (priority or otherwise) identified in the plan. As a result, subsequent environmental review will necessarily occur during project-specific analysis of individual projects that implement the ATP components.

Therefore, no impacts beyond those analyzed in the General Plan Update EIR are anticipated.

Attachments

- General Plan Update Final Program EIR is available online at: http://www.sandiegocounty.gov/content/sdc/pds/gpupdate/environmental.html
- Climate Action Plan Final Supplemental Program EIR is available online at: https://www.sandiegocounty.gov/content/sdc/pds/ceqa/Climate_Action_Plan_Public_Review.html
- Addendums to the General Plan Final Program EIR are available by request at Planning and Development Services
- The Active Transportation Plan is available by request at Planning & Development Services or online at https://www.sandiegocounty.gov/pds/advance/ActiveTransportationPlan.html

XX. REFERENCES USED IN THE COMPLETION OF THE ENVIRONMENTAL REVIEW UPDATE CHECKLIST FORM

California Department of Fish and Wildlife. Fish and Wildlife Code, Section 1600 *et. seq.*

California Environmental Quality Act, CEQA Guidelines

California Environmental Quality Act. 2001. California Code of Regulations, Title 14, Chapter 3, Section 15382.

County Code of Regulatory Ordinances, Title 3, Division 5, Chapter 3

County of San Diego General Plan, 2011.

County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements for Agricultural Resources, approved March 19, 2007.

County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements for Air Quality, approved March 19, 2007

County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements for Biological Resources, approved September 15, 2010

County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements for Cultural Resources: Archaeological and Historical Resources, approved December 5, 2007

County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements for Geologic Hazards, approved July 30, 2007

County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements for Mineral Resources, approved July 30, 2008

County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements for Noise, approved March 19, 2007

County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements for Transportation and Traffic, approved August 24, 2011

County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements for Vectors, approved January 15, 2009

County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements for Visual Resources, approved July 30, 2007

County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements for Wildland Fire and Fire Protection, approved August 31, 2010

County of San Diego Zoning Ordinance

County of San Diego. Resource Protection Ordinance, Article II (16-17). October 10, 1991

County of San Diego. 1997. Multiple Species Conservation Program, County of San Diego Biological Mitigation Ordinance

County of San Diego Watershed Protection, Stormwater Management, and Discharge Control Ordinance (WPO) (Ordinance Nos. 9424 and 9426, County Codes §§ 67801 et seq.)

Water Quality Control Plan for the San Diego Basin (9), California Regional Water Quality Control Board, San Diego Region

County of San Diego

MARK WARDLAW
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PLANNING & DEVELOPMENT SERVICES
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August 7, 2018

AN ADDENDUM TO THE PREVIOUSLY CERTIFIED PROGRAM ENVIRONMENTAL IMPACT REPORT FOR THE COUNTY OF SAN DIEGO GENERAL PLAN UPDATE (SCH 2002111067)

FOR PURPOSES OF CONSIDERATION OF A GENERAL PLAN AMENDMENT FOR THE ACTIVE TRANSPORTATION PLAN PDS2014-POD-14-006; GPA 18-001; ER LOG NO. PDS2018-ER-18-00-001

CEQA Guidelines, Section 15164(a) states that an Addendum to a previously certified EIR may be prepared if some changes or additions are necessary but none of the conditions described in Section 15162 or 15163 calling for the preparation of a subsequent or supplemental EIR have occurred.

CEQA Guidelines Section 15164 applies to the County of San Diego Active Transportation Plan. There are some changes and additions which need to be included in an Addendum to the previously certified Program EIR for the County of San Diego General Plan Update in accordance with CEQA Guidelines Section 15164. These modifications would not involve a substantial increase in the severity of previously identified significant effects identified in the Program EIR for the County of San Diego General Plan Update and would not create new potentially significant impacts that would require new mitigation. The Final Program EIR for the County of San Diego General Plan Update is hereby amended by this Addendum and the Environmental Review Update Checklist as described below.

Background

On August 3, 2011, the County of San Diego Board of Supervisors adopted a comprehensive update to the County of San Diego General Plan. The General Plan provides a framework for land use and development decisions in the unincorporated County, consistent with an established community vision. The General Plan Land Use Maps set the Land Use designations, and corresponding densities, for all of the land in the unincorporated County. A Program EIR for the County's General Plan Update, Environmental Review Number 02-ZA-001, State Clearing House Number 2002111067, was certified by the Board of Supervisors on August 3, 2011. Several General Plan Amendments have been approved since 2011 that relied on Addendums to the Final Program EIR and are described in the Environmental Review Update Checklist.

Project Changes

The ATP is a masterplan and policy document that provides a comprehensive inventory of the unincorporated County's bicycle and pedestrian facilities, evaluates how well the County is currently serving bike and pedestrian trips, and identifies multi-modal network improvements such as sidewalks, pathways, bikeways, and bicycle lanes on a system-wide basis.

The ATP updates the Mobility Element (Chapter 4) of the General Plan, as well as the Mobility Element Network Maps and accompanying table information for each of the Community Plan areas (Figures M-A-1 through M-A-23) regarding bicycle network classifications.

No additional or more severe impacts are anticipated beyond those analyzed in the Final Program EIR for the General Plan Update. No road classifications change in terms of number of planned lanes or right-of-way required for Mobility Element roads.

Finding

The Final Program EIR for the County of San Diego General Plan Update, as amended by this Addendum and the Environmental Review Update Checklist, may be used to fulfill the environmental review requirements of the Active Transportation Plan. Because the changes to the General Plan meet the conditions for the application of CEQA Guidelines Section 15164, a preparation of a subsequent or supplemental EIR or Negative Declaration is not required.

Attachment H – Community Planning Group/Community Sponsor Group Correspondence

Julian Community
Planning Group

Post Office Box 1497
Julian, CA 92036

SUBJECT: Active Transportation Plan - Bike lanes

Gentlepeople:

The Julian Community Planning Group unanimously opposes the creation of bike lanes in the Julian Planning Group area. While we support recreational biking and bike ridership, the enormous cost of creating such lanes together with the destruction of habitat and amenities necessary to widen our mountain roads far outweighs the benefits to the community and County of an additional bike lane.

In the Julian Historical District creating a "separated bikeway" would require eliminating sidewalks and, with that, destroying part of the facades of our historic buildings. It would also mean taking away at least half and probably all already scarce parking spaces on our main thoroughfare.

The highways and roads designated for Class II bike lanes in the District are, for much if not most of their length, narrow, two lane roads only wide enough for two vehicles often climbing the sides of hills and mountains. Creating an additional "striped lane for one-way bike travel" would require massive movement of earth and boulders, cutting trees and general destruction of the habitat. The cost would be enormous, and the work would require closing often vital (and in the case of Banner Grade the ONLY) means of access to our citizens for extended lengths of time.

We would also like to note that the map included in the plans indicates a Class II Bike Lane on Highway 79 going south from Julian. There is no bike lane on that highway.

Regards,

Patrick L. Brown, Chair
Bob Redding, Vice Chair
Kiki Skagen Munshi, Secretary
Woody Barnes
Betty Birdsell
Herb Dackermann
Eric Jones
Keith Krawiec
Katherine Moretti
Kenny Mushet
Rudy Rikansrud

County of San Diego, Planning & Development Services

COMMUNITY PLANNING OR SPONSOR GROUP PROJECT REVIEW

ZONING DIVISION

Record ID(s): _____

Project Name: Alternative Transportation Plan (ATP)

Project Manager: Everett Hauser

Project Manager's Phone: (858) 694-2912

Scope of Review:
Board Policy I-1 states; *"groups may advise the appropriate boards and commissions on discretionary projects as well as on planning and land use matters important to the community."* Planning & Development Services (PDS) has received an application for the project referenced above. PDS requests that your Group evaluate and provide comment on the project in the following areas:

- The completeness and adequacy of the Project Description
- Compatibility of the project design with the character of the local community
- Consistency of the proposal with the Community Plan and applicable zoning regulations
- Specific concerns regarding the environmental effects of the project (e.g., traffic congestion, loss of biological resources, noise, water quality, depletion of groundwater resources)

Initial Review and Comment:

Shortly after an application submittal, a copy of the application materials will be forwarded to the Chair of the applicable Planning or Sponsor Group. The project should be scheduled for initial review and comment at the next Group meeting. The Group should provide comments on planning issues or informational needs to the PDS Project Manager.

Planning Group review and advisory vote:

A. **Projects that do not require public review of a CEQA document:** The Group will be notified of the proposed hearing date by the PDS Project Manager. The project should be scheduled for review and advisory vote at the *next Group meeting.*

B. **Projects that require public review of a CEQA document:** The Chair of the Planning Group will be noticed when an environmental document has been released for public review. The final review of the project by the Group, and any advisory vote taken, should occur *during the public review period.*

As part of its advisory role, the Group should provide comments on both the adequacy of any environmental document that is circulated and the planning issues associated with the proposed project. The comments provided by the Group will be forwarded to the decision-making body and considered by PDS in formulating its recommendation.

Notification of scheduled hearings:

In addition to the public notice and agenda requirements of the Brown Act, the Group Chair should notify the project applicant's point of contact and the PDS Project Manager at least two weeks in advance of the date and time of the scheduled meeting.

County of San Diego, Planning & Development Services

COMMUNITY PLANNING OR SPONSOR GROUP PROJECT RECOMMENDATION

ZONING DIVISION

Record ID(s): _____

Project Name: Alternative Transportation Plan (ATP)

Planning/Sponsor Group: TWIN OAKS VALLEY CSG

Results of Planning/Sponsor Group Review

Meeting Date: August 15, 2018

A. Comments made by the group on the proposed project.

We need our bike trails to match what San Marcos is doing so there is a consistent look. Need multi use and land along major roads the bike trails need separation between traffic and bike/horses/pedestrians. Desperately need multi-use trail along Buena Creek Road to Sprinter Station due to safety problems of people walking or riding bikes along BCR to get to Sprinter station. Thank Mr. Houser for his presentation and that we support the bike plan however there has been a bike plan in place since 2004 and we haven't seen anything built. Tell county to stop wasting money planning and start building.

B. Advisory Vote: The Group ☒ **Did** ☐ **Did Not** make a formal recommendation, approval or denial on the project at this time.

If a formal recommendation was made, please check the appropriate box below:

MOTION:

- ☐ Approve without conditions
- ☒ Approve with recommended conditions
- ☐ Deny
- ☐ Continue

VOTE: 5 **Yes** 0 **No** 0 **Abstain** 2 **Vacant/Absent**

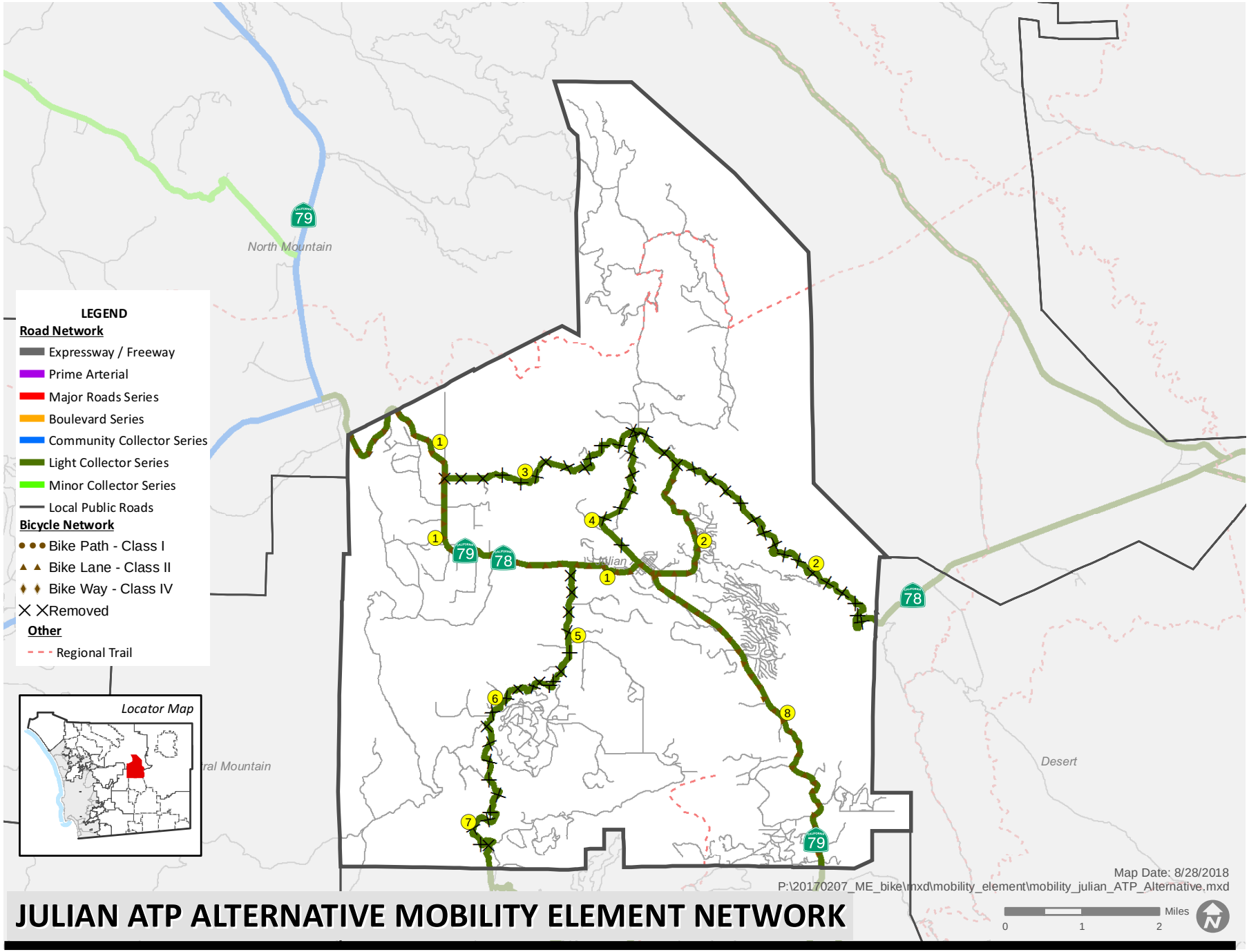
C. Recommended conditions of approval:

We appreciate the presentation given by Everett Hauser and recommend the development of a bike plan for the Buena Creek Road and Twin Oak Valley CSG area and begin implementation of the bike plan for the Twin Oak Valley CSG and Buena Creek Road areas soon as possible. Thanks. Tom

Reported by: Tom Kumura Position: Chair Date: 8/28/18

Please email recommendations to BOTH EMAILS;
Project Manager listed in email (in this format): Firstname.Lastname@sdcounty.ca.gov **and to** CommunityGroups.LUEG@sdcounty.ca.gov

Attachment I – Julian Alternative ME Map



JULIAN ATP ALTERNATIVE MOBILITY ELEMENT NETWORK