

APPENDIX D

MOBILITY ANALYSIS

APPENDIX

Fallbrook

SUB-AREA PLAN





Mobility Analysis Report

Fallbrook Village Sub-Area Plan

Prepared for:
County of San Diego
Planning and Development Services

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1 EXECUTIVE SUMMARY

1.1 OBJECTIVE

The focus of the Fallbrook Village Sub Area Mobility Analysis Report is to document existing mobility conditions within the Fallbrook Town Center and identify potential streetscape treatments that improve access and mobility for users of all abilities and all modes. As outlined in the County of San Diego's 2018, Active Transportation Plan (ATP), communities should strive to create a built environment to improve safety to by reducing auto collisions with cyclists and pedestrians, increase accessibility and connectivity, and improve public health by encouraging walking and biking while maintaining the character of each community.

This report summarizes the key transportation elements and analysis in support of the streetscape improvements and opportunity sites identified in the Downtown Fallbrook Visioning Report (December 2020) as well community input received during public workshops, focus groups, and community questionnaires. These community engagement efforts are summarized in the Phase 2 Summary, *Community Engagement Report (Appendix A of the Fallbrook Sub Area Plan)*, by MIG under separate cover.

1.2 SUMMARY OF FINDINGS

The existing conditions assessment considers the physical roadway conditions and intersection operations as well as current pedestrian, bicycle, and transit facilities within the study area.

1.2.1 Existing Pedestrian Conditions

While the Pedestrian Environmental Quality Index (PEQI) analysis showed "reasonable" pedestrian facilities, the assessment focuses mainly on the overall pedestrian environment. The analysis considers things such as seating and landscaping as beneficial, however, these features also obstruct the already narrow sidewalks (approximately 5') reducing the effective width making pedestrian navigation difficult.

As part of the County's Active Transportation Plan, a Pedestrian Gap Analysis (PGA) was conducted to evaluate the pedestrian facilities throughout the County and provide a relative ranking system to identify and prioritize pedestrian improvements. The PGA identified some areas in the northeast area of the Town Center along South Mission Road and Pico Avenue as "very good", however the majority of the sidewalks along Main Avenue south of East Mission Road within the Town Center are considered "average". It should be noted that the results of the PGA analysis generally align with the PEQI analysis. Refer to **Chapter 3** of this report for an assessment of existing pedestrian facilities.

1.2.2 Existing Bicycle Facilities

The Bicycle Level of Traffic Stress showed poor results primarily due to the lack of bicycle facilities in Fallbrook. The bicycle facilities that are provided are limited to Class II facilities on portions of East Mission Road, Ammunition Road, and Fallbrook Street. Refer to **Chapter 4** of this report for an assessment of existing bicycle facilities.

1.2.3 Existing Transit Facilities

North County Transit District (NCTD) operates the local bus service within the Fallbrook Community. NCTD's BREEZE Route 306 travels along Mission Road and loops back down Main Avenue connecting Fallbrook, Bonsall, and Vista. The route travels to and from the Vista Transit Center which provides local connections to seven other BREEZE routes as well as the SPRINTER light rail line. Refer to [Chapter 5](#) of this report for an assessment of existing transit facilities.

2 INTRODUCTION

2.1 STUDY AREA

As shown in **Exhibit 1**, the study area for the bicycle and transit facility assessments includes the entire Fallbrook Village Sub-Area which is bounded by East Dougherty Street/Gum Tree Lane to the north, Morro Road to the east, East Fallbrook Street to the south, and Summit Avenue to the west.

The pedestrian assessment focuses on the Town Center along Main Avenue between Fallbrook Street and East Mission Road as shown in **Exhibit 2**.

2.1.1 Surrounding Roadway Network

The roadway characteristics of the surrounding roadway system in the vicinity of the project are described below:

North/South Mission Road is oriented in a north-south direction and is classified as a Boulevard with Intermittent Turn Lanes (4.2B) per the Fallbrook Mobility Element Network Figure M-A-7 of the County of San Diego General Plan. Mission Road provides the primary regional access to the SR-76 highway to the south and serves as the main cross-town thoroughfare. At the northern extents of the study area, Mission Road turns immediately to the east and heads directly to the I-15 freeway.

Within the Town Center, South Mission Road is 4-lane roadway with a posted speed limit of 35 miles per hour (MPH). On-street parallel parking is restricted within the Town Center with the exception of the segment between Hawthorne and W. Mission Road where unrestricted curb parking is allowed. The General Plan's Mobility Element currently recommends a Class IV Cycle Track along Mission Road from SR-76 to the I-15.

West/East Mission Road is oriented in an east-west direction and is classified as a Light Collector with Continuous Turn Lanes (2.2B) between North Mission Road and Brandon Road and a Boulevard with Intermittent Turn Lanes (4.2B) between Brandon Road and Interstate 15. Mission Road provides the primary regional access to the SR-76 highway to the south and serves as the main cross-town thoroughfare. At the northern extents of the study area, Mission Road turns immediately to the east and heads directly to the I-15 freeway.

Within the Town Center, West Mission Road is 3-lane roadway (2 westbound and 1 eastbound) with turn lanes between North Mission Road and Main Street, 2-lanes with a two-way-left-turn-lane between Main Street and Industrial Way (with the exception of approximately 1,200 feet between Iowa Street and Brandon Road), and 2-lanes with intermittent turn lanes between Industrial Way and the I-15 Freeway. The posted speed limit of 35 miles per hour (MPH). On-street parallel parking is restricted within the Town Center with the exception of the segment between Hawthorne and W. Mission Road where unrestricted curb parking is allowed. The General Plan's Mobility Element currently recommends a Class IV Cycle Track along Mission Road from SR-76 to the I-15.

Main Avenue is oriented in a north-south direction and is identified as a local public road per the Fallbrook Mobility Element Network Figure M-A-7 of the County of San Diego General Plan. Main Avenue serves the commercial downtown area of the Town Center and while it is unclassified, it is considered a major

corridor for planning purposes of the Sub-Area Plan and has the most potential for streetscape improvements to benefit local residents and local small business.

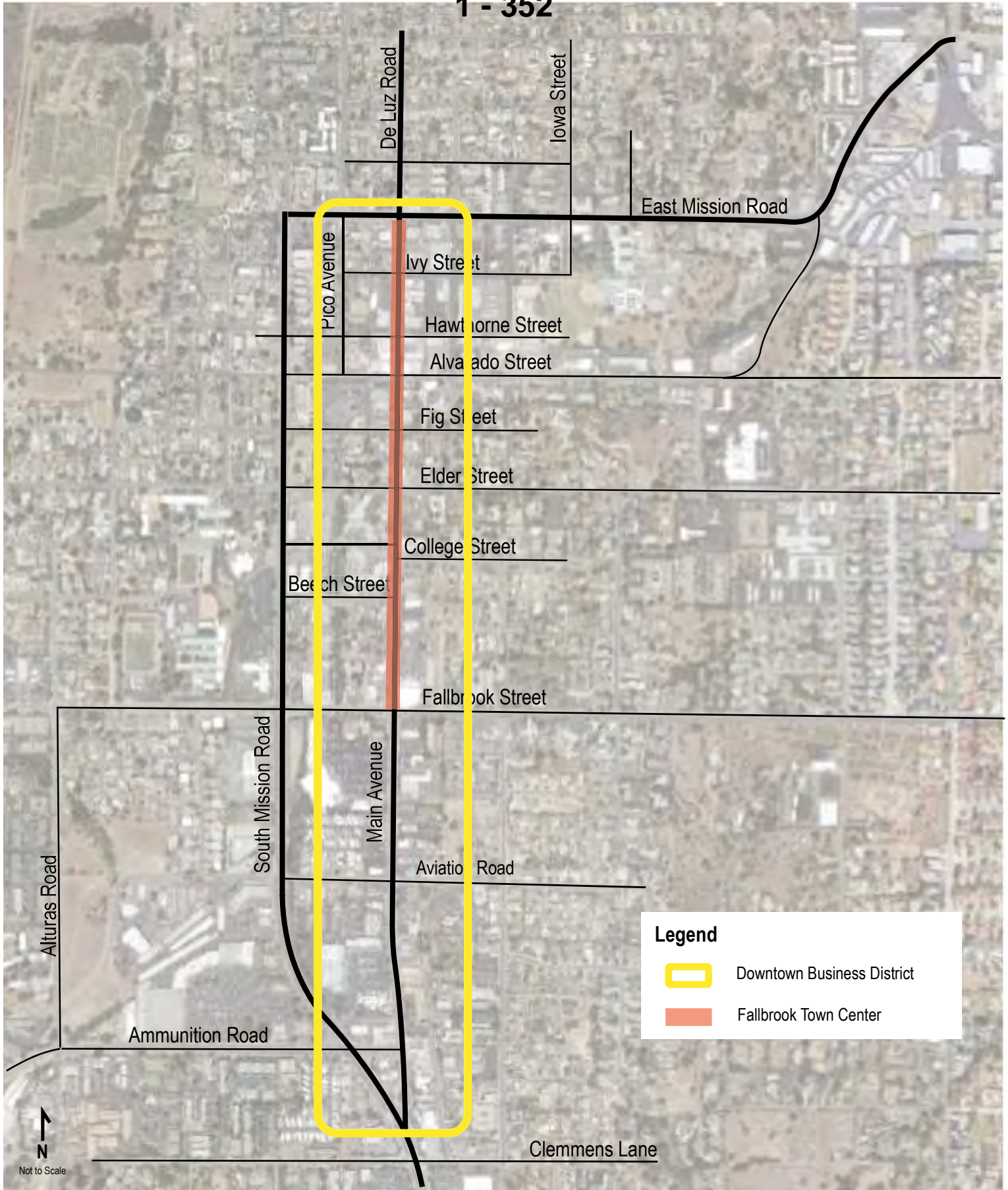
Main Avenue is a 2-lane roadway with two-way left-turn-lanes between South Mission Road and Elder Street and established left-turn lanes with intermittent raised landscaped medians between Elder Street and East Mission Road. On-street parking is provided to serve the commercial uses fronting the roadway. Sidewalks are provided on both sides of Main Avenue; however, the sidewalks are sub-standard with several gaps in the network. Further discussion on sidewalks is provided in *Chapter 2* of this report.

Fallbrook Street is a two-lane roadway with left-turn lanes oriented in an east-west direction and is classified as a Light Collector with Continuous Turn Lanes (2.2B) between South Mission Road and Stage Coach Lane. Fallbrook Street provides access to La Paloma Elementary School, the Fallbrook Senior Center, and the Fallbrook Community Center. The posted speed limit is 40 MPH with a reduction to 25 MPH near the school, senior center, and community center. There is a combination of existing Class II bike lanes and Class III sharrows along Fallbrook Street. These will ultimately be improved to Class IV cycle tracks per the General Plan's Mobility Element.

Alvarado Street is a two-lane roadway oriented in an east-west direction and is classified as a Light Collector with Intermittent Turn Lanes (2.2C). The posted speed limit is 35 MPH.

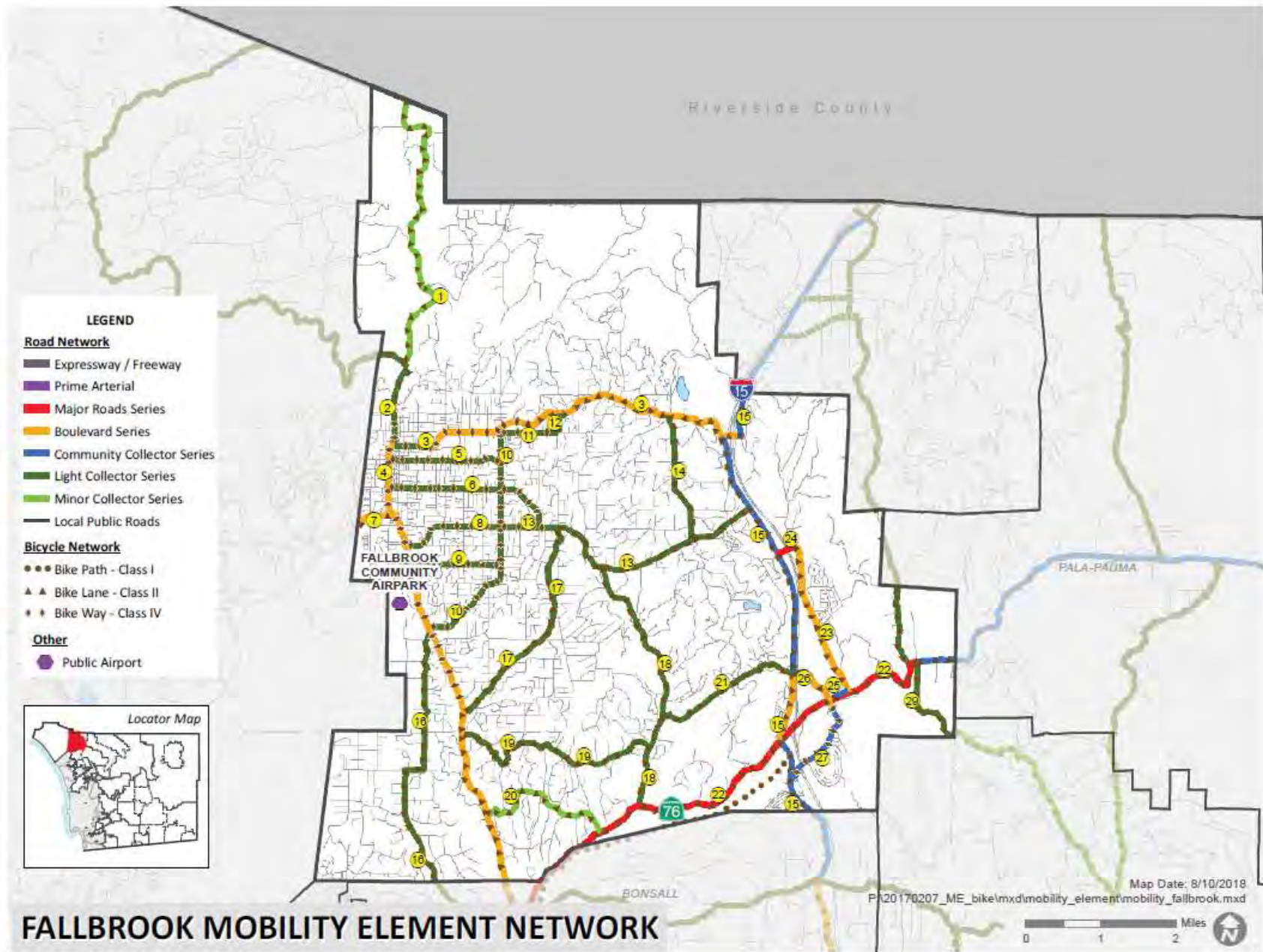
The General Plan's Mobility Element recommends a Class IV Cycle Track along Alvarado Street.

Exhibit 3 shows the Fallbrook Community Plan Mobility Element Network. **Appendix A** shows the associated Mobility Element Network Map and Matrix.



Fallbrook Business District Boundary






Exhibit 2



San Diego County General Plan

Figure M-A-7



- | | |
|--|---|
|  Sub-Area Plan Boundary |  Schools |
|  Town Center |  Parks |
|  Pico Promenade | |

3 EXISTING PEDESTRIAN CONDITIONS

3.1 EXISTING PEDESTRIAN FACILITIES

The purpose of the pedestrian assessment is to document the existing pedestrian facilities identify opportunities to improve the walkability of the Town Center. The existing pedestrian facility conditions were evaluated and focused on the Town Center along Main Avenue between Fallbrook Street and East Mission Road. **Chapter 6** of this report discuss planned future pedestrian improvements.

Exhibit 4 displays the existing pedestrian facilities within the Fallbrook Town Center.

3.1.1 Sidewalks

MIG, as support to County staff, conducted a walking tour of the Town Center on September 9th, 2021. Field notes taken during the tour, along with Google Earth, were utilized to evaluate the existing sidewalk facilities along Main Avenue.

The Americans with Disabilities Act (ADA) was passed in 1990, creating a standard for disabled accessibility to public facilities. To meet ADA compliance for pedestrian accessibility, the County of San Diego's Public Road Standards mandates that sidewalks must be a minimum of five feet wide. While the sidewalks within the Town Center consists of five foot to seven foot sidewalks for the majority of the corridor, other features such as planters, landscaping, and benches reduce the effective width to approximately four feet, making pedestrian navigation difficult. These narrower sidewalks are typically located on the segments of Mission Avenue between Hawthorne Street and Fig Street. In addition, the adjacent trees along the street have caused uplift on the sidewalks resulting in trip hazards. While the majority of the sidewalks within Fallbrook were constructed prior to ADA standards, future sidewalk improvements should consider minimum width requirement and bring the sidewalks into ADA compliance.

While some parts of the corridor consist of 8-foot to 11-foot sidewalks, these are essentially formed by extensions of adjacent parking lots. In the southern area of Main Avenue, south of College Street, wide driveways reduce the availability of sidewalks and increase the exposure for pedestrian to circulating vehicles.



Figure 1: Existing sidewalk on Main Avenue show deficient widths between building and streetlight. (<4 feet)

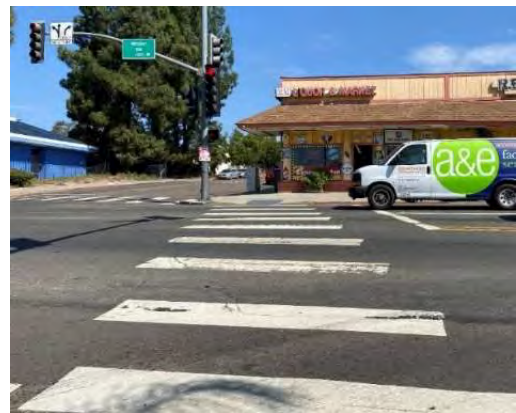


Figure 2: Existing crosswalk at Mission Road and Main Avenue show deteriorating pavement markings



Figure 3: Parking lot extensions into sidewalk right of way

Landscaping and tree shade are provided along the corridor, especially within the Town Center. However, the trees adjacent to the roadway have caused uplift on the sidewalk resulting in potential trip hazards. Additionally, there are currently publicly owned streetlights along the corridor which increase vehicular visibility at night. While these streetlights do assist in pedestrian visibility, there is no pedestrian scale lighting provided. On Main Avenue, sidewalks are primarily buffered from oncoming traffic by on-street parallel parking.

3.1.2 Crosswalks

Along Main Avenue, intersection controls consist of a combination of traffic signals and side-street stop controls. The traffic signals have controlled pedestrian crossing phases whereas the intersections with stop signs are uncontrolled pedestrian crossings. There are existing high-visibility continental crosswalks at locations like Aviation Road, Fallbrook Street, Elder Street, Fig Street, and Mission Road. High visibility crosswalks have extra paint to bring more awareness to drivers as well as increased visibility for the sight-impaired when compared to a “standard” crosswalk with a simple 12” line. Additional high-visibility crosswalks (i.e. continental crosswalks as shown in [Figure 4](#)), especially South of Elder Street and Fallbrook Street could be provided to increase pedestrian comfort while crossing Main Avenue. Throughout the corridor, there are different types of crosswalk designs including, stamped, continental, and striped. Many of the crosswalk pavement markings are beginning to fade and need to be restriped.

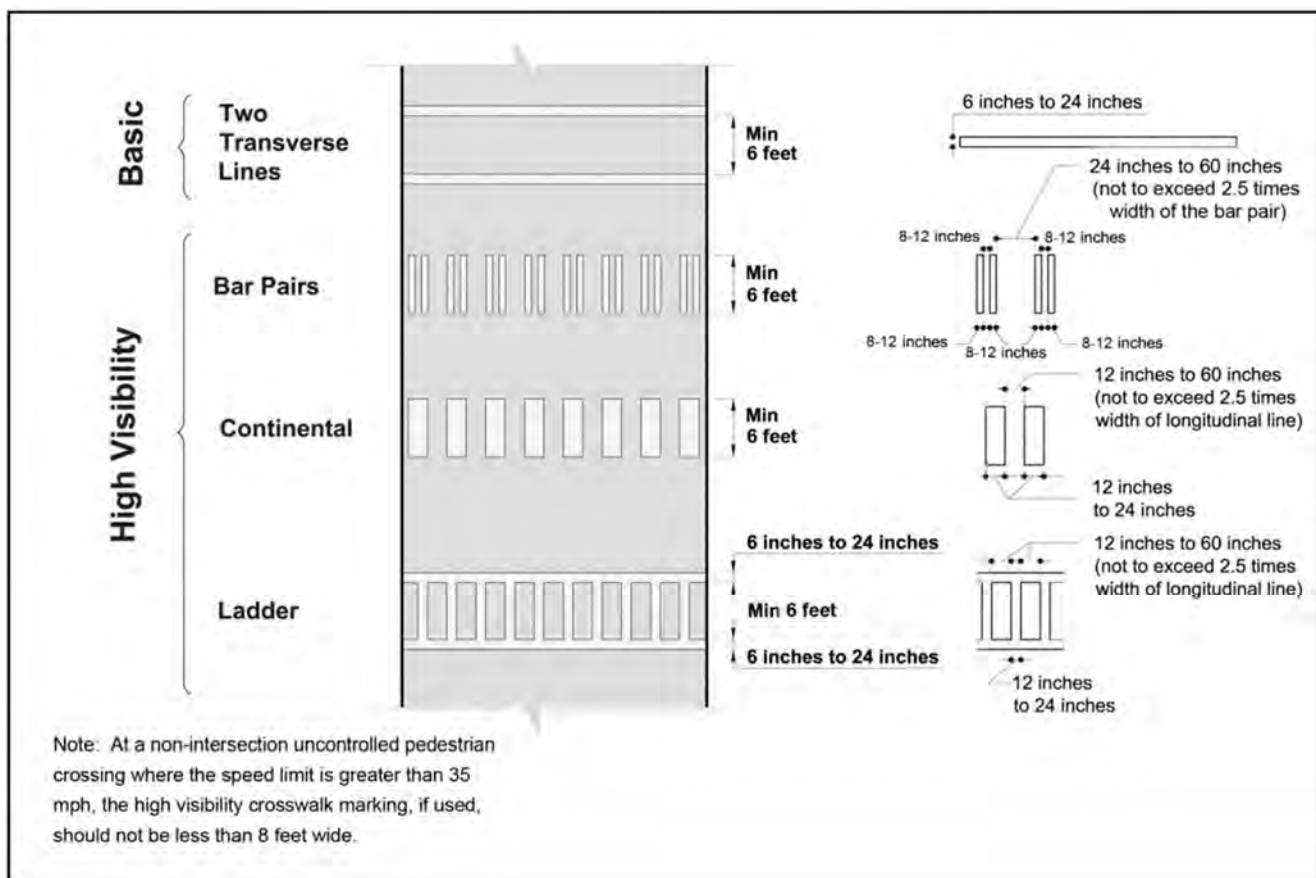


Figure 4: Crosswalk Pavement Marking Types

3.1.3 American Disabilities Act (ADA) Facilities

Table 1 summarizes the pedestrian-oriented ADA amenities at the intersections along Main Avenue within the Town Center between Elder Street and East Mission Road. The Americans with Disabilities Act (ADA) was passed in 1990, creating a standard for disabled accessibility to public facilities. To meet ADA compliance for pedestrian accessibility, the County of San Diego's Public Road Standards

TABLE 1 - MAIN AVENUE CROSSWALK FEATURES

Cross Street	Intersection Control	Marked Crosswalk Location (Type)		Pedestrian Ramps	Truncated Domes	PPB	Pedestrian Countdown?
Elder Street	TWSC	N/S/E/W (yellow continental)		Yes, all corners	None	NA	NA
Fig Street	TWSC	N/S/E/W (continental)		Yes, all corners	Yes, all ramps	NA	NA
Alvarado Street	Signal	N/S (standard w/ decorative paving)	E/W (standard)	Yes, all corners	None	Inconsistent	No
Hawthorne Street	TWSC	N/S (standard w/ decorative paving)	E/W (continental)	Yes, all corners	Yes, but missing NW ramp	NA	NA
Ivy Street	TWSC	N/S (standard w/ decorative paving)	E/W (continental)	Yes, all corners	Yes, all ramps	NA	NA
East Mission Road	Signal	S (standard w/ decorative paving)	N/E/W (continental)	Yes, all corners	Yes, all ramps	Inconsistent	No

Notes:

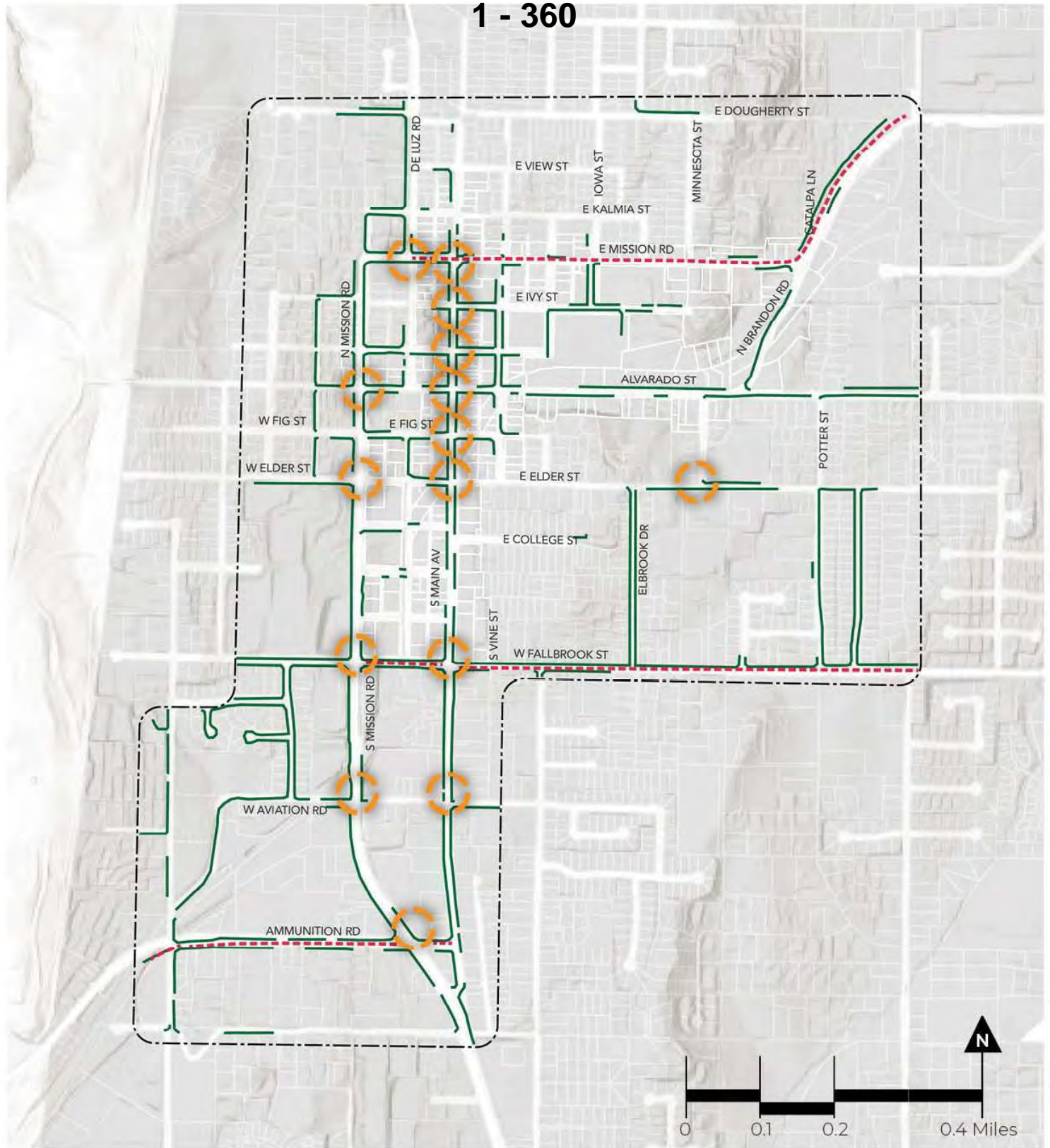
TWSC = Two-Way Stop Control

PPB = Pedestrian Push Button

Side of intersection: N = North; S = South; E = East; W = West

NA = Not Applicable

As discussed above, several of the signal-controlled intersections within the Town Center have controlled crossings. Over time, as the roadway facilities are improved, ADA features such as audible cues (or other non-visual indicators), the presence of 2-inch diameter pedestrian push buttons, and truncated domes at the curb ramps should be provided.



- Existing Sidewalks
- Existing Marked Crosswalks
- Existing Bike Lanes

Source: MIG

3.2 PEDESTRIAN ASSESSMENT

3.2.1 Pedestrian Environmental Quality Index (PEQI)

PEQI Methodology

Roadway segments and intersections were evaluated for pedestrian quality using the Pedestrian Environment Quality Index (PEQI). The PEQI is a qualitative pedestrian survey of the street that assesses the quality of the walking environment along roadway segments and at intersections.

The PEQI methodology is based on a tool originally developed in 2018 by the San Francisco Department of Public Health and later refined by Center for Occupational and Environmental Health at the University of California, Los Angeles. The methodology provides the point thresholds and weighted criteria for each item included in the index. The weighted criteria and scoring for each item are included in [Appendix B](#).

It should be noted that the PEQI Assessment is a high-level look at the study area and does not necessarily take into account the detailed pedestrian infrastructure. Therefore, the assessment should be considered more qualitative assessment of the quality and comfort of the overall pedestrian environment.

The PEQI assessment requires the collection of specific data about the elements of the physical environment and establishes the “walkability” of the area. The tool considers data in five (5) categories: intersection safety, traffic, street design, land use, and perceived safety. The elements shown to the right were assessed within the study area.

The index evaluates individual components of the physical environment, which are assessed for existence, quality, and overall pedestrian comfort. Information collected from the survey can be used to identify priority areas for improving the walkability of an area, either through individual index elements or for comprehensive improvements.

Analysis Criteria for PEQI Analysis

- **Intersection Safety**
 - Crosswalks
 - Countdown Signal
 - Traffic Signal
 - Crossing Distance
 - No Turn on Red
 - Traffic Calming Features
 - Pedestrian Signs
- **Traffic**
 - Number of Lanes
 - Two-Way Traffic
 - Vehicle Speed
 - Traffic Volume
 - Traffic Calming Features
- **Street Design**
 - Sidewalk Width
 - Sidewalk Surface
 - Sidewalk Obstructions
 - Presence of Curb
 - Driveway Cuts
 - Trees, Gardens
 - Public Seating (or bus stops)
 - Buffers
 - Distance between Controlled or
 - Enhanced Crosswalks
- **Land Use**
 - Public Art
 - Historic Sites
 - Retail
- **Perceived Safety**
 - Illegal Graffiti
 - Litter
 - Pedestrian-Scale Lighting
 - Construction Sites
 - Abandoned Buildings

The total PEQI score can range from 0 to 100 points, broken into the five categories shown in **Figure 5**.

PEQI Analysis

Existing pedestrian conditions along Main Avenue were analyzed using the PEQI, as discussed above. Existing conditions field inventory worksheets are provided in **Appendix B**. The results of this analysis are shown in **Exhibit 5** and **Table 2** (roadway segment analysis) and **Table 3** (intersection analysis), following this description.

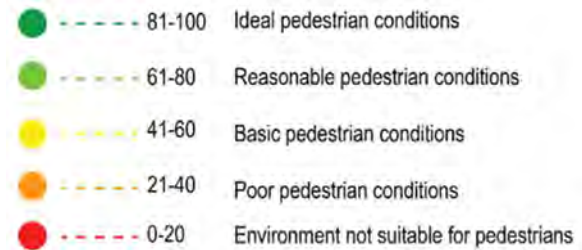


Figure 5: PEQI Score Range

As shown, the lowest pedestrian conditions are located on the southern extents of Main Avenue specifically near South Mission Road. This is due to the lack of sidewalk connections, wide driveways, and narrow sidewalks. Segments of Main Avenue between Ivy Street and Elder Street are shown in “Reasonable” conditions. Sidewalks along these segments have planters, and benches, improving pedestrian conditions according to the PEQI scoring. However, the adjacent intersections are shown in “Poor” conditions, due to the lack of pedestrian signs, high-visibility crossings, and ADA compliant curb ramps. In addition, the adjacent trees along the street have caused uplift on the sidewalks resulting in trip hazards.

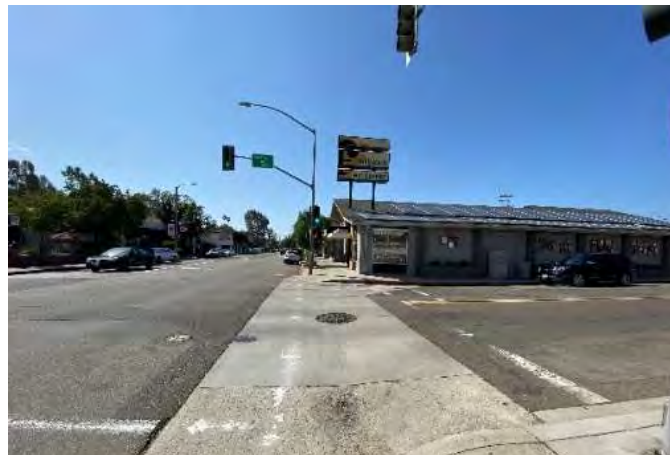


Figure 6: Example of an intersection (Main Ave at Alvarado St) that may

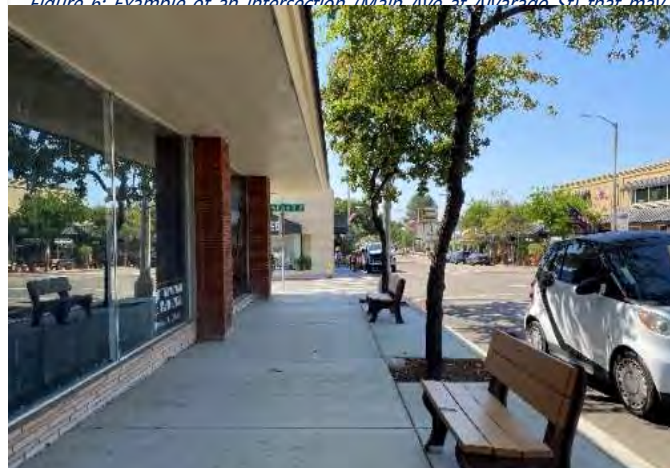


Figure 7: Example sidewalk along a roadway segment (east side of Main Ave north of Hawthorne St) with “reasonable pedestrian condition”

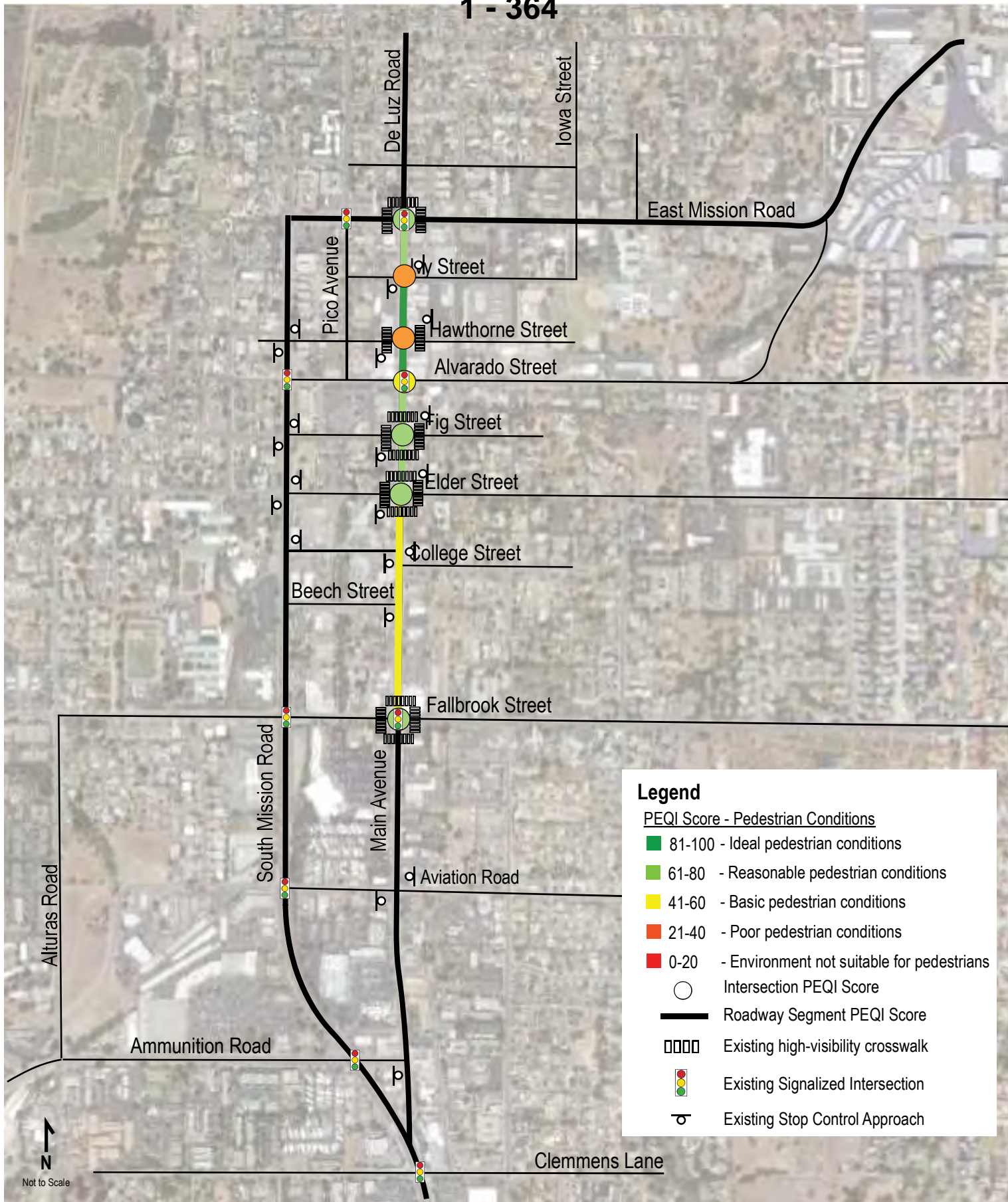
TABLE 2 – EXISTING CONDITIONS PEQI ROADWAY SEGMENT ANALYSIS

Street Name	Cross Street 1	Cross Street 2	Side of Street	Total PEQI Score	Pedestrian Conditions
Main Avenue	East Mission Road	Ivy Street	East	63	Reasonable Pedestrian Conditions
			West	62	Reasonable Pedestrian Conditions
	Ivy Street	Alvarado Street	East	71	Reasonable Pedestrian Conditions
			West	70	Reasonable Pedestrian Conditions
	Alvarado Street	Elder Street	East	71	Reasonable Pedestrian Conditions
			West	71	Reasonable Pedestrian Conditions
	Elder Street	Fallbrook Street	East	44	Basic Pedestrian Conditions
			West	44	Basic Pedestrian Conditions

TABLE 3 – EXISTING CONDITIONS PEQI INTERSECTION ANALYSIS

Street Name 1	Street Name 2	Total PEQI Score	Pedestrian Conditions
Main Avenue	East Mission Road	65	Reasonable Pedestrian Conditions
	Ivy Street	26	Poor Pedestrian Conditions
	Hawthorne Street	26	Poor Pedestrian Conditions
	Alvarado Street	55	Basic Pedestrian Conditions
	Fig Street	61	Reasonable Pedestrian Conditions
	Elder Street	78	Reasonable Pedestrian Conditions
	Fallbrook Street	68	Reasonable Pedestrian Conditions

1 - 364



3.2.2 Pedestrian Gap Analysis

As part of the County's Active Transportation Plan (ATP) (dated October 2018), a Pedestrian Gap Analysis (PGA) was conducted to evaluate the pedestrian facilities on over 700 miles of public maintained roadways throughout the unincorporated County. The segments that were evaluated were located within a quarter mile of an attractor (school, park, library, community center, etc.). The PGA analysis was included as Appendix D of the ATP report and was completed in 2016.

As shown in **Table 4**, the PGA is based on a point system (the lower the points the better score) which is used as a ranking system for comparison purposes of the relative need for pedestrian improvements. Within the Fallbrook Community the weighted scale is based out of 2,742 points. As outlined in the ATP Methodology, the PGA criteria used to rank the segments include:

- Condition of sidewalk/pathway and associated characteristics (obstructions, slope, grade, curb ramps, etc.)
- 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
- Proximity to schools

The total points of individual street segments provide a comparison ranking utilizing weight allocation based on the six ranking factors stated above. Each street segment PGA Ranking is displayed on the following color-coding point brackets. As outlined in the County's ATP, the more points allocated to a facility, the higher its potential priority for maintenance and improvement.

TABLE 4 – COUNTY OF SAN DIEGO ATP PGA RANKINGS

Color Code	PGA Point Range	
	Very Good	163-676
	Good	677-1169
	Average	1170-1556
	Poor	1557-1908
	Very Poor	1909-2742

The results of the PGA analysis for the Fallbrook Town Center are shown in **Exhibit 6**.

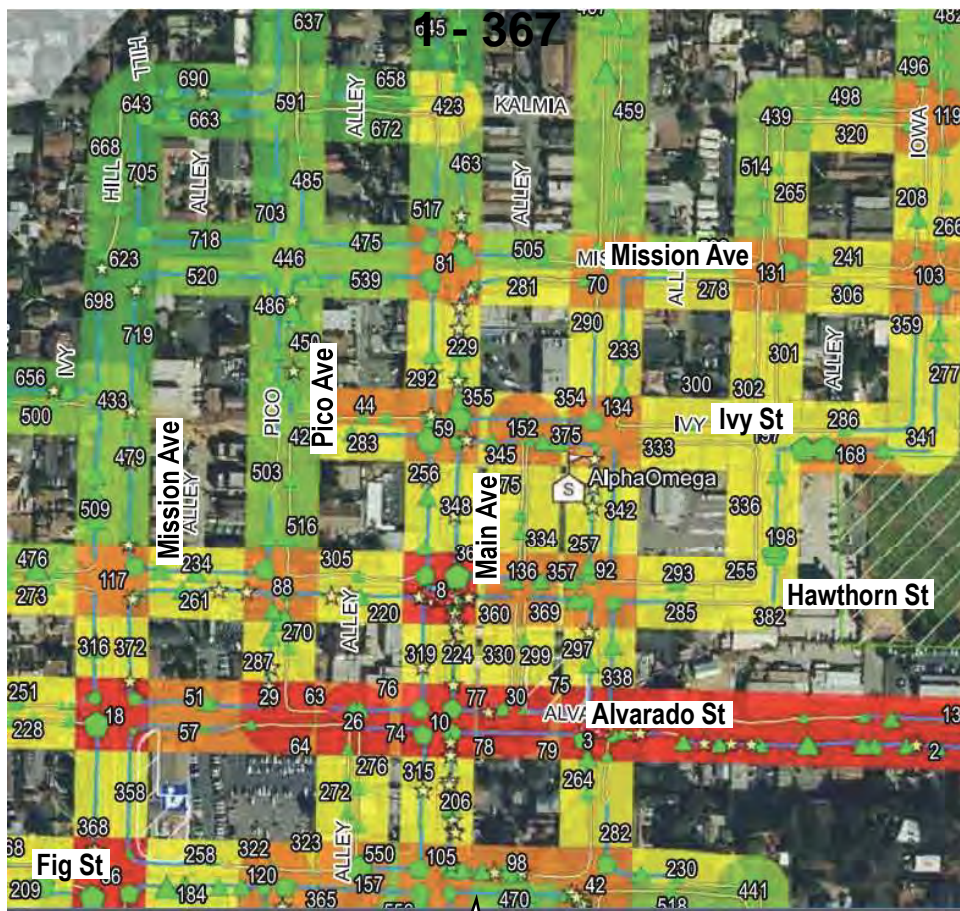
While some neighborhoods, primarily in the northeast area of the Village along South Mission Road and Pico Avenue, are identified as “very good”, the majority of the sidewalks along Main Avenue south of East Mission Road within the Town Center are considered “average”. The intersection of Main Avenue and Hawthorne Street as well as the segment of Alvarado Street east of Pico Avenue were identified as “very poor” with the highest scores.

Excerpts of the County's PGA analysis for the entire Fallbrook Community are contained in **Appendix C**.

The PGA system documents the conditions of sidewalks/pathways and the overall distance from local attractors (such as schools, parks, libraries, and commercial centers). A “very good” PGA ranking indicates that there are little to no pedestrian gaps and sidewalks/pathways are available, in good condition, and compliant with ADA requirements. A “very poor” PGA ranking indicates that there is no sidewalk or

pedestrian facility and a lack of pedestrian accessibility. When an existing pedestrian facility is ranked as “poor” and “very poor”, the facility should be further evaluated to address the gaps. The main priority of the PGA system is to prioritize the need for pedestrian improvements.

In comparison, the PEQI is a qualitative pedestrian survey of the street that assesses the overall quality of the walking environment along roadway segments and at intersections. When the PEQI score for a roadway segment or intersection results in “not suitable for pedestrians”, the PGA rank typically aligns with a ranking of “poor” or “very poor”.



Total Points	Driveway Points	Point of Interest
# = Segment ID, See table for scores	10 - 18	Sidewalk
163 - 676	19 - 28	No Sidewalk
677 - 1169	29 - 52	Ped Related Collision
1170 - 1556	53 - 88	Library
1557 - 1908	Curb Points	School
1909 - 2742	0 - 18	Attractor Land Use
	19 - 56	Parks
	57 - 94	
	95 - 130	

Source: San Diego County ATP (2018)

↑
N
Not to Scale

4 EXISTING BICYCLE CONDITIONS

Classification of bikeway facilities fall into one of the following categories as shown in **Figure 8**:

- **Class I – Multi-Use Bike Path:** Bike paths provide a completely separate off-road right of way for exclusive use of people walking and biking.
- **Class II – Bike Lane:** Bike lanes are defined by pavement striping and signage and effectively dedicate a portion of the roadway right-of-way for exclusive bicycle travel.
- **Class III – Shared Bike Route (aka “Sharrow”):** Bike routes are a shared use with vehicular traffic within a travel lane and used in conjunction with pavement striping and signage.
- **Class IV – Cycle Track:** Protected bike lanes (bikeway) provide space adjacent to the roadway that is exclusively for bicyclists and physically separated from vehicular travel lanes, parking and sidewalks.



Figure 8: Bicycle Facility Classifications

EXISTING BICYCLE FACILITIES

Currently, there are limited bicycle facilities located within the Fallbrook Community. Class II Bike Lanes currently exist along portions of Mission Road, Fallbrook Street, and Ammunition Road; however, there is no connectivity between each other or a larger network. It should be noted that there are no existing bicycle facilities in the Town Center along Main Avenue or any adjacent side streets. While future facilities are planned on select side streets, nothing is planned or proposed on Main Avenue.



Figure 9: Existing Class II bike lane on East Mission Road east of Brandon Road

Exhibit 7 displays the existing bicycle facilities within the Fallbrook Village Sub-Area as well as the future facilities according to the 2018 Active Transportation Plan.

The County of San Diego's *Active Transportation Plan (ATP)* proposes approximately 75 miles of dedicated bicycle facilities in the greater Fallbrook Community which includes 1.2 miles of Class I Shared-Use Paths, 54 miles of Class II Bike Lanes, and 19.25 miles of Class IV Separated Bike Lanes. **Exhibit 7** shows the planned bicycle lanes according to the SANDAG regional bike map. It should be noted these do not include Type III shared bicycle facilities.

These future bicycle lanes could address the existing bicycle gaps and increase connectivity within the community.. **Chapter 6** of this report discuss planned future bicycle improvements.



- Planned Future Class IV Bike Way
 - - - Existing Class II Bike Lane
 - - - Existing Class III "Sharrows"
- Source: MIG

Note: All existing bicycle facilities to be improved to Class IV Bike Way per SDC ATP

4.1 BICYCLE ASSESSMENT

4.1.1 Bicycle Assessment Methodology

Existing bicycle facilities were assessed using a Level of Traffic Stress (LTS) analysis consistent with the methodology for assessing bicycle facilities that is outlined in the County's ATP. LTS is a qualitative measure that assesses a bicyclist's level of discomfort or stress based on the quality of the bicycling environment and provided facilities. LTS scores range from LTS 1 (most comfortable, least stressful) to LTS 4 (least comfortable, most stressful).



LTS 1 Typical Users

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 Typical Users

LTS 2 – Represents a fairly comfortable and low-stress bicycling environment. LTS 2 is the level that is comfortable for the mainstream adult population.



LTS 3 Typical Users

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 Typical User

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 LTS analysis traditionally takes into account existing facilities—such as bike lanes, bike paths, bike routes, and any provided separation from vehicles—that are constructed. In general, roads with dedicated space for people biking are considered to be less stressful.

The LTS analysis can also be used to forecast the level of stress of future or proposed facilities if planned roadway characteristics are known. Several factors of data are needed to assess existing and planned improvements. The data used for this assessment was found using in-person site observation and Google

Earth analysis. The data used included 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.

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.¹ In the paper, the provided thresholds were used to analyze the road network in urban San Jose. The Mobility Assessment thresholds were modified to account for the data available and the community characteristics of Fallbrook.

Table 5 summarizes the LTS criteria for roadways that allow bicyclists to mix with traffic. Bicyclists mix with traffic both when a bicycle facility is not provided and when a Class III bike route is provided. A Class III bicycle facility requires bicyclists to claim the vehicular lane and requires a high level of bicycling confidence. As shown, a roadway with a speed of 20 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 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

Adapted for the City of Imperial Beach from Maaza C. Mekuria, Peter G. Furth, and Hilary Nixon, 2012, <http://transweb.sjsu.edu/PDFs/research/1005-low-stress-bicycling-network-connectivity.pdf>.

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

For Class I (bike path) and Class II (bike lane) facilities, the LTS criteria are different and assume that cycling along a separated bicycle facility is less stressful than riding in mixed traffic. The criteria yielding the highest LTS were applied for each roadway. **Table 6** summarizes the criteria for roadways with a Class I or Class II bike facility.

TABLE 6 - 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/striped median)	More than 2, or 2 without a raised/striped 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

Adapted for the City of Imperial Beach from Maaza C. Mekuria, Peter G. Furth, and Hilary Nixon, 2012, <http://transweb.sjsu.edu/PDFs/research/1005-low-stress-bicycling-network-connectivity.pdf>.

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

¹ Maaza C. Mekuria, Peter G. Furth, and Hilary Nixon, *Low-Stress Bicycling and Network Connectivity* (San Jose, CA: Mineta Transportation Institute, 2012), <http://transweb.sjsu.edu/PDFs/research/1005-low-stress-bicycling-network-connectivity.pdf>.

4.1.2 LTS Analysis

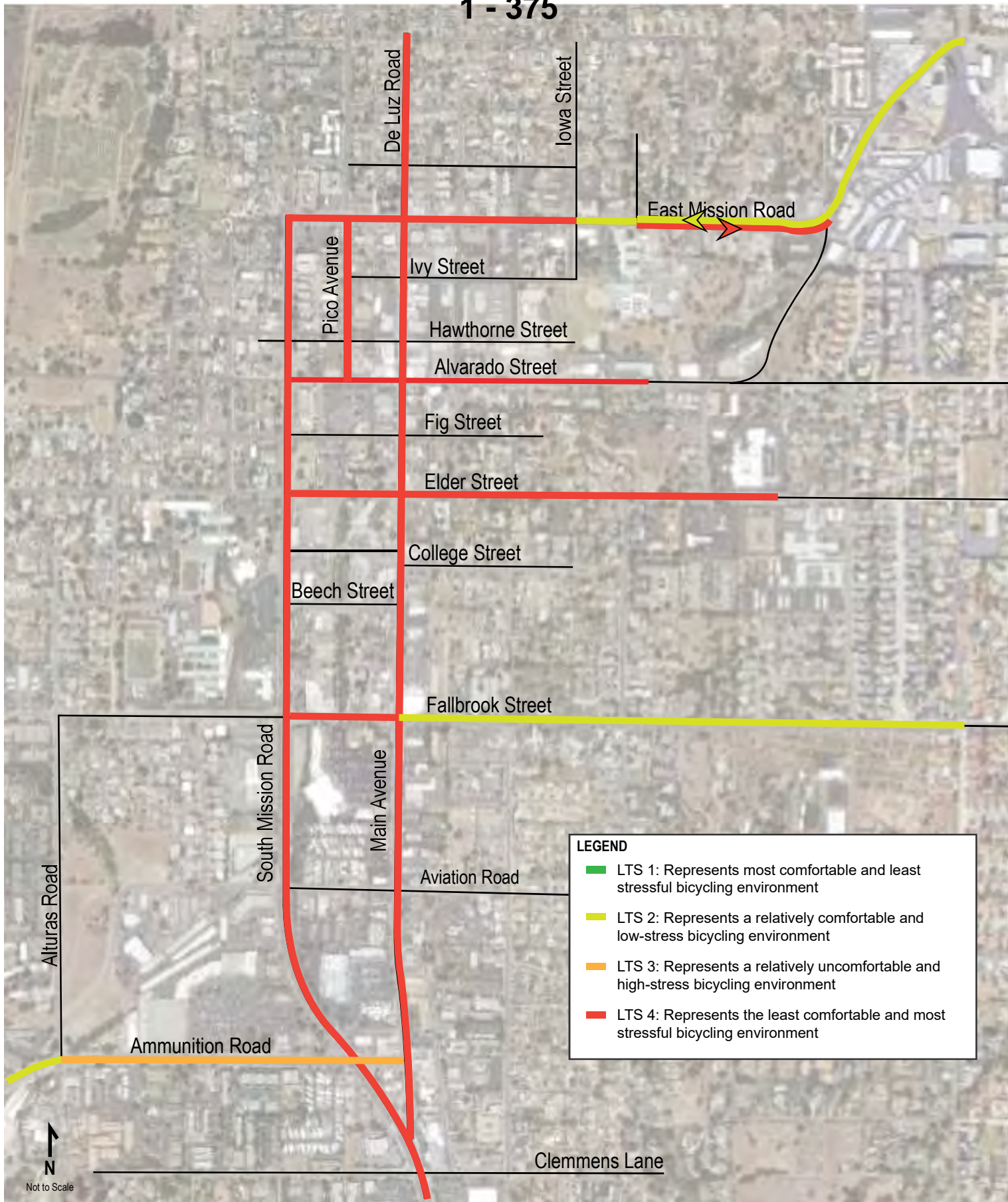
Table 7 and **Exhibit 8** shows the results of the LTS analysis conducted for the existing conditions throughout the Fallbrook Village Sub-Area. While the LTS analysis includes bicycle facilities outside of the Town Center, it is important to consider the connectivity of the entire roadway network with the community.

The lack of dedicated existing bicycle facilities results in a high level of bicycle stress (LTS 4), which indicates that the most confident bicyclists (categorized as “Strong and Fearless”) would likely ride on the roadway than those with less capabilities and confidence. The addition of dedicated facilities and the incorporation of traffic calming features would improve the bicycling environment in the Fallbrook Village Sub-Area.

TABLE 7 – EXISTING CONDITIONS BICYCLE LTS ANALYSIS

Street Name	Cross Street 1	Cross Street 2	Direction	Presence of Bicycle Facility	Number of Travel Lanes	Observed Speed	Total LTS Score	Suitable for
Mission Road	Clemmens Lane	Ammunition Road	SB	None	2	35+ mph	4	Strong and Fearless Bicyclists
			NB		2	35+ mph		
	Ammunition Road	W. Mission Road	SB	None	2	35+ mph	4	Strong and Fearless Bicyclists
			NB		2	35+ mph		
	Hill Avenue	Main Avenue	East	None	1	35+ mph	4	Strong and Fearless Bicyclists
			West					
	Main Avenue	Iowa Street	East	None	1	35+ mph	4	Strong and Fearless Bicyclists
			West					
	Iowa Street	Olive Avenue	East	Class II Bike Lane	1	35+ mph	2	Interested but concerned
			West					
	Olive Avenue	Catalpa Lane	East	Class III - Shared	1	35+ mph	4	Strong and Fearless Bicyclists
			West	Class II Bike Lane			2	Interested but concerned
	Catalpa Lane	Santa Margarita Drive	East	Class II Bike Lane	1	35+ mph	2	Interested but concerned
			West					
North Pico Avenue	Alvarado Street	Mission Road	SB	None	1	Up to 25 mph	4	Strong and Fearless Bicyclists
			NB		1	Up to 25 mph		
De Luz Road	Kalmia Street	Dougherty Street	SB	None	1	30 mph	4	Strong and Fearless Bicyclists
			NB					
Main Avenue	Mission Road	Elder Street	SB	None	1	30 mph	4	Strong and Fearless Bicyclists
			NB					
	Elder Street	Ivy Street	SB	None	1	30 mph	4	Strong and Fearless Bicyclists
			NB					
	Ivy Street	Mission Road	SB	None	1	30 mph	4	Strong and Fearless Bicyclists
			NB					
Ammunition Road	La Galiana Cortez Apts	Alturas Street	East	Class II Bike Lane	1	35+ mph	2	Interested but concerned
			West					
	Alturas Street	Main Avenue	East	Class II Bike Lane	2	35+ mph	3	Enthusied + Confident
			West					
Fallbrook Street	Mission Road	Main Avenue	East	Class III Bike Route	1	35+ mph	4	Strong and Fearless Bicyclists
			West					
	Main Avenue	Morro Road	East	Class II Bike Lane	1	35+ mph	2	Interested but concerned
			West					
Elder Street	Mission Road	Morro Road	East	None	1	Up to 25 mph	4	Strong and Fearless Bicyclists
			West					
Alvarado Street	Mission Road	Morro Road	East	None	1	30 mph	4	Strong and Fearless Bicyclists
			West					

1 - 375



5 EXISTING TRANSIT CONDITIONS

5.1 EXISTING TRANSIT FACILITIES

North County Transit District (NCTD) operates the local bus service within the Fallbrook Community. NCTD's BREEZE Route 306 travels along Mission Road and loops back down Main Avenue as shown in **Figure 10** connecting Fallbrook, Bonsall, and Vista. The route travels to and from the Vista Transit Center which provides local connections to seven other BREEZE routes as well as the SPRINTER light rail line.

Service is provided Monday through Friday, weekends, and holidays. According to the NCTD website. The average headway (time interval between arrivals) is approximately 30 minutes from 5:20 AM to 9:50 PM on an average weekday to and from the Vista Transit Center. During the weekend, service is provided from 5:50 AM to 8:50 PM with an average headway of one hour.

Within the Fallbrook Village Sub-Area, there are 13 bus stops along Mission Road, Main Avenue, and Alvarado Street. The existing quality for each bus stop was evaluated based on the presence of the following amenities which are summarized in **Table 8** and **Exhibit 9**:

- | | |
|---------------------|---------------------|
| ▪ Shelters | ▪ Maps/Wayfinding |
| ▪ Benches | ▪ Lighting |
| ▪ Trash Receptacles | ▪ ADA |
| ▪ Bus Stop Signage | ▪ Compliancy/Access |

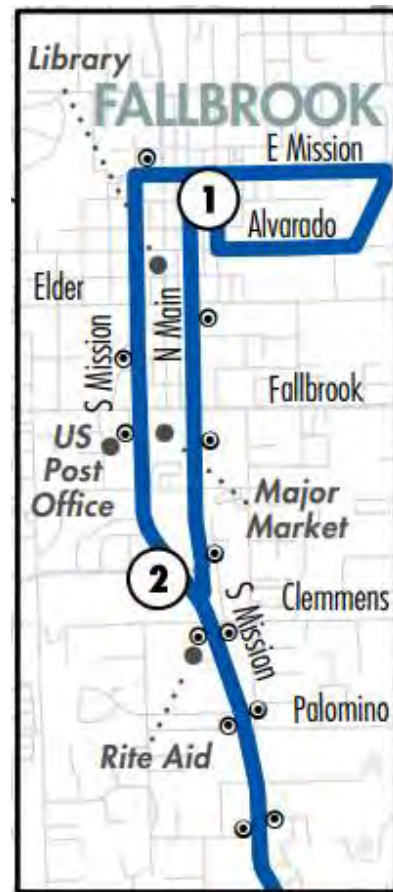


Figure 10: NCTD Route 306

All amenities noted above would ideally be implemented at all transit stops. The County of San Diego's General Plan includes a public transit goal and policies and is 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.²

Through collaboration with NCTD, there have been six bus stop locations identified for future improvements including five relocated stops and one new stop at the north-east corner of Main Avenue and Alvarado Street. Refer to Chapter 8 for additional discussion on future transit stops. Any improvements associated with the streetscape improvements would improve pedestrian and bicycle access to transit stops.

² San Diego County General Plan, Chapter 4: Mobility Element, Page 4-23, Goals M-8.1 through M-8.8

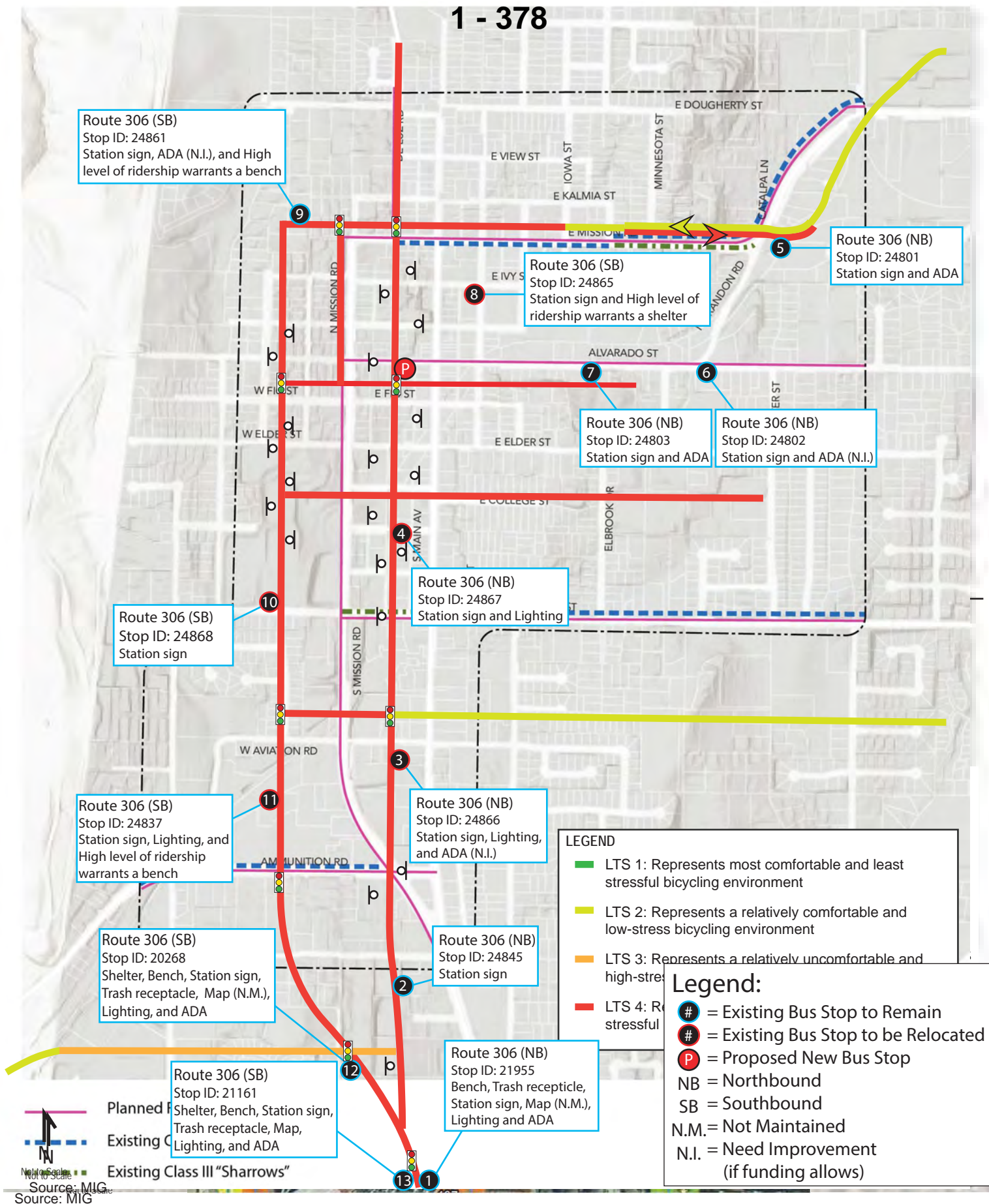
TABLE 8 - ROUTE 306 TRANSIT AMENITIES SUMMARY

Bus Stop (direction)	Stop ID	Proposed Relocation	Available Amenities						
			Shelter	Bench	Trash Receptacle	Sign	Map	Lighting	ADA Compliant?
1 S Mission Rd & Clemmens Ln (NB)	21955			✓	✓	✓	*	✓	✓
2 S Main Av & Ammunition Rd (NB)	24845					✓			No
3 Main Av & Fallbrook St (NB)	24866	✓				✓		✓	**
4 S Main Av & Elder St (NB)	24867	✓				✓		✓	No
5 Mission Rd & Brandon Rd (NB)	24801					✓			✓
6 Alvarado St & Brandon Rd (NB)	24802					✓			**
7 Alvarado St & 388 (NB)	24803					✓			✓
8 Ivy St & Vine St (NB – terminus, SB)	24865	✓	High level of ridership warrants a shelter			✓			No
9 Mission Rd & Hill Av (SB)	24861			High level of ridership warrants a bench		✓			**
10 S Mission Rd & Beech St (SB)	24868	✓				✓			No
11 S Mission Rd & Fallbrook St (SB)	24837	✓		High level of ridership warrants a bench		✓		✓	No
12 S Mission Rd & Ammunition Rd (SB)	20268		✓	✓	✓	✓	*	✓	✓
13 S Mission Rd & Clemmens Ln (SB)	21161		✓	✓	✓	✓	✓	✓	✓

Note: Bus Stop locations are illustrated in **Figure 10** and illustrated northbound, counterclockwise

* Facilities exist but has indications of damage/disrepair.

** Upon preliminary review, these stops are boardable for riders with mobility devices, but they are not to the highest standard of ADA compliance. ADA infrastructure should be improved, if funding allows. NCTD is preparing a formal analysis of ADA compliance.



6 PLANNED FUTURE IMPROVEMENTS

As outlined in the County of San Diego's 2018, Active Transportation Plan (ATP), communities should strive to create a built environment to improve safety by reduce auto collisions with cyclists and pedestrians, increase accessibility and connectivity, and improve public health by encouraging walking and biking while maintaining the character of each community.

The following section outlines planned future sidewalk and bicycle improvements to serve the estimated 6,150 total daily bicycle and walking trips within the Fallbrook Community (ATP, Table 4-6) anticipated by Year 2050 and will help to address the existing gaps in connectivity within the community.

6.1 COUNTY OF SAN DIEGO ACTIVE TRANSPORTATION PLAN (ATP)

"Active transportation" is a term used to describe any non-motorized form of travel, including biking, walking, horseback riding, etc. The County of San Diego's *Active Transportation Plan* (October 2018) or *ATP* is a plan that balances environmental, economic, and community interests and 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.

The *ATP* includes recommendations to construct approximately 75 miles of dedicated bicycle facilities within the overall Fallbrook Community Planning Area. This includes 1.2 miles of Class I bike lanes, 54 miles of Class II facilities, and 19.25 miles of Class IV facilities. Refer to [Appendix C](#) for excerpts from the *ATP*.

The *ATP* recommends the following bicycle facilities within the Village Sub-Area:

- South/East Mission Road – Class IV Cycle Track
- Alvarado Street – Class IV Cycle Track
- Fallbrook Street – Class IV Cycle Track

If determined to be safe and feasible after further study, these improvements would improve the bicycle connectivity within the Fallbrook Community and help to address the existing deficiencies.

6.2 County of San Diego Capital Improvement Projects

The County's Department of Public Works (DPW) is responsible for (but not limited to) County maintained roadways, traffic engineering, and the engineering and construction management for public works related infrastructure. DPW has published the 5 Year Capital Improvement Plan (CIP) for Fiscal Years 2021/22 to 2025/26 which consists of improvements to roads & bridges, airports, flood control & wastewater facilities, and other public infrastructure facilities operated by the County. The CIP is a comprehensive program for improving infrastructure within the unincorporated areas of San Diego County, including the Fallbrook Community.

There are eight near-term improvements identified in the CIP within the greater Village Sub-Area and an additional seven improvements identified in the greater Fallbrook Community for a total of 15 planned improvement projects.

Future improvements within the greater Village Sub-Area identified in the CIP are listed below. It should be noted that the sidewalk improvements on Aviation Street were completed in Fall 2021. Detailed excerpts are included in [Appendix E](#).

- Fallbrook Street / Old Stage - New Traffic Signal
- S. Mission Road / Clemmens Lane – Pedestrian Enhancements
 - Install ped. countdown signal head, pushbuttons, upgrade curb ramps & crosswalks
- S. Mission Road / Alvarado Street – Pedestrian Enhancements
 - Install ped. countdown signal head, pushbuttons, upgrade curb ramps & crosswalks
- East Alvarado Street - South Vine Street to Brandon St (approximately 500 feet)
 - Construct new sidewalks, ADA enhancements
- Ammunition Road – Alturas Road to S. Mission Road (approximately 230 feet)
 - Construct new sidewalks, ADA enhancements
- West Alvarado Street – Mission Road to Main Avenue (approximately 450 feet)
 - Construct new sidewalks
- West Aviation Street – Mission Road to Main Avenue (approximately 600 feet)
 - Construct new sidewalks
 - **Completed Fall 2021**
- Elder Street – Mission Road to Pico Avenue (approximately 700 feet)
 - Construct new sidewalks

The future improvements identified above as outlined in the CIP will help to improve the pedestrian connectivity and access throughout the Fallbrook Village Sub-Area. However, these do not address the existing sidewalk deficiencies identified along Main Avenue.

7 POTENTIAL STREETSCAPE TREATMENTS

The following pages provide descriptions and examples of various transportation related concept elements that could be incorporated into the streetscape improvements to improve access and mobility for users of modes and abilities. These elements include:

- Curb Extensions (Bulb-Outs)
- Marked Crosswalks
- Rectangular Rapid Flashing Beacons (RRFB)
- Controlled Pedestrian Crosswalks
- Raised Medians
- Sidewalks
- Bike Lanes
- Intersection Control Options

These treatments are a sample of potential improvements options as outlined in Appendix B: Active Transportation Plan Toolbox of the County's ATP. While these treatments are provided as potential options for streetscape improvements, they may not be feasible or desirable in the Town Center.

7.1 CURB EXTENSIONS (BULB-OUTS)

A curb extension, also known as a bulb-out, is a traffic calming measure that widens the sidewalk for a short distance and extends the curb space at the corners of an intersection in order to reduce the crossing distance for pedestrians. Curb extensions may be constructed at intersection corners or mid-block crosswalks. See **Figure 11**.

Curb extensions increase visibility for pedestrians and drivers by bringing the pedestrian closer to the edge of the travel-way at a marked crossing. This reduces the pedestrian crossing distance which reduces the time pedestrians are in the street. Curb extensions also provide visual friction which can result in more cautious driving and can result in slower vehicle speeds.

Road classification, lane width, road width, sidewalks, curb radii, truck turning radii and on-street parking should all be considered when designing curb extensions. Appropriate signage for vehicles, bicyclists, and pedestrians should be provided at all potential conflict points. Placement of street furniture and landscaping on curb extensions should ensure that sight lines are not obstructed and properly maintained.

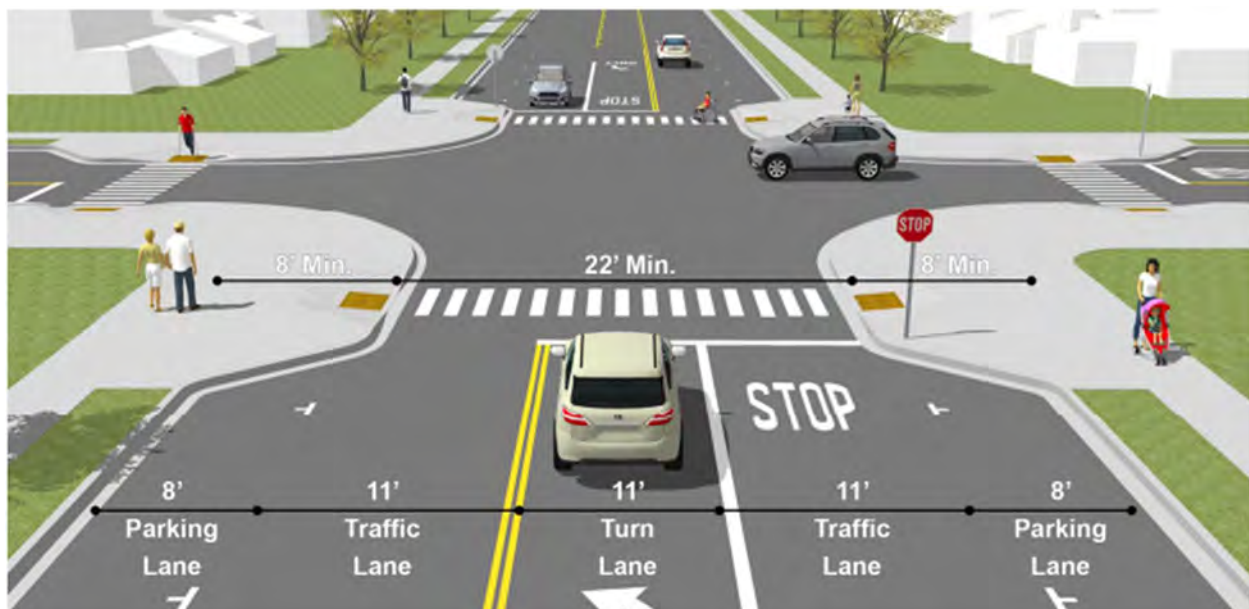


Figure 11: Typical Cross Section with Curb Extensions (Source: SDC ATP: Appendix B – ATP Toolbox)

7.2 MARKED CROSSWALKS

Marked crosswalks indicate a preferred location for pedestrians to cross a roadway, and alert motorists and cyclists to anticipate pedestrians. Marked crosswalks are complemented by curb ramps and ADA access signage with improved visibility of the crossing. At signalized intersections, pedestrian countdown signal heads help inform pedestrians of how much time they have left to cross. Marked crosswalks at locations other than signalized intersections should be coupled with either a pedestrian signal/high intensity activated crosswalk (HAWK) or a Rectangular Rapid Flashing Beacon (RRFB).



Figure 12: High Visibility Continental Crosswalk and Basic Crosswalk with Decorative Paving at Main Avenue and Hawthorn Street

The *California Manual on Traffic Control Devices (CA MUTCD)* identifies three types of crosswalks as appropriate for marked pedestrian crossings: ladder, diagonal, and continental (see [Figure 4](#)). Diagonal and continental are considered high visibility crosswalk markings per the *CA MUTCD*. To improve the visibility of the existing marked crossings and for all new marked crossing installations, continental crosswalks are preferred over standard parallel crosswalks.

Some crossing locations include pedestrian refuge islands to shorten a pedestrian's crossing distance and provide pedestrians a refuge. Typical crosswalks are striped with white paint.

In school zones yellow paint should be used to mark the crossings. Pedestrian crosswalks are typically 10 feet in width with white or yellow markings. However, design and installation of marked crosswalks should comply with the County of San Diego Roadway Standards and California Manual on Uniform Traffic Control Devices standards. Crosswalks should remain visible and may require ongoing maintenance to minimize fading.

7.3 RECTANGULAR RAPID FLASHING BEACONS

Rectangular Rapid Flashing Beacons (RRFB's) are pedestrian activated enhancements used to improved visibility and increase driver awareness at uncontrolled marked crossings. The device includes two rectangular shaped yellow indications with LED light's that flash when activated by either a pedestrian, or passively through detection. RRFB's may be powered by a standalone solar panel unit, or hard-wired to a nearby power source.

RRFB's improve pedestrian safety and increase motorist yielding at crosswalks at a lower cost compared to pedestrian signals.



Figure 13: Activated RRFB on two-lane roadway (City of Lincoln, NE)

7.4 CONTROLLED PEDESTRIAN CROSSINGS

Controlled Pedestrian Crossings, such as a High-Intensity Activated Crosswalk (HAWK) Signal, or a Pedestrian Signal, are used to warn and control vehicle traffic at a marked crosswalk. Controlled Pedestrian Crossings are typically located mid-block or at an intersection where a traffic signal is not warranted for vehicular traffic. Unlike RRFB's, controlled crossings provide a clear indication for the assignment of right of way at the marked crosswalk and vehicles are required to stop at these controlled crossings when activated by a pedestrian.

Both the driver and the pedestrian or bike are provided a clear indication of when to stop or wait and when to proceed. The signal or HAWK is activated by the pedestrian using a push-button and pedestrians must wait for the WALK sign to proceed. During that time, autos are provided a RED light and are required to stop. If the signal is not activated by a pedestrian, motorists are permitted to drive through the crosswalk but are cautioned to slow down and look for the presence of nearby pedestrians.



Figure 14: Example of pedestrian signal



Figure 15: Example of HAWK signal at controlled crosswalk.

7.5 RAISED MEDIANS

Raised medians are curbed sections that typically occupy the center of the roadway. Raised medians within a roadway such as Main Avenue can be either landscaped or paved.

Continuous raised medians may restrict vehicular access at intersections and driveways. They may be used to concentrate left-turn movements at specific locations and tend to result in an increase of the frequency of U-turns at a signalized intersection or at gaps in the median. However, raised medians can improve safety by providing a physical barrier between opposing directions of traffic thus reducing vehicle conflicts.

Raised medians tend to serve as a place of refuge for pedestrians and bicyclists who cross a street midblock or at intersections. In addition, raised medians allow pedestrians and bicyclists to cross one direction of traffic at a time. In addition, medians with natural landscaping also serve as natural bio-swaes for managing stormwater. While medians are a viable streetscape treatment, they may not be feasible or desirable in the Town Center area.



Figure 16: Example of a raised median

7.6 SIDEWALKS

Sidewalks are primarily used by pedestrians but sometimes used by bicyclists, specifically younger and unexperienced riders. Sidewalks provide pedestrians and bicyclists a connection to parks, schools, restaurants, retail shops, libraries, public transit and other attractions. Sidewalks must meet the minimum ADA requirements and are required to be a minimum five feet wide according to the County of San Diego's Public Road Standards, although six feet wide is preferred.

7.7 BIKE LANES

Bike Paths (Class I) provide a separate right of way for the exclusive use by pedestrians and bicyclists and are generally completely off-road.

Bike lanes (Class II) are defined by pavement striping and signage and effectively dedicate a portion of the roadway right-of-way for exclusive bicycle travel. Bike lanes are one-way facilities typically located on the far-right side of the road adjacent to the curb. Class II bike lanes with a buffer are conventional Class II bike lanes may be paired with a designated buffer space (18 inches to 3 feet) separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane or with high visibility green paint.

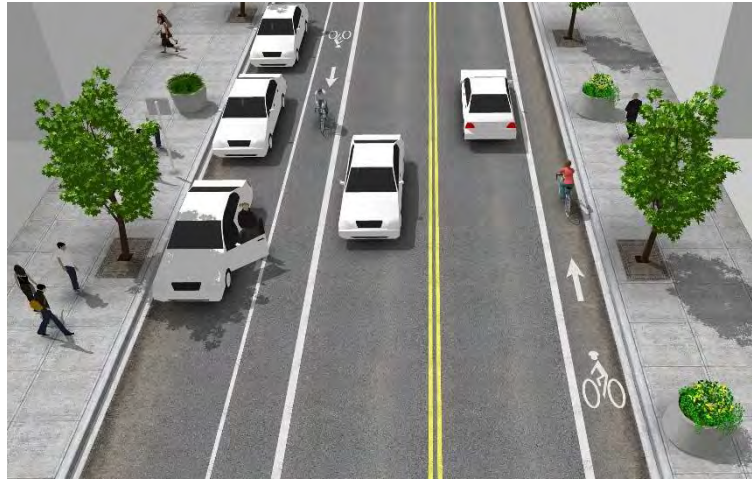


Figure 17: Conventional Class II Bike Lanes. Source: National Association of City Transportation Officials (NACTO).

Shared Bike Routes (Class III), aka "Sharrows", are designated on-street bicycle routes shared with motorized vehicles. Bicyclists travelling along a Class III facility are allowed the entire use of the travel lane.

Cycle Tracks (Class IV) are exclusive bicycle facilities that are physically separated from the vehicular traffic by bollards, planters, or curbs. Cycle tracks can be designed as one-way or two-way depending on the street network.

While Class II bike lanes are preferred over a Class III shared facility, any identified bicycle facility helps to improve the riding environment for riders. As future bicycle facilities are planned and designed, as prescribed in the County's ATP, they should be constructed in compliance with the County Roadway Standards and California Manual on Uniform Traffic Control Devices design standards.

Exhibit 6 shows the future bicycle facilities buildout conditions as outlined in the County ATP. Within the Downton Village, future bicycle facilities are identified on the following segments under buildout conditions:

- South Mission Road (Class III)
- East Mission Road (Class II & Class III)
- Fallbrook Street (Class II & Class III)
- Alvarado (Class II & Class III)

7.8 INTERSECTION CONTROL OPTIONS

Roundabouts, traffic signals, and stop signs are all forms of traffic control devices and are effective at controlling right-of-way through an intersection. Traffic control is not a form of traffic calming; however roundabouts can help reduce traffic speeds through intersections depending upon the size of the roundabout and other design features.

Roundabouts provide the highest degree of safety, when compared to other traffic control options. However, right-of-way and construction costs are typically factors that deter the selection of a roundabout as a viable option. A standard single-lane roundabout is typically 100 feet wide, but may be as narrow as 85 feet. In the Town Center along Main Avenue, which is approximately 50 feet wide (including two, eight-foot parking lanes) building setbacks and limited right of way (among other factors) limit the feasibility of this control option.

Signalized intersections are the most common and most familiar traffic control device. They provide a clear indication of when to stop and when to go as well as when pedestrians should cross the intersection by providing dedicated crossing times. Signal installation hinges upon the ability for traffic volumes and other factors to meet traffic signal warrants as outlined in the CA MUTCD. Intersections with low volume side streets typically have a difficult time meeting signal warrants. While traffic signals would clearly define the right of way for all users, they may not be feasible or desirable in the Town Center due to construction costs, low traffic volumes, and uniformity of intersection control along the corridor.

An all-way stop controlled intersection includes stop signs on all approaches to the intersection. Existing locations along Main Avenue today are minor-street-stop control where the stop signs are only located on the side streets. Under these circumstances vehicles on the major road (approach without stop signs) have the right of way and are free flowing. Pedestrians are required to wait for an adequate gap in traffic before crossing Main Avenue. An all-way stop would require all vehicles to come to a complete stop and clearly defines the right-of-way between motorists and pedestrians. By creating gaps in the traffic flow by requiring vehicles to stop, pedestrians crossing opportunities crossing Main Avenue improve.

Similar to the traffic signal, all-way stop control is subject to warrant analysis and should not be installed as merely a traffic calming device. As outlined in the CA MUTCD Chapter 2B-5, the installation of stop signs should be considered in caution as they may provide a false sense of security for pedestrians as drivers tend to roll through stop signs or fail to stop completely.

Traffic calming features, such as bulb-outs and high visibility crosswalks reduce vehicular speeds through the intersection and increase pedestrian visibility. Applied in conjunction with traffic control, traffic calming can be an effective speed control option along a corridor.

8 FINDINGS AND RECOMMENDATIONS

The focus of this Mobility Analysis is to document existing mobility conditions within the Fallbrook Town Center and identify potential streetscape treatments that improve access and mobility for users of all abilities and all modes. This report summarizes the key elements and analysis in support of the streetscape improvements and opportunity sites identified in the Downtown Fallbrook Visioning Report (December 2020) as well as input received in the Phase 2 Summary, *Community Engagement Report (Appendix A of the Fallbrook Sub Area Plan)*, by MIG under separate cover.

While the Pedestrian Environmental Quality Index (PEQI) analysis showed “reasonable” pedestrian facilities, the assessment focuses mainly on the overall pedestrian environment. The analysis considers things such as seating and landscaping as beneficial, however, these features also obstruct the already narrow sidewalks (approximately 5’) reducing the effective width making pedestrian navigation more difficult.

As part of the County’s Active Transportation Plan, a Pedestrian Gap Analysis (PGA) was conducted to evaluate the pedestrian facilities throughout the County and provide a relative ranking system to identify and prioritize pedestrian improvements. The PGA identified some areas in the northeast area of the study area along South Mission Road and Pico Avenue as “very good”, however the majority of the sidewalks along Main Avenue south of East Mission Road within the Town Center are considered “average”. It should be noted that the results of the PGA analysis generally align with the PEQI analysis.

The Bicycle Level of Traffic Stress showed poor results primarily due to the lack of bicycle facilities in the study area. The bicycle facilities that are provided are limited to Class II facilities on portions of East Mission Road, Ammunition Road, and Fallbrook Street.

The Mobility Analysis found that pedestrian and bicycle facilities within the Fallbrook Village Sub-Area could be improved. If determined to be safe and feasible after further study, the County’s 5-Year Capital Improvement Program (CIP) would address some of these improvements throughout the overall Fallbrook Community, including the Village Sub-Area. Similarly, improvements associated with the proposed Streetscape Plan for Main Avenue should take these into consideration.

The following outlines potential improvements that would benefit and enhance the pedestrian and bicycle quality and comfort within the greater Fallbrook Village Sub-Area as well as the Town Center. Streetscape treatments should be consistent, especially along Main Avenue, to not only bring a sense of cohesiveness to the community but also to establish uniform operations for both autos and pedestrians.

Recommendations

Construct Dedicated Bicycle Facilities

Consistent with the improvements identified in the County of San Diego's ATP (2018) and the Fallbrook Community Plan Mobility Element, the construction of dedicated bicycle facilities throughout the Fallbrook Community will increase connectivity within the community and provide a more comfortable experience for cyclists. Refer to Section 6.1 of this report. Within the Fallbrook Village Sub-Area, this includes Class IV Separated Bikeway/Cycle Track along Mission Road, Alvarado Street, & Fallbrook Street. As discussed previously, no bicycle facilities are planned or proposed on Main Avenue.

Improve ADA Access

The Americans with Disabilities Act (ADA) was passed in 1990, creating a standard for disabled accessibility to public facilities. To meet ADA compliance for pedestrian accessibility, the County of San Diego's Public Road Standards mandates that sidewalks must be a minimum of five feet wide. While the sidewalks within the Town Center meet the bare minimum, other features such as planters, landscaping, and benches reduce the effective width making pedestrian navigation difficult. In addition, the adjacent trees along the street have caused uplift on the sidewalks resulting in trip hazards. While the majority of the sidewalks within Fallbrook were constructed prior to ADA standards, future sidewalk improvements should consider minimum width requirement and bring the sidewalks into ADA compliance.

In addition, all future intersection improvements should be ADA compliant and include the following features:

- Compliant curb ramps per the County's Public Road Standards.
 - Adequate side slopes
 - Adequate pedestrian landing zone
 - Presence of truncated domes
- High Visibility Crosswalks
- 2" Pedestrian Push Buttons
- Pedestrian Countdown Timers (at signalized crossings)

Improve Sidewalk Network & Pedestrian Connectivity

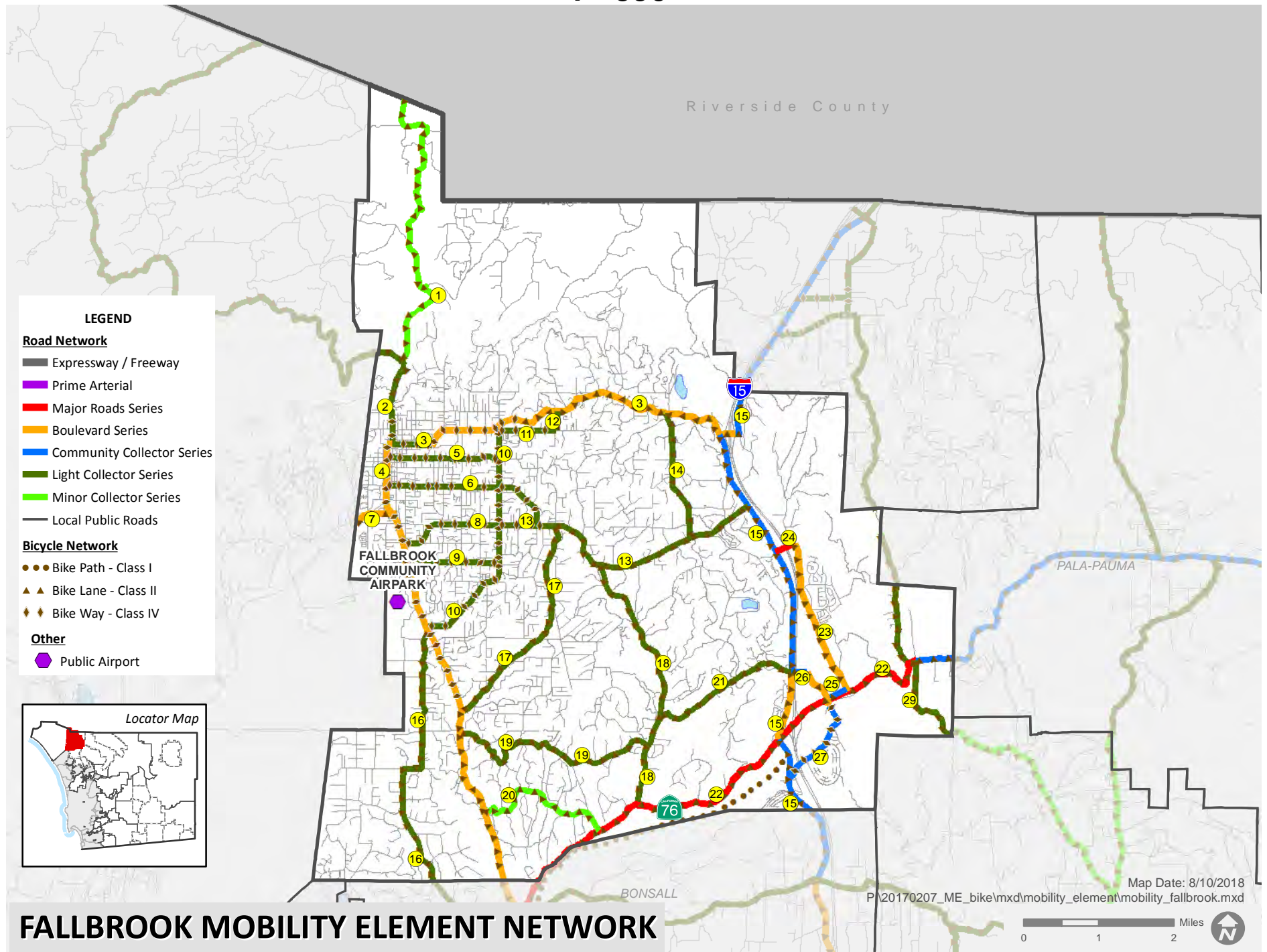
Consistent with the improvements identified in the CIP, sidewalk connectivity should be improved wherever possible to increase pedestrian circulation throughout the Town Center. As sidewalk facilities are improved, the sidewalks should meet Public Road Standards and be ADA compliant.

Improve Pedestrian Crossings

The PEQI analysis identified several intersections as having "poor" pedestrian environments. The construction of curb extensions (bulb-outs) with high visibility crosswalks could improve the quality of pedestrian crossings.

In addition, the marked uncontrolled crosswalks at several locations give pedestrians a false sense of protection within the crosswalk, even though vehicles do not stop. Construction of yield controls such as a rectangular rapid flashing beacon (RRFB) would increase the awareness for drivers as well as increase

Appendix A: Mobility Element Network Map & Matrix



MOBILITY ELEMENT NETWORK APPENDIX

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) <u>Segment</u> : Riverside County line to DeLuz Road	2.3C Minor Collector	None
2	DeLuz Road (SC 10) <u>Segment</u> : Pendleton-DeLuz community boundary to West Mission Road	2.2C Light Collector Intermittent Turn Lanes	Accepted at LOS E <u>Segments</u> : Dougherty Street to Mission Road
3	West / East Mission Road (SF 1305) <u>Segment</u> : 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 <u>Segments</u> : Live Oak Park Road to I-15 southbound ramp Shoulder as Parking Lane Separated Bike Way—South Mission Road to Minnesota Street
4	North / South Mission Road (SF 1305) <u>Segment</u> : West Mission Road to Bonsall CPA boundary	4.2B Boulevard Intermittent Turn Lanes	Shoulder as Parking Lane Separated Bike Way—Mission Road to Alvarado Street
5	Alvarado Street (SC 10) <u>Segment</u> : South Mission Road to Stage Coach Lane	2.2C Light Collector Intermittent Turn Lanes	Shoulder as Parking Lane Separated Bike Way—Mission Road to Brandon Street
6	Fallbrook Street (SF 1416) <u>Segment</u> : 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 Way—Mission Road to Old Stage Coach Lane
7	Ammunition Road (SC 20) <u>Segment</u> : Pendleton-DeLuz boundary to South Main Avenue	4.2B Boulevard Intermittent Turn Lanes	None
8	Palomino Road <u>Segment</u> : 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) <u>Segment</u> : South Mission Road to Stage Coach Lane	2.2E Light Collector	None
10	Stage Coach Lane (SA 40) <u>Segment</u> : 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) <u>Segment</u> : North Stagecoach Lane to Hamilton Lane	2.2E Light Collector	None
12	Hamilton Lane <u>Segment</u> : Guntree Lane to East Mission Road	2.2E Light Collector	None
13	Reche Road (SF 1416) <u>Segment</u> : 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 <u>Segment</u> : East Mission Road to Reche Road	2.2F Light Collector Reduced Shoulder	None

MOBILITY ELEMENT NETWORK APPENDIX

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) <u>Segment:</u> 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 Interstate 15 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 <u>Segment:</u> Rainbow CPA boundary to Stewart Canyon Road and Dulin Road (W) to Pala Road Note: Although the Countywide traffic analysis forecast the Stewart 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) <u>Segment:</u> South Mission Road to Bonsall CPA boundary	2.2F Light Collector Reduced Shoulder	None
17	Green Canyon Road (SA 60.2-SC 71) <u>Segment:</u> Reche Road to S. Mission Road	2.2E Light Collector	None
18	Gird Road (SA 80) <u>Segment:</u> Reche Road to SR-76 / Pala Road	2.2E Light Collector	None
19	Via Encinos / Knottwood Way <u>Segment:</u> S. Mission Road to Gird Road	2.2F Light Collector Reduced Shoulder	None
20	Via Monserate (SC 120) <u>Segment:</u> S. Mission Road to SR-76 / Pala Road	2.3C Minor Collector	None
21	Pala Mesa Drive <u>Segment:</u> 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



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) <u>Segment</u> : 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 <u>Segment</u> : 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 <u>Segment</u> : Old Highway 395 to I-15 southbound ramp
23	Horse Ranch Creek Road <u>Segment</u> : SR-76/Pala Road to Stewart Canyon Road	4.2A Boulevard Raised Median	None
24	Stewart Canyon Road <u>Segment</u> : Old Highway 395 to Horse Ranch Creek Road	4.1B Major Road Intermittent Turn Lanes	None
25	New Road 25 <u>Segment</u> : Pankey Road to Horse Ranch Creek Road	2.1E Community Collector	None
26	Pankey Road (SC 260.2) <u>Segment</u> : Pala Mesa Drive to East Dulin Road	4.2A Boulevard Raised Median	None
27	East Dulin Road (SC 260.2) <u>Segment</u> : Old Highway 395 to Pankey Road	2.1E Community Collector	None
28	Rice Canyon Road (SC 170) <u>Segment</u> : Rainbow CPA boundary to SR-76	2.2F Light Collector Reduced Shoulder	None
29	Couser Canyon Road (SC 240) <u>Segment</u> : 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

Appendix B: PEQI Analysis

Pedestrian Environmental Quality Index (PEQI) - Existing Intersections

Item #				1	2	3a	3b	4	5	6	7a	7b	7c		8	9	10			
Item name	Int ID	Street name 1	Street name 2	Crosswalks	ladder xwalks	ped signal countdn	ped signal no countdn	stop signs	no turn on red	curb cuts	traffic signal	crossing time	crossing distance-ft	weighted crossing speed	crosswalk scramble	TCFs - code	add'l ped signs	Sum	Final Score	
	A	Main Ave	E Mission Rd	4	3	4	0	0	0	4	1	-	75	-	0	1	0	Singlized		
				21	20	21	5	8	5	19			20		5	15	7	138	65	
	B	Main Ave	Ivy St	4	2	0	0	2	0	4	0				0	1	0	2 Way Stop		
				21	16	5	5		5	19					5	15	7	78	26	
	C	Main Ave	Hawthorne St	4	2	0	0	2	0	4	0				0	1	0	2 Way Stop		
				21	16	5	5		5	19					5	15	7	78	26	
	D	Main Ave	Alvarado St	4	0	4	0	0	0	4	1		50		0	1	0	Signalized		
				21	8	21	5		5	19			20		5	15	7	126	55	
	E	Main Ave	Fig St	4	4	0	0	2	0	4	0				0	0	0	2 Way Stop		
				21	24	5	5	16	5	19					5	9	7	112	61	
	F	Main Ave	Elder St	4	4	0	0	2	0	4	0				0	1	1	2 Way Stop		
				21	24	5	5	16	5	19					5	15	17	128	78	
	G	Main Ave	Fallbrook St	4	4	4	0	0	0	4	1		64		0	1	0	Signalized		
				21	24	21	5	8	5	19			20		5	15	7	142	68	
	H	Main Ave	Aviation Rd	2	2	0	0	2	0	2	0				0	0	0	2 Way Stop		
				15	16	5	5	16	5	11					5	9	7	90	39	
	I	Main Ave	S Mission Rd	0	0	0	0	1	0	2	0				0	0	0	1 Stop Sign		
				8	8	5	5	11	5	11					5	9	7	65	13	

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Imperial Beach Blvd Enhancement Project

Pedestrian Environmental Quality Index (PEQI) - Proposed Intersections

Item #				1	2	3a	3b	4	5	6	7a	7b	7c		8	9	10		
Item name	Int ID	Street name 1	Street name 2	Crosswalks	ladder xwalks	ped signal countdn	ped signal no countdn	stop signs	no turn on red	curb cuts	traffic signal	crossing time	crossing distance-ft	weighted crossing speed	crosswalk scramble	TCFs - code	add'l ped signs	Sum	Final Score
	A	9th Street	Calla Avenue	0	0	0	0	4	0	4	0				0	1	0	4 way stop	
				8	8	5	5	24	5	19					5	15	7	105	54
	B	9th Street	Palm Avenue	4	4	4	0	0	0	4+	1	33	119	3.61	0	2	1	Signalized	
				21	24	21	5	8	5	19				20	5	15	17	152	76
	C	9th Street	Donax Avenue	4	4	0	0	4	0	4	0				0	3	0	4 way stop	
				21	24	5	5	24	5	19					5	17	7	136	86
	D	9th Street	Elm Avenue	4	4	0	0	2	0	4+	0				0	4	1	2 way stop	
				21	24	5	5	16	5	19					5	17	17	130	80
	E	9th Street	Imperial Beach Boulevard	4	4	4	0	0	0	4	1	13	62	4.77	0	4	0	Signalized	
				21	24	21	5	8	5	19				20	5	17	7	144	70

Pedestrian Environmental Quality Index (PEQI) - Existing Roadway Segments

Item #						11	12	13	14	15	16	17	18	19	20	21	22	23					24	25	26	27	28	29	30	31	32				
Item name	Segment ID	Street Name	Cross street 1	Cross street 2	Side of Street	# lanes	two-way traffic	posted speed lim	TCFs Code	width of sidewalk	surface condition	obstruction s--no sidewalk	curb	driveway cuts (#)	trees	planters/ gardens	public seating	buffer-- bike lane	buffer--parallel park no time restrict	buffer--parallel park time restrict	buffer--grassy/ paved margin	buffer-- none	store/ retail use (#)	public art	graffiti	litter	ped-scale lights--private	construct' n	abandoned buildings	vacant lots	bike racks	Distance between controlled xwalks		Sum	Final Score
		Main Ave	Mission Rd	Ivy St	W	1	1	25	0	2	2	3	1	1	3	0	0		1				3+	0	0	0	2	0	0	0	0	855			
						22	10	22	7	13	17	8	17	15	7	4	7		13				19	6	9	10	20	13	13	13	5	18	288	62	
		Main Ave	Mission Rd	Ivy St	E	1	1	25	0	1	2	3	1	2	2	0	0		1				3+	0	0	0	2	0	0	0	0	855			
						22	10	22	7	7	17	8	17	15	11	4	7		13				19	6	9	10	20	13	13	13	5	18	286	61	
		Main Ave	Ivy St	Alvarado St	W	1	1	25	1	1	2	3	1	1	2	1	1		1				3+	0	0	0	2	0	0	0	0	855			
						22	10	22	20	7	17	8	17	15	11	9	13		13				19	6	9	10	20	13	13	13	5	18	310	70	
		Main Ave	Ivy St	Alvarado St	E	1	1	25	1	1	2	3	1	0	2	1	1		1				3+	0	0	0	2	0	0	0	0	855			
						22	10	22	20	7	17	8	17	17	11	9	13		13				19	6	9	10	20	13	13	13	5	18	312	71	
		Main Ave	Alvarado St	Elder St	W	1	1	25	1	2	3	4	1	2	2	1	1		1				3+	0	0	0	2	0	0	0	0	2000			
						22	10	22	20	13	24	15	17	15	11	9	13		13				19	6	9	10	20	13	13	13	5	1	313	71	
		Main Ave	Alvarado St	Elder St	E	1	1	25	1	2	3	4	1	2	2	1	1		1				3+	0	0	0	2	0	0	0	0	2000			
						22	10	22	20	13	24	15	17	15	11	9	13		13				19	6	9	10	20	13	13	13	5	1	313	71	
		Main Ave	Elder St	Fallbrook St	W	1	1	25	0	0	0	0	0	1-5	3	0	1		1				3+	0	0	0	2	0	0	0	0	2000			
						22	10	22	7	4	4	5	7	15	7	4	13		13				19	6	9	10	20	13	13	13	5	1	242	44	
		Main Ave	Elder St	Fallbrook St	E	1	1	25	0	0	0	0	0	1-5	3	0	1		1				3+	0	0	0	2	0	0	0	0	2000			
						22	10	22	7	4	4	5	7	15	7	4	13		13				19	6	9	10	20	13	13	13	5	1	242	44	
		Main Ave	Fallbrook St	S Mission Rd	W	1	1	25	0	2	3	4	1	5+	2	0	0		1				3+	0	0	0	2	0	0	0	0	0			
						22	10	22	7	13	24	15	17	5	11	4	7		13				19	6	9	10	20	13	13	13	5	1	279	58	
		Main Ave	Fallbrook St	S Mission Rd	E	1	1	25	0	2	3	4	1	5+	2	0	0		1				3+	0	0	0	2	0	0	0	0	0			
						22	10	22	7	13	24	15	17	5	11	4	7		13				19	6	9	10	20	13	13	13	5	1	279	58	

Imperial Beach Blvd Enhancement Project
Pedestrian Environmental Quality Index (PEQI) - Proposed Roadway Segments

[illegible]

Michael Baker
INTERNATIONAL

Appendix C: ATP Excerpts

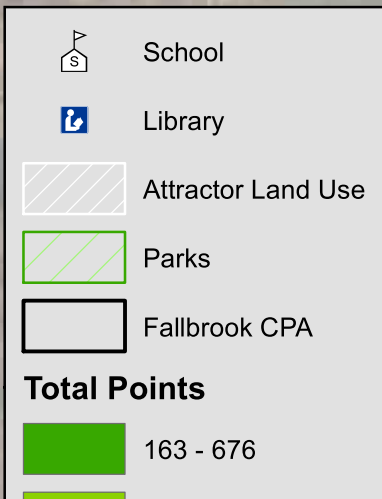
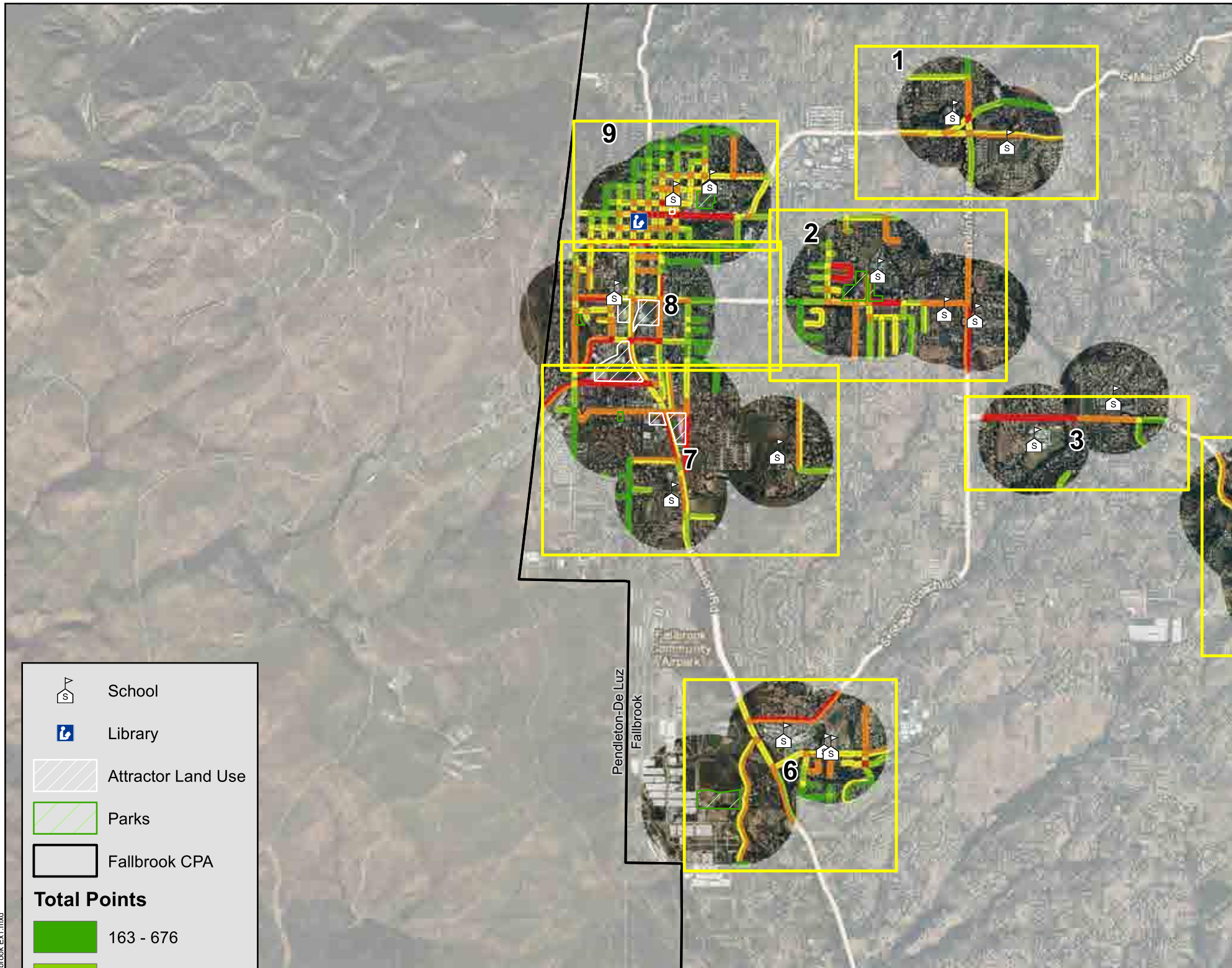


Fallbrook

PGA Results



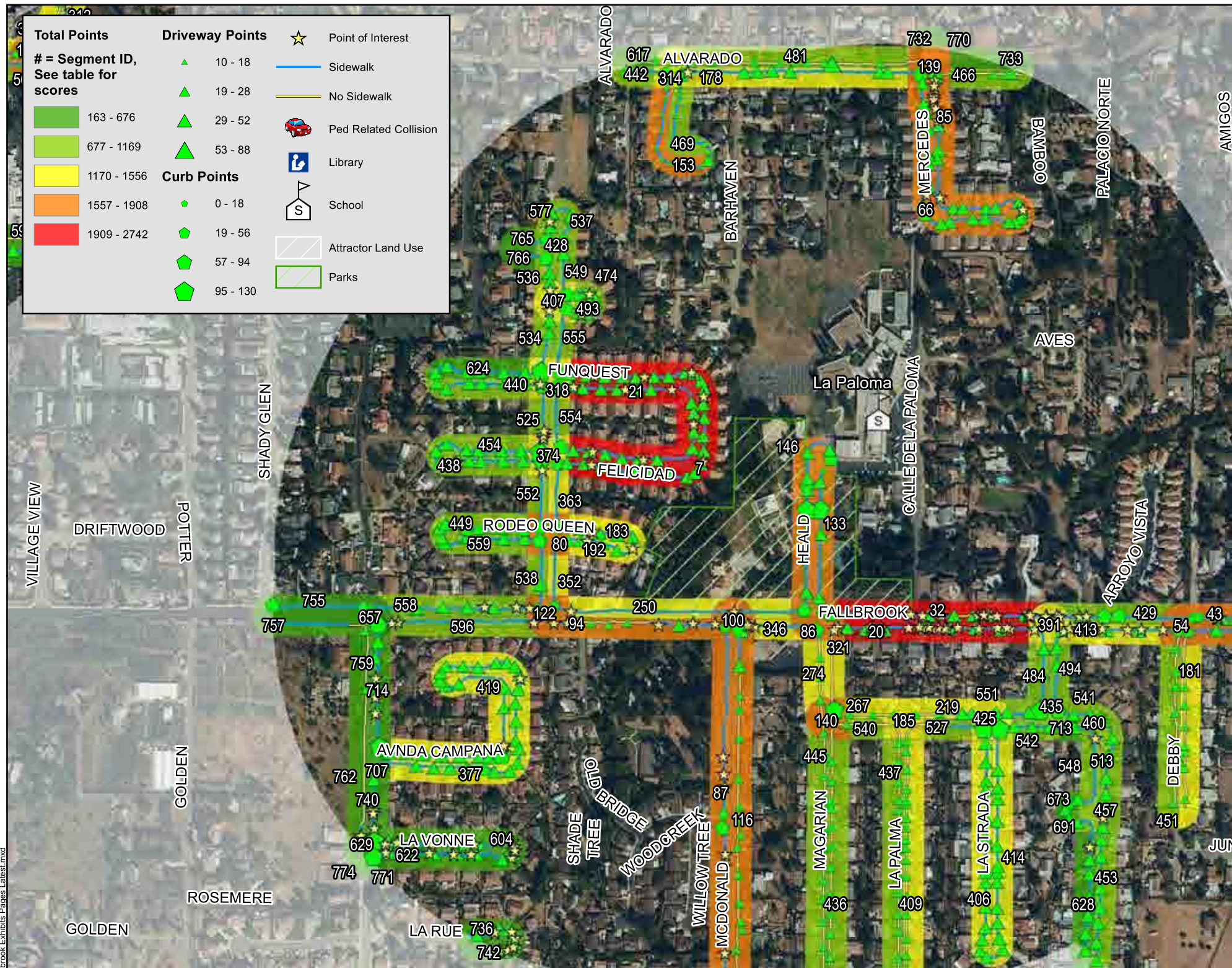
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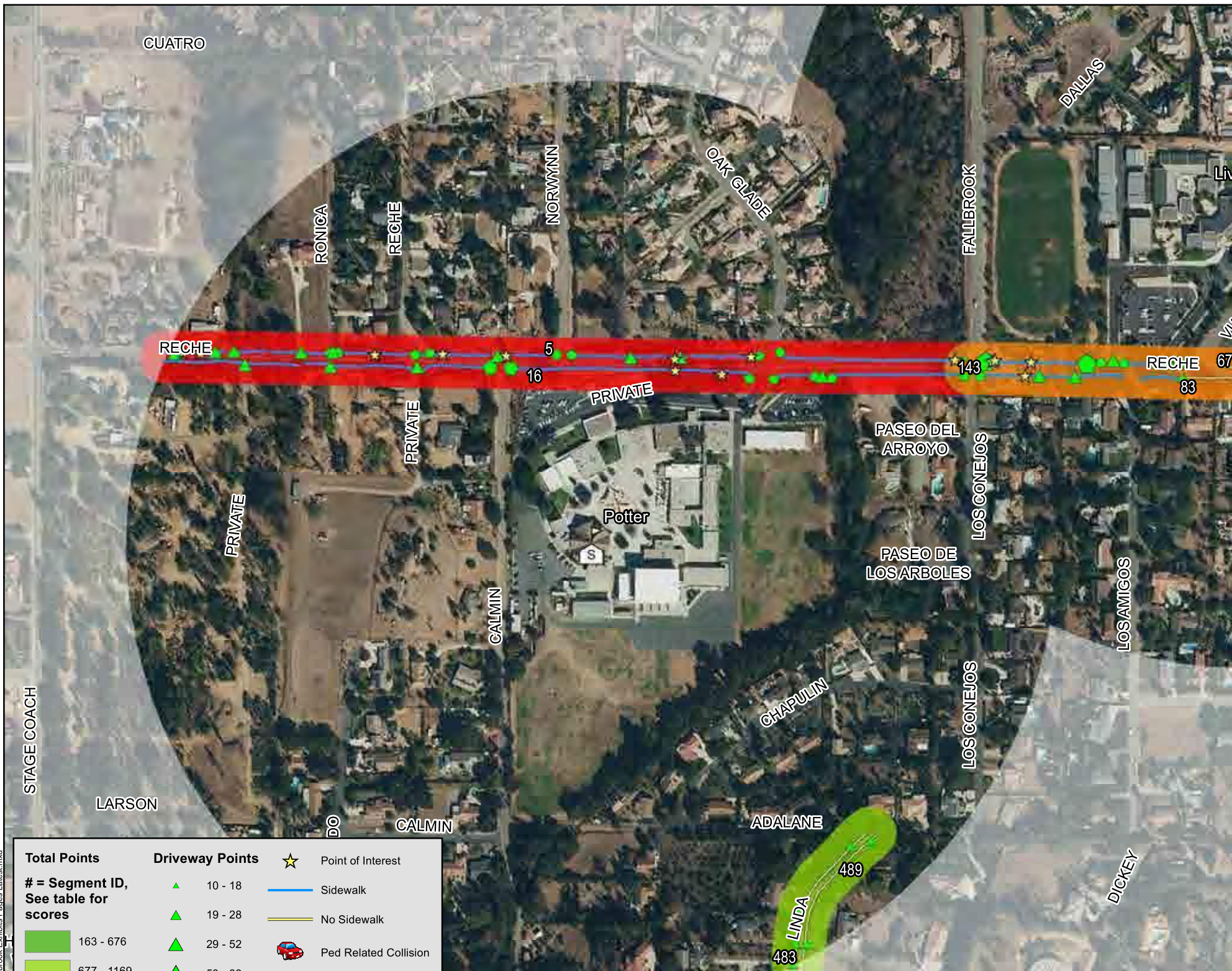


Pendleton-De Luz
Fallbrook



Total Points	Driveway Points	☆	Point of Interest
# = Segment ID, See table for scores	▲ 10 - 18	—	Sidewalk
	▲ 19 - 28	—	No Sidewalk
163 - 676	▲ 29 - 52	🚗	Ped Related Collision
677 - 1169	▲ 53 - 67		





Total Points

= Segment ID,
See table for
scores

163 - 676

677 - 1169

Driveway Points



10 - 18



19 - 28



29 - 52



53 - 88



Point of Interest

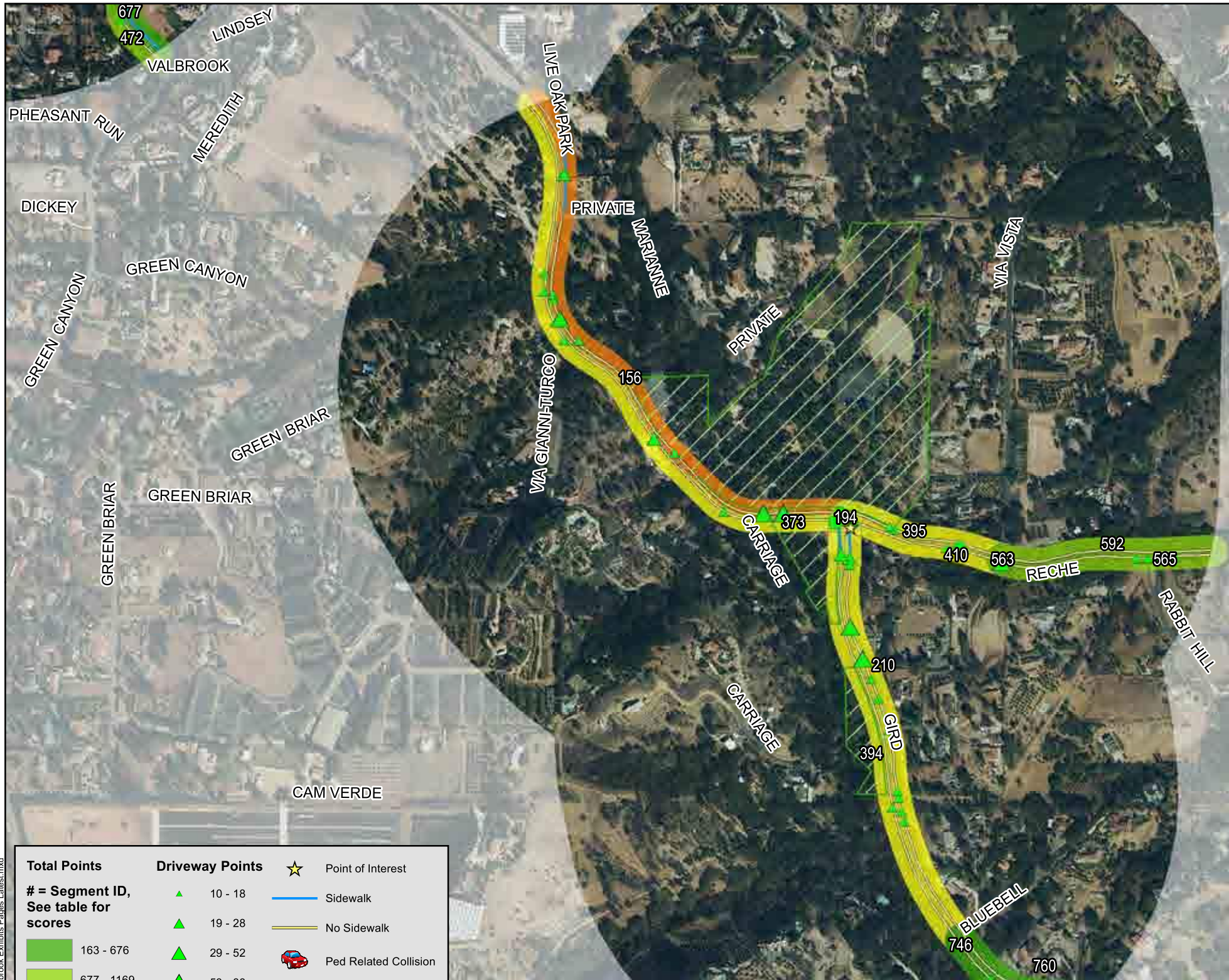
Sidewalk

No Sidewalk



Ped Related Collision

1 - 410



Total Points

= Segment ID,
See table for
scores

163 - 676

677 - 1169

Driveway Points



10 - 18



19 - 28



29 - 52



53 - 60



Point of Interest



Sidewalk



No Sidewalk



Ped Related Collision



Total Points

= Segment ID,
See table for
scores

163 - 676

677 - 1160

Driveway Points

▲ 10 - 18

▲ 19 - 28

▲ 29 - 52

▲ 53 - 99



Point of Interest



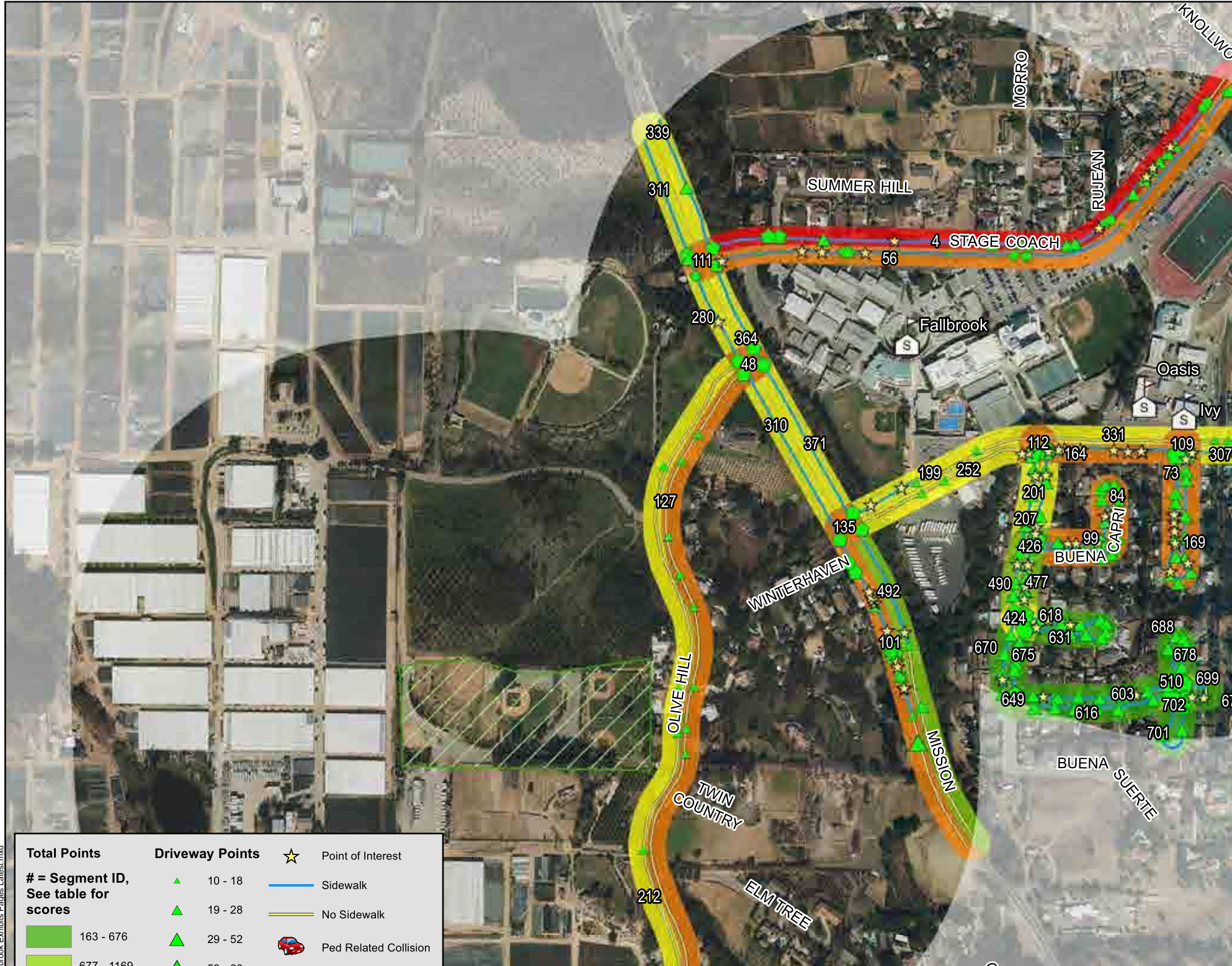
Sidewalk



No Sidewalk



Ped Related Collision



Total Points

= Segment ID,
See table for
scores

163 - 676

677 - 1169

Driveway Points



10 - 18



19 - 28



29 - 52



53 - 88



Point of Interest



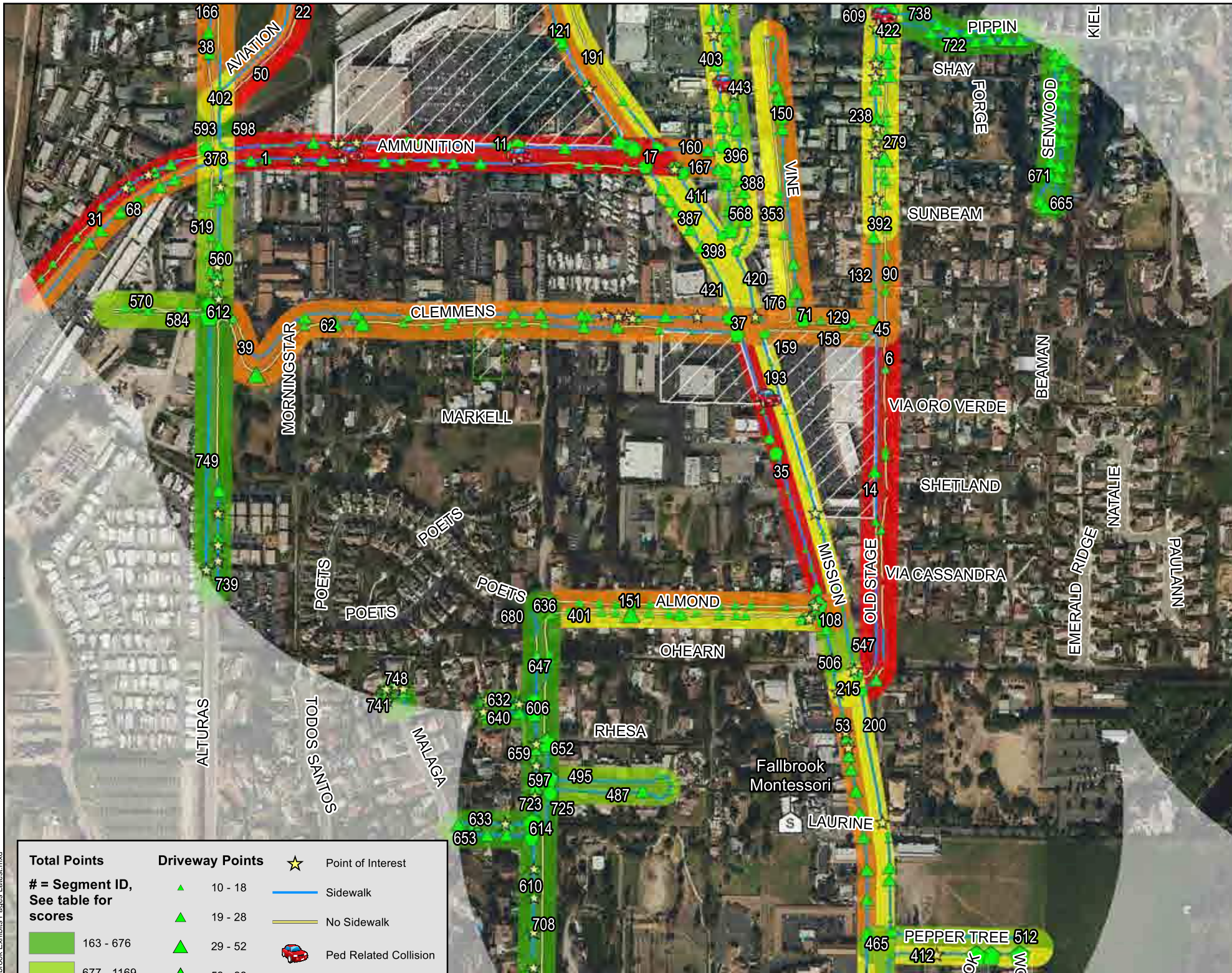
Sidewalk



No Sidewalk



Ped Related Collision



Total Points

= Segment ID,
See table for
scores

163 - 676

677 - 1169

Driveway Points

10 - 18

19 - 28

29 - 52

53 - 86

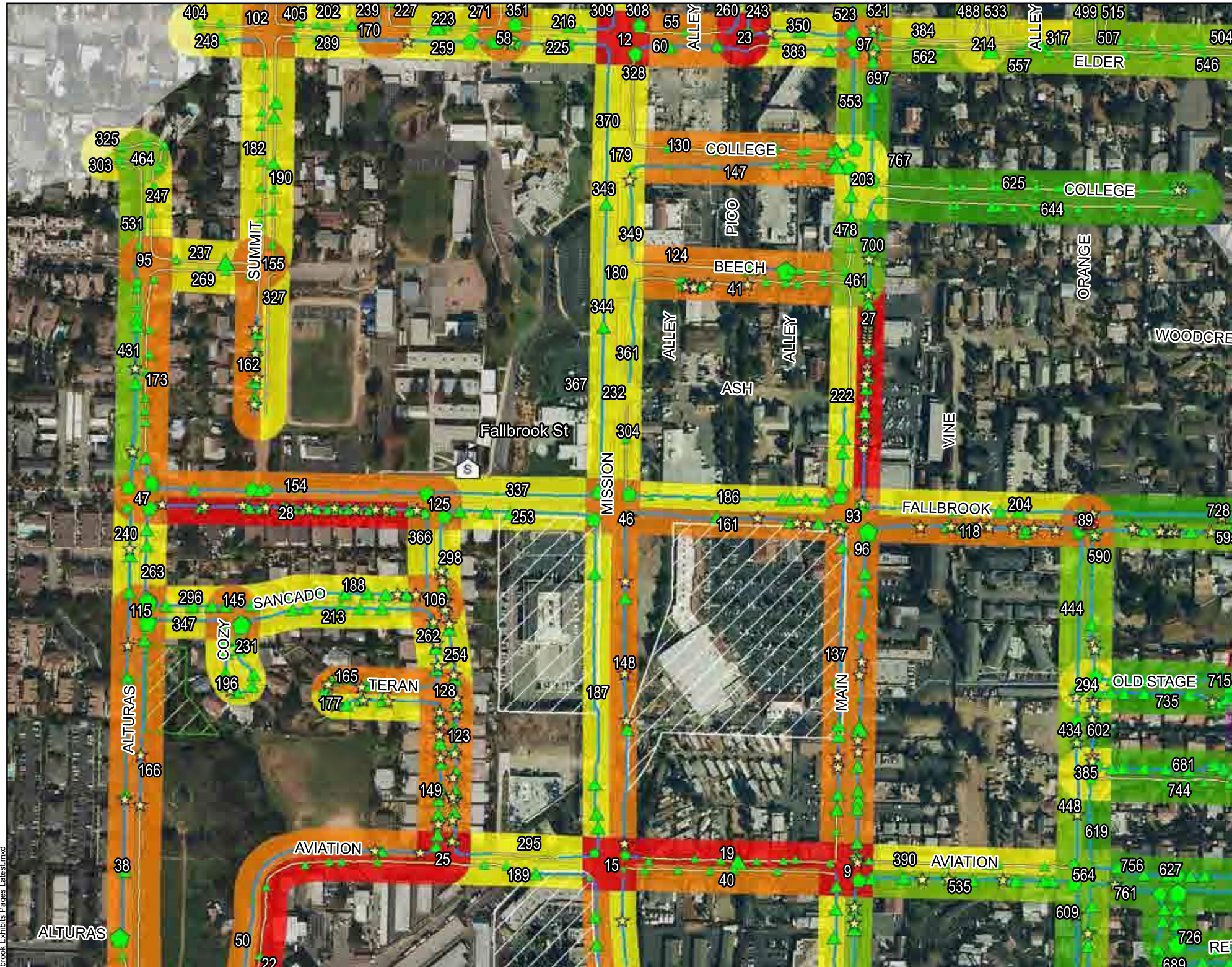
★ Point of Interest

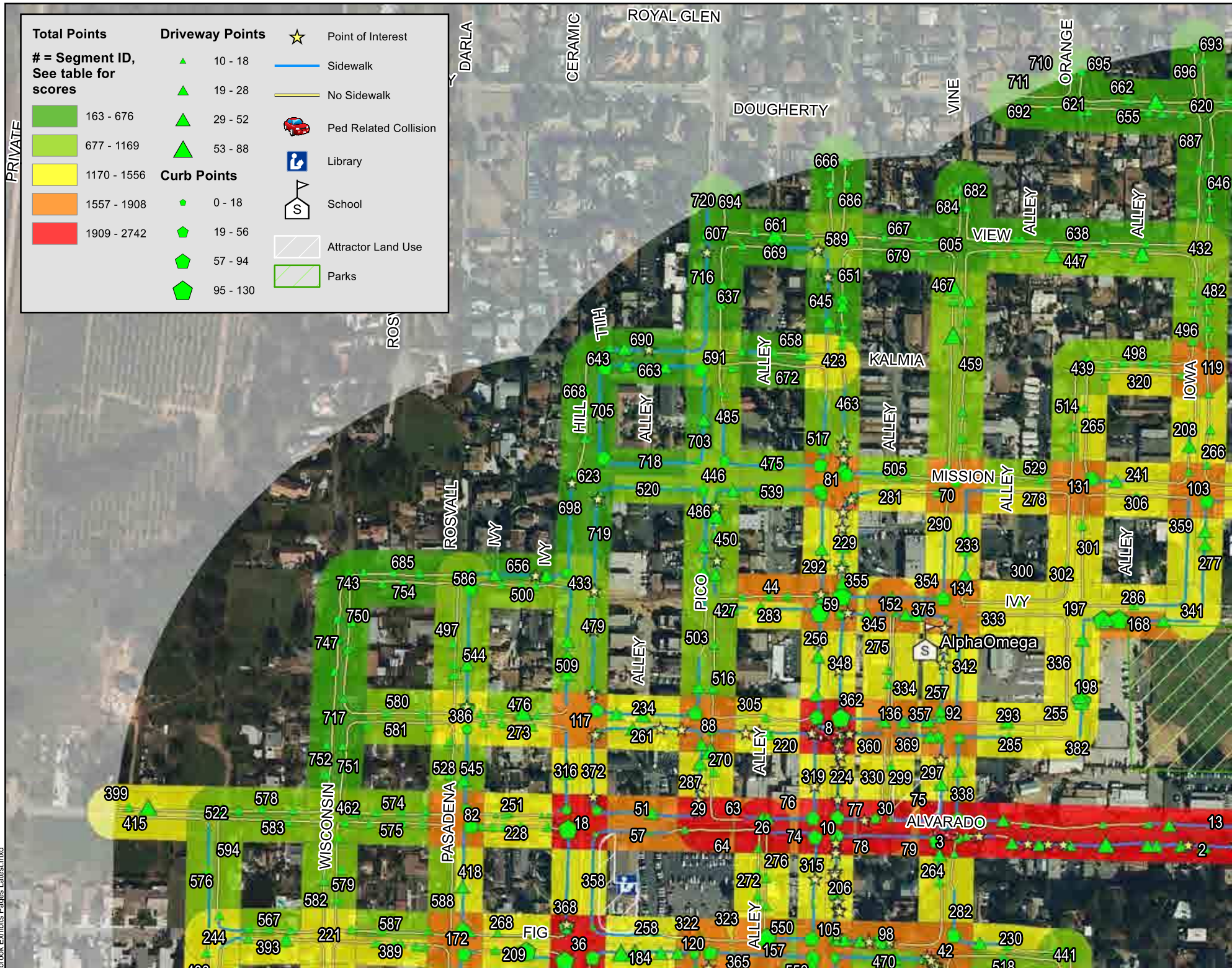
— Sidewalk

— No Sidewalk

🚗 Ped Related Collision

1 - 414







Fallbrook Point Total

	100%	25%	25%	10%	15%	10%	10%	5%
Score ID	Total Points	Adjusted Field Points	Attractor Score	Diabetes Score	Crash Score	Socioeconomic Score	Project Priority Score	School Score
1	2742	579	1000	163	600	0	400	0
2	2589	826	1000	163	0	0	400	200
3	2418	355	1000	163	300	0	400	200
4	2363	1000	1000	163	0	0	0	200
5	2320	957	1000	163	0	0	0	200
6	2263	500	1000	163	0	0	400	200
7	2242	879	1000	163	0	0	0	200
8	2164	501	1000	163	300	0	0	200
9	2159	596	1000	163	0	0	400	0
10	2158	395	1000	163	0	0	400	200
11	2140	577	1000	163	0	0	400	0
12	2130	367	1000	163	0	0	400	200
13	2130	367	1000	163	0	0	400	200
14	2126	363	1000	163	0	0	400	200
15	2107	344	1000	163	0	0	400	200
16	2105	742	1000	163	0	0	0	200
17	2100	537	1000	163	0	0	400	0
18	2093	330	1000	163	0	0	400	200
19	2092	329	1000	163	0	0	400	200
20	2064	701	1000	163	0	0	0	200
21	2063	700	1000	163	0	0	0	200
22	2035	272	1000	163	0	0	400	200
23	2020	257	1000	163	0	0	400	200
24	2017	654	1000	163	0	0	0	200
25	2016	253	1000	163	0	0	400	200
26	2016	253	1000	163	0	0	400	200
27	2003	640	1000	163	0	0	0	200
28	1992	629	1000	163	0	0	0	200
29	1986	223	1000	163	0	0	400	200
30	1983	220	1000	163	0	0	400	200
31	1956	393	1000	163	0	0	400	0
32	1952	589	1000	163	0	0	0	200
33	1945	582	1000	163	0	0	0	200
34	1944	581	1000	163	0	0	0	200
35	1937	274	1000	163	300	0	0	200
36	1921	558	1000	163	0	0	0	200
37	1909	346	1000	163	0	0	400	0



Fallbrook Point Total

	100%	25%	25%	10%	15%	10%	10%	5%
Score ID	Total Points	Adjusted Field Points	Attractor Score	Diabetes Score	Crash Score	Socioeconomic Score	Project Priority Score	School Score
38	1903	540	1000	163	0	0	0	200
39	1900	737	1000	163	0	0	0	0
40	1897	134	1000	163	0	0	400	200
41	1879	516	1000	163	0	0	0	200
42	1867	504	1000	163	0	0	0	200
43	1860	497	1000	163	0	0	0	200
44	1859	96	1000	163	0	0	400	200
45	1857	294	1000	163	0	0	400	0
46	1838	475	1000	163	0	0	0	200
47	1837	474	1000	163	0	0	0	200
48	1834	471	1000	163	0	0	0	200
49	1833	470	1000	163	0	0	0	200
50	1833	70	1000	163	0	0	400	200
51	1831	68	1000	163	0	0	400	200
52	1824	461	1000	163	0	0	0	200
53	1823	460	1000	163	0	0	0	200
54	1822	459	1000	163	0	0	0	200
55	1821	58	1000	163	0	0	400	200
56	1821	458	1000	163	0	0	0	200
57	1820	57	1000	163	0	0	400	200
58	1814	451	1000	163	0	0	0	200
59	1809	446	1000	163	0	0	0	200
60	1805	42	1000	163	0	0	400	200
61	1804	441	1000	163	0	0	0	200
62	1803	640	1000	163	0	0	0	0
63	1803	40	1000	163	0	0	400	200
64	1803	40	1000	163	0	0	400	200
65	1802	439	1000	163	0	0	0	200
66	1801	438	1000	163	0	0	0	200
67	1799	436	1000	163	0	0	0	200
68	1798	235	1000	163	0	0	400	0
69	1797	134	1000	163	300	0	0	200
70	1794	431	1000	163	0	0	0	200
71	1792	229	1000	163	0	0	400	0
72	1790	427	1000	163	0	0	0	200
73	1784	421	1000	163	0	0	0	200
74	1776	13	1000	163	0	0	400	200



Fallbrook Point Total

	100%	25%	25%	10%	15%	10%	10%	5%
Score ID	Total Points	Adjusted Field Points	Attractor Score	Diabetes Score	Crash Score	Socioeconomic Score	Project Priority Score	School Score
75	1776	13	1000	163	0	0	400	200
76	1774	11	1000	163	0	0	400	200
77	1774	11	1000	163	0	0	400	200
78	1774	11	1000	163	0	0	400	200
79	1774	11	1000	163	0	0	400	200
80	1773	410	1000	163	0	0	0	200
81	1766	403	1000	163	0	0	0	200
82	1757	394	1000	163	0	0	0	200
83	1754	391	1000	163	0	0	0	200
84	1753	390	1000	163	0	0	0	200
85	1751	388	1000	163	0	0	0	200
86	1750	387	1000	163	0	0	0	200
87	1750	387	1000	163	0	0	0	200
88	1742	379	1000	163	0	0	0	200
89	1742	379	500	163	300	0	400	0
90	1738	175	1000	163	0	0	400	0
91	1738	375	1000	163	0	0	0	200
92	1737	374	1000	163	0	0	0	200
93	1737	374	1000	163	0	0	0	200
94	1735	372	1000	163	0	0	0	200
95	1731	368	1000	163	0	0	0	200
96	1730	367	1000	163	0	0	0	200
97	1727	464	500	163	0	0	400	200
98	1720	357	1000	163	0	0	0	200
99	1718	355	1000	163	0	0	0	200
100	1718	355	1000	163	0	0	0	200
101	1718	855	500	163	0	0	0	200
102	1716	353	1000	163	0	0	0	200
103	1715	352	1000	163	0	0	0	200
104	1714	351	1000	163	0	0	0	200
105	1713	350	1000	163	0	0	0	200
106	1704	341	1000	163	0	0	0	200
107	1703	340	1000	163	0	0	0	200
108	1702	339	1000	163	0	0	0	200
109	1700	337	1000	163	0	0	0	200
110	1699	336	1000	163	0	0	0	200
111	1696	333	1000	163	0	0	0	200



Fallbrook Point Total

	100%	25%	25%	10%	15%	10%	10%	5%
Score ID	Total Points	Adjusted Field Points	Attractor Score	Diabetes Score	Crash Score	Socioeconomic Score	Project Priority Score	School Score
112	1692	329	1000	163	0	0	0	200
113	1690	327	1000	163	0	0	0	200
114	1688	325	1000	163	0	0	0	200
115	1687	324	1000	163	0	0	0	200
116	1687	324	1000	163	0	0	0	200
117	1686	323	1000	163	0	0	0	200
118	1685	322	1000	163	0	0	0	200
119	1685	322	1000	163	0	0	0	200
120	1682	319	1000	163	0	0	0	200
121	1681	318	1000	163	0	0	0	200
122	1677	314	1000	163	0	0	0	200
123	1676	313	1000	163	0	0	0	200
124	1676	313	1000	163	0	0	0	200
125	1672	309	1000	163	0	0	0	200
126	1672	309	1000	163	0	0	0	200
127	1669	306	1000	163	0	0	0	200
128	1666	303	1000	163	0	0	0	200
129	1664	101	1000	163	0	0	400	0
130	1663	300	1000	163	0	0	0	200
131	1661	298	1000	163	0	0	0	200
132	1656	93	1000	163	0	0	400	0
133	1654	291	1000	163	0	0	0	200
134	1653	290	1000	163	0	0	0	200
135	1647	284	1000	163	0	0	0	200
136	1647	284	1000	163	0	0	0	200
137	1642	279	1000	163	0	0	0	200
138	1638	275	1000	163	0	0	0	200
139	1636	373	500	163	0	0	400	200
140	1636	273	1000	163	0	0	0	200
141	1635	272	1000	163	0	0	0	200
142	1633	270	1000	163	0	0	0	200
143	1630	267	1000	163	0	0	0	200
144	1630	267	1000	163	0	0	0	200
145	1628	265	1000	163	0	0	0	200
146	1626	263	1000	163	0	0	0	200
147	1622	259	1000	163	0	0	0	200
148	1621	258	1000	163	0	0	0	200



Fallbrook Point Total

	100%	25%	25%	10%	15%	10%	10%	5%
Score ID	Total Points	Adjusted Field Points	Attractor Score	Diabetes Score	Crash Score	Socioeconomic Score	Project Priority Score	School Score
149	1620	257	1000	163	0	0	0	200
150	1612	449	1000	163	0	0	0	0
151	1611	248	1000	163	0	0	0	200
152	1611	248	1000	163	0	0	0	200
153	1610	247	1000	163	0	0	0	200
154	1610	247	1000	163	0	0	0	200
155	1607	244	1000	163	0	0	0	200
156	1607	444	1000	163	0	0	0	0
157	1603	240	1000	163	0	0	0	200
158	1603	40	1000	163	0	0	400	0
159	1603	40	1000	163	0	0	400	0
160	1598	35	1000	163	0	0	400	0
161	1598	235	1000	163	0	0	0	200
162	1596	233	1000	163	0	0	0	200
163	1590	227	1000	163	0	0	0	200
164	1587	224	1000	163	0	0	0	200
165	1581	218	1000	163	0	0	0	200
166	1578	215	1000	163	0	0	0	200
167	1576	13	1000	163	0	0	400	0
168	1575	212	1000	163	0	0	0	200
169	1569	206	1000	163	0	0	0	200
170	1569	206	1000	163	0	0	0	200
171	1569	206	1000	163	0	0	0	200
172	1568	405	1000	163	0	0	0	0
173	1567	204	1000	163	0	0	0	200
174	1565	302	500	163	0	0	400	200
175	1564	201	1000	163	0	0	0	200
176	1563	0	1000	163	0	0	400	0
177	1557	194	1000	163	0	0	0	200
178	1556	293	500	163	0	0	400	200
179	1556	193	1000	163	0	0	0	200
180	1554	191	1000	163	0	0	0	200
181	1554	191	1000	163	0	0	0	200
182	1554	191	1000	163	0	0	0	200
183	1553	190	1000	163	0	0	0	200
184	1553	190	1000	163	0	0	0	200
185	1549	186	1000	163	0	0	0	200



Fallbrook Point Total

	100%	25%	25%	10%	15%	10%	10%	5%
Score ID	Total Points	Adjusted Field Points	Attractor Score	Diabetes Score	Crash Score	Socioeconomic Score	Project Priority Score	School Score
186	1547	184	1000	163	0	0	0	200
187	1546	183	1000	163	0	0	0	200
188	1543	180	1000	163	0	0	0	200
189	1542	179	1000	163	0	0	0	200
190	1541	178	1000	163	0	0	0	200
191	1541	178	1000	163	0	0	0	200
192	1540	177	1000	163	0	0	0	200
193	1540	177	1000	163	0	0	0	200
194	1538	375	1000	163	0	0	0	0
195	1537	174	1000	163	0	0	0	200
196	1537	174	1000	163	0	0	0	200
197	1532	169	1000	163	0	0	0	200
198	1532	169	1000	163	0	0	0	200
199	1530	167	1000	163	0	0	0	200
200	1528	165	1000	163	0	0	0	200
201	1524	161	1000	163	0	0	0	200
202	1520	157	1000	163	0	0	0	200
203	1519	656	500	163	0	0	0	200
204	1518	155	1000	163	0	0	0	200
205	1516	153	1000	163	0	0	0	200
206	1514	151	1000	163	0	0	0	200
207	1514	151	1000	163	0	0	0	200
208	1509	146	1000	163	0	0	0	200
209	1506	143	1000	163	0	0	0	200
210	1505	342	1000	163	0	0	0	0
211	1503	140	1000	163	0	0	0	200
212	1497	134	1000	163	0	0	0	200
213	1497	134	1000	163	0	0	0	200
214	1496	233	500	163	0	0	400	200
215	1495	232	500	163	0	0	400	200
216	1492	129	1000	163	0	0	0	200
217	1492	229	500	163	0	0	400	200
218	1490	127	1000	163	0	0	0	200
219	1490	127	1000	163	0	0	0	200
220	1489	126	1000	163	0	0	0	200
221	1488	325	1000	163	0	0	0	0
222	1487	124	1000	163	0	0	0	200



Fallbrook Point Total

	100%	25%	25%	10%	15%	10%	10%	5%
Score ID	Total Points	Adjusted Field Points	Attractor Score	Diabetes Score	Crash Score	Socioeconomic Score	Project Priority Score	School Score
223	1487	124	1000	163	0	0	0	200
224	1484	121	1000	163	0	0	0	200
225	1483	120	1000	163	0	0	0	200
226	1480	117	1000	163	0	0	0	200
227	1478	115	1000	163	0	0	0	200
228	1478	115	1000	163	0	0	0	200
229	1476	113	1000	163	0	0	0	200
230	1475	112	1000	163	0	0	0	200
231	1475	112	1000	163	0	0	0	200
232	1473	110	1000	163	0	0	0	200
233	1471	108	1000	163	0	0	0	200
234	1471	108	1000	163	0	0	0	200
235	1470	107	1000	163	0	0	0	200
236	1470	107	1000	163	0	0	0	200
237	1468	105	1000	163	0	0	0	200
238	1468	405	500	163	0	0	400	0
239	1464	101	1000	163	0	0	0	200
240	1464	101	1000	163	0	0	0	200
241	1464	101	1000	163	0	0	0	200
242	1461	98	1000	163	0	0	0	200
243	1460	97	1000	163	0	0	0	200
244	1459	296	1000	163	0	0	0	0
245	1459	96	1000	163	0	0	0	200
246	1459	96	1000	163	0	0	0	200
247	1459	96	1000	163	0	0	0	200
248	1457	94	1000	163	0	0	0	200
249	1457	194	500	163	0	0	400	200
250	1457	94	1000	163	0	0	0	200
251	1454	91	1000	163	0	0	0	200
252	1454	91	1000	163	0	0	0	200
253	1453	90	1000	163	0	0	0	200
254	1453	90	1000	163	0	0	0	200
255	1453	90	1000	163	0	0	0	200
256	1451	88	1000	163	0	0	0	200
257	1447	84	1000	163	0	0	0	200
258	1447	84	1000	163	0	0	0	200
259	1447	84	1000	163	0	0	0	200



Fallbrook Point Total

	100%	25%	25%	10%	15%	10%	10%	5%
Score ID	Total Points	Adjusted Field Points	Attractor Score	Diabetes Score	Crash Score	Socioeconomic Score	Project Priority Score	School Score
260	1446	83	1000	163	0	0	0	200
261	1446	83	1000	163	0	0	0	200
262	1445	82	1000	163	0	0	0	200
263	1441	78	1000	163	0	0	0	200
264	1441	78	1000	163	0	0	0	200
265	1440	77	1000	163	0	0	0	200
266	1440	77	1000	163	0	0	0	200
267	1440	77	1000	163	0	0	0	200
268	1440	77	1000	163	0	0	0	200
269	1440	77	1000	163	0	0	0	200
270	1440	77	1000	163	0	0	0	200
271	1440	77	1000	163	0	0	0	200
272	1440	77	1000	163	0	0	0	200
273	1440	77	1000	163	0	0	0	200
274	1440	77	1000	163	0	0	0	200
275	1440	77	1000	163	0	0	0	200
276	1440	77	1000	163	0	0	0	200
277	1439	76	1000	163	0	0	0	200
278	1439	76	1000	163	0	0	0	200
279	1439	376	500	163	0	0	400	0
280	1438	75	1000	163	0	0	0	200
281	1437	74	1000	163	0	0	0	200
282	1437	74	1000	163	0	0	0	200
283	1436	73	1000	163	0	0	0	200
284	1435	72	1000	163	0	0	0	200
285	1435	72	1000	163	0	0	0	200
286	1435	72	1000	163	0	0	0	200
287	1433	70	1000	163	0	0	0	200
288	1433	70	1000	163	0	0	0	200
289	1432	69	1000	163	0	0	0	200
290	1432	69	1000	163	0	0	0	200
291	1432	69	1000	163	0	0	0	200
292	1430	67	1000	163	0	0	0	200
293	1426	63	1000	163	0	0	0	200
294	1424	361	500	163	0	0	400	0
295	1424	61	1000	163	0	0	0	200
296	1423	60	1000	163	0	0	0	200



Fallbrook Point Total

	100%	25%	25%	10%	15%	10%	10%	5%
Score ID	Total Points	Adjusted Field Points	Attractor Score	Diabetes Score	Crash Score	Socioeconomic Score	Project Priority Score	School Score
297	1422	59	1000	163	0	0	0	200
298	1422	59	1000	163	0	0	0	200
299	1421	58	1000	163	0	0	0	200
300	1421	58	1000	163	0	0	0	200
301	1421	58	1000	163	0	0	0	200
302	1421	58	1000	163	0	0	0	200
303	1421	58	1000	163	0	0	0	200
304	1421	58	1000	163	0	0	0	200
305	1421	58	1000	163	0	0	0	200
306	1421	58	1000	163	0	0	0	200
307	1421	58	1000	163	0	0	0	200
308	1420	57	1000	163	0	0	0	200
309	1418	55	1000	163	0	0	0	200
310	1417	54	1000	163	0	0	0	200
311	1417	54	1000	163	0	0	0	200
312	1413	150	500	163	0	0	400	200
313	1412	549	500	163	0	0	0	200
314	1410	347	500	163	0	0	400	0
315	1409	46	1000	163	0	0	0	200
316	1409	46	1000	163	0	0	0	200
317	1406	143	500	163	0	0	400	200
318	1405	542	500	163	0	0	0	200
319	1405	42	1000	163	0	0	0	200
320	1403	40	1000	163	0	0	0	200
321	1403	40	1000	163	0	0	0	200
322	1403	40	1000	163	0	0	0	200
323	1403	40	1000	163	0	0	0	200
324	1403	40	1000	163	0	0	0	200
325	1403	40	1000	163	0	0	0	200
326	1403	40	1000	163	0	0	0	200
327	1403	40	1000	163	0	0	0	200
328	1403	40	1000	163	0	0	0	200
329	1403	40	1000	163	0	0	0	200
330	1403	40	1000	163	0	0	0	200
331	1403	40	1000	163	0	0	0	200
332	1403	40	1000	163	0	0	0	200
333	1403	40	1000	163	0	0	0	200



Fallbrook Point Total

	100%	25%	25%	10%	15%	10%	10%	5%
Score ID	Total Points	Adjusted Field Points	Attractor Score	Diabetes Score	Crash Score	Socioeconomic Score	Project Priority Score	School Score
334	1403	40	1000	163	0	0	0	200
335	1403	40	1000	163	0	0	0	200
336	1403	40	1000	163	0	0	0	200
337	1402	39	1000	163	0	0	0	200
338	1401	38	1000	163	0	0	0	200
339	1401	38	1000	163	0	0	0	200
340	1401	38	1000	163	0	0	0	200
341	1401	38	1000	163	0	0	0	200
342	1400	37	1000	163	0	0	0	200
343	1398	35	1000	163	0	0	0	200
344	1398	35	1000	163	0	0	0	200
345	1393	30	1000	163	0	0	0	200
346	1387	24	1000	163	0	0	0	200
347	1387	24	1000	163	0	0	0	200
348	1387	24	1000	163	0	0	0	200
349	1383	20	1000	163	0	0	0	200
350	1380	117	500	163	0	0	400	200
351	1379	16	1000	163	0	0	0	200
352	1379	16	1000	163	0	0	0	200
353	1377	214	1000	163	0	0	0	0
354	1376	13	1000	163	0	0	0	200
355	1376	13	1000	163	0	0	0	200
356	1376	13	1000	163	0	0	0	200
357	1376	13	1000	163	0	0	0	200
358	1376	13	1000	163	0	0	0	200
359	1376	13	1000	163	0	0	0	200
360	1376	13	1000	163	0	0	0	200
361	1376	13	1000	163	0	0	0	200
362	1374	11	1000	163	0	0	0	200
363	1374	11	1000	163	0	0	0	200
364	1374	11	1000	163	0	0	0	200
365	1374	11	1000	163	0	0	0	200
366	1374	11	1000	163	0	0	0	200
367	1374	11	1000	163	0	0	0	200
368	1374	11	1000	163	0	0	0	200
369	1374	11	1000	163	0	0	0	200
370	1374	11	1000	163	0	0	0	200



Fallbrook Point Total

	100%	25%	25%	10%	15%	10%	10%	5%
Score ID	Total Points	Adjusted Field Points	Attractor Score	Diabetes Score	Crash Score	Socioeconomic Score	Project Priority Score	School Score
371	1374	11	1000	163	0	0	0	200
372	1374	11	1000	163	0	0	0	200
373	1371	208	1000	163	0	0	0	0
374	1371	508	500	163	0	0	0	200
375	1371	8	1000	163	0	0	0	200
376	1369	506	500	163	0	0	0	200
377	1367	704	500	163	0	0	0	0
378	1365	302	500	163	0	0	400	0
379	1363	0	1000	163	0	0	0	200
380	1363	0	1000	163	0	0	0	200
381	1363	0	1000	163	0	0	0	200
382	1363	0	1000	163	0	0	0	200
383	1359	96	500	163	0	0	400	200
384	1321	58	500	163	0	0	400	200
385	1320	257	500	163	0	0	400	0
386	1316	453	500	163	0	0	0	200
387	1315	152	1000	163	0	0	0	0
388	1307	144	1000	163	0	0	0	0
389	1297	134	1000	163	0	0	0	0
390	1297	134	1000	163	0	0	0	0
391	1287	424	500	163	0	0	0	200
392	1282	219	500	163	0	0	400	0
393	1282	119	1000	163	0	0	0	0
394	1280	117	1000	163	0	0	0	0
395	1278	115	1000	163	0	0	0	0
396	1275	212	500	163	0	0	400	0
397	1274	11	500	163	0	0	400	200
398	1271	108	1000	163	0	0	0	0
399	1268	105	1000	163	0	0	0	0
400	1259	96	1000	163	0	0	0	0
401	1258	395	500	163	0	0	0	200
402	1255	192	500	163	0	0	400	0
403	1247	284	500	163	300	0	0	0
404	1240	77	1000	163	0	0	0	0
405	1240	77	1000	163	0	0	0	0
406	1239	376	500	163	0	0	0	200
407	1238	375	500	163	0	0	0	200



Fallbrook Point Total

	100%	25%	25%	10%	15%	10%	10%	5%
Score ID	Total Points	Adjusted Field Points	Attractor Score	Diabetes Score	Crash Score	Socioeconomic Score	Project Priority Score	School Score
408	1227	364	500	163	0	0	0	200
409	1225	362	500	163	0	0	0	200
410	1221	58	1000	163	0	0	0	0
411	1218	55	1000	163	0	0	0	0
412	1217	354	500	163	0	0	0	200
413	1208	345	500	163	0	0	0	200
414	1205	342	500	163	0	0	0	200
415	1203	40	1000	163	0	0	0	0
416	1200	337	500	163	0	0	0	200
417	1199	336	500	163	0	0	0	200
418	1198	35	1000	163	0	0	0	0
419	1195	532	500	163	0	0	0	0
420	1192	29	1000	163	0	0	0	0
421	1189	26	1000	163	0	0	0	0
422	1188	325	0	163	300	0	400	0
423	1186	323	500	163	0	0	0	200
424	1183	320	500	163	0	0	0	200
425	1175	312	500	163	0	0	0	200
426	1169	306	500	163	0	0	0	200
427	1166	303	500	163	0	0	0	200
428	1163	300	500	163	0	0	0	200
429	1162	299	500	163	0	0	0	200
430	1156	393	0	163	0	0	400	200
431	1149	286	500	163	0	0	0	200
432	1148	285	500	163	0	0	0	200
433	1144	281	500	163	0	0	0	200
434	1144	81	500	163	0	0	400	0
435	1139	276	500	163	0	0	0	200
436	1130	267	500	163	0	0	0	200
437	1130	267	500	163	0	0	0	200
438	1113	250	500	163	0	0	0	200
439	1112	249	500	163	0	0	0	200
440	1109	246	500	163	0	0	0	200
441	1106	243	500	163	0	0	0	200
442	1104	41	500	163	0	0	400	0
443	1103	440	500	163	0	0	0	0
444	1102	39	500	163	0	0	400	0



Fallbrook Point Total

	100%	25%	25%	10%	15%	10%	10%	5%
Score ID	Total Points	Adjusted Field Points	Attractor Score	Diabetes Score	Crash Score	Socioeconomic Score	Project Priority Score	School Score
445	1099	236	500	163	0	0	0	200
446	1091	228	500	163	0	0	0	200
447	1090	227	500	163	0	0	0	200
448	1084	21	500	163	0	0	400	0
449	1083	220	500	163	0	0	0	200
450	1083	220	500	163	0	0	0	200
451	1081	218	500	163	0	0	0	200
452	1074	211	500	163	0	0	0	200
453	1074	211	500	163	0	0	0	200
454	1071	208	500	163	0	0	0	200
455	1060	197	500	163	0	0	0	200
456	1060	497	0	163	0	0	400	0
457	1055	192	500	163	0	0	0	200
458	1054	191	500	163	0	0	0	200
459	1052	189	500	163	0	0	0	200
460	1051	188	500	163	0	0	0	200
461	1047	184	500	163	0	0	0	200
462	1031	368	500	163	0	0	0	0
463	1021	158	500	163	0	0	0	200
464	1018	155	500	163	0	0	0	200
465	1018	155	500	163	0	0	0	200
466	1016	153	500	163	0	0	0	200
467	1014	151	500	163	0	0	0	200
468	1008	145	500	163	0	0	0	200
469	1006	143	500	163	0	0	0	200
470	1000	137	500	163	0	0	0	200
471	999	136	500	163	0	0	0	200
472	997	134	500	163	0	0	0	200
473	997	134	500	163	0	0	0	200
474	990	127	500	163	0	0	0	200
475	988	125	500	163	0	0	0	200
476	987	124	500	163	0	0	0	200
477	986	123	500	163	0	0	0	200
478	984	121	500	163	0	0	0	200
479	983	120	500	163	0	0	0	200
480	982	119	500	163	0	0	0	200
481	981	218	0	163	0	0	400	200



Fallbrook Point Total

	100%	25%	25%	10%	15%	10%	10%	5%
Score ID	Total Points	Adjusted Field Points	Attractor Score	Diabetes Score	Crash Score	Socioeconomic Score	Project Priority Score	School Score
482	978	115	500	163	0	0	0	200
483	978	115	500	163	0	0	0	200
484	975	112	500	163	0	0	0	200
485	974	111	500	163	0	0	0	200
486	973	110	500	163	0	0	0	200
487	973	110	500	163	0	0	0	200
488	973	110	500	163	0	0	0	200
489	970	107	500	163	0	0	0	200
490	968	105	500	163	0	0	0	200
491	967	104	500	163	0	0	0	200
492	966	103	500	163	0	0	0	200
493	966	103	500	163	0	0	0	200
494	963	100	500	163	0	0	0	200
495	960	97	500	163	0	0	0	200
496	959	96	500	163	0	0	0	200
497	959	96	500	163	0	0	0	200
498	959	96	500	163	0	0	0	200
499	959	96	500	163	0	0	0	200
500	959	96	500	163	0	0	0	200
501	958	95	500	163	0	0	0	200
502	958	95	500	163	0	0	0	200
503	956	93	500	163	0	0	0	200
504	954	191	0	163	0	0	400	200
505	951	88	500	163	0	0	0	200
506	950	87	500	163	0	0	0	200
507	949	186	0	163	0	0	400	200
508	948	185	0	163	0	0	400	200
509	946	83	500	163	0	0	0	200
510	946	583	0	163	0	0	0	200
511	943	80	500	163	0	0	0	200
512	943	80	500	163	0	0	0	200
513	943	80	500	163	0	0	0	200
514	940	77	500	163	0	0	0	200
515	940	77	500	163	0	0	0	200
516	940	77	500	163	0	0	0	200
517	940	77	500	163	0	0	0	200
518	940	77	500	163	0	0	0	200



Fallbrook Point Total

	100%	25%	25%	10%	15%	10%	10%	5%
Score ID	Total Points	Adjusted Field Points	Attractor Score	Diabetes Score	Crash Score	Socioeconomic Score	Project Priority Score	School Score
519	935	272	500	163	0	0	0	0
520	934	71	500	163	0	0	0	200
521	934	71	500	163	0	0	0	200
522	933	270	500	163	0	0	0	0
523	930	67	500	163	0	0	0	200
524	926	63	500	163	0	0	0	200
525	925	62	500	163	0	0	0	200
526	923	60	500	163	0	0	0	200
527	922	59	500	163	0	0	0	200
528	921	58	500	163	0	0	0	200
529	921	58	500	163	0	0	0	200
530	921	58	500	163	0	0	0	200
531	921	58	500	163	0	0	0	200
532	921	58	500	163	0	0	0	200
533	921	58	500	163	0	0	0	200
534	921	58	500	163	0	0	0	200
535	915	252	500	163	0	0	0	0
536	914	51	500	163	0	0	0	200
537	914	51	500	163	0	0	0	200
538	909	46	500	163	0	0	0	200
539	909	46	500	163	0	0	0	200
540	903	40	500	163	0	0	0	200
541	901	38	500	163	0	0	0	200
542	901	38	500	163	0	0	0	200
543	899	36	500	163	0	0	0	200
544	898	35	500	163	0	0	0	200
545	898	35	500	163	0	0	0	200
546	897	134	0	163	0	0	400	200
547	893	30	500	163	0	0	0	200
548	887	24	500	163	0	0	0	200
549	883	20	500	163	0	0	0	200
550	876	13	500	163	0	0	0	200
551	876	13	500	163	0	0	0	200
552	876	13	500	163	0	0	0	200
553	876	13	500	163	0	0	0	200
554	874	11	500	163	0	0	0	200
555	874	11	500	163	0	0	0	200



Fallbrook Point Total

	100%	25%	25%	10%	15%	10%	10%	5%
Score ID	Total Points	Adjusted Field Points	Attractor Score	Diabetes Score	Crash Score	Socioeconomic Score	Project Priority Score	School Score
556	874	11	500	163	0	0	0	200
557	859	96	0	163	0	0	400	200
558	858	195	500	163	0	0	0	0
559	854	191	500	163	0	0	0	0
560	848	185	500	163	0	0	0	0
561	832	469	0	163	0	0	0	200
562	821	58	0	163	0	0	400	200
563	817	154	500	163	0	0	0	0
564	815	252	0	163	0	0	400	0
565	808	145	500	163	0	0	0	0
566	803	40	0	163	0	0	400	200
567	796	133	500	163	0	0	0	0
568	786	123	500	163	0	0	0	0
569	782	19	0	163	0	0	400	200
570	778	115	500	163	0	0	0	0
571	774	11	0	163	0	0	400	200
572	768	205	0	163	0	0	400	0
573	760	197	0	163	0	0	400	0
574	759	96	500	163	0	0	0	0
575	759	96	500	163	0	0	0	0
576	758	95	500	163	0	0	0	0
577	744	81	500	163	0	0	0	0
578	740	77	500	163	0	0	0	0
579	740	77	500	163	0	0	0	0
580	740	77	500	163	0	0	0	0
581	740	77	500	163	0	0	0	0
582	740	77	500	163	0	0	0	0
583	740	77	500	163	0	0	0	0
584	740	77	500	163	0	0	0	0
585	734	171	0	163	0	0	400	0
586	725	362	0	163	0	0	0	200
587	721	58	500	163	0	0	0	0
588	721	58	500	163	0	0	0	0
589	721	358	0	163	0	0	0	200
590	715	152	0	163	0	0	400	0
591	710	347	0	163	0	0	0	200
592	703	40	500	163	0	0	0	0



Fallbrook Point Total

	100%	25%	25%	10%	15%	10%	10%	5%
Score ID	Total Points	Adjusted Field Points	Attractor Score	Diabetes Score	Crash Score	Socioeconomic Score	Project Priority Score	School Score
593	703	40	500	163	0	0	0	0
594	703	40	500	163	0	0	0	0
595	702	539	0	163	0	0	0	0
596	700	37	500	163	0	0	0	0
597	677	314	0	163	0	0	0	200
598	674	11	500	163	0	0	0	0
599	664	101	0	163	0	0	400	0
600	663	300	0	163	0	0	0	200
601	658	95	0	163	0	0	400	0
602	657	94	0	163	0	0	400	0
603	656	293	0	163	0	0	0	200
604	655	492	0	163	0	0	0	0
605	648	285	0	163	0	0	0	200
606	647	284	0	163	0	0	0	200
607	643	280	0	163	0	0	0	200
608	640	277	0	163	0	0	0	200
609	636	73	0	163	0	0	400	0
610	635	272	0	163	0	0	0	200
611	634	271	0	163	0	0	0	200
612	632	469	0	163	0	0	0	0
613	630	267	0	163	0	0	0	200
614	629	266	0	163	0	0	0	200
615	621	58	0	163	0	0	400	0
616	615	252	0	163	0	0	0	200
617	603	40	0	163	0	0	400	0
618	592	229	0	163	0	0	0	200
619	588	25	0	163	0	0	400	0
620	588	225	0	163	0	0	0	200
621	587	224	0	163	0	0	0	200
622	585	422	0	163	0	0	0	0
623	584	221	0	163	0	0	0	200
624	583	220	0	163	0	0	0	200
625	578	415	0	163	0	0	0	0
626	570	207	0	163	0	0	0	200
627	564	401	0	163	0	0	0	0
628	560	197	0	163	0	0	0	200
629	553	390	0	163	0	0	0	0



Fallbrook Point Total

	100%	25%	25%	10%	15%	10%	10%	5%
Score ID	Total Points	Adjusted Field Points	Attractor Score	Diabetes Score	Crash Score	Socioeconomic Score	Project Priority Score	School Score
630	550	187	0	163	0	0	0	200
631	550	187	0	163	0	0	0	200
632	535	172	0	163	0	0	0	200
633	532	169	0	163	0	0	0	200
634	528	165	0	163	0	0	0	200
635	524	161	0	163	0	0	0	200
636	520	157	0	163	0	0	0	200
637	520	157	0	163	0	0	0	200
638	516	153	0	163	0	0	0	200
639	516	153	0	163	0	0	0	200
640	514	151	0	163	0	0	0	200
641	510	147	0	163	0	0	0	200
642	506	143	0	163	0	0	0	200
643	502	139	0	163	0	0	0	200
644	502	339	0	163	0	0	0	0
645	501	138	0	163	0	0	0	200
646	497	134	0	163	0	0	0	200
647	493	130	0	163	0	0	0	200
648	491	128	0	163	0	0	0	200
649	490	127	0	163	0	0	0	200
650	490	127	0	163	0	0	0	200
651	488	125	0	163	0	0	0	200
652	481	118	0	163	0	0	0	200
653	480	117	0	163	0	0	0	200
654	478	115	0	163	0	0	0	200
655	478	115	0	163	0	0	0	200
656	473	110	0	163	0	0	0	200
657	473	310	0	163	0	0	0	0
658	470	107	0	163	0	0	0	200
659	468	105	0	163	0	0	0	200
660	468	105	0	163	0	0	0	200
661	468	105	0	163	0	0	0	200
662	468	105	0	163	0	0	0	200
663	465	102	0	163	0	0	0	200
664	464	101	0	163	0	0	0	200
665	464	301	0	163	0	0	0	0
666	459	96	0	163	0	0	0	200



Fallbrook Point Total

	100%	25%	25%	10%	15%	10%	10%	5%
Score ID	Total Points	Adjusted Field Points	Attractor Score	Diabetes Score	Crash Score	Socioeconomic Score	Project Priority Score	School Score
667	459	96	0	163	0	0	0	200
668	459	96	0	163	0	0	0	200
669	455	92	0	163	0	0	0	200
670	455	92	0	163	0	0	0	200
671	454	291	0	163	0	0	0	0
672	451	88	0	163	0	0	0	200
673	450	87	0	163	0	0	0	200
674	450	87	0	163	0	0	0	200
675	450	87	0	163	0	0	0	200
676	450	87	0	163	0	0	0	200
677	449	86	0	163	0	0	0	200
678	448	85	0	163	0	0	0	200
679	445	82	0	163	0	0	0	200
680	445	82	0	163	0	0	0	200
681	441	278	0	163	0	0	0	0
682	440	77	0	163	0	0	0	200
683	440	77	0	163	0	0	0	200
684	440	77	0	163	0	0	0	200
685	440	77	0	163	0	0	0	200
686	440	77	0	163	0	0	0	200
687	440	77	0	163	0	0	0	200
688	439	76	0	163	0	0	0	200
689	429	266	0	163	0	0	0	0
690	429	66	0	163	0	0	0	200
691	426	63	0	163	0	0	0	200
692	421	58	0	163	0	0	0	200
693	421	58	0	163	0	0	0	200
694	421	58	0	163	0	0	0	200
695	421	58	0	163	0	0	0	200
696	421	58	0	163	0	0	0	200
697	421	58	0	163	0	0	0	200
698	421	58	0	163	0	0	0	200
699	420	57	0	163	0	0	0	200
700	419	56	0	163	0	0	0	200
701	417	54	0	163	0	0	0	200
702	417	54	0	163	0	0	0	200
703	411	48	0	163	0	0	0	200



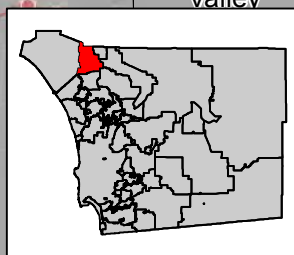
Fallbrook Point Total

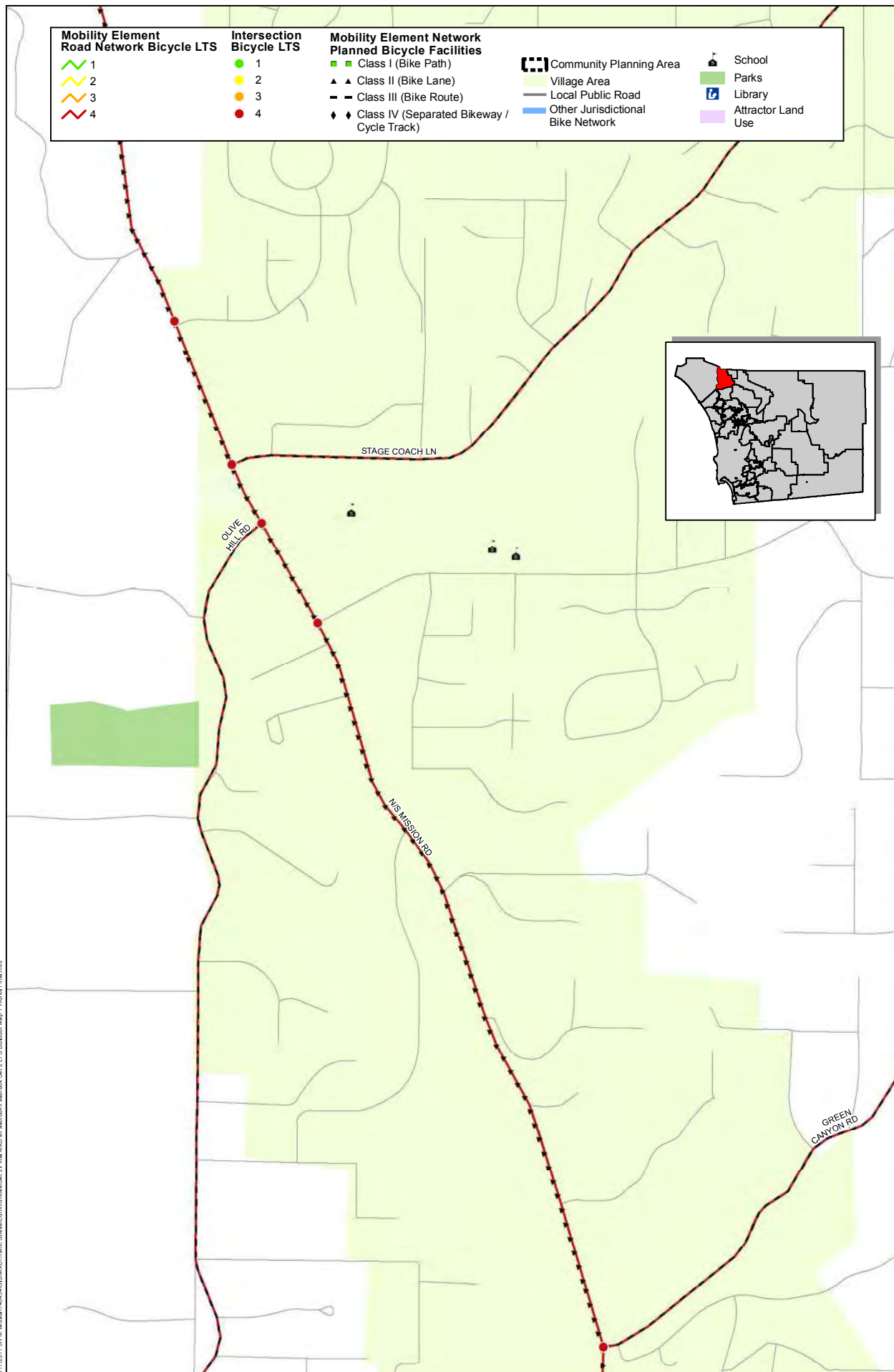
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705	408	45	0	163	0	0	0	200
706	403	240	0	163	0	0	0	0
707	403	240	0	163	0	0	0	0
708	403	40	0	163	0	0	0	200
709	403	40	0	163	0	0	0	200
710	403	40	0	163	0	0	0	200
711	403	40	0	163	0	0	0	200
712	403	40	0	163	0	0	0	200
713	401	38	0	163	0	0	0	200
714	395	232	0	163	0	0	0	0
715	389	226	0	163	0	0	0	0
716	389	26	0	163	0	0	0	200
717	388	225	0	163	0	0	0	0
718	387	24	0	163	0	0	0	200
719	387	24	0	163	0	0	0	200
720	379	16	0	163	0	0	0	200
721	379	16	0	163	0	0	0	200
722	378	215	0	163	0	0	0	0
723	376	13	0	163	0	0	0	200
724	376	13	0	163	0	0	0	200
725	376	13	0	163	0	0	0	200
726	374	211	0	163	0	0	0	0
727	374	11	0	163	0	0	0	200
728	364	201	0	163	0	0	0	0
608	640	277	0	163	0	0	0	200
730	363	0	0	163	0	0	0	200
613	630	267	0	163	0	0	0	200
732	363	0	0	163	0	0	0	200
733	363	0	0	163	0	0	0	200
734	363	0	0	163	0	0	0	200
735	356	193	0	163	0	0	0	0
736	346	183	0	163	0	0	0	0
737	330	167	0	163	0	0	0	0
738	313	150	0	163	0	0	0	0
739	300	137	0	163	0	0	0	0
740	295	132	0	163	0	0	0	0



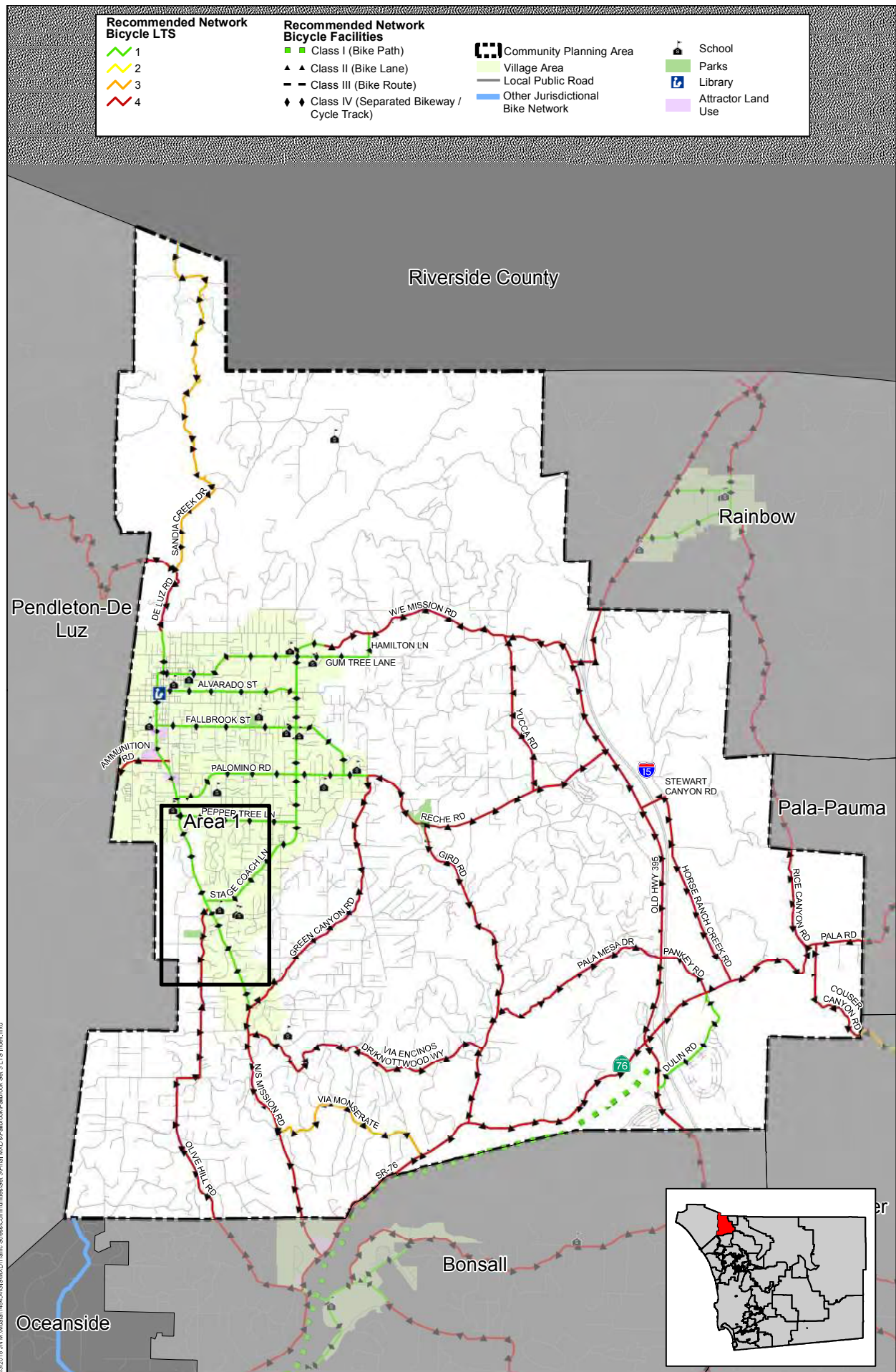
Fallbrook Point Total

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741	293	130	0	163	0	0	0	0
742	286	123	0	163	0	0	0	0
743	280	117	0	163	0	0	0	0
744	278	115	0	163	0	0	0	0
745	272	109	0	163	0	0	0	0
746	271	108	0	163	0	0	0	0
747	259	96	0	163	0	0	0	0
748	243	80	0	163	0	0	0	0
749	242	79	0	163	0	0	0	0
750	240	77	0	163	0	0	0	0
751	240	77	0	163	0	0	0	0
752	240	77	0	163	0	0	0	0
753	240	77	0	163	0	0	0	0
754	240	77	0	163	0	0	0	0
755	235	72	0	163	0	0	0	0
756	226	63	0	163	0	0	0	0
757	224	61	0	163	0	0	0	0
758	221	58	0	163	0	0	0	0
759	221	58	0	163	0	0	0	0
760	221	58	0	163	0	0	0	0
761	221	58	0	163	0	0	0	0
762	218	55	0	163	0	0	0	0
763	209	46	0	163	0	0	0	0
764	203	40	0	163	0	0	0	0
765	180	17	0	163	0	0	0	0
766	176	13	0	163	0	0	0	0
767	163	0	0	163	0	0	0	0
768	163	0	0	163	0	0	0	0
769	163	0	0	163	0	0	0	0
770	163	0	0	163	0	0	0	0
771	163	0	0	163	0	0	0	0
772	163	0	0	163	0	0	0	0
773	163	0	0	163	0	0	0	0
774	163	0	0	163	0	0	0	0

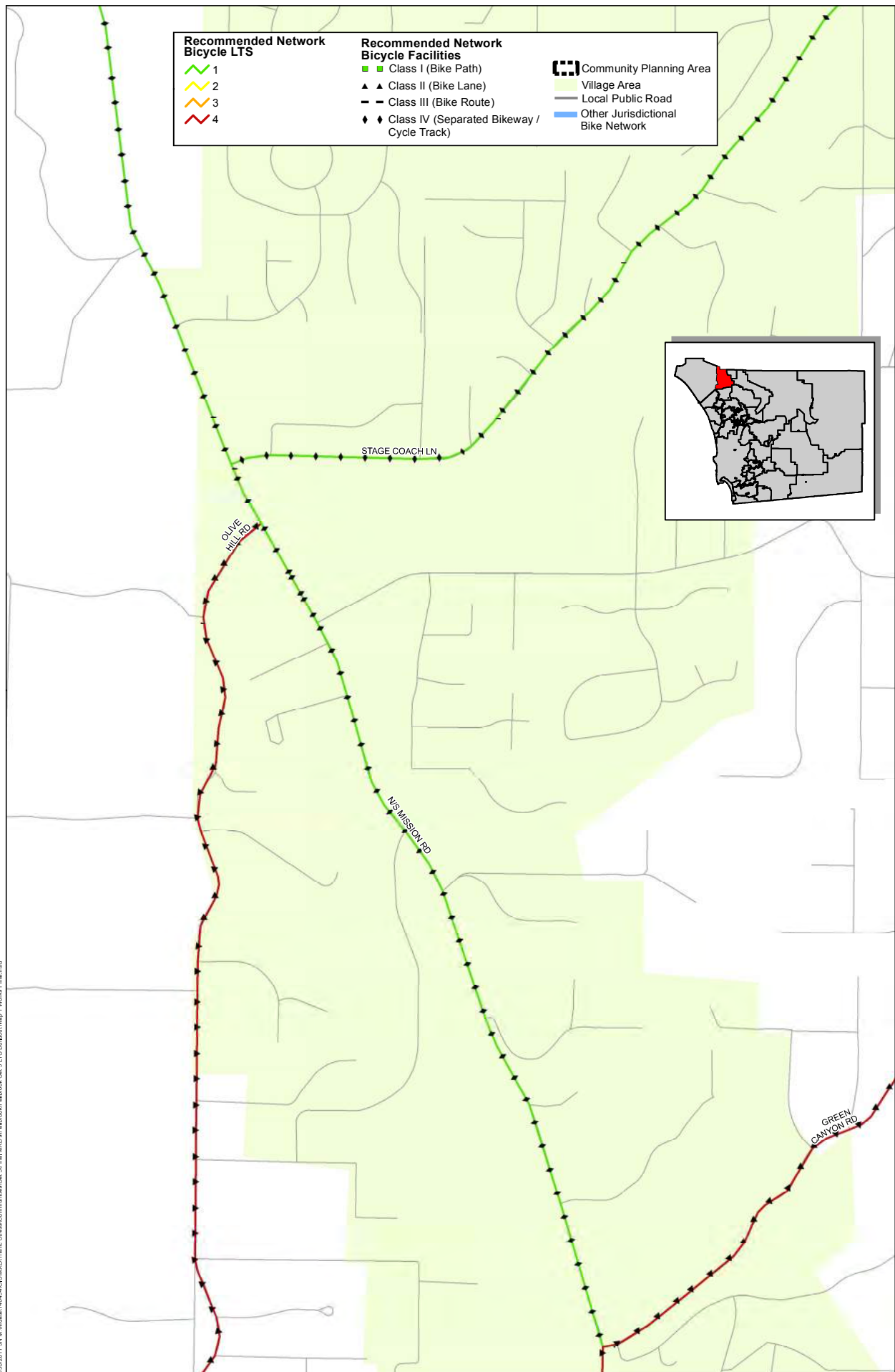




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Appendix D: LTS Analysis

Fallbrook GAP ASSESSMENT

LTS WORKSHEET

Street	From	To	Length (feet)	Direction	Facility Type	Number of Lanes	Speed	Median	Land Use	LTS
Mission Road	Clemmens	Alvarado	4,800	SB	None	2 Lanes	35+ mph	No Median	Non-Residential	LTS 4
				NB	None	2 Lanes	35+ mph	No Median	Non-Residential	LTS 4
Mission Road	Alvarado	West Mission	950	SB	None	2 Lanes	35+ mph	No Median	Non-Residential	LTS 4
				NB	None	2 Lanes	35+ mph	No Median	Non-Residential	LTS 4
South Pico Avenue	Elder	W Fig	300	SB	None	1 Lane	Up to 25 mph	No Median	Residential	LTS 4
				NB	None	1 Lane	Up to 25 mph	No Median	Residential	LTS 4
North Pico Avenue	W Alvarado	Mission	950	SB	None	1 Lane	Up to 25 mph	No Median	Residential	LTS 4
				NB	None	1 Lane	Up to 25 mph	No Median	Residential	LTS 4
North Pico Avenue	Mission	W Kalmia	300	SB	None	1 Lane	30 mph	No Median	Non-Residential	LTS 4
				NB	None	1 Lane	30 mph	No Median	Non-Residential	LTS 4
De Luz Road	W Kalmia	Dougherty	750	SB	None	1 Lane	30 mph	No Median	Non-Residential	LTS 4
				NB	None	1 Lane	30 mph	No Median	Non-Residential	LTS 4
Main Avenue	S Mission	Elder	3,700	SB	None	1 Lane	Up to 25 mph	No Median	Non-Residential	LTS 4
				NB	None	1 Lane	Up to 25 mph	No Median	Non-Residential	LTS 4
Main Avenue	Elder	Ivy	1,300	SB	None	1 Lane	Up to 25 mph	Median	Non-Residential	LTS 4
				NB	None	1 Lane	Up to 25 mph	Median	Non-Residential	LTS 4
Main Avenue	Ivy	W/E Mission	300	SB	None	1 Lane	Up to 25 mph	No Median	Non-Residential	LTS 4
				NB	None	1 Lane	Up to 25 mph	No Median	Non-Residential	LTS 4
Ammunition Road	La Galiana de Cortez Apartm	Alturas	350	EB	Class II Bike Lane	1 Lane	35+ mph	No Median	Non-Residential	LTS 2
				WB	Class II Bike Lane	1 Lane	35+ mph	No Median	Non-Residential	LTS 2
Ammunition Road	Alturas	Main	2,050	EB	Class II Bike Lane	2 Lanes	35+ mph	No Median	Non-Residential	LTS 3
				WB	Class II Bike Lane	2 Lanes	35+ mph	No Median	Non-Residential	LTS 3
Fallbrook Street	Mission	Main	700	EB	Class III - Shared	1 Lane	35+ mph	No Median	Non-Residential	LTS 4
				WB	Class III - Shared	1 Lane	35+ mph	No Median	Non-Residential	LTS 4
Fallbrook Street	Main	Morro	3,300	EB	Class II Bike Lane	1 Lane	35+ mph	No Median	Non-Residential	LTS 2
				WB	Class II Bike Lane	1 Lane	35+ mph	No Median	Non-Residential	LTS 2
Beech Street	Mission	Main	700	EB	None	1 Lane	Up to 25 mph	No Median	Non-Residential	LTS 4
				WB	None	1 Lane	Up to 25 mph	No Median	Non-Residential	LTS 4
Elder Street	Mission	Morro	4,000	EB	None	1 Lane	Up to 25 mph	No Median	Non-Residential	LTS 4
				WB	None	1 Lane	Up to 25 mph	No Median	Non-Residential	LTS 4
Alvarado Street	Mission	Morro	4,000	EB	None	1 Lane	30 mph	No Median	Non-Residential	LTS 4
				WB	None	1 Lane	30 mph	No Median	Non-Residential	LTS 4
Mission Road	N Hill	N Main	600	EB	None	1 Lane	35+ mph	No Median	Non-Residential	LTS 4
				WB	None	2 Lanes	35+ mph	No Median	Non-Residential	LTS 4
Mission Road	N Main	Iowa	1,000	EB	None	1 Lane	Up to 25 mph	No Median	Non-Residential	LTS 4
				WB	None	1 Lane	Up to 25 mph	No Median	Non-Residential	LTS 4
Mission Road	Iowa	Olive	350	EB	Class II Bike Lane	1 Lane	35+ mph	No Median	Non-Residential	LTS 2
				WB	Class II Bike Lane	1 Lane	35+ mph	No Median	Non-Residential	LTS 2
Mission Road	Olive	Catalpa	1,150	EB	Class III - Shared	1 Lane	35+ mph	No Median	Non-Residential	LTS 4
				WB	Class II Bike Lane	1 Lane	35+ mph	No Median	Non-Residential	LTS 2
Mission Road	Catalpa	Santa Margarita	1,400	EB	Class II Bike Lane	1 Lane	35+ mph	No Median	Non-Residential	LTS 2
				WB	Class II Bike Lane	1 Lane	35+ mph	No Median	Non-Residential	LTS 2

Appendix E: CIP Excerpts



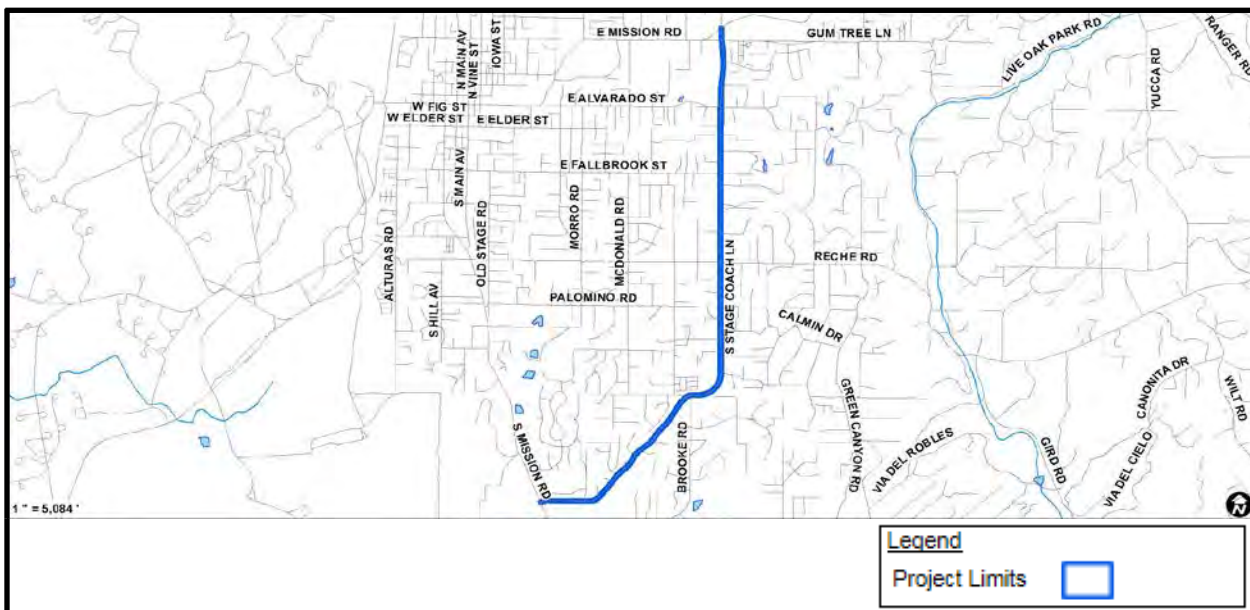
Fallbrook

Stage Coach Lane Widening

This project will widen Stage Coach Lane from S. Mission Road to Reche Road. This project was requested by Community Planning Group.

Total Length	1.33 miles
Estimate Completion	TBD
Planning Group	Fallbrook
Project Manager	Chris Hanger
District	5
Estimated Project Cost	\$5,290,000
Funding/Funding Status	TBD / Not Funded
Oracle Number	N/A

	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0
Project Development	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0
Totals	\$0	\$0	\$0	\$0	\$0



Road Reconstruction

BIKE LANES / PATHWAYS

DEPARTMENT OF
PUBLIC WORKS
Alpine 7
El Cajon 21
San Diego 37

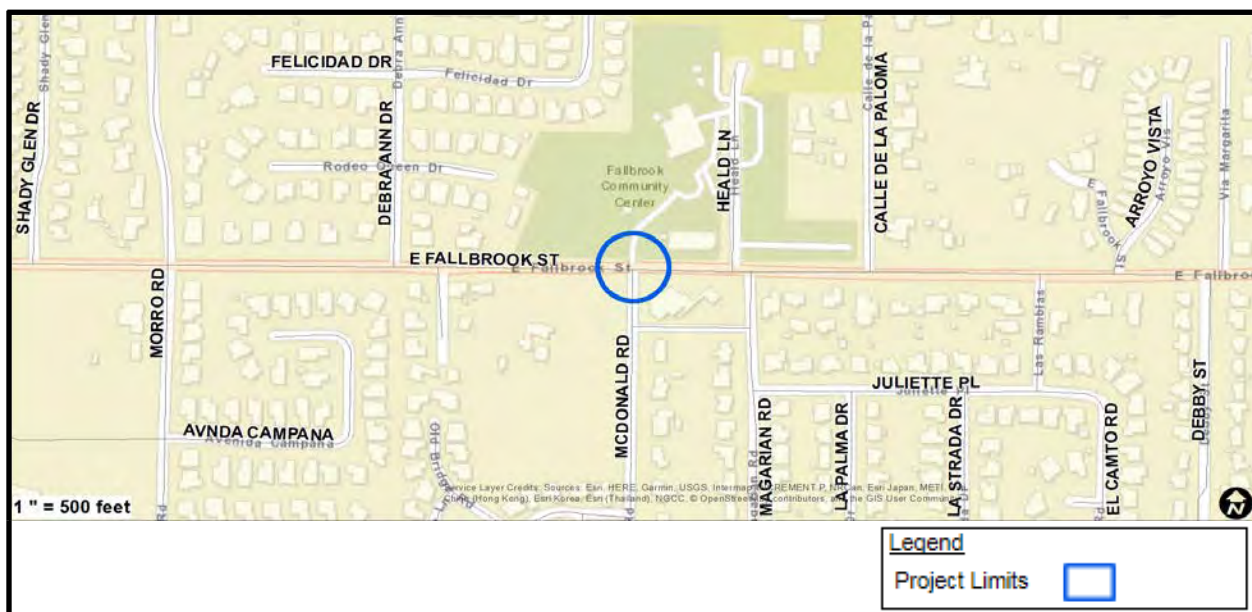
Fallbrook

Fallbrook St / McDonald Rd

This project will install a new traffic signal at Fallbrook Street and McDonald Road.

Total Length	N/A
Estimate Completion	Summer 2024
Planning Group	Fallbrook
Project Manager	Richard Chin
District	5
Estimated Project Cost	\$1,000,000
Funding/Funding Status	Road Fund Fund Balance
Oracle Number	TBD

	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0
Project Development	\$250,000	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$750,000	\$0	\$0	\$0
Totals	\$250,000	\$750,000	\$0	\$0	\$0



Traffic Signals

TRAFFIC SIGNALS

DEPARTMENT OF
PUBLIC WORKS

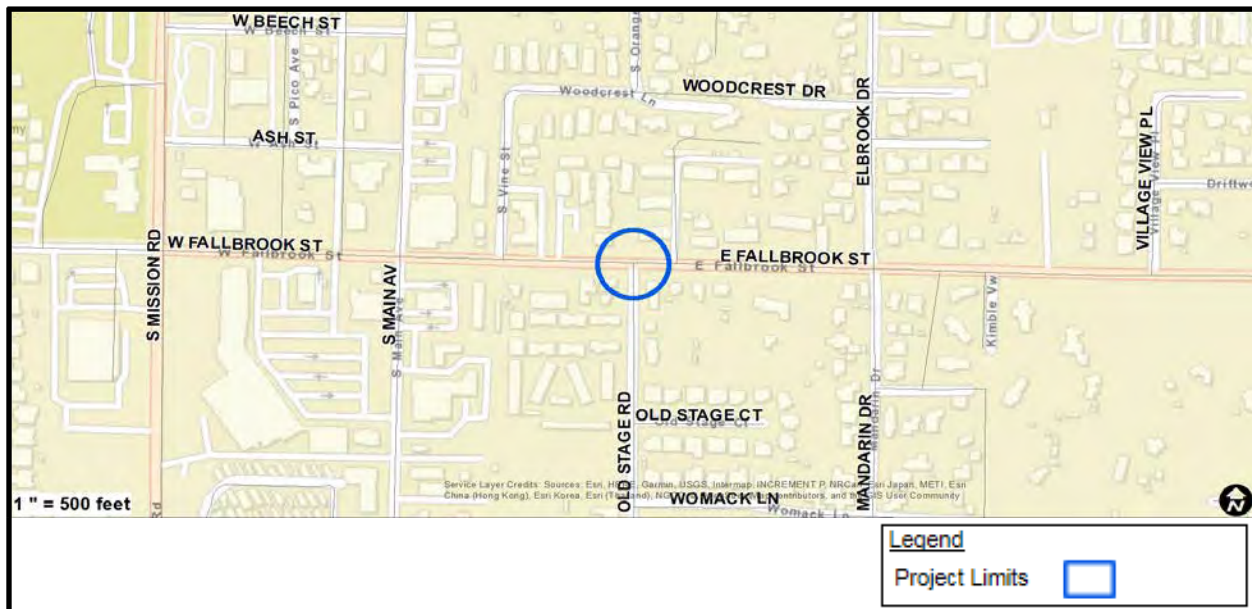
Fallbrook

Fallbrook St / Old Stage Rd

This project will install a new traffic signal at Fallbrook Street and Old Stage Road.

Total Length	N/A
Estimate Completion	Summer 2024
Planning Group	Fallbrook
Project Manager	Richard Chin
District	5
Estimated Project Cost	\$1,000,000
Funding/Funding Status	Road Fund Fund Balance
Oracle Number	TBD

	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0
Project Development	\$250,000	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$750,000	\$0	\$0	\$0
Totals	\$250,000	\$750,000	\$0	\$0	\$0



Traffic Signals

TRAFFIC SIGNALS

DEPARTMENT OF
PUBLIC WORKS

Fallbrook

South Mission Road & Clemmens Lane Pedestrian Enhancements

This project will install Pedestrian Countdown Signal Heads, pushbuttons, curb ramps, and continental crosswalks at this location.

Total Length	N/A
Estimate Completion	TBD
Planning Group	Fallbrook
Project Manager	Richard Chin
District	5
Estimated Project Cost	\$168,925
Funding/Funding Status	FHWA and Gas Tax / Funded
Oracle Number	TBD

	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26
Preliminary Engineering	\$0	\$0	\$10,000	\$0	\$0
Project Development	\$5,000	\$13,000	\$0	\$0	\$0
Right-of-Way	\$0	\$11,250	\$0	\$0	\$0
Construction	\$0	\$0	\$129,675	\$0	\$0
Totals	\$5,000	\$24,250	\$139,675	\$0	\$0



Traffic Signals

TRAFFIC SIGNALS

DEPARTMENT OF
PUBLIC WORKSAlpine 7
El Cajon 21
San Diego 37

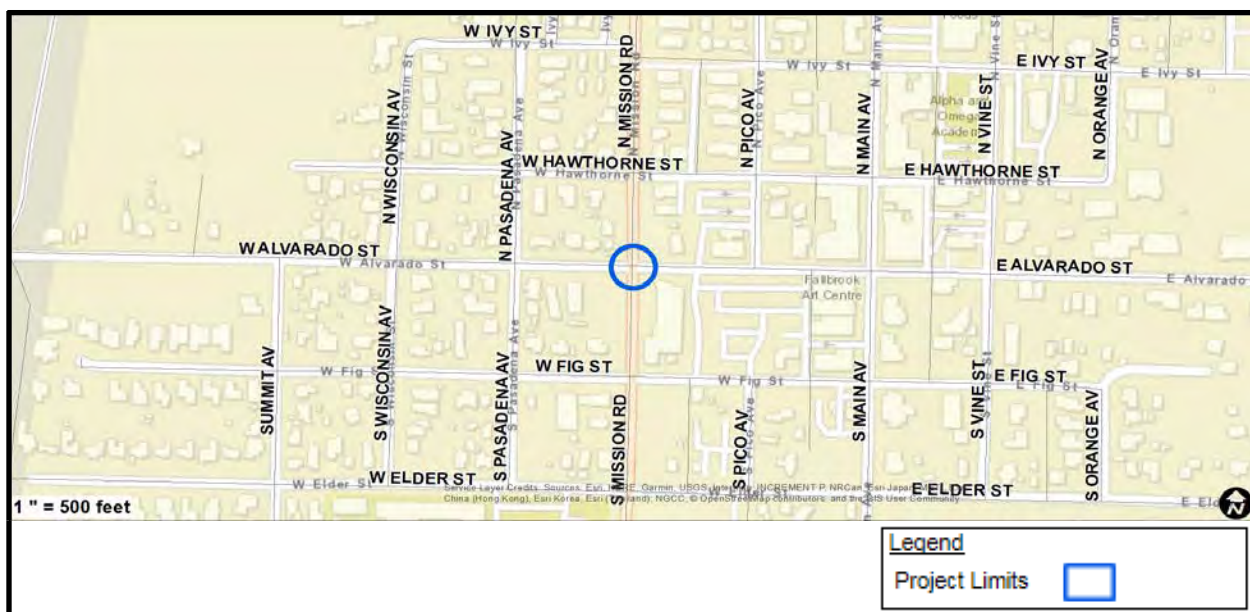
Fallbrook

South Mission Road and Alvarado Street Pedestrian Enhancements

This project will install Pedestrian Countdown Signal Heads, pushbuttons, curb ramps, and continental crosswalks at this location.

Total Length	N/A
Estimate Completion	TBD
Planning Group	Fallbrook
Project Manager	Richard Chin
District	5
Estimated Project Cost	\$168,925
Funding/Funding Status	FHWA and Gas Tax / Funded
Oracle Number	TBD

	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26
Preliminary Engineering	\$0	\$0	\$10,000	\$0	\$0
Project Development	\$5,000	\$13,000	\$0	\$0	\$0
Right-of-Way	\$0	\$11,250	\$0	\$0	\$0
Construction	\$0	\$0	\$129,675	\$0	\$0
Totals	\$5,000	\$24,250	\$139,675	\$0	\$0



Traffic Signals

TRAFFIC SIGNALS



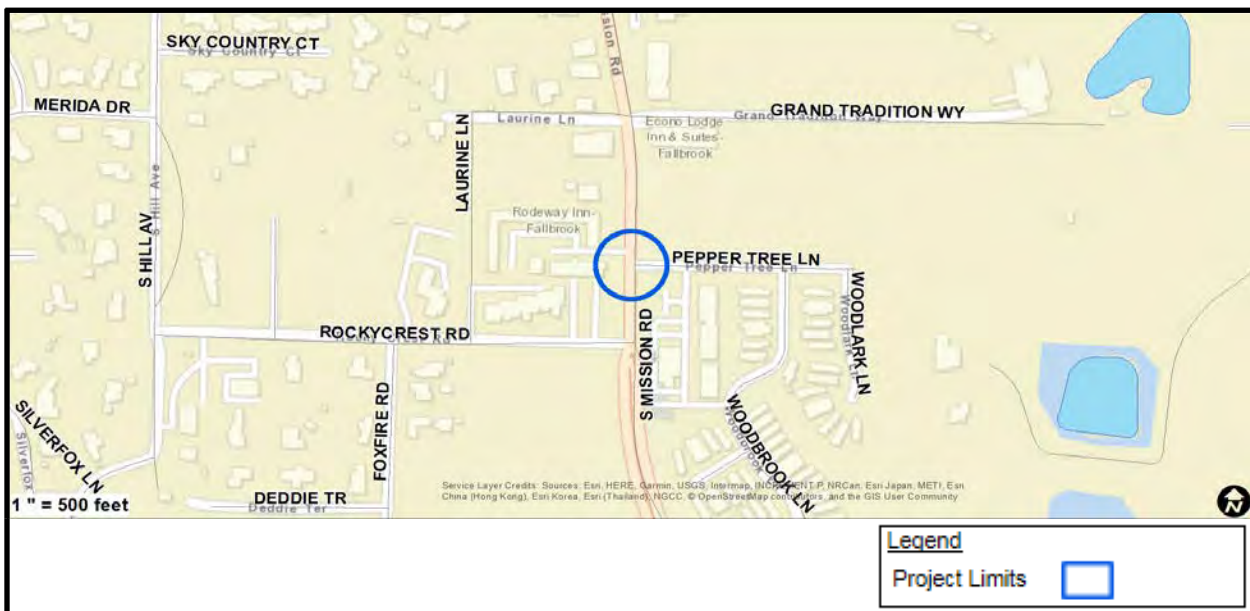
Fallbrook

South Mission Road at Peppertree Lane

This project will install a new traffic signal South Mission Road at Peppertree Lane.

Total Length	N/A
Estimate Completion	Summer 2024
Planning Group	Fallbrook
Project Manager	Richard Chin
District	5
Estimated Project Cost	\$1,000,000
Funding/Funding Status	County General Fund / Funded
Oracle Number	TBD

	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0
Project Development	\$250,000	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$750,000	\$0	\$0	\$0
Totals	\$250,000	\$750,000	\$0	\$0	\$0



Traffic Signals

TRAFFIC SIGNALS

DEPARTMENT OF
PUBLIC WORKSAlpine 7
El Cajon 21
San Diego 37

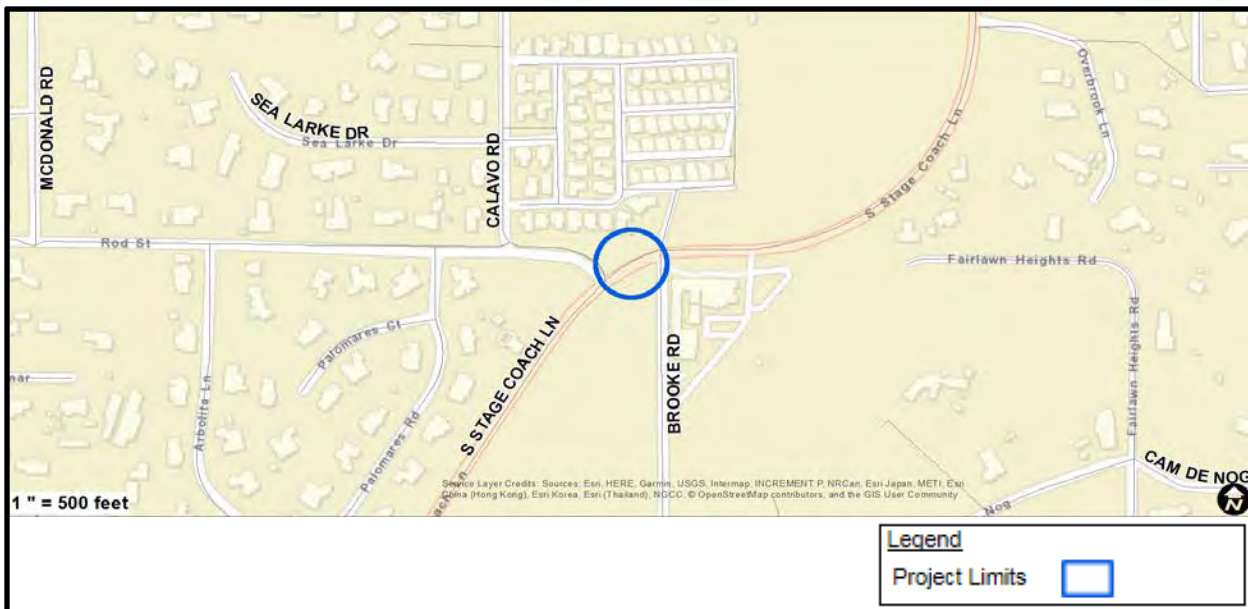
Fallbrook

Stage Coach Ln / Brooke Rd / Calavo Rd

This project will install a new traffic signal Stage Coach Lane, Brooke Road and Calavo Road.

Total Length	N/A
Estimate Completion	Summer 2024
Planning Group	Fallbrook
Project Manager	Richard Chin
District	5
Estimated Project Cost	\$1,000,000
Funding/Funding Status	Road Fund Fund Balance
Oracle Number	TBD

	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0
Project Development	\$250,000	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$750,000	\$0	\$0	\$0
Totals	\$250,000	\$750,000	\$0	\$0	\$0



Traffic Signals

TRAFFIC SIGNALS

DEPARTMENT OF
PUBLIC WORKS

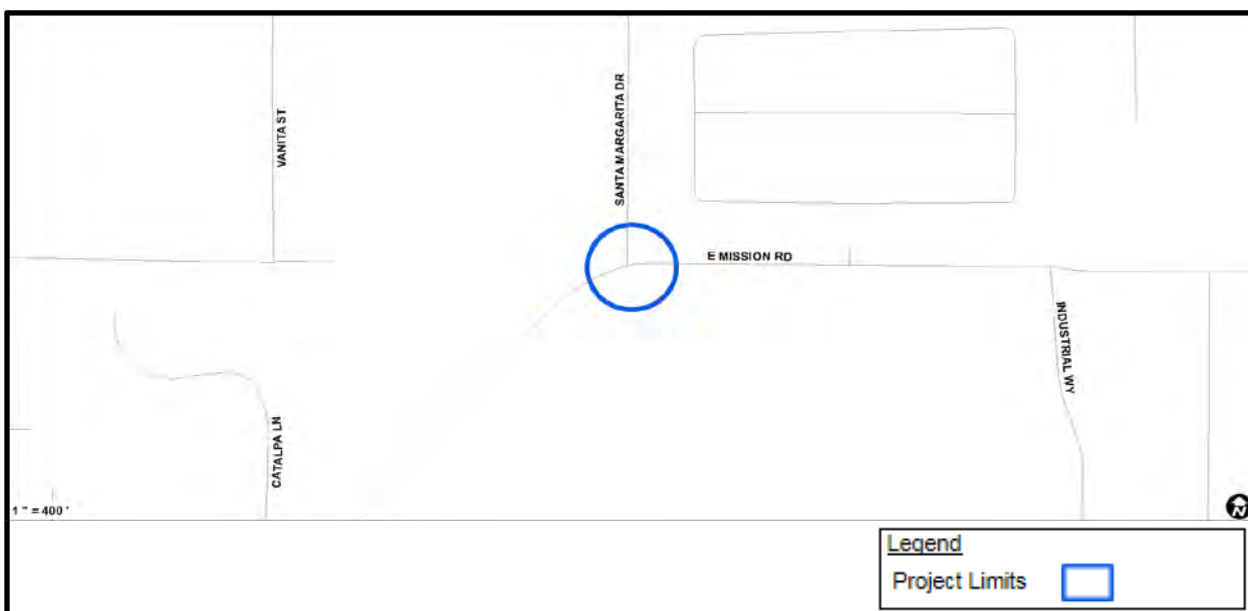
Fallbrook

Mission Road and Santa Margarita

*This project will install a traffic signal at the intersection of Mission Road and Santa Margarita Road.
This project was requested by Community Planning Group.*

Total Length	600 feet
Estimate Completion	Mid Late 2023
Planning Group	Fallbrook
Project Manager	Richard Chin
District	5
Estimated Project Cost	\$630,000
Funding/Funding Status	Road Fund Fund Balance
Oracle Number	1023463

	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0
Project Development	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$630,000	\$0	\$0	\$0
Totals	\$0	\$630,000	\$0	\$0	\$0



Traffic Signals

TRAFFIC SIGNALS



DEPARTMENT OF PUBLIC WORKS

Fallbrook

Intersection Improvements at Calavo Road, Brook Road and Stage Coach Lane

This project will construct traffic signal and other intersection improvements at Calavo Rd, Brook Rd and Stage Coach Lane. This project was requested by Community Planning Group.

Total Length	N/A
Estimate Completion	TBD
Planning Group	Fallbrook
Project Manager	Chris Hanger
District	5
Estimated Project Cost	TBD
Funding/Funding Status	Gas Tax / Not Funded
Oracle Number	1019845

	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0
Project Development	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0
Totals	\$0	\$0	\$0	\$0	\$0



Intersection Improvements

INTERSECTION IMPROVEMENTS

DEPARTMENT OF
PUBLIC WORKSAlpine 7
El Cajon 21
San Diego 37

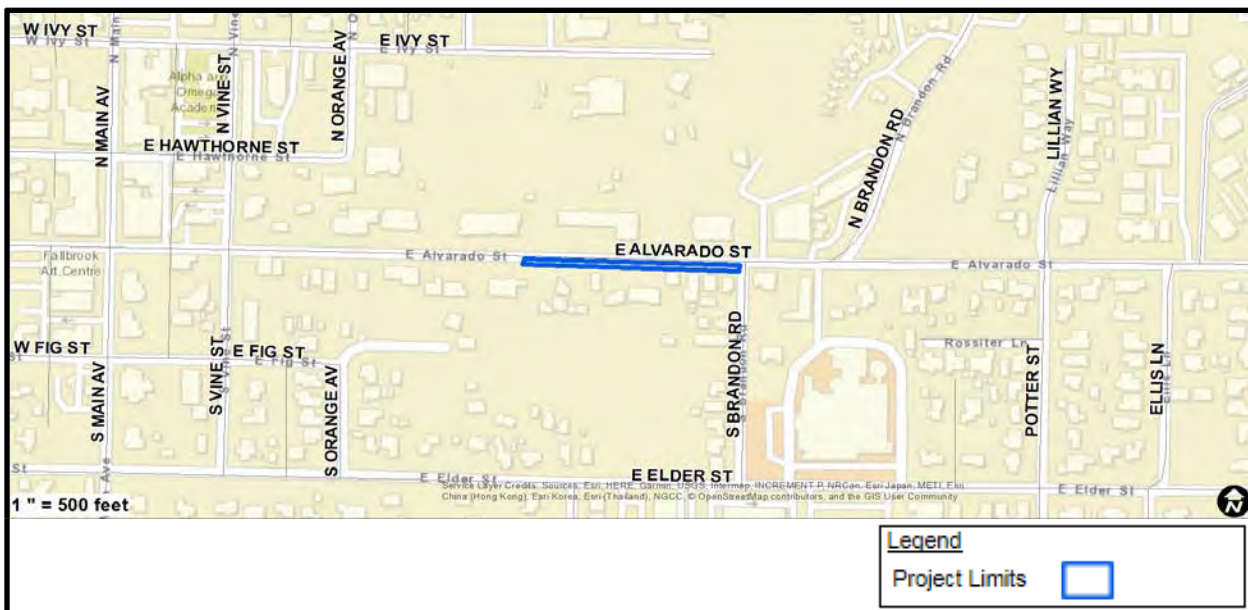
Fallbrook

East Alvarado Street

This project will construct 500 feet of sidewalk including ped ramps and drainage facilities on the south side of East Alvarado Street at South Brandon Street.

Total Length	500 feet
Estimate Completion	Fall 2022
Planning Group	Fallbrook
Project Manager	Cynthia Curtis
District	5
Estimated Project Cost	\$500,000
Funding/Funding Status	Community Development Block Grant / Funded
Oracle Number	TBD

	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0
Project Development	\$140,000	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0
Construction	\$360,000	\$0	\$0	\$0	\$0
Totals	\$500,000	\$0	\$0	\$0	\$0



Sidewalks

SIDEWALKS

DEPARTMENT OF
PUBLIC WORKS

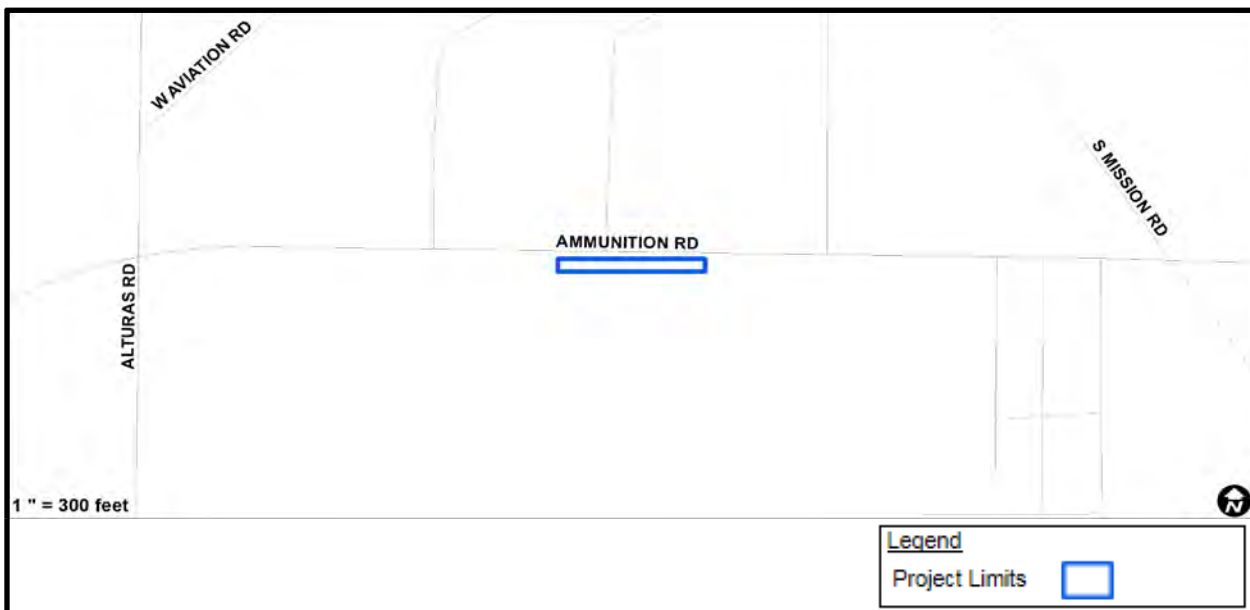
Fallbrook

Ammunition Road Missing Sidewalk

This project will construct 230 feet of sidewalk and ADA compliant pedestrian ramps.

Total Length	230 feet
Estimate Completion	Fall 2021
Planning Group	Fallbrook
Project Manager	Cynthia Curtis
District	5
Estimated Project Cost	\$340,000
Funding/Funding Status	Community Development Block Grant / Funded
Oracle Number	1023588

	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0
Project Development	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$10,000	\$0	\$0	\$0	\$0
Construction	\$121,000	\$0	\$0	\$0	\$0
Totals	\$131,500	\$0	\$0	\$0	\$0



Sidewalks

SIDEWALKS

DEPARTMENT OF
PUBLIC WORKSAlpine 7
El Cajon 21
San Diego 37

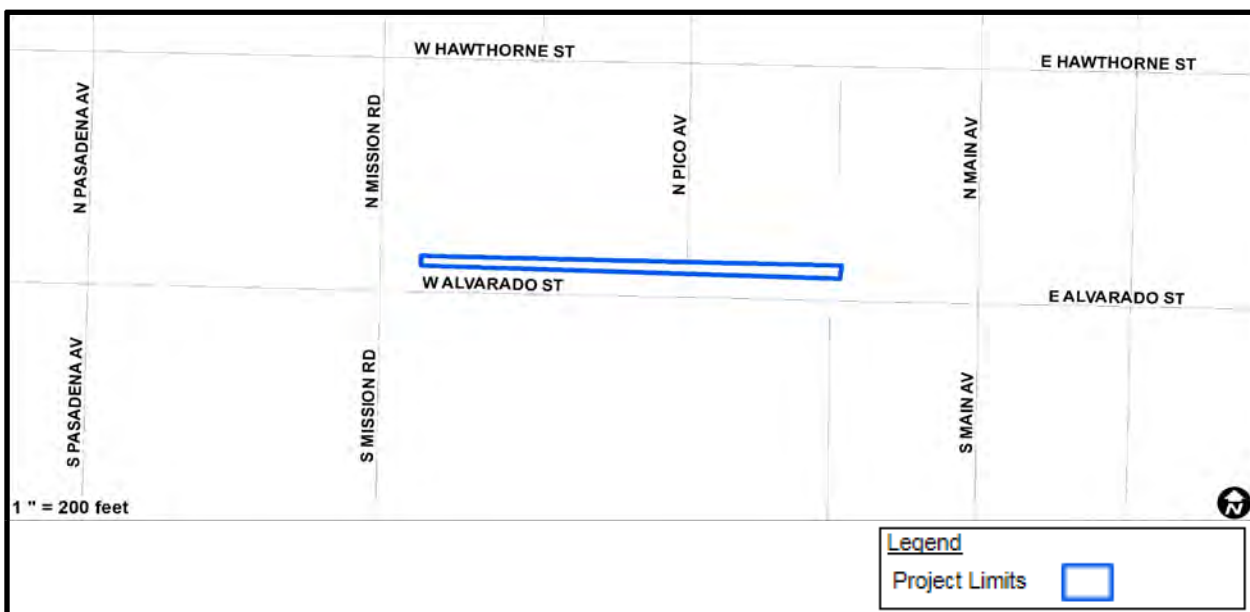
Fallbrook

West Alvarado Street Sidewalk IDIS 3184

This project will construct 450 feet of concrete sidewalk between South Mission Road and South Main Avenue.

Total Length	450 feet
Estimate Completion	Fall 2021
Planning Group	Fallbrook
Project Manager	Cynthia Curtis
District	5
Estimated Project Cost	\$430,000
Funding/Funding Status	Community Development Block Grant / Funded
Oracle Number	1023596

	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0
Project Development	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$10,000	\$0	\$0	\$0	\$0
Construction	\$121,000	\$0	\$0	\$0	\$0
Totals	\$131,500	\$0	\$0	\$0	\$0



Sidewalks

SIDEWALKS

DEPARTMENT OF
PUBLIC WORKSAlpine 7
El Cajon 21
San Diego 37

Fallbrook

West Aviation Sidewalk IDIS 3186

This project will construct 600 feet of sidewalk improvements along the north side of West Aviation Road between South Mission Road and South Main Avenue.

Total Length	600 feet
Estimate Completion	Fall 2021
Planning Group	Fallbrook
Project Manager	Cynthia Curtis
District	5
Estimated Project Cost	\$550,000
Funding/Funding Status	Community Development Block Grant / Funded
Oracle Number	1023595

	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0
Project Development	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$10,000	\$0	\$0	\$0	\$0
Construction	\$121,000	\$0	\$0	\$0	\$0
Totals	\$131,500	\$0	\$0	\$0	\$0



Sidewalks

SIDEWALKS



DEPARTMENT OF PUBLIC WORKS

Fallbrook

Elder Street Sidewalks

*This project will construct sidewalks on Elder Street between Main Avenue and Mission Road.
This project was requested by Community Planning Group.*

Total Length	700 feet
Estimate Completion	TBD
Planning Group	Fallbrook
Project Manager	Chris Hanger
District	5
Estimated Project Cost	\$875,000
Funding/Funding Status	TBD / Not Funded
Oracle Number	N/A

	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0
Project Development	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0
Totals	\$0	\$0	\$0	\$0	\$0



Sidewalks

SIDEWALKS

DEPARTMENT OF
PUBLIC WORKSAlpine 7
El Cajon 21
San Diego 37

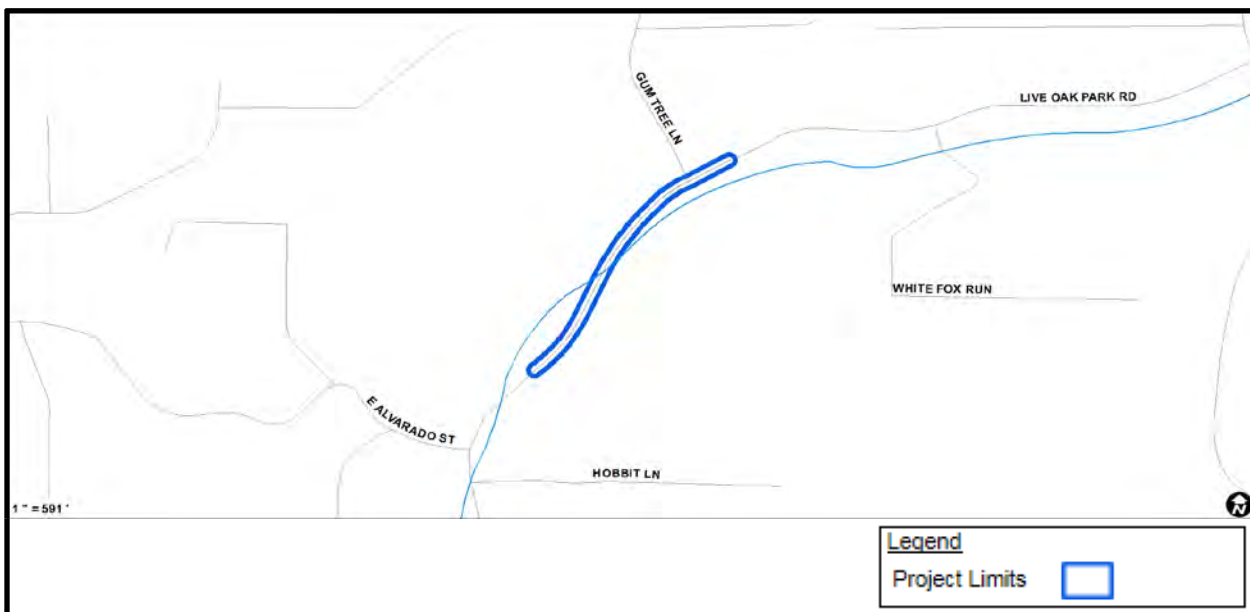
Fallbrook

Live Oak Park Road Bridge Replacement

*This project will replace the bridge on Live Oak Park Road over a San Luis Rey River tributary with a new bridge.
This project was requested to meet federal bridge requirements.*

Total Length	1,000 feet
Estimate Completion	Fall 2022
Planning Group	Fallbrook
Project Manager	Chris Hanger
District	5
Estimated Project Cost	\$5,100,000
Funding/Funding Status	Federal Grant and Gas Tax / Funded
Oracle Number	1017001

	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0
Project Development	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0
Construction	\$1,117,367	\$3,482,633	\$0	\$0	\$0
Totals	\$1,117,367	\$3,482,633	\$0	\$0	\$0



Bridge

BRIDGES

the visibility of pedestrians. As an extra layer of protection, yield striping could be applied in advance of the crosswalks to bring additional awareness for drivers.

Improve Transit Facilities

Through collaboration with North County Transit District (NCTD), there have been four bus stop locations identified for proposed improvements. Any future improvements to these bus stop locations shall meet the requirements of the NCTD Bus Stop Development Handbook including approximately 40-60 feet of red curb located 10-15 feet from the intersection and a minimum ADA accessible pad of at least 8-feet by 5-feet at each bus stop.

There are five existing bus stops that have been identified as opportunities to relocate the stop closer to an intersection for improved access by the riders and to take advantage of streetscapes improvements such as curb extensions for these stops. The five proposed relocated bus stops include Ivy Street & Vine Street (Stop ID 24865), Main Avenue & Fallbrook Street (Stop ID 24866), Main Avenue & Elder Street (Stop ID 24867), S Mission Road & Beech Street (Stop ID 24868), and S Mission Road & Fallbrook Street (Stop ID 24837).

One proposed new stop is located at the north-east corner of Maine Avenue and Alvarado Street. This new stop would provide better access to the Town Center of Fallbrook as well as the Fallbrook Library and has been requested by local transit-dependent riders.