2.3 Transportation/Traffic

The following discussion is based on the Traffic Impact Study (TIS) (2009) to evaluate possible traffic impacts for the Proposed Project. The complete traffic study is included in this EIR as Appendix E. For the purpose of the TIS and the traffic impact section of the EIR, the Proposed Project includes 355 single-family detached dwelling units, 503 multi-family dwelling units, a 10.1-acre neighborhood park, and an elementary school. The actual Proposed Project is composed of 355 single-family and 489 multi-family homes. Therefore, the analysis provides a ~~worst-case~~ maximum buildout scenario.

2.3.1 Existing Conditions

Existing Roadway Characteristics

The study area, as shown in Figure 2.3-1, has a defined limit of where 50 and 25 peak hour project trips will travel. The 50 peak hour project trip study area is utilized for existing + project, horizon year, and horizon year + project conditions (scenarios where the Proposed Project will add 50 peak hour trips to determine potential direct impacts). The 25 peak hour study area is used for existing, existing + cumulative, and existing + cumulative + project conditions (scenarios where potential cumulative impacts are calculated). The existing transportation conditions are shown on Figure 2.3-2 and described for the larger 25 peak hour study area, which include:

I-15 in the vicinity of the Proposed Project is classified as a *Freeway* on the September 2005 San Diego County Circulation Element map. I-15 from Rainbow Valley Boulevard to Escondido Highway (Old Highway 395) is constructed as an eight-lane divided freeway with a center divider. The posted speed limit is 70 mph along I-15 in the vicinity of the Proposed Project Site.

SR-76 (Pala Road) from Melrose Drive to S. Mission Road is classified as an *Expressway*; from S. Mission Road to I-15 is classified as a *Prime Arterial with bike lanes* and from I-15 to Pala Mission Road is classified as a *Major Road with bike lanes* on the September 2005 San Diego County Circulation Element map. SR-76 is constructed with varying configurations as discussed in the TIS. SR-76, from the I-15 NB Ramp easterly a distance of approximately 1.4 miles, is currently being widened from two to four lanes. This widening is anticipated to be completed before the Proposed Project will request certificates of occupancy. Therefore, the SR-76 segment analyses used two lanes for existing conditions and four lanes for all other scenarios.

SR-76 has two identified widening projects that include the Caltrans SR-76 Middle Project (from approximately Melrose Drive to S. Mission Road) and the Caltrans SR-76 East Project (from approximately S. Mission Road to the I-15 SB Ramp). On October 24, 2008, the SANDAG Board approved the redistribution of funds between SR-76 corridor projects to fully fund the construction phase of the Caltrans SR-76 Middle Project. The estimated completion date for the Caltrans SR-76 Middle Project is 2012. The Caltrans SR-76 East Project has identified TransNet as a funding source and the current estimate of completion is 2015.

Old Highway 395 from Mission Road to Dulin Road is classified as a *Collector with bike lanes* and from Dulin Road to W. Lilac Road is classified as a *Rural Collector with bike lanes* on the September 2005 San Diego County Circulation Element map. Old Highway

395 is generally constructed as a two-lane undivided roadway with a shoulder.

Pankey Road from Stewart Canyon Road to Dulin Road is classified as a *Light Collector* on the September 2005 San Diego County Circulation Element map. From Stewart Canyon Road to a terminus cul-de-sac approximately 0.7 mile to the south, Pankey Road is constructed with approximately 32 feet of pavement. From SR-76 south to Shearer Crossing (connects to Dulin Road), Panky Road is constructed with approximately 40 feet of pavement and one travel lane in each direction.

Stewart Canyon Road from Old Highway 395 to Pankey Road is classified as a *Rural Collector* on the September 2005 San Diego County Circulation Element map. Stewart Canyon Road from Old Highway 395 to Pankey Road is generally constructed as a two-lane undivided roadway within approximately 40 feet of pavement.

Study Area Intersections and Street/State Route Segments

The following are the study area intersections analyzed in the TIS:

1) SR-76 (Pala Road)/Via Monserate
2) SR-76 (Pala Road)/Gird Road
3) SR-76 (Pala Road)/Sage Road
4) SR-76 (Pala Road)/Old Highway 395
5) SR-76 (Pala Road)/I-15 Southbound Ramp
6) SR-76 (Pala Road)/I-15 Northbound Ramp
7) SR-76 (Pala Road)/Pankey Road
8) SR-76 (Pala Road)/Horse Ranch Creek Road – Future Intersection
9) SR-76 (Pala Road)/Rice Canyon Road
10) SR-76 (Pala Road)/Couser Canyon Road
11) Old Highway 395/Pala Mesa Drive
12) Old Highway 395/Stewart Canyon Road
13) Old Highway 395/Reche Road
14) Mission Road/Old Highway 395
15) Mission Road/I-15 SB Ramp
16) Mission Road/I-15 NB Ramp
17) Stewart Canyon Road/Pankey Road
18) SR-76 (Mission Road) / E. Vista Road
19) SR-76 (Mission Road) / North River Road
20) SR-76 (Mission Road) / Olive Hill Road
21) SR-76 (Mission Road) / S. Mission Road
22) SR-76 (Pala Road) / Pala Mission Road

The street/State Route segments within the TIS study area are listed as follows:

1) SR-76 (Mission Road) from E. Vista Way to North River Road
2) SR-76 (Mission Road) from North River Road to Olive Hill Road
3) SR-76 (Mission Road) from Olive Hill Road and S. Mission
4) SR-76 (Pala Road) from S. Mission Road to Via Monserate
5) SR-76 (Pala Road) from Via Monserate to Gird Road
6) SR-76 (Pala Road) from Gird Road to Sage Road
7) SR-76 (Pala Road) from Sage Road to Old Highway 395

8) SR-76 (Pala Road) from Old Highway 395 to I-15 SB Ramp
9) SR-76 (Pala Road) from I-15 SB Ramp to I-15 NB Ramp
10) SR-76 (Pala Road) from I-15 NB Ramp to Pankey Road
11) SR-76 (Pala Road) from Pankey Road to Horse Ranch Creek
12) SR-76 (Pala Road) from Horse Ranch Creek Road to Rice Canyon Road
13) SR-76 (Pala Road) from Rice Canyon Road to Couser Canyon Road
14) SR-76 (Pala Road) from Couser Canyon Road to Pala Mission Road
15) Old Highway 395 from E. Mission Road to Reche Road
16) Old Highway 395 from Reche Road to Stewart Canyon Road
17) Old Highway 395 from Pala Mesa Drive to SR-76 (Pala Road)
18) Stewart Canyon Road from Old Highway 395 to Pankey Road
19) Pankey Road south of Stewart Canyon Road
20) Pankey Road from SR-76 (Pala Road) to Dulin Road

Study Area Freeway Segments

The following freeway segment volumes (from Caltrans web site documenting year 2007 volumes) were analyzed as part of this study:

1) I-15 from Rainbow Valley Boulevard to Mission Road
2) I-15 from Mission Road to SR-76 (Pala Road)
3) I-15 from SR-76 (Pala Road) to Escondido Highway (Old Highway 395)

Existing Levels of Service

Level of Service (LOS) designations comprise a professional industry standard by which the operating condition of a given roadway segment or intersection is measured. LOS is defined using letter designations from “A” to “F,” wherein LOS A represents the best operating conditions and LOS F represents the worst operating conditions. LOS A facilities are characterized as having free-flowing traffic conditions with no restrictions on maneuvering or operating speeds; traffic volumes are low and travel speeds are high. LOS F facilities are characterized as having highly unstable, congested conditions and low operating speeds.

The volume-to-capacity ratio (V/C) is a measure of traffic demand on a facility (expressed as volume; V) compared to its traffic-carrying capacity (C). In evaluating the performance of a roadway segments under the existing conditions, V/C is considered together with LOS.

Traffic volumes on study area segments and intersections during AM and PM peak hours are based on daily roadway traffic counts and peak period manual traffic counts at intersections. The freeway segment analysis is based on 2007 Caltrans volume data.

The existing roadway conditions are shown in Figure 2.3-2. The existing AM, PM, and average daily trip (ADT) volumes are shown on Figure 2.3-3.

As shown in Table 2.3-1, under existing conditions, all study intersections operate at LOS D or better with the exception of:

1) SR-76 (Pala Road) / Via Monserate (Minor Leg LOS F AM & PM)
2) Old Highway 395 / Reche Road (Minor Leg LOS E PM)
3) SR-76 (Mission Avenue) / E. Vista Way (LOS E AM)
4) SR-76 (Mission .Avenue) / North River Road (LOS E AM)

As shown in Table 2.3-2A and 2.3-2B, under existing conditions, all study area state routes and roadway segments operate at LOS D or with the exception of:

1) SR-76 (Mission Avenue.) from E. Vista Way to North River Road (LOS F AM & PM)
2) SR-76 (Mission Avenue.) from North River Road to Olive Hill Road (LOS F AM & PM) SR-76 (Mission Avenue.) from Olive Hill Road to S. Mission Road (LOS F AM & PM)
3) SR-76 (Pala Road) from S. Mission Road to Via Monserate (LOS E AM & LOS F PM)
4) SR-76 (Pala Road) from Via Monserate to Gird Road (LOS E AM & LOS F PM)
5) SR-76 (Pala Road) from I-15 SB Ramp to I-15 NB Ramp (LOS E AM & LOS F PM)
6) SR-76 (Pala Road) from I-15 NB Ramp to Pankey Road (LOS E PM)
7) SR-76 (Pala Road) from Pankey Road to Horse Ranch Creek Road (LOS E PM)
8) SR-76 (Pala Road) from Horse Ranch Creek Road to Rice Canyon Road (LOS E PM)
9) SR-76 (Pala Road) from Rice Canyon Road to Couser Canyon Road (LOS E PM)
10) SR-76 (Pala Road) from Couser Canyon Road to Pala Mission Road (LOS F PM)

The unacceptable LOS for SR-76 (Pala Road) from I-15 NB Ramp to Pankey Road and from Pankey Road to Horse Ranch Creek Road is calculated to change to acceptable LOS when the current widening of SR-76 from two to four lanes is completed.

The LOS calculated for the freeway segments are shown in Table 2.3-3; all segments within the study area operate at LOS C or better, with the exception of I-15 from Rainbow Valley to Mission Road (southbound) which operates at LOS D in the AM.

2.3.2 Guidelines for the Determination of Significance

For the purpose of this EIR, the basis for the determination of significance is the County's Guidelines for the Determination of Significance, Traffic, December 5, 2007. All of the guidelines are derived from accepted state and local standards for significant impacts based on levels of service.

A direct impact would occur when the significance criteria is exceeded. If the proposed project exceeds the values provided in the table below, then the individually proposed project would result in a direct traffic impact. Specific improvements to mitigate direct impacts must be identified.

A cumulative impact would occur when two conditions are met: 1) ~~will~~ build-out of all near-term projects result in a cumulative traffic impact; 2) ~~does~~ the amount of traffic generated by the individual proposed project contribute ~~(even in a small part)~~ to that

cumulative impact. One trip has been determined to be cumulatively considerable by the County. Both conditions must be met for an individual project to result in a cumulative traffic impact. If the traffic generated from all the near-term projects (cumulative projects) would result in a cumulative traffic impact, then condition one is met. If the total amount of traffic generated exceeds the values provided in the table below, then condition two is met and the individually proposed project would result in a cumulative traffic impact. Fair-share contributions toward cumulative impacts may only be provided when a specific project and schedule for completion of the project has been identified.

Road Segments

A project would result in a direct or cumulative traffic impacts if the following significance criteria are exceeded:

Measures of Significant Project Impacts to Congestion
Allowable Increases on Congested Roads

	Road Segments		
	2-Lane Road	4-Lane Road	6-Lane Road
LOS E	200 ADT	400 ADT	600 ADT
LOS F	100 ADT	200 ADT	300 ADT

Intersections

A project would result in a direct and or cumulative impact if the following significance criteria are exceeded:

Measures of Significant Project Impacts to Congestion
Allowable Increases on Congested Intersections

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

2.3.3 Analysis of Project Effects and Determination as to Significance

Trip Generation

Project Trip Generation

As stated in Section 2.3 above, the TIS is based on a ~~worst-case~~ maximum buildout ~~scenario~~ analysis using a greater number of ADTs than would be generated by implementation of the Proposed Project. Proposed Project trip generation was calculated using SANDAG trip rates from the *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, April 2002. Based on SANDAG trip rates, the Proposed Project is calculated to generate 8,740 ADT, 965 AM peak hour trips (365 inbound and 600

outbound), and 864 PM peak hour trips (574 inbound and 290 outbound) as shown in Table 2.3-4.

School Trip Generation

The Bonsall Unified School District will determine whether it will use the 12.7-acre site for elementary school purposes. An alternative use for the site will be 42 residential units if the District elects not to build an elementary school on the 12.7-acre site. The daily traffic generation for the elementary school is 1,116 ADT while the daily traffic generation for 42 single-family units is 420 ADT (10 ADT/unit x 42 unts). This traffic study documents and analyzes the elementary school scenario due to its higher overall traffic generation.

Project Traffic Distribution and Assignment

Project trips were distributed based on a SANDAG Series 11 traffic model. Because of the ~~vicinity~~ proximity of the Proposed Project to other proposed projects including Campus Park (mixed-use), Campus Park West (mixed-use), Meadowood (residential with a school), and Palomar College, the area would contain complementary land ~~many interacting~~ uses ~~that~~ and create the equivalent of a small town. It is assumed that some Proposed Project traffic would remain within the internal roadway system. Thus, ~~T~~the SANDAG traffic model inherently accounted~~s~~ for this "internal capture rate." However, ~~F~~for direct project impacts, the analysis did not apply an internal capture rate (therefore assumed to be zero) because only residential, school, and park land uses would be ~~associated~~ built by~~with~~ the Proposed Project. Near-term (cumulative) and long-term (horizon year 2030) distribution scenarios assume that the ~~project area~~entire vicinity, complete with retail/commercial/and office land uses, would ~~be~~ experience~~developed assuming~~ a 30 percent internal capture rate. Details of the County and Caltrans' concurrence of the t~~t~~raffic modeling including calculations of internal capture rates, traffic distribution scenarios and assignment analysis are included in Section 3.3 of the TIS.

The long-term residential distribution is shown in Figure 2.3-4 with the assignment shown in Figure 2.3-5. The combined long-term residential, school, and park assignments are shown in Figure 2.3-6.

Construction Traffic Generation

Proposed Project construction is anticipated to occur in three phases over a period of ten to fifteen years. During this period, construction traffic may contribute to temporary traffic delays in the vicinity of the Proposed Project. As discussed within Chapter 1, the Proposed Project includes the preparation of a construction and grading phasing plan which includes a Traffic Control Plan. This plan would be approved by the County Department of Public Works prior to start of any clearing or grading activities, and would be implemented during construction of the Proposed Project. Traffic control measures may include the use of flagmen, traffic cones, advanced notification signage, and pedestrian/equestrian detours. Construction hours also would be defined in the Traffic Control Plan and would likely be outside of peak traffic periods

Furthermore, as previously stated in Chapter 1, the Proposed Project is designed to have the earthwork balanced. Therefore, there is no anticipated need for import or export of soils, reducing the number of required truck trips to and from the Project Site

during construction.

Existing + Project

This scenario is considered to be a conservative analysis in that no internal capture rate is applied to account for the time period when the residential is constructed and occupied before the surrounding proposed commercial developments are to be constructed.

If the Proposed Project applicant is first to proceed (between Campus Park and Palomar College), then the applicant will construct the following:

- Horse Ranch Creek Road from SR-76 to the southern terminus of Pankey Road located south of Stewart Canyon Road;
- Pala Mesa Drive from Old Highway 395 to SR-76;
- Street R (AKA Pankey Place) from Pala Mesa Drive to Horse Ranch Creek Road;

and the intersections of:

- Horse Ranch Creek Road at SR-76;
- Horse Ranch Creek Road at Pala Mesa Heights Drive (aka Baltimore Oriole Road);
- Horse Ranch Creek Road at Street B (aka Harvest Glen Lane);
- Horse Ranch Creek Road at Street A;
- Horse Ranch Creek Road at Street Q (aka School/Park Access);
- Horse Ranch Creek Road at Street R (aka Pankey Place); and
- Pala Mesa Drive at Street R (aka Pankey Place).

Additionally, SR-76 from I-15 easterly a distance of approximately 1.4 miles is currently being widened from two to four lanes. Because this improvement is anticipated to be completed before the Proposed Project will reach occupancy, SR-76 from I-15 to Horse Ranch Creek Road was analyzed as four lanes under existing + project conditions. The proposed improvements by the applicant if first to proceed, as used in this existing + project analysis scenario are shown in Figure 2.3-7. The peak hour intersection volumes and daily traffic volumes for the existing + project scenario are shown in Figure 2.3-8. All LOS calculations are included in Appendix K of the TIS.

Intersections

As shown in Table 2.3-5, under existing + project conditions, the following intersection is expected to operate at unacceptable LOS:

1) Intersection of Old Highway 395 / Reche Road (LOS F PM)

The Proposed Project would, therefore, have a **direct and significant impact** on one study area intersection (**TR-1**).

Street Segments

As shown in Table 2.3-6A and 2.3-6B, under existing + project conditions, the following two state route/street segments are expected to operate at unacceptable LOS:

1) SR-76 from Via Monserate to Gird Road (LOS E AM and LOS F PM)
2) SR-76 from I-15 SB Ramp to I-15 NB Ramp (LOS E AM & LOS F PM)

The Proposed Project would therefore have a **direct and significant impact** on these two study area street segments (**TR-2**).

The applicant proposes to construct Horse Ranch Creek Road in accordance with the General Plan Update Circulation Element "Boulevard" standards and has received approval of a request for a modification to a road standard. Therefore, the street segment operations shown in Table 2.3-6A reflect a Boulevard capacity for Horse Ranch Creek Road.

Freeway Segments

As shown in Table 2.3-7**,** there would be no direct impacts to freeway segments in the existing + project scenario.

2.3.4 Cumulative Impact Analysis

Cumulative Projects

Cumulative projects were accounted for through a general plan summary approach where SANDAG provided a modified Series 10 Year 2030 model developed for the County's General Plan Update traffic forecast analysis. The modified Series 10 model analysis accounts for the 95 cumulative projects listed in Section 3.5, Table 18 of the TIS.

The criteria for identifying the cumulative projects included:

1. Non-daily traffic generators were not included (i.e., cell sites),

2. Geographic boundary based on proximity to study roadways and roadways that will feed toward or away from our project location (i.e., radius around project and buffer around adjacent transportation corridors),

3. Reviewed available cumulative projects within this study area. Withdrawn or denied cumulative projects were removed.

4. Casino projects that are not listed in the DPLU/DPW cumulative traffic binders were researched and included.

5. These cumulative projects are considered to be cumulatively considerable from a CEQA standpoint as they represent major projects contributing to the traffic study boundary. This includes tentative parcel maps within the study boundary to provide a comprehensive approach, and

6. Projects requiring GPAs (i.e. Meadowood, Campus Park West, Warner Ranch, Pala Mesa Resort) and Casino projects were confirmed as being included in the Cumulative Map model by reviewing the list of inconsistent and Casino projects included in Appendix L of the TIS.

A summary of the cumulative projects is included in Table 2.3-8. The combined cumulative project volumes are shown on Figure 2.3-9.

Roadway improvements already under construction (widening of SR-76 from two to four lanes or roadway improvements included as part of the Proposed Project (access to the project via Horse Ranch Creek Road, Pala Mesa Drive, Street "R" and all associated internal intersections) were incorporated into the analysis. Other roadway improvements are planned by the Pala Tribe and Caltrans; however, these improvements were not incorporated into the analysis. Documents describing the planned improvements by other cumulative project applicants are included in Appendix M of the TIS.

Of significant importance is that this analysis includes all of the known cumulative project traffic but does not include the necessary roadway mitigation measures required to support all of the other cumulative projects. Based on the size of some of the other cumulative projects, significant roadway improvements would most likely be forthcoming to satisfy CEQA requirements.

Existing + Cumulative Projects

This analysis is based on near-term conditions (consisting of existing + known cumulative projects). Existing + cumulative LOS calculations are included in Appendix N of the TIS.

Intersections

The peak hour intersection volumes and daily traffic volumes for this scenario of existing + cumulative projects are shown in Figure 2.3-10. As shown in Table 2.3-9, under existing + cumulative conditions, all study area intersections were calculated to operate at acceptable LOS D with the exception of:

1) SR-76 (Pala Road) / Via Monserate (LOS F AM & PM)
2) SR-76 (Pala Road) / Gird Road (LOS F PM)
3) SR-76 (Pala Road) / Sage Road (LOS F AM & PM)
4) SR-76 (Pala Road) / Old Highway 395 (LOS F AM &PM)
5) SR-76 (Pala Road) / I-15 SB Ramp (LOS F AM & PM)
6) SR-76 (Pala Road) / I-15 NB Ramp (LOS E AM & LOS F PM)
7) SR-76 (Pala Road.) / Pankey Road (LOS F AM & PM)
8) SR-76 (Pala Road) / Rice Canyon Road (LOS F AM & PM)
9) SR-76 (Pala Road) / Couser Canyon Road (LOS F AM & PM)
10) Old Highway 395 / Pala Mesa Drive (LOS F AM & PM)
11) Old Highway 395 / Stewart Canyon Road (LOS F AM & PM)
12) Old Highway 395 / Reche Road (LOS F AM & PM)

13) Mission Road / Old Highway 395 (LOS F PM)
14) Mission Road / I-15 Southbound Ramp (LOS E AM & PM)
15) Mission Road / I-15 Northbound Ramp (LOS F PM)
16) SR-76 (Mission Avenue) / E. Vista Way (LOS F AM & PM)
17) SR-76 (Mission Avenue) / North River Road (LOS F AM & PM)
18) SR-76 (Mission Avenue) / Olive Hill Road (LOS F AM & PM)
19) SR-76 (Mission Avenue) / S. Mission Road (LOS E AM & LOS F PM)

Street/State Route Segments

The roadway conditions assumed the implementation of planned roadway improvements documented by other cumulative project applicants as shown in Figure 2.3-11. As shown in Table 2.3-10A and 2.3-10B, under existing + cumulative conditions, all street and State Route segments were calculated to operate at acceptable LOS D with the exception of:

1) Old Highway 395 from E. Mission Road to Reche Road (LOS F)
2) Old Highway 395 from Reche Road to Stewart Canyon Road (LOS F)
3) Old Highway 395 from Pala Mesa Dr to SR-76 (LOS F)
4) SR-76 (Pala Road) from E. Vista Way to North River Road (LOS F AM & PM)
5) SR-76 (Pala Road) from North River Road to Olive Hill Road (LOS F AM & PM)
6) SR-76 (Pala Road) from Olive Hill Road to S Mission Road (LOS F AM & PM)
7) SR-76 (Pala Road) from S Mission Road to Via Monserate (LOS F AM & PM)
8) SR-76 (Pala Road) from Via Monserate to Gird Road (LOS F AM & PM)
9) SR-76 (Pala Road) from Gird Road to Sage Road (LOS F AM & PM)
10) SR-76 (Pala Road) from Sage Road to Old Highway 395 (LOS F AM & PM)
11) SR-76 (Pala Road) from I-15 SB Ramp to I-15 NB Ramp (LOS F AM & PM)
12) SR-76 (Pala Road) from Horse Ranch Creek Road to Rice Canyon Road (LOS F AM & PM)
13) SR-76 (Pala Road) from Rice Canyon Road to Couser Canyon Road (LOS F AM & PM)
14) SR-76 (Pala Road) from Couser Canyon Road to Pala Mission Road (LOS E AM & LOS F PM)

Freeway Segments

As shown in Table 2.3-11, all study area freeway segments would operate at LOS D or better in the existing + cumulative scenario.

Existing + Cumulative + Project

This scenario accounts for the addition of Proposed Project traffic onto existing + cumulative traffic for AM, PM, and ADT conditions. The peak hour intersection volumes and daily traffic volumes for this scenario of existing + cumulative + project conditions are shown in Figure 2.3-12.

Intersections

As shown in Table 2.3-12, under existing + cumulative + project conditions the Proposed Project would contribute to a significant cumulative impact at the following intersections:

1) SR-76 (Pala Road) / Via Monserate (LOS F AM & PM)
2) SR-76 (Pala Road) / Gird Road (LOS F PM)
3) SR-76 (Pala Road) / Sage Road (LOS F AM & PM)
4) SR-76 (Pala Road) / Old Highway 395 (LOS F AM &PM)
5) SR-76 (Pala Road) / I-15 SB Ramp (LOS F AM & PM)
6) SR-76 (Pala Road) / I-15 NB Ramp (LOS E AM & LOS F PM)
7) SR-76 (Pala Road) / Pankey Road (LOS F AM & PM)
8) SR-76 (Pala Road) / Rice Canyon Road (LOS F AM & PM)
9) SR-76 (Pala Road) / Couser Canyon Road (LOS F AM & PM)
10) Old Highway 395 / Pala Mesa Drive (LOS F AM & PM)
11) Old Highway 395 / Stewart Canyon Road (LOS F AM & PM)
12) Old Highway 395 / Reche Road (LOS F AM & PM)
13) Mission Road / Old Highway 395 (LOS F PM)
14) Mission Road / I-15 SB Ramp (LOS E AM & PM)
15) Mission Road / I-15 NB Ramp (LOS F PM)
16) SR-76 (Mission Avenue) / E. Vista Way (LOS F AM & PM)
17) SR-76 (Mission Avenue) / North River Road (LOS F AM & PM)
18) SR-76 (Mission Avenue) / Olive Hill Road (LOS F AM & PM)
19) SR-76 (Mission Avenue) / S. Mission Road (LOS E AM & LOS F PM)

Therefore, the Proposed Project would have a **cumulatively significant impact** on these study area intersections (**TR-3**).

Street/ State Route Segments

As shown in Tables 2.3-13A and 2.3-13B, under existing + cumulative + project conditions the project would contribute to significant cumulative impacts for the following street/State Route segments:

1) Old Highway 395 from E. Mission to Reche Road (LOS F)
2) Old Highway 395 from Reche Road to Stewart Canyon Road (LOS F)
3) Old Highway 395 from Pala Mesa Dr. to SR-76 (LOS F)
4) SR-76 from E. Vista Way to North River Road (LOS F AM & PM)
5) SR-76 from North River Road to Olive Hill Road (LOS F AM & PM)
6) SR-76 from Olive Hill Road to S Mission Road (LOS F AM & PM)
7) SR-76 from S. Mission Road to Via Monserate (LOS F AM & PM)
8) SR-76 from Via Monserate to Gird Road (LOS F AM & PM)
9) SR-76 from Gird Road to Sage Road (LOS F AM & PM)
10) SR-76 from Sage Road to Old Highway 395 (LOS F AM & PM)
11) SR-76 from I-15 SB Ramp to I-15 NB Ramp (LOS F AM & PM)
12) SR-76 from Horse Ranch Creek Road to Rice Canyon Road (LOS F AM & PM)
13) SR-76 from Rice Canyon Road to Couser Canyon Road (LOS F AM & PM)
14) SR-76 from Couser Canyon to Pala Mission Road (LOS E AM & LOS F PM)

The Proposed Project would therefore have a **cumulatively significant impact** on these study area street segments (**TR-4**).

Freeway Segments

As shown in Table 2.3-14**,** all study area freeway segments would operate at LOS D or better in the existing + cumulative + project scenario. The Proposed Project would not

contribute to a significant cumulative impact to any freeway segments.

Horizon Year 2030

The horizon year 2030 analysis was based on the horizon year street system (based on the adopted County Circulation Element) and LOS operations. The SANDAG traffic model included the Proposed Project, thus the horizon year (2030) volumes have the project traffic removed.

Details of the calculations and factors used to determine horizon year volumes and roadway conditions are detailed in the TIS. Under horizon year (2030) conditions, all study area intersections and roadways were calculated to operate at LOS D with the exception of the following:

1) Freeway segment of I-15 from Rainbow Valley Blvd. to Mission Road (LOS E & F AM & PM)
2) Freeway segment of I-15 from Mission Road to SR-76 (LOS F PM)
3) Freeway segment of I-15 from SR-76 to Escondido Highway (LOS E & F PM)

Horizon year (2030) intersection LOS, State Route / street segment volumes and LOS and freeway volumes and LOS are shown on Tables 2.3-15, 2.3-16 and 2.3-17, respectively.

Horizon Year 2030 + Project

This section describes the horizon year (2030) + project conditions for AM, PM, and daily traffic conditions. The peak hour intersection volumes and daily traffic volumes are shown in Figure 2.3-13.

Intersections

As shown in Table 2.3-18, in the Horizon Year 2030 + project condition all study area intersections were calculated to operate at LOS D or better.

Street Segments

As shown in Table 2.3-19A and 2.3-19B, in the Horizon Year 2030 + project condition, all study area street/State Route segments were calculated to operate at LOS D or better.

Freeway Segments

As shown in Table 2.3-20, all study area freeway segments would operate at D in the Horizon Year 2030 + project scenario with the exception of:

1) Freeway segment of I-15 from Rainbow Valley Blvd. to Mission Road (LOS E & F AM & PM)
2) Freeway segment of I-15 from Mission Road to SR-76 (LOS F PM)
3) Freeway segment of I-15 from SR-76 to Escondido Highway (LOS E & F PM)

Of these locations, using the County's significance criteria, no project impacts were

calculated because the Proposed Project traffic does not exceed the significance thresholds.

Summary of Traffic Impacts

As described above, the Proposed Project is calculated to have direct and cumulative impacts to intersections, and street/ State Route segments. These impacts are identified in Table 2.3-21.

2.3.5 Mitigation Measures Proposed to Minimize the Significant Effects

M-TR-1 The applicant shall install a traffic signal at the intersection of Old Highway 395 and Reche Road to the satisfaction of the Director of DPW.

M-TR-2 Direct impacts to study area/State Route segments shall be mitigated through the construction of one additional travel lane in each direction. The Caltrans SR-76 project proposes the widening of SR-76 from Via Monserate to Gird Road and SR-76 from the I-15 SB ramp to I-15 the NB ramp. Should the Caltrans project not be completed prior to the Proposed Project, the applicant shall make a fair share contribution to be allocated to the widening of SR-76, if feasible.

M-TR-3 Cumulative impacts to study area intersections shall be mitigated through applicant participation in the Transportation Impact Fee (TIF) Program.

M-TR-4 Cumulative impacts to study area/State Route segments shall be mitigated through applicant participation in the TIF Program.

2.3.6 Conclusion

A summary of all direct and cumulative impacts with associated mitigation is included in Table 2.3-22.

TR-1: The Proposed Project would have a direct significant impact on one intersection as follows:

- Old Highway 395 / Reche Road (LOS F PM)

This impact shall be mitigated through the installation of a traffic signal after an increase in traffic causing ~~all warrants~~signal warrants ~~have been~~to be met. ~~Signal warrants will be required when motorists start experiencing unacceptable levels of service. An indication of this may include increased calls into the County or County staff making field observations.~~ New traffic data would be collected to determine if sufficient traffic has materialized to warrant a traffic signal. The traffic signal will provide steady regulation of traffic flow at this location reducing intersection delay and thereby mitigating the impact Implementation of M-TR-1 will reduce the direct impact to **less than significant**.

TR-2: The Proposed Project would have a direct significant impact on two State Route segments, as follows:

- SR- 76 (Pala Road) from Via Monserate to Gird Road (LOS E AM and LOS F

PM)
- SR- 76 (Pala Road) from I-15 SB Ramp to I-15 NB Ramp (LOS E AM & LOS F PM)

These impacts shall be mitigated through the widening of SR-76 from two to four lanes as proposed by the Caltrans SR-76 East Project. Once the roadway is widened, its capacity would increase and Proposed Project related traffic would no longer contribute to unacceptable LOS.

~~If the Caltrans SR-76 project is completed prior to occupancy of the first residential unit within the Proposed Project, the direct impacts to the SR-76 would be fully mitigated.~~ Since these improvements are under the jurisdiction of Caltrans and not the County, there is a potential that the Caltrans improvements will not be in place prior to the first residential unit. As such, the County can not assure that impacts would be avoided until actual improvements have been constructed. If Caltrans' construction of the improvements is delayed, the only feasible mitigation would be for the applicant to widen SR-76 to four lanes. Given the magnitude and ongoing nature of the projects/plans summarized above, widening SR-76 along these affected segments would require detailed engineering and construction beyond the capability of a single private applicant (including extensive conversion of existing land uses beyond the purview/ability of a private applicant). These improvements would require regional highway improvements of a magnitude and scope disproportionate to the current development project and outside the jurisdiction of the County to approve. The resolution of the existing and projected inadequate service capacities along SR-76, which is a designated state highway, must occur on a regional level. As noted, the lead agency with authority to approve and implement these improvements is Caltrans, and they are already underway in planning and coordination with others regarding focused segment improvements. The County, Caltrans and the Project Applicant have met and conferred regarding Project impacts and appropriate mitigation. Should the Caltrans project not be completed prior to the Proposed Project, the applicant shall make a fair share contribution to be allocated to the widening of SR-76, if feasible ~~The project applicant will help improve SR-76 operations through intersection improvements at SR-76/Horse Ranch Creek Road and through participation in the TIF program.~~

The intersection improvements to SR-76/Horse Ranch Creek Road are a function of the project phasing and timing of other projects that will also use Horse Ranch Creek Road. If the applicant is first in time, then the applicant shall install a traffic signal at SR-76/Horse Ranch Creek Road when signal warrants are satisfied and construct a single left-turn lane (eastbound to northbound). If the applicant is second in time, then the applicant would be required to modify the previously signalized intersection at SR-76/Horse Ranch Creek Road to accommodate dual left-turn lanes and appropriately modify the traffic signal if such work has not previously been performed by others. The turn pockets along SR-76 at Horse Ranch Creek Road would remove traffic from SR-76 travel lanes and thereby improve SR-76 traffic flow.

~~The County of San Diego TIF program has reimbursed some costs for the SR-76 widening as completed by Granit Construction. Therefore, project participate in the TIF program will help off-set the fees expended to improve SR-76 operations from I-15 to the Granite Construction Company entrance. Additionally, there are TIF improvements proposed for various roadways in Fallbrook that may help relieve some traffic on SR-76. Any traffic relieve on SR-76 will help improve traffic flow.~~

Despite the mitigative elements discussed above, short-term impacts to SR-76 would temporarily remain significant and unmitigated.

~~Such improvements would be beyond the purview/ability of a private applicant which is why they are considered a regional project Thus, in the absence of the Caltrans East SR-76 improvements prior to the first residential unit, a significant unmitigated impact would result. It should be noted however, that this impact would be short-term until the Caltrans East project has been completed. Because this mitigation measure addresses a direct Project impact and the County of San Diego cannot guarantee implementation of this improvement prior to the first residential unit, impacts could remain **significant and unmitigated**.~~ A Statement of Overriding Considerations would be required to be adopted to address this significant and unmitigated impact.

TR-3: The Proposed Project would have cumulative impacts on 19 intersections, as shown in Table 2.3-21.

These impacts shall be mitigated through applicant participation in the TIF Program. The TIF Program was specifically designed to address cumulative issues. The TIF Program looks forward to improvements required to support adequate circulation through Year 2030. Required improvements are specified and funds are collected from projects coming on line in order to defray costs of those improvements when implemented. Since the TIF Program was designed to address cumulative concerns and the associated appropriate payment for specified improvements, participation in the TIF Program constitutes effective and adequate mitigation for this issue. Payment of TIF fees shall serve to reduce these significant impacts to less than significant.

TR-4: The Proposed Project would have cumulative impacts on 14 street/State Route segments, as shown in Table 2.3-21.

These impacts shall be mitigated through applicant participation in the TIF Program as described above. Payment to the TIF Program shall serve to reduce these significant impacts to less than significant, as discussed in the subsequent paragraphs. .

The County's TIF Program provides a mechanism for mitigating the impacts created by future growth within the unincorporated area. The TIF is a fee offered to developers to facilitate compliance with the CEQA mandate that development projects mitigate their indirect, cumulative traffic impacts. The County TIF Program assesses the fee on all new development that results in new/added traffic. The primary purpose of the TIF is twofold: (1) to fund the construction of identified roadway facilities needed to reduce, or mitigate, projected cumulative traffic impacts resulting from future development within the County; and (2) to allocate the costs of these roadway facilities proportionally among future developing properties based upon their individual cumulative traffic impacts.

TIF funds are collected into 23 local Community Planning Area accounts, three regional accounts, and three regional freeway ramp accounts. TIF funds are only used to pay for improvements to roadway facilities identified for inclusion in the TIF Program, which include both County roads and Caltrans highway facilities. TIF funds collected for a specific local or regional area must be spent in the same area. For example, the TIF collected in the North Region TIF account may only be used for improvements to TIF facilities in the North Region. By ensuring TIF funds are spent for the specific roadway

improvements identified in the TIF Program, the CEQA mitigation requirement is satisfied and the Mitigation Fee Act nexus is met.

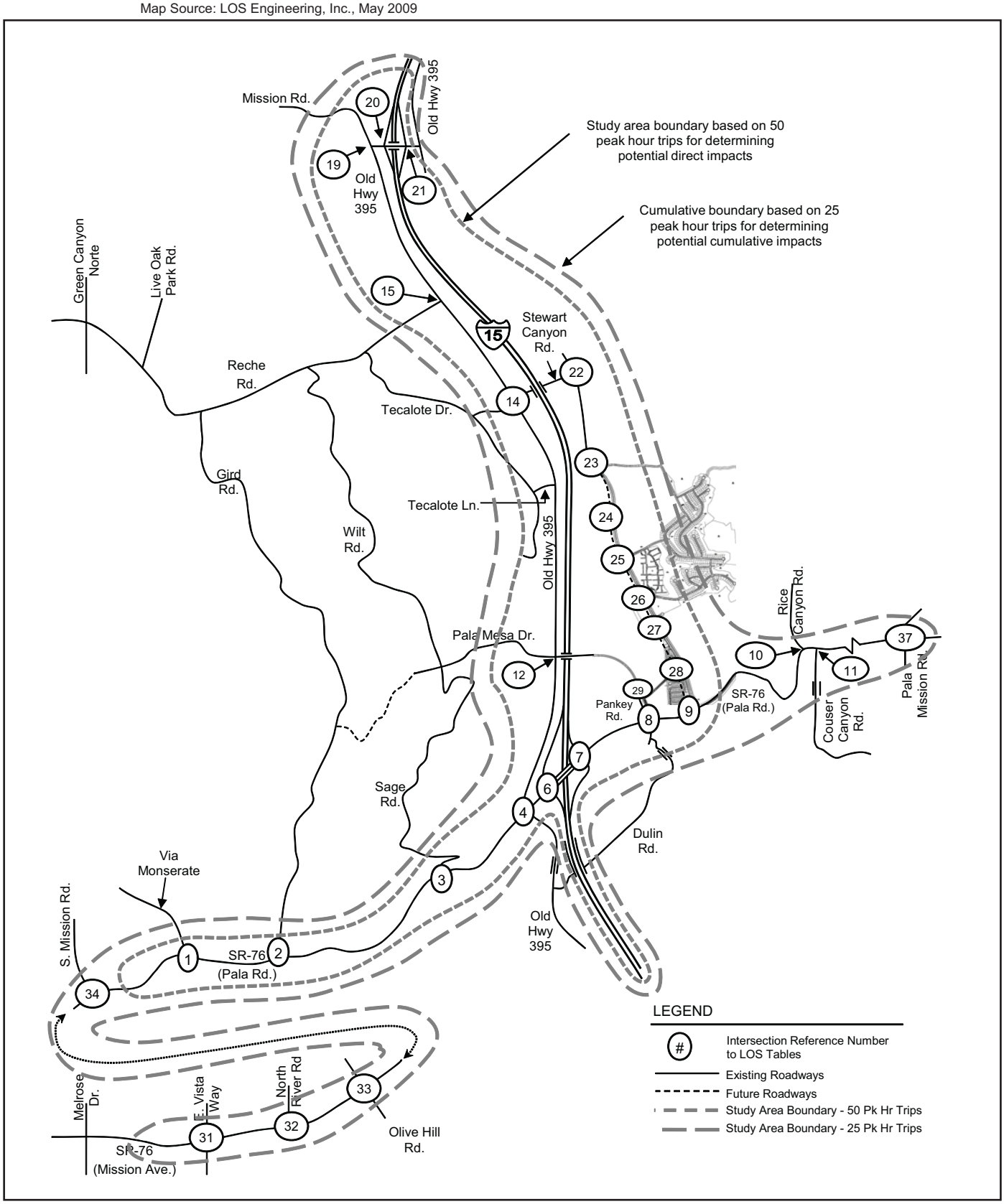
As part of the TIF Program process, the transportation infrastructure needs are characterized as one of the following: existing deficiencies; direct impacts of future development; or indirect (cumulative) impacts of future development. Existing roadway deficiencies are the responsibility of existing developed land uses and government agencies, and cannot be financed with impact fees. The TIF Program is not intended to mitigate direct impacts which will continue to be the responsibility of individual development projects. Therefore, the TIF Program is only designed to address the cumulative impacts associated with new growth.

The County TIF Program enables projects to complete CEQA compliance and move forward by contributing funds, which represents paying a fair share, toward the cost of improving roads, in the future, as the levels of service become unacceptable. This is due to the increased traffic volume caused by the cumulative impacts, of various developments. The County's TIF Program goes into great detail in identifying anticipated development, the roads affected, roadway costs, and the existing and projected levels of service on those roads. As sufficient funds become available, the County will implement the improvements that it has committed to.

In general, contribution to the TIF Program will mitigate a project's cumulative impacts within the unincorporated area. However, there will be some development projects that do not conform to the County's existing or proposed land use plan (General Plan Amendments, Specific Plans, and Specific Plan Amendments) which would result in increases in density or intensity, where the adopted TIF projections did not analyze their cumulative impacts. Such a circumstance would prevent the County's planned Circulation Element road system from operating, at its planned LOS, at that type of project's buildout. If approved, General Plan Amendment, Specific Plan, and Specific Plan Amendment projects resulting in increased densities will need to fully mitigate their direct and cumulative impacts. The direct impact mitigation required for the non-conforming projects are expected to address cumulative roadway deficiencies not envisioned as part of the TIF program and/or the County's planned Circulation Element roadway system. However, for the Proposed Project, the applicant's TIF payment mitigates for all Proposed Project cumulative impacts.

As currently designed, the Proposed Project would allow the County to address some of its current and projected challenges in relation to an increased population that requires a ~~affordable housing and~~ diversity of housing types. The Proposed Project and its surrounding area have been targeted in the Draft General Plan Update as a region that could support increased population. The result is that multiple projects are proposing development which will change the existing land usages to urban land usage, increasing traffic related impacts. Although each project will likely provide design measures, like the Proposed Project, both direct and cumulative impacts within the region is unavoidable. Therefore, significant direct and cumulative impacts will remain. ~~However, the need for increased housing, along with economic and social benefits to the County that would follow in the region, override the significant unavoidable environmental effects that would result from the Proposed Project and other cumulative projects.~~ A Statement of Overriding Considerations would be required to be adopted to address this significant and unmitigated impact.

Map Source: LOS Engineering, Inc., May 2009



NO SCALE

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FIGURE 2.3-1
Traffic Study Area

Map Source: LOS Engineering, Inc., May 2009

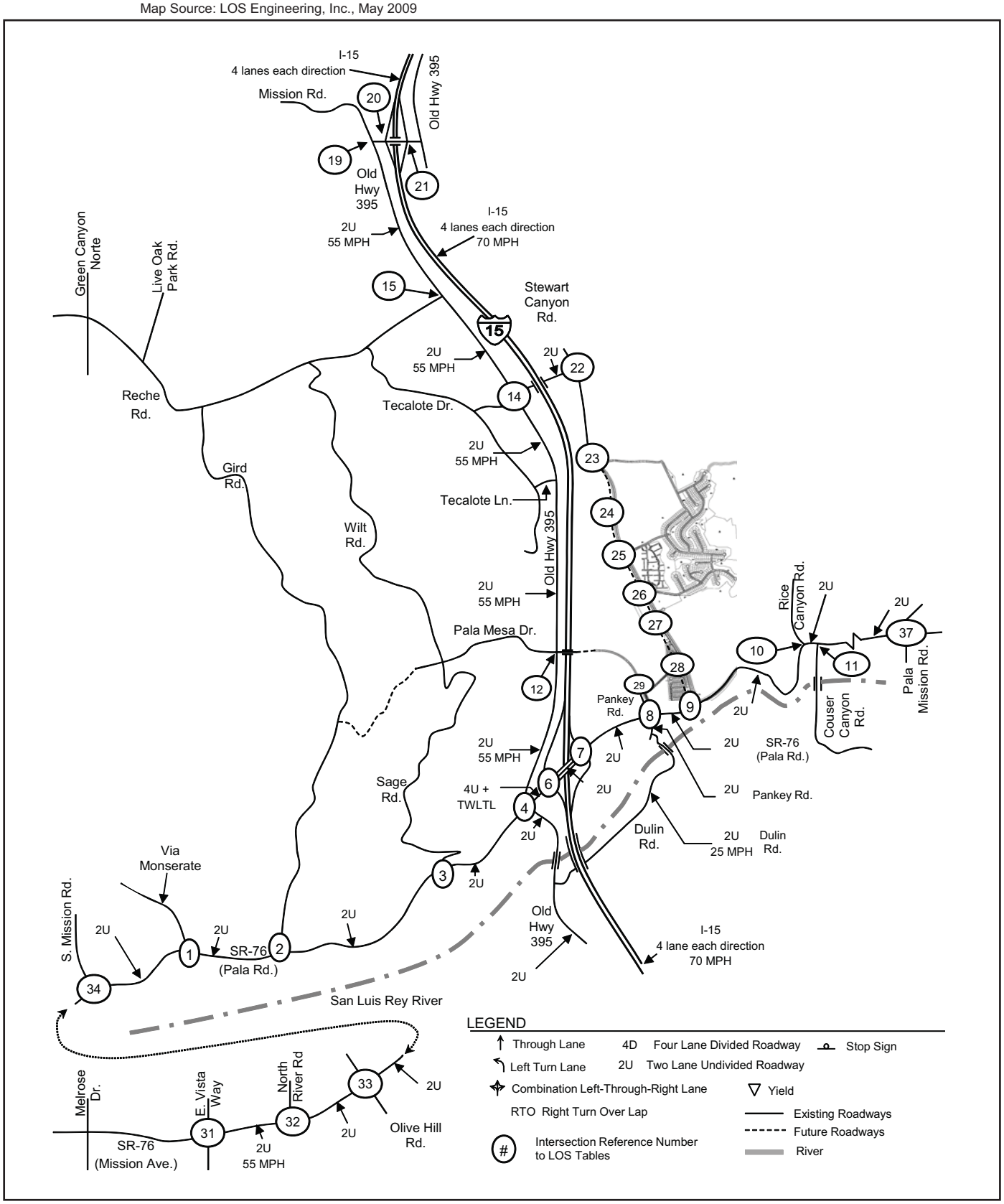

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FIGURE 2.3-2
Existing Roadway Conditions

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Map Source: LOS Engineering, Inc., May 2009

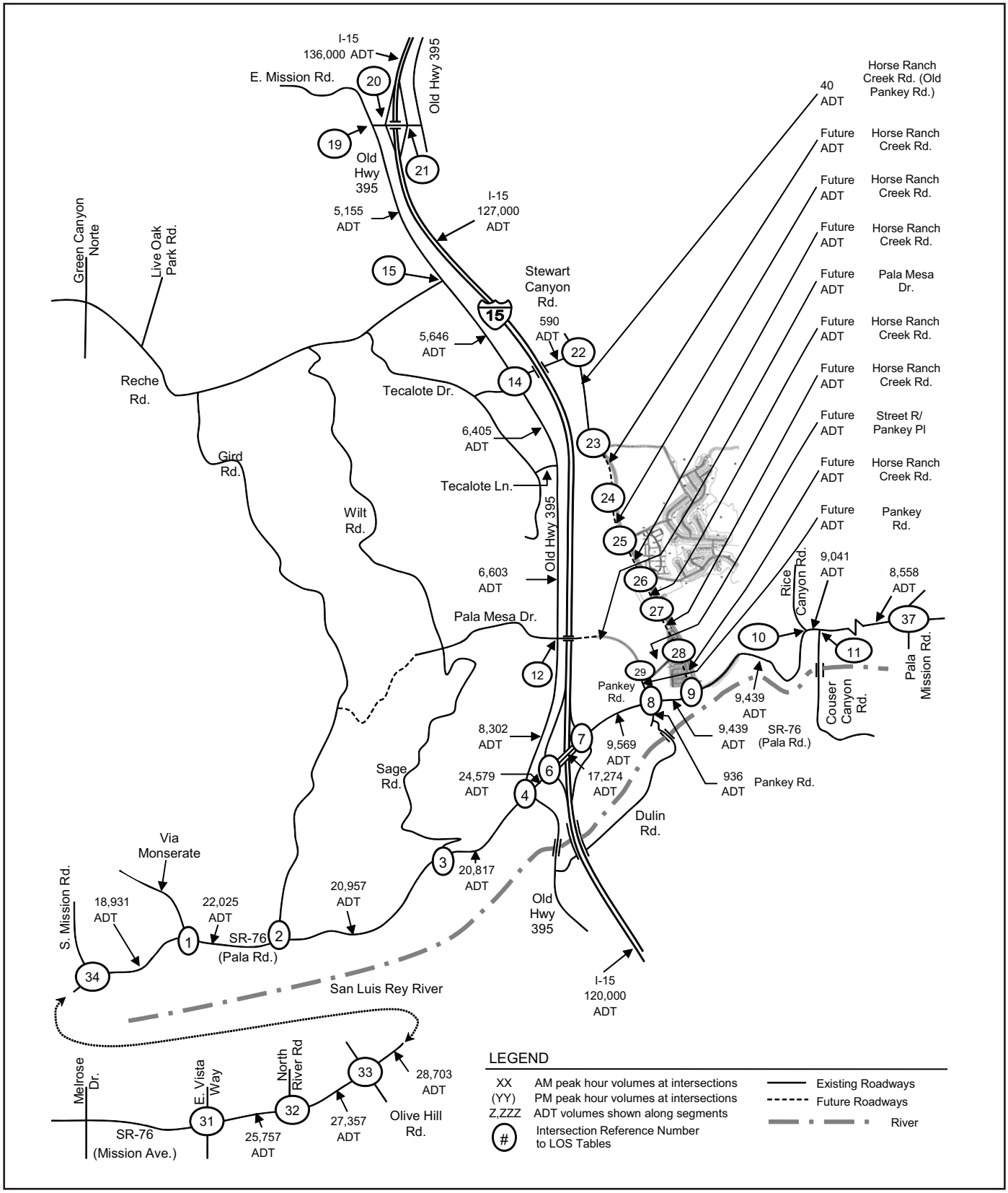

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FIGURE 2.3-3
Existing Traffic Volumes

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Map Source: LOS Engineering, Inc., May 2009

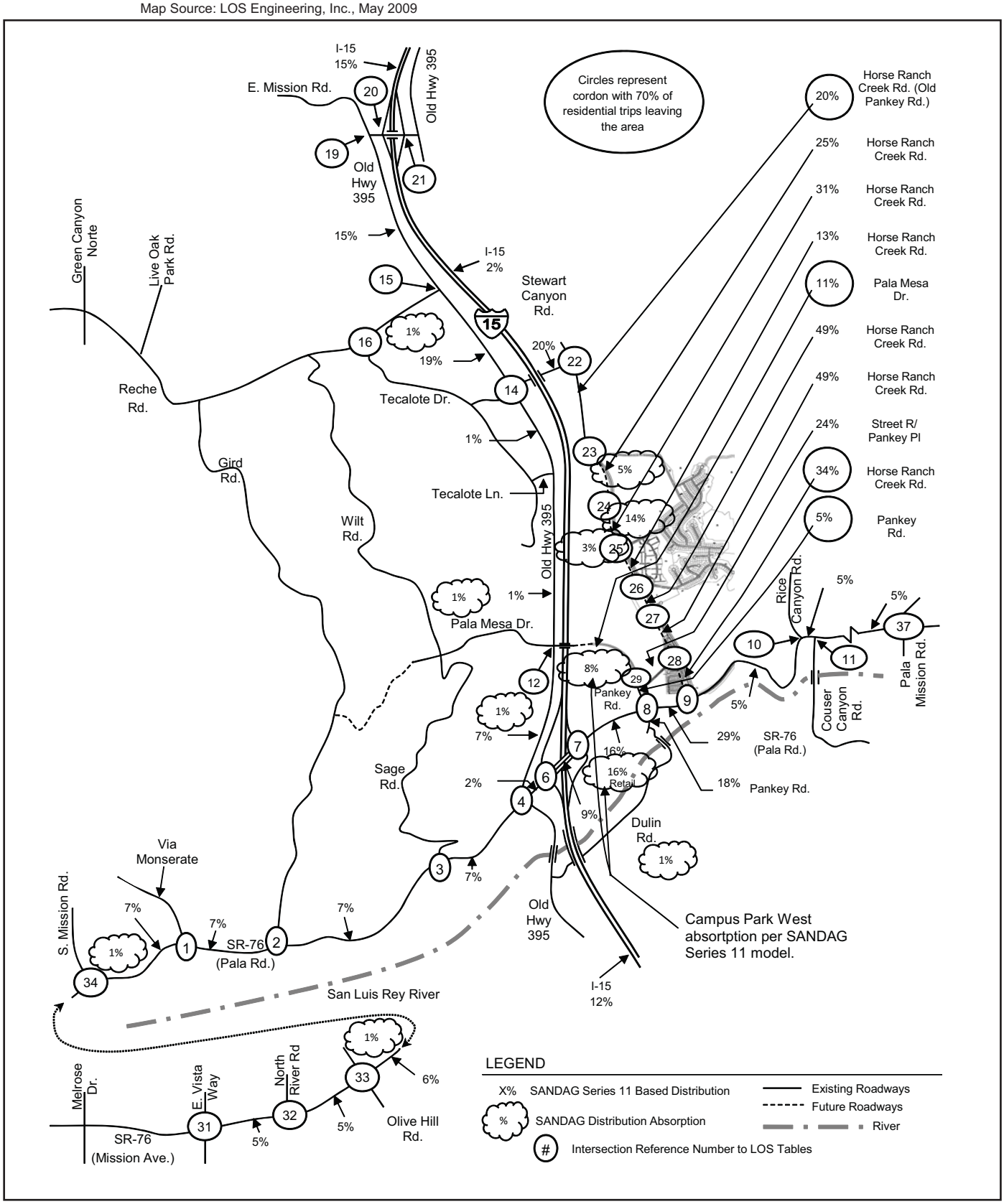

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FIGURE 2.3-4
Long-term Residential Distribution

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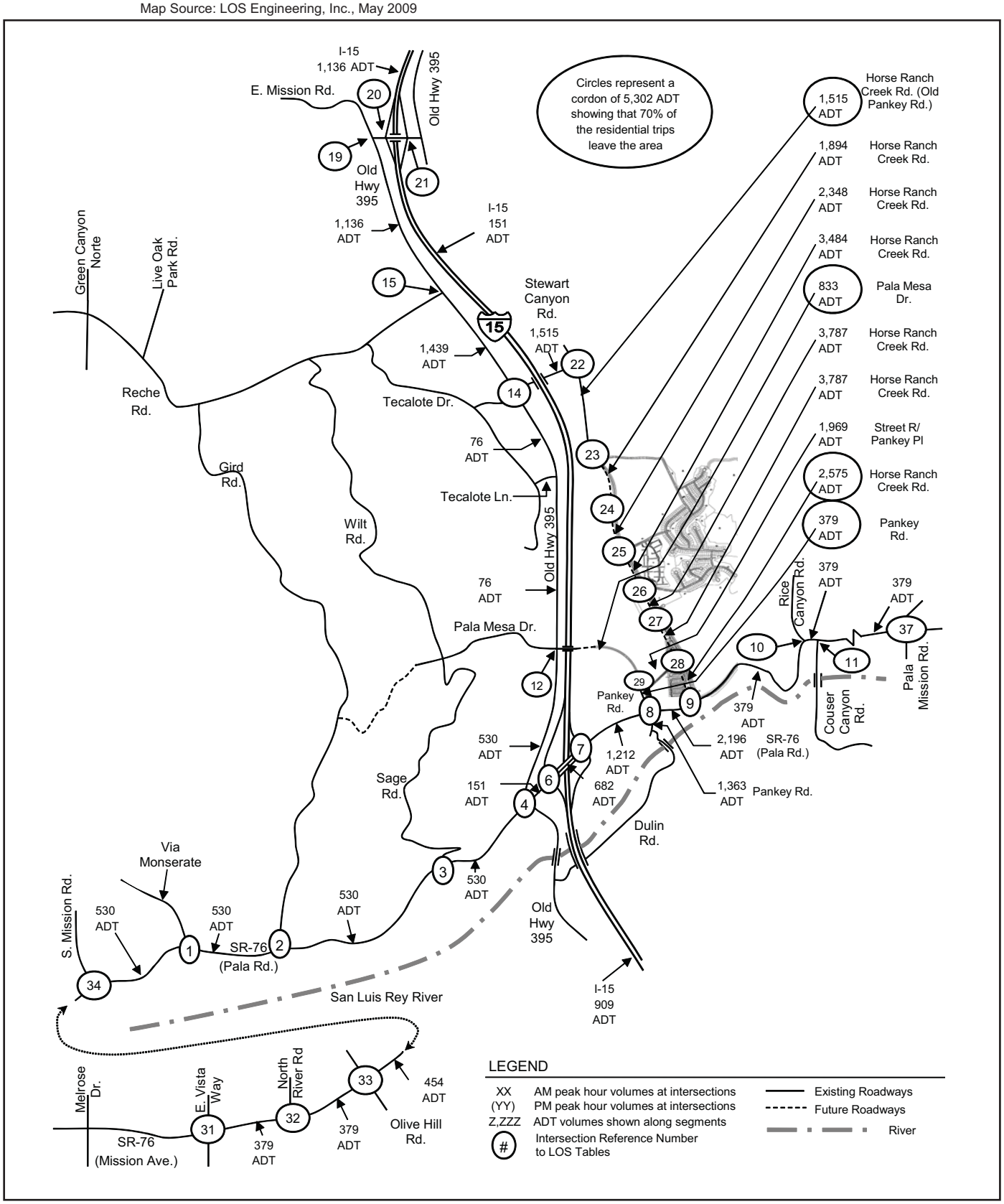
Map Source: LOS Engineering, Inc., May 2009



NO SCALE

FIGURE 2.3-5
Long-term Residential Assignment

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Map Source: LOS Engineering, Inc., May 2009

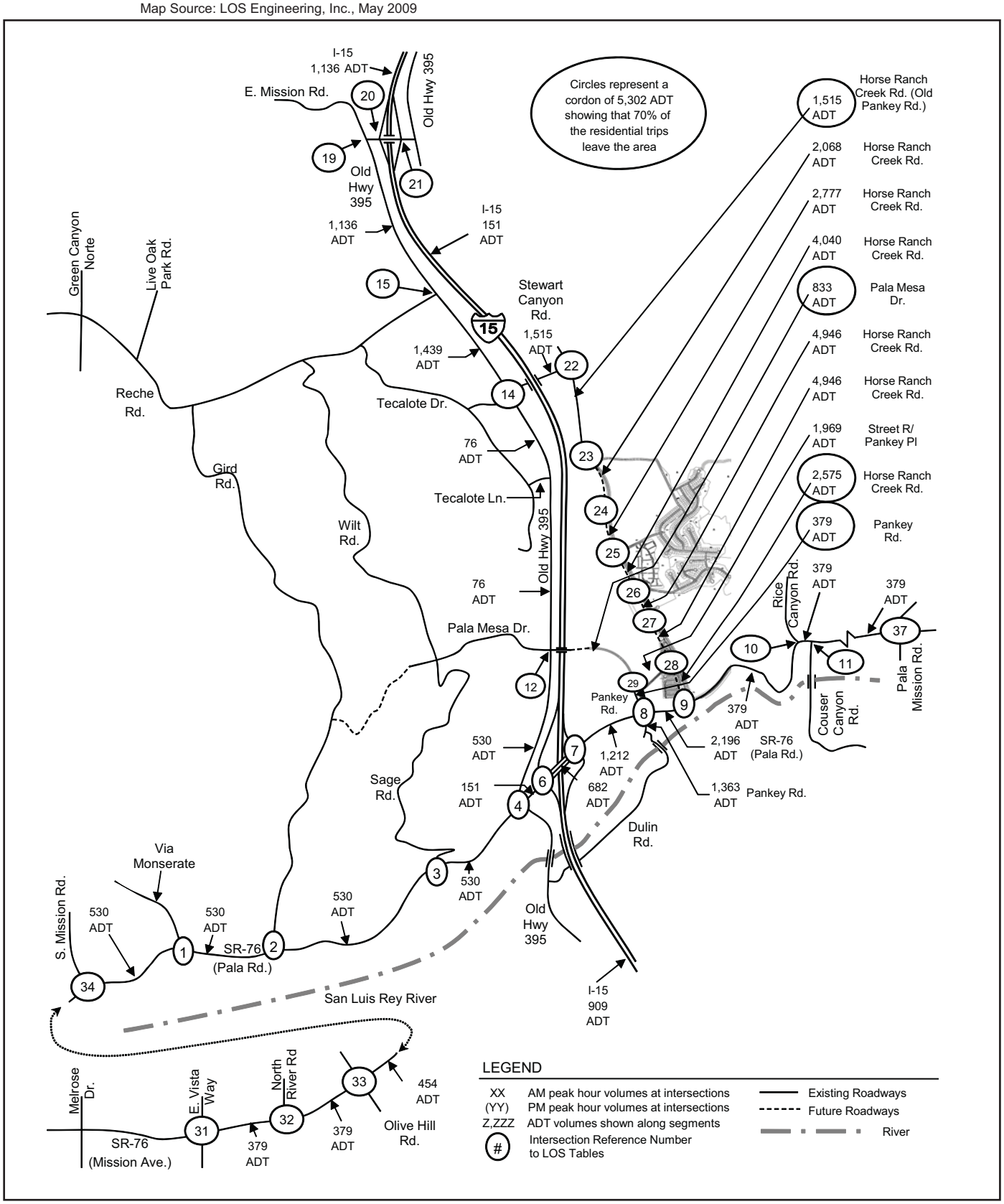

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FIGURE 2.3-6
Long-term Residential, School, and Park Assignment

RECON

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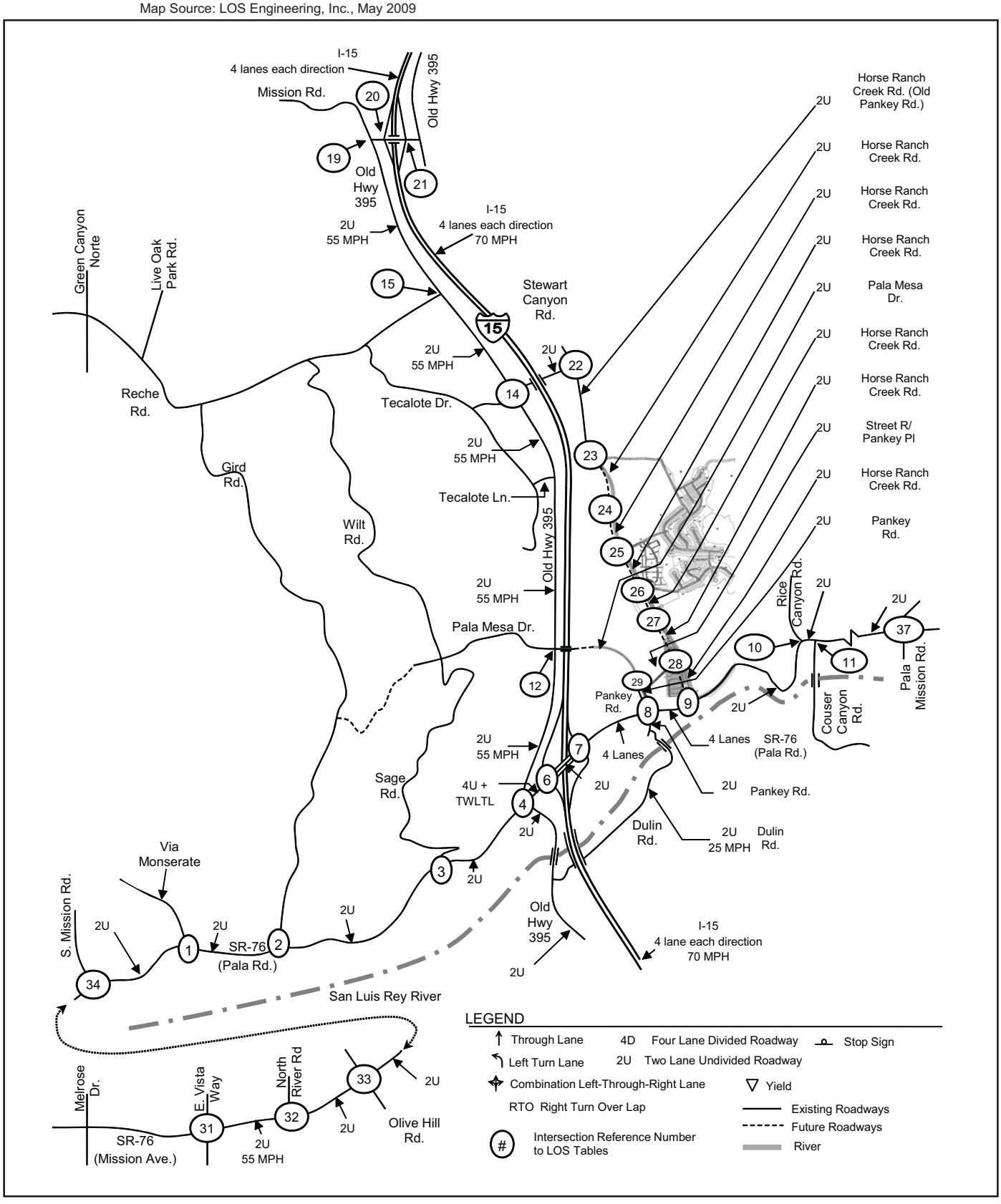
Map Source: LOS Engineering, Inc., May 2009



NO SCALE

FIGURE 2.3-7

Existing + Project Roadway Conditions

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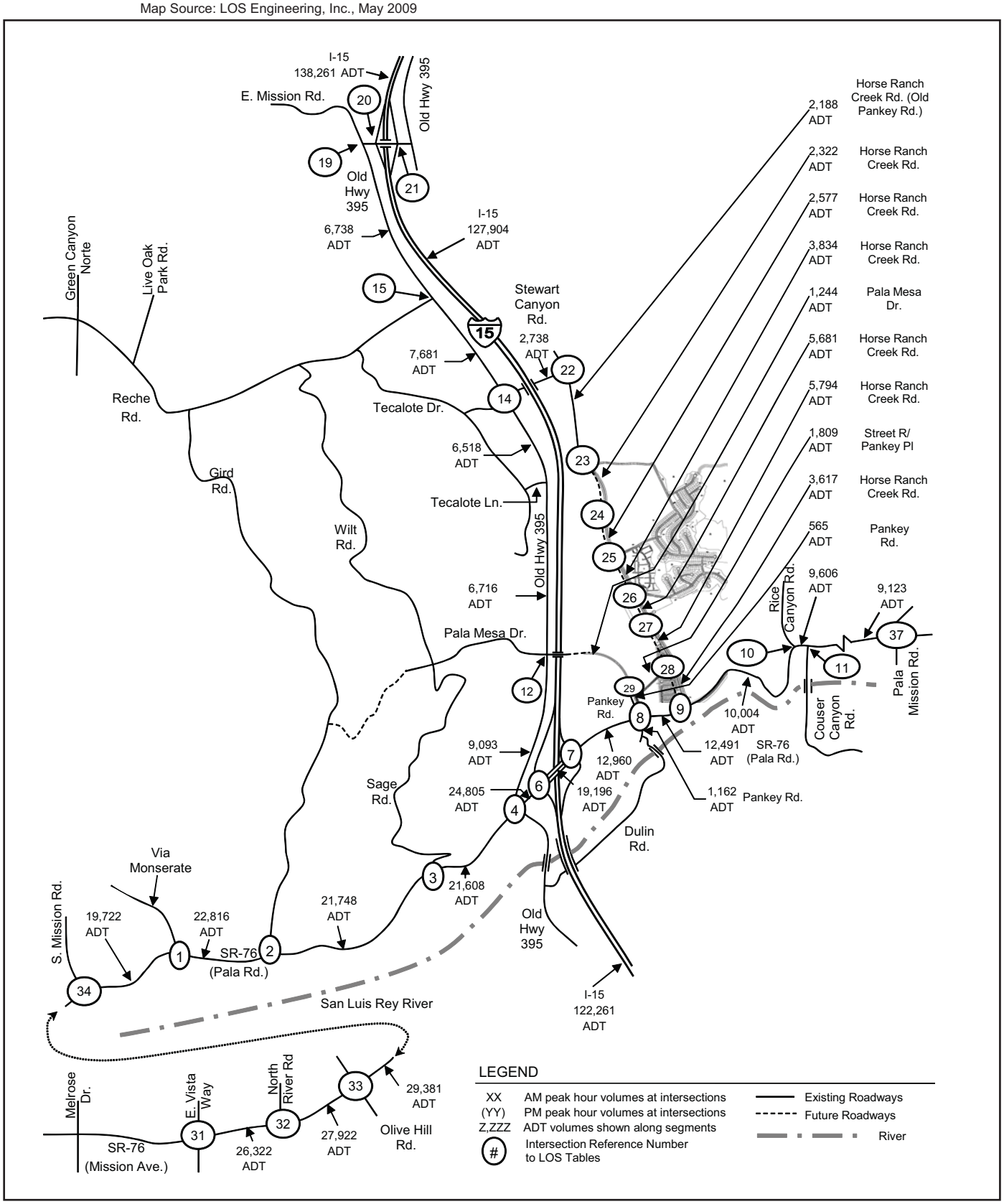
Map Source: LOS Engineering, Inc., May 2009



NO SCALE

FIGURE 2.3-8
Existing + Project Volumes

RECON

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Map Source: LOS Engineering, Inc., May 2009

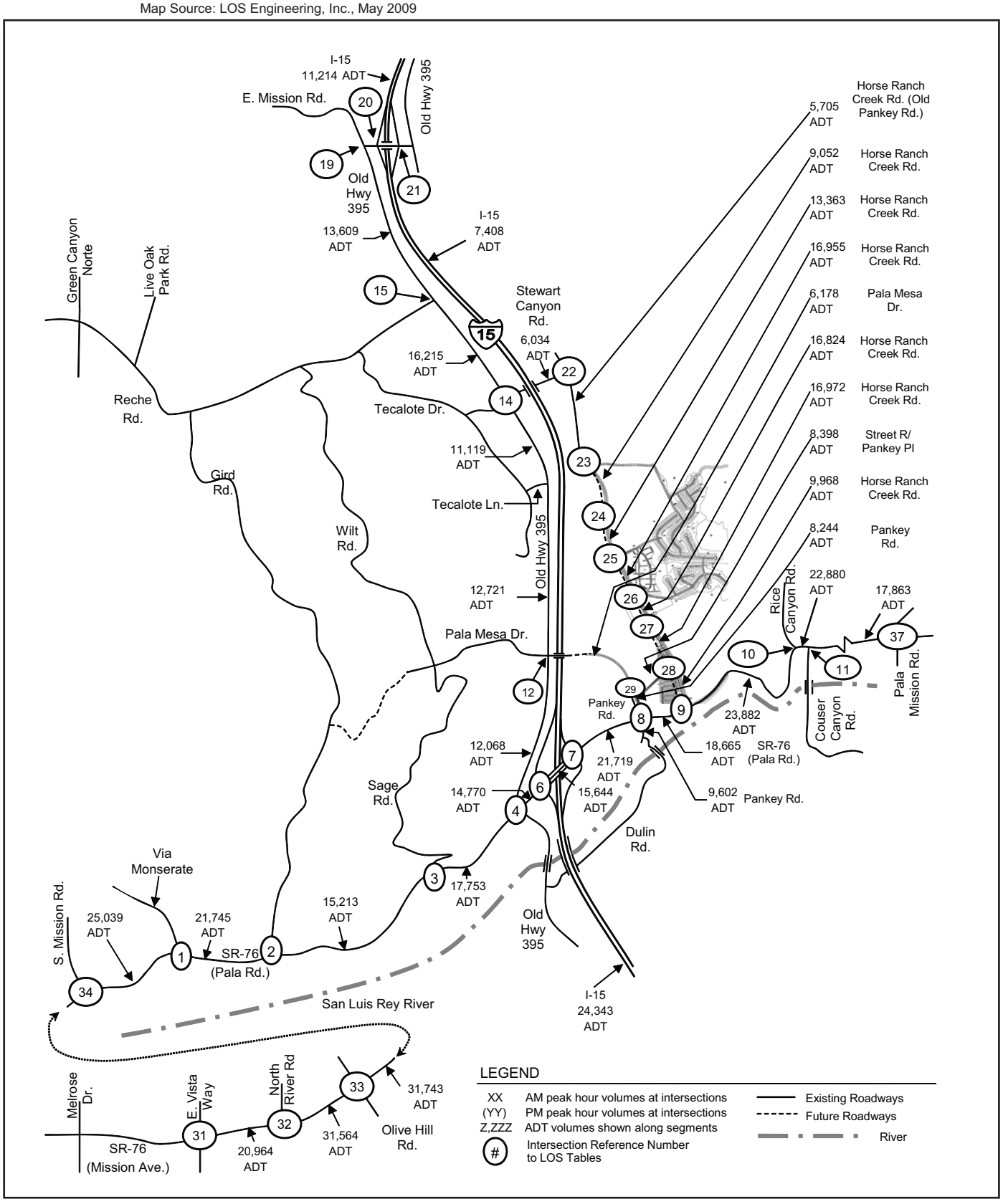

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FIGURE 2.3-9
Cumulative Project Volumes

RECON

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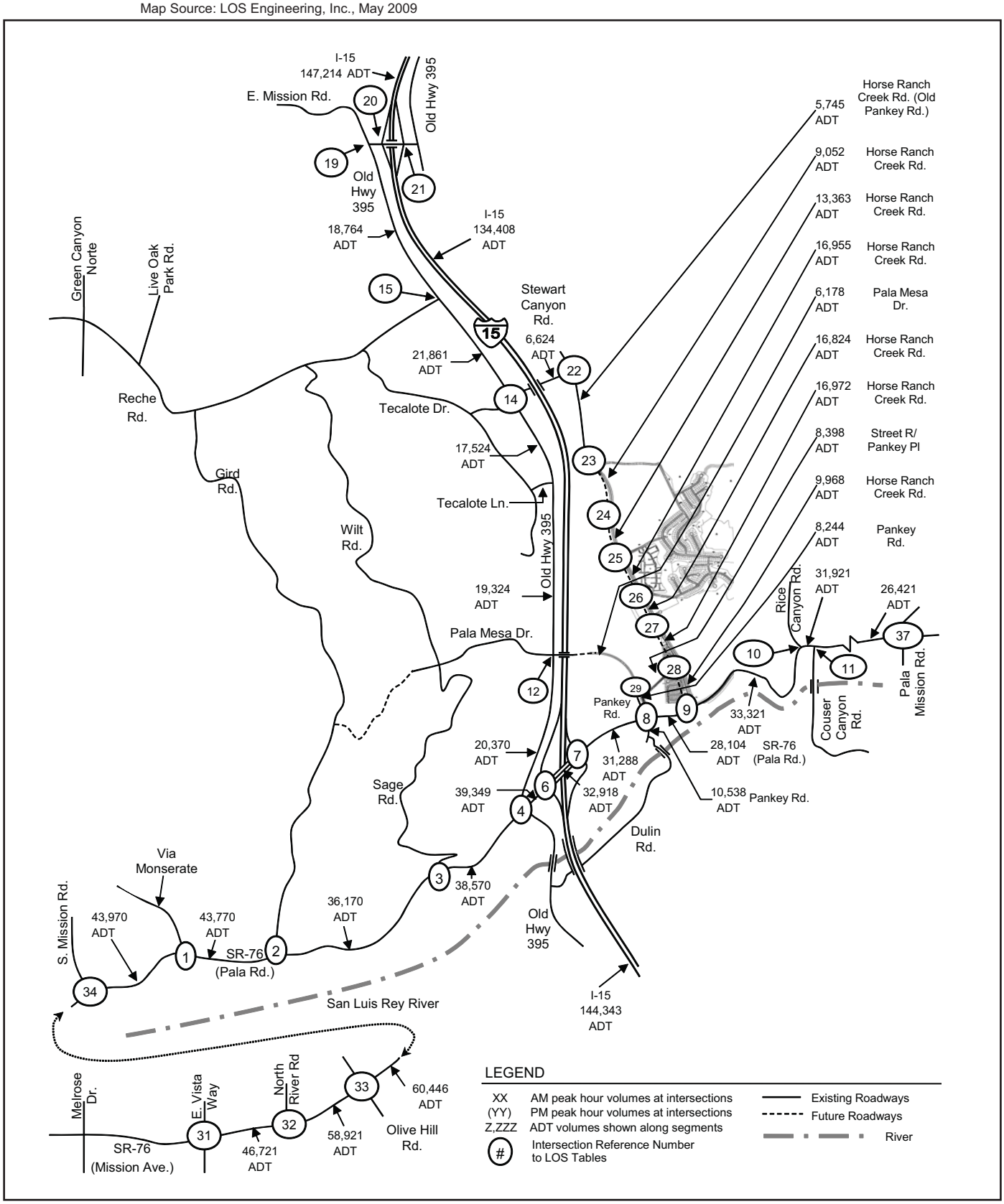
Map Source: LOS Engineering, Inc., May 2009



NO SCALE

FIGURE 2.3-10

Near-term (Existing + Cumulative) Volumes

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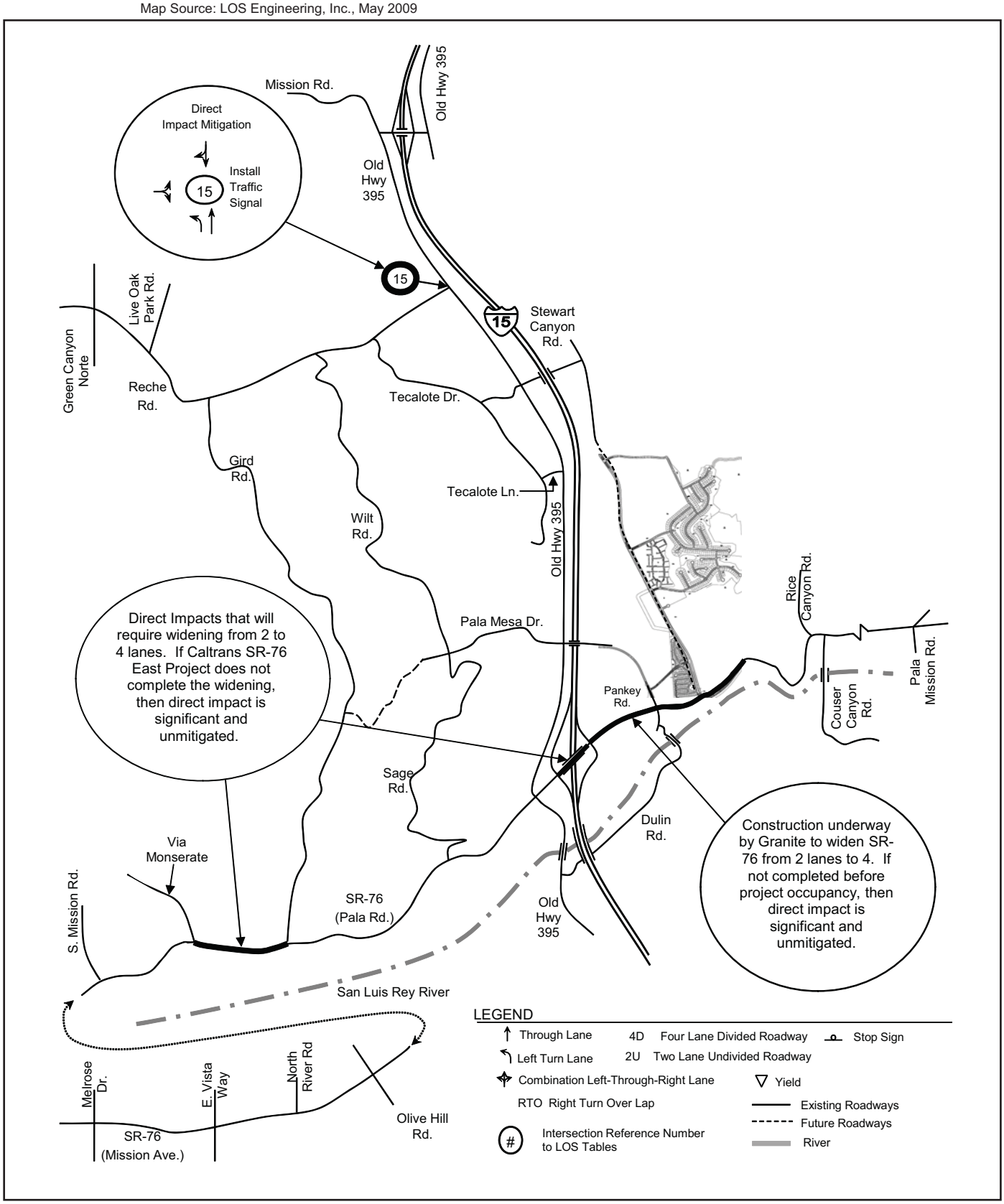
Map Source: LOS Engineering, Inc., May 2009



NO SCALE

FIGURE 2.3-11

Near-term (Existing + Cumulative) Planned Roadway Improvements

RECON

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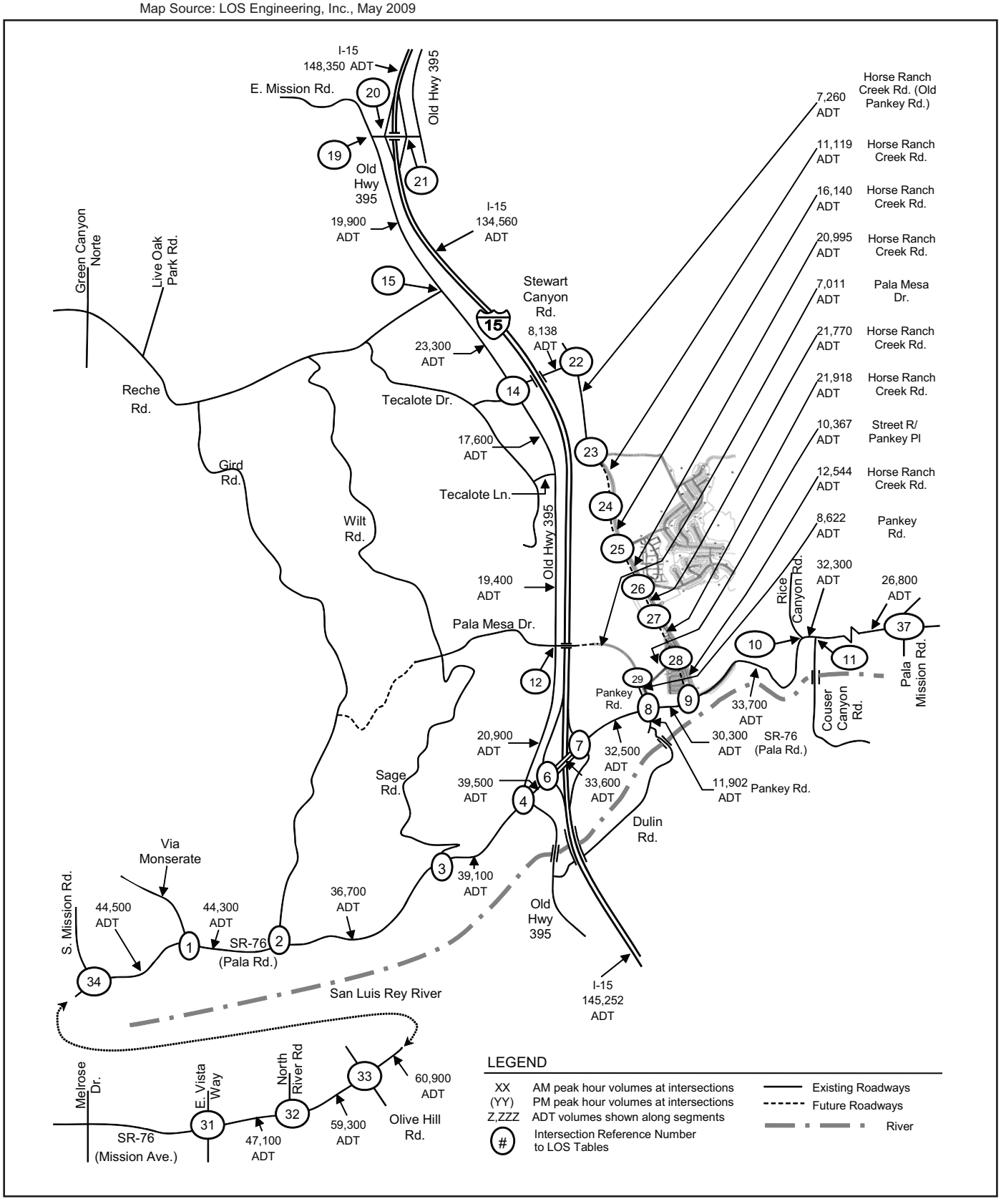
Map Source: LOS Engineering, Inc., May 2009



NO SCALE

FIGURE 2.3-12

Near-term (Existing + Cumulative) Project Volumes

RECON

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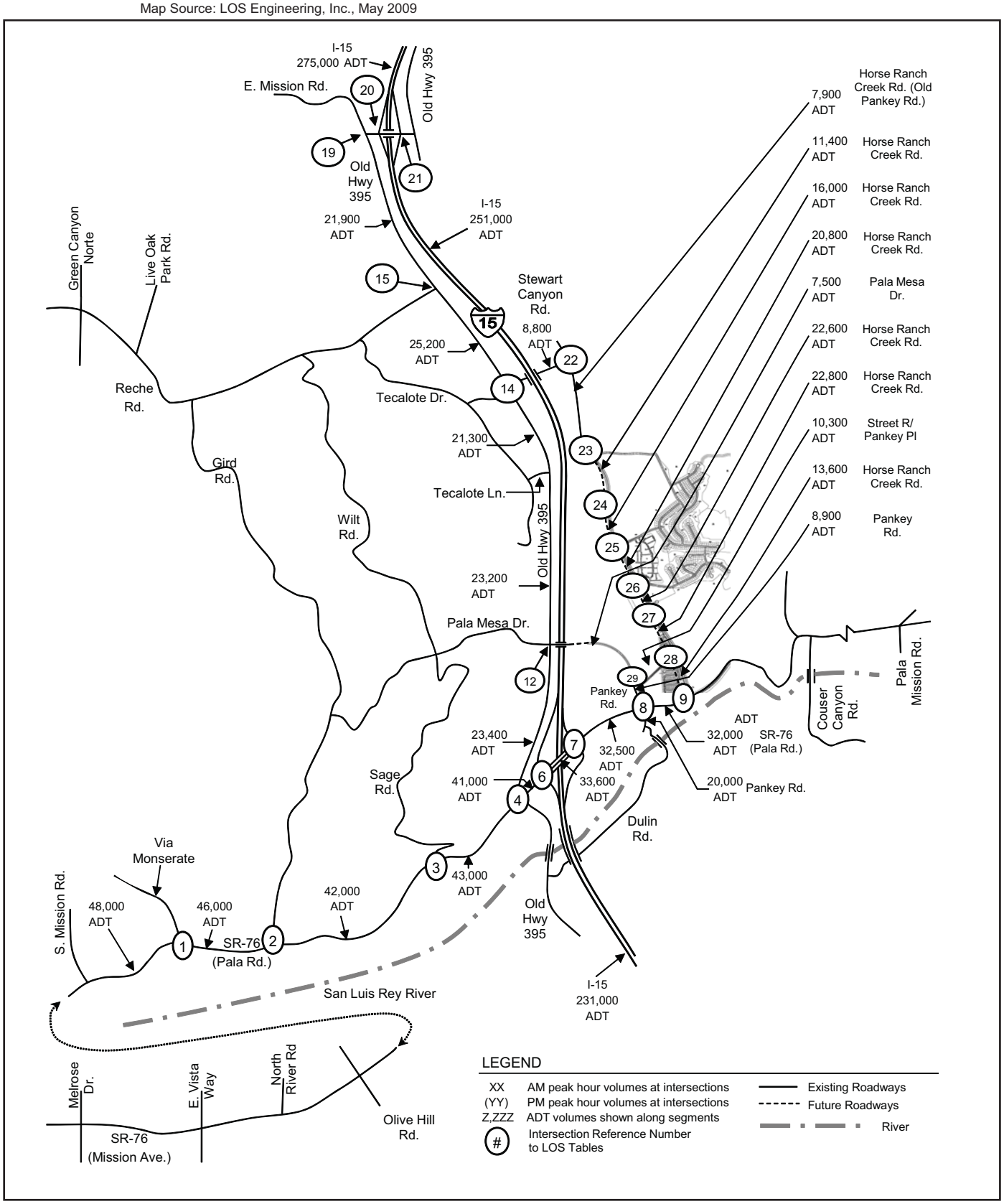
Map Source: LOS Engineering, Inc., May 2009



NO SCALE

FIGURE 2.3-13

Horizon Year + Project Volumes

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TABLE 2.3-1
EXISTING INTERSECTION LEVEL OF SERVICE

Intersection and (Analysis)[1]	Movement	Peak Hour	Existing Delay[2]	Existing LOS[3]
1) SR-76 (Pala Rd) at	SB LR	AM	86.1	**F**
Via Monserate (U)	SB LR	PM	91.4	**F**
	All	AM	5.0	A
	All	PM	2.9	A
2) SR-76 (Pala Rd) at	All	AM	12.9	B
Gird Rd (S)	All	PM	12.6	B
3) SR-76 (Pala Rd) at	SB LR	AM	22.6	C
Sage Rd (U)	SB LR	PM	33.0	D
	All	AM	0.2	A
	All	PM	0.4	A
4) SR-76 (Pala Rd) at	All	AM	29.7	C
Old Hwy 395 (S)	All	PM	30.2	C
6) SR-76 (Pala Rd) at	All	AM	27.5	C
I-15 SB Ramps (S)	All	PM	26.4	C
7) SR-76 (Pala Rd) at	All	AM	22.4	C
I-15 NB Ramps (S)	All	PM	43.6	D
8) SR-76 (Pala Rd) at	NB LTR	AM	12.2	B
Pankey Road (U)	NB LTR	PM	14.6	B
	SB LTR	AM	0.0	A
	SB LTR	PM	0.0	A
9) SR-76 (Pala Rd) at	Future	AM	DNE	NA
Horse Ranch Creek Rd (U)	Intersection	PM	DNE	NA
10) SR-76 (Pala Rd) at	SB LR	AM	10.7	B
Rice Canyon Road (U)	SB LR	PM	12.9	B
11) SR-76 (Pala Rd) at	NB LR	AM	11.9	B
Couser Canyon Road (U)	NB LR	PM	14.2	B
12) Old Highway 395 at	EB LR	AM	11.0	B
Pala Mesa Dr (U)	EB LR	PM	11.1	B
14) Old Highway 395 at	WB LTR	AM	10.8	B
Stewart Canyon Road (U)	WB LTR	PM	11.9	B
15) Old Highway 395 at	EB LR	AM	18.4	C
Reche Road (U)	EB LR	PM	35.9	**E**
	All	AM	10.6	B
	All	PM	17.6	B
19) Mission Road at	SB L	AM	12.2	B
Old Highway 395 (S)	SB L	PM	23.0	C
20) Mission Road at	SB LTR	AM	20.6	C
I-15 SB Ramps (S)	SB LTR	PM	17.8	B
21) Mission Road at	All	AM	17.2	B
I-15 NB Ramps (S)	All	PM	37.5	D
22) Stewart Canyon Rd at	EB LR	AM	8.7	A
HRCR/Pankey Road (U)	EB LR	PM	8.7	A
23) Horse Ranch Crk Rd at	WB LR	AM	DNE	NA
Baltimore Oriole (U)	WB LR	PM	DNE	NA
24) Horse Ranch Crk Rd at	All	AM	DNE	NA
Longspur Rd (S)	All	PM	DNE	NA
25) Horse Ranch Crk Rd at	WB LR	AM	DNE	NA
Harvest Glen Ln (U)	WB LR	PM	DNE	NA
26) Horse Ranch Crk Rd at	WB LR	AM	DNE	NA
Pardee South Loop (U)	WB LR	PM	DNE	NA
27) Horse Ranch Crk Rd at	All-Way	AM	DNE	NA
School/Park Access (U)	All-Way	PM	DNE	NA
28) Horse Ranch Crk Rd	EB LR	AM	DNE	NA
at Street R (U)	EB LR	PM	DNE	NA
29) Pankey/Pala Mesa Dr	WB LR	AM	DNE	NA
at Street R (U)	WB LR	PM	DNE	NA
31) SR-76 (Mission Ave) at	All	AM	60.9	**E**
E. Vista Way (S)	All	PM	48.4	D
32) SR-76 (Mission Ave) at	All	AM	61.7	**E**
North River Rd (S)	All	PM	29.7	C
33) SR-76 (Mission Ave) at	All	AM	53.8	D
Olive Hill Rd (S)	All	PM	52.9	D
34) SR-76 (Mission Ave) at	All	AM	18.9	B
S. Mission Rd (S)	All	PM	21.5	C
37) SR-76 (Pala Rd.) at	All	AM	29.3	C
Pala Mission Rd. (S)	All	PM	32.4	C

Notes: HRCR: Horse Ranch Creek Rd. 1) Intersection Analysis - (S) Signalized, (U) Unsignalized 2) Delay - HCM Average
3) LOS: Level of Service.

TABLE 2.3-2A
EXISTING SEGMENT ADT VOLUMES AND LEVEL OF SERVICE

Segment	Classification Circulation Element (9/05)	Existing				
		Daily Volume	# of lanes	LOS E Capacity	V/C	LOS
Old Highway 395						
East Mission Road to Reche Road	Collector	5,155	2	16,200	0.32	C
Reche Road to Stewart Canyon Road	Collector	5,646	2	16,200	0.35	C
Pala Mesa Drive to SR-76 (Pala Road)	Collector	8,302	2	16,200	0.51	D
Stewart Canyon Road						
Old Hwy 395 to Horse Ranch Creek Rd	Collector	590	2	16,200	0.04	A
Pankey Road						
Stewart Canyon Rd to Baltimore Oriole (#23)	Light Collector	40	2	16,200	0.00	A
Break in Pankey Road						
Street R/Pankey Place to SR-76 (Pala Rd)	Light Collector	Minimal	2	16,200	0.00	A
SR-76 (Pala Road) to Dulin Rd	Light Collector	936	2	16,200	0.06	A

Notes: Classification per September 2005 Circulation Element Maps. Daily volume is a 24 hour volume.
LOS: Level of Service. V/C: Volume to Capacity ratio. NA: Not Applicable.

TABLE 2.3-2B
EXISTING STATE ROUTE VOLUMES AND LOS (WITH GRANITE IMPROVEMENT)

State Route 76	Lanes in	AM (Eastbound)					AM (Westbound)					PM (Eastbound)					PM (Westbound)				
Study Limits (direct & cumulative)	each dir	Vol	Dir	Cap	v/c	LOS	Vol	Dir	Cap	v/c	LOS	Vol	Dir	Cap	v/c	LOS	Vol	Dir	Cap	v/c	LOS
E. Vista Way to North River Rd	1	718	EB	950	0.76	D	1040	WB	950	1.09	**F**	1107	EB	950	1.17	**F**	652	WB	950	0.69	C
North River Rd to Olive Hill Rd	1	852	EB	950	0.90	**E**	1200	WB	950	1.26	**F**	1176	EB	950	1.24	**F**	781	WB	950	0.82	D
Olive Hill Rd to Mission Rd	1	1031	EB	950	1.09	**F**	1245	WB	950	1.31	**F**	1457	EB	950	1.53	**F**	1069	WB	950	1.13	**F**
Mission Rd to Via Monserate	1	745	EB	950	0.78	D	901	WB	950	0.95	**E**	1064	EB	950	1.12	**F**	618	WB	950	0.65	C
Via Monserate to Gird Rd	1	808	EB	950	0.85	D	895	WB	950	0.94	**E**	1077	EB	950	1.13	**F**	786	WB	950	0.83	D
Gird Rd to Sage Rd	1	740	EB	950	0.78	D	542	WB	950	0.57	C	645	EB	950	0.68	C	742	WB	950	0.78	D
Sage Rd to Old Hwy 395	1	760	EB	950	0.80	D	534	WB	950	0.56	C	638	EB	950	0.67	C	768	WB	950	0.81	D
Old Hwy 395 to I-15 SB Ramps	2	1507	EB	2050	0.74	**D**	665	WB	2028	0.33	B	816	EB	2050	0.40	B	1258	WB	2028	0.62	C
I-15 SB Ramps to I-15 NB Ramps	1	844	EB	950	0.89	**E**	539	WB	950	0.57	C	718	EB	950	0.76	D	1153	WB	950	1.21	**F**
I-15 NB Ramps to Pankey Rd	2	559	EB	3100	0.18	A	606	WB	3030	0.20	A	696	EB	3100	0.22	A	820	WB	3030	0.27	A
Pankey Rd to Horse Ranch Creek Rd	2	589	EB	1806	0.33	B	540	WB	2028	0.27	A	631	EB	1806	0.35	B	897	WB	2028	0.44	B
Horse Ranch Creek Rd to Rice Cyn	1	588	EB	950	0.62	C	539	WB	950	0.57	C	631	EB	950	0.66	C	897	WB	950	0.94	**E**
Rice Cyn to Couser Cyn	1	589	EB	950	0.62	C	540	WB	950	0.57	C	526	EB	950	0.55	C	930	WB	950	0.98	**E**
Couser Cyn to Pala Mission Rd	1	634	EB	950	0.67	C	357	WB	950	0.38	B	434	EB	950	0.46	B	950	WB	950	1.00	**F**

Source: SANDAG Hwycov 2007. Notes: Dir = Direction. Vol = Volume. Cap = Capacity. v/c = volume to capacity ratio. LOS = Level of Service.

TABLE 2.3-3
EXISTING FREEWAY VOLUMES AND LOS

Freeway	I-15				I-15				I-15			
Segment	Rainbow Valley Blvd to Mission Rd				Mission Rd to SR-76 (Pala Rd)				SR-76 to Escondido Hwy (Old 395)			
Existing (Year 2006)												
ADT	136,000				127,000				120,000			
Peak Hour	A M		P M		A M		P M		A M		P M	
Direction	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
Number of Lanes	4	4	4	4	4	4	4	4	4	4	4	4
Capacity (1)	9,400	9,400	9,400	9,400	9,400	9,400	9,400	9,400	9,400	9,400	9,400	9,400
K Factor (2)	0.0619	0.0619	0.0738	0.0738	0.0619	0.0619	0.0738	0.0738	0.0590	0.0590	0.0723	0.0723
D Factor (3)	0.1653	0.8347	0.6398	0.3602	0.1653	0.8347	0.6398	0.3602	0.1989	0.8011	0.6955	0.3045
Truck Factor (4)	0.9186	0.9186	0.9186	0.9186	0.9186	0.9186	0.9186	0.9186	0.8977	0.8977	0.8977	0.8977
Peak Hour Volume	1,515	7,650	6,991	3,936	1,415	7,143	6,528	3,675	1,569	6,318	6,722	2,943
Volume to Capacity	0.161	0.814	0.744	0.419	0.150	0.760	0.694	0.391	0.167	0.672	0.715	0.313
LOS	A	D	C	A	A	C	C	A	A	C	C	A

Notes: (1) Capacity of 2,350 passenger cars per hour per lane (pcphpl) from Caltrans' Guide for the Preparation of Traffic Impact Studies, Dec 2002. (2) Latest K factor from Caltrans (based on 2005 data), which is the percentage of Annual Average Daily Traffic (AADT) in both directions. (3) Latest D factor from Caltrans (based on 2005 data), which when multiplied by K and ADT will provide peak hour volume. (4) Latest truck factor from Caltrans (based on 2000 data).

TABLE 2.3-4
PROJECT TRIP GENERATION

Proposed								AM				PM	
Land Use	Rate	Size & Units		ADT	%	Split		IN	OUT	%	Split	IN	OUT
Residential - Single Family	10 /DU	355	DU	**3,550**	8%	0.3	0.7	**85**	**199**	10%	0.7 0.3	**249**	**107**
Residential - Multi Family	8 /DU	503	DU	**4,024**	8%	0.2	0.8	**65**	**257**	10%	0.7 0.3	**282**	**121**
Residential Subtotal		**858**		**7,574**				**150**	**456**			**531**	**228**
Neighborhood Park	5 /Acre	10.0	Acres	**50**	4%	0.5	0.5	**1**	**1**	8%	0.5 0.5	**2**	**2**
Elementary School	90 /Acre	12.7	Acres (1)	**1,116**	32%	0.6	0.4	**214**	**143**	9%	0.4 0.6	**41**	**60**
School & Park Subtotal				**1,166**				**215**	**144**			**43**	**62**
Total				**8,740**				**365**	**600**			**574**	**290**

Source: SANDAG *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region,* April 2002. DU - Dwelling Unit; ADT-Average Daily Traffic; Split-percent inbound and outbound. (1) School site of 12.7 acres includes a detention basin, thus a usable size of 12.4 acres was used for the traffic generation. This 12.4 usable acres may be conservative as the site is a cone shape that may yield less usable space.

TABLE 2.3-5
EXISTING + PROJECT INTERSECTION LOS

Intersection & (Analysis)[1]	Move-ment	Peak Hour	Existing		Existing + Project				County	CMP
			Delay[2]	LOS[3]	Delay[2]	LOS[3]	Delta[4]	CM Vol[5]	Sig[6]	Sig[7]
1) SR-76 (Pala Rd) at	SB LR	AM	86.1	**F**	106.2	**F**	NA	0	No	NA
Via Monserate (U)	SB LR	PM	91.4	**F**	113.4	**F**	NA	0	No	NA
	All	AM	5.0	A	5.9	A	0.9	NA	NA	No
	All	PM	2.9	A	3.4	A	0.5	NA	NA	No
2) SR-76 (Pala Rd) at	All	AM	12.9	B	13.7	B	0.8	NA	No	No
Gird Rd (S)	All	PM	12.6	B	13.0	B	0.4	NA	No	No
3) SR-76 (Pala Rd) at	SB LR	AM	22.6	C	24.2	C	NA	0	No	NA
Sage Rd (U)	SB LR	PM	33.0	D	36.3	**E**	NA	0	No	NA
	All	AM	0.2	A	0.3	A	0.1	NA	NA	No
	All	PM	0.4	A	0.5	A	0.1	NA	NA	No
4) SR-76 (Pala Rd) at	All	AM	29.7	C	33.2	C	3.5	NA	No	No
Old Hwy 395 (S)	All	PM	30.2	C	33.5	C	3.3	NA	No	No
6) SR-76 (Pala Rd) at	All	AM	27.5	C	30.1	C	2.6	NA	No	No
I-15 SB Ramps (S)	All	PM	26.4	C	26.9	C	0.5	NA	No	No
7) SR-76 (Pala Rd) at	All	AM	22.4	C	29.2	C	6.8	NA	No	No
I-15 NB Ramps (S)	All	PM	43.6	D	49.4	D	5.8	NA	No	No
8) SR-76 (Pala Rd) at	NB LTR	AM	12.2	B	15.7	C	NA	4	No	NA
Pankey Road (U)	NB LTR	PM	14.6	B	22.8	C	NA	16	No	NA
	SB LTR	AM	0.0	A	12.1	B	NA	34	No	NA
	SB LTR	PM	0.0	A	13.3	B	NA	17	No	NA
9) SR-76 (Pala Rd) at	All	AM	DNE	NA	12.8	B	NA	NA	No	No
Horse Ranch Creek Rd (U)	All	PM	DNE	NA	16.4	B	NA	NA	No	No
12) Old Highway 395 at	EB LTR	AM	11.0	B	11.7	B	NA	4	No	NA
Pala Mesa Dr (U)	EB LTR	PM	11.1	B	13.5	B	NA	16	No	NA
East leg completed	WB LTR	AM	DNE	NA	14.4	B	NA	75	No	NA
with project	WB LTR	PM	DNE	NA	17.3	C	NA	37	No	NA
14) Old Highway 395 at	WB LTR	AM	10.8	B	10.8	B	NA	129	No	No
Stewart Canyon Road (U)	WB LTR	PM	11.9	B	13.8	B	NA	65	No	No
15) Old Highway 395 at	EB LR	AM	18.4	C	28.7	D	NA	10	No	No
Reche Road (U)	EB LR	PM	35.9	**E**	105.5	**F**	NA	32	**Yes**	No
	All	AM	10.6	B	13.6	B	3.0	NA	NA	No
	All	PM	17.6	B	42.1	**E**	24.5	NA	NA	**Yes**
19) Mission Road at	SB L	AM	12.2	B	13.3	B	1.1	NA	No	No
Old Highway 395 (S)	SB L	PM	23.0	C	34.1	C	11.1	NA	No	No
20) Mission Road at	SB LTR	AM	20.6	C	28.7	C	8.1	NA	No	No
I-15 SB Ramps (S)	SB LTR	PM	17.8	B	27.4	C	9.6	NA	No	No
21) Mission Road at	All	AM	17.2	B	18.7	B	1.5	NA	No	No
I-15 NB Ramps (S)	All	PM	37.5	D	42.1	D	4.6	NA	No	No
22) Stewart Canyon Rd at	EB LR	AM	8.7	A	9.3	A	NA	43	No	No
HRCR/Pankey Road (U)	EB LR	PM	8.7	A	9.3	A	NA	151	No	No
23) Horse Ranch Crk Rd at	WB LR	AM	DNE	NA	9.6	A	NA	32	No	No
Baltimore Oriole (U)	WB LR	PM	DNE	NA	9.4	A	NA	11	No	No
25) Horse Ranch Crk Rd at	WB LR	AM	DNE	NA	11.8	B	NA	177	No	No
Harvest Glen Ln (U)	WB LR	PM	DNE	NA	11.2	B	NA	82	No	No
26) Horse Ranch Crk Rd at	WB LR	AM	DNE	NA	16.0	C	NA	255	No	No
Pardee South Loop (U)	WB LR	PM	DNE	NA	13.8	B	NA	110	No	No
27) Horse Ranch Crk Rd at	All-Way	AM	DNE	NA	12.8	B	NA	144	No	No
School/Park Access (U)	All-Way	PM	DNE	NA	9.6	A	NA	62	No	No
28) Horse Ranch Crk Rd	EB LR	AM	DNE	NA	11.4	B	NA	128	No	No
at Street R (U)	EB LR	PM	DNE	NA	13.3	B	NA	137	No	No
29) Pankey/Pala Mesa Dr	WB LR	AM	DNE	NA	8.9	A	NA	109	No	No
at Street R (U)	WB LR	PM	DNE	NA	9.1	A	NA	54	No	No

Notes: 1) Intersection Analysis - (S) Signalized, (U) Unsignalized 2) Delay - HCM Control Delay in seconds. 3) LOS: Level of Service. 4) Delta is the increase in delay from project. 5) CM Vol: Critical Movement Volume used to show project volumes on the critical movement. 6) County Sig: is the project have a calculated impact based on the critical volume (Yes or No). 7) CMP Sig: Congention Mangement Program significant impact based on CMP criteria (Yes or No). DNE: Does Not Exist. NA: Not Applicable

TABLE 2.3-6A
EXISTING + PROJECT SEGMENT ADT VOLUMES AND LOS

Segment	Sept 2005 Circulation Element Class.	Existing					Project	Existing + Project					County Sig Impact?	CMP Sig Impact?
		Daily Volume	# of Lanes	LOS E Capacity	V/C	LOS	Daily Volume	Daily Volume	LOS E Capacity	V/C	LOS	Change in V/C		
Old Highway 395														
East Mission Road to Reche Road	Collector	5,155	2	16,200	0.318	C	1,583	6,738	16,200	0.416	C	0.098	No	No
Reche Road to Stewart Canyon Road	Collector	5,646	2	16,200	0.349	C	2,035	7,681	16,200	0.474	D	0.126	No	No
Pala Mesa Drive to SR-76 (Pala Road)	Collector	8,302	2	16,200	0.512	D	791	9,093	16,200	0.561	D	0.049	No	No
Stewart Canyon Road														
Old Hwy 395 to Horse Ranch Creek Rd	Collector	590	2	16,200	0.036	A	2,148	2,738	16,200	0.169	B	0.133	No	No
Pankey Road														
Street R/Pankey Place to SR-76 (Pala Rd)	Light Collector	0	2	16,200	0.000	A	565	565	16,200	0.035	A	0.035	No	No
Horse Ranch Creek Road														
Stewart Canyon Rd to Baltimore Oriole (#23)	Light Collector	40	2	16,200	0.002	A	2,148	2,188	16,200	0.135	B	0.135	No	No
Baltimore Oriole (#23) to Longspur Rd (#24)	Light Collector	0	2	16,200	0.000	A	2,322	2,322	16,200	0.143	B	0.143	No	No
Longspur Rd (#24) to Harvest Glen Ln (#25)	Light Collector	0	2	16,200	0.000	A	2,577	2,577	16,200	0.159	B	0.159	No	No
Harvest Glen Ln (#25) to Intersection (#26)	Light Collector	0	2	16,200	0.000	A	3,834	3,834	16,200	0.237	B	0.237	No	No
Intersection (#26) to Park/School (#27)	Light Collector	0	2	16,200	0.000	A	5,681	5,681	16,200	0.351	C	0.351	No	No
Park/Sch (#27) to Street R/Pankey Pl (#28)	Light Collector	0	2	16,200	0.000	A	5,794	5,794	16,200	0.358	C	0.358	No	No
Street R/Pankey Pl (#28) to SR-76 (Pala Rd)	Light Collector	0	2	16,200	0.000	A	3,617	3,617	16,200	0.223	B	0.223	No	No
Pala Mesa Drive														
Old Highway 395 to Street R/Pankey Pl	Light Collector	0	2	16,200	0.000	A	1,244	1,244	16,200	0.077	A	0.077	No	No
Street R/Pankey Place														
Pala Mesa/Pankey to Horse Ranch Creek Rd	Light Collector	0	2	16,200	0.000	A	1,809	1,809	16,200	0.112	A	0.112	No	No

Notes:Classification (Sept 2005 Circulation Element). Daily volume is a 24 hour volume. LOS: Level of Service. V/C: Volume to Capacity ratio.
Daily volume is a 24 hour volume. LOS: Level of Service. V/C: Volume to Capacity ratio.

TABLE 2.3-6B
EXISTING + PROJECT STATE ROUTE VOLUMES AND LOS (AM/PM)

State Route 76	Lanes in	AM (Eastbound)					Project				Change In		AM (Westbound)					Project			Change In		v/c	
Study Limits	each dir	E vol	Dir	Cap	v/c	LOS	Vol	E+P	v/c	LOS	v/c	Sig	Vol	Dir	Cap	v/c	LOS	Vol	E+P	v/c	Sig	Delta	Sig
Via Monserate to Gird Rd	1	808	EB	950	0.85	D	16	824	0.87	**E**	0.02	**Yes**	895	WB	950	0.94	**E**	48	943	0.99	**E**	0.05	**Yes**
Gird Rd to Sage Rd	1	740	EB	950	0.78	D	16	756	0.80	D	0.02	No	542	WB	950	0.57	C	48	590	0.62	C	0.05	No
Sage Rd to Old Hwy 395	1	760	EB	950	0.80	D	16	776	0.82	D	0.02	No	534	WB	950	0.56	C	48	582	0.61	C	0.05	No
Old Hwy 395 to I-15 SB Ramps	2	1507	EB	2050	0.74	D	4	1511	0.74	D	0.00	No	665	WB	2028	0.33	B	14	679	0.33	B	0.01	No
I-15 SB Ramps to I-15 NB Ramps	1	844	EB	950	0.89	**E**	22	866	0.91	**E**	0.02	**Yes**	539	WB	950	0.57	C	150	689	0.73	D	0.16	No
I-15 NB Ramps to Pankey Rd	2	559	EB	3100	0.18	A	67	626	0.20	A	0.02	No	606	WB	3030	0.20	A	204	810	0.27	A	0.07	No
Pankey Rd to Horse Ranch Creek Rd	2	589	EB	1806	0.33	B	60	649	0.36	B	0.03	No	540	WB	2028	0.27	A	184	724	0.36	B	0.09	No

Source: SANDAG Hwycov 2007. Notes: Dir = Direction. Vol = Volume. Cap = Capacity. v/c = volume to capacity ratio. LOS = Level of Service.

State Route 76	Lanes in	PM (Eastbound)					Project				Change In		PM (Westbound)					Project			Change In		
Study Limits	each dir	E Vol	Dir	Cap	v/c	LOS	Vol	E+P	v/c	LOS	v/c	Sig	E Vol	Dir	Cap	v/c	LOS	Vol	E+P	v/c	LOS	v/c	Sig
Via Monserate to Gird Rd	1	1077	EB	950	1.13	**F**	55	1132	1.19	**F**	0.06	**Yes**	786	WB	950	0.83	D	24	810	0.85	D	0.03	No
Gird Rd to Sage Rd	1	645	EB	950	0.68	C	55	700	0.74	D	0.06	No	742	WB	950	0.78	D	24	766	0.81	D	0.03	No
Sage Rd to Old Hwy 395	1	638	EB	950	0.67	C	55	693	0.73	D	0.06	No	768	WB	950	0.81	D	24	792	0.83	D	0.03	No
Old Hwy 395 to I-15 SB Ramps	2	816	EB	2050	0.40	B	16	832	0.41	B	0.01	No	1258	WB	2028	0.62	C	7	1265	0.62	C	0.00	No
I-15 SB Ramps to I-15 NB Ramps	1	718	EB	950	0.76	D	79	797	0.84	D	0.08	No	1153	WB	950	1.21	**F**	75	1228	1.29	**F**	0.08	**Yes**
I-15 NB Ramps to Pankey Rd	2	696	EB	3100	0.22	A	238	934	0.30	A	0.08	No	820	WB	3030	0.27	A	102	922	0.30	A	0.03	No
Pankey Rd to Horse Ranch Creek Rd	2	631	EB	1806	0.35	B	214	845	0.47	B	0.12	No	897	WB	2028	0.44	B	92	989	0.49	B	0.05	No

Source: SANDAG Hwycov 2007. Notes: Dir = Direction. Vol = Volume. Cap = Capacity. v/c = volume to capacity ratio. LOS = Level of Service.

TABLE 2.3-7
EXISTING + PROJECT FREEWAY VOLUMES AND LOS

Freeway	**I-15**				**I-15**				**I-15**			
Segment	Rainbow Valley Blvd to Mission Rd				Mission Rd to SR-76 (Pala Rd)				SR-76 to Escondido Hwy (Old 395)			
Existing (Year 2006)												
ADT	136,000				127,000				120,000			
Peak Hour	A M		P M		A M		P M		A M		P M	
Direction	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
Number of Lanes	4	4	4	4	4	4	4	4	4	4	4	4
Capacity (1)	9,400	9,400	9,400	9,400	9,400	9,400	9,400	9,400	9,400	9,400	9,400	9,400
K Factor (2)	0.0619	0.0619	0.0738	0.0738	0.0619	0.0619	0.0738	0.0738	0.059	0.059	0.0723	0.0723
D Factor (3)	0.1653	0.8347	0.6398	0.3602	0.1653	0.8347	0.6398	0.3602	0.1989	0.8011	0.6955	0.3045
Truck Factor (4)	0.9186	0.9186	0.9186	0.9186	0.9186	0.9186	0.9186	0.9186	0.8977	0.8977	0.8977	0.8977
Peak Hour Volume	1,515	7,650	6,991	3,936	1,415	7,143	6,528	3,675	1,569	6,318	6,722	2,943
Volume to Capacity	0.161	0.814	0.744	0.419	0.150	0.760	0.694	0.391	0.167	0.672	0.715	0.313
LOS	A	D	C	A	A	C	C	A	A	C	C	A
Project Pk Hr Vol	136	45	69	158	54	18	27	63	45	136	159	68
Existing + Project												
Peak Hour Volume	1,651	7,695	7,060	4,094	1,469	7,161	6,555	3,738	1,614	6,454	6,881	3,011
Volume to Capacity	0.176	0.819	0.751	0.435	0.156	0.762	0.697	0.398	0.172	0.687	0.732	0.320
LOS	A	D	C	B	A	C	C	A	A	C	C	A
Increase in V/C	0.014	0.005	0.007	0.017	0.006	0.002	0.003	0.007	0.005	0.014	0.017	0.007
Direct Impact?	No	No	No	No	No	No	No	No	No	No	No	No
CMP Impact?	No	No	No	No	No	No	No	No	No	No	No	No

Notes: (1) Capacity of 2,350 passenger cars per hour per lane (pcphpl) from Caltrans' Guide for the Preparation of Traffic Impact Studies, Dec 2002. (2) Latest K factor from Caltrans (based on 2005 data), which is the percentage of Annual Average Daily Traffic (AADT) in both directions. (3) Latest D factor from Caltrans (based on 2005 data), which when multiplied by K and ADT will provide peak hour volume. (4) Latest truck factor from Caltrans (based on 2000 data). CMP: Congestion Management Program impact.

TABLE 2.3-8
CUMULATIVE PROJECTS

#	Project Reference	Project Name	Location	Area (acres)	Proposed Improvements
1	TM 5338 GPA 03-004	Campus Park	Just north of SR 76, 0.25 mile east of I-15	417	Mixed-use development, including: 521 single family dwelling units, 555 multi-family dwelling units, a town center (retail) of 61,200 square feet, an office building with 157,000 square feet, a sports complex of 5.2 acres and a small neighborhood park.
2	TM 5424, S 05-014, SPA 05-001 GPA 05-003 REZ 05-005	Campus Park West	Northeast quadrant of I-15 and SR 76	118.5	Mixed-use development including approximately 395 MFR units, 110,000 s.f. General Commercial, 10 acres Highway Commercial and 300,000 s.f. Office Professional. Located mostly north of SR-76 with a portion south of SR-76.
3	TM 5187 RPL[11] SPA 99-005 MUP 99-020 REZ 99-020 MUP/REZ 04-024	Pala Mesa Highlands	West of Old Highway 395 between Pala Mesa Drive and Via Belamonte	84.6	Maximum of 130 SFR. Density 1.6 DU/acre. Lot sizes vary from 5,500 s.f. to 23,500 s.f., two parks totaling 4.3 acres, trails, 36.5 acres of open space. SPA to allow clustering.
4	TM 4729 RPL[3] TE	Tedder TM	South side of Pala Mesa Drive, west of I-15 and east of Daisy Lane	29.5	Split lot into 13 SFR lots, ranging in size from 1.0 to 6.43 acres net.
5	TPM 20830	Hukari subdivision	Northern terminus of Mountain View Road and West Lilac Road on west side of Bonsall	30	Minor residential subdivision with road improvements. 4 SFR lots plus one remainder lot (3.4 to 7.7 net acres each).
6	TM 5532 S 07-012	Fallbrook Ranch	East of Old Highway 395 and Sterling View Drive (at Mission Road), Fallbrook		11 SFR lots
7	MUP 03-127	Los Willows Inn and Spa	532 Stewart Canyon Road		Add additional units to a Bed and Breakfast
8	TPM 20411	Reeve TPM	2987 Sumac Road, Fallbrook	8.8	Minor residential subdivision. 3 SFR lots (2-acres minimum).

TABLE 2.3-8
CUMULATIVE PROJECTS
(CONTINUED)

#	Project Reference	Project Name	Location	Area (acres)	Proposed Improvements
9	TPM 20491	Evans TPM	West side of Sage Road between Sumac Road and Pala Road, Fallbrook	4.10	Minor subdivision into 2 residential/ agricultural parcels (2.00 and 2.10 acres). Private septic system.
10	TPM 20841	Bridge Pac West I TPM	3321 Sage Road, Fallbrook	15.90	Minor residential subdivision. 4 SFR lots plus one remainder lot (2.04, 2.08, 2.12, 2.14 and remainder 7.08 net acres each).
11	SPA 03-005 R 00-000 MUP 00-000 P 74-120W[1] P 74-121M[10] ; MUP 03-006; MUP 04-005	Pala Mesa Resort	2001 Old Highway 395 at Tecalote Lane, north of SR 76 and immediately west of I-15, Fallbrook	181.2	Specific Plan Amendment for modification and construction of new recreation and resort-related facilities. Addition of 186 resort rooms and wedding facility. Expansion of resort by 6 acres.
12	TPM 20431 S 98-006	Lung TPM	Citrus Drive and Calle Canonero, Fallbrook	10.7	Minor residential subdivision. 2 SFR lots (6.7 and 4.0 acres)
13	TPM 20440	Chipman TPM	East side of Citrus Lane between Peony Drive and Dos Ninos, Fallbrook	13.54	Minor residential subdivision. 4 SFR lots plus one remainder lot, ranging from 2.13 to 2.85 net acres each and remainder 4.00 net acres. Septic system.
14	TPM 20484	Bierman TPM	4065 Calle Canonero, Fallbrook, south of Vern Drive and west of Lorita Lane	9.91	Minor residential subdivision. 4 SFR lots, ranging from 2.01 to 2.19 net acres each. Septic system.
15	S 04-026	Cooke Residence	3974 Citrus Drive between Wilt Road and Vern Drive	N/A	4,723 s.f. SFR
16	TPM 20581	Treister TPM	Donut-shaped parcel surrounding 401 Ranger Road, Fallbrook	21.81	Minor residential subdivision. 4 SFR lots plus one remainder lot.
17	TPM 20793 03-02-068	Mission Ridge Road TPM	235 Mission Ridge Road east of I-15 off Mission Road, Fallbrook	19.55	Minor residential subdivision. 4 SFR lots.

TABLE 2.3-8
CUMULATIVE PROJECTS
(CONTINUED)

#	Project Reference	Project Name	Location	Area (acres)	Proposed Improvements
18	TM 5413	Rancho Alegre TPM	West side of Ranger Road approx. 0.4 mile north of Reche Road	70	Part of 116-acre subdivision (33 lots). This project consists of 20 lots in the eastern portion of property and proposes a different street alignment, grading, and lot arrangement.
19	TPM 20853	Rarick TPM	3261 Reche Road, Fallbrook	8.77	Minor residential subdivision. 4 SFR lots (ranging from 2.02 to 2.25 acres each). Septic system.
20	TPM 20936	Fernandez TPM	3838 Foxglove Lane, Fallbrook	10.4	Minor residential subdivision. 4 SFR lots. Minimum lot size 2 acres. 2 existing SFR on site.
21	TPM 20944	Rabuchin TPM	4065 Calle Canonero, Fallbrook	9.91	Subdivision of 2 lots into 4 SFR lots. Existing SFR on site
22	NA	Pala Casino	Pala Road and Pala Mission Road	TBD	187,300 s.f. casino, hotel, theater.
23	MUP 87-021 RPL[2] REZ P87-001 RPL[2]	Rosemary's Mountain/ Palomar Aggregates Quarry	North side of SR 76, 1.25 miles east of I-15	96.4	Aggregate rock quarry and processing plants for concrete and asphalt. Approximately 22 million tons of rock would be mined over 20 years. Realignment of SR 76 from Project site west to I-15. Reclamation Plan to designate lower portion of site as water storage reservoir after completion of mining activities.
24	TPM 20542	Patapoff Minor Residential Subdivision	Southern end of Rainbow Hills Road	59.1	Subdivide property into four parcels of 4.3 acres, 4.2 acres, 9.6 acres, 8acres, and a 33-acre parcel
25	TM 5321	Prominence at Pala	Pala Del Norte Road. 1/3 mile north of SR-76 and approximately two miles west of the Pala Indian Reservation	346.6	Subdivide the property into 30 SFR and two open space lots ranging in size from 4 to 96 acres

TABLE 2.3-8
CUMULATIVE PROJECTS
(CONTINUED)

#	Project Reference	Project Name	Location	Area (acres)	Proposed Improvements
26	NA	Palomar College North Education Center District Master Plan	East side of I-15 between Pankey Road and Pala Mesa Heights Drive	85	New Community College campus to serve approximately 12,000 students, to include classroom and administration buildings, parking, open space, athletic fields, and off-site road, water and sewer improvements.
27	NA	Caltrans Realignment of SR 76	From I-15 to west of Rice Canyon Road	NA	Realignment and widening of roadway, improvements to northbound I-15 on- and off-Ramp.
28	NA	San Luis Rey Municipal Water District (SLRMWD) Water, Wastewater and Recycled Water Master Plan	SLRMWD service area and vicinity, north and south of SR-76 between I-15 and Pala Temecula Road	Over 3,000	Exploration of pipeline and water storage options.
29	TM 5231		Canonita Drive and Old Hwy 395, Fallbrook	30.48	39 condo units
30	TM 5276		Aqueduct Road and Via Urner, Bonsall	12.8	8 SFR lots
31	TM 5346		Old Hwy 395 and Via Urner, Bonsall	38.4	9 SFR lots
32	TM 5410	Marquart Ranch	West Lilac Road and Mesa Lilac Road, Bonsall	44.2	9 SFR lots. Includes improvements to West Lilac Road and Mesa Lilac Road, and drainage improvements.
33	TM 5449	Fallbrook Oaks	Reche Road and Ranger Road, Fallbrook	26	19 SFR lots
34	TM 5469	Ridge Creek Drive	Ridge Creek east of Live Oak Park Road and Ridge Drive, Fallbrook	30.4	14 SFR lots
35	TM 5499	Club Estates	SR 76 east of Cole Grade Road at Pauma Valley Drive	48.3	31 SFR lots
36	TM 5540; MUP 07-007	Oak Tree Ranch TM	15560 Spring Valley Road	9.95	24 SFR

TABLE 2.3-8
CUMULATIVE PROJECTS
(CONTINUED)

#	Project Reference	Project Name	Location	Area (acres)	Proposed Improvements
37	TM 5545	Turnbull TM	32979 Temet Drive	22.9	17 lots
38	TPM 20913	Wexler TPM		2.54	4 lots
39	TM 5223 MUP 00-030	Shadow Run Ranch	Shadow Run Ranch, SR-76 and Adams Drive, Pala	263	54 SFR lots and 2 open space lots. MUP filed concurrently for Planned Residential Development that would cluster residential development on minimum 2-acre lots.
40	TPM 20896	Diana Acres	Adams Drive off SR-76, Pauma Valley		3 lots
41	TPM 20804	Hunter Subdivsion	15550 Adams Drive	7.5	3 lots
42	TPM 20538	Burge TPM	34487 Citracado Drive, Pala	12.58	4 lots plus remainder
43	MUP 99-001	Pauma Valley Packing Company	34188 Hampton Road	4.14	Packing and processing
44	TM 5223; MUP 00-030	Shadow Run Ranch/Schoep e-Pauma TM	15040 Adams Drive	263.17	13 lots
45	TM 5508	Warner Ranch	Pala-Pauma	513	732 SFR lots, 168 condo units, community park, fire station lot
46	CASINO	Pauma Casino and Hotel	Approximately 11 miles east of I-15 along SR-76		400 room hotel and 171,000 s.f. casino
47	TPM 20451	De Jong/Pala Minor Subdivision	Canonita Drive between I-15 and Tecalote Drive	5.62	Minor residential subdivision. 3 SFR lots (1.03, 2.06 and 2.31 net acres each).
48	TPM 20800	Crossroads Investors Minor Subdivision	Ranger Road, Fallbrook	15.5	Minor residential subdivision. 4 SFR lots plus one remainder lot. Existing SFR and grove on site

TABLE 2.3-8
CUMULATIVE PROJECTS
(CONTINUED)

#	Project Reference	Project Name	Location	Area (acres)	Proposed Improvements
49	TM 5217/5225/5227/5228 MUP 00-027	Chaffin/Red Mountain Ranch Subdivisions	Rainbow Glen Road and Red Mountain Dam Road, Fallbrook	455.9	TM 5217: Residential development with 29 SFR lots (2.28 to 18.33 acres) and 2 biological open space zones. TM 5225: 55 acres divided into 6 SFR lots (8.1 to 13.9 acres). TM 5227: 44.5 acres divided into 4 SFR lots (8.08 to 13.71 acres each).TM 5228: 19.1 acres divided into 2 lots (8.4 and 10.7 acres).
50	TPM 20505	John Collins TPM	Margarita in Fallbrook	8.29	2 lots
51	TPM 21085	Brannon Trust TPM Remai	411 Yucca Road, Fallbrook		4+ lots
52	TPM 20976	Dien N Do TPM	405 Ranger Road		4+ lots
53	TPM 20373	Tim Rosa TPM	2973 Los Alisos Drive	13	4 lots plus remainder
54	TPM 20427	Leising TPM	1246 Via Vista	10.83	4 lots
55	TPM 20434	Atteberry TPM	1166 Sierra Bonita	9	3 lots
56	TPM 20980	Johnson TPM	3035 Trelawney Lane		2 lots
57	TPM 20381	Chipman TPM	Camino Zasa, Fallbrook	24.5	4 lots plus remainder
58	TPM 21047	American Lotus Bhuddist Association TPM	Reche Road at Rabbit Hill, Fallbrook		4 lots plus remainder lot
59	TM 5547	Reche Road TM	3129 Reche Road, Bonsall	33.5	12 SFR lots
60	TM 5158; RPL3	Palisades Estates	3880 Dos Niños Road/Elevado Road	408.4	51 lots
61	TPM 19742	Dion TPM and time extension	3562 Canonita Drive	7.5	2 lots
62	TPM 20476	Patricia Daniels TPM	3609 Canonita Road, Fallbrook	13.2	4 lots plus remainder

TABLE 2.3-8
CUMULATIVE PROJECTS
(CONTINUED)

#	Project Reference	Project Name	Location	Area (acres)	Proposed Improvements
63	TPM 20443	Cameron Subdivision	2644 Vista de Palomar, Fallbrook. North side of Vista de Palomar between Post Hill and Via Rancheros	11.31	Minor residential subdivision. 3 SFR lots (2.22, 2.44 and 6.37 acres each). Septic system.
64	TPM 20473	Tesla Gray TPM	East end of Vista de Palomar, and north end of Old Post Road, Fallbrook	28.91	Minor residential subdivision. 4 SFR lots plus one remainder lot. Future development of 5 SFR
65	TPM 20592	Aspel TPM	3107 Old Post Road, Fallbrook	7.32	Minor residential subdivision. 2 SFR lots (2.09 and 5.20 acres each).
66	TPM 20317	James Patapoff TPM	2639 Via Alicia, Fallbrook	16.8	Subdivision of 16.8 acres into 4 lots plus a remainder lot
67	TPM 20503	Yew Tree Spring Water Corporation	3573 Diego Estates Drive, Fallbrook	7.48	3 residential lots
68	TPM 20610	Haugh, Granger TPM	Fallbrook	12.94	4 lots
69	TPM 20614; RPL1	Brown, Lee & Karen, TPM	3850 Gird Road	6.46	3 lots
70	TPM 20648	Pepper Drive TPM	3926 Flowerwood Lane	1.39	4 residential lots
71	TM 4971	Surf Properties TM	3545 Vista Corona	46.89	15 lots
72	TM 4908	Brook Hills TM	4061 La Cañada Road, Fallbrook	96.71	35 lots
73	MUP 02-011	Latter-Day Saints/Via Monserate	Fallbrook	7.96	17,000 sq. ft. church and meeting rooms
74	TM 4976; RPL4	Leeds and Strausss TM	North side of Olive Hill Road, near intersection with SR-76, Bonsall	45.76	17 SFR lots – TM time extension until 09/13/2009
75	TM 5398	Murray Davidson	3956 Pala Mesa Road, Bonsall	4.28	7 lots
76	TPM 20173	Shamrock Partners TPM	Shamrock Road, Bonsall	10	3 lots

TABLE 2.3-8
CUMULATIVE PROJECTS
(CONTINUED)

#	Project Reference	Project Name	Location	Area (acres)	Proposed Improvements
77	TPM 20851	Crook TPM	32179 Shamrock Road		5 lots
78	TPM 20729	Tabata Bonsall TPM RPL1	5546 Mission Road	33.75	4 lots
79	TPM 20874	Berezousky TPM (311 Same as one in original latch)	4040 Pala Mesa Drive, Fallbrook	3.11	Subdivision of 3.11 acre into 4 residential lots. Existing SFR on site
80	TPM 20932	Murray Davidson TPM	3956 Pala Mesa Road, Fallbrook		Subdivision of 1 lot into 4 SFR lots plus a remainder lot
81	TPM 21076	Sumac TPM	3111 Sumac Road		4 lots
82	S 03-024	Janikowski SFR	9686 Pala Road (SR 76), Fallbrook, on north side of SR 76	5.12	3,200 s.f. SFR
83	TPM 19827	Kratochvid TPM; expired map	Old Highway 395	12.3	4 lots
84	TPM 20319	Kohl TPM	7641 Mount Ararat Way, Bonsall	9.71	4 lots plus remainder
85	TPM 20541	Woodhead TPM	Mt. Ararat Way, Bonsall	12.54	4 lots plus remainder
86	TPM 20596	Rockefeller TPM	9590 Lilac Way, VC	5	2 lots
87	TPM 20763	McNulty TPM	32171 Dos Niñas	5.19	2 lots
88	TPM 20799	Stehly Caminito Quieto TPM	32009 Camto Quieto at West Lilac Road	11.69	4 lots
89	TPM 20845	Sanders TPM	West Lilac Road, 1.25 miles west of Old Highway 395		4 lots plus remainder lot
90	S 02-061	Pala Shopping Center	On Old Highway 395 just northwest of the intersection of I-15 and SR 76	3.88	Addition of 5 commercial buildings to an existing commercial site with grocery store.
91	TM 5489	Monserate TM	3624 Monserate Hill Road	24.6	7 SFR

TABLE 2.3-8
CUMULATIVE PROJECTS
(CONTINUED)

#	Project Reference	Project Name	Location	Area (acres)	Proposed Improvements
92	TPM 21075	Dimitri, Diffendale, and Kirk TPM	Monserate Hill Road and Monserate Place		4 lots
93	TPM 20994	Madrigal TPM	1055 Rainbow Valley Boulevard near Old Hwy 395		3 lots
94	MUP 07-009	Singh Power Plant	4 miles NE of I-15 on Pala Del Norte Road, north of SR 76	8.5	Power Generation facility
95	37-AA-0032	Gregory Landfill	Approximately 3.5 miles east of I-15 on SR-76	1,770	Landfill site for solid waste

TM = Tentative Map; S = Site Plan; REZ = Rezone; MUP = Major Use Permit; TPM = Tentative Parcel Map; ZAP = Minor Use Permit; RPL = Replacement Map; MFR = multi-family residential; SFR = single-family residential
NA = Not available

TABLE 2.3-9
EXISTING + CUMULATIVE INTERSECTION LOS

Intersection and (Analysis)[1]	Movement	Peak Hour	Existing + Cumulative	
			Delay[2]	LOS[3]
1) SR-76 (Pala Rd) at	SB LR	AM	>500	**F**
Via Monserate (U)	SB LR	PM	>500	**F**
	All	AM	>500	**F**
	All	PM	>500	**F**
2) SR-76 (Pala Rd) at	All	AM	53.4	D
Gird Rd (S)	All	PM	110.3	**F**
3) SR-76 (Pala Rd) at	SB LR	AM	38.5	**E**
Sage Rd (U)	SB LR	PM	38.4	**E**
	All	AM	>500	**F**
	All	PM	>500	**F**
4) SR-76 (Pala Rd) at	All	AM	257.8	**F**
Old Hwy 395 (S)	All	PM	252.1	**F**
6) SR-76 (Pala Rd) at	All	AM	96.5	**F**
I-15 SB Ramps (S)	All	PM	133.2	**F**
7) SR-76 (Pala Rd) at	All	AM	77.3	**E**
I-15 NB Ramps (S)	All	PM	118.0	**F**
8) SR-76 (Pala Rd) at	NB LTR	AM	>500	**F**
Pankey Road (U)	NB LTR	PM	>500	**F**
	SB LTR	AM	>500	**F**
	SB LTR	PM	>500	**F**
9) SR-76 (Pala Rd) at	Future	AM	19.1	B
Horse Ranch Creek Rd (U)	Intersection	PM	19.1	B
10) SR-76 (Pala Rd) at	SB LR	AM	191.8	**F**
Rice Canyon Road (U)	SB LR	PM	>500	**F**
11) SR-76 (Pala Rd) at	NB LR	AM	78.5	**F**
Couser Canyon Road (U)	NB LR	PM	385.8	**F**
12) Old Highway 395 at	EB LR	AM	>500	**F**
Pala Mesa Dr (U)	EB LR	PM	>500	**F**
14) Old Highway 395 at	WB LTR	AM	>500	**F**
Stewart Canyon Road (U)	WB LTR	PM	>500	**F**
15) Old Highway 395 at	EB LR	AM	>500	**F**
Reche Road (U)	EB LR	PM	>500	**F**
	All	AM	>500	**F**
	All	PM	>500	**F**
19) Mission Road at	SB L	AM	49.0	D
Old Highway 395 (S)	SB L	PM	106.3	**F**
20) Mission Road at	SB LTR	AM	71.6	**E**
I-15 SB Ramps (S)	SB LTR	PM	63.0	**E**
21) Mission Road at	All	AM	28.6	C
I-15 NB Ramps (S)	All	PM	87.3	**F**
22) Stewart Canyon Rd at	EB LR	AM	10.5	B
HRCR/Pankey Road (U)	EB LR	PM	11.9	B
23) Horse Ranch Crk Rd at	WB LR	AM	16.1	B
Baltimore Oriole (S)	WB LR	PM	17.4	B
24) Horse Ranch Crk Rd at	All	AM	21.3	C
Longspur Rd (S)	All	PM	23.6	C
25) Horse Ranch Crk Rd at	WB LR	AM	13.0	B
Harvest Glen Ln (S)	WB LR	PM	17.1	B
26) Horse Ranch Crk Rd at	WB LR	AM	9.9	A
Pardee South Loop (S)	WB LR	PM	11.8	B
27) Horse Ranch Crk Rd at	All-Way	AM	0.0	A
School/Park Access (U)	All-Way	PM	0.0	A
28) Horse Ranch Crk Rd	EB LR	AM	6.8	A
at Street R (S)	EB LR	PM	10.3	B
29) Pankey/Pala Mesa Dr	WB LR	AM	24.8	C
at Street R (S)	WB LR	PM	36.3	D
31) SR-76 (Mission Ave) at	All	AM	277.9	**F**
E. Vista Way (S)	All	PM	257.7	**F**
32) SR-76 (Mission Ave) at	All	AM	310.8	**F**
North River Rd (S)	All	PM	261.0	**F**
33) SR-76 (Mission Ave) at	All	AM	270.0	**F**
Olive Hill Rd (S)	All	PM	179.4	**F**
34) SR-76 (Mission Ave) at	All	AM	58.1	**E**
S. Mission Rd (S)	All	PM	83.5	**F**
37) SR-76 (Pala Rd.) at	All	AM	31.1	C
Pala Mission Rd. (S)	All	PM	42.3	D

Notes: 1) Intersection Analysis - (S) Signalized, (U) Unsignalized 2) Delay - HCM Control Delay in seconds. 3) LOS: Level of Service.

TABLE 2.3-10A
EXISTING + CUMULATIVE SEGMENT ADT VOLUMES AND LOS

Segment	Sept 2005 Circulation Element Class. (proposed)	Existing # of Lanes [Proposed by Other Projects]	Existing + Cumulative			
			Daily Volume	LOS E Capacity	V/C	LOS
Old Highway 395						
East Mission Road to Reche Road	Collector	2	18,317	16,200	1.13	**F**
Reche Road to Stewart Canyon Road	Collector	2	21,265	16,200	1.31	**F**
Pala Mesa Drive to SR-76 (Pala Road)	Collector	2	20,109	16,200	1.24	**F**
Stewart Canyon Road						
Old Hwy 395 to Horse Ranch Creek Rd	Collector	2	6,624	16,200	0.41	C
Pankey Road						
Street R/Pankey Place to SR-76 (Pala Rd)	(Collector)	[Pappas 4 lanes]	8,244	34,200	0.24	A
SR-76 (Pala Road) to Shearer Crossing	Light Collector	2	7,657	16,200	0.47	D
Horse Ranch Creek Road						
Stewart Canyon Rd to Baltimore Oriole (#23)	Light Collector	2	5,745	16,200	0.35	C
Baltimore Oriole (#23) to Longspur Rd (#24)	(Boulevard 4.2A)	[PPP 4 lanes]	9,052	27,000	0.34	Un
Longspur Rd (#24) to Harvest Glen Ln (#25)	(Boulevard 4.2A)	[PPP 4 lanes]	13,363	27,000	0.49	Un
Harvest Glen Ln (#25) to Intersection (#26)	(Boulevard 4.2A)	[PPP 4 lanes]	16,955	27,000	0.63	Un
Intersection (#26) to Park/School (#27)	(Boulevard 4.2A)	[PPP 4 lanes]	16,824	27,000	0.62	Un
Park/Sch (#27) to Street R/Pankey Pl (#28)	(Boulevard 4.2A)	[PPP 4 lanes]	16,972	27,000	0.63	Un
Street R/Pankey Pl (#28) to SR-76 (Pala Rd)	(Boulevard 4.2A)	[PPP 4 lanes]	9,968	27,000	0.37	Un
Pala Mesa Drive						
Old Highway 395 to Street R/Pankey Pl	(Light Collector)	2	6,178	16,200	0.38	C
Street R/Pankey Place						
Pala Mesa/Pankey to Horse Ranch Creek Rd	(Light Collector)	2	8,398	16,200	0.52	D

Notes: (proposed GP classification). [proposed party to implement improvement. PPP = Pardee, Passerelle, and Palomar] [Granite 4 lanes until their driveway] LOS: Level of Service. V/C: Volume to Capacity ratio. Daily volumes is a 24 hour volume. LOS for proposed classification is classification is identiified as "Un" as under capacity and "Ov" for over capacity.

TABLE 2.3-10B
EXISTING + CUMULATIVE STATE ROUTE VOLUMES AND LOS

State Route 76	Lanes in	E+C	AM (Eastbound)				E+C	AM (Westbound)				E+C	PM (Eastbound)				E+C	PM (Westbound)			
Study Limits (cumulative)	each dir	Vol	Dir	Cap	v/c	LOS	Vol	Dir	Cap	v/c	LOS	Vol	Dir	Cap	v/c	LOS	Vol	Dir	Cap	v/c	LOS
E. Vista Way to North River Rd	1	1176	EB	950	1.24	**F**	1950	WB	950	2.05	**F**	2019	EB	950	2.13	**F**	1402	WB	950	1.48	**F**
North River Rd to Olive Hill Rd	1	1380	EB	950	1.45	**F**	2387	WB	950	2.51	**F**	2553	EB	950	2.69	**F**	1594	WB	950	1.68	**F**
Olive Hill Rd to S Mission Rd	1	1485	EB	950	1.56	**F**	2526	WB	950	2.66	**F**	2528	EB	950	2.66	**F**	1831	WB	950	1.93	**F**
S Mission Rd to Via Monserate	1	1079	EB	950	1.14	**F**	1692	WB	950	1.78	**F**	2225	EB	950	2.34	**F**	1481	WB	950	1.56	**F**
Via Monserate to Gird Rd	1	1124	EB	950	1.18	**F**	1748	WB	950	1.84	**F**	2022	EB	950	2.13	**F**	1337	WB	950	1.41	**F**
Gird Rd to Sage Rd	1	1115	EB	950	1.17	**F**	1291	WB	950	1.36	**F**	1345	EB	950	1.42	**F**	1212	WB	950	1.28	**F**
Sage Rd to Old Hwy 395	1	1202	EB	950	1.27	**F**	1313	WB	950	1.38	**F**	1468	EB	950	1.55	**F**	1424	WB	950	1.50	**F**
Old Hwy 395 to I-15 SB Ramps	2	1339	EB	2050	0.65	C	1251	WB	2028	0.62	C	1470	EB	2050	0.72	D	1524	WB	2028	0.75	D
I-15 SB Ramps to I-15 NB Ramps	1	1000	EB	950	1.05	**F**	844	WB	950	0.89	**E**	1278	EB	950	1.35	**F**	1210	WB	950	1.27	**F**
I-15 NB Ramps to Pankey Rd	2	775	EB	3100	0.25	A	841	WB	3030	0.28	A	1211	EB	3100	0.39	B	960	WB	3030	0.32	B
Pankey Rd to Horse Ranch Creek Rd	2	544	EB	1806	0.30	A	1000	WB	2028	0.49	B	1066	EB	1806	0.59	C	1265	WB	2028	0.62	C
Horse Ranch Creek Rd to Rice Cyn	1	570	EB	950	0.60	C	1173	WB	950	1.23	**F**	1263	EB	950	1.33	**F**	1317	WB	950	1.39	**F**
Rice Cyn to Couser Cyn	1	1690	EB	950	1.78	**F**	829	WB	950	0.87	**E**	1015	EB	950	1.07	**F**	1303	WB	950	1.37	**F**
Couser Cyn to Pala Mission Rd	1	823	EB	950	0.87	**E**	667	WB	950	0.70	C	831	EB	950	0.87	**E**	1211	WB	950	1.27	**F**

Source: SANDAG Year 2030 Cumulative Map. Notes: Dir = Direction. Vol = Volume. Cap = Capacity. v/c = volume to capacity ratio. LOS = Level of Service. E: Existing. C: Cumulative

TABLE 2.3-11
EXISTING + CUMULATIVE FREEWAY VOLUMES AND LOS

Freeway	**I-15**				**I-15**				**I-15**			
Segment	Rainbow Valley Blvd to Mission Rd				Mission Rd to SR-76 (Pala Rd)				SR-76 to Escondido Hwy (Old 395)			
Existing (Year 2006)												
ADT	136,000				127,000				120,000			
Peak Hour	A M		P M		A M		P M		A M		P M	
Direction	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
Number of Lanes	4	4	4	4	4	4	4	4	4	4	4	4
Capacity (1)	9400	9400	9400	9400	9400	9400	9400	9400	9400	9400	9400	9400
K Factor (2)	0.0619	0.0619	0.0738	0.0738	0.0619	0.0619	0.0738	0.0738	0.059	0.059	0.0723	0.0723
D Factor (3)	0.1653	0.8347	0.6398	0.3602	0.1653	0.8347	0.6398	0.3602	0.1989	0.8011	0.6955	0.3045
Truck Factor (4)	0.9186	0.9186	0.9186	0.9186	0.9186	0.9186	0.9186	0.9186	0.8977	0.8977	0.8977	0.8977
Peak Hour Volume	1514.87	7649.51	6990.58	3935.61	1414.62	7143.29	6527.97	3675.17	1568.69	6318.13	6721.8	2942.9
Volume to Capacity	0.16116	0.81378	0.74368	0.41868	0.15049	0.75992	0.69446	0.39098	0.16688	0.67214	0.71508	0.31307
LOS	A	D	C	A	A	C	C	A	A	C	C	A
Cumulative Pk Hr Vol	337	340	472	542	201	253	351	321	736	974	1340	906
Existing+Cumulative												
Peak Hour Volume	1851.87	7989.51	7462.58	4477.61	1615.62	7396.29	6878.97	3996.17	2304.69	7292.13	8061.8	3848.9
Volume to Capacity	0.19701	0.84995	0.79389	0.47634	0.17187	0.78684	0.7318	0.42512	0.24518	0.77576	0.85764	0.40946
LOS	A	D	C	B	A	C	C	B	A	C	D	A

Notes: (1) Capacity of 2,350 passenger cars per hour per lane (pcphpl) from Caltrans' Guide for the Preparation of Traffic Impact Studies, Dec 2002. (2) Latest K factor from Caltrans (based on 2005 data), which is the percentage of Annual Average Daily Traffic (AADT) in both directions. (3) Latest D factor from Caltrans (based on 2005 data), which when multiplied by K and ADT will provide peak hour volume. (4) Latest truck factor from Caltrans (based on 2000 data).

TABLE 2.3-12
EXISTING + CUMULATIVE + PROJECT INTERSECTION LOS

Intersection and (Analysis)[1]	Movement	Peak Hour	Existing		Existing + Cumulative + Project			Cumulative Impact?[5]
			Delay[2]	LOS[3]	Delay[2]	LOS[3]	Delta[4]	
1) SR-76 (Pala Rd) at	SB LR	AM	86.1	**F**	>500	**F**	>2.0	**Yes**
Via Monserate (U)	SB LR	PM	91.4	**F**	>500	**F**	>2.0	**Yes**
	All	AM	5.0	A	>500	**F**	>2.0	**Yes**
	All	PM	2.9	A	>500	**F**	>2.0	**Yes**
2) SR-76 (Pala Rd) at	All	AM	12.9	B	59.1	D	46.2	No
Gird Rd (S)	All	PM	12.6	B	118.0	**F**	105.4	**Yes**
3) SR-76 (Pala Rd) at	SB LR	AM	22.6	C	40.4	**E**	17.8	**Yes**
Sage Rd (U)	SB LR	PM	33.0	D	39.3	**E**	6.3	**Yes**
	All	AM	0.2	A	>500	**F**	>2.0	**Yes**
	All	PM	0.4	A	>500	**F**	>2.0	**Yes**
4) SR-76 (Pala Rd) at	All	AM	29.7	C	268.7	**F**	239.0	**Yes**
Old Hwy 395 (S)	All	PM	30.2	C	266.1	**F**	235.9	**Yes**
6) SR-76 (Pala Rd) at	All	AM	27.5	C	107.0	**F**	79.5	**Yes**
I-15 SB Ramps (S)	All	PM	26.4	C	140.1	**F**	113.7	**Yes**
7) SR-76 (Pala Rd) at	All	AM	22.4	C	86.6	**E**	64.2	**Yes**
I-15 NB Ramps (S)	All	PM	43.6	D	121.2	**F**	77.6	**Yes**
8) SR-76 (Pala Rd) at	NB LTR	AM	12.2	B	>500	**F**	>2.0	**Yes**
Pankey Road (U)	NB LTR	PM	14.6	B	>500	**F**	>2.0	**Yes**
	SB LTR	AM	0.0	A	>500	**F**	>2.0	**Yes**
	SB LTR	PM	0.0	A	>500	**F**	>2.0	**Yes**
9) SR-76 (Pala Rd) at	Future	AM	DNE	NA	21.0	B	NA	No
Horse Ranch Creek Rd (U)	Intersection	PM	DNE	NA	22.4	B	NA	No
10) SR-76 (Pala Rd) at	SB LR	AM	10.7	B	211.4	**F**	200.7	**Yes**
Rice Canyon Road (U)	SB LR	PM	12.9	B	>500	**F**	>2.0	**Yes**
11) SR-76 (Pala Rd) at	NB LR	AM	11.9	B	86.2	**F**	74.3	**Yes**
Couser Canyon Road (U)	NB LR	PM	14.2	B	427.4	**F**	413.2	**Yes**
12) Old Highway 395 at	EB LTR	AM	11.0	B	>500	**F**	>2.0	**Yes**
Pala Mesa Dr (U)	EB LTR	PM	11.1	B	>500	**F**	>2.0	**Yes**
14) Old Highway 395 at	WB LTR	AM	10.8	B	>500	**F**	>2.0	**Yes**
Stewart Canyon Road (U)	WB LTR	PM	11.9	B	>500	**F**	>2.0	**Yes**
15) Old Highway 395 at	EB LR	AM	18.4	C	>500	**F**	>2.0	**Yes**
Reche Road (U)	EB LR	PM	35.9	**E**	>500	**F**	>2.0	**Yes**
	All	AM	10.6	B	>500	**F**	>2.0	**Yes**
	All	PM	17.6	B	>500	**F**	>2.0	**Yes**
19) Mission Road at	SB L	AM	12.2	B	54.8	D	42.6	No
Old Highway 395 (S)	SB L	PM	23.0	C	113.0	**F**	90.0	**Yes**
20) Mission Road at	SB LTR	AM	20.6	C	75.6	**E**	55.0	**Yes**
I-15 SB Ramps (S)	SB LTR	PM	17.8	B	87.5	**E**	69.7	**Yes**
21) Mission Road at	All	AM	17.2	B	31.8	C	14.6	No
I-15 NB Ramps (S)	All	PM	37.5	D	95.8	**F**	58.3	**Yes**
22) Stewart Canyon Rd at	EB LR	AM	8.7	A	11.1	B	NA	No
HRCR/Pankey Road (U)	EB LR	PM	8.7	A	13.7	B	NA	No
23) Horse Ranch Crk Rd at	WB LR	AM	DNE	NA	17.8	B	NA	No
Baltimore Oriole (S)	WB LR	PM	DNE	NA	17.7	B	NA	No
24) Horse Ranch Crk Rd at	All	AM	DNE	NA	21.4	C	NA	No
Longspur Rd (S)	All	PM	DNE	NA	24.2	C	NA	No
25) Horse Ranch Crk Rd at	WB LR	AM	DNE	NA	17.7	B	NA	No
Harvest Glen Ln (S)	WB LR	PM	DNE	NA	26.0	B	NA	No
26) Horse Ranch Crk Rd at	WB LR	AM	DNE	NA	17.6	A	NA	No
Pardee South Loop (S)	WB LR	PM	DNE	NA	24.6	B	NA	No
27) Horse Ranch Crk Rd at	All-Way	AM	DNE	NA	15.2	A	NA	No
School/Park Access (U)	All-Way	PM	DNE	NA	18.1	A	NA	No
28) Horse Ranch Crk Rd	EB LR	AM	DNE	NA	7.8	A	NA	No
at Street R (S)	EB LR	PM	DNE	NA	12.2	B	NA	No
29) Pankey/Pala Mesa Dr	WB LR	AM	DNE	NA	24.8	C	NA	No
at Street R (S)	WB LR	PM	DNE	NA	43.3	D	NA	No
31) SR-76 (Mission Ave) at	All	AM	60.9	**E**	282.1	**F**	221.2	**Yes**
E. Vista Way (S)	All	PM	48.4	D	261.1	**F**	212.7	**Yes**
32) SR-76 (Mission Ave) at	All	AM	61.7	**E**	317.1	**F**	255.4	**Yes**
North River Rd (S)	All	PM	29.7	C	267.3	**F**	237.6	**Yes**
33) SR-76 (Mission Ave) at	All	AM	53.8	D	275.6	**F**	221.8	**Yes**
Olive Hill Rd (S)	All	PM	52.9	D	184.1	**F**	131.2	**Yes**
34) SR-76 (Mission Ave) at	All	AM	18.9	B	61.4	**E**	42.5	**Yes**
S. Mission Rd (S)	All	PM	21.5	C	88.0	**F**	66.5	**Yes**
37) SR-76 (Pala Rd.) at	All	AM	29.3	C	32.4	C	3.1	No
Pala Mission Rd. (S)	All	PM	32.4	C	42.6	D	10.2	No

Notes: 1) Intersection Analysis - (S) Signalized, (U) Unsignalized 2) Delay - HCM Control Delay in seconds. 3) LOS: Level of Service. 4) Delta is the increase in delay from cumulative and project traffic. 5) Cumulative impact due to project traffic and other cumulative traffic exceeding the allowable delta (yes or no). DNE: Does Not Exist. NA: Not Applicable

TABLE 2.3-13A
EXISTING + CUMULATIVE + PROJECT SEGMENT ADT VOLUMES AND LOS

Segment	Classification (as proposed)	Existing				Cumulative	Project	Existing + Cumulative + Project				
		Daily Volume	LOS E Capacity	V/C	LOS	Daily Volumes	Daily Volumes	Daily Volume	LOS E Capacity	V/C	LOS	Cumulative Impact?
Old Highway 395												
East Mission Road to Reche Road	Collector	5,155	16,200	0.32	C	13,609	1,136	19,900	16,200	1.23	**F**	**Yes**
Reche Road to Stewart Canyon Road	Collector	5,646	16,200	0.35	C	16,215	1,439	23,300	16,200	1.44	**F**	**Yes**
Pala Mesa Drive to SR-76 (Pala Road)	Collector	6,405	16,200	0.40	C	11,119	76	17,600	16,200	1.09	**F**	**Yes**
Stewart Canyon Road												
Old Hwy 395 to Horse Ranch Creek Rd	Collector	590	16,200	0.04	A	6,034	1,515	8,138	16,200	0.50	D	No
Pankey Road												
Street R/Pankey Place to SR-76 (Pala Rd)	Light Collector	0	34,200	0.00	A	8,244	379	8,622	34,200	0.25	D	No
Horse Ranch Creek Road												
Stewart Canyon Rd to Baltimore Oriole (#23)	Light Collector	40	16,200	0.00	A	5,705	1,515	7,260	16,200	0.45	D	No
Baltimore Oriole (#23) to Longspur Rd (#24)	(Boulevard 4.2A)	0	27,000	0.00	Un	9,052	2,068	11,119	27,000	0.41	Un	No
Longspur Rd (#24) to Harvest Glen Ln (#25)	(Boulevard 4.2A)	0	27,000	0.00	Un	13,363	2,777	16,140	27,000	0.60	Un	No
Harvest Glen Ln (#25) to Intersection (#26)	(Boulevard 4.2A)	0	27,000	0.00	Un	16,955	4,040	20,995	27,000	0.78	Un	No
Intersection (#26) to Park/School (#27)	(Boulevard 4.2A)	0	27,000	0.00	Un	16,824	4,946	21,770	27,000	0.81	Un	No
Park/Sch (#27) to Street R/Pankey Pl (#28)	(Boulevard 4.2A)	0	27,000	0.00	Un	16,972	4,946	21,918	27,000	0.81	Un	No
Street R/Pankey Pl (#28) to SR-76 (Pala Rd)	(Boulevard 4.2A)	0	27,000	0.00	Un	9,968	2,575	12,544	27,000	0.46	Un	No
Pala Mesa Drive												
Old Highway 395 to Street R/Pankey Pl	Light Collector	0	16,200	0.00	A	6,178	833	7,011	16,200	0.43	C	No
Street R/Pankey Place												
Pala Mesa/Pankey to Horse Ranch Creek Rd	Light Collector	0	16,200	0.00	0	8,398	1,969	10,367	16,200	0.64	D	No

Notes: Existing Classification Sept 2005 Circulation Element. Proposed classification = GP Update Circulation Element.
Un = Under Capacity. Daily volume is a 24 hour volume. LOS: Level of Service. V/C: Volume to Capacity ratio.

TABLE 2.3-13B
EXISTING + CUMULATIVE + PROJECT STATE ROUTE VOLUMES AND LOS (AM/PM)

State Route 76	Lanes in	E	AM (Eastbound)				C+P	E+C+P			v/c	Cumulative	E	AM (Westbound)				C+P	E+C+P			v/c	Cumulative
Study Limits	each dir	Vol	Dir	Cap	v/c	LOS	Vol	Vol	v/c	LOS	Delta	Impact?	Vol	Dir	Cap	v/c	LOS	Vol	Vol	v/c	Sig	Delta	Impact?
E. Vista Way to North River Rd	1	718	EB	950	0.76	D	469	1187	1.25	**F**	0.49	**Yes**	1040	WB	950	1.09	**F**	944	1984	2.09	**F**	0.99	**Yes**
North River Rd to Olive Hill Rd	1	852	EB	950	0.90	**E**	539	1391	1.46	**F**	0.57	**Yes**	1200	WB	950	1.26	**F**	1221	2421	2.55	**F**	1.29	**Yes**
Olive Hill Rd to S Mission Rd	1	1031	EB	950	1.09	**F**	467	1498	1.58	**F**	0.49	**Yes**	1245	WB	950	1.31	**F**	1322	2567	2.70	**F**	1.39	**Yes**
S Mission Rd to Via Monserate	1	745	EB	950	0.78	D	347	1092	1.15	**F**	0.37	**Yes**	901	WB	950	0.95	**E**	832	1733	1.82	**F**	0.88	**Yes**
Via Monserate to Gird Rd	1	808	EB	950	0.85	D	332	1140	1.20	**F**	0.35	**Yes**	895	WB	950	0.94	**E**	901	1796	1.89	**F**	0.95	**Yes**
Gird Rd to Sage Rd	1	740	EB	950	0.78	D	391	1131	1.19	**F**	0.41	**Yes**	542	WB	950	0.57	C	797	1339	1.41	**F**	0.84	**Yes**
Sage Rd to Old Hwy 395	1	760	EB	950	0.80	D	458	1218	1.28	**F**	0.48	**Yes**	534	WB	950	0.56	C	827	1361	1.43	**F**	0.87	**Yes**
Old Hwy 395 to I-15 SB Ramps	2	1507	EB	2050	0.74	D	93	1600	0.78	D	0.05	No	665	WB	2028	0.33	B	600	1265	0.62	C	0.30	No
I-15 SB Ramps to I-15 NB Ramps	1	844	EB	950	0.89	**E**	178	1022	1.08	**F**	0.19	**Yes**	539	WB	950	0.57	C	455	994	1.05	**F**	0.48	**Yes**
I-15 NB Ramps to Pankey Rd	2	559	EB	3100	0.18	A	283	842	0.27	A	0.09	No	606	WB	3030	0.20	A	439	1045	0.34	B	0.14	No
Pankey Rd to Horse Ranch Creek Rd	2	589	EB	1806	0.33	B	15	604	0.33	B	0.01	No	540	WB	2028	0.27	A	644	1184	0.58	C	0.32	No
Horse Ranch Creek Rd to Rice Cyn	1	588	EB	950	0.62	C	16	604	0.64	C	0.02	No	539	WB	950	0.57	C	645	1184	1.25	**F**	0.68	**Yes**
Rice Cyn to Couser Cyn	1	589	EB	950	0.62	C	1135	1724	1.81	**F**	1.19	**Yes**	540	WB	950	0.57	C	300	840	0.88	**E**	0.32	**Yes**
Couser Cyn to Pala Mission Rd	1	634	EB	950	0.67	C	223	857	0.90	**E**	0.23	**Yes**	357	WB	950	0.38	B	321	678	0.71	D	0.34	No

Source: SANDAG Year 2030 Cumulative Map. Notes: Dir = Direction. Vol = Volume. Cap = Capacity. v/c = volume to capacity ratio. LOS = Level of Service. E: Existing. C: Cumulative. P: Project.

State Route 76	Lanes in	E	PM (Eastbound)				C+P	E+C+P			v/c	Cumulative	E	PM (Westbound)				C+P	E+C+P			v/c	Cumulative
Study Limits	each dir	Vol	Dir	Cap	v/c	LOS	Vol	Vol	v/c	LOS	Delta	Impact?	Vol	Dir	Cap	v/c	LOS	Vol	Vol	v/c	Sig	Delta	Impact?
E. Vista Way to North River Rd	1	1107	EB	950	1.17	**F**	952	2059	2.17	**F**	1.00	**Yes**	652	WB	950	0.69	C	767	1419	1.49	**F**	0.81	**Yes**
North River Rd to Olive Hill Rd	1	1176	EB	950	1.24	**F**	1417	2593	2.73	**F**	1.49	**Yes**	781	WB	950	0.82	D	830	1611	1.70	**F**	0.87	**Yes**
Olive Hill Rd to S Mission Rd	1	1457	EB	950	1.53	**F**	1119	2576	2.71	**F**	1.18	**Yes**	1069	WB	950	1.13	**F**	782	1851	1.95	**F**	0.82	**Yes**
S Mission Rd to Via Monserate	1	1064	EB	950	1.12	**F**	1209	2273	2.39	**F**	1.27	**Yes**	618	WB	950	0.65	C	883	1501	1.58	**F**	0.93	**Yes**
Via Monserate to Gird Rd	1	1077	EB	950	1.13	**F**	1000	2077	2.19	**F**	1.05	**Yes**	786	WB	950	0.83	D	575	1361	1.43	**F**	0.61	**Yes**
Gird Rd to Sage Rd	1	645	EB	950	0.68	C	755	1400	1.47	**F**	0.79	**Yes**	742	WB	950	0.78	D	494	1236	1.30	**F**	0.52	**Yes**
Sage Rd to Old Hwy 395	1	638	EB	950	0.67	C	885	1523	1.60	**F**	0.93	**Yes**	768	WB	950	0.81	D	680	1448	1.52	**F**	0.72	**Yes**
Old Hwy 395 to I-15 SB Ramps	2	816	EB	2050	0.40	B	670	1486	0.72	D	0.33	No	1258	WB	2028	0.62	C	273	1531	0.75	D	0.13	No
I-15 SB Ramps to I-15 NB Ramps	1	718	EB	950	0.76	D	639	1357	1.43	**F**	0.67	**Yes**	1153	WB	950	1.21	**F**	132	1285	1.35	**F**	0.14	**Yes**
I-15 NB Ramps to Pankey Rd	2	696	EB	3100	0.22	A	753	1449	0.47	B	0.24	No	820	WB	3030	0.27	A	242	1062	0.35	B	0.08	No
Pankey Rd to Horse Ranch Creek Rd	2	631	EB	1806	0.35	B	649	1280	0.71	C	0.36	No	897	WB	2028	0.44	B	460	1357	0.67	C	0.23	No
Horse Ranch Creek Rd to Rice Cyn	1	631	EB	950	0.66	C	649	1280	1.35	**F**	0.68	**Yes**	897	WB	950	0.94	**E**	460	1357	1.43	**F**	0.48	**Yes**
Rice Cyn to Couser Cyn	1	526	EB	950	0.55	C	506	1032	1.09	**F**	0.53	**Yes**	930	WB	950	0.98	**E**	413	1343	1.41	**F**	0.43	**Yes**
Couser Cyn to Pala Mission Rd	1	434	EB	950	0.46	**B**	414	848	0.89	**E**	0.44	**Yes**	950	WB	950	1.00	**F**	301	1251	1.32	**F**	0.32	**Yes**

Source: SANDAG Year 2030 Cumulative Map. Notes: Dir = Direction. Vol = Volume. Cap = Capacity. v/c = volume to capacity ratio. LOS = Level of Service. E: Existing. C: Cumulative. P: Project.

TABLE 2.3-14
EXISTING + CUMULATIVE + PROJECT FREEWAY VOLUMES AND LOS

Freeway	**I-15**				**I-15**				**I-15**			
Segment	Rainbow Valley Blvd to Mission Rd				Mission Rd to SR-76 (Pala Rd)				SR-76 to Escondido Hwy (Old 395)			
Existing (Year 2006)												
ADT	136,000				127,000				120,000			
Peak Hour	A M		P M		A M		P M		A M		P M	
Direction	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
Number of Lanes	4	4	4	4	4	4	4	4	4	4	4	4
Capacity (1)	9,400	9,400	9,400	9,400	9,400	9,400	9,400	9,400	9,400	9,400	9,400	9,400
K Factor (2)	0.0619	0.0619	0.0738	0.0738	0.0619	0.0619	0.0738	0.0738	0.0590	0.0590	0.0723	0.0723
D Factor (3)	0.1653	0.8347	0.6398	0.3602	0.1653	0.8347	0.6398	0.3602	0.1989	0.8011	0.6955	0.3045
Truck Factor (4)	0.9186	0.9186	0.9186	0.9186	0.9186	0.9186	0.9186	0.9186	0.8977	0.8977	0.8977	0.8977
Peak Hour Volume	1,515	7,650	6,991	3,936	1,415	7,143	6,528	3,675	1,569	6,318	6,722	2,943
Volume to Capacity	0.161	0.814	0.744	0.419	0.150	0.760	0.694	0.391	0.167	0.672	0.715	0.313
LOS	A	D	C	A	A	C	C	A	A	C	C	A
Project Pk Hr Vol	68	23	34	81	10	3	4	11	20	54	63	27
Existing + Project												
Peak Hour Volume	1,583	7,673	7,025	4,017	1,425	7,146	6,532	3,686	1,589	6,372	6,785	2,970
Volume to Capacity	0.168	0.816	0.747	0.427	0.152	0.760	0.695	0.392	0.169	0.678	0.722	0.316
LOS	A	D	C	B	A	C	C	A	A	C	C	A
Increase in V/C	0.007	0.002	0.004	0.009	0.001	0.000	0.000	0.001	0.002	0.006	0.007	0.003
County Impact?	No	No	No	No	No	No	No	No	No	No	No	No
CMP Impact?	No	No	No	No	No	No	No	No	No	No	No	No
Cumulative Pk Hr Vol	337	340	472	542	201	253	351	321	736	974	1340	906
Existing+Cumulative												
Peak Hour Volume	1,852	7,990	7,463	4,478	1,616	7,396	6,879	3,996	2,305	7,292	8,062	3,849
Volume to Capacity	0.197	0.850	0.794	0.476	0.172	0.787	0.732	0.425	0.245	0.776	0.858	0.409
LOS	A	D	C	B	A	C	C	B	A	C	D	A
Existing+Cumulative+Project												
Peak Hour Volume	1,920	8,013	7,497	4,559	1,626	7,399	6,883	4,007	2,325	7,346	8,125	3,876
Volume to Capacity	0.204	0.852	0.798	0.485	0.173	0.787	0.732	0.426	0.247	0.782	0.864	0.412
LOS	A	D	C	B	A	C	C	B	A	C	D	A
Increase in V/C	0.007	0.002	0.004	0.009	0.001	0.000	0.000	0.001	0.002	0.006	0.007	0.003
Cumulative Impact?	No	No	No	No	No	No	No	No	No	No	No	No

Notes: (1) Capacity of 2,350 passenger cars per hour per lane (pcphpl) from Caltrans' Guide for the Preparation of Traffic Impact Studies, Dec 2002. (2) Latest K factor from Caltrans (based on 2005 data), which is the percentage of Annual Average Daily Traffic (AADT) in both directions. (3) Latest D factor from Caltrans (based on 2005 data), which when multiplied by K and ADT will provide peak hour volume. (4) Latest truck factor from Caltrans (based on 2000 data). CMP: Congestion Management Program impact.

TABLE 2.3-15
HORIZON YEAR (2030) INTERSECTION LEVEL OF SERVICE

Intersection and (Analysis)[1]	Movement	Peak Hour	Horizon Year (2030)	
			Delay[2]	LOS[3]
1) SR-76 (Pala Rd) at	SB R	AM	24.7	C
Via Monserate (U)	SB R	PM	19.4	C
2) SR-76 (Pala Rd) at	All	AM	12.4	B
Gird Rd (S)	All	PM	12.9	B
3) SR-76 (Pala Rd) at	SB R	AM	17.2	C
Sage Rd (U)	SB R	PM	17.7	C
4) SR-76 (Pala Rd) at	All	AM	47.8	D
Old Hwy 395 (S)	All	PM	44.8	D
6) SR-76 (Pala Rd) at	All	AM	33.7	C
I-15 SB Ramps (S)	All	PM	33.8	C
7) SR-76 (Pala Rd) at	All	AM	40.8	D
I-15 NB Ramps (S)	All	PM	40.7	D
8) SR-76 (Pala Rd) at	All	AM	25.2	C
Pankey Road (S)	All	PM	42.1	D
9) SR-76 (Pala Rd) at	All	AM	20.0	B
Horse Ranch Creek Rd (S)	All	PM	19.7	B
12) Old Highway 395 at	All	AM	32.5	C
Pala Mesa Dr (S)	All	PM	46.6	D
14) Old Highway 395 at	All	AM	22.3	C
Stewart Canyon Road (S)	All	PM	30.1	C
15) Old Highway 395 at	All	AM	22.8	C
Reche Road (S)	All	PM	48.2	D
19) Mission Road at	All	AM	23.6	C
Old Highway 395 (S)	All	PM	33.2	C
20) Mission Road at	All	AM	35.7	D
I-15 SB Ramps (S)	All	PM	21.6	C
21) Mission Road at	All	AM	22.0	C
I-15 NB Ramps (S)	All	PM	29.7	C
22) Stewart Canyon Rd at	EB LR	AM	11.2	B
HRCR/Pankey Road (U)	EB LR	PM	13.0	B
23) Horse Ranch Crk Rd at	All	AM	17.3	B
Baltimore Oriole (S)	All	PM	19.0	B
24) Horse Ranch Crk Rd at	All	AM	23.0	C
Longspur Rd (S)	All	PM	24.0	C
25) Horse Ranch Crk Rd at	All	AM	19.9	B
Harvest Glen Ln (S)	All	PM	22.5	C
26) Horse Ranch Crk Rd at	All	AM	13.1	B
Pardee South Loop (S)	All	PM	13.6	B
27) Horse Ranch Crk Rd at	WB R	AM	14.8	B
School/Park Access (U)	WB R	PM	15.6	C
28) Horse Ranch Crk Rd	All	AM	11.4	B
at Street R (S)	All	PM	12.8	B
29) Pankey/Pala Mesa Dr	All	AM	26.4	C
at Street R (S)	All	PM	41.2	D

Notes: 1) Intersection Analysis - (S) Signalized, (U) Unsignalized 2) Delay - HCM Control Delay in seconds. 3) LOS: Level of Service.

TABLE 2.3-16A
HORIZON YEAR (2030) SEGMENT ADT VOLUMES AND LOS

Segment	Existing Classification (proposed)	Horizon Year (2030) Daily Volume	LOS E Capacity	V/C	LOS
Old Highway 395					
East Mission Road to Reche Road	Collector	20,764	34,200	0.61	B
Reche Road to Stewart Canyon Road	Collector	23,761	34,200	0.69	C
Pala Mesa Drive to SR-76 (Pala Road)	Collector	21,224	34,200	0.62	B
Stewart Canyon Road					
Old Hwy 395 to Horse Ranch Creek Rd	Collector	7,285	34,200	0.21	A
Pankey Road					
Street R/Pankey Place to SR-76 (Pala Rd)	Light Collector	8,521	34,200	0.25	A
Horse Ranch Creek Road					
Stewart Canyon Rd to Baltimore Oriole (#23)	Light Collector	6,385	16,200	0.39	C
Baltimore Oriole (#23) to Longspur Rd (#24)	(Boulevard 4.2A)	9,333	27,000	0.35	Un
Longspur Rd (#24) to Harvest Glen Ln (#25)	(Boulevard 4.2A)	13,223	27,000	0.49	Un
Harvest Glen Ln (#25) to Intersection (#26)	(Boulevard 4.2A)	16,760	27,000	0.62	Un
Intersection (#26) to Park/School (#27)	(Boulevard 4.2A)	17,654	27,000	0.65	Un
Park/Sch (#27) to Street R/Pankey Pl (#28)	(Boulevard 4.2A)	17,854	27,000	0.66	Un
Street R/Pankey Pl (#28) to SR-76 (Pala Rd)	(Boulevard 4.2A)	11,025	27,000	0.41	Un
Pala Mesa Drive					
Old Highway 395 to Street R/Pankey Pl	Light Collector	6,667	16,200	0.41	C
Street R/Pankey Place					
Pala Mesa/Pankey to Horse Ranch Creek Rd	Light Collector	8,331	16,200	0.51	D

Notes: Existing Classification Sept 2005 Circulation Element. Proposed classification = GP Update Circulation Element.
Un = Under Capacity. Daily volume is a 24 hour volume. LOS: Level of Service. V/C: Volume to Capacity ratio.

TABLE 2.3-16B
HORIZON YEAR (2030) STATE ROUTE VOLUMES AND LOS
(LIMITS BASED ON 50 PEAK HOUR TRIPS)

State Route 76	Lanes in	2030	AM (Eastbound)				2030	AM (Westbound)				2030	PM (Eastbound)				2030	PM (Westbound)			
Study Limits	each dir	Vol	Dir	Cap	v/c	LOS	Vol	Dir	Cap	v/c	LOS	Vol	Dir	Cap	v/c	LOS	Vol	Dir	Cap	v/c	LOS
Via Monserate to Gird Rd	2	1124	EB	3300	0.34	B	1768	WB	3162	0.56	C	2022	EB	2912	0.69	C	1337	WB	3300	0.41	B
Gird Rd to Sage Rd	2	1115	EB	3300	0.34	B	1613	WB	2912	0.55	C	1623	EB	3300	0.49	B	1212	WB	2912	0.42	B
Sage Rd to Old Hwy 395	2	1202	EB	1904	0.63	C	1603	WB	3300	0.49	B	1620	EB	1904	0.85	D	1424	WB	3300	0.43	B
Old Hwy 395 to I-15 SB Ramps	2	1339	EB	3030	0.44	B	1251	WB	2028	0.62	C	1470	EB	3030	0.49	B	1524	WB	2028	0.75	D
I-15 SB Ramps to I-15 NB Ramps	2	1000	EB	3030	0.33	B	844	WB	3030	0.28	A	1278	EB	3030	0.42	B	1210	WB	3030	0.40	B
I-15 NB Ramps to Pankey Rd	2	775	EB	3100	0.25	A	841	WB	3030	0.28	A	1211	EB	3100	0.39	B	960	WB	3030	0.32	B
Pankey Rd to Horse Ranch Creek Rd	2	702	EB	1806	0.39	B	1000	WB	1956	0.51	C	1066	EB	1806	0.59	C	1265	WB	2028	0.62	C

Source: SANDAG, higher volumes used btw Series 10 (2030) Cumulative Map and Series 11 (2030) coverage. Notes: Dir = Direction. Vol = Volume. Cap = Capacity.
Study limits based on where 50 peak hour trips will travel, which does not extend west of Via Monserate as shown in Figure 12b (intersection #1).

TABLE 2.3-17
HORIZON YEAR (2030) FREEWAY VOLUMES AND LOS

Freeway Segment	**I-15**				**I-15**				**I-15**			
	Rainbow Valley Blvd to Mission Rd				Mission Rd to SR-76 (Pala Rd)				SR-76 to Escondido Hwy (Old 395)			
SANDAG (Horizon Year)												
ADT	275,000				251,000				231,000			
Peak Hour	A M		P M		A M		P M		A M		P M	
Direction	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
Number of Lanes	4	4	4	4	4	4	4	4	4	4	4	4
Capacity (1)	9,400	9,400	9,400	9,400	9,400	9,400	9,400	9,400	9,400	9,400	9,400	9,400
K Factor (2)	0.0619	0.0619	0.0738	0.0738	0.0619	0.0619	0.0738	0.0738	0.0590	0.0590	0.0723	0.0723
D Factor (3)	0.5064	0.4936	0.5064	0.4936	0.5075	0.4925	0.5075	0.4925	0.4917	0.5083	0.4917	0.5083
Truck Factor (4)	0.9186	0.9186	0.9186	0.9186	0.9186	0.9186	0.9186	0.9186	0.8977	0.8977	0.8977	0.8977
Peak Hour Volume	9,384	9,147	11,188	10,905	8,584	8,330	10,234	9,931	7,465	7,717	9,148	9,457
Volume to Capacity	1.00	0.97	1.19	1.16	0.91	0.89	1.09	1.06	0.79	0.82	0.97	1.01
LOS	**F**	**E**	**F**	**F**	D	D	**F**	**F**	C	D	**E**	**F**

Notes: (1) Capacity of 2,350 passenger cars per hour per lane from Caltrans' Guide for the Preparation of Traffic Impact Studies, Dec 2002. (2) Latest K factor from Caltrans (based on 2005 data), which is the percentage of Annual Average Daily Traffic (AADT) in both directions. (3) D factor from SANDAG Series 11 split for year 2030, which when multiplied by K and ADT will provide peak hour volume. (4) Latest truck factor from Caltrans (based on 2000 data).

TABLE 2.3-18
HORIZON YEAR (2030) + PROJECT INTERSECTION LOS

Intersection & (Analysis)[1]	Move-ment	Peak Hour	Horizon Year (2030) Delay[2]	Horizon Year (2030) LOS[3]	Horizon Year (2030) + Project Delay[2]	Horizon Year (2030) + Project LOS[3]	Horizon Year (2030) + Project Delta[4]	Horizon Year (2030) + Project CM Vol[5]	County Sig[6]	CMP Sig[7]
1) SR-76 (Pala Rd) at	SB R	AM	24.7	C	25.3	D	0.6	0	No	No
Via Monserate (U)	SB R	PM	19.4	C	19.7	C	0.3	0	No	No
2) SR-76 (Pala Rd) at	All	AM	12.4	B	12.5	B	0.1	NA	No	No
Gird Rd (S)	All	PM	12.9	B	13.0	B	0.1	NA	No	No
3) SR-76 (Pala Rd) at	SB R	AM	17.2	C	17.6	C	0.4	0	No	No
Sage Rd (U)	SB R	PM	17.7	C	17.9	C	0.2	0	No	No
4) SR-76 (Pala Rd) at	All	AM	47.8	D	51.0	D	3.2	NA	No	No
Old Hwy 395 (S)	All	PM	44.8	D	47.8	D	3.0	NA	No	No
6) SR-76 (Pala Rd) at	All	AM	33.7	C	34.0	C	0.3	NA	No	No
I-15 SB Ramps (S)	All	PM	33.8	C	34.1	C	0.3	NA	No	No
7) SR-76 (Pala Rd) at	All	AM	40.8	D	41.1	D	0.3	NA	No	No
I-15 NB Ramps (S)	All	PM	40.7	D	41.3	D	0.6	NA	No	No
8) SR-76 (Pala Rd) at	All	AM	25.2	C	27.8	C	2.6	NA	No	No
Pankey Road (S)	All	PM	42.1	D	45.4	D	3.3	NA	No	No
9) SR-76 (Pala Rd) at	All	AM	20.0	B	21.8	C	1.8	NA	No	No
Horse Ranch Creek Rd (S)	All	PM	19.7	B	22.9	C	3.2	NA	No	No
12) Old Highway 395 at	All	AM	32.5	C	34.3	C	1.8	NA	No	No
Pala Mesa Dr (S)	All	PM	46.6	D	51.5	D	4.9	NA	No	No
14) Old Highway 395 at	All	AM	22.3	C	22.8	C	0.5	NA	No	No
Stewart Canyon Road (S)	All	PM	30.1	C	40.4	D	10.3	NA	No	No
15) Old Highway 395 at	All	AM	22.8	C	23.3	C	0.5	NA	No	No
Reche Road (S)	All	PM	48.2	D	50.9	D	2.7	NA	No	No
19) Mission Road at	All	AM	23.6	C	27.4	C	3.8	NA	No	No
Old Highway 395 (S)	All	PM	33.2	C	37.8	D	4.6	NA	No	No
20) Mission Road at	All	AM	35.7	D	37.6	D	1.9	NA	No	No
I-15 SB Ramps (S)	All	PM	21.6	C	27.7	C	6.1	NA	No	No
21) Mission Road at	All	AM	22.0	C	23.1	C	1.1	NA	No	No
I-15 NB Ramps (S)	All	PM	29.7	C	31.0	C	1.3	NA	No	No
22) Stewart Canyon Rd at	EB LR	AM	11.2	B	12.2	B	1.0	43	No	No
HRCR/Pankey Road (U)	EB LR	PM	13.0	B	15.5	C	2.5	151	No	No
23) Horse Ranch Crk Rd at	All	AM	17.3	B	17.5	B	0.2	NA	No	No
Baltimore Oriole (S)	All	PM	19.0	B	19.6	B	0.6	NA	No	No
24) Horse Ranch Crk Rd at	All	AM	23.0	C	23.6	C	0.6	NA	No	No
Longspur Rd (S)	All	PM	24.0	C	24.9	C	0.9	NA	No	No
25) Horse Ranch Crk Rd at	All	AM	19.9	B	22.2	C	2.3	NA	No	No
Harvest Glen Ln (S)	All	PM	22.5	C	30.2	C	7.7	NA	No	No
26) Horse Ranch Crk Rd at	All	AM	13.1	B	18.9	B	5.8	NA	No	No
Pardee South Loop (S)	All	PM	13.6	B	27.3	C	13.7	NA	No	No
27) Horse Ranch Crk Rd at	WB R	AM	14.8	B	15.6	C	0.8	144	No	No
School/Park Access (U)	WB R	PM	15.6	C	18.7	C	3.1	62	No	No
28) Horse Ranch Crk Rd	All	AM	11.4	B	11.8	B	0.4	NA	No	No
at Street R (S)	All	PM	12.8	B	15.7	B	2.9	NA	No	No
29) Pankey/Pala Mesa Dr	All	AM	26.4	C	27.0	C	0.6	NA	No	No
at Street R (S)	All	PM	41.2	D	48.0	D	6.8	NA	No	No

Notes: 1) Intersection Analysis - (S) Signalized, (U) Unsignalized 2) Delay - HCM Control Delay in seconds. 3) LOS: Level of Service. 4) Delta is the increase in delay from project. 5) CM Vol: Critical Movement Volume used to show project volumes on the critical movement. 6) County Sig: is the project have a calculated impact based on the critical volume (Yes or No). 7) CMP Sig: Congention Mangement Program significant impact based on CMP criteria (Yes or No). DNE: Does Not Exist. NA: Not Applicable.

TABLE 2.3-19A
HORIZON YEAR (2030) + PROJECT SEGMENT ADT VOLUMES AND LOS

Segment	Existing Classification (proposed)	Horizon Year (2030) Daily Volume	LOS E Capacity	V/C	LOS	Project Daily Volumes	Horizon Year (2030) + Project Daily Volume	LOS E Capacity	V/C	LOS	Impact?	Change in V/C	CMP Impact?
Old Highway 395													
East Mission Road to Reche Road	Collector	20,764	34,200	0.61	B	1,136	21,900	34,200	0.64	B	No	0.03	No
Reche Road to Stewart Canyon Road	Collector	23,761	34,200	0.69	C	1,439	25,200	34,200	0.74	C	No	0.04	No
Pala Mesa Drive to SR-76 (Pala Road)	Collector	21,224	34,200	0.62	B	76	21,300	34,200	0.62	B	No	0.00	No
Stewart Canyon Road													
Old Hwy 395 to Horse Ranch Creek Rd	Collector	7,285	34,200	0.21	A	1,515	8,800	34,200	0.26	A	No	0.04	No
Pankey Road													
Street R/Pankey Place to SR-76 (Pala Rd)	Light Collector	8,521	34,200	0.25	A	379	8,900	34,200	0.26	A	No	0.01	No
Horse Ranch Creek Road													
Stewart Canyon Rd to Baltimore Oriole (#23)	Light Collector	6,385	16,200	0.39	C	1,515	7,900	16,200	0.49	D	No	0.09	No
Baltimore Oriole (#23) to Longspur Rd (#24)	(Boulevard 4.2A)	9,333	27,000	0.35	Un	2,068	11,400	27,000	0.42	Un	No	0.08	No
Longspur Rd (#24) to Harvest Glen Ln (#25)	(Boulevard 4.2A)	13,223	27,000	0.49	Un	2,777	16,000	27,000	0.59	Un	No	0.10	No
Harvest Glen Ln (#25) to Intersection (#26)	(Boulevard 4.2A)	16,760	27,000	0.62	Un	4,040	20,800	27,000	0.77	Un	No	0.15	No
Intersection (#26) to Park/School (#27)	(Boulevard 4.2A)	17,654	27,000	0.65	Un	4,946	22,600	27,000	0.84	Un	No	0.18	No
Park/Sch (#27) to Street R/Pankey Pl (#28)	(Boulevard 4.2A)	17,854	27,000	0.66	Un	4,946	22,800	27,000	0.84	Un	No	0.18	No
Street R/Pankey Pl (#28) to SR-76 (Pala Rd)	(Boulevard 4.2A)	11,025	27,000	0.41	Un	2,575	13,600	27,000	0.50	Un	No	0.10	No
Pala Mesa Drive													
Old Highway 395 to Street R/Pankey Pl	Light Collector	6,667	16,200	0.41	C	151	7,500	16,200	0.46	D	No	0.05	No
Street R/Pankey Place													
Pala Mesa/Pankey to Horse Ranch Creek Rd	Light Collector	8,331	16,200	0.51	D	1,969	10,300	16,200	0.64	D	No	0.12	No

Notes: (proposed GP Update classification). LOS: Level of Service. V/C: Volume to Capacity ratio. Daily volumes is a 24 hour volume.
Horse Ranch Creek Road LOS for proposed classification per GP Update is noted as "Un" as under capacity and "Ov" for over capacity.

TABLE 2.3-19B
HORIZON YEAR (2030) + PROJECT STATE ROUTE VOLUMES AND LOS (AM/PM)

State Route 76 Study Limits	Lanes in each dir	2030 Vol	AM (Eastbound) Dir	Cap	v/c	LOS	P Vol	2030+P Vol	v/c	LOS	v/c Delta	Impact?	2030 Vol	AM (Westbound) Dir	Cap	v/c	LOS	P Vol	2030+P Vol	v/c	LOS	v/c Delta	Impact?
Via Monserate to Gird Rd	2	1124	EB	3300	0.34	B	16	1140	0.35	B	0.00	No	1768	WB	3162	0.56	C	48	1816	0.57	C	0.02	No
Gird Rd to Sage Rd	2	1115	EB	3300	0.34	B	16	1131	0.34	B	0.00	No	1613	WB	3300	0.49	B	48	1661	0.50	B	0.01	No
Sage Rd to Old Hwy 395	2	1202	EB	1904	0.63	C	16	1218	0.64	C	0.01	No	1603	WB	3300	0.49	B	48	1651	0.50	B	0.01	No
Old Hwy 395 to I-15 SB Ramps	2	1339	EB	3030	0.44	B	4	1343	0.44	B	0.00	No	1251	WB	2028	0.62	C	14	1265	0.62	C	0.01	No
I-15 SB Ramps to I-15 NB Ramps	2	1000	EB	3030	0.33	B	22	1022	0.34	B	0.01	No	844	WB	3030	0.28	A	150	994	0.33	B	0.05	No
I-15 NB Ramps to Pankey Rd	2	775	EB	3100	0.25	A	67	842	0.27	A	0.02	No	841	WB	3030	0.28	A	204	1045	0.34	B	0.07	No
Pankey Rd to Horse Ranch Creek Rd	2	702	EB	1806	0.39	B	60	762	0.42	B	0.03	No	1000	WB	1956	0.51	C	184	1184	0.61	C	0.09	No

Source: SANDAG, higher volumes used btw Series 10 (2030) Cumulative Map and Series 11 (2030) coverage. Notes: Dir = Direction. Vol = Volume. Cap = Capacity.

State Route 76 Study Limits	Lanes in each dir	2030 Vol	PM (Eastbound) Dir	Cap	v/c	LOS	P Vol	2030+P Vol	v/c	LOS	v/c Delta	Impact?	2030 Vol	PM (Westbound) Dir	Cap	v/c	LOS	P Vol	2030+P Vol	v/c	LOS	v/c Delta	Impact?
Via Monserate to Gird Rd	2	2022	EB	2912	0.69	C	55	2077	0.71	D	0.02	No	1337	WB	3300	0.41	B	24	1361	0.41	B	0.01	No
Gird Rd to Sage Rd	2	1623	EB	3300	0.49	B	55	1678	0.51	B	0.02	No	1212	WB	2912	0.42	B	24	1236	0.42	B	0.01	No
Sage Rd to Old Hwy 395	2	1620	EB	2300	0.70	C	55	1675	0.73	D	0.02	No	1424	WB	3300	0.43	B	24	1448	0.44	B	0.01	No
Old Hwy 395 to I-15 SB Ramps	2	1470	EB	3030	0.49	B	16	1486	0.49	B	0.01	No	1524	WB	2028	0.75	D	7	1531	0.75	D	0.00	No
I-15 SB Ramps to I-15 NB Ramps	2	1278	EB	3030	0.42	B	79	1357	0.45	B	0.03	No	1210	WB	3030	0.40	B	75	1285	0.42	B	0.02	No
I-15 NB Ramps to Pankey Rd	2	1211	EB	3100	0.39	B	238	1449	0.47	B	0.08	No	960	WB	3030	0.32	B	102	1062	0.35	B	0.03	No
Pankey Rd to Horse Ranch Creek Rd	2	1066	EB	1806	0.59	C	214	1280	0.71	C	0.12	No	1265	WB	2028	0.62	C	92	1357	0.67	C	0.05	No

Source: SANDAG, higher volumes used btw Series 10 (2030) Cumulative Map and Series 11 (2030) coverage. Notes: Dir = Direction. Vol = Volume. Cap = Capacity.

TABLE 2.3-20
HORIZON YEAR (2030) + PROJECT FREEWAY VOLUMES AND LOS

Freeway Segment	**I-15**				**I-15**				**I-15**			
	Rainbow Valley Blvd to Mission Rd				Mission Rd to SR-76 (Pala Rd)				SR-76 to Escondido Hwy (Old 395)			
SANDAG (Horizon Year)												
ADT	275,000				251,000				231,000			
Peak Hour	A M		P M		A M		P M		A M		P M	
Direction	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
Number of Lanes	4	4	4	4	4	4	4	4	4	4	4	4
Capacity (1)	9,400	9,400	9,400	9,400	9,400	9,400	9,400	9,400	9,400	9,400	9,400	9,400
K Factor (2)	0.0619	0.0619	0.0738	0.0738	0.0619	0.0619	0.0738	0.0738	0.0590	0.0590	0.0723	0.0723
D Factor (3)	0.5064	0.4936	0.5064	0.4936	0.5075	0.4925	0.5075	0.4925	0.4917	0.5083	0.4917	0.5083
Truck Factor (4)	0.9186	0.9186	0.9186	0.9186	0.9186	0.9186	0.9186	0.9186	0.8977	0.8977	0.8977	0.8977
Peak Hour Volume	9,384	9,147	11,188	10,905	8,584	8,330	10,234	9,931	7,465	7,717	9,148	9,457
Volume to Capacity	1.00	0.97	1.19	1.16	0.91	0.89	1.09	1.06	0.79	0.82	0.97	1.01
LOS	**F**	**E**	**F**	**F**	D	D	**F**	**F**	C	D	**E**	**F**
Project Pk Hr Vol	68	23	34	136	10	3	4	11	20	54	63	27
SANDAG (Horizon Year + Project)												
Peak Hour Volume	9,452	9,170	11,222	11,041	8,594	8,333	10,238	9,942	7,485	7,771	9,211	9,484
Volume to Capacity	1.01	0.98	1.19	1.17	0.91	0.89	1.09	1.06	0.80	0.83	0.97	1.01
LOS	**F**	**E**	**F**	**F**	D	D	**F**	**F**	C	D	**E**	**F**
Increase in V/C	0.01	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.01	0.01	0.00	0.00
County Impact?	No	No	No	No	No	No	No	No	No	No	No	No
CMP Impact?	No	No	No	No	No	No	No	No	No	No	No	No

Notes: (1) Capacity of 2,350 passenger cars per hour per lane from Caltrans' Guide for the Preparation of Traffic Impact Studies, Dec 2002. (2) Latest K factor from Caltrans (based on 2005 data), which is the percentage of Annual Average Daily Traffic (AADT) in both directions. (3) D factor from SANDAG Series 11 split for year 2030, which when multiplied by K and ADT will provide peak hour volume. (4) Latest truck factor from Caltrans (based on 2000 data). CMP: Congestion Management Program.

TABLE 2.3-21
IMPACT SUMMARY TABLE

Facility	Direct Impacts	Cumulative Impacts
Intersections	1) Old Hwy 395/Reche Road	1) SR-76/Via Monserate 2) SR-76/Gird Road 3) SR-76/Sage Road 4) SR-76/Old Hwy 395 5) SR-76/I-15 SB Ramp 6) SR-76/I-15 NB Ramp 7) SR-76/Pankey Road 8) SR-76/Rice Canyon Road 9) SR-76/Couser Canyon Road 10) Old Hwy 395/Pala Mesa Dr 11) Old Hwy 395/Stewart Canyon Road 12) Old Hwy 395/Reche Road 13) Mission Road at Old Hwy 395 14) Mission Road at I-15 SB Ramp 15) Mission Road at I-15 NB Ramp 16) SR-76/E Vista Way 17) SR-76/North River Road 18) SR-76/Olive Hill Road 19) SR-76/S Mission Road
Segments and State Routes	1) SR-76 (Via Monserate to Gird Road) 2) SR-76 (I-15 NB Ramp to I-15 SB Ramp)	1) Old Hwy 395 (E Mission Road to Reche Road) 2) Old Hwy 395 (Reche Road to Stewart Cyn) 3) Old Hwy 395 (Pala Mesa Dr to SR-76) 4) SR-76 (E Vista Way to North River Road) 5) SR-76 (North River Road to Olive Hill Road) 6) SR-76 (Olive Hill Road to S Mission Road) 7) SR-76 (S Mission Road to Via Monserate) 8) SR-76 (Via Monserate to Gird Road) 9) SR-76 (Gird Road to Sage Road) 10) SR-76 (Sage Road to Old Hwy 395) 11) SR-76 (I-15 SB Ramp to I-15 NB Ramp) 12) SR-76 (Horse Ranch Creek Road to Rice Cyn) 13) SR-76 (Rice Cyn to Couser Cyn Road) 14) SR-76 (Couser Cyn Road to Pala Mission Road)
Freeways	None	None
Ramps	None	None
Horse Ranch Creek Road Classification Change	Copy of a Modification to Road Standard Request is included in the Appendix	Copy of a Modification to Road Standard Request is included in the Appendix

TABLE 2.3-22
SUMMARY OF DIRECT AND CUMULATIVE IMPACTS, PROJECT FEATURES, AND OTHER IMPROVEMENTS

Impact, Project Feature, or Other Improvement	Proposed Mitigation	Responsible Party	Significance After Mitigation
Direct Impacts			
1) INTERSECTION: Old Highway 395 at Reche Road (#15)	Construct traffic signal with lane configuration as shown in ~~the next~~TI~~A~~S Figure 28	First applicant in time to construct the identified improvement	Direct impact mitigated to below a level of significance
2) STATE ROUTE: 76 (Via Monserate to Gird Road)	Widen SR-76 from 2 to 4 lanes.	Caltrans SR-76 East Project	Direct impact mitigated to below a level of significance with Caltrans project(1)
3) STATE ROUTE: 76 (I-15 NB Ramp to I-15 SB Ramp)	Widen SR-76 from 2 to 4 lanes.	Caltrans SR-76 East Project	Direct impact mitigated to below a level of significance with Caltrans project(1)
Cumulative Impacts			
1) INTERSECTION: SR-76 at Via Monserate	Add lanes as shown in the TI~~A~~S Figure 27~~Add lanes as shown in the next Figure~~	TIF(2)	Cumulative impact mitigated to below a level of significance
2) INTERSECTION: SR-76 at Gird Road	Add lanes as shown in the TI~~A~~S Figure 27~~Add lanes as shown in the next Figure~~	TIF(2)	Cumulative impact mitigated to below a level of significance
3) INTERSECTION: SR-76 at Sage Road	Add lanes as shown in the TI~~A~~S Figure 27~~Add lanes as shown in the next Figure~~	TIF(2)	Cumulative impact mitigated to below a level of significance
4) INTERSECTION: SR-76 at Old Hwy 395	Add lanes as shown in the TI~~A~~S Figure 27~~Add lanes as shown in the next Figure~~	TIF(2)	Cumulative impact mitigated to below a level of significance
5) INTERSECTION: SR-76 at I-15 SB Ramp	Add lanes as shown in the TI~~A~~S Figure 27~~Add lanes as shown in the next Figure~~	TIF(2)	Cumulative impact mitigated to below a level of significance
6) INTERSECTION: SR-76 at I-15 NB Ramp	Add lanes as shown in the TI~~A~~S Figure 27~~Add lanes as shown in the next Figure~~	TIF(2)	Cumulative impact mitigated to below a level of significance
7) INTERSECTION: SR-76 at Pankey Road	Install traffic signal and add lanes as shown in ~~TIA~~TIS Figure 27~~Install traffic signal and add lanes as shown in the next Figure~~	TIF(2)	Cumulative impact mitigated to below a level of significance
8) INTERSECTION: SR-76 at Rice Canyon Road	Install traffic signal and add lanes as shown in ~~TIA~~TIS Figure 27~~Install traffic signal and add lanes as shown in the next Figure~~	TIF(2)	Cumulative impact mitigated to below a level of significance
9) INTERSECTION: SR-76 at Couser Canyon Road	Install traffic signal and add lanes as shown in ~~TIA~~TIS Figure 27~~Install~~	TIF(2)	Cumulative impact mitigated to below a level of significance

TABLE 2.3-22
SUMMARY OF DIRECT AND CUMULATIVE IMPACTS, PROJECT FEATURES, AND OTHER IMPROVEMENTS
(CONTINUED)

Impact, Project Feature, or Other Improvement	Proposed Mitigation	Responsible Party	Significance After Mitigation
	~~traffic signal and add lanes as shown in the next Figure~~		
10) INTERSECTION: Old Highway 395 at Pala Mesa Drive	Install traffic signal and add lanes as shown in ~~TIA~~TIS Figure 27~~Install traffic signal and add lanes as shown in the next Figure~~	TIF(2)	Cumulative impact mitigated to below a level of significance
11) INTERSECTION: Old Highway 395 at Stewart Canyon Road	Install traffic signal and add lanes as shown in ~~TIA~~TIS Figure 27~~Install traffic signal and add lanes as shown in the next Figure~~	TIF(2)	Cumulative impact mitigated to below a level of significance
12) INTERSECTION: Old Highway 395 at Reche Road	Install traffic signal and add lanes as shown in ~~TIA~~TIS Figure 27~~Install traffic signal and add lanes as shown in the next Figure~~	TIF(2)	Cumulative impact mitigated to below a level of significance
13) INTERSECTION: Old Highway 395 at E Mission Road	Add lanes as shown in ~~TIA~~TIS Figure 27~~Add lanes as shown in the next Figure~~	TIF(2)	Cumulative impact mitigated to below a level of significance
14) INTERSECTION: Mission Road at I-15 SB Ramp	Add lanes as shown in TI~~A~~S Figure 27~~Add lanes as shown in the next Figure~~	TIF(2)	Cumulative impact mitigated to below a level of significance
15) INTERSECTION: Mission Road at I-15 NB Ramp	Add lanes as shown in TI~~A~~S Figure 27~~Add lanes as shown in the next Figure~~	TIF(2)	Cumulative impact mitigated to below a level of significance
16) INTERSECTION: SR-76 at E. Vista Way	Add lanes as shown in TI~~A~~S Figure 27~~Add lanes as shown in the next Figure~~	TIF(2)	Cumulative impact mitigated to below a level of significance
17) INTERSECTION: SR-76 at North River Road	Add lanes as shown in TI~~A~~S Figure 27~~Add lanes as shown in the next Figure~~	TIF(2)	Cumulative impact mitigated to below a level of significance
18) INTERSECTION: SR-76 at Olive Hill Road	Add lanes as shown in TI~~A~~S Figure 27~~Add lanes as shown in the next Figure~~	TIF(2)	Cumulative impact mitigated to below a level of significance
19) INTERSECTION: SR-76 at S. Mission Road	Add lanes as shown in TI~~A~~S Figure 27~~Add lanes as shown in the next Figure~~	TIF(2)	Cumulative impact mitigated to below a level of significance

TABLE 2.3-22
SUMMARY OF DIRECT AND CUMULATIVE IMPACTS, PROJECT FEATURES, AND OTHER IMPROVEMENTS
(CONTINUED)

Impact, Project Feature, or Other Improvement	Proposed Mitigation	Responsible Party	Significance After Mitigation
Cumulative Impacts Continued (Segments)			
1) SEGMENT: Old Highway 395 (E Mission Road to Reche Road)	Widen Roadway to Collector (2 additional lanes)	TIF(2)	Cumulative impact mitigated to below a level of significance
2) SEGMENT: Old Highway 395 (Reche Road to Stewart Canyon Road)	Widen Roadway to a Collector (2 additional lanes)	TIF(2)	Cumulative impact mitigated to below a level of significance
3) SEGMENT: Old Highway 395 (E Mission Road to Reche Road)	Widen Roadway to Collector (2 additional lanes)	TIF(2)	Cumulative impact mitigated to below a level of significance
Cumulative Impacts Continued (State Routes)			
1) STATE ROUTE: 76 (E Vista Way to North River Road)	Widen SR-76 from 2 to 6 lanes.	TIF(2)	Cumulative impact mitigated to below a level of significance
2) STATE ROUTE: 76 (North River Road to Olive Hill Road)	Widen SR-76 from 2 to 6 lanes.	TIF(2)	Cumulative impact mitigated to below a level of significance
3) STATE ROUTE: 76 (Olive Hill Road to S Mission Road)	Widen SR-76 from 2 to 6 lanes.	TIF(2)	Cumulative impact mitigated to below a level of significance
4) STATE ROUTE: 76 (S Mission Road to Via Monserate)	Widen SR-76 from 2 to 4 lanes.	TIF(2)	Cumulative impact mitigated to below a level of significance
5) STATE ROUTE: 76 (Via Monserate to Gird Road)	Widen SR-76 from 2 to 4 lanes.	TIF(2)	Cumulative impact mitigated to below a level of significance
6) STATE ROUTE: 76 (Gird Road to Sage Road)	Widen SR-76 from 2 to 4 lanes.	TIF(2)	Cumulative impact mitigated to below a level of significance
7) STATE ROUTE: 76 (Sage Road to Old Highway 395)	Widen SR-76 from 2 to 4 lanes.	TIF(2)	Cumulative impact mitigated to below a level of significance
8) STATE ROUTE: 76 (I-15 SB Ramp to I-15 NB Ramp)	Widen SR-76 from 2 to 4 lanes.	TIF(2)	Cumulative impact mitigated to below a level of significance
9) STATE ROUTE: 76 (Horse Ranch Creek Road to Rice Canyon Road)	Widen SR-76 from 2 to 4 lanes.	TIF(2)	Cumulative impact mitigated to below a level of significance
10) STATE ROUTE: 76 (Rice Canyon Road to Couser Canyon Road)	Widen SR-76 from 2 to 4 lanes.	TIF(2)	Cumulative impact mitigated to below a level of significance
11) STATE ROUTE: 76 (Couser Canyon Road to Pala Mission Road)	Widen SR-76 from 2 to 4 lanes.	TIF(3~~2~~)	Cumulative impact mitigated to below a level of significance

TABLE 2.3-22
SUMMARY OF DIRECT AND CUMULATIVE IMPACTS, PROJECT FEATURES, AND OTHER IMPROVEMENTS
(CONTINUED)

Impact, Project Feature, or Other Improvement	Proposed Mitigation	Responsible Party	Significance After Mitigation
Project Features			
1) INTERSECTION: SR-76 at Horse Ranch Creek Road	Construct traffic signal with lane configuration as shown in ~~the next~~TIATIS Figure 17B	First applicant to proceed between Meadowood, Palomar College, and Campus Park (4)	LOS C or better with proposed project feature
2) INTERSECTIONS: Six internal intersections (#23, 24, 25, 26, 27, 28 and 29) along Horse Ranch Creek Road and Street R ~~(3)~~	Construct traffic signals with lane configuration as shown in ~~the next~~TIATIS Figure 17B	First applicant to proceed between Meadowood, Palomar College, and Campus Park	LOS C or better with proposed project feature
3) SEGMENT: Horse Ranch Creek Road from SR-76 to southern terminus of Pankey Road south of Stewart Canyon Road	Construct 2 lane roadway	First applicant to proceed between Meadowood, Palomar College, and Campus Park	LOS C or better with proposed project feature
4) SEGMENT: Street R from Pala Mesa Drive to Horse Ranch Creek Road	Construct 2 lane roadway	First applicant to proceed between Meadowood, Palomar College, and Campus Park	LOS C or better with proposed project feature
5) SEGMENT: Pala Mesa Drive from Old Highway 395 to Street R	Construct 2 lane roadway	First applicant to proceed between Meadowood, Palomar College, and Campus Park	LOS C or better with proposed project feature
6) SEGMENT: Pala Mesa Drive from Street R to SR-76	Construct 2 lane roadway	First applicant to proceed between Meadowood, Palomar College, and Campus Park	LOS C or better with proposed project feature
Improvements by others			
1) STATE ROUTE: 76 from I-15 NB Ramp easterly a distance of approximately 1.4 miles	Widen from 2 to 4 lanes	Under Construction by Granite Construction Company	Acceptable LOS with this improvement through Horizon Year (2030)

TABLE 2.3-22
SUMMARY OF DIRECT AND CUMULATIVE IMPACTS, PROJECT FEATURES, AND OTHER IMPROVEMENTS
(CONTINUED)

Notes: (1) If the Caltrans SR-76 Middle project or SR-76 East project is completed prior to occupancy of the first residential unit within Meadowood, the direct Meadowood project impacts to the completed Caltrans project would be fully mitigated. If the first residential unit within Meadowood is occupied prior to completion of the Caltrans SR-76 Middle project or SR-76 East project, the applicant would be responsible for making its fair share contribution toward the uncompleted Caltrans project to mitigate the Meadowood direct project impact(s). Overrides would also have to be made for Meadowood to proceed prior to completion of the SR-76 Middle project or SR-76 East project. (2) The TIF program provides a comprehensive facility financing fee program that addresses existing and forecasted deficiencies to SR-76 and other public street facilities. Applicant's contribution to the TIF will fully mitigate the Meadowood project cumulative impacts to SR-76 and other public street facilities. (3) For cumulative segment impacts to SR-76, east of Couser Canyon Road: The TIF Program mitigates for cumulative impacts on SR-76, west of Couser Canyon Road. Improvements to that segment, paid for by the TIF Program, will increase the operational efficiency of SR-76, west of Couser Canyon Road, and these improvements will provide improved operational characteristics on SR-76, east of Couser Canyon Road. (4) If applicant's development precedes both of the other planned cumulative projects (i.e. Palomar Community College District and ~~,~~ Campus Park), then the applicant will design and install a traffic signal for the existing single eastbound left turn lane at Horse Ranch Creek Road and SR-76 construct the intersection and traffic signal. If applicant's development is the first development to follow development of Palomar Community College District or Campus Park succeeds (i.e. the other planned cumulative projects) (i.e. Palomar College, Campus Park), then the applicant will construct a second left turn lane from eastbound SR-76 to northbound Horse Ranch Creek Road creating dual left turn lanes and make modifications to the traffic signal to accommodate dual left turn lanes.

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