

COUNTY OF SAN DIEGO

GUIDELINES FOR DETERMINING SIGNIFICANCE
AND
REPORT FORMAT AND CONTENT REQUIREMENTS

TRANSPORTATION AND TRAFFIC



LAND USE AND ENVIRONMENT GROUP

Department of Planning and Land Use
Department of Public Works

Second Revision
June 30, 2009

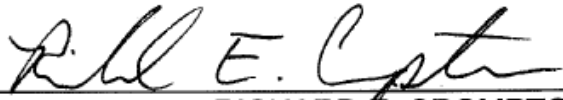
Second Modification
August 24, 2011

APPROVAL

I hereby certify that these **Guidelines for Determining Significance and Report Format and Content Requirements for Transportation and Traffic** are a part of the County of San Diego, Land Use and Environment Group's Guidelines for Determining Significance and Technical Report Format and Content Requirements and were considered by the Director of Planning and Land Use, in coordination with the Director of Public Works on the 24th day of August, 2011.



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I hereby certify that these **Guidelines for Determining Significance and Report Format and Content Requirements for Transportation and Traffic** are a part of the County of San Diego, Land Use and Environment Group's Guidelines for Determining Significance and Technical Report Format and Content Requirements and have hereby been approved by the Deputy Chief Administrative Officer (DCAO) of the Land Use and Environment Group on the 24th day of August, 2011. The Director of Planning and Land Use is authorized to approve revisions to these Guidelines for Determining Significance and Report Format and Content Requirements for Transportation and Traffic, except any revisions to Section 4.0 of the Guidelines for Determining Significance for Transportation and Traffic must be approved by the Deputy CAO.

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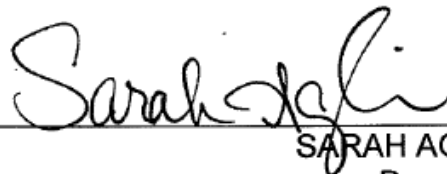
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COUNTY OF SAN DIEGO

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Department of Planning and Land Use
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EXPLANATION

These Guidelines for Determining Significance for Transportation and Traffic and information presented herein shall be used by County staff in their review of discretionary projects and environmental documents pursuant to the California Environmental Quality Act (CEQA). These Guidelines present a range of quantitative, qualitative, and performance levels for particular environmental effects. Normally, (in the absence of substantial evidence to the contrary), non-compliance with a particular standard stated in these Guidelines will usually mean the project will result in a significant effect, whereas compliance will normally mean the effect will be determined to be “less than significant.” Section 15064(b) of the State CEQA Guidelines states:

“The determination whether a project may have a significant effect on the environment calls for careful judgment on the part of the public agency involved, based to the extent possible on factual and scientific data. An ironclad definition of significant effect is not always possible because the significance of an activity may vary with the setting.”

These Guidelines assist in providing a consistent, objective and predictable evaluation of significant effects. These Guidelines are not binding on any decision-maker and should not be substituted for the use of independent judgment to determine significance or the evaluation of evidence in the record. The County reserves the right to request further, project specific, information in its evaluation of a project’s environmental effects and to modify these Guidelines in the event a scientific discovery or factual data alters the common application of a Guideline. In addition, evaluations to verify the applicability of the significance guidelines for individual project conditions may be necessary. Additional evaluations may include analysis of vehicle headways, speeds, average gaps, queues, delay, or other factors.

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List of Acronyms

ADT	Average Daily Trips
CALTRANS	California Department of Transportation
CEQA	California Environmental Quality Act
CMP	Congestion Management Plan
DPLU	Department of Planning and Land Use
HCM	Highway Capacity Manual
ITE	Institute of Traffic Engineers
LOS	Level of Service
min	Minute
mph	Miles per Hour
MTDB	Metropolitan Transit Development Board
NCTD	North San Diego County Transit District
PFE	Public Facilities Element
RTP	Regional Transportation Plan
SANDAG	San Diego Association of Governments
SANTEC	San Diego Traffic Engineers' Council
sec	Second
TIS	Traffic Impact Study
V/C	Volume to Capacity
VMT	Vehicle Miles Traveled

INTRODUCTION

This document provides guidance for evaluating adverse environmental effects that a proposed project may have on transportation and traffic. Specifically, this document addresses the following questions listed in the California Environmental Quality Act (CEQA) Guidelines, Appendix G, XV, Transportation/Traffic¹:

Would the project:

- a) Conflict with an applicable plan, ordinance or policy establishing measures of the effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit?
- b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?
- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- g) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Traffic and transportation related impacts are major concerns for the San Diego Region. As population in the San Diego Region grows, traffic, as measured by average daily trips (ADT), also grows. Land development within the San Diego region contributes to growth in population and growth in traffic. The rate of land development, population and traffic growth has often outpaced the provision of needed transportation infrastructure to adequately accommodate the increased growth. As a result, traffic congestion is a common occurrence on many freeways, highways and arterials in the San Diego region.

¹ The State CEQA Guidelines, Appendix G, XV Transportation/Traffic list two other transportation/traffic related questions (c and e), which are not addressed in this document. Question c states, "Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in locations that results in substantial safety risks?" Question c is concerned with airport traffic safety and is addressed under the County's Guidelines for Determining Significance for Airport Hazards. Question e states, "Would the project result in inadequate emergency access? Question e is addressed under the County's Guidelines for Determining Significance for Fire Protection Planning, which addresses the needs of emergency service providers (fire and sheriff, etc.), including emergency access requirements.

1.0 GENERAL PRINCIPLES AND EXISTING CONDITIONS

The population of the San Diego Region is projected to increase from approximately 2.9 million people today to about 3.9 million in the year 2030. As a result, the number of forecasted Vehicle Miles Traveled (VMT) in the San Diego Region is projected to increase 50 percent from current levels. Road improvements will be needed to accommodate the anticipated growth in traffic; otherwise, traffic congestion will increase significantly.

1.1 Level of Service

As a means of measuring and evaluating traffic congestion, the concept of “level of service” was created. Level of service (LOS) is a quality of service measure that describes operational conditions on a transportation facility, such as a roadway or intersection. Levels of service are established based upon the driver’s perspective. This service measure is a general overall measurement of several conditions such as speed and travel time, freedom to maneuver, traffic interruption, and comfort and convenience. Safety is an important concern but, typically, is not included in the measures that establish service levels.

Six LOS categories are defined for each type of transportation facility. Letters designate each level, from A to F, with LOS A representing the best operating conditions and LOS F the worst. Each LOS represents a range of operating conditions and the driver’s perception of those conditions. Methods for identifying levels of service vary based upon the type of transportation facility. Criteria for identifying levels of service on County of San Diego arterials are provided in the County of San Diego Public Road Standards. Methods of identifying levels of service for freeways, highways and intersections are provided in the Highway Capacity Manual (HCM). A detailed discussion of level of service is provided in Attachment A. Also, definitions of some key traffic terms are included in Attachment B.

Levels of service are used primarily to assess how substantial increases in vehicular traffic may affect traffic congestion on specific transportation facilities, such as freeways, arterials, and intersections. Procedures have also been established to adjust the evaluation to account for trucks, buses, grade and pedestrian volumes. Substantial traffic volume increase may also result in other traffic related impacts. Where applicable, evaluations should be made to assess the potential for traffic related impacts for the following items:

- Regional transportation facilities; including freeways, state highways and ramps
- Local circulation and road network
- Adequacy of existing roadway or intersection design features
- Access (both primary and secondary, as required)
- Alternative transportation modes; including pedestrians, bicyclists and transit

1.2 Traffic Impact Studies

In order to evaluate potential traffic impacts that may result from a specific land development or road improvement project, traffic impact studies are often prepared. Traffic impact studies include estimates of the amount of traffic generated by the project, distributions of project traffic or redistributions of traffic caused by the project, assessments of potential traffic impacts, and when applicable, the identification of mitigation measures to alleviate project-related traffic impacts.

The agency responsible for final approval of a project's traffic study is the agency that has discretionary approval of the project. For most projects located in the unincorporated area of San Diego, the agency approving the traffic study would be the County of San Diego. However, coordination with other affected agencies is often necessary in the preparation of traffic impact studies. The San Diego Association of Governments (SANDAG) is the agency responsible for the oversight of regional transportation planning. The California Department of Transportation (Caltrans) is the State agency responsible for planning, constructing and maintaining the State highway network. In addition to the County of San Diego, eighteen other municipalities within the San Diego Region are responsible for planning, constructing and maintaining local transportation networks within their respective areas of jurisdiction.

For more information on Traffic Impact Studies refer to the Transportation and Traffic Report Format and Content Requirements.

1.3 Regional Transportation Plan

On March 28, 2003, the SANDAG Board adopted the 2030 Regional Transportation Plan (RTP) and in February 2005, Amendment Number 1 to the RTP was approved. Mobility 2030 establishes goals and policies for addressing the needs of the regional transportation network in the San Diego region. In addition to identifying highway and road improvements, Mobility 2030 emphasizes Managed/High Occupancy Vehicle (HOV) lanes to accommodate transit services, as well as carpools and vanpools. It also emphasizes the coordination of transportation infrastructure and services with land use planning and focuses on a variety of performance measures, such as average travel times, instead of the traditional level of service measurements.

Under the "reasonably expected revenue" scenario, Mobility 2030 estimates \$42 billion to be available to implement proposed improvements in the plan. Under this scenario, 19% would be provided through the Transnet extension, 28% would be provided by local revenue sources, 33% would be provided by state sources and 20% would come from federal sources. Identified improvements would not focus solely on road improvements, but are expected to increase mobility by making improvements to transit, highways, local street networks, land use systems and demand management systems.

2.0 EXISTING REGULATIONS AND STANDARDS

The following list details the most significant regulations and standards that address traffic and transportation issues in California and the County of San Diego.

2.1 State Regulations and Standards

California Environmental Quality Act (CEQA)²

http://ceres.ca.gov/topic/env_law/ceqa/guidelines/

Under the California Environmental Quality Act (CEQA) lead agencies are required to consider traffic impacts when assessing the environmental impacts of proposed projects. CEQA requires discretionary projects to evaluate the effect projects may have on traffic circulation and other transportation related impacts.

2.2 Local Regulations and Standards

Public Facilities Element (Part XII) of the San Diego County General Plan

http://ceres.ca.gov/planning/counties/San_Diego/plans.html

The County of San Diego General Plan Public Facilities Element establishes policies and implementation measures regarding the assessment and mitigation of traffic impacts of new development. One of the goals of the Public Facilities Element (PFE) is to provide “A safe, convenient, and economical integrated transportation system including a wide range of transportation modes (PFE, page XII-4-18).” The PFE also identifies an objective in the Transportation Section to provide a “Level of Service C or better on County Circulation Element roads. (PFE, page XII-4-18).” The PFE, however, establishes LOS D as an off-site mitigation limit for discretionary projects. When an existing Level of Service is already D, “a LOS of D may be allowed (PFE, page XII-4-18).” According to the PFE, projects that significantly increase congestion on roads operating at LOS E or LOS F must provide mitigation. According to the PFE, this mitigation can consist of a fair share contribution to an established program or project to mitigate the project’s impacts. If impacts cannot be mitigated, the project will be denied unless a specific statement of overriding findings is made pursuant to Sections 15091 and 15093 of the State CEQA Guidelines to approve the project as proposed.

San Diego County Transportation Impact Fee (TIF) Program/Ordinance

<http://www.sdcountry.ca.gov/dpw/land/tif.html>

The County of San Diego Board of Supervisors adopted a Transportation Impact Fee Ordinance (April 2005/Updated January 2008) for the unincorporated area of San Diego County. The ordinance enables the County to implement Transportation Impact Fee (TIF) programs. The TIF program requires payment of fees that constitute a proposed project’s fair share contribution towards the construction costs of the planned transportation facilities that are affected by the proposed development. The TIF fees are collected as a condition of approval of a subdivision or prior to issuance of a development permit, including and most typically a building permit.

² Public Resources Code 21000-21178; California Code of Regulations, Guidelines for Implementation of CEQA, Appendix G, Title 14, Chapter 3, §15000-15387.

The TIF Program provides a mechanism for mitigating the impacts created by future growth within the unincorporated area. The TIF is 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.

Cumulative impacts are those impacts caused collectively by all development within the community. Cumulative impacts can result from individually minor, but collectively significant projects taking place over a period of time (CEQA Guidelines §15355). The CEQA Guidelines recognize that mitigation for cumulative impacts may involve the adoption of ordinances or regulations (CEQA Guidelines §15130) such as the County-adopted Transportation Impact Fee Program.

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.

Recognizing that an individual development project is not wholly responsible for cumulative traffic impacts, each development project is required to mitigate in proportion to the project's estimated traffic generation. The County TIF Program enables projects to achieve CEQA compliance by paying a fair share toward the cost of improving roads in the future as the levels of service become unacceptable due to the increased traffic volume caused by the cumulative impacts, of various developments. The County's TIF Program goes into 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 programmed.

While contribution to the TIF Program will typically mitigate a project's cumulative impacts within the unincorporated area, certain projects would result in increases in density or intensity beyond the growth projections analyzed in the TIF report. These projects, such as General Plan Amendments, Specific Plan Amendments, Rezones and some Major Use Permits, may be required to implement mitigation for cumulative impacts beyond payment of the TIF. In addition, the TIF Program does not mitigate for cumulative impacts that occur in neighboring jurisdictions.

Cumulative Traffic Impacts at Joint County/City Facilities

- The TIF does cover cumulative traffic impacts for road segments and/or intersections that are located along county/city boundaries.
- The TIF does not cover cumulative traffic impacts that occur entirely within a neighboring city.

San Diego County Public Road Standards

[\[http://www.sdcountry.ca.gov/dpw/land/rtelocs.html\]](http://www.sdcountry.ca.gov/dpw/land/rtelocs.html)

These standards provide minimum design and construction requirements for public roads. Levels of service are established for Circulation Element roads. Levels of service are not applied with the non-Circulation Element residential roads. Target design capacities, however, have been identified for these roads.

San Diego County Private Road Standards

[\[http://www.sdcountry.ca.gov/dpw/land/rtelocs.html\]](http://www.sdcountry.ca.gov/dpw/land/rtelocs.html)

These standards provide minimum design and construction requirements for private roads. Levels of service are not established for private roads. Minimum design and construction requirements, however, are established based upon the projected average daily traffic (ADT) volume on the road.

SANDAG Standards - Congestion Management Program³

[\[http://www.sandag.org/uploads/projectid/projectid_13_8907.pdf\]](http://www.sandag.org/uploads/projectid/projectid_13_8907.pdf)

State Proposition 111, passed by voters in 1990, established a requirement that urbanized areas prepare and regularly update a Congestion Management Program (CMP), which is a part of SANDAG's Regional Transportation Plan (RTP). The purpose of the CMP is to monitor the performance of the region's transportation system, develop programs to address near-term and long-term congestion, and better integrate transportation and land use planning. SANDAG, as the designated Congestion Management Agency for San Diego region, must develop, adopt and update the CMP in response to six specific legislative requirements further described in the report. SANDAG, local jurisdictions, and transportation operators (i.e., Caltrans, Metropolitan Transit Development Board (MTDB), North San Diego County Transit District (NCTD), etc.) are responsible for implementing and monitoring the CMP.

³ Congestion Management Program Update, November 2008, San Diego Regional Planning Agency

One component of the CMP is a Land Use Analysis Program. Under this program, the CMP requires a review of large projects that generate 2,400 or more average daily trips or 200 or more peak hour trips. This review must assess impacts to state highways and regionally significant arterials. An excerpted list of these roadways from the CMP is included below.

List of CMP System Roadways

CMP Freeways

Interstate 5: Orange County Line to U.S./Mexico Border
Interstate 8: Nimitz Boulevard to Imperial County Line
Interstate 15: Riverside County Line to I-5
Interstate 805: I-5 (North) to I-5 (South)
State Route 52: I-5 to SR 25
State Route 54: I-5 to Briarwood Road
State Route 56: I-5 to I-15
State Route 67: Maplevue Street to I-8
State Route 78: I-5 to North Broadway
State Route 94: I-5 to Avocado Boulevard
State Route 125: SR 54 to SR 52
State Route 125: SR 905 to San Miguel Road¹
State Route 163: I-15 to I-5
State Route 905: Oro Vista Road to Otay Mesa Road

CMP Highways

State Route 54: SR 94 to Grove Road
State Route 67: SR 78 to Maplevue Valley
State Route 75: I-5 (North) to I-5 (South)
State Route 76: Coast Highway to SR 79
State Route 78: North Broadway to Imperial County Line
State Route 79: Riverside County Line to I-8
State Route 94: Avocado Boulevard to Old Highway 80
State Route 282: Alameda Boulevard to Orange Avenue

CMP Arterials

- (1) Manchester Avenue/El Camino Real: I-5 to SR 76/Mission Avenue
- (2) Palomar Airport Road/San Marcos Boulevard: I-5 to SR
- (3) Olivenhain Road/Rancho Santa Fe Road: El Camino Real to SR 78
- (4) Centre City Parkway: I-15 (North) to I-15 (South)
- (5) Scripps Poway Parkway: I-15 to SR 67
- (6) La Jolla Village Drive/Miramar Road: I-5 to I-15
- (7) Balboa Avenue: I-5 to I-15
- (8) Sea World Drive/Friars Road/Mission Gorge Road/Woodside Avenue: I-5 to SR 67
- (9) Fletcher Parkway/Broadway/E. Main Street: I-8 (West) to I-8 (East)
- (10) Nimitz Blvd./North Harbor Dr./Grape & Hawthorne Streets/Pacific Highway/Harbor Drive: I-8 to I-5
- (11) Otay Mesa Road-Interim SR 905: SR 905 (West) to SR 905 (East)⁶

2.3 Regional and Local Traffic Impact Analysis Guidelines

San Diego Traffic Engineers' Council (SANTEC) and the Institute of Traffic Engineers (ITE)

The San Diego Traffic Engineers' Council (SANTEC) and the local chapter of the Institute of Traffic Engineers (ITE) have endorsed for use the "Guidelines of Traffic Impact Studies (TIS) in the San Diego Region." These guidelines were prepared by a traffic subcommittee formed by SANDAG. The purpose of the subcommittee was to develop a model set of guidelines for the analysis of traffic impacts for adoption and use by the various jurisdictions in the San Diego region. The goal was to foster more consistency in the assessment of traffic impacts in the San Diego region. These guidelines establish a LOS target of LOS D. Impacts would be identified for those projects that significantly increase the volume and or delay at intersections and road segments operating below LOS D (i.e. at LOS E or LOS F) either prior to or as a result of the proposed project. These guidelines have been incorporated into an appendix of the Regional Congestion Management Program (CMP) that is formally adopted by SANDAG for use by local jurisdictions. These guidelines are often used as a guideline by many local traffic-engineering consultants in the preparation of traffic impact studies in the San Diego Region. These guidelines, however, do not provide specific direction regarding the assessment of cumulative traffic impacts, unsignalized intersections or consistency with recent changes in the CEQA guidelines that removed consideration of de minimis findings/effects.

California Department of Transportation (Caltrans)

The California Department of Transportation (Caltrans) has prepared a "Guide for the Preparation of Traffic Impact Studies." Objectives for the preparation of this guide include providing consistency and uniformity in the identification of traffic impacts generated by local land use proposals. In terms of level of service, Caltrans endeavors to maintain a goal of LOS C on State highway facilities. However, Caltrans acknowledges that this may not always be feasible. In these circumstances, Caltrans often accepts lower LOS on facilities that are currently operating below the LOS C objective.

City of San Diego

The City of San Diego has prepared a "Traffic Impact Study Manual." The purpose is to provide guidelines to consultants on how to prepare traffic impact studies in the City of San Diego and to ensure consistency on the preparation of these studies. Impacts are identified if the proposed project will increase the traffic volume on a road segment above an identified allowable increase. The better the initial level of service on the road segment, the higher the allowable volume increase.

3.0 TYPICAL ADVERSE EFFECTS

3.1 Traffic Congestion

Traffic related impacts are most often associated with motorized congestion on local roads and the regional circulation network. As the San Diego region grows, the number of vehicle trips that are generated by residents also grows. Historically, motor-vehicle trips have been increasing at a faster rate than that of the population growth. It is forecasted that more than 16 million vehicle trips would be made in this region each weekday by the year 2030. The personal automobile is expected to remain the primary method of travel in the region thus leading to increased motor-vehicle delay. However planned freeway and local road expansion, increased trolley and bus service, better rail service, and greater provisions for non-motorized travel would alleviate some of the traffic congestion. SANDAG's 2030 RTP details the regional improvements that are projected to occur within a twenty-year time frame, but even with these improvements providing a balanced and efficient transportation system will remain a challenge.

Increased personal automobile use affects operations on roadway segments and at intersections and ramps, which in turn results in decreases in traffic flow on roadways and longer queues at intersections and ramps. These delays add time to drivers' daily commutes and can cause noticeable increases in traffic congestion.

The County has established a level of service (LOS) of D a baseline goal for acceptable level of service on a roadway or at an intersection. This baseline, however, may not be achievable or desirable for many corridors and/or intersections. Substantial impacts to biological resources, community character, historical buildings, existing residences or businesses, and/or other resources may make physical improvements to provide LOS D or better impractical or infeasible.

It is important to note that policies aimed at avoiding traffic congestion may conflict with other important community goals or values. Standards that solely measure motor vehicle level of service do not account for the experience of other road users. This may discourage infill development or land use goals identified in a community plan to promote decreased reliance on automobile trips. Mitigation measures to improve an intersection or widen a road may conflict with the walkability of a town center or preservation of sensitive environmental resources. Finally, enhancing roadway capacity may have the adverse effect encouraging more people to drive thereby conflicting with goals that encourage multi-modal transportation and/or seek to reduce vehicle miles traveled.

3.2 Connectivity

The County's road network is made up of a variety of roadway classifications, which allow people to travel throughout the County. However, at times there are physical limitations, such as steep topography, which partially constrain connectivity on existing roadways and preclude the construction on new roadway connections. In order to address connectivity issues alternative road networks to access potential connections may be required.

3.3 Hazards Due to an Existing Transportation Design Feature

Increased traffic generated or redistributed by a proposed project may cause a significant traffic operational impact to an existing transportation design feature and result in potential hazards. These hazards can occur due to a design features or physical configuration of existing or proposed access roads and can adversely affect the safe transport of vehicles along a roadway. The physical conditions of the project site and surrounding area, such as curves, slopes, walls, landscaping or other barriers, may also result in vehicle conflicts with other vehicles or stationary objects.

3.4 Hazards to Pedestrians or Bicyclists

Increased motor vehicle traffic generated or redistributed by a proposed project may cause a significant traffic operational impact to pedestrians or bicyclists and result in potential hazards. These hazards can occur for a variety of reasons including:

- A design feature or physical configurations on a road segment or at an intersection that may adversely affect the visibility of pedestrians or bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists;
- High amount of pedestrian activity at the project access points.
- Precluding or substantially hindering the provision of a planned bike lane or pedestrian facility on a roadway adjacent to the project site.
- The physical conditions of the project site and surrounding area, such as curves, slopes, walls, landscaping or other barriers may result in vehicle/pedestrian, vehicle/bicycle conflicts.
- The project may result in a substantial increase in pedestrian or bicycle activity without the presence of adequate facilities.

4.0 GUIDELINES FOR DETERMINING SIGNIFICANCE

The following significance guidelines should guide the evaluation of whether a significant impact to transportation and traffic will occur as a result of project implementation. A project will generally be considered to have a significant effect if it proposes any of the following, absent specific evidence to the contrary. Conversely, if a project does not propose any of the following, it will generally not be considered to have a significant effect on transportation and traffic, absent specific evidence of such an effect.

This section provides guidance for evaluating adverse environmental effects a project may have in relation to traffic and transportation. The guidelines for determining significance are organized into eight categories: road segments, intersections, two-lane highways, ramps, congestion management plan, hazards due to an existing transportation design feature, hazards to pedestrians or bicyclists, and public transportation.

Land Development Projects

Land Development projects are projects that may result in an increase in the density or intensity or use on a parcel or parcels of land. These projects include, but are not limited to subdivisions, use permits, rezones and general plan amendments. Land development projects, typically, require discretionary approval. Due to the increased intensity of uses, land development projects generate additional traffic onto the County's road network and can contribute towards traffic congestion. A traffic impact study is often required to fully assess potential traffic impacts that may result from implementation of the proposed project.

Road Improvement Projects

Road improvement projects are projects that can affect transportation system operations; including level of service and other performance measures. Projects may consist of increasing road capacity or improving the traffic operations on the County's road network. This section refers to stand alone road improvement projects that are not improvements associated with a proposed development. These projects are typically publicly initiated. Road improvement projects do not generate additional trips but, in some cases, may cause a redistribution of trips on the County's road network. Road improvement projects are typically one or more of the following; road widening, construction of new road, intersection improvements and operational improvements/road maintenance. Additional guidance on how to evaluate Publicly Initiated Road Improvement Projects is included as Attachment B of the Report Format and Content Requirements.

4.1 Road Segments

Pursuant to the County's General Plan Public Facilities Element (PFE Pg. XII-4-18), new development must provide improvements or other measures to mitigate traffic impacts to avoid:

- (a) Reduction in Level of Service (LOS) below "C" for on-site Circulation Element roads;
- (b) Reduction in LOS below "D" for off-site and on-site abutting Circulation Element roads; and
- (c) "Significantly impacting congestion" on roads that operate at LOS "E" or "F". If impacts cannot be mitigated, the project cannot be approved unless a statement of overriding findings is made pursuant to the State CEQA Guidelines. The PFE, however, does not include specific guidelines for determining the amount of additional traffic that would "significantly impact congestion" on such roads.

The County has created the following guidelines to evaluate likely motor vehicle traffic impacts of a proposed project for road segments and intersections serving that project site, for purposes of determining whether the development would "significantly impact congestion" on the referenced LOS E and F roads. The guidelines are summarized in Table 1. The levels in Table 1 are based upon average operating conditions on County roadways. It should be noted that these levels only establish general guidelines, and that the specific project location must be taken into account in conducting an analysis of traffic impact from new development.

On-site Circulation Element Roads

PFE, Transportation, Policy 1.1 states that "new development shall provide needed roadway expansion and improvements on-site to meet demand created by the development, and to maintain a Level of Service C on Circulation Element Roads during peak traffic hours". Pursuant to this policy, a significant traffic impact would result if:

- ***The additional or redistributed ADT generated by the proposed land development project will cause on-site Circulation Element Roads to operate below LOS C during peak traffic hours except within the Otay Ranch and Harmony Grove Village plans as specified in the PFE, Implementation Measure 1.1.2.***

Off-site Circulation Element Roads

PFE, Transportation, Policy 1.1 also addresses offsite Circulation Element roads. It states, "new development shall provide off-site improvements designed to contribute to the overall achievement of a Level of Service D on Circulation Element Roads". Implementation Measure 1.1.3 addresses projects that would significantly impact

congestion on roads at LOS E or F. It states that new development that would significantly impact congestion on roads operating at LOS E or F, either currently or as a result of the project, will be denied unless improvements are scheduled to attain a LOS to D or better or appropriate mitigation is provided. The following significance guidelines define a method for evaluating whether or not increased traffic volumes generated or redistributed from a proposed project will “significantly impact congestion” on County roads, operating at LOS E or F, either currently or as a result of the project.

Traffic volume increases from public or private projects that result in one or more of the following criteria will have a significant traffic volume or level of service traffic impact on a road segment:

- ***The additional or redistributed ADT generated by the proposed project will significantly increase congestion on a Circulation Element Road or State Highway currently operating at LOS E or LOS F, or will cause a Circulation Element Road or State Highway to operate at a LOS E or LOS F as a result of the proposed project as identified in Table 1, or***
- ***The additional or redistributed ADT generated by the proposed project will cause a residential street to exceed its design capacity.***

**Table 1
Measures of Significant Project Impacts to Congestion on Circulation Element Road Segments:
Allowable Increases on Congested Road Segments**

Level of service	Two-lane road	Four-lane road	Six-lane road
LOS E	200 ADT	400 ADT	600 ADT
LOS F	100 ADT	200 ADT	300 ADT
Notes:			
1. By adding proposed project trips to all other trips from a list of projects, this same table must be used to determine if total cumulative impacts are significant. If cumulative impacts are found to be significant, each project that contributes additional trips must mitigate a share of the cumulative impacts.			
2. The County may also determine impacts have occurred on roads even when a project’s traffic or cumulative impacts do not trigger an unacceptable level of service, when such traffic uses a significant amount of remaining road capacity.			

LOS E

The first significance criterion listed in Table 1 addresses roadways presently operating at LOS E. Based on these criteria, an impact from new development on an LOS E road would be reached when the increase in average daily trips (ADT) on a two-lane road exceeds 200 ADT. Using SANDAG’s “Brief Guide for Vehicular Traffic Generation Rates for the San Diego Region” for most discretionary projects this would generate less than 25 peak hour trips. On average, during peak hour conditions, this would be only one additional car every 2.4 minutes.

Therefore, the addition of 200 ADT, in most cases, would result in changes to traffic flow that would not be noticeable to the average driver and therefore would not constitute a significant impact on the roadway. Significance criteria were also established for 4-lane and 6-lane roads operating at LOS E and are based upon the above 24 hour ADT significance criterion established for two-lane roads. The two-lane road criterion was doubled to determine impacts to four-lane roads and tripled to determine impacts to six-lane roads. This was considered to be conservative since the 24 hour per lane road capacity for a 4-lane road is more than double that of a two-lane road and the per lane capacity of a six-lane road is more than triple that of the two-lane road. For LOS E roads, the additional significance criteria are 400 ADT for a 4-lane road and 600 ADT for a 6-lane road.

Similar to the criteria for two-lane roads, 400 ADT for a 4-lane road and 600 ADT for a 6-lane road criteria would generate less than 25 per lane peak hour trips for most discretionary projects. On average, during peak hour conditions, this would be only one additional car per lane every 2.4 minutes. The addition of 200 ADT per lane (400 ADT for a 4 lane road or 600 ADT for a 6 lane road), in most cases, would result in changes to traffic flow that would not be noticeable to the average driver and therefore would not constitute a significant impact on the roadway. Road capacities based upon level of service for County roads can be found in the County's Public Road Standards, available online at <http://www.sdcountry.ca.gov/dpw/land/rtelocs.html>.

LOS F

The second significance criteria listed in Table 1 addresses roadways presently operating at LOS F. Under LOS F congested conditions, small changes and disruptions to the traffic flow on County Circulation Element Roads can have a greater effect on traffic operations when compared to other LOS conditions. In order to better account for potential effects of increased traffic on LOS F roads more stringent significance criteria was established when compared to that for LOS E. Based on this guidance, an impact from new development on an LOS F road would be reached when the increase in average daily trips (ADT) on a two-lane road exceeds 100. Again, using SANDAG's "Brief Guide for Vehicular Traffic Generation Rates for the San Diego Region" for most discretionary projects this would generate less than 12.5 peak hour trips. On average, during peak hour conditions, this would be only one additional car every 4.8 minutes.

The addition of 100 ADT, in most cases, would not be noticeable to the average driver and therefore would not constitute a significant impact on the roadway. The same approach used to determine significance criteria for 4-lane and 6-lane roads operating at LOS E was used to determine appropriate significance criteria for four-lane and six-lane roads operating at LOS F. Based on this approach, the significance criteria for a four-lane road (200 ADT) and for a six-lane road (300 ADT) would generate less than 12.5 per lane peak hour trips for most discretionary projects. On average, during peak hour conditions, this would be only one additional car per lane every 4.8 minutes. The addition of 100 per lane ADT (200 ADT for a 4-lane road and 300 ADT for a 6-lane road) would, in most cases, not be noticeable to the average driver and therefore would not constitute a significant impact on the roadway.

In summary, under extremely congested LOS F conditions, small changes and disruptions to the traffic flow can significantly affect traffic operations and additional project traffic can increase the likelihood or frequency of these events. Therefore, the LOS F ADT significance criteria was set at 100 ADT (50% of the LOS E criterion) to provide a higher level of assurance that the traffic allowed under the criterion would not significantly impact traffic operation on the road segment.

Non-Circulation Element Residential Streets

Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots and not to carry through traffic, however, for projects that will substantially increase traffic volumes on residential streets, a comparison of the traffic volumes on the residential streets with the recommended design capacity must be provided. Recommended design capacities for residential non-Circulation Element streets are provided in the San Diego County Public and Private Road Standards. Traffic volume that exceeds the design capacity on residential streets may impact residences and should be analyzed on a case-by-case basis.

4.2 Intersections

This section provides guidance for evaluating adverse environmental effects a project may have on signalized and unsignalized intersections. Table 2 summarizes significant project impacts for signalized and unsignalized intersections.

Table 2
Measures of Significant Project Impacts to Congestion on Intersections:
Allowable Increases on Congested Intersections

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

Notes:

1. A critical movement is an intersection movement (right turn, left turn, through-movement) that experiences excessive queues, which typically operate at LOS F. Also if a project adds significant volume to a minor roadway approach, a gap study should be provided that details the headways between vehicles on the major roadway.
2. By adding proposed project trips to all other trips from a list of projects, these same tables are used to determine if total cumulative impacts are significant. If cumulative impacts are found to be significant, each project is responsible for mitigating its share of the cumulative impact.
3. The County may also determine impacts have occurred on roads even when a project's direct or cumulative impacts do not trigger an unacceptable level of service, when such traffic uses a significant amount of remaining road capacity.
4. For determining significance at signalized intersections with LOS F conditions, the analysis must evaluate both the delay and the number of trips on a critical movement, exceedance of either criteria result in a significant impact.

4.2.1 Signalized

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

- *The additional or redistributed ADT generated by the proposed project will significantly increase congestion on a signalized intersection currently operating at LOS E or LOS F, or will cause a signalized intersection to operate at a LOS E or LOS F as identified in Table 2.*
- *Based upon an evaluation of existing accident rates, the signal priority list, intersection geometrics, proximity of adjacent driveways, sight distance or other factors, the project would significantly impact the operations of the intersection.*

LOS E

The significance criterion for signalized intersections identified in Table 2 allows an increase in the overall delay at an intersection operating at LOS E of two seconds. This is consistent with the capacity limit contained in the SANDAG's CMP and guidelines established by the City of San Diego. A delay of two seconds is a small fraction of the typical cycle length for a signalized intersection that ranges between 60 and 120 seconds. The likelihood of increased queues forming due to the additional two seconds of delay is low. Therefore, an increased wait time of two seconds, on average, would result in changes to traffic flow that would not be noticeable to the average driver. Therefore the significance guideline for intersections operating at LOS E is 2 seconds.

LOS F

The primary significance criterion for signalized intersections operating at LOS F conditions was based upon increased delay at the intersection. Under LOS F congested conditions, small changes and disruptions to the traffic flow to signalized intersections can have a greater effect on overall intersection operations when compared to other LOS conditions. In order to better account for potential effects of increased traffic at signalized intersections operating at LOS F, a more stringent guideline was established when compared to signalized intersection operating at LOS E. A significance guideline of an increased delay of 1 second was established for signalized intersections operating at LOS F. An increase in the overall delay at an intersection of one second, on average, would result in changes to traffic flow that would not be noticeable to the average driver. Therefore the significance guideline for intersections operating at LOS F is 1 second.

Signalized intersections operating at LOS F also have the potential for substantial queuing at specific turning movements that may detrimentally effect overall intersection and/or road segment operations. Thus, an increase of peak hour trips to a critical move was also established as a secondary significance criterion for signalized intersections. A critical movement would be a movement or a lane at an intersection that is experiencing queuing or substantial delay and is affecting the overall operation of the

intersection. The increase in peak hour trips to a critical move is a measurement of how many cars can be added to an existing queue. The addition of more than five trips (peak hour) per critical movement will normally be considered a significant impact. This significance criterion was selected because the five or less additional trips spread out over the peak hour would not significantly increase the length of an existing queue and would not be noticeable to the average driver (5 peak hour trips equals one trip every 12 minutes or 720 seconds).

For LOS F intersections, the 5 peak hour trips to a critical movement would not be noticeable to the average driver since the one additional trip during the 12 minute interval on average would clear the traffic signal cycles well within the 12 minute period. It should also be noted that if the 5 additional peak hour trips arrived at the same time these trips would also clear the traffic cycle and existing queue lengths would be re-established.

4.2.2 Unsignalized

Traffic volume increases from public or private projects that result in one or more of the following criteria will have a significant impact to an unsignalized intersection as listed in Table 2 and described as text below:

- ***The additional or redistributed ADT generated by the proposed project will add 21 or more peak hour trips to a critical movement of an unsignalized intersection, and cause an unsignalized intersection to operate below LOS D, or***
- ***The additional or redistributed ADT generated by the proposed project will add 21 or more peak hour trips to a critical movement of an unsignalized intersection currently operating at LOS E, or***
- ***The additional or redistributed ADT generated by the proposed project will add 6 or more peak hour trips to a critical movement of an unsignalized intersection, and cause the unsignalized intersection to operate at LOS F, or***
- ***The additional or redistributed ADT generated by the proposed project will add 6 or more peak hour trips to a critical movement of an unsignalized intersection currently operating at LOS F, or***
- ***Based upon an evaluation of existing accident rates, the signal priority list, intersection geometrics, proximity of adjacent driveways, sight distance or other factors, the project would significantly impact the operations of the intersection.***

The operating parameters and conditions for unsignalized intersections differ dramatically from those of signalized intersections. Very small volume increases on one leg or turn and/or through movement of an unsignalized intersection can substantially affect the calculated delay for the entire intersection. As noted in Table 2 on page 15, significance criteria for unsignalized intersections are based upon a minimum number of trips added to a critical movement at an unsignalized intersection.

LOS E

The significance guidelines for unsignalized intersections identify a minimum number of trips added to a critical movement at an unsignalized intersection. Since the operations of unsignalized intersections under congested conditions are heavily influenced by traffic volume increases on critical moves, the significance guidelines for unsignalized intersections were based upon the number of trips added to a critical movement. This guideline directly relates to the number of vehicles that can be added to an existing queue that forms at the intersection. A significance criteria of (21) twenty-one or more trips (peak hour) per critical movement was used for LOS E conditions. Although delays drivers experience under LOS E condition may be noticeable, they are not yet considered unacceptable. Twenty trips spread out over the peak hour would not likely cause the intersection delay or existing queue lengths to become unacceptable. The twenty trips (peak hour) would not be noticeable to the average driver.

The operations of unsignalized intersections under congested conditions are heavily influenced by traffic volume increases on critical moves. Therefore, the significance guidelines for unsignalized intersections are based upon the number of peak hour trips added to a critical movement at that intersection. This guideline examines the number of vehicles that may be added to an existing queue that forms at the intersection by the additional traffic generated by a project. In LOS E situations, the delays that drivers experience are noticeable, but are not considered excessive. A peak hour increase of twenty trips to the critical movement of an unsignalized intersection would be, on average, one additional car every 3.0 minutes or 180 seconds. Assuming the average wait time for a vehicle in the critical movement queue is less than 3.0 minutes, which is typical for LOS E condition, this would not be noticeable to the average driver and would not be considered a significant impact.

LOS F

For LOS F conditions, a significance level of 6 or more trips (peak hour) per critical movement was used. Five trips or less spread out over the peak hour would not significantly increase the length of an existing queue and would not be noticeable to the average driver. For example, 5 trips spread out over an hour would be one car every 12 minutes. This typically exceeds the average wait time in the queue and would not be noticeable to the average driver.

4.3 Two-Lane Highways

This section provides level of service impact guidelines for State highways and County arterials operating as two-lane highways.

Several designated County Circulation Element Roads are State highways that are managed and maintained by Caltrans. These highways include State Route 67, State Route 76, State Route 78, State Route 79 and State Route 94 and within the unincorporated area of the County most of these routes operate as two-lane highways. Caltrans has prepared a “Guide for the Preparation of Traffic Impact Studies” that should also be referenced when evaluating traffic impacts to the above Circulation Element Roads that are under the jurisdiction of Caltrans. Also, Caltrans District 11 local office should be consulted early to adequately scope the traffic study and ensure potential local district issues in the traffic impact study are addressed. While the “Guide for the Preparation of Traffic Impact Studies” provides guidance for scoping a traffic study to assess impacts on Caltrans facilities, it does not provide specific guidelines for determining when a significant traffic impact occurs; hence, the development of the following significance guidelines for two-lane highways.

In addition to the State Routes identified above, several County Circulation Element Roads, although designated as arterials, operate as two-lane highways. These include roadways that have passing opportunities for 40% or more along the length of the roadway and/or have few/limited access points and intersections along the length of the roadway. Examples would include sections of Old Highway 80, Old Highway 395 and Del Dios Highway. The Highway Capacity Manual (HCM) includes analysis criteria for assessment of LOS for two-lane highways. Section 2.2 of the County of San Diego’s “Transportation and Traffic Report Format and Content Requirements” states that “The Director of Public Works may, based upon a review of the operational characteristics of the roadway, designate that a HCM analysis be used to determine the LOS for a two-lane County arterial in lieu of the LOS table provided in the County of San Diego Public Road Standards.” Level of service tables for two-lane highways have also been established by the County of Riverside and the County of Sacramento.

4.3.1 Signalized Intersection Spacing Over One Mile

This section provides LOS impact significance levels for State highways and County arterials operating as two-lane highways with signalized intersection spacing over one mile. County arterials were addressed in section 4.1 and Table 1, however, those that operate as two-lane highways would have higher project contribution amounts and different LOS E and LOS F levels and are treated in this section.

Table 3
Measures of Significant Project Impacts to Congestion: Allowable Increases
on Two-lane Highways with Signalized Intersection Spacing Over One Mile

Level of Service	LOS Criteria	Impact Significance Level
LOS E	> 16,200 ADT	>325 ADT
LOS F	> 22,900 ADT	>225 ADT

Note:
Where detailed data are available, the Director of Public Works may also accept a detailed level of service analysis based upon the two-lane highway analysis procedures provided in the Chapter 20 Highway Capacity Manual.

Two-lane highways with intersection spacing over one mile have minimal side friction and conform to the HCM assumptions for two-lane highways. Level of service criteria for LOS E and LOS F are provided in Table 3 based upon criteria established with the Counties of Riverside and Sacramento and concurred upon by Caltrans-District 11. These criteria are appropriate for use for most projects with the potential to affect two-lane highways, as road conditions for two-lane highways in these Counties are similar to those in the County of San Diego. The ADT based guidelines should be the first applied method of analysis, however, County staff may allow the use of HCM Chapter 20 methodology (average travel speed and/or percent time spent following) to provide a more detailed evaluation and to determine the overall level of service in certain cases, with the approval of the Director of Public Works. Where impacts to State Highways are involved, consultation with Caltrans is recommended.

LOS E

Impact significance levels are provided in Table 3 for two-lane highways with signalized intersection spacing over one mile. The first impact significance level addresses impacts from new development (both direct and cumulative impacts) on an LOS E road. In this scenario a significant impact would be reached when the increase in average daily trips (ADT) on a two-lane road exceeds 325. For most discretionary projects, the 325 ADT level would generate less than 35 peak hour trips. On average, during peak hour conditions, this would be only one additional car every 1.7 minutes. The addition of 325 ADT would, in most cases, not be noticeable to the average driver on a two-lane highway which has higher speeds and reduced side friction compared to a typical arterial. The additional 325 ADT, therefore, would not constitute a significant impact on a two-lane highway operating at LOS E; however, the addition of more than 325 ADT would generally result in a significant impact.

LOS F

The second impact significance guideline concerns roadways presently operating at LOS F (for a 2-lane highway LOS F would not occur until ADT exceeds 22,900 trips per day. Under LOS F congested conditions, small changes and disruptions to the traffic flow on County Circulation Element Roads can have a greater affect on traffic operations when compared to other LOS conditions. In order to better account for potential effects of increased traffic on LOS F roads, a more stringent guideline was established when compared to that for LOS E. The guideline for determining significance from new development (both direct and cumulative impacts) on a LOS F

road would be reached when the increase in average daily trips (ADT) on a two-lane road exceeds 225. For most discretionary projects, the 225 ADT level would generate less than 25 peak hour trips. On average, during peak hour conditions, this would be only one additional car every 2.4 minutes. The addition of 225 ADT would, in most cases, not be noticeable to the average driver on a two-lane highway which has higher speeds and reduced side friction compared to a typical arterial. The addition 225 ADT or less would therefore not constitute a significant impact on a two-lane highway operating at LOS F. However, the addition of more than 225 ADT would be considered a significant impact.

4.3.2 Signalized Intersection Spacing Under One Mile

This section provides level of service impact guidelines for State highway segments and County arterials operating as two-lane highways with signalized intersection spacing under one mile. Typical examples of this type of roadway are those segments of two lane highways that traverse town centers. Similar to the experience of drivers in urban areas with closely spaced intersections, the functionality of two-lane highway conditions with signalized intersections spacing under one mile becomes constrained not due to the segment capacity but the intersection operations. Therefore the assessment of operations of intersections on two-lane highways shall be guided by a Level of Service standard. Level of Service for purposes of this significance guideline is based upon the overall intersection operations – similar to Urban Street analysis in Chapter 15 Highway Capacity Manual. For determining impact significance at the signalized intersection, Table 4 “Measures of Significant Project Impacts to Congestion on Intersections Allowable Increases on Congested Intersections” may be used as summarized below:

**Table 4
Measures of Significant Project Impacts to Congestion: Allowable Increases
on Two-lane Highways with Signalized Intersection Spacing Under One Mile**

Level of Service	Signalized
LOS E	Delay of 2 seconds or less
LOS F	Delay of 1 second, or 5 peak hour trips or less on a critical movement
Notes: <ol style="list-style-type: none"> 1. A critical movement is an intersection movement (right turn, left turn, through-movement) that experiences excessive queues which typically operate at LOS F. 2. By adding proposed project trips to all other trips from a list of projects, these same tables are used to determine if total cumulative impacts are significant. If cumulative impacts are found to be significant, each project is responsible for mitigating its share of the cumulative impact. 3. The County may also determine impacts have occurred on roads even when a project’s traffic or cumulative impacts do not trigger an unacceptable level of service, when such traffic uses a significant amount of remaining road capacity. 	

The second impact significance guideline (Table 4) concerns two-lane highways with signalized intersection spacing less than 1 mile. Two-lane highways with intersection spacing less than 1 mile operate similar to urban streets as identified in the HCM. Per the HCM, level Urban Streets have lower speeds with levels of service most

characterized by the operation of the intersections along the highway/street. For two-lane highways with intersection spacing less than 1 mile, the level of service will be determined to be that of the intersections along the highway. Impacts to the highway will be determined by evaluating the intersection impact criteria identified in Table 4.

Impacts related to operational features on two-lane highways will be evaluated on a case-by-case basis based upon traffic flow patterns, geometrics, available sight distance, accident histories, and other factors. Coordination with County staff and Caltrans is recommended regarding any additional operational analysis that may be necessary.

4.4 Ramps

Additional or redistributed ADT generated by the proposed project may significantly increase congestion at a freeway ramp. Caltrans' "Guide for the Preparation of Traffic Impact Studies" states that an operational analysis based upon Caltrans' Highway Design Manual should be used in the evaluation of ramps and that Caltrans' Ramp Metering Guidelines should be used in the preparation of the operational analysis. However, specific criteria for the determination of an impact at a ramp are not provided in the above documents.

The CMP includes guidelines for the determination of traffic impacts at a ramp. These guidelines are summarized in Table 5. Table 5 may be used as a guide in determining significant increases in congestion on ramps and for identifying conflicts with the congestion management program. Other factors that may be considered include ramp metering, location (rural vs. urban), ramp design, and the proximity of adjacent intersections. Coordination with Caltrans and the local jurisdiction should be conducted to determine appropriate impact criteria for the specific ramps being assessed.

4.5 Congestion Management Program

Projects that generate over 2,400 ADT or 200 peak hour trips, must comply with the traffic study requirements of SANDAG's Congestion Management Program. Trip distributions for these projects must also use the current regional computer traffic model. Projects that must prepare a CMP analysis should also follow the CMP traffic impact analysis guidelines. These guidelines are summarized in Table 5.

**Table 5
Measure of Significant Project Traffic Impacts for
Circulation Element Roads, Signalized Intersections, and Ramps**

Level of Service With Project	Allowable Change Due to Project Impact						
	Freeways		Roadway Segments*		Intersections**	Ramps**	Ramps with >15 min. delay
	V/C	Speed (mph)	V/C	Speed (mph)	Delay (sec.)	Delay (min.)	Delay (min.)
E & F	0.01	1	0.02	1	2	-	2
<p>* For County arterials, which are not identified in SANDAG's Regional Transportation Plan and Congestion Management Program as regionally significant arterials, significance may be measured based upon an increase in average daily trips. The allowable change in ADT due to project impacts in this instance would be identified in Table 1.</p> <p>** Signalized Intersections</p> <p>*** See the Report Format and Content Requirements for guidance on ramp metering analysis.</p> <p><u>KEY</u></p> <p>V/C = Volume to Capacity ratio</p> <p>Speed = Speed measured in miles per hour</p> <p>Delay = Average stopped delay per vehicle measured in seconds, or minutes</p> <p>LOS = Level of Service</p> <p>ADT = Average Daily Trips</p>							

4.6 Hazards Due to an Existing Transportation Design Feature

Many roadways and intersections in the County were designed and constructed prior to the adoption of current road design standards. The design of the roadways and intersections that were able to handle lower traffic volumes, may pose an increased risk if traffic volumes substantially increase along the road segment or at the intersection as a result of the proposed project. Increased traffic generated or redistributed by a proposed project may cause a significant traffic operational impact to an existing transportation design feature. Therefore, it is necessary to evaluate potential hazards to an existing transportation design feature.

The determination of significant hazards to an existing transportation design feature shall be on a case-by-case basis, considering the following factors:

- Design features/physical configurations of access roads may adversely affect the safe movement of all users along the roadway.
- The percentage or magnitude of increased traffic on the road due to the proposed project may affect the safety of the roadway.
- The physical conditions of the project site and surrounding area, such as curves, slopes, walls, landscaping or other barriers, may result in conflicts with other users or stationary objects.

- Conformance of existing and proposed roads to the requirements of the private or public road standards, as applicable.

4.7 Hazards to Pedestrians or Bicyclists

Many roadways and intersections in the County do not currently have pedestrian or bicycle facilities. The roadways and intersections designed prior to adoption of current road standards may have conditions that may pose an increased risk if traffic volumes, pedestrian volumes, or bicycle volumes substantially increase along the road segment or at the intersection, as a result of the proposed project. Increased traffic generated or redistributed by a proposed project may cause a significant traffic operational impact to pedestrians or bicyclists. Therefore, it is necessary to evaluate potential hazards to pedestrians or bicyclists.

The determination of significant hazards to pedestrians or bicyclists shall be on a case-by-case basis, considering the following factors:

- Design features/physical configurations on a road segment or at an intersection that may adversely affect the visibility of pedestrians or bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists.
- The amount of pedestrian activity at the project access points that may adversely affect pedestrian safety.
- The preclusion or substantial hindrance of the provision of a planned bike lane or pedestrian facility on a roadway adjacent to the project site.
- The percentage or magnitude of increased traffic on the road due to the proposed project that may adversely affect pedestrian and bicycle safety.
- The physical conditions of the project site and surrounding area, such as curves, slopes, walls, landscaping or other barriers that may result in vehicle/pedestrian, vehicle/bicycle conflicts.
- Conformance of existing and proposed roads to the requirements of the private or public road standards, as applicable.
- The potential for a substantial increase in pedestrian or bicycle activity without the presence of adequate facilities.

4.8 Alternative Transportation

Alternative transportation (cycling, walking, and transit use) is addressed in the County's General Plan Public Facilities Element (PFE). The County's stated objective for alternative transportation is addressed by the PFE, Objective 4. Objective 4 asks for a "Reduction in the demand on the road system through increased public use of alternate forms of transportation and other means." Pursuant to Objective 4, Policies 4.1 – 4.4 establish a means for the County to meet the objective. As such, if a proposed project is not in conformance with the applicable alternative transportation policies in the PFE, a significant conflict with the County's alternative transportation policies may occur.

5.0 STANDARD MITIGATION AND PROJECT DESIGN CONSIDERATIONS

If a proposed project's traffic results in a significant traffic impact (per the criteria specified above), mitigation for the traffic impact must be proposed. If mitigation is infeasible or impractical, the technical, economic, and physical reasons for the infeasibility must be detailed to support a statement of overriding considerations under CEQA. Potential mitigation measures can include traffic signal improvements, physical road improvements, street re-striping and parking prohibitions, fair share contributions toward identified, funded and scheduled projects, and transportation demand management programs.

A variety of possible generalized mitigation measures are provided below. It should be recognized that a variety of improvements may be required to mitigate direct impacts depending on the extent of the project's impact. For example, a project may identify a direct impact to a road segment; however the entire segment may not need to be improved. Depending on the situation, frontage improvements or turn pockets may adequately mitigate the impact. However, analysis must be provided to demonstrate that with implementation of the proposed mitigation measure, conditions would either not change or not become worse with the implementation of the project. For example, travel time or queue lengths may need to be quantified to justify the adequacy of a proposed mitigation measure as being proportional to the project's significant impact. It should be noted that fair share contributions are not adequate to fully mitigate a direct impact because the construction of actual improvements must be in place prior to the project impact occurring. Consult with County staff, as necessary, for further information. Conceptual striping plans to ensure feasibility of the proposed mitigation measures may be required.

5.1 Traffic Signal Improvements

- New Signal (provided that it meets traffic signal warrants)
- Signal modifications including timing, coordination, phasing improvements, etc.

5.2 Physical Road Improvements

- Turn Restrictions
- New Roadway
- Curve Realignment
- Roadway widening to add lanes or shoulders
- Provision of pathway or sidewalk
- Extension of truncated street
- Shoulder provisions for bicycle-lanes
- Redesign of freeway on- and off-ramps
- Median construction/modification to restrict access
- Flaring of intersections to add turn lanes
- Provision of passing lanes or turnouts
- Acceleration and deceleration lanes

- Removal of obstructions (vegetation, rock outcroppings, utilities, etc.)
- Roundabouts

5.3 Street Re-striping and Parking Restrictions

- Re-striping to add lanes with or without parking removal or restrictions
- Protected left-turn pockets, or free right turn lanes
- Parking restrictions, daily or during peak hours
- Bicycle lanes and or sharrows

5.4 Fair Share Contributions

- Payment of the County's Traffic Impact Fee for mitigation of cumulative impacts within the unincorporated County (Refer to Section 2.2 of these Guidelines for discussion of how the TIF mitigates cumulative impacts)
- Contribution of funds to approved projects identified in the County's Capital Improvement Program Plan
- Agreement between an applicant and a City or non-County agency to contribute a fair share payment towards the construction of a specific traffic improvement found adequate by the County for impacts outside of the jurisdiction of the unincorporated County (Refer to Section 5.0 of the Report Format and Content Requirements for additional discussion of impacts outside of the County's jurisdiction).

5.5 Transportation Demand Management*

- Flexible or staggered work hours
- Properly pricing parking
- Transit incentives and improvements including subsidized transit passes, bus turnouts, or bus shelters/benches
- Carpool, vanpool programs and participation in a computerized matching system
- Incentives to promote bicycle and walk trip modal split

* Implementation of these measures will require monitoring on an on-going basis.

5.6 Traffic Safety/Hazards to Pedestrians or Bicyclists

If traffic safety or pedestrian/bicycle safety impacts are present, then conditions are placed on a project prior to approval to address those concerns. Often, compliance with County of San Diego Public or Private Road Standards will provide sufficient mitigation for an identified impact. However, site specific mitigation measures, such as the improvement of sight distance along the frontage of a project, will be imposed as a condition of approval. Conceptual striping plans to ensure feasibility of the proposed mitigation measures may be required.

Projects that would generate a high demand for pedestrian traffic such as schools, shopping centers, and large office parks may be required to provide pedestrian and bicycle routes to the facilities to accommodate the pedestrian demand.

Bicycle lanes and routes designated on the County's General Plan/Circulation Element must be specified and existing facilities identified. Provisions to provide/accommodate the ultimate right-of-way needed to construct designated bike lanes must be incorporated into the proposed project. Construction of bicycle lanes may be based upon the demand and connections to existing facilities in the area.

5.7 Alternative Transportation

Alternative transportation is addressed in the County's General Plan Public Facilities Element (PFE), Policies 4.1 – 4.4. The PFE identifies several viable ways of promoting alternative transportation and to reduce demand on the road system. However, many of these solutions are programmatic in nature and cannot typically be implemented by an individual project. Program level solutions include establishing incentive programs for employers to encourage their employees to use alternative transportation and coordinating the planning and development of transit centers with other jurisdictions and public transportation agencies. Project level solutions include identifying the need for transit improvements for large scale projects and conditioning new development on the dedication and construction of bikeways as indicated in the Circulation Element's Bicycle Network.

5.8 Project Phasing

If a proposed project will be developed in phases and the county agrees that phased implementation of mitigation measures is a feasible option, the traffic analysis will need to identify impacts and associated mitigation according to each phase of development. The implementation of mitigation measures would be timed with each project phase to address the impacts that each phase of development would create. The traffic analysis will need to evaluate each phase separately in order to justify the mitigation that will be implemented at each phase. For example, if a project proposes to construct in phases (stages) or with interim uses before full build out, then the traffic study shall detail the projects traffic impacts and needed mitigation for each phase (stage) as it comes online and identify appropriate mitigation at each stage. This level of analysis will allow County staff to draft road and frontage improvement conditions in conjunction with actual project improvements via phasing or stages.

6.0 REFERENCES

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LEVELS OF SERVICE SUMMARY

Background

Level of Service

Level of service (LOS) is a quality of service measure that describes motor vehicle operational conditions on a transportation facility, such as a roadway or intersection. This service measure is a general overall measurement of several conditions such as speed and travel time, freedom to maneuver, traffic interruption, comfort and convenience.

Six LOS categories are defined for each type of facility. Letters designate each level, from A to F, with LOS A representing the best operating conditions and LOS F the worst. Each LOS represents a range of operating conditions and the driver's perception of those conditions. Safety is not included in the measures that establish service levels.

Each transportation facility type has one or more of service measure that serves as the primary determinant of level of service for that facility type. This LOS-determining parameter is called the service measure or sometimes the Measure of Effectiveness (MOE). The MOE will vary from facility type to facility type. For instance, for intersections the MOE will be delay; for a road segment it may be the 24-hour volume, the volume to capacity ratio, speed or travel time along the facility.

Capacity

The capacity of a facility is the maximum number of persons or vehicles that can be expected to traverse a point or uniform section of road within a specified time frame under prevailing roadway, traffic and control conditions. Theoretically, this is the point in which the flow rate (vehicles/hour) on the facility is the highest. At lower traffic volumes, the peak hour operations will be low density with higher speeds. At higher traffic volumes, the peak hour operations will be of higher density, but at lower speeds. The flow rate can be measured in 15 minute, hourly or 24-hour intervals. Some general relationships/estimates have been established/assumed for converting from 24-hour average daily traffic measurements to peak hour measurements and vice-versa.

The highest volume attainable under LOS E defines the capacity of the arterial or collector. Operating conditions at capacity are unstable and difficult to predict. If this capacity is exceeded, operating conditions on the roadway change dramatically. Average travel speeds are extremely low, stop-and-go traffic occurs and excessive queuing may be present.

The capacity is related to level of service. The LOS E/LOS F criteria are identified as the capacity of the facility (roadway or intersection). Volumes to capacity ratios are calculated based upon these capacity (LOS E/LOS F) criteria.

Roadways

Roadways are classified based upon the roadway's function, control conditions and type roadside development, including its specific use, density and intensity. Road classifications for roadways located within the unincorporated area are described in the County of San Diego's General Plan Circulation Element and in the County of San Diego Public Road Standards. The road classifications provided therein may be grouped into four categories, arterials, collectors, residential roads and industrial/commercial roads. A description of each category and the method of determining LOS for each are discussed below:

Freeways

A freeway is defined as a divided highway with full control of access and two or more lanes for the exclusive use of traffic in each direction. Freeways provide uninterrupted flow. There are no signalized or stop-controlled intersections and direct access to and from adjacent property is not permitted. Access to the freeway is limited to ramp locations. Raised barriers, at-grade medians or continuous raised medians separate opposing directions of travel.

Operating conditions on a freeway primarily result from interactions among vehicles and drivers. Although speed is a major concern of drivers as related to service quality, freedom to maneuver within the traffic stream and proximity to other vehicles are equally noticeable concerns. These qualities are related to the density of the traffic stream. Unlike speed, density increases up to capacity.

The LOS criteria for freeways are defined to represent reasonable ranges in the three critical flow variables, speed, density and flow rate. They are as follows:

LOS A describes free flow operations. Free flow speeds prevail. Vehicles are almost completely unimpeded in their ability to maneuver in the traffic stream. The effects of incidents or point breakdowns are easily absorbed at this level.

LOS B represents reasonably free flow and free flow speeds are maintained. The ability to maneuver in the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high. The effects of minor incidents and point breakdowns are still easily absorbed.

LOS C provides for flow with speeds at or near the free flow speed. Freedom to maneuver is noticeably restricted, and lane changes require more care and vigilance on the part of the driver. Minor incidents may still be absorbed, but the local deterioration in service will be substantial. Queues may be expected to form behind any significant blockage.

LOS D is the level at which speeds begin to decline slightly with increasing flows and density begins to increase somewhat more quickly. Freedom to maneuver is more

noticeably limited, and the driver experiences reduced physical and psychological comfort levels. Even minor incidents can be expected to create queuing, because the traffic stream has little space to absorb disruptions.

LOS E describes operations at capacity, the highest density value. Operations at this level are volatile, because there are virtually no usable gaps in the traffic stream. Vehicles are closely spaced, leaving little room to maneuver. Speeds still exceed 49 mph. At capacity the traffic stream has no ability to dissipate even the most minor disruption, and any incident can be expected to produce a serious breakdown with excessive queuing. Maneuverability in the traffic stream is extremely limited and the level of physical and psychological comfort afforded the driver is poor.

LOS F describes breakdowns in vehicular flow. Such conditions generally exist within queues forming behind breakdown points. These may occur for a number of reasons, such as traffic incidents, merges, and lane drops. The breakdowns occur when the ratio of existing demand to actual capacity (or of forecasted demand to estimated capacity) exceed 1.00.

The level of service for freeway segments is estimated by calculating the demand to capacity or volume to capacity ratio. It is based upon the peak 15 min traffic flow as expressed in vehicles per hour. Adjustments to account for the types of vehicle in the traffic flow are provided in the HCM. Adjustments to the capacity to account for geometrics, grade and environmental factors, such as adverse weather conditions, are also provided.

Two-Lane Highways

A two-lane highway is a two-lane undivided roadway with one lane for each direction of travel. Traffic signals are spaced over two miles apart along the highway. Passing a slower vehicle requires the use of the opposing lane as sight distance and gaps are available. As volumes and geometric restrictions increase the ability to pass decreases and platoons form. Motorists in platoons are subject to delay because they are unable to pass.

Many two-lane highways are located within the County of San Diego unincorporated area. These are primarily State highways such as SR 67, SR 76, SR 78 and SR 94. For State highways Caltrans design standards, which utilize a peak hour HCM analysis, is used. This methodology estimates traffic operations based upon terrain, geometric design and traffic conditions. Base conditions for terrain and geometric designs have been identified which are applicable for most route segments. Procedures to account for segments, which differ from the base conditions, are also provided. The methodology is typically applied to highway segments at least 2 miles long.

In the Highway Capacity Manual (HCM Ch.20) two-lane highways are categorized into two classes for analysis:

Class I – These are two-lane highways on which motorists expect to travel at relatively high speeds. These include major intercity routes connecting major traffic generators, daily commuters, or primarily links in the state or national highway network. They serve long distance trips or serve as connecting links between facilities that serve long trips.

Class II - These are two-lane highways on which motorists do not necessarily expect to travel at high speeds. They function as access routes to Class I facilities, serve as scenic/recreational routes or pass through rugged terrain. They often serve short trips, the beginning or ending portion of a longer trip or trips for which sightseeing/recreation plays a significant role.

The primary measures of level of service for Class I two-lane highways are percent time spent following (PTSF) and average travel speed (ATS). For Class II two-lane highways level of service is based only upon time spent following. Levels of service criteria of two-lane highways are defined based upon the peak period (15 min flow periods) and are intended for application to segments of significant length. They are defined as follows:

LOS A describes the highest quality of service, when motorists are able to travel at their desired speed. Without strict enforcement average speeds of 55 mph would be expected on Class I two-lane highways and platoons of three or more vehicles are rare. On Class II two-lane highways speeds may fall below 55 mph but motorists will not be delayed in platoons more than 40 % of their travel time.

LOS B characterizes traffic flow with speeds of 50 mph (slightly higher on level terrain), on Class I two-lane highways, and drivers are delayed in platoons up to 50 percent of the time. On Class II two-lane highways speeds may fall below 50 mph but motorists will not be delayed in platoons more than 55 % of their travel time.

LOS C describes further increases in traffic flow, resulting in noticeable increases in platoon formation, platoon size and frequency of passing impediments. The average speed still exceeds 45 mph on level terrain Class I two-lane highways. Although traffic flow is stable it is susceptible to congestion due to turning vehicles and slow-moving traffic. Percent time following may reach 65 %. On Class II two-lane highways speeds may fall below 45 mph but motorists will not be delayed in platoons more than 70 % of their travel time.

LOS D describes unstable flow. The two opposing traffic streams begin to operate separately and passing becomes extremely difficult. Turning vehicles and roadside distractions may cause disruptions to the traffic stream. The average speed of 40 mph can still be maintained on Class I two-lane highways, under base conditions, but mean platoon sizes of 5 to 10 vehicles are common. On Class II two-lane highways speeds

may fall below 40 mph but motorists will not be delayed in platoons more than 85 % of their travel time.

LOS E traffic flow conditions have a percent time following greater than 80% for Class I two-lane highways and greater than 85% on Class II two-lane highways. Speeds may drop below 40 mph on Class I highways and may be as low as 25 mph on sustained grades. Passing is virtually impossible. Platooning becomes intense as slower vehicles or other interruptions are encountered.

LOS F represents heavily congested flow and speeds are highly variable.

The highest volume attainable under LOS E defines the capacity of the two-lane highway. Generally, this is 3,200 peak hour trips in both directions. Operating conditions at capacity are unstable and difficult to predict.

Arterials and Collectors

Arterials are roadways that primarily serve longer through trips. Providing access to abutting commercial and residential land uses is also an important function of arterials. Traffic signals are, typically, located at many intersections with public roads and major access points to adjacent land uses. Collectors are roadways provide both land access and traffic circulation. Their access function is more important than that of arterials and unlike arterials their operations is not always dominated by traffic signals.

On arterials, which are predominately uninterrupted on segments between major intersections, the Highway Capacity Manual 2000 evaluation method for Urban Streets may be used. Average travel speed on the road way is used as the determinant of operating LOS. The average travel speed is related to the traffic volume on the road. Exhibit 10-7 in the HCM 2000 provides a service volume Table that contains approximate hourly volumes and corresponding level of service estimates for different roadway types. Typically, the capacity of arterials, which have few interruptions between major intersections, is limited by the capacity of the intersections along the roadway.

The Highway Capacity Manual 2000 includes a method for evaluating level of service for urban streets. Urban streets are identified in the HCM 2000 as arterials with traffic signals spaced two miles or less apart. The HCM methodology primarily assesses the travel speed and level of service of the urban street based upon the operations and delay that occurs at the intersection along the urban street. A roadway's access function, however, is not assessed/included in this methodology. The level of access provided by a roadway should also be considered in evaluating its performance.

Most County arterials and collectors have frequent interruptions between major intersections. Capacity and level of service for arterials and collectors in the County of San Diego are usually determined based 24-hour average daily traffic according to Table 2 in the County of San Diego Standards for Public Roads. The 24-hour average daily traffic volumes are identified for each LOS category. They were based upon

historical operations of County roads, comparisons with standards from other jurisdictions, and comparison with Highway Capacity Manual tables/guidelines. They account for both mobility and access along the roadway. They are derived based upon average conditions and should be revised to account for special circumstances, such as reduced lane width, extreme grades and the provision of access improvements including turn lanes and acceleration/deceleration lanes. It should also be noted that, although not proportional to peak hour traffic volumes, the 24 hour ADT is often related to the peak hour volume. When the 24-hour volume is significantly increased, the peak hour volume is also typically significantly increased.

The following statements characterize LOS along arterials and collectors:

LOS A describes primarily free flow operations. Vehicles are completely unimpeded in their ability to maneuver into and within the traffic stream. Average travel speeds are approximately 90 % of the free flow speed. The free flow speed is the theoretical speed of traffic when no vehicles are present.

LOS B describes reasonably unimpeded traffic operations. The ability to maneuver into and within the traffic stream is only slightly restricted. Average travel speeds are approximately 70 % of the free flow speed.

LOS C describes stable operations. The ability to maneuver and change lanes in mid-block locations may be more restricted than at LOS B. Average travel speeds are approximately 50 % of the free flow speed.

LOS D borders on a range in which small increases in flow may cause substantial increases in delay and decreases in travel speed. The ability to maneuver into and within the traffic stream is limited with slight and infrequent delay. Average travel speeds are approximately 40 % of the free flow speed.

LOS E is characterized by significant delays. The ability to maneuver into and within the traffic stream is extremely limited. Average travel speeds are approximately 33 % or less than the free flow speed.

LOS F is characterized by high delays. Average travel speeds are extremely low with stop-and-go traffic or excessive queuing.

The highest volume attainable under LOS E defines the capacity of the arterial or collector. Operating conditions at capacity are unstable and difficult to predict. If this capacity is exceeded, operating conditions on the roadway change dramatically. Average travel speeds are extremely low, stop-and-go traffic occurs and excessive queuing may be present. Generally, the highest LOS E capacity for County arterials and collectors is identified in Table 1 of the County of San Diego Public Road Standards.

Residential Roads

Residential roads are provided to collect traffic from adjacent residential areas and lots. Their primary purpose is to provide a limited residential area access to and from the regional road network. Such roads are not envisioned to provide through traffic generated in one community and destined for another. They are designed to accommodate local traffic.

Levels of service are not applied to residential roads. Due to the abutting and surrounding residential land uses, reduced traffic volumes are desired in order to minimize real and or perceived impacts to the adjacent uses. Residential roads are targeted to serve between 1,500 and 4,500 average daily trips (ADT). The County also has some special residential roads, which include frontage, alley and hillside residential. Due to the unique nature of these roads traffic may be less than 1500 ADT. Traffic volumes in excess of these targets may be accepted if other means of access to an area is precluded or found to be impractical due to such factors as environmental impacts, engineering, and no other legal access for an area.

Industrial/Commercial Roads

Industrial/Commercial roads provide access to abutting lots zoned for industrial and commercial uses. Their primary purpose is to provide a limited industrial/commercial area access to and from the regional road network. Such roads are not envisioned to provide through traffic generating in one community and destined for another. They are designed to accommodate a high percentage of trucks.

Levels of service are not applied to industrial/commercial roads. Due to the abutting and surrounding industrial/commercial land uses, reduced traffic volumes are desired in order to minimize real and or perceived impacts to the adjacent uses. Two-lane industrial/commercial roads are targeted to serve 4,500 ADT. Four lane industrial/commercial roads are recommended for traffic volumes greater than 4,500 ADT. Traffic volumes in excess of 4,500 ADT may be accepted on two lane industrial/commercial roads if adequate abutting lot access improvements are provided or other means of access to an area is precluded or found to be impractical due to such factors as environmental impacts, engineering, and no legal access.

Intersections

Levels of service for intersection are estimated based upon the procedures provided in the HCM 2000. The HCM includes procedures for the analysis of signalized and unsignalized intersections. Capacity and traffic analysis focus on the peak hour of traffic volume, because it represents the most critical period for operations and has the highest capacity requirements. Since the flow rate can fluctuate substantially within the peak hour, assessments based upon the peak 15-minute flow rate are used. A discussion of these procedures is provided below.

Signalized Intersections

The analysis of signalized intersection is based upon a wide variety of prevailing traffic, roadway and signalization conditions. Traffic conditions include volumes on each approach, distribution of vehicles by movement (left, through, right), the vehicle type distribution, pedestrian cross flows and other factors. Roadway conditions include basic geometrics of the intersection, such as the number and width of through lanes, the number and width of turn lanes, grades and adjacent parking lanes. Signalization conditions include signal phasing, timing, type of control and other factors.

The maximum capacity at signalized intersections is defined for each lane group. The lane group capacity is the maximum hourly rate of vehicles that can reasonably pass through the intersection. The flow rate is generally measured for a 15 min period and is stated in vehicles per hour (veh/hr). Capacity is evaluated in terms of the ratio of demand flow rate to maximum capacity (v/c ratio).

In the HCM methodology the capacity, LOS, and other performance measures are estimated for lane groups and intersection approaches. The overall LOS is also estimated for the intersection as a whole. The methodology, however, does not take into account the potential impact of downstream congestion of the intersection. Nor does the methodology detect and adjust for the impacts of left turn pocket overflows on through traffic and intersection operation.

Levels of service for signalized intersections are defined in terms of control delay, which is a measure of driver discomfort, frustration, fuel consumption and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic and incidents. Although the control delay is estimated based upon a number of variables, for a given set of signal conditions the v/c ratio is a lead parameter of control delay. LOS for signalized intersections are estimated based upon a calculation of the v/c ratio, which is used with other factors to estimate the control delay.

Levels of service for signalized intersections are defined to represent reasonable ranges in control delay as follows:

LOS A describes operations with low control delay, up to 10 sec/vehicle. Many vehicles do not stop at all.

LOS B describes operations with control delay greater than 10 and up to 20 sec/vehicle. More vehicles stop than at LOS A, causing higher levels of control delay.

LOS C describes operations with control delay greater than 20 and up to 30 sec/vehicle. Individual cycle failures may begin at this level. Cycle failures occur when a given green phase does not serve all queued vehicles and overflows occur. The number of vehicles stopping is noticeable, though many still pass through the intersection without stopping.

LOS D describes operations with control delay greater than 35 and up to 55 sec/vehicle. At LOS D the influence of congestion becomes more noticeable. Many vehicles stop and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

LOS E describes operations with control delay greater than 55 and up to 80 sec/vehicle. Individual cycle failures are frequent.

LOS F describes operations with control delay greater than 80 sec/vehicle. This level is considered unacceptable to most drivers. It often occurs when the arrival flow rates exceed the capacity of lane groups. Many individual cycles fail.

Unsignalized Intersections

Two-Way Stop-Controlled Intersections (TWSC)

Levels of service procedures are provided in the HCM for two-way stop-controlled (TWSC) intersections. Level of service for TWSC intersections is determined by estimating the control delay for each minor movement. The delay is estimated by determining the amount of available acceptable gaps for a driver to maneuver from and to the minor street. LOS is not defined for the intersection as a whole.

The LOS criteria for TWSC intersections are somewhat different from that of signalized intersections primarily because of different driver perceptions. The expectation is that a signalized intersection is designed to carry higher traffic volumes and experience greater delay than unsignalized intersections. LOS F occurs when there are not enough gaps of sufficient size to allow the minor street demand to safely cross through traffic on the major street. This is typically evident by extremely long control delays experienced by minor-street traffic. Drivers on the minor street may also start accepting smaller than usual gaps. In such cases safety may be a problem and some disruption of the major street traffic may occur.

All-Way Stop-Controlled Intersections (AWSC)

Levels of service procedures are provided in the HCM for all-way stop-controlled (AWSC) intersections. Level of service for AWSC intersections is determined by estimating the control delay per vehicle for each lane and each approach. The LOS for each approach and for the intersection as a whole is then estimated by computing weighted averages of the delay.

The LOS criteria for TWSC intersections are similar to those of signalized intersections. The criteria for LOS for AWSC intersections, however, have different values than for signalized intersections. The expectation is that a signalized intersection is designed to carry higher traffic volumes and experience greater delay than unsignalized intersections. A higher level of control delay is acceptable at a signalized intersection for the same LOS.

Roundabouts

The HCM includes procedures to estimate the capacity of single-lane roundabouts. It, however, does not include procedures for estimating the LOS of a roundabout. The capacity analysis is based upon gap acceptance techniques. The procedures are not applicable to multilane roundabouts. More details regarding the use and experience of roundabouts in the United States are needed before an analysis procedure for multilane roundabouts will be provided in the HCM.

LEVEL OF SERVICE (LOS) DEFINITIONS (generally used by Caltrans)

The concept of Level of Service (LOS) is defined as a qualitative measure describing operational conditions within a traffic stream, and their perception by motorists and/or passengers. A Level of Service³ definition generally describes these conditions in terms of such factors as speed, travel time, freedom to maneuver, comfort and convenience, and safety. Levels of Service definitions can generally be categorized as follows:

LOS	D/C*	Congestion/Delay	Traffic Description
(Used for freeways, expressways and conventional highways ⁴)			
"A"	<0.41	None	Free flow.
"B"	0.42-0.62	None	Free to stable flow, light to moderate volumes.
"C"	0.63-0.79	None to minimal	Stable flow, moderate volumes, freedom to maneuver noticeably restricted.
"D"	0.80-0.92	Minimal to substantial	Approaches unstable flow, heavy volumes, very limited freedom to maneuver.
"E"	0.93-1.00	Significant	Extremely unstable flow, maneuverability and psychological comfort extremely poor.
(Used for conventional highways)			
"F"	>1.00	Considerable	Forced or breakdown. Delay measured in average flow, travel speed (MPH). Signalized segments experience delays >60.0 seconds/vehicle.
(Used for freeways and expressways)			
"F0"	1.01-1.25	Considerable 0-1 hour delay	Forced flow, heavy congestion, long queues form behind breakdown points, stop and go.
"F1"	1.26-1.35	Severe 1-2 hour delay	Very heavy congestion, very long queues.
"F2"	1.36-1.45	Very severe 2-3 hour delay	Extremely heavy congestion, longer queues, more numerous breakdown points, longer stop periods.
"F3"	>1.46	Extremely severe 3+ hours of delay	Gridlock.

³ Level of Service can generally be calculated using "Table 3.1. LOS Criteria for Basic Freeway Sections" from the latest Highway Capacity Manual. However, contact Caltrans for more specific information on determining existing "free-flow" freeway speeds.

* Demand/Capacity ratio used for forecasts (V/C ratio used for operational analysis, where V = volume)

⁴ Arterial LOS is based upon average "free-flow" travel speeds, and should refer to definitions in Table 11.1 in the HCM.

[Attachment B]

DEFINITIONS OF KEY TERMS

Traffic Terms

AM or PM Peak Hours: Those hours of the day in which the bulk of commute trips occur and in which traffic impacts are likely to be the greatest.

Average Daily Traffic (ADT): The number of vehicles that use a roadway segment within a 24-hour period.

Capacity of a transportation facility: The maximum number of persons or vehicles that can be expected to traverse a point or uniform section of road within a specified time frame under prevailing roadway, traffic and control conditions. Theoretically, this is the point in which the flow rate (vehicles/hour) on the facility is the highest. The highest volume attainable under LOS E has been designated as the capacity of the arterial or collector.

Critical Movement: Intersection movements (right-turn, left-turn, through-movement), that experience excessive queues, which typically operate at LOS F.

Level of Service (LOS): Corresponds to “excellent” through “failure” conditions in terms of traffic congestion, both for road segments and for intersections. It is used to provide an indication of the amount of delay a driver would experience along a road segment or the amount of wait time a driver would experience at an intersection. LOS is rated on a scale of A through F, with A representing excellent, free flow conditions, and F representing failures of road segments or intersections.

Volume to Capacity (V/C) Ratio: The ratio of the actual traffic volume of a road segment or intersection to the design capacity of the road segment or intersection. It is used to provide an estimate of the level of service of the road segment or intersection.

Parking Terms

The following list highlights several key parking terms that are defined in the Zoning Ordinance:

Parking Area: Open area other than a street or alley that contains motor vehicle parking spaces.

Parking Space: An unobstructed space or area other than a street or alley, not less than the minimum size specified for the type of use provided with adequate ingress and egress, and which is permanently reserved and maintained for the parking of motor vehicles.

Covered Parking: Covered or enclosed parking spaces located anywhere on a building site where a structure may be located.

Loading Space: An area, other than a street or alley on the same lot with a building or a group of buildings not less than 10-feet wide, 35-feet long, and 14-feet high which affords adequate ingress and egress for trucks from a public street or alley, and which is permanently reserved and maintained for the temporary parking of commercial vehicles while loading or unloading merchandise or materials. Loading and unloading shall not obstruct access to any parking space.

Off-Street Parking: A facility/area for vehicle parking located outside of a public street right-of-way.

Open Parking: Open parking spaces are spaces located outside the ultimate right-of-way of any street.

[Attachment C]

SUMMARY OF MODIFICATIONS AND REVISIONS

Guidelines for Determining Significance and Report Format and Content Requirements for Traffic and Transportation were originally approved on September 26, 2006. The following is a summary of revisions made since original document approval.

Second Modification, August 24, 2011

- Added clarifying language for cumulative impacts and use of TIF program as mitigation at shared jurisdictional facilities (segments and intersections).

First Modification, February 19, 2010

- Revised the reference to the CEQA Guidelines, Appendix G questions to reflect the updated questions that were changed as a result of SB 97 greenhouse gas emission related legislation
- Deleted discussions related to adequate parking capacity to reflect the deletion of this topic from the CEQA Guidelines, Appendix G
- Added discussion to Section 2.2 of the Guidelines regarding TIF as mitigation for cumulative impacts
- Updated Congestion Management Program information to reflect the latest 2008 update
- Added discussion to the mitigation section of the Report Format and Content Requirements to address mitigation of impacts outside of the County's jurisdiction
- Added Appendix C to the Report Format and Content Requirements to clarify the required scope of cumulative analysis and cumulative impact mitigation

Second Revision, June 30, 2009

- Removed reference to the public road standards in Attachment A of the Guideline.
- Updated language about the RTP to reflect the most recent update
- Added discussion to 3.0 Typical Adverse Effects to clarify that LOS thresholds are typically established as a baseline for determining significant impacts but that other factors may need to be considered including whether achieving the LOS standard is practical or infeasible.
- Updated the reference to the PFE Implementation measure 1.1.2 in the Guideline addressing the exceptions for Otay Ranch and Harmony Grove Village.
- Clarified significance criteria for on and off-site circulation element roads differentiating criteria for LOS E vs. LOS F roads (pgs 13 - 15)
- Better defined critical movement (Table 2, Table 4 and definitions) and added guidance in the report formats specifying when it is adequate to evaluate an

entire intersection movement versus evaluate each critical movement at the intersection (Section 3.5 Report Formats)

- Moved Table 2 to beginning of section 4.2 to clarify that the table is used to assess both signalized and unsignalized intersections.
- Added an additional guideline for signalized intersections to address cases where a significant impact would occur to the intersection due to traffic operations, geometrics, sight distance, etc.
- Corrected criteria in Section 4.2.2 Unsignalized Intersections to remove inconsistency between the guideline and the text (changed guideline language to reference impacts result from 21 or more and 6 or more peak hour trips versus 20 or more and 5 or more)
- Clarified the note in Table 3 in the text that follows to indicate when a deviation in the methodology for analysis of 2 lane highways would be considered.
- Provided an example of a State highway or county arterial that operates as a 2 lane highway with signalized intersection spacing under one mile as being typical of a roadway that traverses a town center.
- Revised language referencing cumulative impacts in Tables 2 and 4.
- Added language to the significance guideline on parking capacity to reference that a special parking study may identify inadequate parking capacity versus only referencing Zoning Ordinance since we often cannot rely solely on Zoning Ordinance standards for parking
- Added language to Section 5.0 Standard Mitigation to clarify that when a significant impact is identified the required mitigation may include a variety of measures and need not necessarily include improvement of an entire road segment to get the operations back to an acceptable LOS. Clarifies that mitigation must result in conditions either better or the same as what they were prior to the project impacts.
- Added section 5.9 Project Phasing to Section 5.0 Mitigation to clarify that mitigation measures can be tied to the phased project impacts if a project proposes to implement in phases. Also added reference to Project Phasing in the Report Formats to clarify that the analysis must be presented according to phases to allow identification of adequate mitigation according to phase.
- Added language about existing conditions and the need for updated traffic counts to Section 2.0 of the Report Formats.
- Clarified Table 1 of the Report Formats. Added a column to address when an issue specific TIS is required and added a row to address when a TIS may be needed for projects that generate from 200 to 500 ADT or 20 to 50 Peak Hour Trips.
- Clarified that peak hour trips are to include the 2-way peak hour total.
- Defined the scope of a full TIS (direct and cumulative analysis) as requiring analysis of all roads and intersections that receive 25 or more peak hour trips. The 25 peak hour trip guideline is now consistent for both direct and cumulative analysis.
- Clarified that the CMP analysis requires analysis of roads and intersections that receive 50 or more peak hour trips and that the county analysis requirements (roads and intersections that receive 25 or more peak hour trips) would typically cover all CMP road and intersection analysis.

- Added section 2.1.4 Projects Proposing to Amend the County's General Plan to the Report Formats to reference the Public Facilities Element Requirement that a build out analysis be prepared for certain projects and to state that depending on the result of the build out analysis, amendments to the circulation element may need to be included as part of the project to make the project description consistent with the General Plan. Also clarified that impact conclusions and mitigation measures need not be identified in the conclusions of planning analyses as these are not CEQA requirements.
- Added language to Section 3.5 Intersections of Report Formats to indicate which intersections should be studied and to recognize that additional side/minor street intersections may need to be evaluated in traffic operation issues are identified.
- Added Attachment B to the Report Format and Content Requirements to provide guidance on evaluating Road Improvement projects
- Revised the general format of Traffic Impact Studies in Section 3.1 Outline. Made a clear separation in the organization to distinguish between required CEQA analysis and mitigation measures and analysis required for planning purposes such as CMP and General Plan Consistency/Build Out analysis
- Clarified in section 3.2 Project Trip Generation that for projects proposing a GPA and/or Rezone, the analysis should be based on the highest density or intensity use that would be allowed with the GPA or Rezone
- Various changes and reorganization to the content of the Report Formats to add additional detail as to what is expected in each section of the study

First Revision, December 5, 2007

- Added criteria for two-lane Highways (Section 4.3)
- Various editorial revisions