

## 3.15 Traffic and Transportation

This section describes the environmental and regulatory settings and draft significance criteria with respect to traffic and transportation.

### 3.15.1 Environmental Setting

This subsection describes the environmental setting for existing and planned transportation resources within the study area. The study area includes roads, public transit facilities (e.g., transit routes and stops), bicycle facilities (e.g., bike lanes and routes), and pedestrian facilities (e.g., sidewalks and trails) in San Diego County crossed by or adjacent to the proposed project components. Additional roads in San Diego, San Bernardino, and Riverside counties that would be used for the transport of pipe to laydown yards/staging areas are also included in the study area. A 20,000-foot radius from proposed project components was used to identify airports in the study area as mandated by Federal Aviation Administration (FAA) requirements (see Section 3.15.2, Regulatory Setting). Data regarding the transportation network was collected from local agency transportation plans and websites. Information on road characteristics are taken from the applicant’s field observations made in August 2015, and traffic volume data for the proposed project was obtained from the applicant’s measurements made in August 2015.

#### 3.15.1.1 Existing Road Network

Major highways in the study area include Interstate (I-) 15, I-10, I-215, U.S. 395, State Route 60 (SR-60) SR-76, and SR-78. A description of roads crossed by or adjacent to the proposed project is provided in Table 3.15-1 and illustrated in Figure 3.15-1.

Table 3.15-1 Study Area Roads Description

Road	Description
<b>San Diego County</b>	
Old Highway 395	<ul style="list-style-type: none"> <li>• Two-lane Community Collector</li> <li>• Bike lanes present</li> <li>• Sidewalks not present</li> </ul>
Rainbow Glen Underpass	<ul style="list-style-type: none"> <li>• Two-lane Light Collector</li> <li>• Bike lanes and sidewalks not present</li> </ul>
Rainbow Hills Road	<ul style="list-style-type: none"> <li>• Two-lane local public road</li> <li>• Bike lanes and sidewalks not present</li> </ul>
Mission Road	<ul style="list-style-type: none"> <li>• Two-lane Light Collector</li> <li>• Bike lanes present</li> <li>• Sidewalks not present</li> </ul>
Champagne Boulevard	<ul style="list-style-type: none"> <li>• Two-lane Community Collector</li> <li>• Bike lanes present</li> <li>• Sidewalks not present</li> </ul>
Centre City Parkway	<ul style="list-style-type: none"> <li>• Two-lane Community Collector</li> <li>• Bike lanes present</li> <li>• Sidewalks not present</li> </ul>
San Pasqual Valley Road (SR-78)	<ul style="list-style-type: none"> <li>• Two-lane Community Collector</li> <li>• Bike lanes and sidewalks not present</li> </ul>
<b>City of Escondido</b>	
Centre City Parkway	<ul style="list-style-type: none"> <li>• Four-lane Major Road</li> <li>• Bike lanes present</li> <li>• Sidewalks not present</li> </ul>

**Table 3.15-1 Study Area Roads Description**

Road	Description
Felicita Avenue	<ul style="list-style-type: none"> <li>• Four-lane Major Road to two-lane Local Collector</li> <li>• Bike lanes not present</li> <li>• Sidewalks present</li> </ul>
Encino Drive	<ul style="list-style-type: none"> <li>• Two-lane Local Collector</li> <li>• Bike lanes not present</li> <li>• Sidewalks present along some segments</li> <li>• Street parking present</li> </ul>
Bear Valley Parkway	<ul style="list-style-type: none"> <li>• Two-lane Local Collector to four-lane Major Road</li> <li>• Bike lanes and sidewalks present along some segments</li> </ul>
<b>City of Poway</b>	
Pomerado Road	<ul style="list-style-type: none"> <li>• Four-lane Major Road</li> <li>• Bike lanes and sidewalks present</li> </ul>
<b>City of San Diego</b>	
Highland Valley Road	<ul style="list-style-type: none"> <li>• Two-lane Collector</li> <li>• Bike lanes and sidewalks not present</li> </ul>
Pomerado Road	<ul style="list-style-type: none"> <li>• Four-lane Major Road to two-lane Collector</li> <li>• Bike lanes and sidewalks present</li> </ul>
Bernardo Heights Parkway	<ul style="list-style-type: none"> <li>• Four-lane Major Arterial</li> <li>• Bike lanes and sidewalks present</li> </ul>
Camino Del Norte	<ul style="list-style-type: none"> <li>• Six-lane Prime Arterial</li> <li>• Bike lanes and sidewalks present</li> </ul>
Carmel Mountain Road	<ul style="list-style-type: none"> <li>• Four-lane Arterial</li> <li>• Bike lanes not present</li> <li>• Sidewalks present</li> </ul>
Rancho Peñasquitos Boulevard	<ul style="list-style-type: none"> <li>• Four-lane Major Arterial</li> <li>• Bike lanes not present</li> <li>• Sidewalks present</li> </ul>
Mercy Road	<ul style="list-style-type: none"> <li>• Four-Lane Collector</li> <li>• Bike lanes and sidewalks present</li> </ul>
Mira Mesa Boulevard	<ul style="list-style-type: none"> <li>• Eight-lane Prime Arterial</li> <li>• Bike lanes not present</li> <li>• Sidewalks present</li> </ul>
Hillery Drive	<ul style="list-style-type: none"> <li>• Two-lane Collector (continuous left-turn lane)</li> <li>• Bike lanes and sidewalks present</li> </ul>
Black Mountain Road	<ul style="list-style-type: none"> <li>• Four-lane Major Arterial</li> <li>• Bike lanes and sidewalks present</li> </ul>
Harris Plant Road	<ul style="list-style-type: none"> <li>• Two-lane road</li> <li>• No bike lanes or sidewalks present</li> </ul>
<b>City of San Marcos</b>	
Montiel Road	<ul style="list-style-type: none"> <li>• Two-lane collector</li> <li>• Bike lanes not present</li> <li>• Sidewalks present</li> </ul>

Source: Kimley-Horn 2015.

Note: Includes only study area roads analyzed by Kimley-Horn. Where parking, bike lanes and sidewalks are noted as present, it was assumed these facilities were located on both sides of the road; however, presence and continuity of these facilities varies along each road.

Key:

I-15 = Interstate 15

MLV = mainline valve

**Average Daily Traffic**

ADT is a quantitative measure of traffic volumes taken on a road segment over one or more days. Road segments represent a portion of a road between two intersections. ADT is not seasonally adjusted and ADT volumes may vary throughout the year. Kimley-Horn and Associates, Inc., conducted traffic counts over a 24-hour period in August 2015 at 71 locations. Summer is considered peak tourist season in San Diego County; therefore, based on traffic counts taken in August, the ADT likely represents higher traffic volumes compared to other times of the year.

**Volume to Capacity Ratio**

V/C ratio is a quantitative measure that compares traffic volumes on a road with the road’s ability to accommodate traffic over a given period of time. Kimley-Horn and Associates, Inc., determined baseline V/C by dividing ADT for each road segment by the road segment’s vehicle capacity. Individual road segment vehicle capacity was based on traffic guidelines from San Diego County and the cities of Escondido and San Diego. The city of Poway does not have vehicle capacity guidelines; therefore, guidelines from the city of San Diego were applied to road segments within the city of Poway.<sup>1</sup> A road segment generally has adequate road capacity available under conditions where the V/C ratio is less than 0.85. However, as the V/C ratio approaches 1.0, traffic flow may become unstable with delays (USDOT 2004).

**Level of Service**

LOS is a commonly used qualitative measure describing operational conditions within a traffic stream. LOS is based on factors such as speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. LOS is defined according to methodologies presented in the Transportation Research Board’s Highway Capacity Manual (Transportation Research Board 2010). Using the nationally recognized standards from the Highway Capacity Manual, the quality of traffic operation is graded using six designations, LOS A through F, as indicated in Table 3.15-2. Kimley-Horn and Associates, Inc., estimated the baseline LOS for road segments in the study area based on a road segment’s V/C ratio and traffic guidelines from San Diego County and the cities of Escondido and San Diego.<sup>1</sup>

**Table 3.15-2 Level of Service Descriptions**

LOS	Description
A	This LOS represents primarily free-flow operation. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at the boundary intersections is minimal.
B	This LOS represents reasonably unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted and control delay at the boundary intersections is not significant.
C	At this LOS, operation is stable. The ability to maneuver and change lanes at midsegment locations may be more restricted than at LOS B. Longer queues at the boundary intersections may contribute to lower travel speeds.
D	At this LOS, less stable conditions in which small increases in flow may cause substantial increases in delay and decreases in travel speed. This operation may be due to adverse signal progression, high volume, or inappropriate signal timing at the boundary intersections.
E	This LOS represents unstable operations and significant delay. Such operations may be due to some combination of adverse progression, high volume, and inappropriate signal timing at the boundary intersections.
F	This LOS is characterized by flow at extremely low speed. Congestion is likely occurring at the boundary intersections, as indicated by high delay and extensive queuing.

Source: Transportation Research Board 2010.

Key:

LOS = level of service

<sup>1</sup> V/C ratios and LOS calculated by Kimley-Horn were adjusted based on a review of the municipal guidelines and are reflected in Table 3.15-3 and Appendix H.

Table 3.15-3 presents the existing road segment ADT, V/C ratio, and LOS for the road segments that would be crossed by or adjacent to the proposed project.

**Table 3.15-3 Road Segment Performance Measures**

Road Segment	Jurisdiction	ADT	V/C	LOS
<b>Old Highway 395</b>				
Rainbow Valley Boulevard to Rainbow Valley Boulevard W	San Diego County	7,334	0.386	C
Rainbow Valley Boulevard W to Rainbow Glen Road	San Diego County	4,634	0.244	B
<b>Rainbow Glen Underpass</b>				
Rainbow Hills Road to Old Highway 395	San Diego County	1,150	0.071	A
<b>Mission Road</b>				
Avo Drive to Old Highway 395	San Diego County	20,656	1.087	F
<b>Old Highway 395</b>				
Mission Road to Reche Road	San Diego County	5,392	0.284	B
Reche Road to Stewart Canyon Road	San Diego County	6,151	0.324	C
Stewart Canyon Road to Pala Mesa Drive	San Diego County	6,071	0.320	C
Pala Mesa Drive to Pala Road	San Diego County	7,519	0.396	C
Pala Road to Lilac Road	San Diego County	3,797	0.200	B
Lilac Road to I-15 Interchange	San Diego County	4,517	0.238	B
I-15 Interchange to Camino Del Rey	San Diego County	2,440	0.128	A
Camino Del Rey to Circle R Drive	San Diego County	6,943	0.365	C
Circle R Drive to Gopher Canyon Road	San Diego County	6,943	0.365	C
<b>Champagne Boulevard</b>				
Gopher Canyon Road to Lawrence Welk Lane	San Diego County	9,635	0.507	D
Lawrence Welk Lane to Deer Springs Road	San Diego County	6,221	0.327	C
<b>CMP</b>				
Deer Springs Road to Mesa Rock Road	San Diego County	5,212	0.274	B
Mesa Rock Road to Country Club Lane	San Diego County	4,265	0.224	B
Country Club Lane to El Norte Parkway	City of Escondido	12,767	0.345	B
El Norte Parkway to SR-78 Ramps	City of Escondido	26,200	0.708	C
SR-78 to Mission Avenue	City of Escondido	31,608	0.854	D
Mission Avenue to Washington Avenue	City of Escondido	21,453	0.580	C
Washington Avenue to Valley Parkway	City of Escondido	21,943	0.593	C
Valley Parkway to Grand Avenue	City of Escondido	22,469	0.607	C
Grand Avenue to 2nd Avenue	City of Escondido	21,642	0.585	C
2nd Avenue to 9th Avenue	City of Escondido	21,366	0.577	C
9th Avenue to 13th Avenue	City of Escondido	24,148	0.653	C
15th Avenue to Felicita Avenue	City of Escondido	24,906	0.673	C
<b>Felicita Avenue</b>				
Centre City Parkway to Escondido Boulevard	City of Escondido	23,620	0.638	C
Escondido Boulevard to Juniper Street	City of Escondido	18,752	1.250	F
Juniper Street to Encino Drive	City of Escondido	12,417	1.242	F
<b>Encino Drive</b>				
Felicita Avenue to Eldorado Drive	City of Escondido	1,490	0.149	A
Eldorado Drive to Bear Valley Parkway	City of Escondido	1,097	0.110	A
<b>Bear Valley Parkway</b>				
Encino Drive to Las Palmas Avenue	City of Escondido	22,550	1.503	F
Las Palmas Avenue to Mary Lane	City of Escondido	25,807	0.697	C

Table 3.15-3 Road Segment Performance Measures

Road Segment	Jurisdiction	ADT	V/C	LOS
Mary Lane to San Pasqual Road	City of Escondido	28,222	0.763	D
San Pasqual Road to Beethoven Drive	City of Escondido	38,512	1.041	F
<b>Highland Valley Road</b>				
East of Pomerado Road	City of San Diego	1,943	0.194	A
<b>Pomerado Road</b>				
Highland Valley Road to Escala Drive	City of San Diego	16,235	0.406	B
Escala Drive to Greens East Road	City of San Diego	14,175	0.354	A
Greens East Road to Rancho Bernardo Road	City of San Diego	19,339	0.483	B
Rancho Bernardo Road to Avenida La Valencia	City of San Diego	17,159	0.429	B
Avenida La Valencia to Bernardo Heights Parkway	City of San Diego	19,361	0.484	B
Bernardo Heights Parkway to Monte Vista Road	City of Poway	19,840	0.496	B
Monte Vista Road to Camino Del Norte	City of Poway	24,496	0.612	C
Camino Del Norte to Ted Williams Parkway	City of Poway	22,600	0.565	C
Ted Williams Parkway to Vaughan Road	City of Poway	22,956	0.574	C
Vaughan Road to Robinson Boulevard	City of Poway	21,496	0.537	C
Robinson Boulevard to Poway Road	City of Poway	21,328	0.533	C
Poway Road to Oak Knoll Road	City of Poway	16,578	0.414	B
Oak Knoll Road to Metate Lane	City of Poway	19,015	0.475	B
Metate Lane to Stowe Drive	City of Poway	16,307	0.408	B
Stowe Drive to Scripps Poway Parkway	City of Poway	12,305	0.308	A
Scripps Poway Parkway to Treadwell Drive	City of Poway	22,681	0.567	C
Treadwell Drive to Stonebridge Parkway	City of Poway	20,429	0.511	B
Stonebridge Parkway to Cypress Canyon Park Drive	City of San Diego	20,357	0.509	B
Spring Canyon Road to Semillon Boulevard	City of San Diego	16,582	1.105	F
Semillon Boulevard at Fairbrook Road	City of San Diego	17,769	1.185	F
Fairbrook Road to Avenida Magnifica	City of San Diego	19,940	1.329	F
Avenida Magnifica to Scripps Ranch ROW	City of San Diego	22,635	1.509	F
Scripps Ranch Row to Avenue of Nations	City of San Diego	23,068	1.538	F
I-15 to Willow Creek Road	City of San Diego	35,600	2.373	F
Mirasol Drive to Paseo Del Verano Norte	City of San Diego	14,000	0.350	A
Heath Drive to Camino Del Norte	City of San Diego	24,496	0.612	C
Poway Road to Oak Knoll Road	City of Poway	16,578	0.414	B
<b>Bernardo Heights Parkway</b>				
Via Embeleso to Calle Nobleza	City of San Diego	9,400	0.235	A
<b>Rancho Penasquitos Boulevard</b>				
Calle De Las Rosas to Via Del Sud	City of San Diego	29,500	0.738	C
<b>Hillery Drive</b>				
Black Mountain Road to I-15 DAR	City of San Diego	7,800	0.520	C
<b>Black Mountain Road</b>				
Hillery Drive to Mira Mesa Boulevard	City of San Diego	14,300	0.358	A
<b>Mira Mesa Boulevard</b>				
I-15 SB Ramps to Westview Parkway	City of San Diego	71,600	1.193	F
<b>San Pasqual Valley Road</b>				
Bear Valley Parkway to 17th Street	San Diego County	12,600	0.778	E

**Table 3.15-3 Road Segment Performance Measures**

Road Segment	Jurisdiction	ADT	V/C	LOS
<b>Camino Del Norte</b>				
I-15 NB Ramps to Paseo Lucido	City of San Diego	54,500	0.908	E

Source: Kimley-Horn 2015; County of San Diego 2011, 2012; City of Escondido 2013; City of San Diego 1998; SDG&E and SoCalGas 2016a, 2016b.

Key:

ADT = Average Daily Traffic

CMP = Congestion Management Program road (see Section 3.15.2.3)

I-15 = Interstate 15

V/C = Vehicle to Capacity ratio

### 3.15.1.2 Existing Public Transit, Air Transportation, Railroads, and Bicycle and Pedestrian Facilities

#### **Public Transit**

The study area includes numerous public transit routes operated by the North County Transit District (NCTD), the Metropolitan Transit District (MTS), and the Riverside Transit Agency (RTA). All public transit routes within the study area are listed in Table 3.15-4.

There are two transit stations in the study area. The Escondido Transit Center is located at 796 West Valley Parkway in the city of Escondido, and offers service on NCTD, MTS, and RTA public transit routes, as well as the NCTD SPRINTER light rail line and privately operated Greyhound Lines. The Del Lago Transit Station is located at 3310 Del Lago Boulevard in the city of Escondido, and provides service to NCTD and MTS buses. Figure 3.15-1 shows the existing transit routes within the study area.

**Table 3.15-4 Public Transit Routes within the Study Area**

Transit Agency	Public Transit Route Location
RTA 202	I-15, SR-76, and Old Highway 395 in unincorporated San Diego County
NCTD 389	Centre City Parkway, Quince Street, and Mission Street in the city of Escondido
	I-15 and SR-76 in unincorporated San Diego County
NCTD 350	Bear Valley Parkway and Escondido Boulevard in the city of Escondido
NCTD 355/357	Washington Street, Quince Street, and 2nd Avenue in the city of Escondido
NCTD 358/359	Broadway, Valley Parkway, Quince Street, and Washington Street in the city of Escondido
371 FLEX	San Pasqual Valley Road in Escondido
	Grand Avenue and 2nd Avenue in the city of Escondido
NCTD 388/353	Grand Avenue and 2nd Avenue in the city of Escondido
NCTD 351/352	Broadway, Valley Parkway, Quince Street, Washington Street, and Grand Avenue in the city of Escondido
NCTD 354	Mission Street, Escondido Boulevard, Valley Parkway, Quince Street, and Washington Street in the city of Escondido
NCTD 356	Quince Street, El Norte Parkway, Escondido Boulevard, and Valley Parkway in the city of Escondido
MTS 20	Mira Mesa Boulevard, Hillery Drive, and Black Mountain Road in the city of San Diego
	Kearny Villa Road and Harris Plant Road in the city of San Diego
	Rancho Penasquitos Boulevard in the city of San Diego
	Camino Del Norte in the city of San Diego
MTS 31	Hillery Drive and Black Mountain Road in the city of San Diego
MTS 110	Mira Mesa Boulevard, Hillery Drive, and Black Mountain Road in the city of San Diego
MTS 235	Hillery Drive in the city of San Diego
MTS 237	Mira Mesa Boulevard, Hillery Drive, and Black Mountain Road in the city of San Diego
MTS 921	Mira Mesa Boulevard and Black Mountain Road in the city of San Diego

**Table 3.15-4 Public Transit Routes within the Study Area**

Transit Agency	Public Transit Route Location
MTS 964	Intersection of Willow Creek Road/Avenue of Nations and Pomerado Road in the city of San Diego
	Mira Mesa Boulevard, Hillery Drive, and Black Mountain Road in the city of San Diego
MTS 945	Pomerado Road in the city of Poway and the city of San Diego
MTS 944	Poway Road in Poway

Sources: NCTD 2016a; MTS 2016; RTA 2017.

Key:

I-15 = Interstate 15

MTS = Metropolitan Transit District

NCTD = North County Transit District

SR-76 = State Route 76

RTA = Riverside Transit Agency

### ***Air Transportation***

The study area includes Marine Corps Air Station (MCAS) Miramar’s Runway 24R, the Pomerado Hospital Heliport, and the Palomar Medical Center Downtown Heliport. The United States Marine Corps’ 3rd Marine Aircraft Wing is based at MCAS Miramar and has exclusive use of runways and supporting facilities at the installation; runways are not open for public use with the exception of emergency landings. The Pomerado Hospital Heliport in the city of Poway and the Palomar Medical Center Downtown Heliport in Escondido are privately owned and operated by the Palomar Pomerado Health System and are not open for public use. No public use airports or airstrips are located within the study area.

### ***Railroads***

The SPRINTER is a passenger light rail service within the study area that operates on the Escondido Branch of the San Diego Northern Railroad. The 22-mile SPRINTER line is operated by the NCTD and has an average weekday ridership of 8,300 passengers that are served by 455 trains per week and 15 stations (NCTD 2016b). The Escondido Transit Center is the eastern terminus of the SPRINTER line and the only station in the study area.

The BNSF Kaiser Yard in Fontana, California, and the Union Pacific West Colton Yard, in Colton, California (located approximately 50 miles and 80 miles north of the proposed project respectively), provide rail access to the study area for the delivery of pipe.

### ***Bicycle and Pedestrian Facilities***

In addition to roads with bike lanes and sidewalks presented in Table 3.15-1, bike lanes and sidewalks are present on many of the roads within the study area. The majority of bike lanes in the study area are defined by the California Department of Transportation (Caltrans) as Class II bikeways (bike lanes), which utilize pavement striping and signage to allocate a portion of a road for exclusive or preferential bicycle travel.

The study area also includes three multi-use public trails (see Figure 3.14-1):

- Mule Hill Valley Trail: An existing 1.4-mile unpaved segment of the Coast to Crest Trail located in the San Dieguito River Park. Existing uses include bicycling, hiking, and horseback riding.
- Highland Trail: An existing 2.1-mile unpaved trail located in the San Dieguito River Park. Existing uses include bicycling, hiking, and horseback riding.
- Trans County Regional Trail: An existing system of paved and unpaved trails that will eventually stretch 110 miles from the California Coastal Trail to the Pacific Crest Trail. Existing uses include bicycling, hiking, and horseback riding.

### 3.15.2 Regulatory Setting

This subsection summarizes federal, state, and local laws; regulations; and standards that govern traffic and transportation resources.

#### 3.15.2.1 Federal

##### ***United States Department of Transportation***

Metropolitan planning organizations are required by 23 Code of Federal Regulations (CFR) Section 450.320 to address congestion management in transportation management areas (defined as an urbanized area with a population over 200,000). The congestion management process is expected to use travel demand reduction and operational management strategies to provide for safe and effective integrated management and operation of a multimodal transportation system. The San Diego Association of Governments (SANDAG) serves as the metropolitan planning organization for San Diego County, and is responsible for transportation and land use planning in the proposed project area.

##### ***The Federal Aviation Administration***

The FAA, an agency that is part of the U.S. Department of Transportation, is responsible for regulating civil aviation including the oversight of air traffic and aeronautical obstructions. All airports and navigable airspace not administered by the U.S. Department of Defense are under the jurisdiction of the FAA. 14 CFR Section 77.13 requires applicants to submit a Notice of Proposed Construction or Alteration to the FAA and receive prior approval for any construction or alteration that would result in a structure of more than 200 feet in height above ground level or construction or alteration that exceeds an imaginary surface extending outward and upward from applicable airport runways at the following slopes: 100:1 within 20,000 feet, 50:1 within 10,000 feet, and 25:1 within 5,000 feet. The FAA also has restrictions on helicopter flights carrying external loads in congested areas.<sup>2</sup> Helicopter flights with external loads in congested areas require submittal of a “Congested Area Plan” to the FAA (14 CFR Part 133.33).

##### ***United States Marine Corps***

The MCAS Miramar Integrated Natural Resources Management Plan (INRMP) is designed to integrate the installation’s land use needs, in support of the military mission, with the management and conservation of the installation’s natural resources. The INRMP requires all vehicles on the base to limit speeds to 35 miles per hour (mph) on developed roads and 15 mph on undeveloped roads and jeep trails located within MCAS Miramar.

#### 3.15.2.2 State

##### ***California Department of Transportation***

Caltrans is responsible for the oversight of state highways, inter-city rail services, and public-use airports. An encroachment permit must be obtained from Caltrans for all work done within a state highway right-of-way (ROW). In addition, Caltrans has the discretionary authority to issue special permits for the movement of vehicles/loads exceeding statutory limitations on the size, weight, and loading of vehicles contained in Division 15 of the California Vehicle Code. Completion of a Transportation Permit application is required to obtain such special permits (California Law 2017).

##### ***Congestion Management Program***

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<sup>2</sup> “Congested area” refers to a city, town or open air assembly of people.



State Proposition 111, passed by voters in 1990, established a requirement that urbanized areas must prepare and regularly update a Congestion Management Plan (CMP). The purpose of the CMP is to monitor the performance of the region’s transportation system, develop programs to address short-term and long-term congestion, and better integrate transportation and land use planning. Assembly Bill 2419, was passed in 1996 and allows counties to “opt out” of the state CMP process if the majority of the local governments adopt resolutions electing to be exempt from the CMP.

### **3.15.2.3 Regional and Local**

#### ***San Diego Association of Governments***

SANDAG’s *San Diego Forward: The Regional Plan* was approved in October 2015 and provides guidance for the establishment of a coordinated transportation system for the greater San Diego area. The plan also serves as the region’s long-range transportation plan, and meets the requirements of 23 CFR Section 450.320 by providing the following: performance monitoring and measurement of the regional transportation system, multimodal alternatives and non-single occupant vehicle analysis, land use impact analysis, congestion management tools, and integration with the Regional Transportation Improvement Program process. The Regional Transportation Improvement Program identifies the regional transportation plan highway, arterial, transit, and bikeway projects that are planned for implementation over the next five years.

SANDAG provided updates to the state CMP from 1991 until 2008. Beginning in September 2009, the San Diego region elected to be exempt from the state CMP and, as a result, the San Diego County Board of Supervisors adopted a resolution electing to be exempt from the state CMP. The final CMP guidelines and significance thresholds adopted by SANDAG prior to opting out of the state CMP are listed in Table 3.15-3.

#### ***San Diego County***

The San Diego County Mobility Element of the General Plan includes the goals and policies that address the safe and efficient operation, maintenance, and management of the transportation network (County of San Diego 2016a). The Mobility Element’s policy is for roads to operate at a LOS standard of D or higher. The county also has additional guidelines for significance thresholds related to performance measures on county roads. The county requires permits for any construction activities within a county roadway or road ROW in addition to permits for operating oversize vehicles on public roads. Relevant county policies are identified in Table 3.15-5 and permits are identified in Table 3.15-6.

#### ***City of Escondido***

The Mobility and Infrastructure Element of the City of Escondido General Plan identifies a goal of LOS C on any road within the city, except within the urban core. A LOS of D shall be considered the threshold for determining significant impacts and appropriate mitigation (City of Escondido 2013). Relevant city policies are identified in Table 3.15-5 and permits are identified in Table 3.15-6.

#### ***City of Poway***

The Transportation Master Element of the City of Poway General Plan sets forth goals, policies, and strategies to promote efficient and safe use of existing transportation facilities and development of new facilities, and has identified a goal of LOS of D on any road within the city (City of Poway 2010). Relevant city policies are identified in Table 3.15-5 and permits are identified in Table 3.15-6.

#### ***City of San Diego***

The Mobility Element of the City of San Diego General Plan contains goals and policies aimed at relieving congestion in the road network and increasing transportation choices in the city of San Diego.

The General Plan does not contain any LOS requirements or other relevant policies. (City of San Diego 2015a)

The City of San Diego, however, has its own guidelines for traffic management as outlined in their 1998 Traffic Impact Study Manual. This manual states that the acceptable LOS standard for roads and intersections in the city of San Diego is LOS D. However, for undeveloped locations, the goal is to achieve LOS C (City of San Diego 1998). Relevant city policies are identified in Table 3.15-5 and permits are identified in Table 3.15-6.

**Table 3.15-5 Transportation Policies**

<b>Caltrans</b>
Target LOS Standard: LOS C <sup>1</sup>
<b>San Diego Association of Governments' Congestion Management</b>
Target LOS Standard: LOS E <sup>2</sup>
Performance Standards: A traffic impact study was required for projects generating, upon completion, 2,400 or more average daily vehicle trips or 200 or more peak hour vehicle trips. I-15, SR 78, and SR 76 were listed as part of the Congestion Management Program highway and road system. Significance thresholds allowed for an increase in V/C of 0.02 on roads operating at LOS E or F. <sup>2</sup>
<b>San Diego County</b>
Target LOS Standard: LOS D <sup>2</sup>
Performance Standards: Significant impact if project would increase ADT by 200 trips for roads operating at LOS E or 100 trips for roads operating at LOS F. <sup>2</sup>
<b>City of Escondido</b>
Target LOS Standard: LOS C <sup>3</sup>
Performance Standards: Significant impact if project would increase V/C of 0.02 for roads operating at LOS D, E, or F. <sup>3</sup>
<b>City of Poway</b>
Target LOS Standard: LOS D <sup>4</sup>
Performance Standards: No performance standards identified.
<b>City of San Diego</b>
Target LOS: Standard LOS D <sup>5</sup>
Performance Standards: Significant impact if project would increase V/C of 0.02 for roads operating at LOS E or F. <sup>5</sup>

Sources:

- <sup>1</sup> Guide for the Preparation of Traffic Impact Studies (Caltrans 2002)
- <sup>2</sup> Final 2008 Congestion Management Program Update (SANDAG 2008)
- <sup>3</sup> City of Escondido Traffic Impact Analysis Guideline (City of Escondido 2013)
- <sup>4</sup> City of Poway General Plan, Transportation Master Element (City of Poway 2010)
- <sup>5</sup> Traffic Impact Study Manual (City of San Diego 1998)

Key:

- Caltrans = California Department of Transportation
- LOS = level of service
- SR = State Route
- V/C = vehicle to capacity ratio

**Table 3.15-6 Transportation Permits**

<b>Caltrans</b>
Oversize Vehicle Permit: A special permit must be obtained to operate or move a vehicle or combination of vehicles or special mobile equipment of a size or weight of vehicle or load exceeding the maximum limitations on State highways. Maximum limitations are generally as follows: Width = 102", Height = 14', Length = 75', Weight = 80,000 lbs. <sup>1</sup>
Encroachment Permit: An encroachment permit must be obtained for all proposed activities related to the placement of encroachments within, under, or over the State highway rights-of-way. <sup>1</sup>
<b>San Diego Association of Governments' Congestion Management</b>
No Permit Requirements Identified.
<b>San Diego County</b>
Oversize Vehicle Permit: Sec. 71.2. Moving Buildings and Structures: No person shall move or cause to be moved along any highway any building or structure (includes vehicles) without first obtaining from the Director, Department of Public Works a permit so to do. <sup>2</sup>
Encroachment Permit: Sec. 71.6 Encroachment: No person shall place, change or renew an encroachment in, under or over any portion of a highway, pathway or trail, without first obtaining from the Director a written permit. <sup>2</sup>
<b>City of Escondido</b>
Oversize Vehicle Permit: Sec 28-128. Use of truck routes:
(a) When truck routes are established by the council and designated by appropriate signs, the operator of any vehicle exceeding a maximum gross weight limit of ten (10) tons shall drive on such routes and none other, except that nothing in this section shall prohibit the operator of any vehicle exceeding a maximum gross weight of ten (10) tons coming from a "Truck Route" having ingress and egress by direct route to and from restricted streets when necessary for the purpose of making pickups or deliveries of goods, wares and merchandise from or to any building or structure located on such restricted streets or for the purpose of delivering materials to be used in the actual and bona fide repair, alteration, remodeling or construction of any building or structure upon such restricted streets for which a building permit has previously been obtained .
(b) The provisions of subsection (a) shall not apply to any vehicle owned by a public utility or a licensed contractor while necessarily in use in the construction, installation or repair of any public utility. <sup>3</sup>
Encroachment Permit: Sec. 23-8. Encroachment permits: No person shall excavate, construct improvements, grade, or encroach within any public right-of-way of the City of Escondido without an encroachment permit. <sup>3</sup>
<b>City of Poway</b>
Oversize Vehicle Permit: Section 10.42. Truck Routes and Maximum Gross Weight Limits: No person, corporation, or any other organization shall use or operate any commercial vehicle or any vehicle exceeding 20,000 pounds rated gross vehicle weight on or over any street, road or public right-of-way within the City except on designated truck routes. The ordinance does not apply to any vehicle owned by a public utility or a licensed contractor while necessarily in use in connection, installation or repair of any public utility. <sup>4</sup>
Encroachment Permit: Section 12.24. Encroachment: No person shall place, change or renew an encroachment in, under or over any portion of a highway, without first obtaining a written permit from the Director of Public Services . <sup>4</sup>
<b>City of San Diego</b>
Oversize Vehicle Permit: §85.04 Commercial Vehicles Prohibited on Certain Streets: No person shall operate a commercial vehicle of the rated capacity of one (1) ton or more on a street designated and posted as established in (a) of this section. The provisions of this section shall not apply to passenger buses or public utility vehicles under the jurisdiction of the Public Utility Commission nor to commercial vehicles having a destination or point of origin on such street. <sup>5</sup>

**Table 3.15-6 Transportation Permits**

Encroachment Permit: §62.12: Excavations in the Public Right-of-Way: It shall be unlawful for any person or public utility to excavate within the roadway section of a street in the public right-of-way without a valid Public Right-of-Way Permit issued in accordance with Section.<sup>5</sup>

Sources:

- <sup>1</sup> California Vehicle Code Section 35100-35111, Section 35250-35252, 35400-35414, 35550-35558; and Streets and Highway Code Section 670-69 (California Law 2017)
- <sup>2</sup> Title 7, Chapter 1, Section 71.102.1 (American Legal Publishing Corporation 2015)
- <sup>3</sup> Escondido Municipal Code: Chapter 23 Streets and Sidewalks, Chapter 28 Traffic (Quality Code Publishing 2017)
- <sup>4</sup> Poway Municipal Code: Chapter 10.42 Truck Routes and Maximum Gross Weight Limits, Chapter 12.24 Encroachments (Code Publishing 2017)
- <sup>5</sup> San Diego Municipal Code, Chapter 8 Traffic and Vehicles, Article 5 Special Regulations (City of San Diego 2017)

Key:

Caltrans = California Department of Transportation

Lbs = pounds

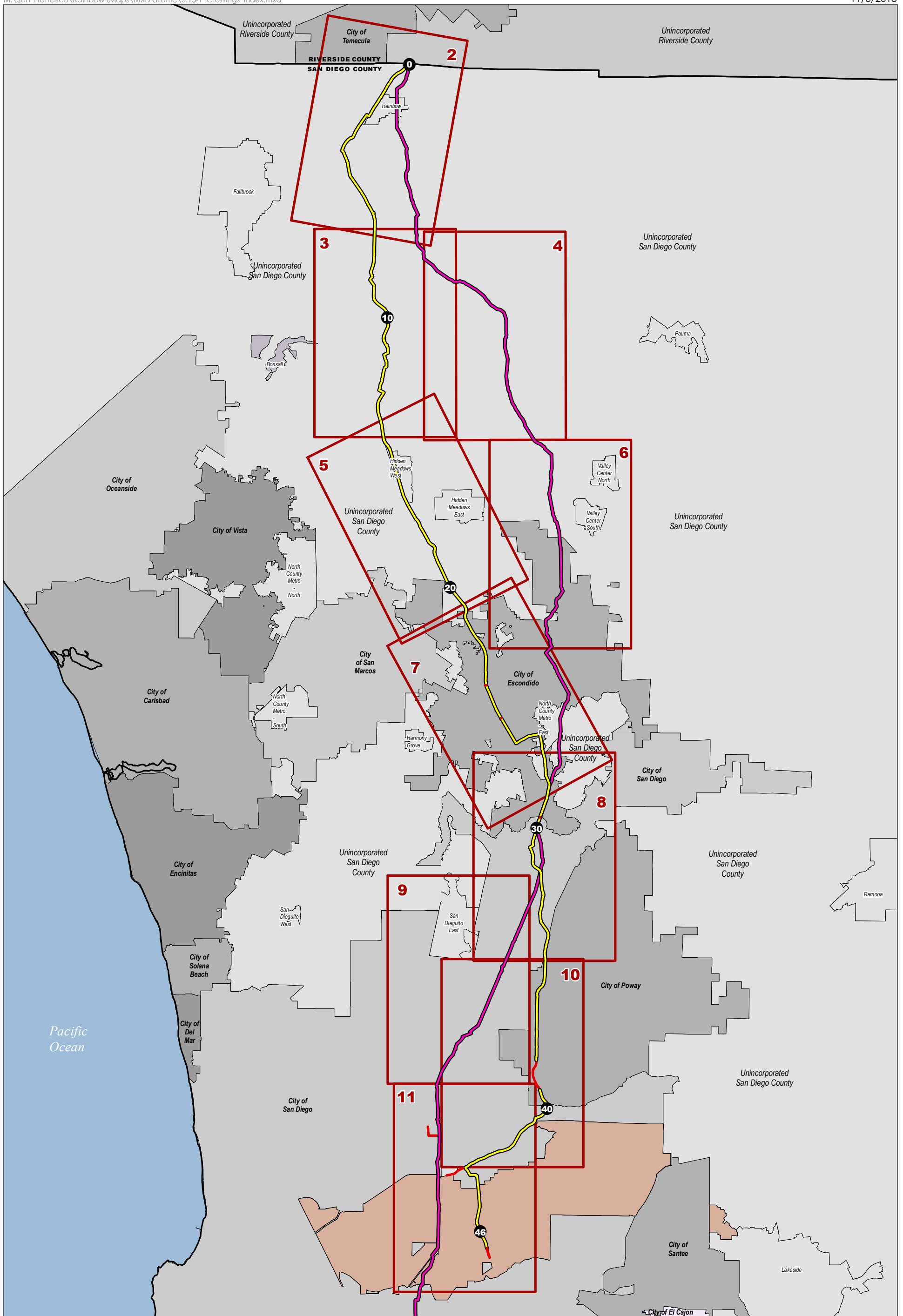
V/C = Vehicle to Capacity ratio

### 3.15.3 Draft Significance Criteria

Had an impact analysis been completed for the proposed project, significance criteria would likely have been based on California Environmental Quality Act Guidelines Appendix G. An impact might have been considered significant if the project would:

- a) Conflict with an applicable plan, ordinance or policy establishing measures of 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 LOS standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;
- c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;
- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- e) Result in inadequate emergency access; and
- f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

### 3.15.4 Draft Analytical Figures



- Milepost
- Line 3602
- Tie-Ins & Extensions
- Existing Line 1600
- MCAS Miramar
- Map Series Index

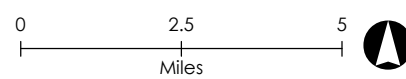
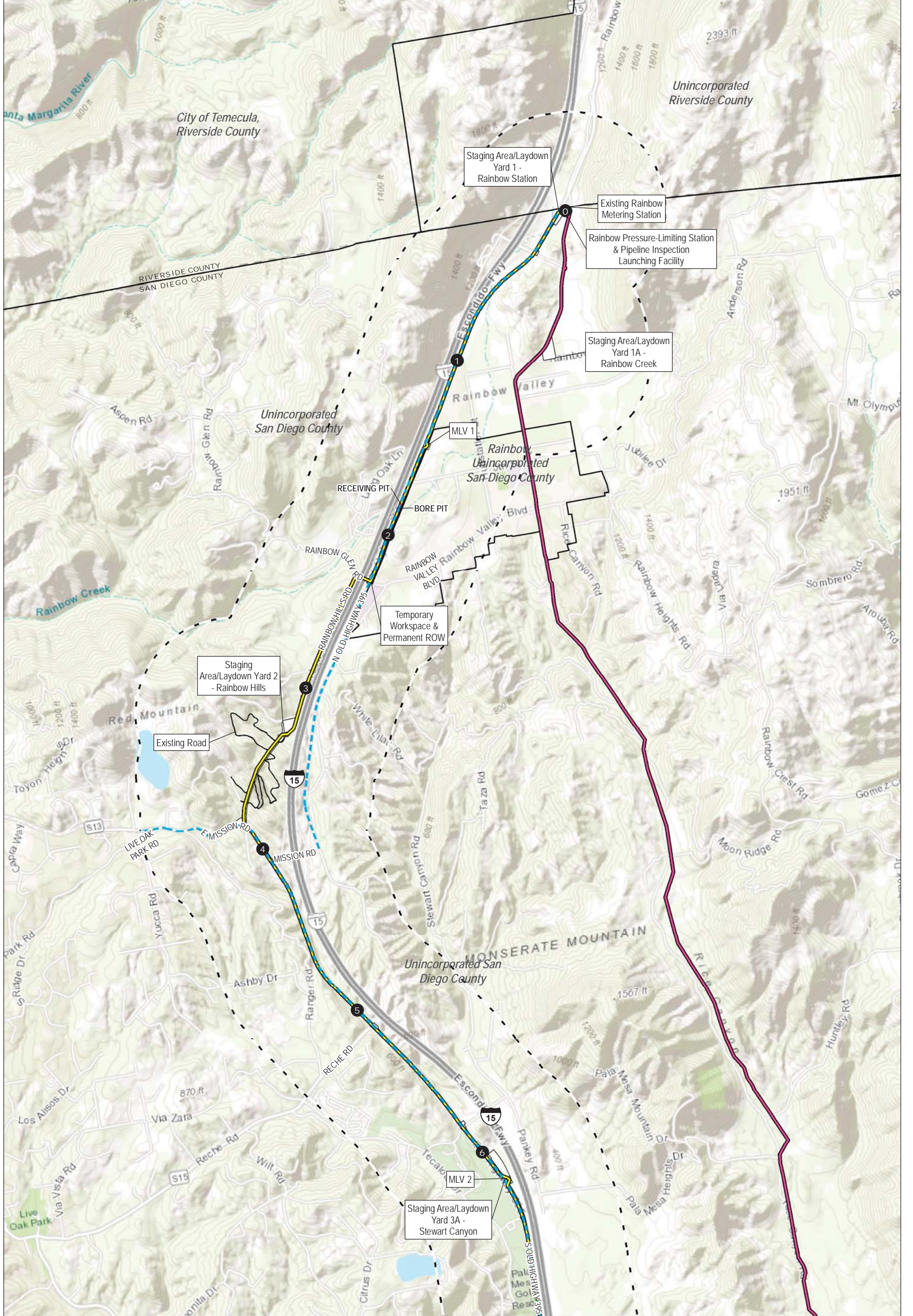


Figure 3.15-1  
**Transportation Facilities  
 in the Study Area**  
 Page 1 of 11  
 Pipeline Safety and Reliability  
 Project - New Natural Gas  
 Line 3602 and De-rating  
 Line 1600  
 San Diego County, CA





<b>1</b> Milepost	<b>Bicycle Facilities</b>	<b>Key:</b> ROW Right-Of-Way
Line 3602	Bike Lane	
Existing Line 1600		
Bore Pits		
Workspaces		
Municipal Boundary		
0.5-Mile Buffer		

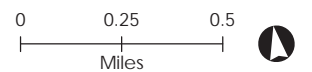
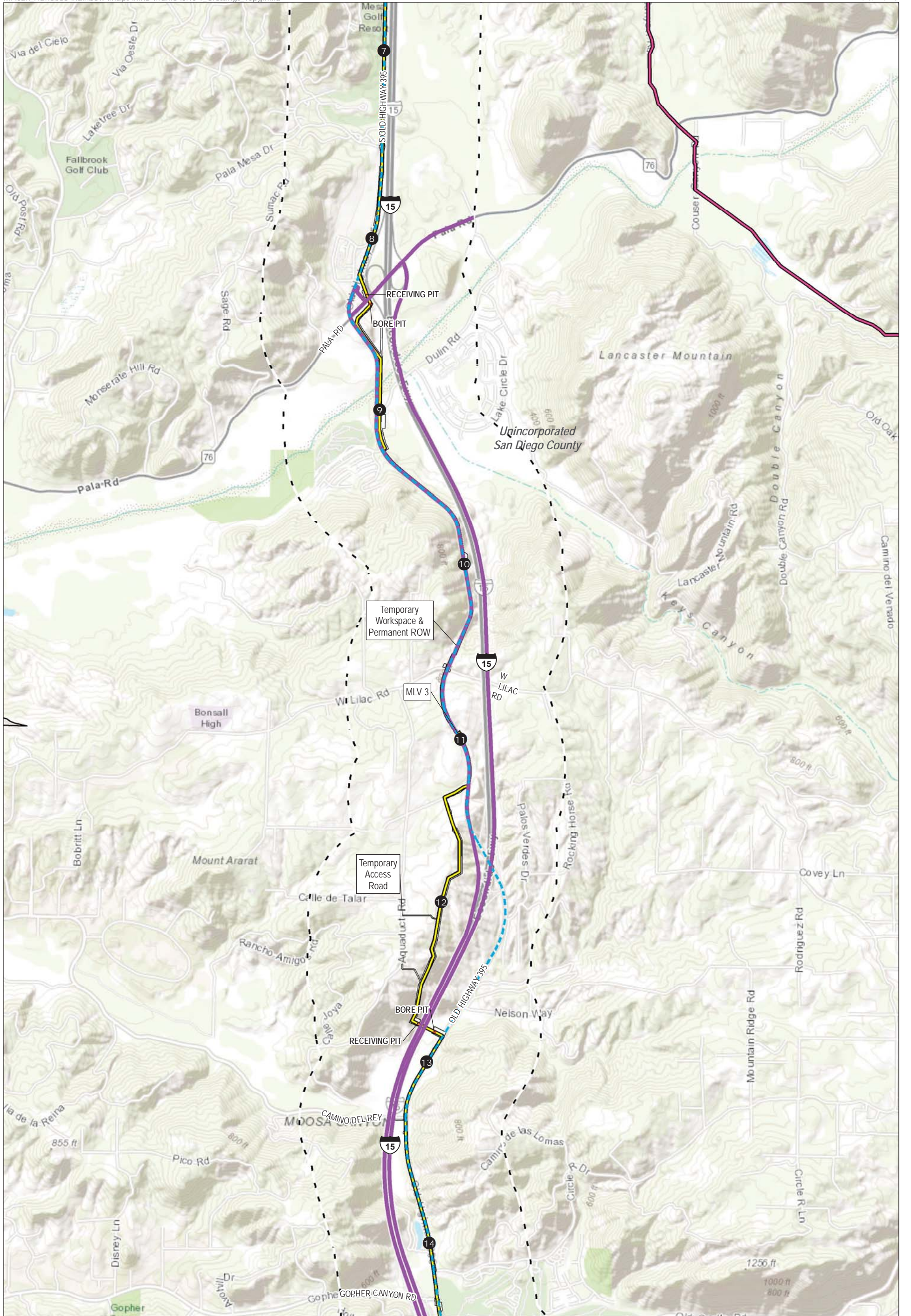


Figure 3.15-1  
**Transportation Facilities  
 in the Study Area**  
 Page 2 of 11  
 Pipeline Safety and Reliability  
 Project - New Natural Gas  
 Line 3602 and De-rating  
 Line 1600  
 San Diego County, CA





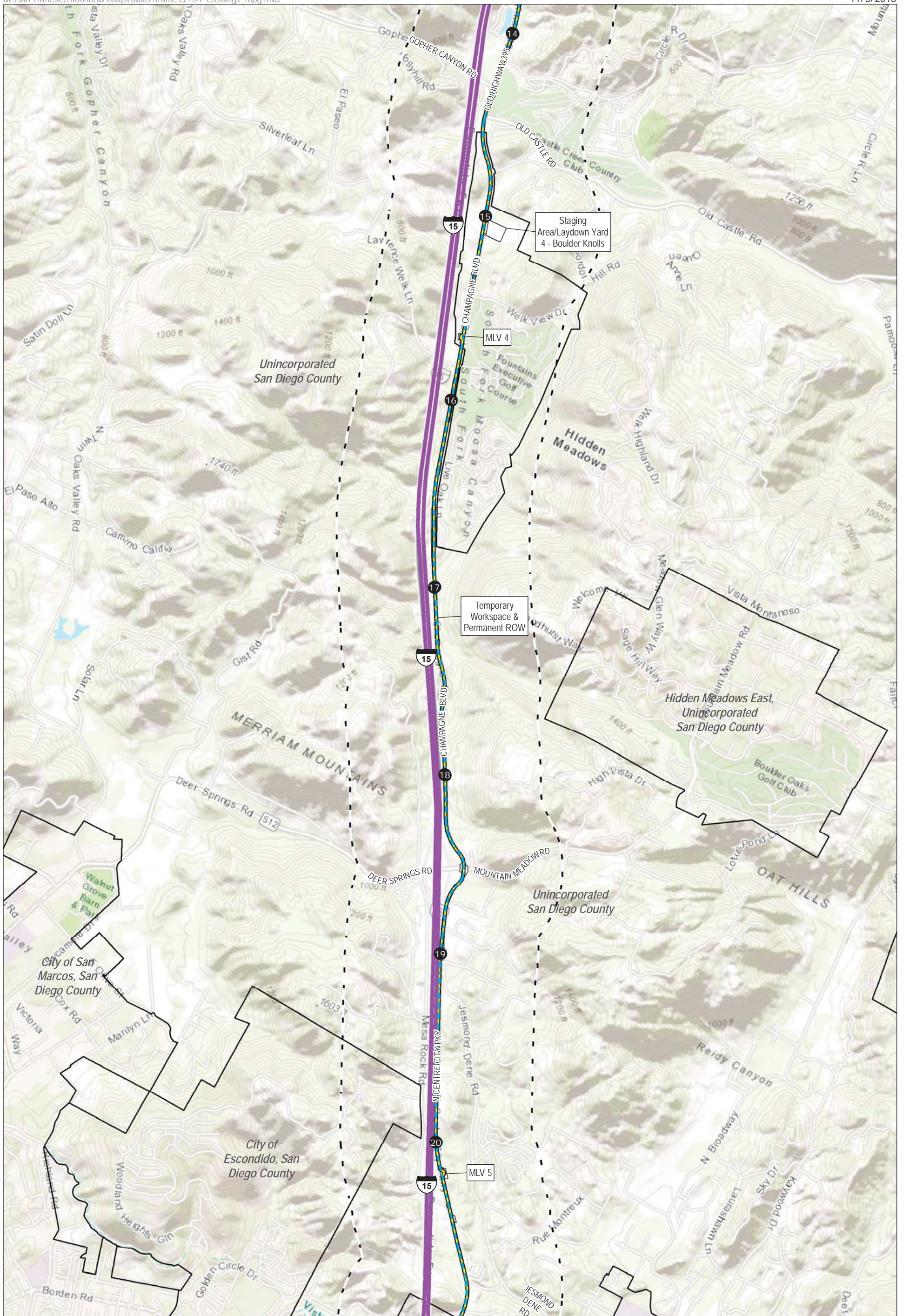
<b>1</b> Milepost	<b>Bicycle Facilities</b>	<b>Key:</b> ROW Right-Of-Way
Line 3602	Bike Lane	
Existing Line 1600	<b>Transit</b>	0 0.25 0.5 Miles
Bore Pits	Bus	
Workspaces		
Municipal Boundary		
0.5-Mile Buffer		

Figure 3.15-1  
**Transportation Facilities  
 in the Study Area**  
 Page 3 of 11  
 Pipeline Safety and Reliability  
 Project - New Natural Gas  
 Line 3602 and De-rating  
 Line 1600  
 San Diego County, CA







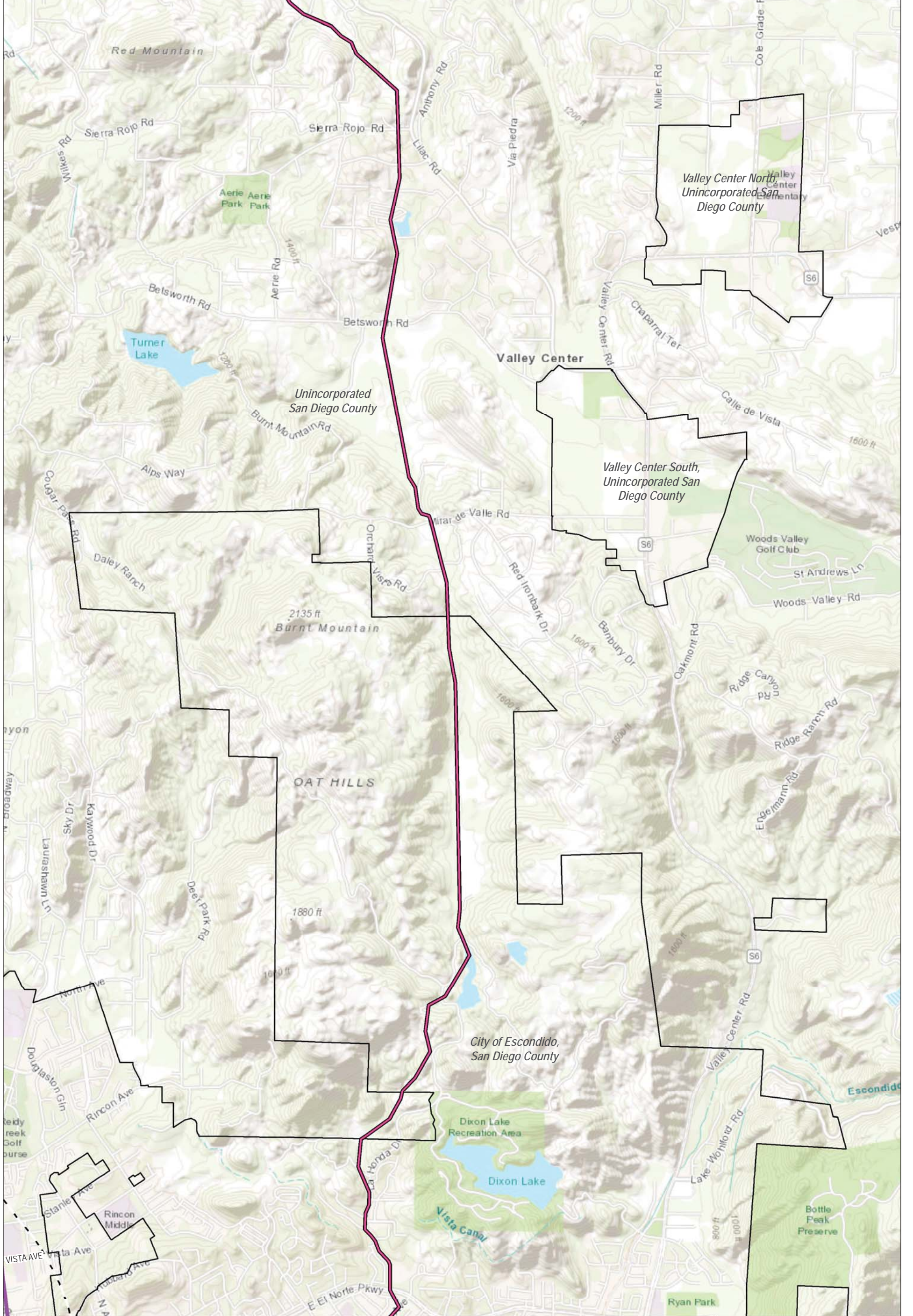


Milepost	Transit	<b>Key:</b> ROW Right-Of-Way
Line 3602	Bus	
Workspaces		0 0.25 0.5 Miles
Municipal Boundary		
0.5-Mile Buffer		
<b>Bicycle Facilities</b>		
Bike Lane		

Figure 3.15-1  
**Transportation Facilities  
 in the Study Area**  
 Page 5 of 11  
 Pipeline Safety and Reliability  
 Project - New Natural Gas  
 Line 3602 and De-rating  
 Line 1600  
 San Diego County, CA

Sources: ESRI 2018; SanGIS 2016, 2017; SDG&E 2017; USMC 2017



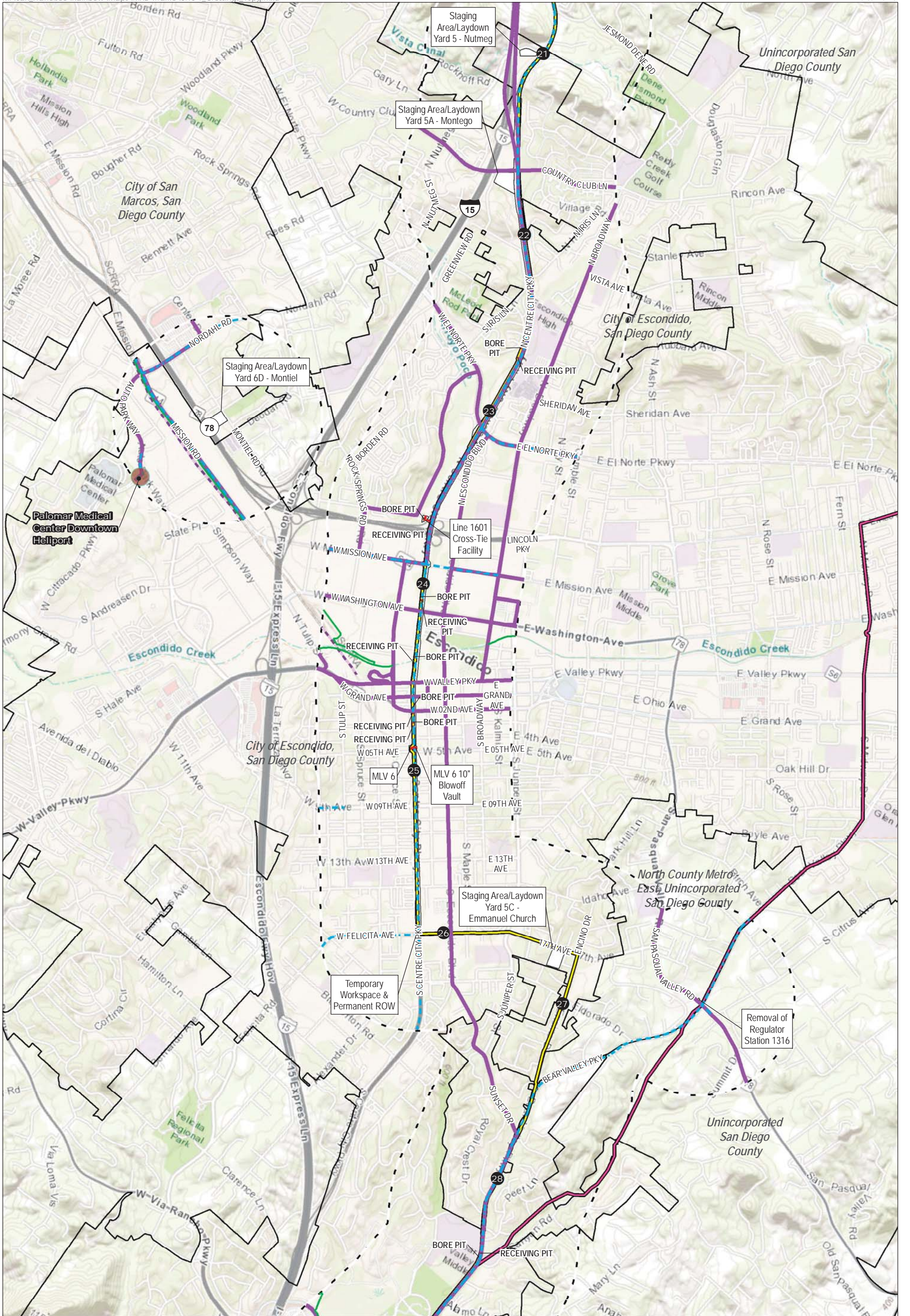


- Existing Line 1600
- Municipal Boundary
- 0.5-Mile Buffer
- Transit**
- Bus



Figure 3.15-1  
**Transportation Facilities  
 in the Study Area**  
 Page 6 of 11  
 Pipeline Safety and Reliability  
 Project - New Natural Gas  
 Line 3602 and De-rating  
 Line 1600  
 San Diego County, CA

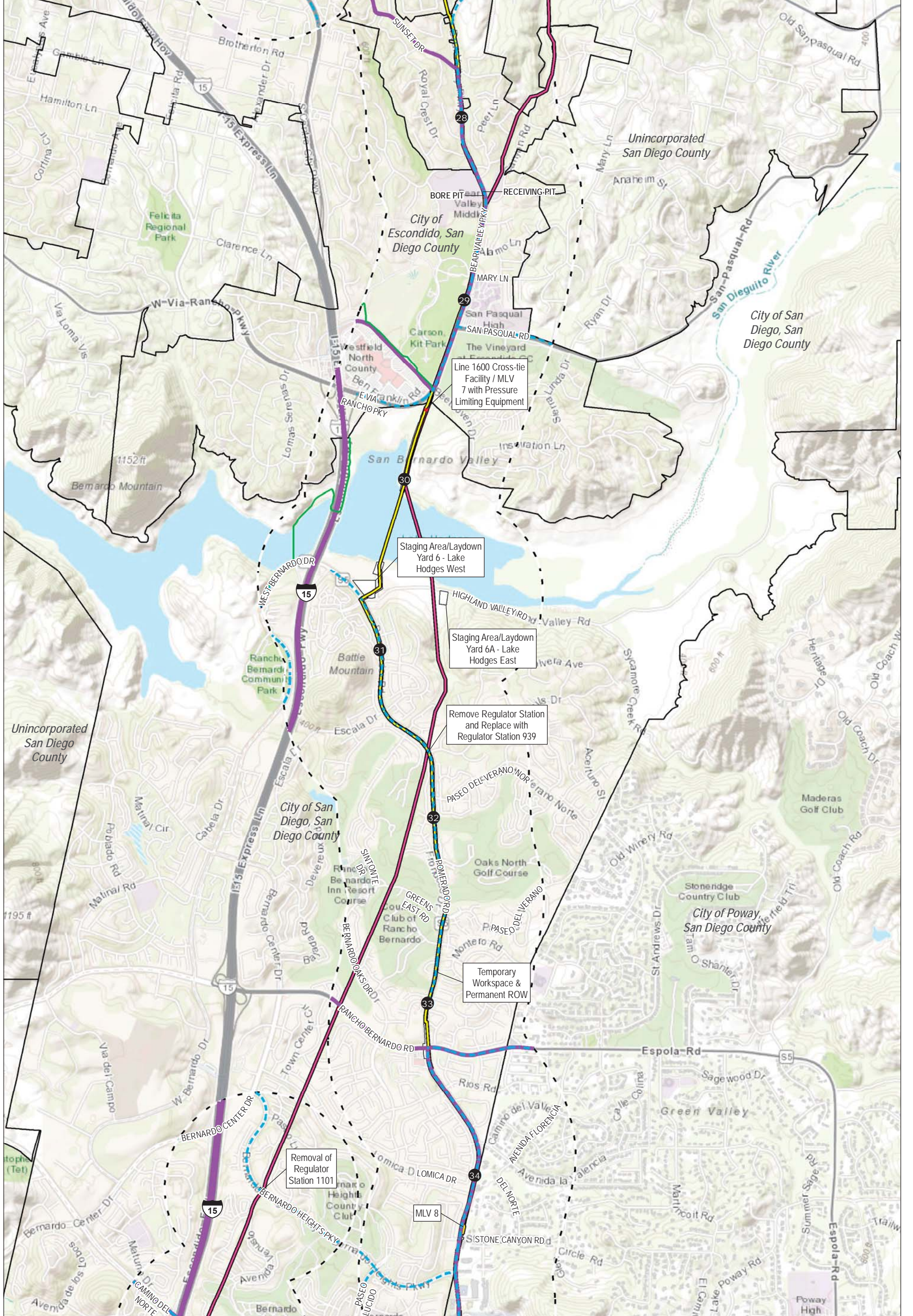




<ul style="list-style-type: none"> <li>① Milepost</li> <li>— Line 3602</li> <li>— Tie-Ins &amp; Extensions</li> <li>— Existing Line 1600</li> <li>□ Bore Pits</li> <li>□ Workspaces</li> <li>□ Municipal Boundary</li> </ul>	<ul style="list-style-type: none"> <li>□ 0.5-Mile Buffer</li> <li>— Bicycle Facilities</li> <li>— Bike Lane</li> <li>— Multi-Use Path</li> <li>— Transit</li> <li>— Tram, Streetcar, Light rail</li> <li>— Bus</li> </ul>	<ul style="list-style-type: none"> <li>● Heliport</li> </ul>	<p><b>Key:</b>          MLV Mainline Valve          ROW Right-Of-Way</p>	<p>Figure 3.15-1  <b>Transportation Facilities          in the Study Area</b>          Page 7 of 11          Pipeline Safety and Reliability          Project - New Natural Gas          Line 3602 and De-rating          Line 1600          San Diego County, CA</p>
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0 0.25 0.5  
Miles





- ① Milepost
- Line 3602
- Tie-Ins & Extensions
- Existing Line 1600
- Bore Pits
- Workspaces
- Municipal Boundary
- 0.5-Mile Buffer
- Bicycle Facilities
- Bike Lane
- Multi-Use Path
- Transit
- Bus

Key:  
ROW Right-Of-Way

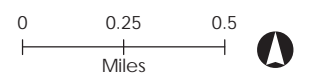


Figure 3.15-1  
**Transportation Facilities  
 in the Study Area**  
 Page 8 of 11  
 Pipeline Safety and Reliability  
 Project - New Natural Gas  
 Line 3602 and De-rating  
 Line 1600  
 San Diego County, CA



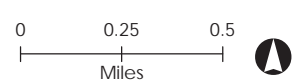
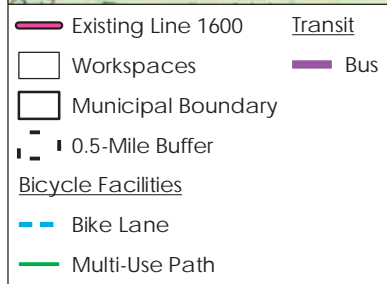
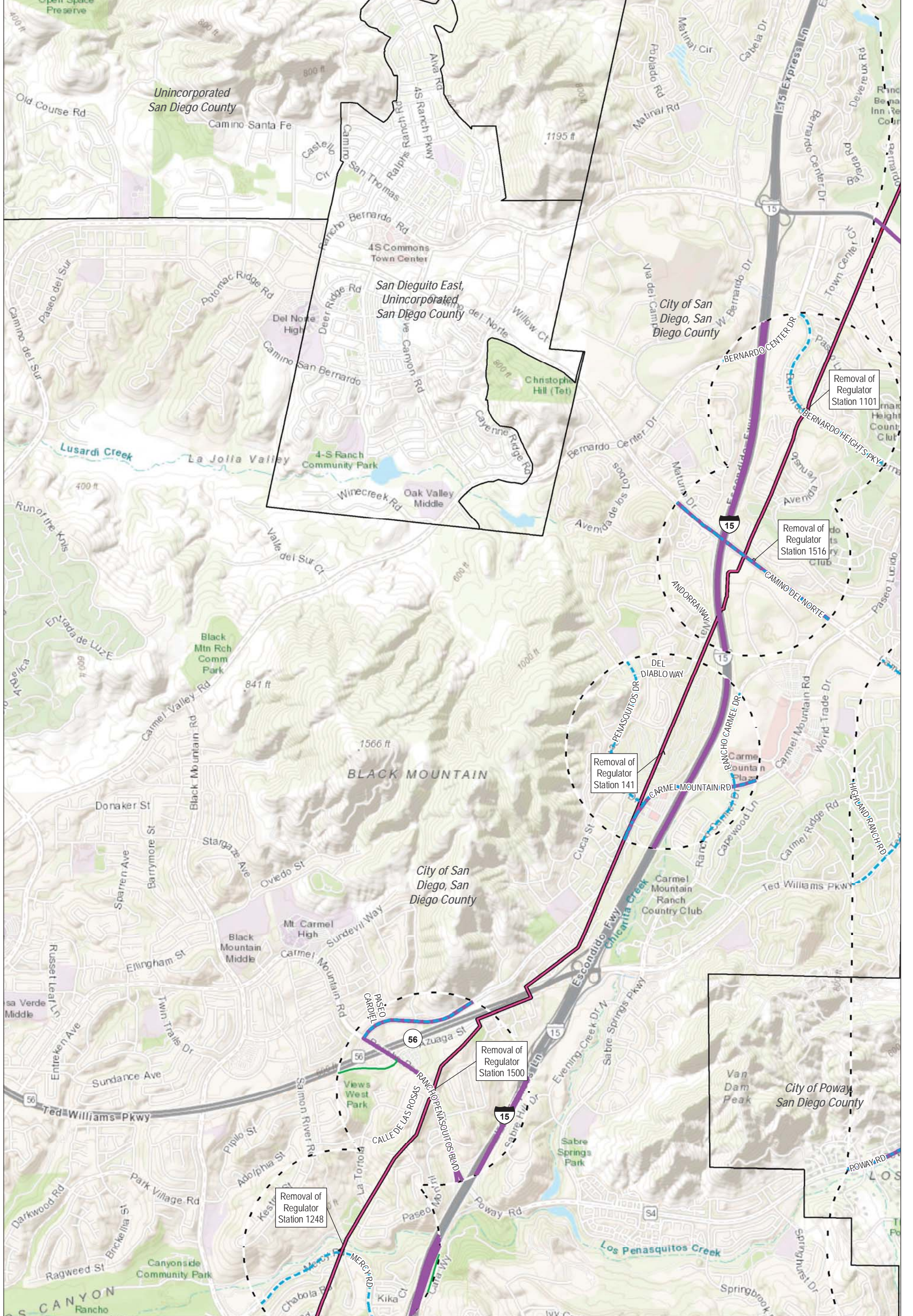
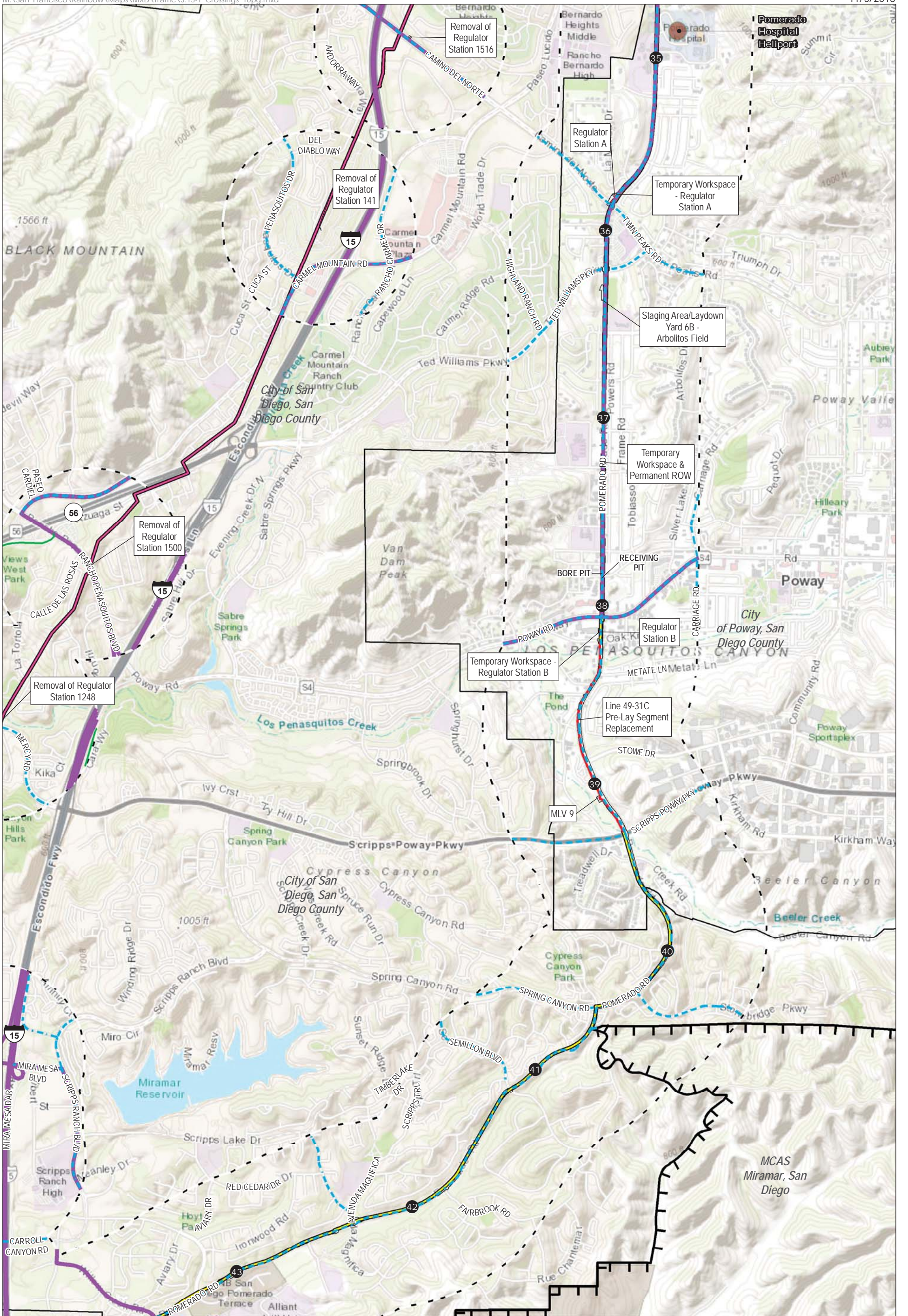


Figure 3.15-1  
**Transportation Facilities  
 in the Study Area**  
 Page 9 of 11  
 Pipeline Safety and Reliability  
 Project - New Natural Gas  
 Line 3602 and De-rating  
 Line 1600  
 San Diego County, CA





- ① Milepost
- Line 3602
- Tie-Ins & Extensions
- Existing Line 1600
- Workspaces
- ☐ MCAS Miramar
- Municipal Boundary
- - - 0.5-Mile Buffer
- Bicycle Facilities
- Bike Lane
- Multi-Use Path
- Transit
- Bus
- Heliport

Key:  
ROW Right-Of-Way

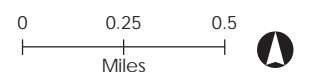
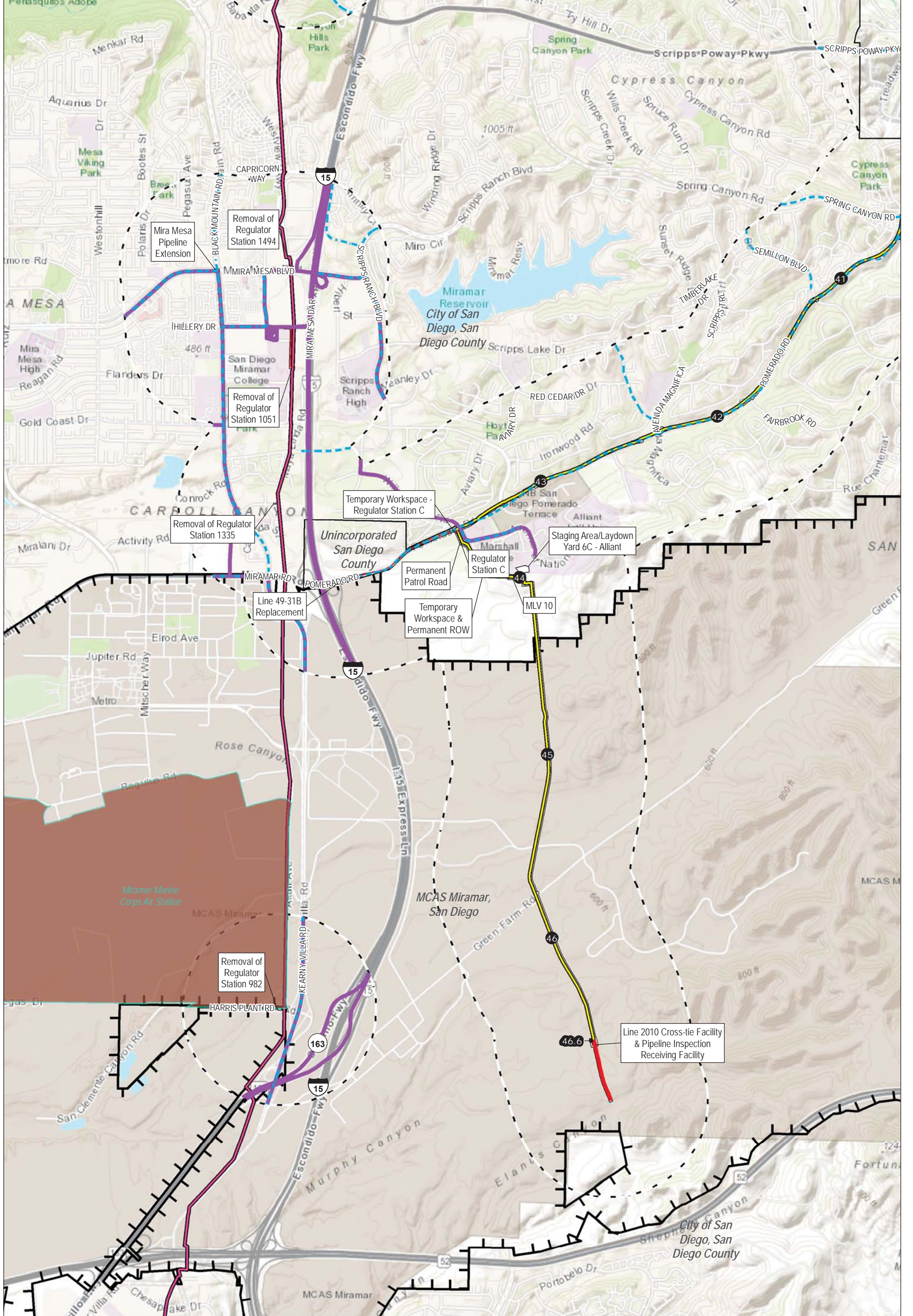


Figure 3.15-1  
**Transportation Facilities  
 in the Study Area**  
 Page 10 of 11  
 Pipeline Safety and Reliability  
 Project - New Natural Gas  
 Line 3602 and De-rating  
 Line 1600  
 San Diego County, CA





<ul style="list-style-type: none"> <li> Milepost</li> <li> Line 3602</li> <li> Tie-Ins &amp; Extensions</li> <li> Existing Line 1600</li> <li> Workspaces</li> <li> MCAS Miramar</li> <li> Municipal Boundary</li> </ul>	<ul style="list-style-type: none"> <li> 0.5-Mile Buffer</li> <li> Bicycle Facilities</li> <li> Bike Lane</li> <li> Transit</li> <li> Bus</li> <li> Airports</li> </ul>	<p><b>Key:</b>   Right-Of-Way</p> <p>0 0.25 0.5  Miles </p>	<p><b>Figure 3.15-1</b>  <b>Transportation Facilities</b>  <b>in the Study Area</b>  Page 11 of 11  Pipeline Safety and Reliability  Project - New Natural Gas  Line 3602 and De-rating  Line 1600  San Diego County, CA</p>
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