Appendix A
Notice of Preparation

NOP

CITY OF ENCINITAS

DEVELOPMENT SERVICES DEPARTMENT

Notice of Scoping Meeting and Preparation of a Draft Environmental Impact Report

Date: September 1, 2022

To: State Clearinghouse, Responsible Agencies, Trustee Agencies, Organizations, and Interested Persons

Lead Agency: City of Encinitas, Department of Policy Planning & Housing
505 S. Vulcan Avenue
Encinitas, California 92024
Jennifer Gates, Planning Manager
Phone: (760) 633-2686
Email: jgates@encinitas.gov.

Project Title: Mobility Element Update

Project Location: City-wide. The regional location is shown in Figure 1. The project location and City boundary is shown in Figure 2. The City of Encinitas lies in northern San Diego County, approximately 25 miles north of the City of San Diego. It encompasses 20.2 square miles and is considered almost fully developed. It is bordered by the City of Carlsbad to the north, the City of Solana Beach to the South, and unincorporated San Diego County to the east. Interstate 5 and Coast Highway 101 both cut through the western half City of Encinitas from north to south.

Project Applicant: City of Encinitas (Development Services Department)

SCOPING MEETING: Pursuant to PRC Section 21080.4(b), the lead agency is hosting an in person scoping meeting on **Monday, September 19, 2022, from 5:00 PM to 7:00 PM** to present on the project and solicit comments. Please note that depending on the number of attendees, the meeting could end earlier than 7:00 PM.

This meeting will be held in the Poinsettia Room at City Hall, located at 505 S. Vulcan Ave., Encinitas, CA 92024.

This meeting will be an open house format and interested parties may drop in to review the proposed project exhibits and submit written comments on the scope of the Draft EIR during the meeting. Information is also available at encinitasca.gov/mobilityelement.

If you have any questions regarding this scoping meeting, please contact Jennifer Gates, Planning Manager, at jgates@encinitasca.gov or (760) 633-2714, or Evan Jedynak, at ejedynak@encinitasca.gov or (760) 633-2686.

NOTICE OF PREPARATION (NOP): Notice is hereby given that the City of Encinitas, as the lead agency, is proposing to prepare a Programmatic Environmental Impact Report (PEIR) in accordance with the California Environmental Quality Act (CEQA) for the proposed project as identified below. This Notice of Preparation (NOP) has been prepared pursuant to PRC Section 21092.3. The City needs to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. This NOP of a PEIR and a Scoping Meeting was publicly noticed and distributed on Friday, September 02, 2022. This notice was also published in The Coast News.

NOP Comment Period: The City of Encinitas invites you to comment on the scoping for the PEIR. The NOP is available for a 30-day public review period from Friday, September 02, 2022, to Monday, October 03, 2022. Pursuant to CEQA Guidelines Section 15082, responsible and trustee agencies and other interested parties, including members of the public, must submit any comments in response to this notice **no later than 5:00 PM on Monday, October 03, 2022**. Please send your responses to the City of Encinitas Department of Policy Planning & Housing c/o Jennifer Gates and Evan Jedynak at the address listed under “Lead Agency”. During this period, the NOP will be available for review, or for purchase at the cost of reproduction, at the Development Services Department located at City Hall (505 S. Vulcan Ave. Encinitas, CA 92024) during regular business hours (8:00 a.m. to 5:00 p.m.), at the Encinitas Community Center, Encinitas and Cardiff public libraries, and on the City’s website at: encinitasca.gov/mobilityelement.

Project Description: To address changes in California State legislation, a changing regional context and forecasted future growth, the City of Encinitas is updating its Circulation Element, also known as the Mobility Element. The Mobility Element Update will provide a long-term blueprint that guides transportation decision making, plans for diverse modes and mobility options, envisions future mobility improvements, and includes updated goals, policies, and multi-modal networks. The Mobility Element Update will revise the City’s existing Circulation Element policies to account for changes made to state law with the recent development of several mode-specific, strategic, community and neighborhood plans to create one, cohesive mobility framework. The Update will also include changes to the City’s roadway classifications through analysis of vehicle miles traveled (VMT) thresholds per SB 743, and metrics such as safety, bicycle, and pedestrian level of comfort (LOC), and trips-by-mode share.

This Mobility Element Update will include the reclassification of roadways as seen in Figure 3. The MEU will also consider separate recent planning documents, including the Encinitas Climate Action Plan (CAP), Coastal Mobility and Livability Study (CMLS), Rail Corridor Vision Study (RCVS), Active Transportation Plan (ATP), Modal Alternatives Plan (MAP), and the El Camino Real Specific Plan (ECRSP).

The objectives of the Mobility Element Update are:

1. Improve the safety, interconnectivity, accessibility, and comfort of all multi-modal corridors to maximize the number of trips made by foot, transit, micro-mobility and bicycle to schools, parks, neighborhoods, the coast, and shopping areas.
2. Provide for, expand, and sustain a mix of transportation modes that meets the existing and future transportation needs of all Encinitas residents and visitors, and minimizes impacts to the community and environmental character.
3. Promote a long-term, coordinated program that provides standards and/or direction for improvements to the public-right- of-way to enhance the identity of specific areas and create street design solutions to accommodate all modes of travel.

4. Update existing classifications and overlays within the Mobility Element so that the Encinitas circulation network responds to the present and future circulation needs of all users.
5. Consolidate existing and new policies in its various mode-specific, strategic, community and neighborhood plans, (including the CAP, Coastal Mobility and Livability Study (CMLS), Rail Corridor Vision Study (RCVS) and the Active Transportation Plan (ATP), etc.), into one cohesive citywide framework.

Environmental Impact Report: The City of Encinitas, as the lead agency under CEQA, will prepare a PEIR for the Mobility Element Update in accordance with CEQA. The Mobility Element Update is considered a "project" under CEQA, and therefore is subject to CEQA review. The EIR will evaluate potential environmental impacts associated with adoption and implementation of the Mobility Element Update. The EIR will disclose potential impacts of the Mobility Element Update, propose mitigation measures to avoid and/or reduce impacts deemed potentially significant, identify reasonable alternatives, and compare the environmental impacts of the alternatives to the proposed Project's impacts.

Pursuant to Section 15063(a) of the CEQA Guidelines, an Initial Study will not be prepared. Instead, the EIR will evaluate issues that have potentially significant impacts. Resource categories will be evaluated to determine if the project has potentially significant impacts, and what mitigation measures might be required to reduce these impacts. The EIR will also evaluate potential cumulative impacts, growth inducement and other CEQA-required topics.

ATTACHMENTS:
Figure 1. Project Vicinity (Regional Location)
Figure 2. Project Location
Figure 3. Proposed Classification Network

Figure 1. Project Vicinity (Regional Location)

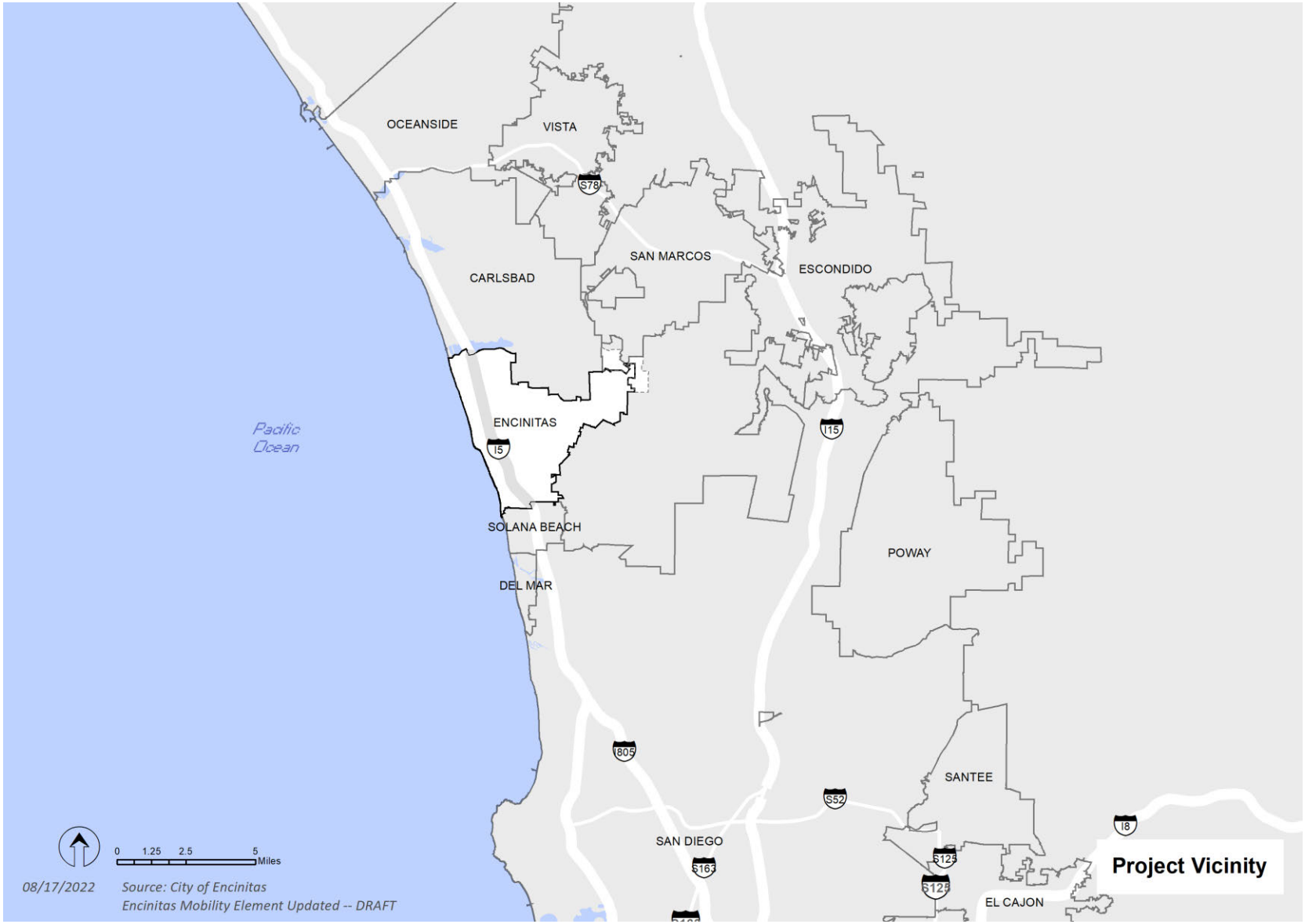


Figure 2. Project Location

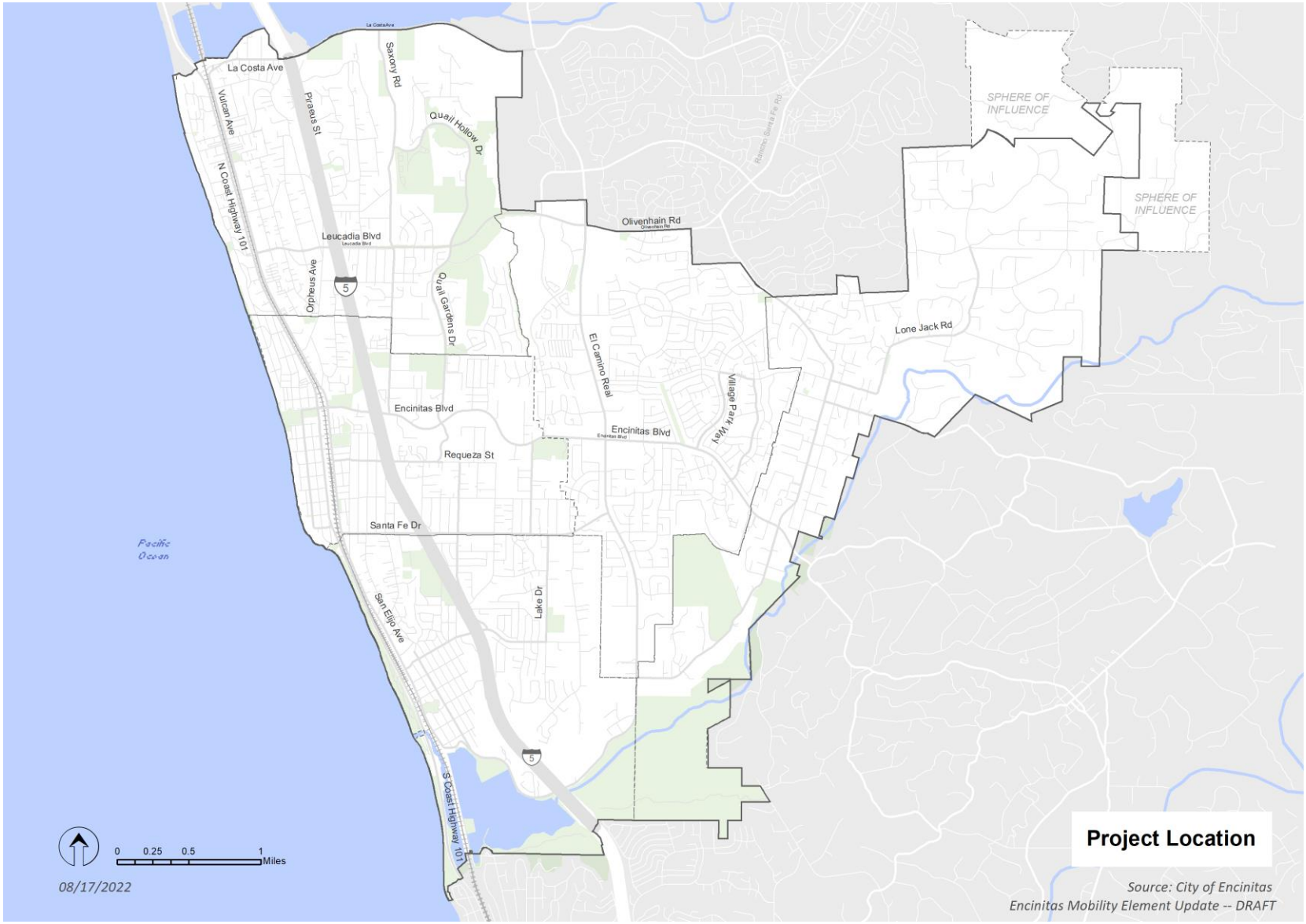
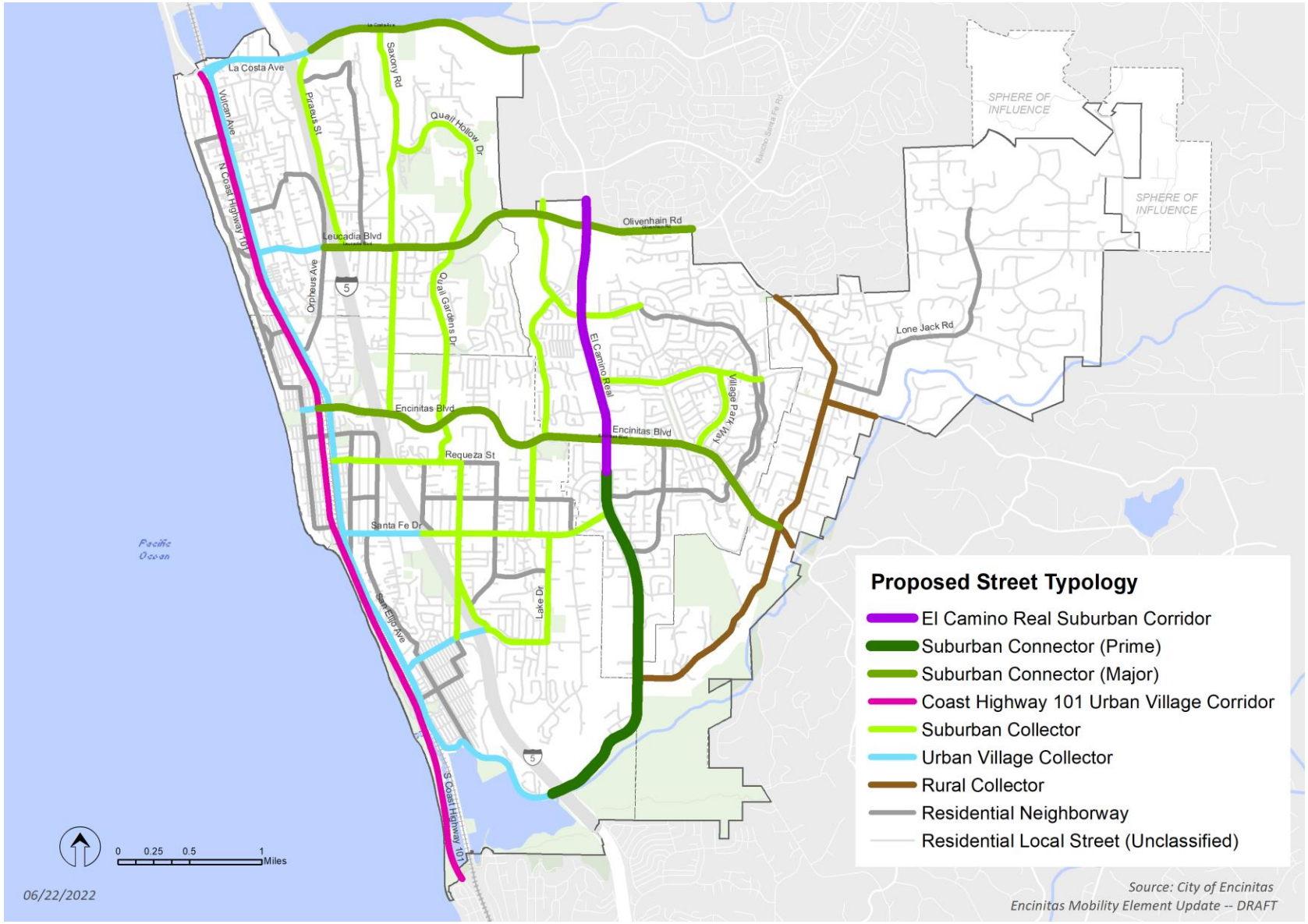


Figure 3. Proposed Classification Network



Comment Letters

California Department of Transportation

DISTRICT 11
4050 TAYLOR STREET, MS-240
SAN DIEGO, CA 92110
(619) 709-5152 | FAX (619) 688-4299 TTY 711
www.dot.ca.gov

September 28, 2022

11-SD-5
PM VAR
Mobility Element Update
NOP/SCH#2022080705

Ms. Jennifer Gates
Planning Manager
City of Encinitas
505 South Vulcan Ave.
Encinitas, CA 92024

Dear Ms. Gates:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Notice of Preparation (NOP) for the Mobility Element Update located near Interstate 5 (I-5). The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities.

Safety is one of Caltrans' strategic goals. Caltrans strives to make the year 2050 the first year without a single death or serious injury on California's roads. We are striving for more equitable outcomes for the transportation network's diverse users. To achieve these ambitious goals, we will pursue meaningful collaboration with our partners. We encourage the implementation of new technologies, innovations, and best practices that will enhance the safety on the transportation network. These pursuits are both ambitious and urgent, and their accomplishment involves a focused departure from the status quo as we continue to institutionalize safety in all our work.

Caltrans is committed to prioritizing projects that are equitable and provide meaningful benefits to historically underserved communities, to ultimately improve transportation accessibility and quality of life for people in the communities we serve.

We look forward to working with the City of Encinitas in areas where the City and Caltrans have joint jurisdiction to improve the transportation network and connections between various modes of travel, with the goal of improving the experience of those who use the transportation system.

Caltrans has the following comments:

Traffic Impact Study

- A Vehicle Miles of Travel (VMT) based Traffic Impact Study (TIS) should be provided for this project. Please use the Governor's Office of Planning and Research Guidance to identify VMT related impacts.[1]

- The TIS may also need to identify the proposed project's near-term and long-term safety or operational issues, on or adjacent to any existing or proposed State facilities.

Complete Streets and Mobility Network

Caltrans views all transportation improvements as opportunities to improve safety, access and mobility for all travelers in California and recognizes bicycle, pedestrian and transit modes as integral elements of the transportation network. Caltrans supports improved transit accommodation through the provision of Park and Ride facilities, improved bicycle and pedestrian access and safety improvements, signal prioritization for transit, bus on shoulders, ramp improvements, or other enhancements that promotes a complete and integrated transportation network. Early coordination with Caltrans, in locations that may affect both Caltrans and the City of Encinitas is encouraged.

To reduce greenhouse gas emissions and achieve California's Climate Change target, Caltrans is implementing Complete Streets and Climate Change policies into State Highway Operations and Protection Program (SHOPP) projects to meet multi-modal mobility needs. Caltrans looks forward to working with the City to evaluate potential Complete Streets projects.

Maintaining bicycle, pedestrian, and public transit access during construction is important. Mitigation to maintain bicycle, pedestrian, and public transit access during construction is in accordance with Caltrans' goals and policies.

Land Use and Smart Growth

Caltrans recognizes there is a strong link between transportation and land use. Development can have a significant impact on traffic and congestion on State transportation facilities. In particular, the pattern of land use can affect both local vehicle miles traveled and the number of trips. Caltrans supports collaboration with

[1] California Governor's Office of Planning and Research (OPR) 2018. "Technical Advisory on Evaluating Transportation Impacts in CEQA." https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

local agencies to work towards a safe, functional, interconnected, multi-modal transportation network integrated through applicable "smart growth" type land use planning and policies.

The City should continue to coordinate with Caltrans to implement necessary improvements at intersections and interchanges where the agencies have joint jurisdiction.

Environmental

Caltrans welcomes the opportunity to be a Responsible Agency under the California Environmental Quality Act (CEQA), as we have some discretionary authority of a portion of the project that is in Caltrans' R/W through the form of an encroachment permit process. We look forward to the coordination of our efforts to ensure that Caltrans can adopt the alternative and/or mitigation measure for our R/W. We would appreciate meeting with you to discuss the elements of the EIR that Caltrans will use for our subsequent environmental compliance.

An encroachment permit will be required for any work within the Caltrans' R/W prior to construction. As part of the encroachment permit process, the applicant must provide approved final environmental documents for this project, corresponding technical studies, and necessary regulatory and resource agency permits. Specifically, CEQA determination or exemption. The supporting documents must address all environmental impacts within the Caltrans' R/W and address any impacts from avoidance and/or mitigation measures.

We recommend that this project specifically identifies and assesses potential impacts caused by the project or impacts from mitigation efforts that occur within Caltrans' R/W that includes impacts to the natural environment, infrastructure including but not limited to highways, roadways, structures, intelligent transportation systems elements, on-ramps and off-ramps, and appurtenant features including but not limited to lighting, signage, drainage, guardrail, slopes and landscaping. Caltrans is interested in any additional mitigation measures identified for the project's draft Environmental Document.

Broadband

Caltrans recognizes that teleworking and remote learning lessen the impacts of traffic on our roadways and surrounding communities. This reduces the amount of VMT and decreases the amount of greenhouse gas (GHG) emissions and other pollutants. The availability of affordable and reliable, high-speed broadband is a key component in

supporting travel demand management and reaching the state's transportation and climate action goals.

Right-of-Way

- Per Business and Profession Code 8771, perpetuation of survey monuments by a licensed land surveyor is required, if they are being destroyed by any construction.
- Any work performed within Caltrans' R/W will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans' R/W prior to construction.

Additional information regarding encroachment permits may be obtained by contacting the Caltrans Permits Office at (619) 688-6158 or emailing D11.Permits@dot.ca.gov or by visiting the website at https://dot.ca.gov/programs/traffic-operations/ep. Early coordination with Caltrans is strongly advised for all encroachment permits.

If you have any questions or concerns, please contact Kimberly Dodson, LDR Coordinator, at (619) 985-1587 or by e-mail sent to Kimberly.Dodson@dot.ca.gov.

Sincerely,

Maurice A. Eaton

MAURICE EATON
Branch Chief
Local Development Review

NATIVE AMERICAN HERITAGE COMMISSION

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

September 8, 2022

Jennifer Gates
City of Encinitas
505 S. Vulcan Ave.
Encinitas, CA 92024

Re: 2022080705, Mobility Element Update Project, San Diego County

Dear Ms. Gates:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

- **a.** A brief description of the project.
- **b.** The lead agency contact information.
- **c.** Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
- **d.** A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

- **a.** For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

- **a.** Alternatives to the project.
- **b.** Recommended mitigation measures.
- **c.** Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:

- **a.** Type of environmental review necessary.
- **b.** Significance of the tribal cultural resources.
- **c.** Significance of the project's impacts on tribal cultural resources.
- **d.** If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

- **a.** Whether the proposed project has a significant impact on an identified tribal cultural resource.
- **b.** Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:

a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or

b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

a. Avoidance and preservation of the resources in place, including, but not limited to:

i. Planning and construction to avoid the resources and protect the cultural and natural context.

ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.

b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:

i. Protecting the cultural character and integrity of the resource.

ii. Protecting the traditional use of the resource.

iii. Protecting the confidentiality of the resource.

c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.

d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).

e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).

f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.

b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.

c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
    a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
    b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (https://ohp.parks.ca.gov/?page_id=30331) for an archaeological records search. The records search will determine:
    a. If part or all of the APE has been previously surveyed for cultural resources.
    b. If any known cultural resources have already been recorded on or adjacent to the APE.
    c. If the probability is low, moderate, or high that cultural resources are located in the APE.
    d. If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
    a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
    b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
   a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
   b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
   a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
   b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
   c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Pricilla.Torres-Fuentes@nahc.ca.gov.

Sincerely,

Pricilla Torres-Fuentes

Pricilla Torres-Fuentes
Cultural Resources Analyst

cc: State Clearinghouse

FW: Burgundy Rd -Urania Ave - Clark Ave Road -path complex - JDB Observations

Evan Jedynak <ejedynak@encinitasca.gov>

Wed 9/21/2022 3:17 PM

To: Bigham, Elizabeth <Elizabeth.Bigham@wsp.com>;Ruscitti, Peter L. <Pete.Ruscitti@wsp.com>;Whitmore, Stephanie A. <Stephanie.Whitmore@wsp.com>
Cc: Jennifer Gates <jgates@encinitasca.gov>

1 attachments (64 KB)

Burgundy Rd -Urania Ave - Clark Ave Road -path complex.pdf;

From: John DeBeer <jdebeer2005@gmail.com>
Sent: Tuesday, September 20, 2022 12:01 PM
To: Evan Jedynak <ejedynak@encinitasca.gov>
Cc: encinitascommunitycollective@gmail.com
Subject: Burgundy Rd -Urania Ave - Clark Ave Road -path complex - JDB Observations

[**NOTICE:** Caution: External Email]

Evan, we met last night and I said I would send you some observations of the Burgundy Rd -Urania Ave - Clark Ave Road -path complex.

You are very welcome to contact me at any time with questions or a private walking tour.

Best regards

John DeBeer

20 Sep 2022

To: Evan Jedynak, Associate Planner, Encinitas

From: John DeBeer -1630 Burgundy Rd, 92024

Thanks for inviting us to the planning session last night. I mentioned to you I would send you some observations.

Observations of Burgundy Rd/ Urania Ave / Clark Ave Road -path complex (BUC RP complex)

The BUC road path complex runs from a 1762 Burgundy street address on the north to 672 Clark on the south.

The BUC road path complex has 6 dead ends and 2 ***no car*** passage breaks, and a gravel path

Burgundy Rd starts at Sky Loft Rd

> From 1762 to 1708 addresses in a ***private*** road owned and maintained by Sky Loft HOA
>
> From 1688 to 1524 it is a public road maintained (rarely) by the city
>
> From 1444 to 1353 is a ***private*** road with 100 of feet unpaved and blocked path maintained by the residents.

Urania Ave

> From 1325 to 912 it is a public road, starting at Sunrich Ln and ending at Leocadia Blvd

Clark Ave starts at Lecuadia Blvd and runs south until it ends at Fwy 5

> From 880 to 672 Clark ave

From 1688 Burgundy Rd to 1353 Burgundy, there are no sidewalks and no room for sidewalks. The Elect utilities poles occupy the sidewalks. There are some parts with curb and gutters, but much of it relies on homeowners' construction 'county lips' to prevent drainage from the street into their property.

I would suggest downgrading **Burgundy Rd/ Urania Ave / Clark Ave Road -path complex** to a Residential local path (lowest level I see on the map)

Thanks for your time and courtesy last night.

John DeBeer

1630 Burgundy Rd

45 year of home ownership at this address

FW: EIR Comments- Capri neighborhood

Evan Jedynak <ejedynak@encinitasca.gov>

Fri 9/23/2022 2:53 PM

To: Ruscitti, Peter L. <Pete.Ruscitti@wsp.com>;Bigham, Elizabeth <Elizabeth.Bigham@wsp.com>;Whitmore, Stephanie A. <Stephanie.Whitmore@wsp.com>
Cc: Jennifer Gates <jgates@encinitasca.gov>

From: Kirsten Francis <kirstenfrancis70@gmail.com>
Sent: Friday, September 23, 2022 1:56 PM
To: Evan Jedynak <ejedynak@encinitasca.gov>
Subject: EIR Comments- Capri neighborhood

[**NOTICE:** Caution: External Email]

Dear Even Jedynak,
I am writing to you because I am concerned about the effects of increased traffic in my neighborhood, located between Leucadia Blvd and La Costa Ave, and bordered by Piraeus and Saxony. The streets in this area are often winding and narrow (they used to be dirt roads) with either no sidewalks or a sidewalk on just one side of the street. These sidewalks are usually narrow, uneven and have utility poles and mailboxes in the middle of them, making them difficult to navigate (especially when pushing a stroller). Because of this, pedestrians often will walk in the roadway.
A lot of these types of streets are right around Capri Elementary and many children and their parents use them to walk, bike or drive to school. On a typical school morning there are hundreds of cars and walkers, and many bikes, all heading to the same place.
A lot of these roads are actually unsafe- too narrow, blind corners (ie Gascony and Capri Road), vegetation growing into the roadway, trees blocking signage, etc and are only manageable because there is usually very little traffic. The only exceptions are streets that have been improved- either repaved or with newer sidewalks (Urania, Sparta, Caudor) but if they don't have speed bumps installed, cars drive over the speed limit on them.
The streets in this neighborhood were never designed to sustain anything more than local traffic, and any significant increase will make the streets less safe for all who use them.

Thank you,
Kirsten Francis

ENCINITAS COMMUNITY COLLECTIVE

P.O. Box 235801 | Encinitas, CA 92023
encinitascommunitycollective@gmail.com | (760) 456-9042

Encinitas Community Collective is a group of local residents concerned with irresponsible development that will impact the safety and quality of life in our rural and suburban residential neighborhoods.

October 3rd, 2022

Jennifer Gates

Planning Manager

City of Encinitas Development Services Department

505 South Vulcan Ave,

Encinitas, CA 92024

Jennifer,

The ECC is responding to the Mobility Element Update (MEU) Draft Scoping EIR, and believes the ECC input/comments will provide an insight towards the MEU program as it affects the our Community on a personal level. As you will read within the attached Environmental Analysis Scoping EIR response, the ECC is a grass roots organization with local knowledge of impacts to our community.

Encinitas Community Collective wants to be kept informed of progress made during the Mobility Element EIR process and to be notified of any questions or clarifications you may have regarding our response. ECC is utilizing data addressing the proposed ***Piraeus Point Townhomes***, located on Piraeus Street and Plato Place, since this project will essentially affect everyone towards their daily lives. More so the traffic impacts of this densely built mini-subdivision. Much of the ECC EIR Draft Scoping EIR analysis findings are appropriate for the MEU environmental issues pertinent to the Piraeus Street "Frontage Street" and its neighboring residential area to the east.

Please feel free to contact the ECC as noted above.

Jennifer, the ECC is thankful and appreciative of your efforts to improve the fundamental operations of our City through the Mobility Element Update and we look forward to working with you as it evolves.

Regards,

ECC

Encinitas Community Collective.

Attached: An Environmental Analysis for a Draft Scoping California Environmental Quality Act Environmental Impact Report for the Mobility Element Update per the City of Encinitas, SCH Number 2022080705.

ENCINITAS COMMUNITY COLLECTIVE

AN ENVIRONMENTAL ANALYSIS
For a
DRAFT SCOPING CALIFORNIA ENVIRONMENTAL QUALITY ACT, ENVIRONMENTAL IMPACT REPORT
Required for the
City of Encinitas

SCH Number 2022080705

MOBILITY ELEMENT UPDATE

Prepared by

Encinitas Community Collective
P. O. Box 235801
Encinitas, CA 92023

Submitted to

Jennifer Gates, Planning Manager,
City of Encinitas, Development Services Department

October 3rd, 2022

ENCINITAS COMMUNITY COLLECTIVE

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Appendices

A Portion of the City of Encinitas Parcel Map. Specifically, that portion of the City Map that is known as Crest Acres per County of San Diego Parcel Map Book 2019 circa 1927 with ECC edits.

C City of Encinitas Housing Element, Appendix C 2021

B Ambient Traffic Noise Measurement/Location Map

ENCINITAS COMMUNITY COLLECTIVE

1.0 INTRODUCTION

1.1 The California Environmental Quality Act (CEQA) (aka Pub. Res. Code section 21000, et seq.) requires the City to identify significant environmental impacts of all projects that it approves, and to require the applicant to avoid or mitigate those impacts, if feasible. From an environmental impact standpoint, the ECC cannot overstate the importance of thoroughly analyzing the project based on an accurate description of the applicant's intended use of the project, especially where environmental impacts may be disguised or minimized by the applicant.

1.2 The proposed Mobility Element Update project does not comply with the City's Planned Residential Development regulations, which provide, in relevant portion: "Planned residential developments shall relate harmoniously to the topography of the site, shall make suitable provision for the preservation of steep slopes, water courses, drainage areas, wooded areas, rock outcroppings, and similar natural features, and shall otherwise be designed to retain such natural features to the greatest extent possible." Further, "[l]ots and structures shall be designed to follow and not significantly alter the natural contour of the land." (EMC § 30.16.020(B)3.)

• **1.3** During its Initial Draft Study (SCOPING), the City should be able to determine that the multiple Mobility Element projects throughout the City will have a significant effect on the environment, requiring a thoroughly detailed Environmental Impact Report(s) pertinent to multiple specific locations whereas a single (1) EIR to cover the entire City is not feasible nor acceptable whereas each area is unique and shall be treated as such in accordance with City's General Plan. Therefore, each specific EIR shall be in compliance with CEQA complete with exhibits, maps, guidelines from each of the governing agencies at **ALL** levels including but not limited to U.S. EPA; U.S. Department of Education; U.S. Department of Transportation; U.S. Department of Health, Center for Disease Control; U.S. Department of Housing and Urban Development. Further, the equivalent State, County and City Departments are hereby referenced, as if fully set forth. Additionally, in an aid to understand the overall impact of such a development the City shall listen to the citizens of the community where the proposed project are/is to be constructed. It is to be noted that a CPP meetings shall be held by the City to inform the specific areas and section of potential future impacts to the community. In essence the specific area of the ECC EIR response is encompasses approximately 500 acres of a rural environment (see Appendices A) that lies between Leucadia Boulevard at the south to La Costa Avenue to the north and all of the area east of Interstate 5, i.e., Piraeus Street (which is parallel to I-5) to Saxony Road, that lies south to north and is parallel to Interstate 5. All roads in this described area are rural and have been in existence since on or before 1927 the year of the San Diego County Map Book 2019 was surveyed and recorded.

1.3.1 This EIR Scoping Recommendation has been developed and hereby submitted by Encinitas Community Collective, known as ECC and is specific in its scope for the areas as herein fully described. The EIR Scoping Recommendation is based on known issues that are subject to and

created by developers submitting proposals to the City as per the City's Housing Element - known 15 projects - that will affect this specific area of the Leucadia community as a concern.

Appendix B- 2013-2021 of the City Housing Element Listed APN 254-144-01-00, i.e., Parcel A area 6.93 acres is shown on page C-8 as Cannon Property (Piraeus) Site Number 02. The **"gross/net"** acreage for development is 6.93 acres. Housing Element Listed Property No. 2 as designated by the City Council. This potential future development known as Piraeus Point Townhomes will impact the described community area severely and is incorporated herein by reference as a severe Environmental Impact to the community due to generated Traffic due to shortsightedness of the Land Use and Planning. Circulation/Transportation and the parking of more than 350 vehicles within a 6.8 acre rural setting development for more than 500 residents of 149 Townhomes, is problematic to the community. The ECC observed environmental issues and conducted an Environmental Analysis of the referenced proposed housing development, property, Parcel A, (APN: 254-144-01). It is clear that the project would impose significant and unavoidable negative environmental impacts upon the sensitive flora and fauna of the undeveloped vacant natural inland bluff site, the endangered species, e.g., gnatcatchers, aesthetics, geological resources, Interstate Highway 5 traffic noise, on-site traffic generated noise, affecting the community, as well as the surrounding environment including the contiguous and adjacent State owned La Costa Preservation Parcel(s) with Multi Habitat Conservation Program (HCP) pristine habitats and the nearby Batiquitos Lagoon-No Take). These negative CEQA impacts and more will require extensive mitigation to the satisfaction of the governing agencies and the community at large.

2.0 HOUSING ELEMENT PLANNED PROJECT DESCRIPTION, LOCATION AND ENVIRONMENTAL SETTING

2.1 Project Overview and Location

2.1.1 It is proposed/planned currently under consideration by the City of Encinitas Planning and Development Department that 149 Unit Multi-Family Residential Townhomes aka ***Piraeus Point Townhomes*** will be constructed on Parcel A, APN: 254-144-01-00, Zoned RR-2.0, vacant land. The applicant's proposed project, with its substantial grading *approximately 60,000 cubic yards (CY)* and the addition of 16 massive, bulky structures, would significantly degrade the existing scenic character and quality of the natural undisturbed inland bluffs and its surroundings. The ECC wants to be perfectly clear that this proposed 149 Unit ***Piraeus Point Townhomes*** Housing Element project is totally inappropriate for this specific location for the following reasons and concerns:

2.1.2 An analysis of the ***Piraeus Point Townhomes*** developed area per City Housing Element Appendix-B = 6.93 acres. Living space area = 171,000 sq. ft./43,560 sq. ft = 3.93 acres. Total

buildings sq. ft. = 203,663/43,560 sq. ft. = 4.675 acres. Landscaping (includes internal roads and drive aisles = 87,898 sq. ft/43,560 sq. ft. = 2.017 acres = Total developed acreage = 4.675 + 2.017 = 6.692 acres. Unaccounted acreage = 6.93 - 6.692 = 0.238 acres or 10,357 sq. ft.

2.1.3 Height issues. ECC is requesting a 35-foot maximum height limit for these units, inclusive of roof top equipment, plumbing pipe vents, solar panel(s), air-conditioning units, etc.

2.1.4 The City mandate of installing solar voltaic panels (SVP) system(s) and/or a DC microgrid system(s) for each townhome recreational flat roof deck may not be cost effective.

In consideration that each roof deck square footage is contingent upon the number of bedrooms. Thereby a single bedroom Townhome has only net 40 sq.ft available for solar panels, a 2 bedroom has approximately net 80 sq.ft and a 3 bedroom has net 120 sq.ft. Noting that solar panels are 20% +/- efficient they need to be installed at an array tilt of 20° facing 180° either west or east avoiding shading from, e.g., roof access stair well walls, neighbors 5-foot perimeter fences, potted plants, furniture, sun umbrellas, not counting dust, dirt, etc. Further, with multiple sanitary plumbing roof vents, bathroom exhaust vents, kitchen exhaust vents, roof deck drains, heat pump and electrical equipment code clearances, will also limit actual solar panel locations. These standard Building Code clearances are inherent restraints to (any) the solar panel power systems efficiency towards reducing the owner(s) SDG&E power bills. The ROI payback time may well exceed the useful life-cycle (economics) of the solar power system(s) components, e.g., DC to AC inverter(s) thereby negating any true electrical power savings. The City of Encinitas per the approved CAP requires residential solar voltaic panels produce 1 watt of power per sq.ft of residential area annually. The actual residential sq ft for the 149 Townhomes equals 171,300 sq. ft . Therefor the CAP is limited to 171 kWH total generation The DRAFT EIR indicates an overall PV generation of 245,206 kWH/yr. more than the CAP mandate. The calculations need to be verified.

Population: The population total of the residents of the 149 Unit ***Piraeus Point Townhomes*** for the purpose of this Environmental Analysis is based upon the following: Total of 306 bedrooms + 149 persons for 2-person bedroom occupancy = 455 persons, estimated.

3.1 AIR QUALITY. This section addresses potential air quality impacts that will result from construction and/or operation of the ***Piraeus Point Townhomes*** project. The following addresses the existing air quality conditions in the project area, identifies applicable regulations, identifies and analyzes environmental impacts, and recommends measures to reduce or avoid adverse impacts anticipated from implementation of the project.

3.1.1 Existing Conditions. Air quality and dispersion of air pollution in an area is determined by such natural factors as topography, meteorology, and climate, coupled with atmospheric

stability. The factors affecting the dispersion of air pollution with respect to the air basin are discussed below.

Topography. The topography in the San Diego Air Basin (SDAB) varies greatly, from beaches on the west to mountains and desert to the east. The topography in between consists of inland coastal bluffs, mesa tops intersected by natural canyon areas. The region's topography influences air flow and the dispersal and movement of pollutants in the basin. The mountains to the east prevent air flow mixing and prohibit dispersal of pollutants in that direction.

- **Meteorology and Climate.** Encinitas, is a coastal area, has a Mediterranean climate characterized by warm, dry summers and mild, wet winters. The mean annual temperature in the City is 60 degrees Fahrenheit (°F). The average annual (wet season) precipitation is 11 inches, from November to April. Winter low temperatures average 54°F, and summer temperatures average 71°F. The average relative humidity is 69 percent and is based on the yearly average humidity at LindberghField.

- The dominant meteorological feature affecting the region is the Pacific High Pressure Zone, which produces the prevailing westerly to northwesterly winds. These winds tend to blow pollutants away from the coast toward the inland areas. Consequently, air quality near the coast is generally better than that at the base ofthe coastal mountain range. Most of the city consists of coastal plains, which lie adjacent to the Pacific Ocean and extend approximately 6 miles east of the Pacific Ocean. Because of its locational advantage, the easterly portion of the city has a mild climate with cool summers on the coast, where marine fog is common.

- The ***Piraeus Point Townhomes*** project is located within 200 meters of I-5 Interstate Highway where more than 125,000 vehicles travel each day. The location is also in a Non-Attainment Ambient Air Quality Standards Area. The U.S. EPA Administrator finds that the current and projected concentrations of the six key well-mixed GHGs— CO2, CH4, N2O, HFCs, PFCs, and sulfur hexafluoride—in the atmosphere threaten the public health and welfare of current and future generations. This specific project in the scenic corridor does not meet the Land Use and Planning intent when the generated traffic creates an LOS od F at the intersection of t La Costa Avenue and Piraeus Street thereby, further increasing Noise, Green House Gases, impacting Air quality and quality of life within the existing rural setting. The community impact is not acceptable and is a violation of the MEU Polices 1.2, 1.4, 1.7, 1.10 (Environmental Justice) and 5.3

- This Environmental Analysis also provides information on Air Toxics which is integral with the air quality in the I-5 Interstate transportation corridor, to the developer and the City of Encinitas, the project lies within less than 200 meters on I-5 a major interstate freeway with more than 125,000 vehicles travelling each day, whereby the residents of ***Piraeus Point Townhomes*** of will be subjected daily to the identified Air Toxics.

- Toxic air pollutants-also known as Hazardous Air Pollutants or HAPs-are those that are known to cause or suspected of causing cancer or other serious life-threatening health ailments. The

  Clean Air Act Amendments of 1990 listed 188 HAPs and addressed the need to control toxic emissions from the transportation sector. In 2001, EPA issued its first Mobile Source Air Toxics Rule, which identified 21 Mobile Source Air Toxic (MSAT) compounds as being hazardous air pollutants that required regulation. A subset of six of these MSAT compounds were identified as having the greatest influence on health to the population living within a 200-meter radius of a major Interstate Freeway, i.e., I-5.

- It would be unconscionable for the City to ignore the data on known health effects and approve this densely compacted project thereby subjecting the ***Piraeus Point Townhome*** residents and the surrounding community to known carcinogen pollutants, i.e., benzene, 1,3-butadiene, formaldehyde, acrolein, acetaldehyde, and diesel particulate matter (DPM). The City and the developer are aware of the prevailing wind from the SW to the NW. Therefore, the emission gases and particulates from Interstate I-5 corridor, will circulate within the townhome structures will be breathed and thereby affect every one of the project 455 or more residents, adults and children. Exacerbating this indirect emission issue is the actual on-site generation of emissions including Green House Gases (GHG) emanating from the 300 or more residential and service vehicles making 1,980 Vehicle Trips per Day (MVT) or more than 693,500 MVT per year from this 2.017 internal roads/drive aisles acre site. This extreme concentration of cancer causing pollutants will be detrimental to the quality of life to the community.

- To address stakeholders concerns and requests for a MSAT analysis during project development and mitigation, the Federal Highway Administration (FHWA) developed the Interim Guidance on Air Toxic Analysis in the National Environmental Policy Act (NEPA) Documents.

3.1.2 Regulatory Framework

Federal

- **Non-Attainment Ambient Air Quality Standards Area.** The project location is in a Non-Attainment Ambient Air Quality Standards Area. The U.S. EPA Administrator finds that the current and projected concentrations of the six key well-mixed GHGs— CO2, CH4, N2O, HFCs, PFCs, and sulfur hexafluoride—in the atmosphere threaten the public health and welfare of current and future generations.

Green House Gases (GHG) Endangerment. In *Massachusetts v. Environmental Protection Agency* 549 U.S. 497 (2007),decided on April 2, 2007, the Supreme Court found that four GHGs, including CO_2, are air pollutants subject to regulation under Section 202(a)(1) of the Federal Clean Air Act (CAA). The Court held that the EPA Administrator must determine whether emissions of GHGs from new motor vehicles cause or contribute to air pollution, which may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. On December 7, 2009, the EPA Administrator signed two (2) distinct findings regarding GHGs under section 202(a) of the CAA:

- **Endangerment Finding.** The U.S. EPA Administrator finds that the current and projected concentrations of the six key well-mixed GHGs— CO_2, CH_4, N_2O, HFCs, PFCs, and sulfur hexafluoride—in the atmosphere threaten the public health and welfare of current and future generations.

- **Cause or Contribute Finding.** The Administrator finds that the combined emissions of these well-mixed GHGs from motor vehicles and motor vehicle engines contribute to the GHG pollution, which threatens public health and welfare.

- These findings do not impose requirements on industry or other entities. However, this was a prerequisite for implementing GHG emissions standards for vehicles, as discussed. The U.S. Supreme Court upheld the EPA Administrator's findings.

CALIFORNIA

Legislative Actions to Reduce GHGs

- The State of California legislature has enacted a series of bills reduce GHGs. AB 32 was specifically enacted to address GHG emissions. Other legislation such as Title 24 and Title 20 energy standards were originally adopted for other purposes such as energy and water conservation, but also provide GHG reductions.

- **AB 32**. The California State Legislature enacted AB 32, which requires that GHGs emitted in California as defined include CO_2, CH_4, N_2O, HFCs, PFCs, sulfur hexafluoride., and nitrogen trifluoride. The California Air Resources Board (CARB) is the state agency charged with monitoring and regulating sources of GHGs. AB 32 further states the following:

"Global warming poses a serious threat to the economic well-being of Californians, public health, natural resources, and the environment of California. The potential adverse impacts of

global warming include the exacerbation of air quality problems, ……an increase in the incidences of infectious diseases, asthma, and other human health-related problems.

Local

- The accumulation of on-site generated pollutants makes the construction of ***Piraeus Point Townhomes*** (a densely packed subdivision) is in total conflict with the intent of MEU and the current and proposed polices. This project is a likely candidate for the Applicant to submit to the San Diego County APCD a review of the Regulations Rule 20.3 for New Source Review (NSR) of vehicle emission pollutants whether stationary or mobile based on the health effects and GHG. Therefore, an NSR may be socially justified by SDC/APCD.It is therefore requested that the MEU shall request a moratorium on all City of Encinitas Housing Element Projects until such resolvements have been fully mitigated towards elimination of Health Hazards created by "Densely Packed" subdivision creating severe traffic congestion and gridlock conditions at highly sensitive intersections within the scenic corridor. See Appendices A.

3.1.3 Analysis of Project Effects and Determination as to significance. Sensitive populations (sensitive receptors) in proximity to localized sources of toxics and carbon monoxide are of concern. Land uses considered sensitive receptors include residences, schools, playgrounds, childcare centers, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

- The >455 residents of ***Piraeus Point Townhomes*** are sensitive receptors to the emissions emitted from more than 300 motor vehicles making at least ***980*** motor vehicle trips per day with primarily gasoline fueled vehicles. or more than 358,000 MVT annually from the net 2.017 acres consisting of internal roads and drive aisles. The gasoline base emissions pollutants consist of but not limited to: O_3, CO, CO_2, benzene, 1,3-butadiene, formaldehyde, acrolein, acetaldehyde, and diesel particulate matter (DPM).

- The on-site source of airborne pollutants will rise vertically between the 149 townhome row type structures into open windows and also transported by the SW to NE prevailing wind to the community. Therefore, the carcinogen pollutants and particulates will be breathed, absorbed and will affect every one of the ***Piraeus Point Townhome*** residents and the surrounding community residents.

3.1.4 Cumulative Impact Analysis. The air quality impact of Piraeus Point Townhomes will be significant due to the density of the 149 townhomes on 6 93 acres or less. The surrounding drive aisles or internal transit areas between the 3-story row type townhomes, used for egress and ingress is approximately 2.017 acres. The motor vehicle emissions will be concentrated in these narrow transit (drive aisles) areas as the residents exit and enter their garages. The accumulation of

gasoline/petroleum base pollutants, i.e., Greenhouse Gases (GHG) will be significant and injurious to the health of not only the 455 residents or more but also to the surrounding community.

- An average motor vehicle per the US EPA emits annually 37,333 lbs/CO_2. With more than 300 vehicles including, service vehicles, trash trucks, moving vans, visitors, etc., entering/leaving on a daily basis making more than 1,980 motor vehicle trips per day all within a concentrated area of 2.017 acres cannot be ignored. The accumulation of pollutants makes this project a potential candidate for a NSR of the motor vehicle emissions and therefore consideration of an analysis by SDC/APCD Regulations NSR Rule 20.3.

- Further, as a cumulative effect the Municipal Solid Waste (MSW), i.e., household trash, generates GHG consisting of CH_4 (methane gas) CO_2e (carbon dioxide equivalency). The total of GHG generated by MSW at ***Piraeus Point Townhomes*** site is based on the following: *4.9lbs MSW/day/per person, x 375 (residents) x 365 = 670,687 lbs/yr or 335 tons. The percentage of recycled materials = 32.1% the net MSW transported to a landfill is 455,396 lbs. The amount of CH_4 and CO_2e = emitted from landfilled MSW = 39% or 88 Metric Tons (MTT).

- Therefore, the cumulative effect of vehicle exhaust gases and the MSW is significant and is harmful to the health and quality of life for the ***Piraeus Point Townhomes*** and the community.

- Re: The U.S. EPA states that GHG gases CH_4, CO_2e are a serious contributor to the overall GHG emissions. *Center for Sustainable Systems University of Michigan.

- **Construction Activities Emissions.** Project construction activities would generate CO_{2e} and CH_4 emissions. Detailed project construction equipment and scheduled future hours of operation are unknown to the ECC. Standard similar type construction equipment and duration are normally estimated and the results would be tabulated. Construction related emissions are expected from the construction activities per the following:
  - Crushing
  - Grading
  - Building Construction
  - Paving
  - Architectural Coating

<u>Construction Vehicle Trips</u>

Construction emissions for construction worker vehicles traveling to and from the Project site, as well as vendor trips (construction materials delivered to the Project site) etc., shall be conducted per CalEEMod, or equal and tabulated within the project EIR.

- **Construction Equipment.** Typical site specific construction fleet may vary due to specific project needs at the time of construction. The associated construction equipment by phase is

detailed in Table 3.2.4:

TABLE 3.1.4 MOTORIZED CONSTRUCTION EQUIPMENT ASSUMPTIONS

Activity	Equipment	Amount	Hours Per Day
Site Preparation	Crawler Tractors	TBD	TBD
	Rubber Tired Dozers	TBD	TBD
Compaction	Roller	TBD	TBD
Grading/Trenching//Excavation	Crawler Tractors	TBD	TBD
	Excavators	TBD	TBD
	Graders	TBD	TBD
	Rubber Tired Dozers	TBD	TBD
Building Construction	Cranes	TBD	TBD
	Crawler Tractors	TBD	TBD
	Forklifts	TBD	TBD
	Generator Sets/Diesel	TBD	TBD
	Welders/Diesel Gen-Set	TBD	TBD
Paving	Pavers	TBD	TBD
	Paving Equipment	TBD	TBD
	Rollers	TBD	TBD
Architectural Coating	Air Compressors	TBD	TBD

Source: CalEEMod model output, See Appendix 3.1 detailed model outputs. Tabulation to be completed by others

- **Construction Emission Summary.** The construction phase Project emissions, GHGs shall be quantified and amortized over the life of the Project per the San Diego County Air Pollution Control District Published Regulations Rules and Guidelines.

- **Operational Emissions.** Operational activities associated with the proposed Project will result in emissions of CO_2, CH_4, and N_2O from the following primary on site mobile and stationary sources which shall be tabulated and presented in the EIR:

  - Area Source Emissions

- Energy Source Emissions
- Mobile Source Emissions
- Water Supply, Treatment, and Distribution
- Solid Waste
- BBQs
- HVAC

3.1.4 *DRAFT scoping EIR Air Quality is as follows*:

- *The Elimination of the Risk of Cancer to the Piraeus Point Townhome residents due to the proximity of the Interstate I-5 Freeway is preposterous and an assault on the commonsense of the proposed project residents and is based on a probability of use of the home to avoid cancer. The sampling points on the subject site indicated that a significant risk was evidentiary.*
- *However, the consultant discounted the health risk by indicating that air tight homes provide for protection form air bourn contaminants. There is no addressing the fact that these homes have roof top yards which are promoted by Lennar for the residents to use for recreation. Is Lennar going to install a sign for each roof top use the roof deck at your own risk since you will contract cancer when enjoying the view of the freeway.*
- *The all electric homes will have heat pumps to provide heating and cooling. Most likely a small manual outside air intake damper will be adjusted to provide 15 CFM per person when operational. This setting would be fixed, if it exists at all. With tight residential homes ventilation is required for bathrooms where there are no outside windows. Kitchen and bathroom exhaust air fans need make up air to complete the ventilation cycle. The makeup air will be drawn from the outside which is contaminated with pollutants from the freeway.*
  - *Further, residential heat pumps not provided with MERVE 16 filters. MERVE 16 filters are for commercial installations such as hospitals, medical centers. The filter rating for residential units have MERVE 7 ratings or 30% per the Dust Spot Test. Further the residents will not operate their AC units 24/7 their electrical bills would be thousands of $$ per month at 60 cents kWH.*
  - *The conclusion from the **Piraeus Point Townhomes** Applicants consultant LDN Consulting Inc., per Table 3 is that freeway pollutants do not represent a cancer risk, is patently false and is directly in conflict with the MEU Policies.*

3.2 GREENHOUSE GASES EMISSIONS

3.2.1 Regulatory Framework

Federal

- **Non-Attainment Ambient Air Quality Standards Area.** The project location is in a Non-Attainment Ambient Air Quality Standards Area. The U.S. EPA Administrator finds that the current and projected concentrations of the six key well-mixed GHGs— CO2, CH4, N2O,

HFCs, PFCs, and sulfur hexafluoride—in the atmosphere threaten the public health and welfare of current and future generations.

Green House Gases (GHG) Endangerment. In *Massachusetts v. Environmental Protection Agency* 549 U.S. 497 (2007),decided on April 2, 2007, the Supreme Court found that four GHGs, including CO_2, are air pollutants subject to regulation under Section 202(a)(1) of the Federal Clean Air Act (CAA). The Court held that the EPA Administrator must determine whether emissions of GHGs from new motor vehicles cause or contribute to air pollution, which may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. On December 7, 2009, the EPA Administrator signed two (2) distinct findings regarding GHGs under section 202(a) of the CAA:

- **Endangerment Finding.** The U.S. EPA Administrator finds that the current and projected concentrations of the six key well-mixed GHGs— CO2, CH4, N2O, HFCs, PFCs, and sulfur hexafluoride—in the atmosphere threaten the public health and welfare of current and future generations.

- **Cause or Contribute Finding.** The Administrator finds that the combined emissions of these well-mixed GHGs from motor vehicles and motor vehicle engines contribute to the GHG pollution, which threatens public health and welfare.

- These findings do not impose requirements on industry or other entities. However, this was a prerequisite for implementing GHG emissions standards for vehicles, as discussed. The U.S. Supreme Court upheld the EPA Administrator's findings.

CALIFORNIA

Legislative Actions to Reduce GHGs

- The State of California legislature has enacted a series of bills reduce GHGs. AB 32 was specifically enacted to address GHG emissions. Other legislation such as Title 24 and Title 20 energy standards were originally adopted for other purposes such as energy and water conservation, but also provide GHG reductions.

- **AB 32.** The California State Legislature enacted AB 32, which requires that GHGs emitted in California as defined include CO_2, CH_4, N_2O, HFCs, PFCs, sulfur hexafluoride., and nitrogen trifluoride. The California Air Resources Board (CARB) is the state agency charged with monitoring and regulating sources of GHGs. AB 32 further states the following:

"Global warming poses a serious threat to the economic well-being of Californians, public health, natural resources, and the environment of California. The potential adverse impacts of global warming include the exacerbation of air quality problems, ...an increase in the incidences of infectious diseases, asthma, and other human health-related problems.

Local

- The accumulation of typical on-site generated pollutants makes this and other like kind high density housing development projects a likely candidate for the Applicant(s) to submit to the San Diego County APCD a review of the Regulations Rule 20.3 for a New Source Review (NSR) of vehicle emission pollutants whether stationary or mobile based on the health effects and GHG. Therefore, an NSR may be socially justified by SDC/APCD.

3.2.3 Analysis of Mobility Element Project Effects and Determination as to significance. Sensitive populations (sensitive receptors) in proximity to localized sources of toxics and carbon monoxide are of concern. Land uses considered sensitive receptors include residences, schools, playgrounds, childcare centers, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

- The >455 densely packed residents of ***Piraeus Point Townhomes*** are themselves also sensitive receptors to the emissions emitted from more than 300 internal combustion motor vehicles making at least ***980*** motor vehicle trips per day with primarily gasoline fueled vehicles. or more than 358,000 MVT annually from the net 2.017 acres consisting of internal roads and drive aisles. The gasoline base emissions pollutants consist of but not limited to: O3, CO, CO2, benzene, 1,3-butadiene, formaldehyde, acrolein, acetaldehyde, and diesel particulate matter (DPM).

- The on-site source of airborne pollutants will rise vertically between the 149 townhome row type structures into open windows and also transported by the SW to NE prevailing wind to the community. Therefore, the carcinogen pollutants and particulates will be breathed, absorbed and will affect every one of the ***Piraeus Point Townhome*** residents and the surrounding community residents.

3.2.3 Cumulative Impact Analysis. The air quality impact of Piraeus Point Townhomes will be significant due to the density of the 149 townhomes constructed on 6 93 acres or less. The surrounding drive aisles or internal transit areas between the 3-story row type townhomes, used for egress and ingress is approximately 2.017 acres. The motor vehicle emissions will be concentrated in these narrow transit (drive aisles) areas as the residents exit and enter their garages. The accumulation of gasoline/petroleum base pollutants, i.e., Greenhouse Gases (GHG) will be significant and injurious to the health of not only the 455 residents or more but also to the surrounding community.

- An average motor vehicle per the US EPA emits annually 37,333 lbs/CO_2. with more than 300 vehicles including, service vehicles, trash trucks, moving vans, visitors, etc., entering/leaving on a daily basis making more than 1,980 motor vehicle trips per day all within a concentrated area of 2.017 acres cannot be ignored. The accumulation of pollutants makes this project a potential candidate for a NSR of the motor vehicle emissions and therefore consideration of an analysis by SDC/APCD Regulations NSR Rule 20.3.

- Further, as a cumulative effect the Municipal Solid Waste (MSW), i.e., household trash, generates GHG consisting of CH_4 (methane gas) CO_2e (carbon dioxide equivalency). The total of GHG generated by MSW at ***Piraeus Point Townhomes*** site is based on the following: *4.9lbs MSW/day/per person, x 375 (residents) x 365 = 670,687 lbs/yr or 335 tons. The percentage of recycled materials = 32.1% the net MSW transported to a landfill is 455,396 lbs. The amount of CH_4 and CO_2e = emitted from landfilled MSW = 39% or 88 Metric Tons (MTT).

- Therefore, the cumulative effect of vehicle exhaust gases and the MSW is significant and is harmful to the health and quality of life for the ***Piraeus Point Townhomes*** and the community.

- Re: The U.S. EPA states that GHG gases CH_4, CO_2e are a serious contributor to the overall GHG emissions. *Center for Sustainable Systems University of Michigan.

- **Construction Activities Emissions.** Project construction activities would generate CO_{2e} and CH_4 emissions. Detailed project construction equipment and scheduled future hours of operation are unknown to the ECC. Standard similar type construction equipment and duration are normally estimated and the results would be tabulated. Construction related emissions are expected from the construction activities per the following:
  - Crushing
  - Grading
  - Building Construction
  - Paving
  - Architectural Coating

Construction Vehicle Trips

Construction emissions for construction worker vehicles traveling to and from the Project site, as well as vendor trips (construction materials delivered to the Project site) etc., shall be conducted per CalEEMod, or equal and tabulated within the project EIR.

- **Operational Emissions.** Operational activities associated with the proposed ***Piraeus Point Townhomes Project*** will result in emissions of CO_2, CH_4, and N_2O from the following primary on site mobile and stationary sources which shall be tabulated and presented in the EIR:

  - Area Source Emissions

- Energy Source Emissions
- Mobile Source Emissions
- Water Supply, Treatment, and Distribution
- Solid Waste
- BBQs
- HVAC

3.2.4 EIR Air Quality is as follows:

- The Elimination of the Risk of Cancer to the ***Piraeus Point Townhome*** residents due to the proximity of the Interstate I-5 Freeway is preposterous and an assault on the commonsense of the proposed project residents and is based on a probability of use of the home to avoid cancer. The sampling points on the subject site indicated that a significant risk was evidentiary.
- However, the consultant discounted the health risk by indicating that air tight homes provide for protection from air bourn contaminants. There is no addressing the fact that these homes have roof top yards which are for recreation use.
- The all-electric homes will have heat pumps to provide heating and cooling. Most likely a small manual outside air intake damper will be adjusted to provide 15 CFM per person when operational. This setting would be fixed, if it exists at all. With tight residential homes ventilation is required for bathrooms where there are no outside windows. Kitchen and bathroom exhaust air fans need make up air to complete the ventilation cycle. The makeup air will be drawn from the outside which is contaminated with pollutants from the freeway.
- Further, residential heat pumps not provided with MERVE 16 filters. MERVE 16 filters are for commercial installations such as hospitals, medical centers. The filter rating for residential units have MERVE 7 ratings or 30% per the EPA Dust Spot Test. Further, the residents will not operate their AC units 24/7 their electrical bills would be thousands of $$ per month at >60 cents kWH.

3.3 LAND USE AND PLANNING

3.3.1 This EIR Scoping Recommendation has been developed and hereby submitted by Encinitas Community Collective, known as ECC and is specific in its scope for the areas as herein fully described. The EIR Scoping Recommendation is based on known issues that are subject to and created by developers submitting proposals to the City as per the City's Housing Element - known 15 projects - that will affect this specific area of the Leucadia community as a concern.

Analysis of Housing Elements Project Effects and Determination as to Significance. Should 149 ***Piraeus Point Townhomes*** (subdivision) be constructed (approval by the City of Encinitas) thereby allowing additional vehicle traffic onto Piraeus Street. The action by the City will have a legacy effect of the NE area of the specific Leucadia rural community which will be out of character as defined by **Mobile Element Policy 2.4** which reads as follows: "***When considering***

circulation patterns and standards. Primary consideration will be given to the reservation of character and safety of existing neighborhoods. Where conflicts arise between convenience of motorists and neighborhood safety/community character preservation, the latter will (ECC recommends change will to shall) have first priority". This Policy 2.4, will maintain the existing type of frontage, collector 2 lane road thereby eliminating the potential extreme congestion along Piraeus Street created by *Piraeus Point Townhomes*. See also MEU Policy 1.2 and 5.3 that also affect Piraeus Street due to poor choices of Housing Element Properties. See Appendices A.

3.3.1.1 The 980 +/- daily vehicle trips (see below) from ***Piraeus Point Townhomes*** will dramatically increase the "cut-through" lateral rural 2 lane roads traffic volume to the detriment of the existing residential community, specifically Normandy Road. As noted, it is again requested that the City coordinate with Caltrans to reopen Piraeus Road to Leucadia Blvd.

3.3.2 Cumulative Impact Analysis. Additionally, the number of daily vehicles trip from the ***Piraeus Point Townhomes*** project will be 300 vehicles multiplied by a factor of six (6) equals 1,800 vehicle daily trips (VDT).

3.3.3 City of Encinitas General Plan. The City of Encinitas General Plan is the primary source of long-ranged planning and policy direction used to guide growth and preserve the quality of life within the City of Encinitas. The Encinitas General Plan states that a goal of the City is to analyze proposed land uses to ensure that the designations would contributeto a proper balance of land uses within the community.

3.4 NOISE

3.4.1 Definition of Noise
Noise - unwanted sound.

- Sound pressure - small oscillatory pressure variations above and below ambient atmospheric pressure that produce the auditory sensation of sound (in N/m2 , where 1 Newton/meter2 = 1 pascal [Pa]).
- Sound pressure level - 20 times the common logarithm of the ratio of measured sound pressure over the reference sound pressure, expressed mathematically in decibels (dB), as follows: WAS Section 9.3 Design Guidelines Page 4 of 18 Revised: 05/01/2007 Sound pressure level (dB) = 20 LOG10 T Measured Sound Pressure Z; H Reference Sound Pressure -N Where the reference sound pressure = 20 micro-pascal (20 μPa).

- A-weighting - an acoustic frequency adjustment to a sound pressure level, which simulates the sensitivity of human hearing. An A-weighted sound pressure level (dBA) results from either manually or electronically applying the frequency dependent A-weighting factors.

- Noise level, sound level or overall sound level - the single number A-weighted sound pressure level as read on a sound level meter set to A-weighting. This level is also the energy sum of the A-weighted sound pressure level spectrum.

- Overall sound pressure level - the single number unweighted sound pressure level as read on a sound level meter set to linear. This level is also the energy sum of the sound pressure level spectrum.

- Leq - the equivalent continuous sound level or energy average sound level over a set period of time (usually one hour).

- TWA - the 8-hour time-weighted averaged occupational noise exposure level. 9. Octave band - the interval between two frequencies having a ratio of 2 to 1.

3.4.2 Existing Conditions. The ambient Sound Pressure Level (SPL) emanating from the Interstate-5, freeway traffic located within 200 meters from the project site. was recorded on Saturday January 8, 2022, at 3:00 PM. The average SPL recorded was 66.5 dBA with a peak SPL of 81.7 dBA. See photo of Sound Pressure Level reading at the Cannon Property Parcel A, Map, location. Appendices C.

3.4.3 Regulatory Framework
Federal

A proximity to major roadways estimates the percentage of people who live within 200 meters, or approximately 650 feet, of a high traffic roadway that carries over 125,000 vehicles per day. Data on the location of roads and traffic levels come from the 2011 National Transportation Atlas Database; data on population come from the 2010 Census.

- **Transportation and Health Connection.** According to CDC, more than 11 million people in the United States live within 150 meters (or approximately 500 feet) from a major highway (Boehmer et al., 2013). The vehicle traffic on these roadways is a major source of noise and air pollutants, such as particulate matter, nitrogen oxides, carbon monoxide, and ozone, which are known health hazards (U.S. EPA, 2010a, b, 2009, 2008).

- Specifically, exposure to traffic-related pollution is linked to asthma and other respiratory symptoms, development of childhood asthma, and cardiovascular disease and death (National Heart, Lung, and Blood Institute National Asthma Education and Prevention Program, 2007; Health Effects Institute, 2010).

- For example, one study estimated that 8% of childhood asthma cases in Los Angeles County, California, could be partly attributed to living close to a major road (Perez et al., 2012). Living near a major road also has been associated with decreased lung function in adults with asthma (Balmes et al., 2009). Increasing the distance from the road to more than 150 meters, or approximately 500 feet, might decrease concentrations of some air pollutants by at least 50% (Karner et al., 2010).

- Also, research has demonstrated that traffic noise at normal urban levels can also lead to stress and sleep disturbances, both of which can lead to a higher risk for type 2 diabetes (Sørensen et al, 2013).

- **Moving Forward Program.** This indicator may help inform how future roadways are designed and influence future land use development and land use policies affecting the environment near roadways. Shifting land use patterns and investing in strategies that increase air quality might lead to improved health outcomes.

- One Los Angeles County-based study estimated that a 20% reduction in regional air pollution and a 3.6% decrease in population living near major roadways would result in 5,900 fewer cases of asthma caused by near-roadway pollution exposure (Perez et al., 2012).

- Transportation officials can also use the information from this indicator to consider air pollution mitigation strategies, including using vegetative buffers or sound walls to dilute traffic emission concentrations in the near roadway environment (U.S. EPA, 2015; Baldauf et al., 2008).

References

Baldauf R, Thoma E, Khlystov A. Impacts of noise barriers on/near-road air quality. Atmospheric Environment 2008;42:7502
http://www.sciencedirect.com/science/article/pii/S1352231008005311.
Balmes JR; Earnest G, Katz PP; Yelin EH; Eisner MD; Chen H; Trupin L; Lurmann F, Blanc PD. Exposure to traffic: Lung fun.

State

- **California Noise Control Act of 1973.** California Health and Safety Code Sections 46000 through 46080, known as the California Noise Control Act, find that excessive noise is a serious hazard to public health and welfare and that exposure to certain levels of noise can result in physiological, psychological, and economic damage. The act also finds that there is a continuous and increasing bombardment of noise in urban, suburban, and rural areas. The act declares that the State of California has a responsibility to protect the health and welfare of its citizens by the control, prevention, and abatement of noise. It is the state's policy to provide an environment for all Californians that is free from noise that jeopardizes their health or welfare.

Local

- **City of Encinitas General Plan.** The City of Encinitas General Plan is the primary source of long-ranged planning and policy direction used to guide growth and preserve the quality of life within the City of Encinitas. The Encinitas General Plan states that a goal of the City is to analyze proposed land uses to ensure that the designations would contributeto a proper balance of land uses within the community. The relevant goals for the project include:

  GOAL 1: Provide an acceptable noise environment for existing and future residents of the City of Encinitas.

  Policy 1.7: Apply Title 24 of the California Administrative Code, associated with noise insulation standards, to single-family dwellings.

  GOAL 2: Require that new development be designed to provide acceptable indoor and outdoor noise environments.

  Policy 2.1: The Noise and Land Use Compatibility Guidelines and the accompanying discussion set forth the criteria for siting new development in the City of Encinitas.Any project which would be located in a normally unacceptable noise exposure area, based on the Land Use Compatibility Guidelines, shall require an acoustical analysis. Noise mitigation in the future shall be incorporated in the project as needed. As a condition of approval of a project, the City may require post- construction noise monitoring and sign off by an acoustician to ensure that City requirements have been met.

  GOAL 3: Ensure that residents are protected from harmful and irritating noise sources to the greatest extent possible.

  Policy 3.1: The City will adopt and enforce a quantitative noise ordinance to resolve neighborhood conflicts and to control unnecessary noise in the City of Encinitas. Examples of the types of noise sources that can be controlled through the use of aquantitative noise ordinance are barking dogs, noisy mechanical equipment such as swimming pool and hot tub pumps, amplified music in commercial establishments, etc.

  GOAL 4: Provide for measures to reduce noise impacts from stationary noise sources.

  Policy 4.1: Ensure inclusion of noise mitigation measures in the design and operation of new and existing development.

- **City of Encinitas Municipal Code.** The City's Municipal Code establishes noise criteria to prevent noise and vibration that may jeopardize the health or welfare of the City's citizens or degrade their quality of life.

  Chapter 9.32 Noise Abatement and Control Ordinance, and Chapter 30.40, Performance Standards, establish property line noise level limits. These limits apply to existing uses, but will also apply to future uses and are used for evaluating potential impacts of future on-site generated noise levels.

  Chapter 9.32.410 states that it shall be unlawful for any person, including the City, to operate construction equipment at any construction site on Sundays, and days appointed by the President, Governor or the City Council for a public fast, thanksgiving or holiday.

Notwithstanding the above, a person may operate construction equipment on the above-specified days between the hours of 10:00 a.m. and 5:00 p.m. No such equipment, or combination of equipment regardlessof age or date of acquisition, shall be operated so as to cause noise at a level in excess of 75 decibels for more than eight hours during any 24-hour period when measured at or within the property lines of any property which is developed and used either in part or in whole for residential purposes.

- The permissible property line noise limits are summarized in Table 3.8-2. As stated in the Municipal Code: Every use shall be so operated that the noise generated does not exceed the following levels at or beyond the lot line and does not exceed the limits of any adjacent zone. Monitoring of the specific noise levels at the east property lines shall be conducted by the Developer and submit their findings to the City for evaluation and action as required to meet compliance. Said action shall be the responsibility of the Developer to the satisfaction of the community.

TABLE 3.4.3 CITY OF ENCINITAS EXTERIOR NOISE LIMITS

Adjacent Zone	Noise Level [dB(A)]	
	7:00 a.m. to 10:00 p.m.	10:00 p.m. to 7:00 a.m.
Rural Residential (RR), Rural Residential-1 RR-1), Rural Residential-2 (RR-2), Residential-3 (R-3), Residential-5 (R-5), Residential-8 (R-8)	50	45
Residential-11 (R-11), Residential Single Family-11 (RS-11), Residential-15(R-15), Residential-20 (R-20), Residential-25 (R-25), Mobile Home Park (MHP)	55	50
Office Professional (OP), Limited Local Commercial (LLC), Local Commercial (LC), General Commercial (GC), Limited Visitor ServingCommercial (L-VSC), Visitor Serving Commercial (VSC)	60	55
Light Industrial (L-I), Business Park (BP)	60	55

3.4.4 Cumulative Impact Analysis

Exposure of persons to, or generation of, noise levels in excess of Federal and State standards established in the local general plan or noise ordinance, or applicable standards of other agencies, shall be attenuated.

Exposure of persons to, or generation of, excessive ground borne vibration or ground

borne noise levels, shall be attenuated.

A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project is an extreme annoyance and a significant factor.

The geographic extent of the cumulative setting for noise consists of the project site and its location to the I-5 Interstate Freeway, within 200 meters. Ambient noise levels in the project area are generated by vehicle traffic on Piraeus Street, Plato Place and the I-5 Interstate Freeway. As a result,the primary factor for cumulative noise impact analysis is the consideration of future traffic noise levels along area roadways. Cumulative noise impacts would occur primarily as a result of increased traffic created by this proposed project of more than 980 vehicle trips per day.

When two identical sources (S1 = 80 dB and S2 = 80 dB) each are producing identical SPL, The sound intensity of S1 and S2 are combined via log 10 formula/calculation to obtain a sound intensity value. The sound intensity value is converted back to dBA via log 10 formula/calculations to obtain 83.1 dB. This value indicates that adding two unrelated sounds of the same intensity together is equivalent to a 3 dB increase in the total SPL

With regard to traffic noise intensity, traffic volumes would need to increase in volume order to provide to the receiver a perceptible change in ambient noise levels. As cumulative traffic volumes increase the SPL also increases proportionally, e.g., an approximately 27 percent increase in I-5 traffic volume, will also generate a significant cumulative noise impact as expected from the I-5 Interstate freeway as the traffic builds up say 5:00 AM (early hours) to its highest peak in the afternoon as normally expected. Accordingly, the project's estimated 1,980 MVT is a cumulatively significant factor.

3.5 PUBLIC SERVICES

3.5.1 Existing Conditions. Without guarded crosswalks or stop signs at intersections, the ability of pedestrians, i.e., the children to walk to school safely is a most serious issue that the City of Encinitas has discussed many times but thus far, have failed to resolve.

3.5.2 Regulatory Framework. Safe Routes to School (SRTS) programs are in place with the U.S. Government U.S. Centers for Disease Control and Prevention through the American Recovery and Reinvestment Act 2010 -2012. Other sources of funding Federal SRTS Grants are available. The

- State of California receives the U.S. Government SRTS Grant funds and provides those funds to the counties applying for them. The San Diego Association of Governments (SANDAG)

provides funds to the 16 cities in San Diego County, including Encinitas. The city of Encinitas however has installed "traffic calming measures", i.e., rubber speed bumps. The installation of speed bumps is a far cry from the intent of the U.S. CDC SRTS program. The County of San Diego Health and Human Services Agency (HHSA) Healthy Works Program has a Plan organized around three (3) focal points.

a. Existing Issues and Opportunities
b. Existing Safe Routes to School Efforts, and
c. Moving Forward – A Regional Safe Route to School Strategy

3.5.3 Analysis of Project Effects and Determination as to significance. Presently it is very dangerous and hazardous for children living in the existing residential community to walk to Capri Elementary School, a Grade K-6 school. The reason for these conditions is the absence of sidewalks, controlled crosswalks, street lighting and stop signs. Notwithstanding the ability of handicap students from accessing Capri School via the SRTS, programs.

- Further, the Encinitas School District does not provide transportation services for the 740 Capri Elementary School, students, nor guarded crosswalks for those students who prefer to walk to school.
- The construction of the ***Piraeus Point Townhomes*** will without a doubt exacerbate the current "Safe Route to School" issue(s). The total lack of the City of Encinitas to provide for a meaningful SRTS program is a quantifiable negative significance per CEQA.

3.5.4 Cumulative Impact Analysis. The ECC suggests a small private transit bus be provided by ***Piraeus Point Townhomes*** Homeowner's Association in perpetuity, to pick up and drop off the resident children to comply with the U.S. Government and SANDAG SRTS program

- This type of private transit vehicle for school children (K-6) service has been initiated for the Fox Pointe Development project, located in the City of Encinitas.

- It is to be noted that Capri School is at 95% capacity, whereas it is most likely that K-6 students will have to be transported to other K-6 public schools in the Encinitas Unified School District. This requirement will add to the resident's transportations costs, increase vehicle trips per day and exacerbate the current Air Quality contaminant pollution issues in the community.

- Complete Streets Concept, Policies and Practices need to be considered in order to seriously consider the intent of the SRTS Programs. Complete Streets may vary significantly between urban, suburban and rural contexts but all are designed to balance safety and convenience for everyone using the road. By modifying polices so that the transportation system includes the needs of people on foot, those with disabilities, public transportation and bicycles, the City of Encinitas shall provide more options for people in the community. Making these options more convenient, attractive and safe roads allows people to choose their preferred mode of travel

rather than going straight to their automobiles. Ref. California SRTS State Network Complete Streets Action Team. National Complete Streets Coalition.

3.6 TRANSPORTATION

3.6.1 Existing Conditions. The City shall work with Caltrans to open Piraeus Street at the south end intersection onto Leucadia Blvd., for ingress and egress of traffic, see Appendices A. Piraeus Street is a frontage road with a history early as the 1940's. Piraeus is a 2-lane rural road and is a one-way collector road since there is no access to Leucadia Blvd., an existing 4 lane arterial road. Caltrans stated in 1989 when closing the south bound Piraeus Street traffic to Leucadia Blvd., per the realignment project of Leucadia Blvd., it would only be reopened (Piraeus Street) if supporting data were provided. Since closure, the lateral rural 2 lane residential roads have seen a dramatic increase in traffic warranting the City to install "Traffic Calming Measures" i.e., speed bumps, based on citizen complaints. This traffic intensity issue will increase with the approval of ***Piraeus Point Townhomes.*** It is to be noted that the MEU does not have a designated description of Piraeus Street, thereby Piraeus Street is unique with an historical background.

3.6.2 Regulatory Framework. Apply San Diego County Traffic and Circulations Guidelines. There shall be no vehicle ingress or egress onto Plato Place from this project. Exception: SDG&E existing 16ft. recorded easement access via Plato Place and the use by emergency vehicle(s)..

3.6.3 Analysis of Project Effects and Determination as to Significance. Should 149 ***Piraeus Point Townhomes*** (subdivision) be constructed (approval by the City of Encinitas) thereby allowing additional vehicle traffic onto Piraeus Street. The action by the City will have a legacy effect of the NE area of Leucadia rural community which will be out of character as defined by **Mobile Element Policy 2.4** which reads as follows: "***When considering circulation patterns and standards. Primary consideration will be given to the reservation of character and safety of existing neighborhoods. Where conflicts arise between convenience of motorists and neighborhood safety/community character preservation, the latter will (ECC recommends change will to shall) have first priority".*** This Policy 2.4, will maintain the existing type of frontage, collector 2 lane road thereby eliminating the potential extreme congestion along Piraeus Street created by *Piraeus Point Townhomes*. See also MEU Policy 1.2 and 5.3 that also affect Piraeus Street due to poor choices of Housing Element Properties.

3.6.3.1 The 980 +/- daily vehicle trips (see below) from ***Piraeus Point Townhomes*** will dramatically increase the "cut-through" lateral rural 2 lane roads traffic volume to the detriment of the existing residential community, specifically Normandy Road. As noted, it is again requested that the City coordinate with Caltrans to reopen Piraeus Road to Leucadia Blvd.

3.6.4 Cumulative Impact Analysis. Additionally, the number of daily vehicles trip from the ***Piraeus Point Townhomes*** project will be 300 vehicles multiplied by a factor of six (6) equals 1,800 vehicle daily trips (VDT).

- An allowance factor for service vehicles will also increase and exacerbate the traffic volume issue on Piraeus Street by a factor of 1.1 +/- for an estimated total of 1,980 daily vehicle trips. This increase in vehicle traffic from ***Piraeus Point Townhomes*** will seriously impact the intersections of Piraeus Street and La Costa Avenue resulting in a Level of Service (LOS) of a F-Rating. The lateral intersections of Plato Place, Olympus Road, Sparta Road and Normandy Road will be severely impacted.

- Traffic interference will occur from ***Piraeus Point Townhomes*** vehicles entering Piraeus Street to travel south along Piraeus Street. Those vehicles traveling south to Normandy Road _ to access Leucadia Blvd as per signage) will interfere with northbound vehicles from Leucadia Blvd. Normandy Road is the only easterly route for vehicles to access Leucadia Blvd, which also provides access to I-5 south. As noted, access to Leucadia Blvd., is blocked from Piraeus Street. The lateral detour to access Leucadia Blvd., results in an additional 900 feet of single vehicle travel resulting in GHG emissions, noise, safety to the residential community. This is not acceptable to the community.

- Traffic interference again, as noted, will occur from ***Piraeus Point Townhomes*** vehicles entering Piraeus Street to travel north to La Costa Avenue. This vehicle traffic increase will seriously impact the intersection of Piraeus Street and La Costa Avenue and create congestion. Synchronizing the three (3) way signals serving both eastbound and westbound traffic on La Costa Avenue will also cause and create delays at the three (3) locations, including access to the north and south bound I-5 "on and off" ramps. Currently the traffic on Piraeus has a lower signal (Green) duration time permitting no more than seven (7) vehicles to enter the intersection to conduct a west bound (left) turn. With an increase of hundreds of vehicles north bound to access I-5 north and south on ramps the delays will be horrendous, frustrating and potentially dangerous. Traffic entering Piraeus Street from Sky Loft Road to either travel south or north will also be impacted severely by the huge line of vehicles waiting in line to get through the Piraeus Street and La Costa Avenue intersection. The impact of vehicle congestion will also increase the emission pollutants (GHG), of benzene, carbon monoxide, particulate matter at this intersection. The prevailing wind is from the SW to the NE. The recipient of these air borne pollutants is Batiquitos Lagoon, a Marine Protected Area (MPA) parallel with La Costa Avenue, which runs along the south shore from PCH 101 to El Camino Real, where significant reportable toxic pollutants of Poly Aromatic Hydrocarbons (PAH's) are present in the water and benthic layer as per the December 9, 2021, water sampling analysis conducted by the Batiquitos Lagoon Foundation.

4.0 PARKING ISSUES

a. There shall be no spillover or project owner or visitor parking allowed on Plato Place or Piraeus Street, as both are currently non-conforming rural roads. All cars whether residents or visitors or service delivery vehicles shall be parked on ***Piraeus Point Townhomes*** property only.

b. In the absence of sidewalks, - where curbs if installed can normally be painted red (to alert drivers of a no parking location, i.e., Fire Lane, e.g., Piraeus Street, Plato Place, Caudor Street and Capri Road all shall have new "**NO PARKING**" signs installed by the City per the CVC.
c. The ***Piraeus Point Townhomes*** project has the potential for one (1) vehicle per bedroom, i.e., 306, however with 149 Condominiums and where each Condominium has a 2-car garage this equates to 298 residential vehicles. The developer/applicant has failed to provide realistic vehicle counts of the actual total residential parking based on existing historical data of similar type project in Encinitas, Carlsbad and Oceanside.

d Additionally, and more importantly, identifying Visitor Parking, including service vehicles, delivery vehicles, trash collection trucks, furniture moving vans, U.S. Post Office Delivery Vans, etc., is important for all vehicles using the public and private roads. Collectively all vehicles need to be calculated including Public Safety Vehicles emergency vehicles, Public Transportation Vehicles such as buses, local shuttle vans for senior centers, school buses for transporting students of all ages. None of these vehicles shall be ignored from Transportation calculations.

Additionally, The City Housing Element Inclusionary Economic Analysis specifically for Townhomes - see pages 88-90/420 – indicate the allowable density of Townhomes is R-15, i.e., maximum of 15 townhomes per acre. Therefore, with approximately 4 acres of buildable acreage a quantity of 60 Townhomes is most likely the maximum quantity allowed for Parcel A See Appendices B.

5.0 CONCLUSION.

Strict enforcement of the Land Use and Planning upzoning laws/regulations needs to be conducted to prevent exceeding extreme density of residents/population and thereby increasing the quantity of vehicles beyond the ability of the development to garage them or a willingness to construct garages in lieu of allowing vehicles to park on public streets to the detriment of the rural community.

END OF THE ECC SCOPING DRAFT ENVIRONMENTAL IMPACT REPORT AND REVIEW COMMENTS FOR THE MOBILITY ELEMENT UPDATE>

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Appendices A

Portion of the City of Encinitas Parcel Map. Specifically, that portion of the City Parcel Map that is known as "Crest Acres" per County of San Diego Parcel Map Book 2019 circa 1927 with ECC edits. As referenced within Scoping EIR **Mobility Element Update** Comments Review Report.

Appendices B

City of Encinitas Housing Element, Appendix C Adequate Sites Analysis- 2013 - 2021, 9 pages, and 2) Inclusionary Housing Economic Analysis, Townhomes R-15. Spreadsheet Pages 88-90 of 420 Page Report. Date prepared 12-02-2019. 3) Map of Housing Element City Council Approved sites, 06-20-2019

Appendices C

Ambient Traffic Noise Measurement/Location Map

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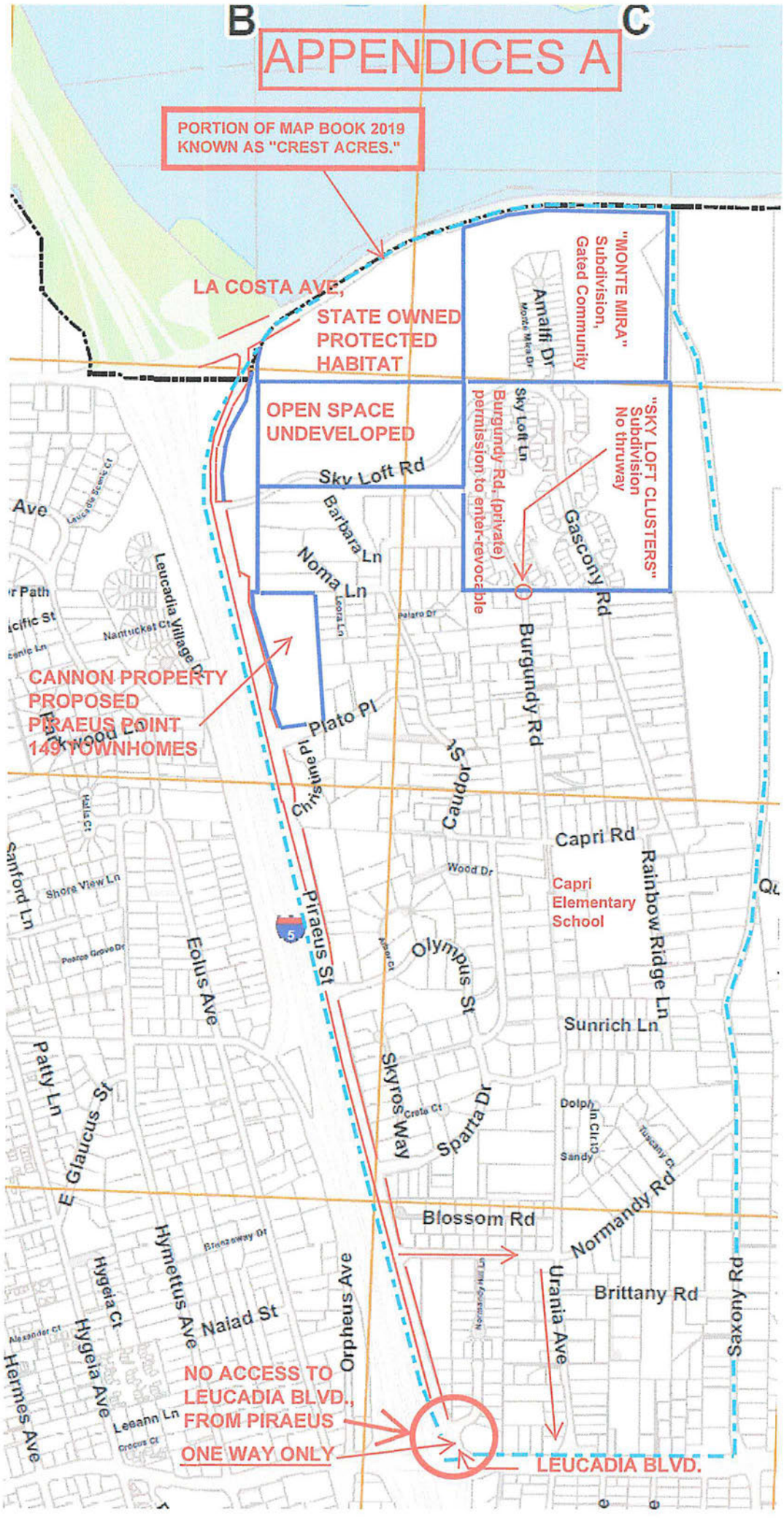
Appendices A


B
C
APPENDICES A
PORTION OF MAP BOOK 2019
KNOWN AS "CREST ACRES."
LA COSTA AVE.
STATE OWNED
PROTECTED
HABITAT
OPEN SPACE
UNDEVELOPED
"MONTE MIRA"
Subdivision,
Gated Community
"SKY LOFT CLUSTERS"
Subdivision
No thruway
Burgundy Rd. (private)
permission to enter revocable
CANNON PROPERTY
PROPOSED
PIRAEUS POINT
149 TOWNHOMES
NO ACCESS TO
LEUCADIA BLVD.,
FROM PIRAEUS
ONE WAY ONLY
LEUCADIA BLVD.
Capri
Elementary
School
Sky Loft Rd
Barbara Ln
Noma Ln
Plato Pl
Christine Pl
Amalfi Dr
Sky Loft Ln
Gascony Rd
Burgundy Rd
Caudor St
Capri Rd
Wood Dr
Rainbow Ridge Ln
Sunrich Ln
Olympus St
Piraeus St
Eolus Ave
Sanford Ln
Shore View Ln
Peace Grove Dr
Patty Ln
E Glaucus St
Skyros Way
Crete Ct
Sparta Dr
Blossom Rd
Normandy Rd
Brittany Rd
Uranus Ave
Saxony Rd
Orpheus Ave
Naiad St
Hymettus Ave
Hygeia Ct
Hygeia Ave
Hermes Ave
Leeann Ln
Crocus Ct
Alexander Ct
Brenaway Dr
Nantucket Ct
Leucadia Village Dr
Leucadia Scenic Ct
Palaro Dr
Leora Ln
Monte Mira Dr
Tuscany Ct
Sandy
Dolphin Circle

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Appendices B

Appendix C: Adequate Sites Analysis

Appendix C contains the site inventory and analysis for the sites proposed to meet the City of Encinitas' Regional Housing Needs Assessment (RHNA) allocation for the 2013-2021 planning period. The sites are organized to show how the City can meet the need for the four RHNA income categories (Very Low, Low, Moderate, and Above Moderate). That information is summarized in **Table C-1** below.

Table C-1: Adequacy of Sites Inventory

	Extremely Low/Very Low Income	Low Income	Moderate Income	Above Moderate Income	Total
RHNA (2013-2021)	587	446	413	907	2,353
RHNA Carryover (2003-2013)	253		--	--	253
Units Built/Approved	33	33	4	892	962
Accessory Unit Production	79		54	--	133
Remaining RHNA	1,141		355	15	1,511
Candidate Site Unit Yield	1,504		523	177	2,204
Total Capacity Over RHNA Need	**363**		**168**	**162**	**693**

All sites were reviewed in order to ensure compliance with state law. The sites chosen meet that criteria and show the highest potential to redevelop for residential use within the planning period.

1.1 Availability of Water, Sewer, and Dry Utilities

The City of Encinitas has evaluated the availability of infrastructure from a Citywide and site-specific standpoint. In determining the feasibility of sites to accommodate the City's RHNA needs, infrastructure provision was a determining factor. As described in Appendix B under 'Environmental Constraints and Infrastructure,' the City has adequate water and sewer capacity to accommodate the planned increase in housing development. The City has reviewed the sites designated for development and has determined that each of the sites designated within each income category is adjacent to a public street that contains distribution facilities for water, sewer, and dry utilities (including cable and telephone). The availability and location of water, sewer and dry utilities and their distribution facilities do not pose a constraint to development.

C.1 Very Low and Low-Income Candidate Sites Inventory

SITES INVENTORY LIST

Very Low/Low Income RHNA Candidate Sites

Vacant

SITE 02: CANNON PROPERTY (PIRAEUS)
SITE 05: ENCINITAS BLVD & QUAIL GARDENS SITES
SITE 06a: ARMSTRONG PARCELS
SITE 08a: RANCHO SANTA FE PARCELS (GAFFNEY/GOODSEN)
SITE AD1: SAGE CANYON
SITE AD2a: BALDWIN & SONS PROPERTIES
SITE AD2B: BALDWIN & SONS PROPERTIES

Non-vacant

SITE 01: GREEK CHURCH PARCEL
SITE 06b: ARMSTRONG PARCELS
SITE 07: JACKEL PROPERTIES
SITE 08b: RANCHO SANTA FE PARCELS (GAFFNEY/GOODSEN)
SITE 09: ECHTER PROPERTY
SITE 12: SUNSHINE GARDENS PARCELS
SITE AD2c: BALDWIN & SONS PROPERTIES
SITE AD8: VULCAN & LA COSTA
SITE AD9: SEACOAST CHURCH
SITE AD11: MANCHESTER AVENUE WEST SITES
SITE AD14: HARRISON SITES
SITE AD31: MEYER PROPOSAL

Table C-2: Net Acreage and Unit Yield Per Site				
Site Number	**Site Name**	**Gross Acreage**	**Net Acreage**	**Unit Yield (DU)**
***Vacant*[1]**				
02	Cannon Property (Piraeus)	6.93	6.93	173
05	Encinitas Blvd & Quail Gardens Sites	4.91	4.78	119
06a	Armstrong Parcels	1.92	1.06	26
08a	Rancho Santa Fe Parcels (Gaffney/Goodsen)	1.75	1.45	36
AD1	Sage Canyon	5.23	2.40	60
AD2a	Baldwin & Sons Properties	3.14	2.98	74
AD2b	Baldwin & Sons Properties	6.66	4.86	121
Subtotal		**30.54**	**24.46**	**609**
Non-vacant				
01	Greek Church Parcel	2.50	2.00	50
06b	Armstrong Parcels	1.32	1.16	29
07	Jackel Properties	2.97	2.97	33[2]
08b	Rancho Santa Fe Parcels (Gaffney/Goodsen)	4.88	4.57	113
09	Echter Property	21.49	9.85	246
12	Sunshine Gardens Parcels	3.39	3.39	84
AD2c	Baldwin & Sons Properties	1.79	1.21	30
AD8	Vulcan & La Costa	2.00	2.00	50
AD9	Seacoast Church	4.45	1.41	35
AD11	Manchester Avenue West Sites	1.67	1.67	41
AD14	Harrison Sites	1.91	1.91	21[2]
AD31	Meyer Proposal	6.62	6.52	163
Subtotal		54.99	38.66	895
Total		**85.53**	**63.12**	**1,504**

Notes:

1. HCD has stated to the City that vacant parcels must be entirely unimproved and separately subdivided parcels, and Table 2-6 reflects this direction. However, the City believes that the following sites should also be considered to be vacant: Site 01 (50 units) consists entirely of unimproved land, but has not been subdivided from the improved part of the site. Site 07 (33 units) consists of unimproved land and an abandoned, vacant structure. Site AD2c (30 units) has utility lines on a portion of the site which have been deducted from net acreage, but the parcel is otherwise entirely unimproved, and the utility lines would not prevent an owner from developing the site for residential units. In the City's view, these sites should be considered vacant, adding 118 additional units to the Unit Yield on vacant property, for a sub-total of 727 units on vacant sites, far above 50% of the unmet RHNA need for the planning period.
2. Unit Yield anticipates that this site will be developed for mixed-use.

Table C-3: Percentage of VL/L Sites by Site Type		
Site Type	**# of Units**	**% of Remaining Lower Income RHNA Allocation (1,141)**
Vacant	609	53%
Non-vacant	895	78%
Total	1,504	132%
RHNA Allocation (including carryover) for VL/L Income Categories: 1,286 Units Constructed and Estimated ADUs: 145 **Remaining RHNA Allocation for VL/L Income Categories: 1,141**		

Table C-4: Net Acreage and Unit Yield on Residentially Zoned Sites				
Site Number	**Site Name**	**Zoning Designation**	**Net Acreage**	**Unit Yield (DU)**
Vacant				
02	Cannon Property (Piraeus)	RR2	6.93	173
08a	Rancho Santa Fe Sites (Gaffney/Goodsen)	RR2	1.45	36
AD1	Sage Canyon	R3	2.40	60
AD2a	Baldwin & Sons Properties	R3	2.98	74
AD2b	Baldwin & Sons Properties	R5	4.86	121
Subtotal			**18.62**	**464**
Non-vacant				
01	Greek Church Parcel	RR1	2.00	50
08b	Rancho Santa Fe Parcels (Gaffney/Goodsen)	RR2	4.57	113
AD2c	Baldwin & Sons Properties	R5	1.21	30
AD8	Vulcan & La Costa	R3 (N101SP)	2.00	50
AD9	Seacoast Church	R11	1.41	35
AD11	Manchester Avenue West Sites	R11	1.67	41
AD31	Meyer Proposal	R3/R5	6.52	163
Subtotal			**19.38**	**482**
Total			**38.00**	**946**

Notes:

1. Unit Yield anticipates that this site will be developed for mixed-use.

NET ACREAGE CALCULATIONS

Very Low/Low Income RHNA Candidate Sites

CALCULATION METHOD

The net acreage for each candidate site was calculated based on the gross acreage (for all parcels included in the site) minus the acreage deemed partially or completely undevelopable based on existing steep slopes and known environmental constraints. Environmental constraints were determined based on known site information for the parcels where that information was available and other sources, such as the City's Local Coastal Program and site observations. **The site capacity was determined by applying a 25 du/ac standard to the net acreage for each candidate site.**

The following calculation methods apply to slope constraints (per the City of Encinitas Municipal Code for purposes of calculating density):

- All land in 0-25% slope of natural grade is allowed to use 100% of acreage.
- All land in 25-40% slope of natural grade is allowed to use 50% of acreage.
- All land in 40% + slope of natural grade is allowed to use 0% of acreage.

All acreages shown on the following sheets include any applicable acreage deductions from the gross acreage. The informational sheets include a note either stating that there were no known topographic or environmental constraints or detailing the acreage removed from the gross acreage and the reasoning.

WATER AND SEWER AVAILABILITY

As discussed in Appendix B, each site has been evaluated to ensure there is adequate access to water and sewer connections. Each site is situated adjacent to a public street that has the appropriate water and sewer mains and other infrastructure to service the candidate site.

DEFINITIONS

Vacant Parcel: HCD has stated to the City that vacant parcels must be unimproved. Sites containing abandoned, non-habitable, or vacant structures or powerlines are considered to be non-vacant by HCD unless the owner has applied for, and been issued, a demolition permit. Similarly, vacant portions of parcels designated for housing development are considered by HCD to be non-vacant unless the vacant portions of the site have been subdivided from the non-vacant portions. The designations of vacant and non-vacant parcels in this Appendix C conform to the direction provided to the City by HCD.[1]

Non-Vacant Parcel: Non-vacant parcels are underutilized or developed parcels and contain existing development or established uses. These may include temporary structures associated with an active use (i.e., agricultural greenhouses) or other uses currently operating on the site.

Mixed-use Site Capacity: For mixed-use sites within the Encinitas North 101 and Downtown Specific Plan areas, capacity was calculated per Section 3.1.2.D of theSpecific Plan, which states a maximum lot utilization of 90% and that residential uses shall not exceed 50 percent of the gross building floor area for the development site. The capacity of other mixed-use sites was determined based on the area available for housing development, largely determined by the owner.

Site Capacity: All parcels shown with fewer than 16 units are in common ownership with one or more adjacent parcels or are likely to be consolidated with one or more adjacent parcels based on owner representations. In these cases, the parcels are considered one site that can accommodate at least 16 units.

Owner-Interest: Sites with "owner interest" listed in the description indicate that the City has been directly contacted by the property owner and received an acknowledgement of their interest in writing, either by email or by a formal letter.

NOTES:

[1] The City believes that vacant portions of parcels designated for housing development and sites containing only abandoned, non-habitable, or vacant structures or powerlines should also be considered to be 'vacant' because they contain no existing use that prevents an owner from developing the site.

CANNON PROPERTY (PIRAEUS)

SITE NUMBER 02

SITE DESCRIPTION

This site is a vacant property at the corner of Piraeus Street and Plato Place, both of which are 2-lane local streets. The southern portion of the site is flat due to previous grading, with the majority of the rest of the site sloping up towards a flat pad on the northeast corner. The owner has expressed interest in developing this site for residential uses.

SITE FEATURES

- Vacant, natural landscape
- Partially graded
- Some mature trees/vegetation on the northen portion of the site
- Slight topography change

PARCEL SIZE CALCULATION

There are no known physical constraints to development due to steep slopes or environmentally sensitive areas. Therefore, the parcel's net acreage equals the full gross acreage.

APN(S) (Ownership)	2541440100 (CANNON MARIA T)	**PARCEL SIZE (AC) (GROSS/NET)**	6.93/6.93
SITE STATUS	Vacant	**MAXIMUM DENSITY**	30 DU/AC
ADDRESS(ES)	Piraeus Street	**MINIMUM DENSITY**	25 DU/AC
NEIGHBORHOOD	Leucadia	**UNIT CAPACITY**	173
GENERAL PLAN LAND USE	Rural Residential 1.01-2.00 (RR2)	**CONSTRAINTS**	• Slight Topography (less than 25% slope, so no deductions)
ZONING	RR2		

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Appendices C


First American
Title Insurance Company
File No.: 843604
Location: San Diego County, CA
Legend
PARCEL A
PARCEL B
10/25/1949 Bk3363 Pg154
(Either Or Both Pole Lines,
Underground Conduits, With
The Right Of Ingress And Egress
- Not Plottable)
07/06/1926 Bk1220 Pg410
2' Wide - Either Or Both Pole Lines,
nderground Conduits, With The Right
f Ingress And Egress)
POR 9
INTERSTATE 5
PARCEL B
PIRAEUS ST
SKY
31
19.75 AC
12
18.85AC
35
4.93AC
10
33
34
PARCEL A
N 89°33'41"E 1322.59(ROS)
1320.45
1315.21 (ROS)
N89°09'10"W(ROS 1657)
Leq 69.9
38.1 66.8 81.7
Min Avg
68.9
0:00:00
SOUND PRESSURE LEVEL (SPL)
MEASUREMENT
69.9 dBA SUNDAY JANUARY
10TH, 2022. TIME: 3:00 PM.
AVERAGE SPL 66.8 dBA
PEAK SPL 81.7 dBA

FW: Policy 2.3 & 2.4 of the General Plan

Evan Jedynak <ejedynak@encinitasca.gov>

Mon 9/26/2022 11:04 AM

To: Whitmore, Stephanie A. <Stephanie.Whitmore@wsp.com>;Ruscitti, Peter L. <Pete.Ruscitti@wsp.com>;Bigham, Elizabeth <Elizabeth.Bigham@wsp.com>
Cc: Jennifer Gates <jgates@encinitasca.gov>

Fyi, another comment.

Evan Jedynak
Associate Planner
Development Services Department
505 South Vulcan Ave, Encinitas, CA 92024
(760) 633-2686 | ejedynak@encinitasca.gov
www.encinitasca.gov

From: Skyloft Mike George <skyloftmichaelgeorge@cox.net>
Sent: Monday, September 26, 2022 10:39 AM
To: Evan Jedynak <ejedynak@encinitasca.gov>
Cc: Dennis Kaden <denniskaden101@gmail.com>; Skyloft Mike George <skyloftmichaelgeorge@cox.net>; Michael A. George <eaglebythesea@cox.net>
Subject: Fwd: Policy 2.3 & 2.4 of the General Plan

[**NOTICE:** Caution: External Email]

Mr. Jedynak, I am sorry I sent the original of this email to the wrong email address. Please see my opposition to any changes in the General Plan, Policy 2.3 & 2.4. Thanks Michael A. George
Skyloft Mike George
skyloftmichaelgeorge@cox.net

Begin forwarded message:

From: Mike George <eaglebythesea@cox.net>
Subject: Policy 2.3 & 2.4 of the General Plan
Date: September 26, 2022 at 10:26:25 AM PDT
To: Ejednak@encinitasca.gov
Cc: Skyloft Mike George <skyloftmichaelgeorge@cox.net>, Dennis Kaden <denniskaden101@gmail.com>, "Michael A. George" <eaglebythesea@cox.net>

Mr. Jednak,

I do not want have any part of these policies, changed, modified, or deleted from our general plan.

I oppose them being removed for the mobility "Proposed Street Typology" report presently being considered. It is my understanding your department co-operated with the consultant on this proposal. It has many mistakes, which surprises me happened, since your department worked with the consultant on it.
Thank you, Michael A. George, 1703 Gascony Road, Encinitas CA 92024

FW: Comments of Encinitas Mobility Element Scoping for EIR

Evan Jedynak <ejedynak@encinitasca.gov>

Wed 10/5/2022 8:57 AM

To: Ruscitti, Peter L. <Pete.Ruscitti@wsp.com>;Bigham, Elizabeth <Elizabeth.Bigham@wsp.com>;Whitmore, Stephanie A. <Stephanie.Whitmore@wsp.com>
Cc: Jennifer Gates <jgates@encinitasca.gov>

5 attachments (14 MB)

Mobility Element Scoping comments for EIR.docx; QG_KristenCt__Jun-01-22_12_49 (1).csv; QG_QG_Court__Jun-02-22_07_32 (1).csv; QG_ViaZam_NB__Jun-02-22_07_29 (1).csv; QG_ViaZam_SB__Jun-02-22_08_04 (1).csv;

Good morning all,

It was great seeing some of you at the conference this weekend. See attached comments we received.

Thanks,

Evan Jedynak
Associate Planner
Development Services Department
505 South Vulcan Ave, Encinitas, CA 92024
(760) 633-2686 | ejedynak@encinitasca.gov
www.encinitasca.gov

From: Steve and Jayshree Gerken <sgerken@sbcglobal.net>
Sent: Monday, October 3, 2022 6:31 PM
To: Evan Jedynak <ejedynak@encinitasca.gov>
Subject: Comments of Encinitas Mobility Element Scoping for EIR

[**NOTICE:** Caution: External Email]

Hello Mr. Jedynak,t
Attached are my comments for the Mobility Element EIR scoping.
I will need to send addition files under separate email as the file sizes exceed the email limit.
Also, the Chen Ryan Traffic Impact Analysis is 35 MB. Can you get that from city planners?
Or can I send you a link to a secure file server? I need that document attached to this comment on scoping for the EIR.

Thank you.
Steve Gerken
Encinitas resident

October 3, 2022

To: Evan Jedynak,
Associate Planner
City of Encinitas

RE: Response to Notice of Preparation (NOP) of Draft Environmental Impact Report (EIR)

From: Steven Gerken
Encinitas resident

Dear Mr. Jedynak,

I have been participating in the city's mobility element planning. This letter contains my comments for the Mobility Element Scoping for the Environmental Impact Report. The stated goals of the Mobility Element are to:

- A safe, efficient, and adequate circulation system that responds to the transportation and infrastructure needs of all modes and users, including drivers, cyclists, pedestrians, transit users, and rail users.
- The location of existing and future transportation needs in the City.
- Long-term goals and policies for community mobility over the next 30 years.
- Strategies to reduce vehicle speed, increase driver attention, and protect vulnerable users on local streets, and to reduce overall vehicle-miles traveled (VMT) and urban sprawl.

Policy 1.1: The mobility element needs to address how increasing the city's housing supply is consistent with climate action plan, active transportation plan and housing element. The EIR needs to demonstrate how building thousands of new housing units reduces vehicle miles travelled, reduces greenhouse gases, promotes safe routes to schools, and promotes the safety of bicycle and pedestrians while significantly increasing the population of the city and accounting for population increases in neighboring cities.

Policy 1.3: The mobility element needs to address how the city's multimodal transportation systems can effectively link different parts of the city. How can communities be connected safely and effectively when historically transportation corridors promoting optimal levels of service have been the defacto standard since incorporation. How can communities be linked effectively when the city design made each community and each property isolated from its neighbor?

Policy 1.4: The mobility element needs to address how climate change may affect the roadway systems in Encinitas and surrounding communities. How will sea level rise affect major arterials and roadways, especially the Coast Highway 101 and Interstate 5?

Policy 1.5: The mobility element needs to address mode shift to non-motor vehicles, especially the electrified bike and scooter. The element needs to design and equitably distribute electric vehicle charging systems for electric vehicles.

Policy 1.6: The mobility element needs to address how to decrease the city's president population will not cause an increase in Vehicle Miles Travelled and associated increase in greenhouse gases.

Policy 1.8: The mobility element needs to address safe routes to schools. City policy must address how the mode shift away from personal motor vehicles to transport students to and from schools while increasing the safety of residents attending local schools. How will increased modes of bikes and pedestrian routes to schools be compatible with the safe routes to school? These must be aligned with

the city's Vision Zero policy of no injuries or fatalities. What protections must the city provide to keep students, staff, and faculty safe? What will be the funding priorities and sources of funds to achieve.
Policy 1.13A: The mobility element needs to address how to minimize impacts to local circulation elements from development projects. The mobility element must identify where state housing law impacts local circulation elements. The mobility element clearly needs to
Identify impact mitigation measures that are not required under state housing law but are required under Encinitas city policy.
The Traffic Impact analysis of the 2020 Quail Meadows Baldwin project application prepared by Chen & Ryan (on file at the Encinitas planning department) provides a clear example of significant impact on local traffic circulation by new housing projects. Section 4.13.5.1 describes impacts of development. Section 4.13.7.1 states that " Impacts of the future development consistent with the HEU floating zone program would be subject to the City's roadway design standards, City Municipal Code, and California Fire Code emergency access requirements, as well as the City General Plan goals and policies related to traffic safety. The City of Encinitas Public Road Standards (1991) identifies design specifications for curves, sight distance, slopes, and other roadway features. The City's roadway standards are intended to provide for "service, health, welfare and safety of the public" (City of Encinitas 1991). Thus, compliance with the City's roadway standards would preclude traffic hazards. The City of Encinitas has adopted the California Fire Code emergency access requirements as a part of their Municipal Code. This includes emergency access road dimensions, design, grades, gates, and other fire safety features. Additionally, the more stringent California Building Code (CBC) access standards also have been adopted by the City to address potential emergency access issues associated with earthquakes, flooding, climate/strong winds, topography, and water shortages. Future development consistent with the HEU would be required to comply with these regulations when designing emergency access relative to the future housing sites. Thus, compliance with the City Municipal Code would preclude inadequate emergency access issues. The General Plan also includes several goals and policies regarding traffic safety. Goal 1 of the Circulation Element portion of the General Plan states "Encinitas should have a transportation system that is safe, convenient and efficient, and sensitive to and compatible with surrounding community character." Policies 1.6, 1.7, and 1.9 encourage safe roadways and driveways by limiting direct access on major roadways and encouraging properties to use common driveways to reduce access points. Policy 1.17 identifies the need to provide adequate street lighting for safety of all roadway users. Landscaped medians and buffers are recommended by City Policies 2.10 and 2.13 and would improve safety by separating directional traffic as well as separating traffic from buildings. Future development consistent with the HEU would be required to be in accordance with the General Plan goals and policies, including these goals and policies related to traffic safety; therefore, there would be no inherent differences in impacts among the housing strategies. Impacts resulting from all three housing strategies would be less than significicant."

Section 4.13.5.4 of the Chen Ryan traffic impact analysis describes the significance of impacts after mitigation. Significance After Mitigation measures which are determined to be feasible improvements as indicated in Table 4.13-21, would reduce traffic impacts of the HEU to below a level of significance if these improvements can be assured at the time of future development. However, as the City has not yet approved a mitigation fee program for the HEU as identified in TRF-27, there is no assurance that funding will be available to construct these improvements at the time future development is proposed. Until such time as this program is implemented, impacts would remain significant and unmitigated. In

addition, the City has determined that certain mitigation measures/improvements as listed in Table 4.13-21 are infeasible for one or more of the following reasons: (1) the improvement would result in the roadway exceeding the General Plan classification; (2) insufficient right-of-way exists and the City/Community prefer to retain existing adjacent uses instead of exercising eminent domain and (3) the improvement conflicts with existing or planned multi-modal facilities or adopted City policies or program relative to the provision of multi-modal facilities (pedestrian, bicycle or transit). As such, these impacts would also remain significant and unmitigated 4.13-21 are infeasible for one or more of the following reasons: (1) the improvement would result in the roadway exceeding the General Plan classification; (2) insufficient right-of-way exists and the City/Community prefer to retain existing adjacent uses instead of exercising eminent domain and (3) the improvement conflicts with existing or planned multi-modal facilities or adopted City policies or program relative to the provision of multi-modal facilities (pedestrian, bicycle or transit). As such, these impacts would also remain significant and unmitigated.

Thus, this EIR must identify how to mitigate the traffic impacts from the city's housing element update.

Policy 2.1: The mobility element needs to address Safety for all users. The mobility element must solve the paradox that by design, the interaction of bikes and cars is unsafe. So how does one keep bike riders and pedestrians safe, when comingling in a multimodal transportation system is unsafe. Dept. of transportation studies have shown that reducing vehicular speed is a very significant means of reducing the chance of serious injury or death when a vehicle and bike/pedestrian collision occurs. So this EIR must state the preferred alternative for safety for all users. This requires this EIR to address

Policy 2.4: The statement that the focus on street with the highest traffic and highest speeds is a severe limitation of this EIR scoping. Families don't cycle on La Costa Ave, Leucadia Blvd or Encinitas Blvd. in the current configuration as a Class II bike lane because it is unsafe. The mobility element needs to address traffic calming where multimodal means of transportation are used, especially on many local collector roads. since many bikes and pedestrians avoid the city's prime arterials because of the excessive speeds and high volumes of vehicles travelling on these roads, these roads play important travel routes. Attached are traffic speed and car counts from Encinitas speed feedback signs of Quail Gardens Dr. and Saxony Rd. The data shows that over 50% of vehicles exceed the posted speed limit and that very large percentage of vehicles travel 30 to 50 miles per hour over the speed limit. Until traffic is calmed and vehicle speeds are significantly reduced, Encinitas will continue to be an unsafe place for pedestrians and bicyclists. Mitigating the impact of vehicle speeds on the safety of all users of Encinitas mobility elements is a clear requirement for this EIR.

Policy 2.5: Traffic calming design elements must be made available as part of a mitigation toolkit that promotes the safety of all users of Encinitas mobility elements.

Policy 4.1: The complete streets design policy must be a cornerstone of the EIR. The city strategy for making capital improvements in neighborhoods has been to require developers to fund and install capital improvements along with their projects. Since much of Encinitas development has consisted of small developments, often infill projects as nurseries relocated outside the city, Encinitas was left with scattered, hodge-podge, unconnected sidewalks and streets (eg. Quail Gardens Dr., Saxony Dr.). This made for unreliable, unsafe modes of transportation for every mobility modality except motor vehicles because very few routes were fully completed, and neighborhoods weren't connected (the Channel Islands on Saxony is a classic example of a sidewalk to nowhere).

With the adoption of the 2018 and 2021 housing element updates for planning for new housing in Encinitas, fifteen housing sites were approved for high-density overlays. With this land use designation, the sites also qualified for additional density bonus housing units, moving the limit from 30 DU/acre to

effectively 40 DU/acre. Most importantly, the city was constrained by state law from requiring significant capital improvement and traffic impact mitigation. Thus, the strategy for neighborhood capital improvements now falls to the city and not the developer. Therefore, it is imperative that this EIR formally recognize the shift in strategy for complete streets and recognize the city's obligations for capital improvements.

The Four Corners area of Encinitas will contain 40% of the entire city's high-density housing within approximately one square mile of the city's 12,544 acres, this region of the city carries the highest burden of impacts from the housing plan and the city's need to mitigate the unprecedented impact of its housing plan is immediate and necessary to manage traffic, safety and quality of life for all residents, visitors and businesses. This EIR should identify and rank areas of the city with significant impacts due to this now failed policy for implementing Complete Streets.

Policy 4.5A: The EIR must identify that the city's policy on focusing exclusively on electric motor vehicle charging stations is incomplete. EV charging for electric cars, trucks, bicycles, and scooters must be part of policy for EV charging infrastructure.

Policy 4.12: This EIR must identify that the Housing Element update sites generate the highest impacts on Encinitas in the history of the City. Housing density is at its highest density. And so are impacts. Funding from developer fees should be earmarked for mitigation measures Additional revenue sources that should be earmarked for mitigating impacts with specific housing element updates developments is the newly generated property tax. Since the super-majority of all new housing at a housing element site will be market rate, significant levels of new property tax revenues are forecast. Therefore, this EIR should include these sources of revenue for funding impact mitigation efforts.

Policy 6.1: The Active Transportation Plan (ATP) identified that there are very few East West corridors for mobility by bike or pedestrian. And the East/West mobility corridors are prime arterials. Serving multi-lane, very hoigh speed and very high speed vehicular traffic. Mixing pedestrians and bikes with high-speed vehicles is dangerous and unpleasant. No one wants to bike or walk alog a freeway ora racetrack. It's not safe. So the mobility element needs to identify that lack of East-West routes is a major deficiency in the ATP plan.

The mode and demographics of bicycling and other modes of transportation have been revolutionized by electric technologies. Very large numbers of people now ride electric bicycles. Very large numbers of young people ride electric bikes. The number of California's ebikes is expected to increase significantly. Encinitas has a Zero Vision policy of achieving no car-bike collisions and no fatalities. Studies have shown that reducing the speed of vehicle bike collisions significantly reduces the likelihood of a fatality, especially when automobile speeds are 25 MPH or less.

Therefore, the mobility plan needs to create class 3 or 4 bike lanes on every major arterial. Vehicle speeds need to be reduced to 35 mph and 25 MPH on neighborhood and collector roads. All other streets must be 25 mph or less to harmonize city policies.

Cordially,

Steven Gerken
Encinitas resident

Mobility Element Programmatic Environmental Impact Report
Public Scoping Comments

Submitted by Aaron Hebshi
9/22/2022

El Camino Real from Encinitas Boulevard to Leucadia Blvd is classified in the Mobility Element as a Suburban Corridor. It is rich with commercial activity and serves as an important throughput for north-south travel. There are currently 8 signals between and including those intersections, leading to substantial vehicle idling and frustrated drivers. And the 6-9 lanes and high vehicle speeds make walking and biking dangerous and uncomfortable. This corridor therefore, contributes and encourages a high amount of automobile traffic with its associated noise and air pollution, while simultaneously not serving any users well. I commend the Mobility Element for suggesting a street typology alternative that looks to reduce the car footprint in this corridor by reducing the number of lanes and, where practical, installing slower-speed frontage streets for ingress/egress into driveways. However, without also modifying land use in that corridor, the modifications are unlikely to result in significant mode shift away from automobiles. I suggest that the Programmatic Enviromental Impact Report (PEIR) analyze a modification of land use (cumulative effects) that allows mixed-use commercial/residential development, eliminates minimum parking mandates and encourages the repurpose of the expansive parking lots, slows vehicle traffic between signals through narrower lanes and other design features, creates refuge islands and bulb outs and/or overpasses for pedestrians, and otherwise reconstructs this corridor to be more accommodating to non-automobile users.

The Union Street pedestrian overpass was originally in the I-5 expansion plan, but, given the fact that the expansion has been completed in Encinitas and the overpass has not been built, it appears that this item was dropped from the plan. This overpass would be an incredible asset for safely connecting the Saxony neighborhood, currently cut off by Interstate 5, to the coastal zone. I am happy to see that the Mobility Element continues to include this feature in the event that funding and the political will materializes to see this constructed, and I hope that the PEIS will include this feature in its preferred alternative.

The Mobility Element appears to focus on improving mobility through alternative transportation. These improvements may be partially offset by the larger and heavier automobiles on the market today. I suggest that the PEIR consider in its analysis how these larger and heavier vehicles may offset any mobility improvements by killing and seriously injuring a greater number of people on foot or bike. Additionally, I suggest that the PEIR consider in its analysis the possibility of incentivizing the use of smaller, lighter vehicles.

I suggest that the PEIR include a public car-sharing program in the analysis. This has the potential to allow individuals/families to downsize the number of automobiles that they own, which in turn would lead to reduced Vehicle Miles Traveled (VMT). See https://ssti.us/2016/08/08/study-one-way-car-sharing-reduces-vmt-ghg-emissions-and-vehicle-ownership/. Flo Share in Rochester NY provides a good model. https://rocfloshare.org/.

Saxony and Vulcan avenues are important north-south corridors for travel, with valuable destinations such as the YMCA, Paul Ecke Central elementary school, and Cottonwood Creek park. However, automobile speeds are high, despite speed limit postings, because of the Level of Service (LOS) design. To make these two roads safe for people on bicycles and micromobility vehicles, I recommend including in the PEIR an analysis of how redesigning these streets could increase bicycle and micromobility trips and decrease VMT. Quail Gardens Dr was recently redesigned and includes narrower lanes, a bike lane, and central median. However, the smooth pavement still allows for high speeds, and the posted speed limit continues to encourage fatality-inducing speeds. For Quail Gardens Dr, I recommend analyzing how additional traffic calming measures, such as speed tables or rumble strips/bollards separating the bike lane, could increase bicycle and micromobility trips and decrease VMT.

I suggest that the PEIR analyze the addition of a microtransit option along the 101 corridor. Free EV shuttle rides, such as those provided by Ride Circuit in San Diego https://www.ridecircuit.com/fred, can reduce VMT and air pollution by allowing residents and visitors rapid access along the 101 corridor without the use of an automobile. Shuttles could be hailed on demand or on a fixed route/schedule. Operational funding could be obtained through developer mitigation fees (e.g. Alila Marea resort expansion), installation of parking meters along 101 in downtown Encinitas, and/or a 101 business district fee based on revenue.

The El Portal undercrossing and Leucadia Streetscape projects have increased access for people via foot and bicycle along the 101 corridor and to Paul Ecke Central elementary school. I suggest that the PEIR analyze how additional developments, specifically, completing the streetscape project north through La Costa Ave and installing two at-grade railroad crossings between Leucadia Blvd and La Costa Ave, can similarly increase non-automobile access and decrease VMT.

The high automobile speeds on Encinitas Blvd and La Costa Ave (east of Interstate 5) discourage people from making trips via bicycle on these corridors. I suggest that the PEIR analyze alternatives that would increase bicycling and safety along these corridors, such as the installation of protected bikeways separated by concrete barriers or bollards.

Dennis Kaden

1611 Caudor St.

Encinitas, CA

DennisKaden101@gmail.com

Mobility Element draft Scoping EIR Comments

October 3, 2022

To: Jennifer Gates

Planning Manager

City of Encinitas, Development Services Department

Piraeus Street is proposed reclassified as Suburban Collector. Piraeus Street does not connect to Leucadia Boulevard at its southern termination. Collector is defined as joining two arterials. Piraeus Street to its south does not join onto Leucadia Boulevard. Traffic bound to Leucadia Boulevard must redirect itself onto much narrower residential streets i.e. Normandy and Urania, Capri and Caudor, which have multiple private driveways and speedbumps. These neighborhood streets cannot handle more traffic and should not be subject to the volume of traffic a legitimate Suburban Collector would handle. Please remove Piraeus Street as a Suburban Collector.

Any roadway reclassified with a new Typology on this Mobility Element should have its improvement cost calculated and funding sources determined. They should have future increased noise levels determined and identify impacts on existing residents. It is unfair to the residents to reclassify a street to carry increased VMTs and therefore adjacent increased land use density without actually improving such roads.

Safe Walk to Schools should be examined in the EIR. Look especially at all R-30 parcels and where children need to safely walk, i.e. Plato Place walkers getting safely to Capri Elementary.

Destruction of sensitive bluffs to achieve widening (right of way east of Piraeus Street) Piraeus Street has several storm water wash basins, one at Sparta, another further north, and at La Costa Ave. Please add to the EIR how the elimination or decreased size of these storm basins (due to street widening) effects the environment. *Per CEQA, In areas of the Project site which may support ephemeral streams, herbaceous vegetation, woody vegetation, and woodlands also serve to protect the integrity of ephemeral channels and help maintain natural sedimentation processes; therefore, California Department of Fish & Wildlife recommends effective setbacks be established to maintain appropriately sized vegetated buffer areas adjoining ephemeral drainages.*

Dennis Kaden

1611 Caudor St.

Encinitas, CA

DennisKaden101@gmail.com

Mobility Element draft Scoping EIR Comments

There has been confirmation of Gnatcatchers nesting on vacant bluffs alongside Piraeus Street. Please add to the EIR what impact a Piraeus Street widening and additional traffic would have on the endangered species on the bluffs and untouched hillsides along Piraeus Street.

Also, preserve Policy 2.3 and 2.4 as originally written in our General Plan. Its language is clear and its intent to protect existing neighborhoods from the negative impacts of new, especially high density projects, is vitally important to our community character and quality of life in Encinitas.

Thank you and please feel free to contact me if you should need or want any additional information of any kind.

Regards

Dennis Kaden

FW: Burgundy Rd. - Skyloft Development

Evan Jedynak <ejedynak@encinitasca.gov>

Wed 9/21/2022 3:16 PM

To: Bigham, Elizabeth <Elizabeth.Bigham@wsp.com>;Ruscitti, Peter L. <Pete.Ruscitti@wsp.com>;Whitmore, Stephanie A. <Stephanie.Whitmore@wsp.com>
Cc: Jennifer Gates <jgates@encinitasca.gov>

From: Mike McGovern <mike@skyloftenterprises.com>
Sent: Monday, September 19, 2022 10:40 PM
To: Evan Jedynak <ejedynak@encinitasca.gov>
Cc: Virginia McGovern <virginia@skyloftnetworks.com>; Ed Bass <ebass@werfen.com>; Marty Joyce <mj@martyandcompany.com>; Mike George <skyloftmichaelgeorge@cox.net>; Scott Runmark <srunmark@yahoo.com>; Angie Runmark <a_gernhart@yahoo.com>; Alain Bayoud <aybayoud@gmail.com>; Kim Shields <kimberlysueshields@gmail.com>; Robert Santonastaso <rsantonastaso@gmail.com>; Natalie Armbrust <armbrustnatalie@gmail.com>; HEIDI KAMRATH <heidikamrath@gmail.com>; Cindy Keefer <ckeefer@krecruiting.net>; Jim Brakas <Jim@LorieAndJimBrakas.com>; Debbie Conover <debbieconover808@gmail.com>; Dave Griffiths <davidgriffiths2015@gmail.com>; Jason Riggs <jason.riggs@gmail.com>; John Schmitz <johnpschmitz@aol.com>; Tatiana Southard <richandtat0@gmail.com>; Rich Southard <richsouthard@hotmail.com>; Rory Tarantino <rory4SD@gmail.com>
Subject: Burgundy Rd. - Skyloft Development

[**NOTICE:** Caution: External Email]

Hello Evan,

I attended the meeting this evening at City Hall and did not get a chance to talk to you directly but wanted to state in very clear terms that Burgundy Rd. in the Skyloft HOA is a “Private Road” and we would like to keep it that way.

Encinitas is a beautiful town that is getting much too crowded with police/ambulance sirens heard way too often (feels like New York City at times) and we have far too many homeless and mentally ill wondering around town.

If the goal is to keep Encinitas a Premier City in the the United States, the appropriate action would be to keep open spaces OPEN...otherwise we will just become an armpit of of city like Los Angeles. We are already well into this process in my humble opinion.

The United States/California has a TON of open and unused land just east of here. We should NOT build/develop ever piece of open land in Encinitas, nor do we need to.

Most traffic lights are already backed up all too often on any given day at any given time. Building more will only make the problem worse.

There is no law or God given right that says anyone and everyone should or can afford to live in Encintias. There is a price to be paid for living near the beautiful Pacific ocean and it should not be stepping over the mentally ill after waiting a half hour to travel one mile to get to the beach.

1. Fix the roads (many are a mess, potholes etc..)

2. Clean up the homeless problem

3. STOP building on every piece of open space

Progress is NOT becoming LA or New York City.

Progress is building high density housing far east of Encinitas and building mass transit to bring the workers in out out of our fine city.

Progress is keeping the so called “Developers” in check and not letting them destroy one of the nicest cities in the world.

Thank you for your time.

Michael McGovern
1710 Burgundy Rd.
Encinitas, CA 92024
Cell: 760-822-7106

RE: MTG ON 9-19-2022

mobility ELEMENT

Name (optional): L. NEUBERT

Contact Information (optional): _____

1. What are some of the environmental issues that you think should be addressed in the Environmental Impact Report (EIR)?

1.) STORM WATER RUN-OFF.
2.) AIR QUALITY & SAFETY DUE TO INCREASED TRAFFIC & PROJECTS RESULTING FROM CHANGES TO EXISTING G.P.
3.) NOISE LEVELS DURING & AFTER COMPLETED PROJECTS.
4.) LIGHT POLLUTION, DARK SKIES SHOULD BE PROTECTED.

2. Do you have any specific information or knowledge about local environmental issues that would be relevant to the EIR process?

GRADING IS A CONTRIBUTING CAUSE TO POOR AIR QUALITY. STAY WITH EXISTING TOPOGRAPHY.

101 IN LEUCADIA STILL FLOODS IN HEAVY RAIN. ALSO VULCAN & ORPHEUS — LET'S NOT ADD TO THAT PROBLEM

3. Do you have any concerns about specific environmental impacts that may result from the project?

RURAL AREAS ARE AN ASSET, SHOULD BE LEFT ALONE FOR BENEFIT OF WILDLIFE OF ALL KINDS & THE HUMANS LIVING THERE & ENJOYING THAT HARMONY.

WIDER ROADS = MORE TRAFFIC = CONGESTION = NEED FOR TRAFFIC CALMING = NARROWING ROADS TO SLOW DOWN TRAFFIC. WHY NOT LEAVE NARROW, CURVY ROADS AS IS IN THE FIRST PLACE?

You can also provide comments by emailing Evan Jedynak at ejedynak@encinitasca.gov.

FW: 9-22-22 Mobility Plan Input - WSP Consulting and La Costa Avenue - Public Comment

Evan Jedynak <ejedynak@encinitasca.gov>

Thu 9/22/2022 10:49 AM

To: Bigham, Elizabeth <Elizabeth.Bigham@wsp.com>;Ruscitti, Peter L. <Pete.Ruscitti@wsp.com>;Whitmore, Stephanie A. <Stephanie.Whitmore@wsp.com>
Cc: Jennifer Gates <jgates@encinitasca.gov>

4 attachments (2 MB)

9-29-22 City Meeting RE La Costa Avenue Improvement Alternatives.pdf; RE: 11-12-20 Petition to Reclassify La Costa Avenue from a 4-lane road to a 2-lane road; 20220920_131951.jpg; 20220920_132354.jpg;

Fyi

Evan Jedynak
Associate Planner
Development Services Department
505 South Vulcan Ave, Encinitas, CA 92024
(760) 633-2686 | ejedynak@encinitasca.gov
www.encinitasca.gov

From: Elena Thompson <elenathompson@cox.net>
Sent: Thursday, September 22, 2022 10:32 AM
To: Evan Jedynak <ejedynak@encinitasca.gov>
Cc: Abraham Bandegan <abandegan@encinitasca.gov>; Tony Kranz <tony@tonykranz.com>; Elena Thompson "ET" <elenathompson@cox.net>
Subject: 9-22-22 Mobility Plan Input - WSP Consulting and La Costa Avenue - Public Comment

[**NOTICE:** Caution: External Email]

Hello Evan,

My comments are as follows relating to the recent EIR meeting held 9-19-22 by the city and WSP.

1. PLEASE DO NOT RENAME LA COSTA AVENUE AN "URBAN VILLAGE COLLECTOR".
   Leucadia was once and still is a **rural** coastal enclave. The residents want it this way. There are no sidewalks or streetlights in most of Leucadia. We can see the stars due to the absence of lights, have a nice dark sky mostly still.

   Despite the state - and our city council- wanting to rezone all of California and densify, Leucadia is not "urban" (see attached definition). There is no "village" nearby La Costa Avenue and we don't want one. This terminology is flawed. Further, this naming of collectors is not used by

traffic professionals. Leave it as a collector and if you have to call is something, call it a “scenic collector” or “coastal connector”. Not an urban village collector.

2. The residents still want to see the roadway declassified from a 4-lane collector to a 2-lane collector, and have for decades. Anything other than that would cause MAJOR environmental issues for obvious reasons. This must be done as part of this Mobility Study/Plan, now. Not doing so would be kicking the can down the road as we have been told this study would be the time to effect this change in the classification, again, now. Can you comment on that please, ensure it is going to get done now? What will it take?

3. Environmental issues relating to mobility are significant: noise/sound from tailpipes and braking, run-off, the noise streetlights and stop lights cause from vehicles (accelerating and breaking) and rubber breakdown, pollution, impacts on protected lagoons and ocean from vehicles, increases in GHG’s from more car trips

Please confirm receipt of my comments and kindly ensure they are noted as part of the feedback loop.

Thank you,

Elena Thompson-Leucadia

FW:

Evan Jedynak <ejedynak@encinitasca.gov>

Thu 9/29/2022 3:20 PM

To: Bigham, Elizabeth <Elizabeth.Bigham@wsp.com>;Ruscitti, Peter L. <Pete.Ruscitti@wsp.com>;Whitmore, Stephanie A. <Stephanie.Whitmore@wsp.com>

1 attachments (569 KB)

CIVIC-North-Color20220929141758.pdf;

Hi All,

Attached is another workshop follow up comment we received today.

Thanks,
Evan Jedynak
Associate Planner
Development Services Department
505 South Vulcan Ave, Encinitas, CA 92024
(760) 633-2686 | ejedynak@encinitasca.gov
www.encinitasca.gov

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Conduct business with the City of Encinitas online from the convenience of your office, home, or mobile device!

Please tell us how we are doing.

-----Original Message-----
From: CIVIC-North-Color@encinitasca.gov <CIVIC-North-Color@encinitasca.gov>
Sent: Thursday, September 29, 2022 3:18 PM
To: Evan Jedynak <ejedynak@encinitasca.gov>
Subject:

TASKalfa 5053ci
[00:17:c8:ae:cd:21]

Bigham, Elizabeth

From: Mark Delin <Mdelin@encinitasca.gov>
Sent: Thursday, November 12, 2020 2:18 PM
To: Elena Thompson; Traffic User; Abraham Bandegan; Pamela Antil; Lillian Doherty
Cc: Tony Kranz
Subject: RE: 11-12-20 Petition to Reclassify La Costa Avenue from a 4-lane road to a 2-lane road

Hi Elena,

We have received this petition and I have cc'd our Planning and Community Development Director Lillian Dougherty for follow up.

Thank you,

Mark

Mark Delin
Assistant City Manager
505 South Vulcan Ave, Encinitas, CA 92024-3633
(760) 633-2612 | mdelin@encinitasca.gov
www.encinitasca.gov

From: Elena Thompson <elenathompson@cox.net>
Sent: Thursday, November 12, 2020 11:59 AM
To: Traffic User <traffic@encinitasca.gov>; Abraham Bandegan <abandegan@encinitasca.gov>
Cc: Mark Delin <Mdelin@encinitasca.gov>; Tony Kranz <tkranz@encinitasca.gov>
Subject: 11-12-20 Petition to Reclassify La Costa Avenue from a 4-lane road to a 2-lane road

[NOTICE: Caution: External Email]

Dear Commissioners, City Staff,

For about a decade now we have been waiting for the Circulation Element Plan DRAFT in order to see the current La Costa Avenue re-classified from a 4-lane road to a 2-lane road (with possible turning pockets). Similar to Encinitas Blvd, classified as a 6-lane roadway as of this time, that we know does not make sense, La Costa Avenue 4-lane designation is also a bad idea that needs to be removed from the possibility list.

I was advised by Senior Planners that this would be the way to protect the current 2-lane roadway and protect the community from a 4-lane road with high speed vehicle travel zooming past qty 45 driveways and numerous private culdesacs and streets, west of the I-5.

This has yet to be done and now looming development pressures may force our city's hand if we don't make this new designation NOW, whatever it takes, no more waiting please. It's time to protect community character, public safety, mobility and make for a calmer community. The trends are certainly not to widen roadways OR add lanes to accommodate more cars today. In fact, this would run counter to the City's climate action plan and goal of reducing greenhouse gases, carbon emissions. Further, it would damage the quality of life for residents living adjacent to La Costa Avenue not to mention community character of this beautiful, scenic roadway through a housing community.

In the absence of any actions being taken to date, the Leucadia community is asking for the city to re-classify the roadway now. Please see the attached petition for the next step towards this end. Note, due to COVID, the petition is signed in parts. You can ignore my name when you see it more than once, obviously.

Thank you for confirming receipt and advising of next steps here.

Petition Author, Leucadia Resident, Elena Thompson

Name (optional): Rita Soza

Contact Information (optional): 760 908-4717

1. What are some of the environmental issues that you think should be addressed in the Environmental Impact Report (EIR)?

Walking access for children attending Capri Elementary

2. Do you have any specific information or knowledge about local environmental issues that would be relevant to the EIR process?

Burgundy Rd (northern portion) is private road and permenitly blocked at its southern border with city road.

Burgundy Rd (southern portion south of Capri Rd is unpaved and private. As City never accepted the responsibility of it.

3. Do you have any concerns about specific environmental impacts that may result from the project?

No

You can also provide comments by emailing Evan Jedynak at ejedynak@encinitasca.gov.

Name (optional): Robbe M Gregor

Contact Information (optional): _____

1. What are some of the environmental issues that you think should be addressed in the Environmental Impact Report (EIR)?

2. Do you have any specific information or knowledge about local environmental issues that would be relevant to the EIR process?

3. Do you have any concerns about specific environmental impacts that may result from the project?

If you allow Burgundy to go through from Urania to Capri & beyond to Skyloft you aren't looking at the road at all. There is NO room to open Burgundy thru to Urania. It would be a nightmare. There is No room for street opening. There is no parking, Please stop this thought & project.

You can also provide comments by emailing Evan Jedynak at ejedynak@encinitasca.gov.

Dennis Kaden
Caudor St.
Denniskaden101@gmail.com

To:
Evan Jedynak,
Associate Planner
ejedynak@encinitasca.gov
(760) 633-2686

Evan,
I have multiple concerns regarding the Mobility Element.

Please maintain Policy 2.3 and 2.4 as originally written. You can maintain almost all the original policies. They enforce the protection of existing neighborhoods. Your new language is much less instructional and exact. weaker. It is definitive language, absolutely intended to protect existing neighborhood character and safety from the impact of future, especially high density, projects. The new language is not as definitive or strong.
The new policies are much weaker. Future city councils need to adhere to these original policies and their wording is clear. When these two policies are enforced, developers understand the need to be 'part of the solution' rather than 'part of the problem' before they make their investment into a project, knowing there are traffic and safety issues brought forth as early in the process as possible.

Regarding new TYPOLOGY designation of our streets:

1-The Mobility Element Typology should be based on actual improvements being funded and anticipated dates of completion. It is most unfair to the residents living on these streets to have an anticipated increase in trips per day without the road actually being capable of accommodating the increase. We would not want the city to make premature decisions regarding land use density increases based on a street's "theoretical" capacity, with no actual improvement accomplished. Where is the money to do so coming from?

To:
Evan Jedynak,
Associate Planner
ejedynak@encinitasca.gov
(760) 633-2686

Piraeus St. is not to be a Suburban Collector. Based on your definition of Collector, Piraeus St. does not qualify. Piraeus does not connect two arterials. There is no connection on its south end to Leucadia Boulevard, therefore it cannot fit the collector status. This is pass/fail. It fails! Piraeus St. is a frontage road. If it gets designated a Suburban Collector, the anticipate increase of traffic would negatively impact its narrow surrounding neighborhood streets, especially Normandy, Urania, Plato, Olympus and Caudor. These neighborhoods received dramatic increases in traffic when Piraeus was cut off from access to Leucadia Boulevard to the south years ago. We have suffered enough for long enough!

SAXONY RD. DESIGNATED AS SUBURBAN COLLECTOR: **@60'-75' Right-of-Way**

1-Saxony Rd. north of Leucadia boulevard, is no collector and should never be. It's too narrow and has multiple private driveways. Saxony has no sidewalks. A Suburban Collector status would ruin the existing community character and SAFETY of this neighborhood. Residents already complain of the increase in traffic over the recent years. Do not approve Saxony as a Suburban Collector. Please remove your Typology designation for Saxony Rd. before it goes to the EIR. Thank you.

SKY LOFT RD –BURGUNDY-URANIA TO LEUCADIA BLVD. DESIGNATED as RESIDENTIAL NEIGHBORWAY @40-70' **Right-of-Way**

Why are private streets being designated Residential Neighborway? Did no one actually visit the streets and neighborhood to see barricades? Eliminate these as a Residential Neighborway please. Easy to do. Thank you.

Please remove your Typology designation for the Sky Loft Rd-Burgundy-Urania section before it goes to the EIR.

Name (optional): James Gross

Contact Information (optional): James@JamesGross.com

1. What are some of the environmental issues that you think should be addressed in the Environmental Impact Report (EIR)?

Noise created by 5 Freeway Expansion
Air quality for same thing

2. Do you have any specific information or knowledge about local environmental issues that would be relevant to the EIR process?

I measure air quality at my house

3. Do you have any concerns about specific environmental impacts that may result from the project?

I don't

You can also provide comments by emailing Evan Jedynak at ejedynak@encinitasca.gov.

Name (optional): MaryKay Mullally

Contact Information (optional): 858-449-0756
marykaymullally@gmail.com

1. What are some of the environmental issues that you think should be addressed in the Environmental Impact Report (EIR)?

Do not think Saxony & Quail Gardens DR. Should be classified as "Suburban Collectors" Due to concern listed in #2. Could mitigators be installed to prevent people from using these roads as shortcuts / ways to avoid traffic & I5 going south (speed Bumps)

2. Do you have any specific information or knowledge about local environmental issues that would be relevant to the EIR process?

Fast moving traffic on Saxony Road & Quail Gardens Drive - currently exiting one Channel Island from these streets is dangerous & delayed due to volume and speed of vehicles traveling south from Leucadia Blvd to Encinitas Blvd

3. Do you have any concerns about specific environmental impacts that may result from the project?

More traffic on Saxony & Quail Gardens, high speeds of vehicles create a danger for bikes, pedestrians and cars - more accidents

You can also provide comments by emailing Evan Jedynak at ejedynak@encinitasca.gov.

MOBILITY ELEMENT SCOPING MTG. 9-19-22 5P-7P

Comments from Linda Newborn 9-17-2022

RECEIVED
SEP 19 2022
City of Encinitas

1.) NO DELETING G.P. POLICY: 2.3 OR [illegible]. THEY ARE IN PLACE FOR GOOD REASON. SAFE AND COMPATIBLE PLANNING.

★ 2.) 1300 THROUGH 1400 BURGUNDY RD. IS A PRIVATE PROPERTY RESIDENT + UTILITY ACCESS EASEMENT ONLY. WALKING THROUGH IS ALLOWED - NO VEHICULAR/MOTOR TRAFFIC EXCEPT RESIDENTS + GUESTS.

3.) RATHER THAN DISRUPT MANY DOZENS OF PROPERTIES + HOME OWNERS/RESIDENTS (LONGTIME OR RECENT); HAVE A SERIOUS DISCUSSION W/ CALTRANS + THE PROPERTY OWNER ON THE NORTHEAST CORNER OF LEU. BLVD + PIRAEUS + OCEAN VIEW TO MOVE THAT POSSIBLY "HISTORICAL" HOUSE TO MUSEUM ON QUAIL GARDENS RD. TO BE W/ OTHER HISTORICAL ITEMS TRANSFERRED THERE. + THEN RE-OPEN PIRAEUS SOUTHBOUND TO LEUCADIA BLVD.

★ 4.) THE CURVY, NARROW STREETS IN THIS AREA ARE AN EXISTING TRAFFIC CALMING ELEMENT THAT SHOULD BE PRESERVED ... CONSIDER DOWNSIZING PROPOSED DEVELOPEMENT TO HELP MINIMIZE IMPACTS TO OUR COMMUNITY.

WE KNOW THAT OUR COMMUNITY HARMONY + WELL BEING, THE RURAL RESIDENTAL ASPECT OF OUR NEIGHBORHOOD DEPENDS ON THE RIGHT DECISION. RE-OPEN PIRAEUS SOUTHBOUND, LEAVE OUR RESIDENTIAL STREETS AS IS.. THANK YOU

9/19/22

Evan Jedynak,

My name is John Conover. I've lived in or had my business in Encinitas since 1982.

My wife Debbie and I live at 1724 Burgundy Rd.

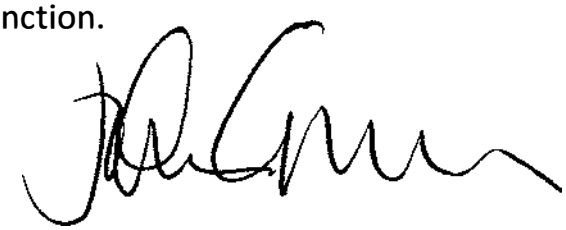
My business, Tidelines Calendars, began in 1981. I founded the first chapter (and all chapters) of the Surfrider Foundation in San Diego. I was a member of The Rotary Club of Encinitas for 14 years. I was given The Paul Ecke Encinitas Hero award in 2004. We care about Encinitas and it shows.

At one time there were 6 eating establishments on the Coast Hwy…now there are more than 60. Encinitas has become a "destination" town. One of the reasons is that it represented a quaint beach community…a great place to raise a family. It was designated by its voters to be a "slow growth" community. Lately much has changed.

We have run out space for growth and instead are using new zoning designations to allow high density in the last few buildable areas. This new living concept works for developers but not for Encinitas residents. The term "Growth is Good" is healthy to a point but with the new "Mobility Elements" we wonder if the concern for "The Quality of Life" applies. This all looks like squeezing more people in ugly buildings that only work to make money for a few.

My wife Debbie and are against the concept of adding traffic from new developments through existing residential neighborhoods. Please keep Policy 2.3 and 2.4 as originally written.

We are against the new Policy 2.1 change from the original 2.4 in concept and function.



Name (optional): Joy Lynches

Contact Information (optional): _____

1. What are some of the environmental issues that you think should be addressed in the Environmental Impact Report (EIR)? All the items addressed on the board and Aesthetics, Biological Resources, Population & Housing

2. Do you have any specific information or knowledge about local environmental issues that would be relevant to the EIR process?
open space is a valuable city & environmental asset so we must identify it, preserve it & adopt our mobility strategies to mitigate for impacts to open space & open space connectivity (for habitat & recreation).

3. Do you have any concerns about specific environmental impacts that may result from the project?
I want this Mobility Element to also address policy on creating impact fees for developers specifically for traffic. ~~and~~ How to access impact fees, how to use those fees to mitigate the traffic impacts of each development. Also broaden our policy to analyze LOS impact standards for non-CEQA projects. Tie impact fees to needed mitigation for each project & expand our objective standards so that each developer is obligated to mitigate for their impacts.

You can also provide comments by emailing Evan Jedynak at ejedynak@encinitasca.gov.

Name (optional): _____

Contact Information (optional): _____

1. What are some of the environmental issues that you think should be addressed in the Environmental Impact Report (EIR)?

2. Do you have any specific information or knowledge about local environmental issues that would be relevant to the EIR process?

Burgundy/Urania is not a through street (private easement) so is not eligible to be a neighborhood corridor.

3. Do you have any concerns about specific environmental impacts that may result from the project?

How to accomodate traffic around Capri Elementary ~~School~~. How to allow safe walking, biking and limit car traffic to keep students + residents safe.

You can also provide comments by emailing Evan Jedynak at ejedynak@encinitasca.gov.

Name (optional): _____

Contact Information (optional): _____

1. What are some of the environmental issues that you think should be addressed in the Environmental Impact Report (EIR)?

The error showing Burgundy Rd as a major traffic corridor needs to be corrected. This road is private and supports 100+ small children that walk it at the end of school at CAPRI elementary. It also includes a preschool. This is NOT a through street, and the residents of this road do NOT want a major road through this quiet neighborhood

2. Do you have any specific information or knowledge about local environmental issues that would be relevant to the EIR process?

There are huge power poles from SDGE on the 20 foot power company easement. There is no Room for a major road encroaching on private property. Please correct this map accordingly

3. Do you have any concerns about specific environmental impacts that may result from the project?

We are opposed to removing Policy 2.3 + 2.4 being deleted from the original general plan. The character + safety of our neighborhoods is important to residents

You can also provide comments by emailing Evan Jedynak at ejedynak@encinitasca.gov.

mobility ELEMENT

Name (optional): _____

Contact Information (optional): _____

1. What are some of the environmental issues that you think should be addressed in the Environmental Impact Report (EIR)?

Neighborhood Character and Safety
Pedestrian Safety
We like to walk on our roads, especially in the neighborhoods - it keeps traffic slow.

2. Do you have any specific information or knowledge about local environmental issues that would be relevant to the EIR process?

You are connecting some streets that don't connect
Urania with ?
Rainbow Ridge ?
Piraeus with ? ? ?

3. Do you have any concerns about specific environmental impacts that may result from the project?

Neither Piraeus nor Sofony should be called Collectors
Piraeus does not connect, and Sofony from Leucadia to LaCosta is a rural road.

You can also provide comments by emailing Evan Jedynak at ejedynak@encinitasca.gov.

Name (optional): Mike McGovern

Contact Information (optional): MTMNET@GMAIL.COM

1. What are some of the environmental issues that you think should be addressed in the Environmental Impact Report (EIR)?

BURGUNDY RD IN SKYLOFT IS A PRIVATE ROAD. PLEASE LETS KEEP IT @ THAT WAY!

2. Do you have any specific information or knowledge about local environmental issues that would be relevant to the EIR process?

3. Do you have any concerns about specific environmental impacts that may result from the project?

You can also provide comments by emailing Evan Jedynak at ejedynak@encinitasca.gov.

Name (optional): Kathleen Lees

Contact Information (optional): Mcmillenlees@cox.net

1. What are some of the environmental issues that you think should be addressed in the Environmental Impact Report (EIR)?

traffic
safeway to school sidewalks
parking
sidewalks for pedestrians not just bikes

2. Do you have any specific information or knowledge about local environmental issues that would be relevant to the EIR process?

Piraeus: Can not access Leucadia Blvd directly from Piraeus. Not safe on narrow local roads with no sidewalks.

Piraeus Point

3. Do you have any concerns about specific environmental impacts that may result from the project?

no sidewalks along Piraeus. Very dangerous for walkers and bikeriders. No safeway in or out of the project.

You can also provide comments by emailing Evan Jedynak at ejedynak@encinitasca.gov.

Name (optional): _____

Contact Information (optional): _____

1. What are some of the environmental issues that you think should be addressed in the Environmental Impact Report (EIR)?

Air quality > need for more mobility options to improve air quality, GHG, etc.
Idling cars & traffic congestion
Need for more roundabouts — make them many & simple (to reduce cost)

2. Do you have any specific information or knowledge about local environmental issues that would be relevant to the EIR process?

Need VMT vs. LOS focus, right?
How does Safe Routes to School efforts interact w/ the EIR process?

3. Do you have any concerns about specific environmental impacts that may result from the project?

Big projects take too much time & $
Go for quicker "paint on pavement" improvements first, e.g. buffered bike lanes
Also enhanced crosswalks w/ lead time
More RFBs too.

You can also provide comments by emailing Evan Jedynak at ejedynak@encinitasca.gov.

Open house format like today (9/19) is not very effective imo. Basic intro & info. is needed at start

Name (optional): _____

Contact Information (optional): _____

1. What are some of the environmental issues that you think should be addressed in the Environmental Impact Report (EIR)?

I can't even get out of my street currently with all the traffic how do you expect to take on more? ~~extra cars~~ more cars = more CO_2 all the people and trash for the lagoon

2. Do you have any specific information or knowledge about local environmental issues that would be relevant to the EIR process?

run lagoon wildlife

3. Do you have any concerns about specific environmental impacts that may result from the project?

+ roads can't handle the traffic, building new roads is not environmently friendly
+ noise the lagoon right there
+ excess of cars and CO_2
+ will ruin community ~~traffic~~
+ no parking or way to direct traffic
+ ~~was~~ why ruin the beautiful hills and lagoon wildlife with 100 + people

You can also provide comments by emailing Evan Jedynak at ejedynak@encinitasca.gov.

Name (optional): _____

Contact Information (optional): _____

1. What are some of the environmental issues that you think should be addressed in the Environmental Impact Report (EIR)?

No infrastructure to support any of these issues. School over full

2. Do you have any specific information or knowledge about local environmental issues that would be relevant to the EIR process?

No infrastructure for this.

3. Do you have any concerns about specific environmental impacts that may result from the project?

Yes, ocean front failure Deaths and 101 traffic accidents. Bikes do Not own the Road

You can also provide comments by emailing Evan Jedynak at ejedynak@encinitasca.gov.

Name (optional): Charles Whiting

Contact Information (optional): sWhiting79@gmail.com

1. What are some of the environmental issues that you think should be addressed in the Environmental Impact Report (EIR)?

- traffic congestion
- not enough space for more residents

2. Do you have any specific information or knowledge about local environmental issues that would be relevant to the EIR process?

- bluff instability

3. Do you have any concerns about specific environmental impacts that may result from the project?

- narrow roads + lack of parking
- ruin lagoon wildlife
- not enough space for increased traffic, already so bad.

You can also provide comments by emailing Evan Jedynak at ejedynak@encinitasca.gov.

Name (optional): Anne Marisa Stinson

Contact Information (optional): amcstinson@gmail.com

1. What are some of the environmental issues that you think should be addressed in the Environmental Impact Report (EIR)?

2. Do you have any specific information or knowledge about local environmental issues that would be relevant to the EIR process?

3. Do you have any concerns about specific environmental impacts that may result from the project?

Extremely Concerned about potential work on Burgundy Rd. Modifying a private road and taking private property would permanently damage the existing character of the neighborhood.

You can also provide comments by emailing Evan Jedynak at ejedynak@encinitasca.gov.

Name (optional): Doug Wofford

Contact Information (optional): 7606077877

1. What are some of the environmental issues that you think should be addressed in the Environmental Impact Report (EIR)?

   Traffic Congestion
   Incompatible Planning

2. Do you have any specific information or knowledge about local environmental issues that would be relevant to the EIR process?

   Bluff Instability Concerns

3. Do you have any concerns about specific environmental impacts that may result from the project?

   * Narrow roads
   * Lack of parking
   * Room for Bicycles

You can also provide comments by emailing Evan Jedynak at ejedynak@encinitasca.gov.

Name (optional): Andrew Stinson

Contact Information (optional): AndrewLStinson@gmail.com

1. What are some of the environmental issues that you think should be addressed in the Environmental Impact Report (EIR)?

2. Do you have any specific information or knowledge about local environmental issues that would be relevant to the EIR process?

3. Do you have any concerns about specific environmental impacts that may result from the project?

Yes ⇒ concerned @ any effort to ~~make~~ extend Burgundy Road. There are sections of Burgundy Road that are private property. Expanding Burgundy would have a devastating effect on community character.

You can also provide comments by emailing Evan Jedynak at ejedynak@encinitasca.gov.

Name (optional): Nancy Kinerly

Contact Information (optional): _____

1. What are some of the environmental issues that you think should be addressed in the Environmental Impact Report (EIR)?

Burgundy Rd — Private Street
off Skyline

2. Do you have any specific information or knowledge about local environmental issues that would be relevant to the EIR process?

3. Do you have any concerns about specific environmental impacts that may result from the project?

You can also provide comments by emailing Evan Jedynak at ejedynak@encinitasca.gov.

Name (optional): Alain/Victoria Bayoud

Contact Information (optional): _____

1. What are some of the environmental issues that you think should be addressed in the Environmental Impact Report (EIR)?

Keep sky soft North of the barrier Private

2. Do you have any specific information or knowledge about local environmental issues that would be relevant to the EIR process?

3. Do you have any concerns about specific environmental impacts that may result from the project?

You can also provide comments by emailing Evan Jedynak at ejedynak@encinitasca.gov.

Name (optional): Candice Shine

Contact Information (optional): candice.shine@gmail.com

1. What are some of the environmental issues that you think should be addressed in the Environmental Impact Report (EIR)?

comment

Pirates St. does not qualify as a Suburban Collector. There is no connection at the south end of Pirates to Leucadia Blvd. Pirates is a frontage road - DOES NOT CONNECT two arterials

2. Do you have any specific information or knowledge about local environmental issues that would be relevant to the EIR process?

3. Do you have any concerns about specific environmental impacts that may result from the project?

You can also provide comments by emailing Evan Jedynak at ejedynak@encinitasca.gov.

CITY OF ENCINITAS MOBILITY ELEMENT UPDATE &
SB 743 IMPLEMENTATION

ENVIRONMENTAL SCOPING MEETING

SIGN-IN SHEET

09-19-2022

Name	Address/Community (Optional)	Organization (Optional)	Email (optional) *Check the box to receive project updates*	
GLEN JOHNSON	OLD ENCINITAS	–	GLEN-D-J@PACBELL.NET	☐
Nancy Kimerly	1752 Burgundy Rd		nkimerly@cox.net	☐
Debbie Conover	1724 Burgundy Rd.		debbieconover808@gmail	☐
John Conover	" "	"	surf@tidelines.com	☐
Margaret Doyle		ACM. Boemer Horvath	margaret.doyle@acm.ca.gov	☐
Kirsten Francis	1325 Urania Ave		kirstenfrancis7@gmail.com	☐
David Fugate	1373 Burgundy Rd.		dsfugate@gmail.com	☐
Holly Hovk	1373 Burgundy RD		Holly@Hollyillustration.com	☐
Candice Shine	952 Monte Mirada Dr		candice.shine@gmail.com	☐
Kim Shields	1688 Burgundy Rd		Kimberlysueshields@gmail.com	☐
Marykay Mullally	629 Polaris Dr.		Marykaymullally@gmail.com	☒
LINDA NEUBERT	1363 BURGUNDY RD	-	N/A	☐

Elena Thompson — Leucadia — on file

CITY OF ENCINITAS MOBILITY ELEMENT UPDATE &
SB 743 IMPLEMENTATION

ENVIRONMENTAL SCOPING MEETING

SIGN-IN SHEET

09-19-2022

Name	Address/Community (Optional)	Organization (Optional)	Email (optional) *Check the box to receive project updates*
RAY GUTOSKI	PIRAEUS ST		☐
KATHLEEN LEES	1075 URANIA AVE		mcmillenlees@cox.net ☑
Kristine Schindler	East Encinitas Fairlee Dr.		kristineschindler1@gmail.com ☐
Michael Murphy	1059 Hermosa Ave Leu.		mcmurphy@[illegible] ☑
Dianna Nunez	Hillcrest Dr Leucadia		dnunez@cox.net ☐
MARK HOPPE	924 ELMVIEW DR, ENCINITAS		MARK@HOPPE.NET ☑
Virginia & Mike McLean	1710 Burgundy Rd. Enc. CA 92024		Virginia@skyloftnetworks.com ☑
Nita Smith	1570 BURGUNDY RD ENCINITAS, CA		NITAS@SOUTHWESTTRADERS.ORG ☑
James Gross	1108 Edus Ave		James@JamesGross.com ☒
Bill & Gretchen Massey	1748 Burgundy Rd Encinitas		masseybg@comcast.net ☑
Carol Miller	1339 Caudor St Encinitas		carol@ashtangayogacenter.com ☑
Dolores Welty	2076 Sheridan Rd		dwelty2076@earthlink.net ☒

Lorena Teran — Encinitaslorenateranuci@yahoo.com

CITY OF ENCINITAS MOBILITY ELEMENT UPDATE &
SB 743 IMPLEMENTATION

ENVIRONMENTAL SCOPING MEETING

SIGN-IN SHEET

09-19-2022

Name	Address/Community (Optional)	Organization (Optional)	Email (optional) *Check the box to receive project updates*
ALAIN & VICTORIA BAYOUD	1722 BURGUNDY (SKYLOFT)		AYBAYOUD@GMAIL.COM ☐
Michael A George	1763 Gascony Rd	Skyloft HOA	☐
Doug Wofford	1742 Burgundy Rd Skyloft		DOwoff@aol.com ☐
Cindy Keefer	1705 Gascony Rd Skyloft		cindy@keefer1.com ☐
Alyssa Soland			alyssamsoland@gmail.com ☐
Spencer Whiting			swhiting19@gmail.com ☐
Joy Lyndes			jlyndes@encinitasca.gov ☐
Susan Soland			☐
Alexandra Kirander	1530 Burgundy Rd.		Kiranderalex@gmail.com ☐
KAREN KADEN	1611 Condor St		☐
~~Debbie Duffy~~	~~Encinitas~~		☐
DENNIS KADEN	CONDOR ST.		dennisKADEN101@gmail.com ☐
MIKE MCGOVERN	1710 BURGUNDY RD		MTMNET@GMAIL.COM

CITY OF ENCINITAS MOBILITY ELEMENT UPDATE &
SB 743 IMPLEMENTATION

ENVIRONMENTAL SCOPING MEETING

SIGN-IN SHEET

09-19-2022

Name	Address/Community (Optional)	Organization (Optional)	Email (optional) *Check the box to receive project updates*	
JOHN DE BEER	1630 BURGUNDY RD ENCINITAS	Personal	JDEBEER2005@GMAIL.COM	☐
Roberta McGregor	830 Sunrich LN.	Personal	robbe60@hotmail.com	☑
Rita Soza	1537 Burgundy Rd	"	ritasoza@cox.net	☑
Boyd + Debra Rollins	1715 Burgundy Rd.	"	88dmwi@gmail.com	☑
Joan Wapner	637 Polaris Dr.	"	joanwapner@yahoo.com	☑
Andrew Stinson	1353 Burgundy Rd.	" "	AndrewLStinson@gmail.com	☑
Anne-Marisa Stinson	1353 Burgundy Rd.	" "	amcstinson@gmail.com	☑
Tim Tadder	1393 CAUDOR		Mail@TimTadder.com	☑
Patti Rodgers	1533 Camden St.		360pattia@gmail.com	☐
JOHN CANOVER	1724 BURGUNDY	"	SURF@TIDELINES.COM	☑
MATTHEW DOLAN	135 3rd St.	"		☐
Aaron Hebshi	1680 N Coast Hwy 101 #24	"	aaron.hebshi@gmail.com	☑

CITY OF ENCINITAS MOBILITY ELEMENT UPDATE &
SB 743 IMPLEMENTATION

ENVIRONMENTAL SCOPING MEETING

SIGN-IN SHEET

09-19-2022

Name	Address/Community (Optional)	Organization (Optional)	Email (optional) *Check the box to receive project updates*
HEATHER CRIDER	1421 BURGUNDY ROAD		heather.crideremac.com ☐
Scott Johns	1671 Burgundy Rd.		scott.johns26@gmail.com ☐
DAVID HILL	1760 BURGUNDY RD		dahill4551@gmail.com ☐
			☐
			☐
			☐
			☐
			☐
			☐
			☐
			☐
			☐

- **Concerns about specific environmental impacts t**

from the project

SKY LoCh Barrier
Burgundy → capri (Private)
no road
Urania
Clave
INCORRECT! PRIVATE!

Don't take private property on Burgundy Rd.

The ATP is incomplete so a poor basis to be used here. Let's get this right!

Urania/Burgundy
No Thoroughfare!

State dictates for Housing Law over-rides EIR + CEQA concerns and law

Re-designate La Costa Ave 2-lane. De-designate 4-lane road, not in use today-or ever!!!

La Costa
Row encroachment concern
→ decision needs to be made to widen or stay the same

Part of Burgundy Rd is a private road. Don't take private property

La Costa Ave must have a sidewalk to be considered a collector
Unsafe today! no sidewalk.

The Leucadia streetscape phase I must be addressed (A St – Marchetta) as part of mobility

concern
Aesthetics
roads skyloft
Saxony
* Collector NO
Saxony
→ not connected

PIREAUS
TWO WAY ROAD
TO
LEUCADIA BLVD.
OPEN THIS ACCESS
PLEASE !!

mitigate traffic via speed bumps
→ Saxony flow of traffic dangerous

Pioneus & Leucadia
→ changes in how you turn

La Costa Ave cannot be called "urban village collector". How about Scenic collecta? This is a protected

Appendix B.1
Draft Mobility Element

Mobility Element

September 2024

CITY OF ENCINITAS

MOBILITY ELEMENT

CITY COUNCIL

Tony Kranz, Mayor
Allison Blackwell, Deputy Mayor
Bruce Ehlers
Kellie Hinze
Joy Lyndes

CITY STAFF

Pamela Antil, City Manager
Kerry Kusiak, Development Services Director
Patty Anders, Planning Manager
Evan Jedynak, Senior Mobility Planner

PLANNING COMMISSION

Christine Ryan
Susan Sherod
Stephen Dalton
William Whitteker
Robert Prendergast

MOBILITY & TRAFFIC SAFETY COMMISSION

Harold Standerfer
Patricia Trauth
June Honsberger
James Wang
James Gross
David Thile
Glen Johnson

PREPARED BY:

WSP

FEHR & PEERS

ktua

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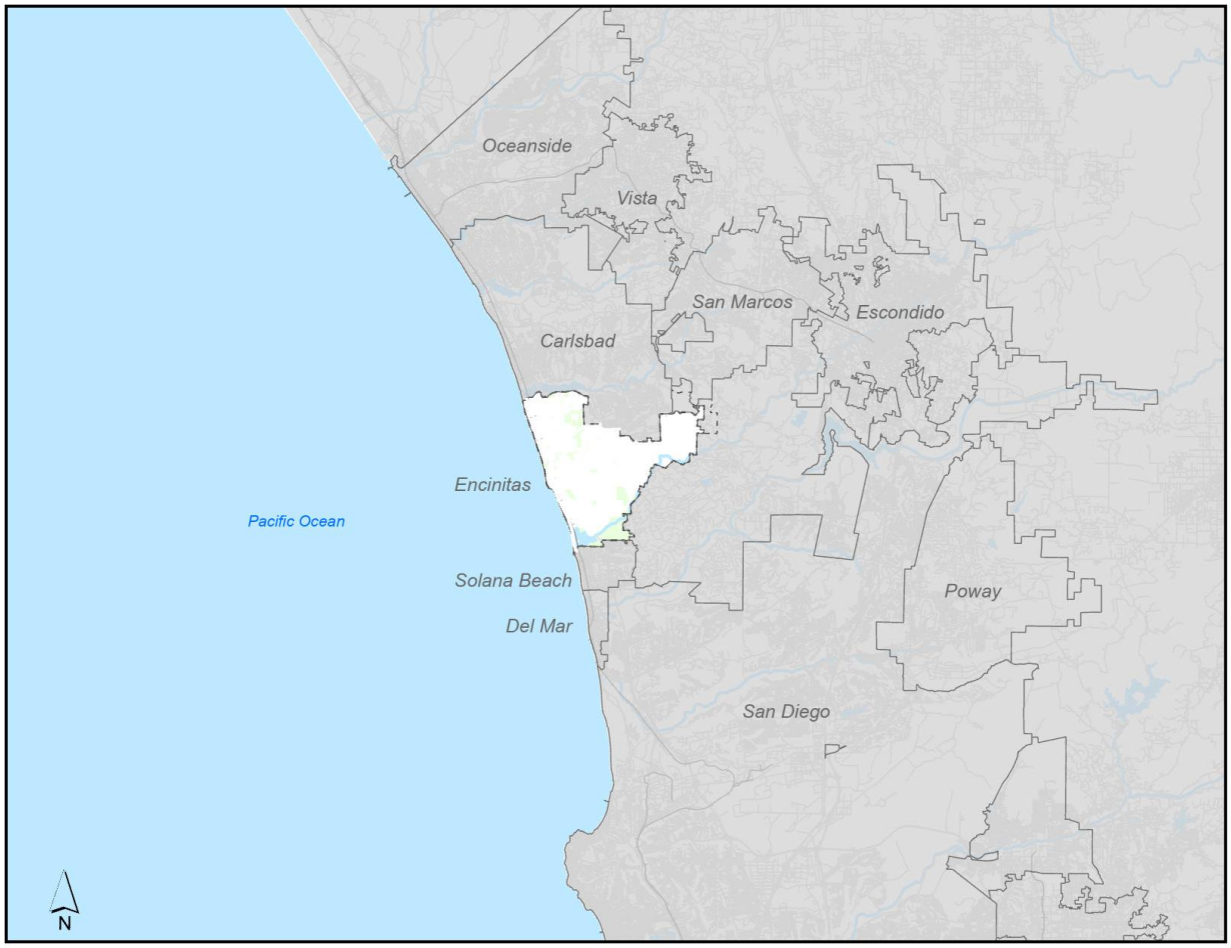
I. PURPOSE & GOALS

This section introduces the Mobility Element by defining its purpose, reviewing its relationship to other plans, and summarizes goals for mobility in the City of Encinitas (Figure 1).

Figure 1 City of Encinitas Map



PURPOSE

This Mobility Element sets a long-term vision for Encinitas through its goals and supporting policies and defined multimodal networks. It complements regional and state mobility plans and works with the other elements of the Encinitas General Plan, particularly the Land Use Element, to plan for and accommodate the City's mobility needs into the future.

The purpose of a General Plan Mobility Element is established by California Government Code Section 65302(b) which requires local jurisdictions to prepare a General Plan "Circulation Element", herein referred to as the Mobility Element.

State law requires local jurisdictions to “plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.” It specifically defines “users of streets, roads, and highways” to mean “bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.”

RELATIONSHIP TO STATE LAW

Under California state law (Government Code Section 65032(b)), a general plan must incorporate a circulation element. The circulation element outlines the general location and extent of existing and future major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, and ensures alignment with the Land Use Element of the General Plan. The Mobility Element presented here fulfills all the necessary state requirements.

Complete Streets Act (AB 1358)

In 2008, California enacted Assembly Bill 1358, the California Complete Streets Act to promote the development of safer and more accessible transportation networks. This legislation mandates that all circulation elements created after January 1, 2011, must incorporate a complete streets approach. This approach requires planners to consider the needs of all users, including motorists, pedestrians, cyclists, children, individuals with disabilities, seniors, commercial goods transporters, and public transportation users.

AB 1358 was designed to improve overall mobility, reduce traffic congestion, and enhance the quality of life for residents by ensuring transportation systems are inclusive and efficient. The Act supports the creation of interconnected transportation networks that accommodate diverse modes of travel, encourage active transportation, and foster healthier, more sustainable communities. By emphasizing a balanced consideration of all street users, AB 1358 aligns with statewide goals to promote smart growth, reduce greenhouse gas emissions, and develop resilient urban infrastructure.

Vehicle Miles Traveled (SB 743)

In 2013, California enacted Senate Bill 743 (SB 743), significantly altering how transportation impacts are measured within the state. Under this legislation, the focus shifted to vehicle miles traveled (VMT) as the primary metric for assessing transportation impacts, effective July 1, 2020. This change means that traditional measures like automobile delay and Level of Service (LOS) are no longer acceptable for evaluating transportation impacts of land development projects under the California Environmental Quality Act (CEQA).

SB 743 aims to promote sustainable development and reduce greenhouse gas (GHG) emissions by prioritizing VMT, which measures the extent of automobile use rather than the delay caused by traffic. This shift aligns with California's broader environmental goals, encouraging smart growth, the development of complete streets, and the enhancement of multimodal transportation networks. By focusing on VMT, SB 743 supports the creation of more efficient and environmentally friendly transportation systems, fostering a balanced approach that benefits all users, including motorists, pedestrians, cyclists, and public transportation users.

Environmental Justice (SB 1000)

Senate Bill 1000 (SB 1000), passed in 2016, mandates the inclusion of an Environmental Justice Element, or the integration of related goals, policies, and objectives into other elements of the General Plan for cities, counties, and cities and counties. This requirement focuses on identifying and addressing the needs of disadvantaged communities within the planning area.

"Disadvantaged communities" are defined as areas recognized by the California Environmental Protection Agency pursuant to Section 39711 of the Health and Safety Code or as low-income areas disproportionately affected by environmental pollution and other hazards leading to negative health outcomes, exposure, or environmental degradation. A "low-income area" is one where household incomes are at or below 80 percent of the statewide median income, or at or below the threshold designated as low income by the Department of Housing and Community Development's list of state income limits pursuant to Section 50093.

SB 1000 also requires that the Environmental Justice Element, or integrated environmental justice goals, policies, and objectives, must:

- Identify objectives and policies to reduce unique or compounded health risks in disadvantaged communities.
- Promote civil engagement in the public decision-making process.
- Prioritize improvements and programs that address the needs of disadvantaged communities.

By incorporating these requirements, SB 1000 aims to ensure that the voices of disadvantaged communities are heard and that their specific needs are met, leading to healthier and more equitable living environments.

MOBILITY GOALS SUMMARY

Table 1 provides a summary of the mobility goals for the City of Encinitas Mobility Element. These broad goals are supported by the multimodal mobility networks in Section III and the policies in Section IV of this Mobility Element. Mobility goals and related policies are described in detail in Section V.

Table 1 Mobility Goals

#	Topic	Goal
1	**Strategic Vision for Mobility**	Develop and maintain a mobility system that accommodates the City's diverse needs and land uses, including planned growth.
2	**Multimodal Options**	Provide multimodal mobility options that are safe, accessible, and comfortable for all types of users including residents, visitors, and the movement of goods.
3	**Vehicle-Miles Traveled & Mode Share**	Reduce automobile vehicle-miles traveled and related impacts to air quality and congestion by providing time-competitive alternatives to automobile travel, including public transit, cycling, walking, microtransit, and on-demand mobility services.
4	**System Connectivity**	Improve system connectivity by adopting multimodal standards, eliminating gaps in mobility networks, and increasing the ease of multimodal and interjurisdictional travel.
5	**System Safety**	Maximize the safety of the mobility system through design best practices, regular maintenance, community education, and consistent enforcement.
6	**Environmental & Community Impacts**	Balance mobility benefits with minimized impacts to the environment and community.

RELATIONSHIP TO REGIONAL & LOCAL PLANS

The 2024 Mobility Element update integrates recommendations from recent planning efforts and General Plan future goals, ensuring cohesive and comprehensive transportation planning for the City of Encinitas. It aligns with, and builds upon, various regional and local plans noted below, creating a unified strategy to enhance mobility and accessibility across the City.

Regional Plans

In accordance with federal and state law, the San Diego Association of Governments (SANDAG), of which Encinitas is a member jurisdiction, prepares long-range transportation plans for the San Diego region. These plans include:

- A broad regional transportation plan (RTP), currently branded as the *SANDAG Regional Plan*, that is typically updated every four years. The plan addresses regionally significant transportation facilities including highways, railroads, public transit, and active transportation, and includes input from local jurisdictions on locally focused mobility plans.

- A *Regional Transportation Improvement Program (RTIP),* containing a subset of high-priority RTP projects with major regional or state significance. The RTIP is typically updated every two years and serves as an input to the statewide planning and project development process.

Local Plans

Trails Master Plan (2002). The Encinitas Trails Master Plan provides an analysis of existing trail routes to identify goals for safety, security, and comfort for all users, as well as a safety and maintenance plan for existing and newly acquired trails. The plan also describes opportunities to enhance recreational active transportation use and enhance micromobility route choices by connecting trails with citywide destinations and closing regional gaps. The plan defines trails as shared, multi-use pathways for pedestrians, cyclists, and equestrians, in addition to emergency vehicles. The plan includes a database of each of the City's existing and future trails, their Right-of-Way (ROW) status (Public, Acquisition, Developer), and implementation phasing. The plan aims to provide a network of trail connectivity between schools, parks, and other community spaces within Encinitas in alignment with the system connectivity goal of the Mobility Element. Existing trails in Encinitas serve as "soft surface" trails, solely for pedestrian use, along with several additional "hard surface" trails, for use by pedestrians, equestrians, and non-motorized vehicles such as bicycles.

Climate Action Plan (Adopted 2018, Updated 2020). The City of Encinitas Climate Action Plan (CAP) recommends comprehensive strategies and an implementation plan to guide reductions in greenhouse gas (GHG) emissions and address long-term climate change impacts throughout the City. The November 2020 update to the CAP includes GHG emissions forecasts and builds upon

emission reduction goals outlined in the 2011 CAP. Several of the City's local plans, along with the General Plan, including the Modal Alternative Project (MAP) Active Transportation (ATP) Implementation Plan and Trails Master Plan, were informed by emission factors and regulatory policies outlined by the CAP.

Active Transportation Plan (ATP) (2018). The City of Encinitas Active Transportation Plan (ATP) is an update to the Bikeway Master Plan adopted in 2005. The 2018 plan analyzed the City's network of existing pedestrian and bike facilities and consolidated the City's active transportation planning and community outreach efforts from several previous plans to address existing and future active transportation needs at the citywide and connections to regional networks. The plan also addresses conformance with the City's Climate Action Plan (2018) and pre-2018 changes to the General Plan. The plan serves as the first phase of a comprehensive three-pronged active transportation implementation strategy, leading to the Modal Alternative Project (MAP) ATP Implementation Plan which includes an identified list of prioritized projects (phase two) and implementation of the ATP (phase three).

Modal Alternative Project (MAP) ATP Implementation Plan (2023). The Encinitas Modal Alternative Project (MAP) ATP Implementation Plan outlines the implementation strategy for bike and pedestrian facilities recommended by the 2018 City of Encinitas ATP. The 2023 plan identifies priorities for biking and pedestrian infrastructure projects, accounting for anticipated demand, regional significance, funding availability, and several other factors. The product of this prioritization framework is a weighted scoring of several mobility element typologies spanning across five communities within the City of Encinitas. The 2023 Implementation Plan advances a multi-modal balance in citywide and regional transportation usage. In addition to creating a prioritized ranking of the projects identified in the 2018 Active Transportation Plan (ATP), the Plan identifies funding opportunities for such projects and ensures compliance with the latest City of Encinitas Climate Action Plan (2020 Update), complete streets policies, and other local goals and objectives.

Rail Corridor Vision Study (2018). In 2018, the City of Encinitas approved the Rail Corridor Vision Study (RCVS) which was developed to inform technical and engagement activities related to increasing east-west rail connections, improving active transportation facilities, and providing sufficient parking to enable access to the coast, Encinitas Station, and Downtown Encinitas. The study recommended 21 new rail crossings in Encinitas. Crossings that have been constructed since the adoption of the 2018 RCVS are discussed in the Public Transit Network discussion within Section III: Multimodal Mobility Network.

Rail Corridor Cross-Connect Implementation Plan (2020). The Rail Corridor Cross-Connect Implementation Plan (also known as "Cross Connect") builds upon the Rail Corridor Vision Study (2018) and Active Transportation Plan (2018) to document and rank 20 potential rail crossings and connectors envisioned in the City of Encinitas. Project prioritization was the first of a five-step process undertaken by the Cross Connect Implementation Plan, followed by community

engagement and outreach, draft design concepts, refined designs and rankings, and a final implementation strategy to identify key constraints, project milestones, and potential funding sources.

Local Roadway Safety Plan (2022). Adopted in 2022, the Local Roadway Safety Plan (LRSP) assesses collision data and infrastructural deficiencies to establish a set of roadway enhancing safety solutions throughout the City of Encinitas. This plan encompasses technical aspects of safety modifications through the identification of roadway engineering improvements. It also analyzes existing education services, emergency services, and traffic enforcement to make recommendations that bolster safety on roadways throughout the City for all transportation mode users.

Electric Vehicle Charging Stations Master Plan (2023). The City of Encinitas Electric Vehicle Charging Station (EVCS) Master Plan conducted a needs assessment based on an evaluation of existing public electric vehicle charging stations within the City and within a five-mile radius of the City, in accordance with the Climate Action Plan's goal of increasing citywide electric vehicle usage. The plan recommends strategies for public EVCS installations at city-owned facilities as well as at publicly accessible commercial properties, and recommends actions for the City to facilitate a cohesive, community-wide transition to electric vehicles (EVs). The study recommends installing at least 280 public charging stations by 2030 to meet the anticipated future demand for EV charging, align with state EV charging guidance, and adhere to the goals set in the City's 2020 Climate Action Plan.

General Plan Elements

The Mobility Element responds to goals and policies of several General Plan elements to produce a forward-thinking and well-balanced plan for the City's transportation network. Goals and policies in the Mobility Element are designed to support and complement these other General Plan elements.

Land Use Element (Amended 2019). The Encinitas Land Use Element informs all land use-related decisions within Encinitas. The Land Use Element establishes a balanced and functional mix of development, provides guidance regarding new development, identifies land use opportunities and constraints, and includes recommendations to guide the preservation of valuable undeveloped portions of the City. It includes citywide and community-specific goals and policies, zoning, and several overlays and Specific Plans. The Land Use Element is an important consideration when classifying a circulation network, as land uses and siting of key destinations determines where and how bicycles, pedestrians, transit, and automobiles move throughout Encinitas.

Housing Element (2021). The Housing Element identifies and analyzes the City's existing and projected housing needs and contains a detailed outline and work program needed to achieve City's goals, policies, and quantified housing objectives and programs for the preservation,

improvement, and development of housing for a sustainable future. The Housing Element works in conjunction with the Land Use Element, which establishes the type, intensity, and distribution of land uses, including housing, throughout the City. In turn, the Housing Element also plays a key role in developing a circulation network, as the affordability and density of housing is a significant factor in the effectiveness of a successful public transportation system (and vice versa).

Public Safety Element (Amended 1995). The Public Safety Element identifies goals and policies to minimize the risks associated with natural and human-made hazards. The Public Safety Element also identifies the appropriate actions that are needed to respond to a crisis, and ways that hazards can be avoided through prudent planning. This Mobility Element works in conjunction with the Public Safety Element by ensuring that emergency services can move through the City on the circulation network efficiently.

Resource Management Element (Amended 2011). The Resource Management Element identifies goals and policies designed to support the preservation significant natural resources within the City. This includes protecting cultural, archeological, and/or found paleontological resources, as well as ensuring clean air and a healthy environment for all Encinitas residents and visitors. The Mobility Element works with the Resource Management Element to support active transportation to improve air quality and prioritize maintenance and improvements to existing roads over the construction of new roads.

Recreation Element (Amended 2003). The Recreation Element addresses the state of the City's existing and future recreational resources, including parks, beaches and more. The Element also includes goals and policies related to the development of new facilities, preservation of open space, sustainable coastal development and recreational access, and the broadening of the range of services the City's recreational assets can provide. The Mobility Element supports the Recreation Element to ensure that City of Encinitas residents and visitors can reliably access key recreational destinations and resources using the circulation network.

Noise Element (Amended 1994). The Noise Element quantified the community noise environment in terms of noise exposure contours. These contours serve as guidelines for development outlined in the Land Use, Housing, and Mobility Elements to achieve noise-compatible land uses. The quantified noise contours are particularly relevant to the Mobility Element as traffic-related noise is one of the principal disturbances listed in the Noise Element. The Mobility Element considers land use context when classifying the circulation network in Encinitas and ensures responsiveness to sensitive receptors who might be impacted by traffic noise.

II. LAND USE CONTEXT

Land use context, including the types and intensity of surrounding land uses, is the core driver of mobility demand.

LAND USE TYPES

The Land Use Element describes the City's land uses in detail. Taken broadly to help understand overall mobility patterns, Encinitas contains three general categories of land uses:

- **Residential:** Homes, both single-family and multifamily, are located throughout Encinitas in a variety of diverse neighborhoods. These often serve as the "origins" of trips made by Encinitas residents.
- **Commercial & Mixed Use:** Retail and office facilities, as well as institutional uses such as schools, religious facilities, and government offices, are located throughout Encinitas with many concentrated in a handful of commercial corridors. These are common destinations of trips by both residents and visitors.
- **Other:** Existing at significantly smaller scales than residential and commercial, other land uses in Encinitas include parks and beaches; agricultural areas; industrial facilities; and preservation areas such as open space and wetlands. These are common destinations of trips by both residents and visitors.

CONTEXTUAL SETTINGS

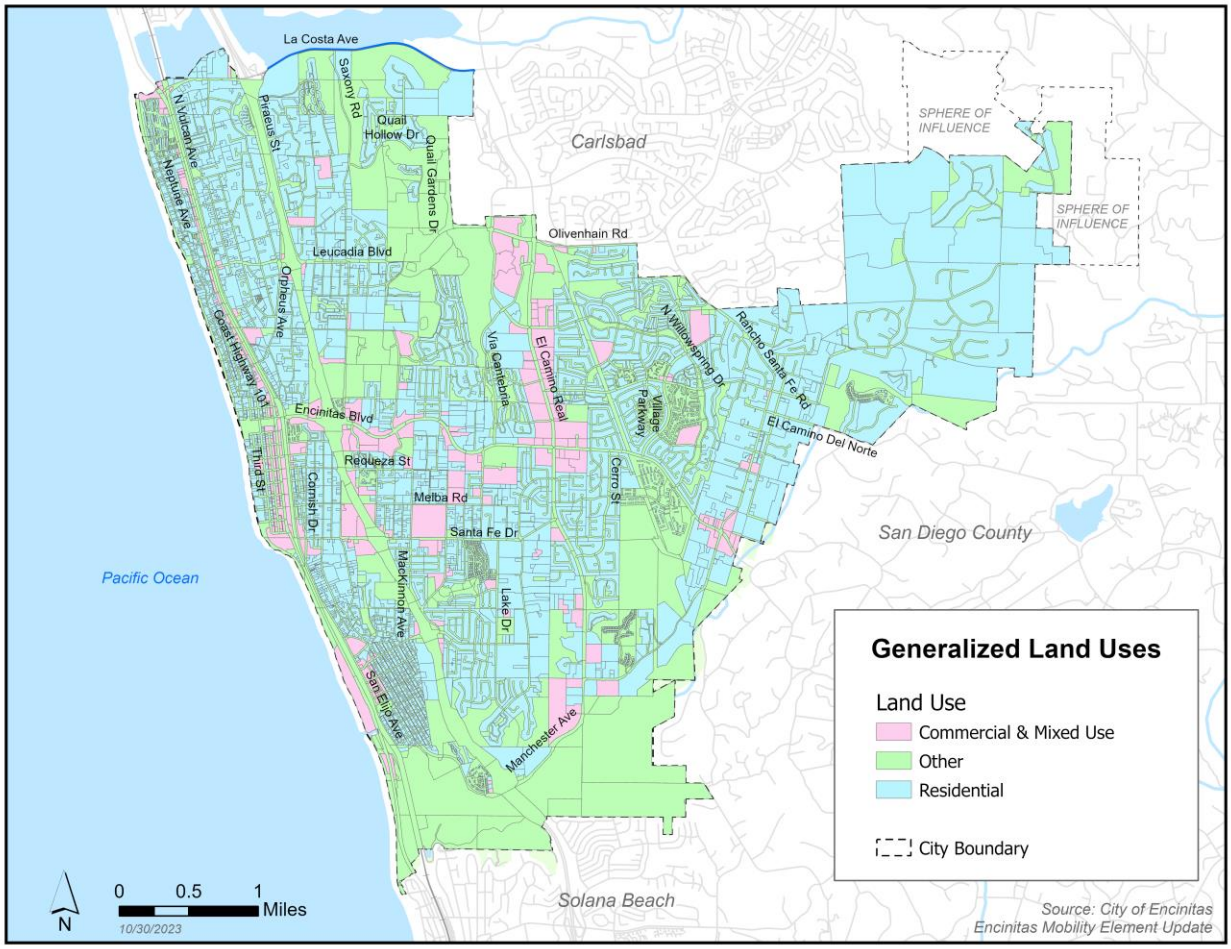
When grouping the City of Encinitas' various zoning types into the broadest categories, three major land use contexts emerge: the urban village context, the suburban context, and the rural context. As described in Table 2 and mapped in Figure 2, these contextual settings are defined by characteristics including density, lot size, setbacks, and parking—all of which combine to lend a distinct "look and feel" to each context.

The street typologies defined in Section III include contextual labels indicating the land use context of that street type. This encourages consideration of the street's surrounding context—rather than just its mobility function and vehicle throughput—when setting mobility priorities.

Table 2 Land Use Contextual Settings

Context	Predominant Land Uses	Typical Characteristics	Mobility Considerations
Urban Village	Residential & commercial/ mixed use	Higher density; smaller lot sizes with minimal setbacks; limited on- and off-street parking; close proximity of residential & commercial uses	Higher density & land use diversity encourage travel by walking, bicycling & micromobility
Suburban	Residential & commercial	Medium-to-low density; larger lot sizes with larger setbacks; large off-street parking lots; larger separation between residential & commercial uses	Lower density & land use diversity encourage travel by bicycling, micromobility, public transit & automobiles
Rural	Residential & agricultural	Lowest density; largest lot size with largest setbacks; largest separation between residential & other uses	Lowest density & land use diversity encourages travel by public transit & automobiles

Figure 2 Generalized Land Use & Context Map



III. MULTIMODAL MOBILITY NETWORK

This section presents the City's multimodal mobility network composed of pedestrian, bicycle and micromobility, public transit, vehicle circulation, and freight facilities. Each modal network is summarized and mapped in this section. For further details and guidance, refer to the *Mobility Analysis Guidelines, Active Transportation Plan, Local Roadway Safety Plan,* and other adopted multimodal plans and standards.

PEDESTRIAN NETWORK

The following goals and policies guide the City of Encinitas' Pedestrian Network. A full discussion of each goal and the policies defined within each goal can be found in Section IV: Mobility Goals & Policies.

Table 3 Pedestrian Network Key Goals and Policies

Related Goal	Description	Related Policy Topics
Goal 1	Mobility System Purpose & Guiding Principles	1.1 Strategic Vision for Mobility 1.2 Accommodation of Diverse Land Uses 1.4 Street Typology & Classifications 1.5 Street Right-of-Way
Goal 2	Multimodal Options	2.1 Equitable Access for All Modes, Ages & Abilities 2.2 Safe Routes to School 2.3 Lateral Coastal Access 2.4 Vertical Coastal Access
Goal 3	Vehicle Miles Traveled & Mode Share	3.1 Time Competitive Mobility Options 3.6 Pedestrian Network 3.11 Railroad Corridor Multi-Use Paths
Goal 4	System Connectivity	4.1 Multimodal "Complete Streets" Design Standards 4.2 Quality Standards for Automobiles, Bicycles/Micromobility, & Pedestrians 4.4 Pedestrian Crossings 4.9 Regional Connectivity for Pedestrian, Bicycle & Micromobility Modes 4.12 Inter-Connectivity
Goal 5	System Safety	5.1 Safety for All Users 5.4 Traffic Calming Design 5.5 Railroad Safety 5.6 Community Outreach and Education Strategies

Goal 6	Environmental & Community Impacts	6.2 Resilient Mobility Systems 6.3 Sustainable Mobility Systems 6.7 Healthy Communities

Existing Setting: The City of Encinitas' 2018 Active Transportation Plan (ATP) consolidated recommendations for pedestrian and bicycle facility networks throughout the city.

Pedestrian facilities were organized into four sub-categories:

1. **Type 1 Nature Trails**: Natural-surface, non-Americans with Disabilities Act (ADA)-Compliant Pedestrian facilities used for recreation purposes that can also serve as shortcuts between activity centers.
2. **Type 2 Recreation Trails:** Natural surface trails with compacted surface types such as decomposed granite, ranging from a minimum of four feet in width to a maximum of eight feet. These trails satisfy ADA requirements.
3. **Type 3 Street Edge Enhancements:** Walking routes that provide a continuous firm surface along streets where sidewalks are not available. This facility type is ADA compliant and includes signage communicating to drivers to be aware of pedestrians.
4. **Type 4 Sidewalk:** Standard raised walkways, typically concrete or asphalt. These sidewalks must adhere to ADA cross pitch limitations and corner ramp requirements.

The trail network in the City of Encinitas is extensive and includes connections to parallel roadways and major destinations. Especially in the eastern half of the city, the trail network allows bicyclists to choose whether to ride on the unpaved trail or the adjacent paved street. Figure 3 illustrates the trail network serving pedestrians, bicycles and micromobility, including scooters, skateboards, and other wheeled and assistive devices.

Examples of Completed Projects: A number of sidewalk additions have been completed following the release of the 2018 ATP, including:

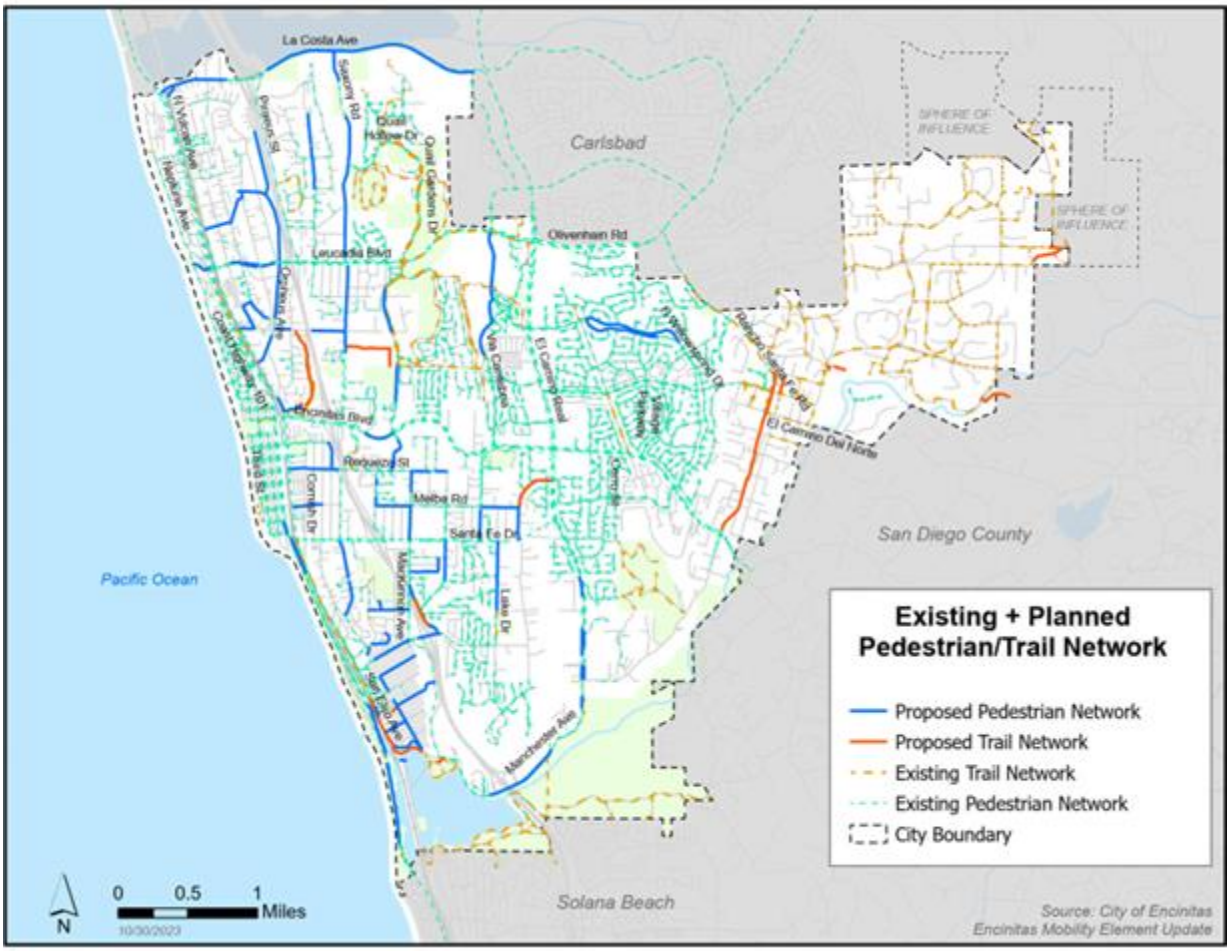
- Type 4 Sidewalk along Requeza Street;
- Type 4 Sidewalk sections along Santa Fe Drive and along Burgundy Road;
- Along the LOSSAN Corridor Right-of-Way, a portion of the Encinitas Rail Trail multi-use path has been completed between Santa Fe Drive in Old Encinitas and Chesterfield Drive in Cardiff-By-The-Sea.

Future Improvements: The 2018 ATP recommended additional 11.08 miles of Type 1, Type 2, and Type 3 Pedestrian Facilities which were Pedestrian Prioritization Candidate Projects in the Encinitas Modal Alternatives Project ATP Implementation Plan (MAP Encinitas). Each of the recommended projects was scored on several prioritization categories, which included safety, network connectivity, GHG reduction potential, access improvement, cost, equity, community

support, and comfort. The prioritization process identified the top 10 pedestrian projects that are most significant to Encinitas' defined needs. The 2018 ATP recommends future Type 4 sidewalks to be added to several residential street segments, including Lake Drive, Windsor Road, Saxony Road, and Manchester Avenue.

The ATP also identifies future Type 1 and Type 2 pedestrian trails along arterials, including a section of Villa Cardiff Drive, Rancho Santa Fe Road, and the San Elijo lagoon, parallel to the LOSSAN Right-of-Way. Type 3 Street Edge Enhancements were recommended near Orpheus Avenue in Leucadia, Stratford Drive (south of Santa Fe Drive), and Glaucus Street (Leucadia).

Figure 3 Trail Network



BICYCLE AND MICROMOBILITY NETWORK

The following goals and policies guide the City's Bicycle and Micromobility Network. A full discussion of each goal and the policies defined within each goal can be found in Section IV: Mobility Goals & Policies.

Table 4 Bicycle and Micromobility Network Key Goals and Policies

Related Goal	Description	Related Policy Topics
Goal 1	Mobility System Purpose & Guiding Principles	1.1 Strategic Vision for Mobility 1.2 Accommodation of Diverse Land Uses 1.4 Street Typology & Classifications 1.5 Street Right-of-Way
Goal 2	Multimodal Options	2.1 Equitable Access for All Modes, Ages & Abilities 2.2 Safe Routes to School
Goal 3	Vehicle Miles Traveled & Mode Share	3.1 Time-Competitive Mobility Options 3.2 Transportation Demand Management (TDM) Programs 3.5 Curb Management Strategy 3.7 Bicycle & Micromobility Network 3.8 Bicycle & Micromobility Parking & Support 3.9 Bicycle & Micromobility Sharing Program
Goal 4	System Connectivity	4.1 Multimodal “Complete Streets” Design Standards 4.2 Quality Standards for Automobiles, Bicycles/Micromobility, & Pedestrians 4.3 Street & Intersection Operations 4.5 Coastal Circulation Network 4.8 Regional Mobility Planning 4.9 Regional Connectivity for Pedestrian, Bicycle & Micromobility modes 4.12 Inter-Connectivity
Goal 5	System Safety	5.1 Safety for All users 5.4 Traffic Calming Design 5.6 Community Outreach and Education Strategies
Goal 6	Environmental & Community Impacts	6.1 Development Project Review 6.3 Sustainable Mobility Systems 6.4 Emissions Reduction 6.7 Healthy Communities

Existing Setting. Residential areas served by existing bike facilities generate some bicycling and walking journeys that originate and terminate within the residential areas. Residential areas also generate trips for the citywide active transportation system. Major bicycle destinations include community activity centers, including schools, libraries, athletic centers, and other community-based facilities. The 2018 City of Encinitas Active Transportation Plan consolidates bicycle facility types into several classes:

1. **Class I Multi-Use Pathway:** Facilities with physical separation from motor vehicle routes through either a series of bollards parallel to the track, a separation of over five feet from the roadway, or another physical barrier. Class I Multi-Use Pathways would be at least ten feet in width and include an unpaved side path, two to four feet in width, for users who prefer a softer surface.

2. **Class II:**
    a. **Class II Bicycle Lanes:** One-way facilities placed next to the curb or parking lane of a roadway, with striping, pavement markings, and signage denoting preferential use by bicyclists. These lanes must be five feet in width where parking spaces exist, or six feet in width where parking spaces do not exist.
    b. **Class II Buffered Bicycle Lane:** An upgraded Class II Bicycle Lane facility that repurposes vehicle lane width to provide a striped buffer that separates the bicycle lane from the parallel roadway and parking lanes.
3. **Class III:**
    a. **Class III Bicycle Route:** One-way cycling routes with street right-of-way and a shared travel lane designated by signage and shared lane markings (sharrows). Class III Bicycle Routes are not striped and do not include physical barriers.
    b. **Class IIIB Bicycle Boulevard:** Two-way facilities that share the travel lane with motorized vehicles. Class III Bicycle Boulevards are designated by signage and special lane markings, such as sharrows. Other street enhancements might include traffic diverters, curb extensions, and other traffic calming measures.
4. **Class IV Cycletrack:** One-way or two-way facilities within the street right-of-way along the curb, physically separated from vehicular traffic by barriers and/or vehicle parking. Class IV Cycletracks are intended specifically for bicyclist use.

Per the ATP, the majority of bicycle facilities in the City of Encinitas are Class II Bicycle Lanes, followed by some shorter Class III Bicycle Route segments. There is a segment of Class IIB Buffered Bicycle Lane on La Costa Avenue between North Vulcan Avenue and Interstate 5.

Shown in Figure 4, the Bicycle and Micromobility Network serves bicycles and micromobility devices, including scooters, skateboards, and other wheeled and assistive devices. For further details—including guidance on specific types of facilities—refer to the *Mobility Analysis Guidelines, Active Transportation Plan,* and other adopted multimodal plans and standards.

Examples of Completed Projects:

- Sections of the North Coast Bike Trail connects pedestrians and bicyclists to the San Elijo Lagoon, Vista Point, and Birmingham Drive;
- Several bike facilities have been upgraded with automobile-separating buffers including on Encinitas Boulevard, Leucadia Boulevard, and Mountain Vista Drive.

Future Improvements: The 2018 ATP recommends the following projects:

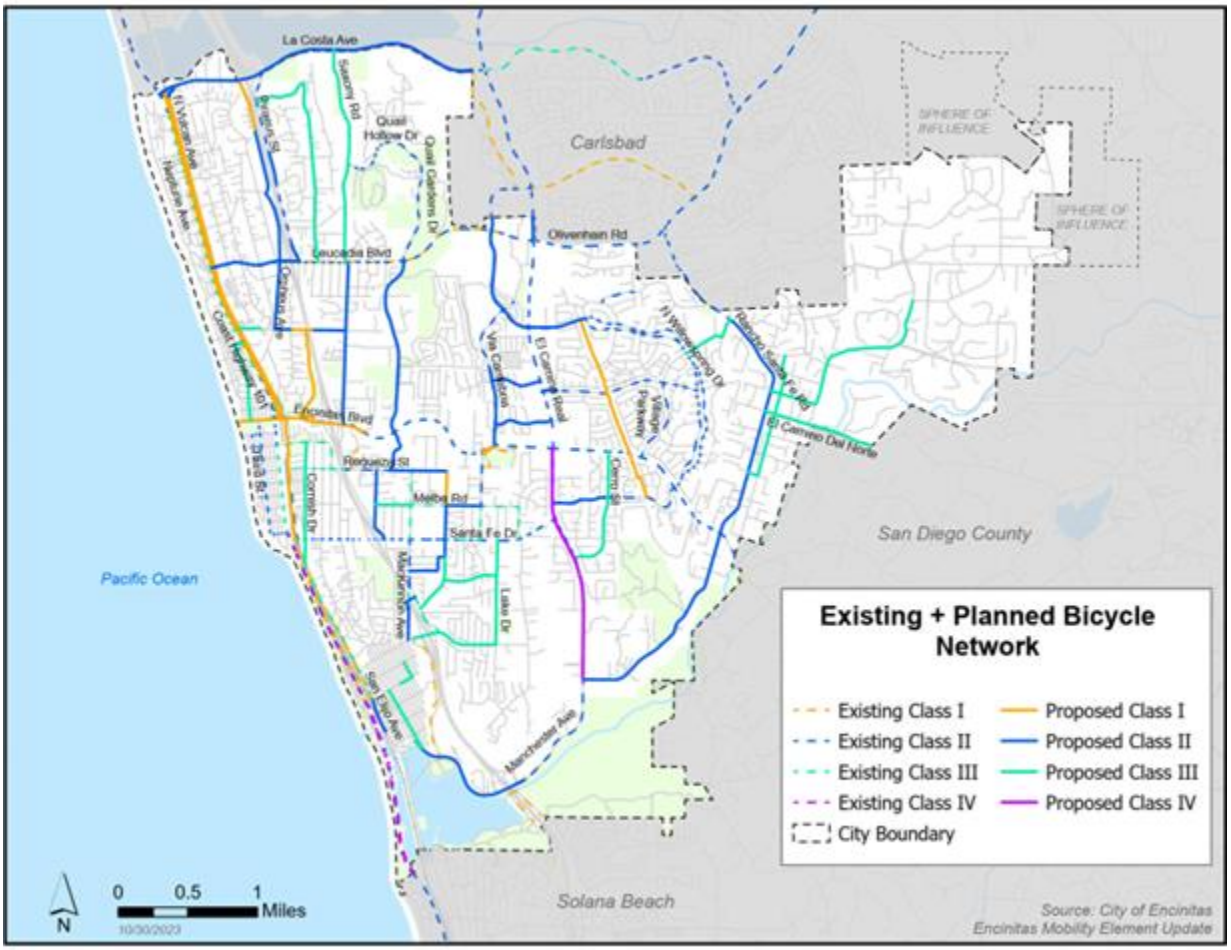
- Class 1 Multi-Use Pathways along:
    - LOSSAN corridor from La Costa Avenue in Leucadia to the North end of the San Elijo Lagoon;
    - Encinitas Boulevard (from the coast to N El Camino Real);
    - Leucadia Boulevard (from Piraeus Street to N El Camino Real); and

- Manchester Avenue (from Birmingham Drive to El Camino Real).

- Class II Buffered Bike Lanes along several arterial roadways, including Rancho Santa Fe Road, Via Cantebria, La Costa Avenue, and Quail Gardens Drive;
- Class III Bike Routes (sharrows) on various local streets throughout the City;
- Class IV Cycle Tracks along El Camino Real (from Encinitas Boulevard to Manchester Avenue)

A map of the bicycle and micromobility network within the City of Encinitas can be seen in Figure 4 .

Figure 4 Bicycle and Micromobility Network



PUBLIC TRANSIT NETWORK

The following goals and policies guide the City's Public Transit Network. A full discussion of each goal and the policies defined within each goal can be found in Section IV: Mobility Goals & Policies.

Table 5 Public Transit Network Key Goals and Policies

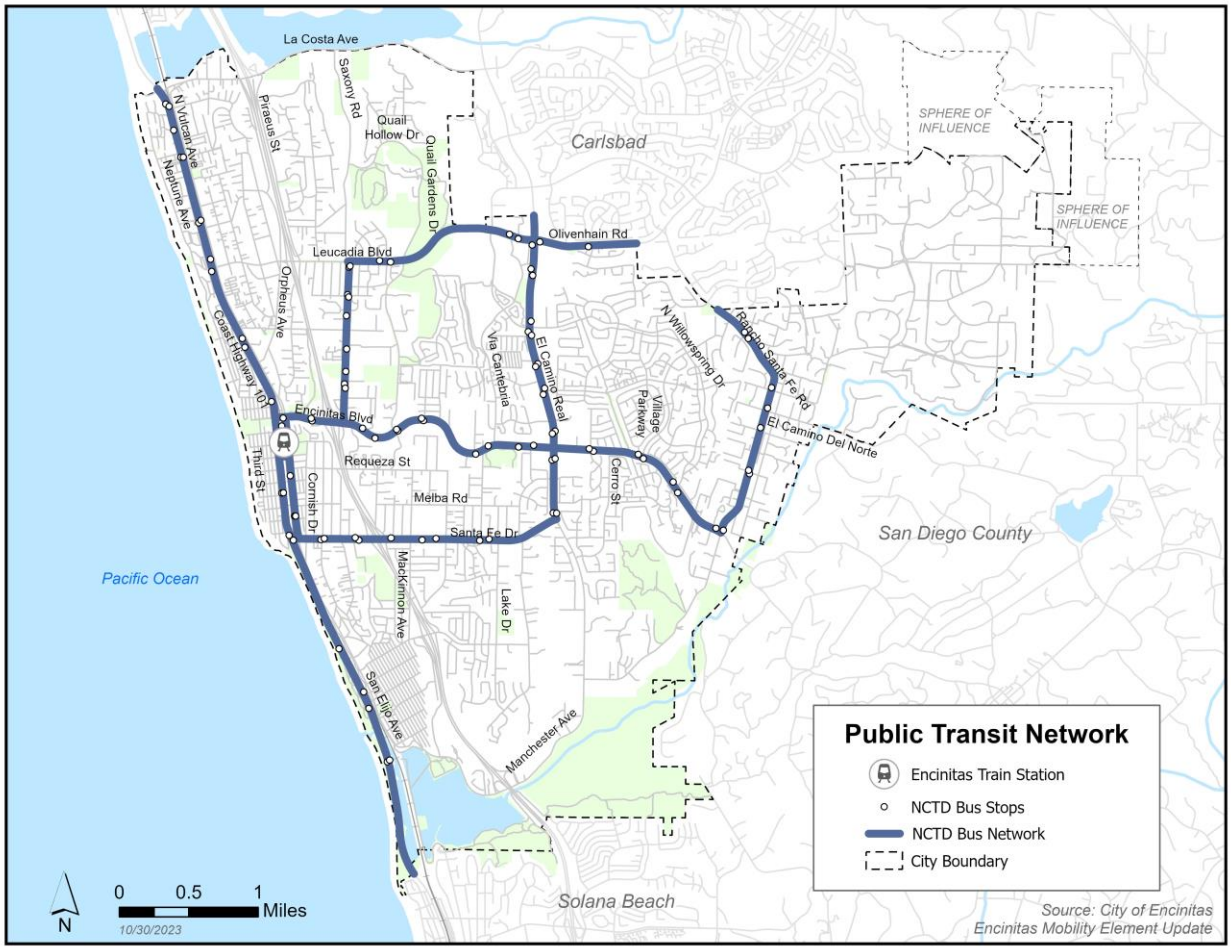
Related Goal	Description	Related Policy Topics
Goal 1	Mobility System Purpose & Guiding Principles	1.1 Strategic Vision for Mobility 1.2 Accommodation of Diverse Land Uses 1.3 Accommodation of Planned Growth
Goal 2	Multimodal Options	2.1 Equitable Access for All Modes, Ages & Abilities 2.2 Safe Routes to School
Goal 3	Vehicle Miles Traveled & Mode Share	3.1 Time-Competitive Mobility Options 3.2 Transportation Demand Management (TDM) Programs 3.3 Regional Transit Service 3.4 Citywide Microtransit Service 3.5 Curb Management Strategy
Goal 4	System Connectivity	4.1 Multimodal “Complete Streets” Design Standards 4.3 Street & Intersection Operations 4.5 Coastal Circulation Network 4.8 Regional Mobility Planning 4.11 Regional Connectivity for Transit Priority 4.12 Inter-Connectivity
Goal 5	System Safety	5.1 Safety for All users 5.5 Railroad Safety 5.6 Community Outreach and Education Strategies
Goal 6	Environmental & Community Impacts	6.1 Development Project Review 6.2 Resilient Mobility Systems 6.3 Sustainable Mobility Systems 6.4 Emissions Reduction 6.7 Healthy Communities

Existing Setting. North County Transit District (NCTD) public transportation serves multiple communities within the City of Encinitas, offering daily service through commuter trains and buses. The Coaster commuter rail service includes a stop at the Encinitas Train Station, operating at a frequency of 15 daily trains per direction, Monday through Thursday. Several additional Encinitas neighborhoods are served by fixed-route buses operated by NCTD.

Shown in Figure 5, the fixed-route public transit network provides mobility services via railroad and bus modes. Public transit service is provided by North County Transit District (NCTD) in accordance with long term plans adopted by the San Diego Association of Governments (SANDAG), of which the City of Encinitas is a member agency.

A map of the passenger rail network within the City of Encinitas can be seen in Figure 6.

Figure 5 Public Transit Network



Passenger Rail

Existing Setting. The NCTD-owned coastal rail corridor is approximately six miles long, from its northern border at Batiquitos Lagoon to the southern shore of San Elijo Lagoon, stretching across three coastal Encinitas communities: Leucadia, Old Encinitas, and Cardiff-by-the-Sea (Cardiff). Located east of Coast Highway 101, the corridor supports daily passenger service from Amtrak (Pacific Surfliner) and NCTD (COASTER). Figure 5 demonstrates that the Encinitas Train Station includes connections to the bicycle facility network and local transit routes.

The 2018 Rail Corridor Vision Study (See Local Plans) identified the creation of a citywide Quiet Zone as the next step in rail project development and implementation. Encinitas envisions crossings as a significant aid to implementing the Citywide Rail Corridor Quiet Zone (CS23B), as the purpose of a quiet zone is to reduce noise around rail grade crossings by eliminating the need for non-emergency train horn sounding. In 2023, the City installed data collection equipment at multiple envisioned crossings, including D Street, E Street, Encinitas Train Station, and Leucadia

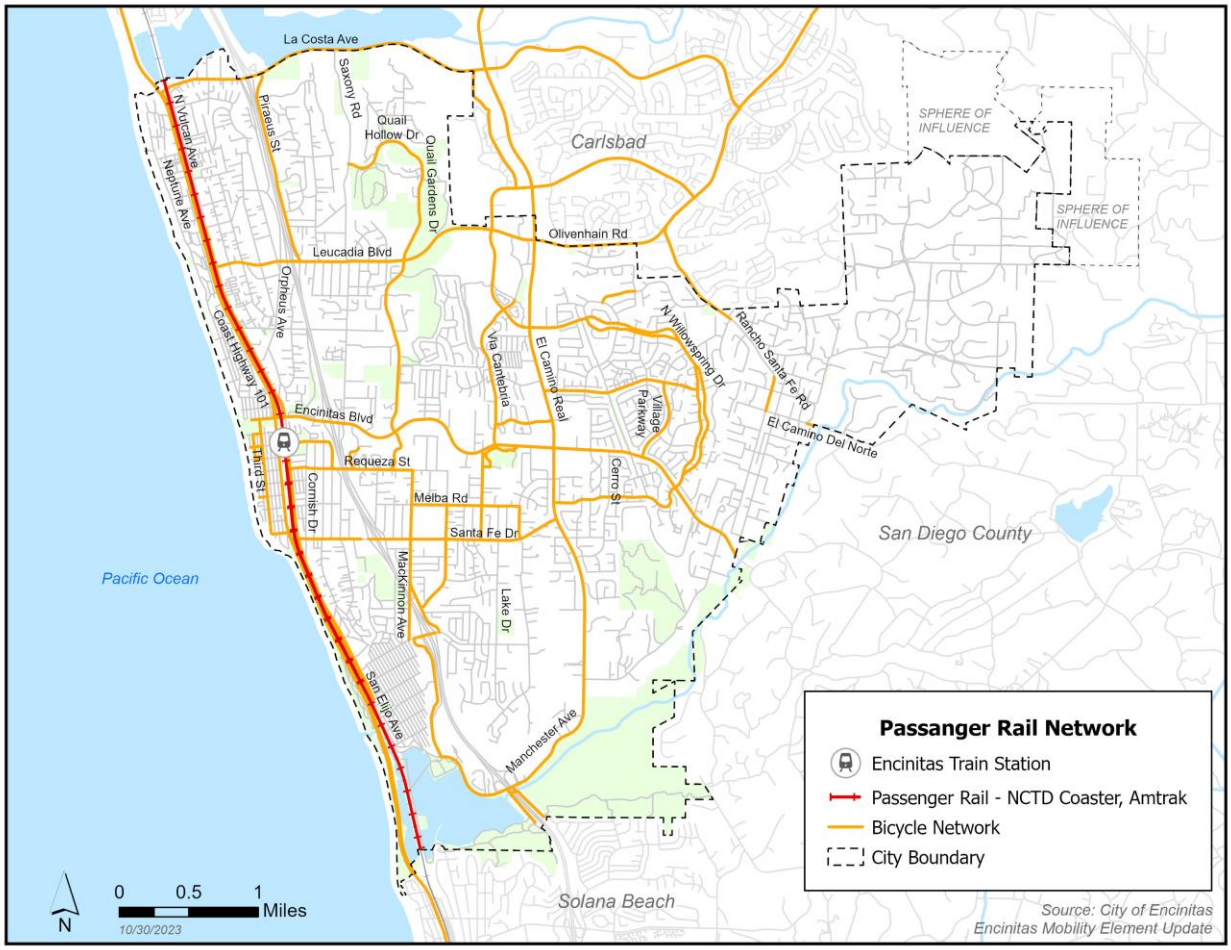
Boulevard, to enumerate pedestrian crossing counts and patterns and ultimately inform the crossings' conceptual engineering and design plans.

Examples of Completed Rail Projects: The Rail Corridor Cross-Connect Implementation Plan (also known as "Cross Connect") documents and ranks 20 potential rail crossings and connectors. Since the adoption of this plan in 2020 one project has been completed, the El Portal undercrossing.

Other Modes

LIFT/FLEX Service. North County Transit District (NCTD) provides a paratransit shuttle service, LIFT, which is available to North County passengers requiring mobility assistance. The service provides connections throughout Encinitas and nearby coastal cities with proximal transit services, including an additional on-demand shuttle service operated by NCTD, known as FLEX. The FLEX service runs along several semi-fixed routes across North San Diego County, enabling regional mobility by strengthening the capacity for throughput, especially for riders connecting to alternate transit modes from the Oceanside Transit Center.

Figure 6 Passenger Rail



VEHICULAR CIRCULATION NETWORK

The following goals and policies guide the City's Vehicular Circulation Network. A full discussion of each goal and the policies defined within each goal can be found in Section IV: Mobility Goals & Policies.

Table 6 Vehicular Circulation Network Key Goals and Policies

Related Goal	Description	Related Policy Topics
Goal 1	Mobility System Purpose & Guiding Principles	1.1 Strategic Vision for Mobility 1.2 **Accommodation of Planned** Growth **1.4 Street Typology & Classifications** Street Typology & Classifications 1.5 Street Right-of-Way

Goal 2	Multimodal Options	2.1 Equitable Access for All Modes, Ages & Abilities 2.5 Parking Management
Goal 3	Vehicle Miles Traveled & Mode Share	3.2 Transportation Demand Management (TDM) Programs 3.5 Curb Management Strategy 3.10 Car Sharing Program
Goal 4	System Connectivity	4.1 Multimodal "Complete Streets" Design Standards 4.2 Quality Standards for Automobiles, Bicycles/Micromobility, & Pedestrians 4.3 Street & Intersection Operations 4.5 Coastal Circulation Network 4.6 Connectivity at Piraeus Street & Leucadia Boulevard
Goal 5	System Safety	5.1 Safety for All Users 5.2 Maintenance & State of Good Repair 5.3 Traffic Calming & Speed Management 5.4 Traffic Calming Design 5.6 Community Outreach and Education Strategies
Goal 6	Environmental & Community Impacts	6.1 Development Project Review 6.2 Resilient Mobility Systems 6.3 Sustainable Mobility Systems 6.4 Emissions Reduction 6.5 Charging and Fueling for Electric & Alternative-Energy Vehicles 6.6 Electric Vehicle Transition 6.7 Healthy Communities

Existing Setting. The City of Encinitas maintains a comprehensive network of paved local streets, residential neighborways, collectors, and major freeways. The main regional freeway system in the City is Interstate 5, which travels North and South, providing connections to Encinitas from the greater San Diego region, and Orange County and the greater Los Angeles region in the north. South Coast Hwy 101 travels parallel to I-5, providing facilities such as sharrows and striped bike lanes throughout a significant portion of the road's central stretch in Downtown Encinitas and Leucadia.

The street network is the backbone of the City's multimodal networks, comprising most of the City's right-of-way and accommodating multiple modes. In the following maps, the street network is visualized with pedestrian, bicycle, transit, and goods movement facilities.

Street Typology

Streets and public rights-of-way comprise a large portion of the land in Encinitas, and how they are utilized has tremendous influence on mobility, safety, economic development, and overall quality of life. A street typology defines a hierarchy of street types that incorporate not just the street's mobility function, but also its character and adjacent land uses and context. This typology provides a classification system that will help guide future land development, street improvements, and road design projects. Table 7 lists the basic street types in Encinitas.

Table 7 Street Typology

Street Type	Mobility Function
Connector (Prime & Major)	Connects neighborhoods & destinations across longer distances (beyond typical bike/walk distance)
Collector	Provides mobility in, out & through neighborhoods & destinations
Residential Neighborway	Provides local access to residential streets. Often within walksheds of key destinations
Local Street (Unclassified)	Provides direct access to individual residences
Special Designation Corridors	Provides mobility along Coast Highway 101 and El Camino Real, often in accordance with specific plans or other focused plans

Figure 7 Street Typology Diagrams

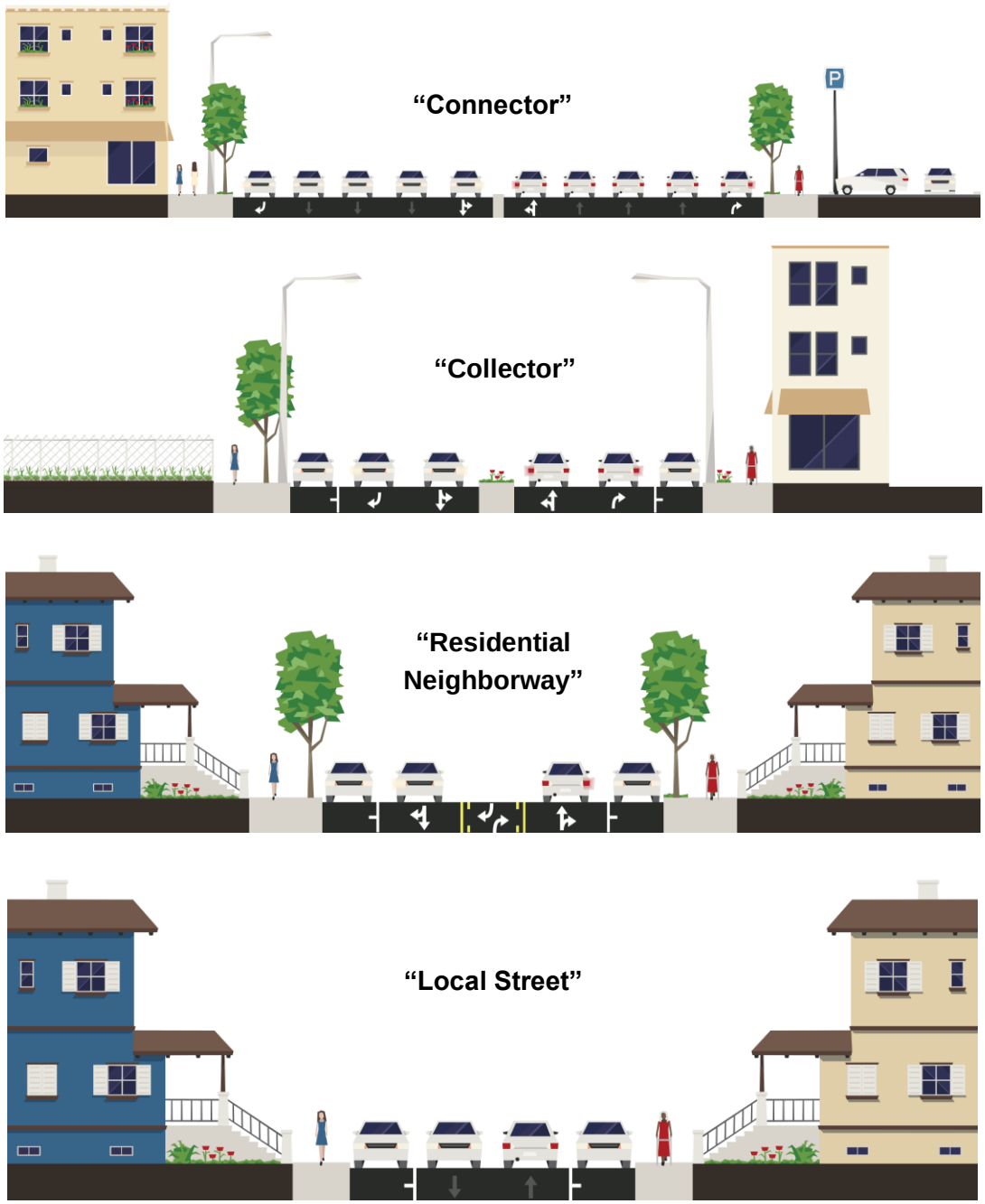


Figure 8 Street Typology

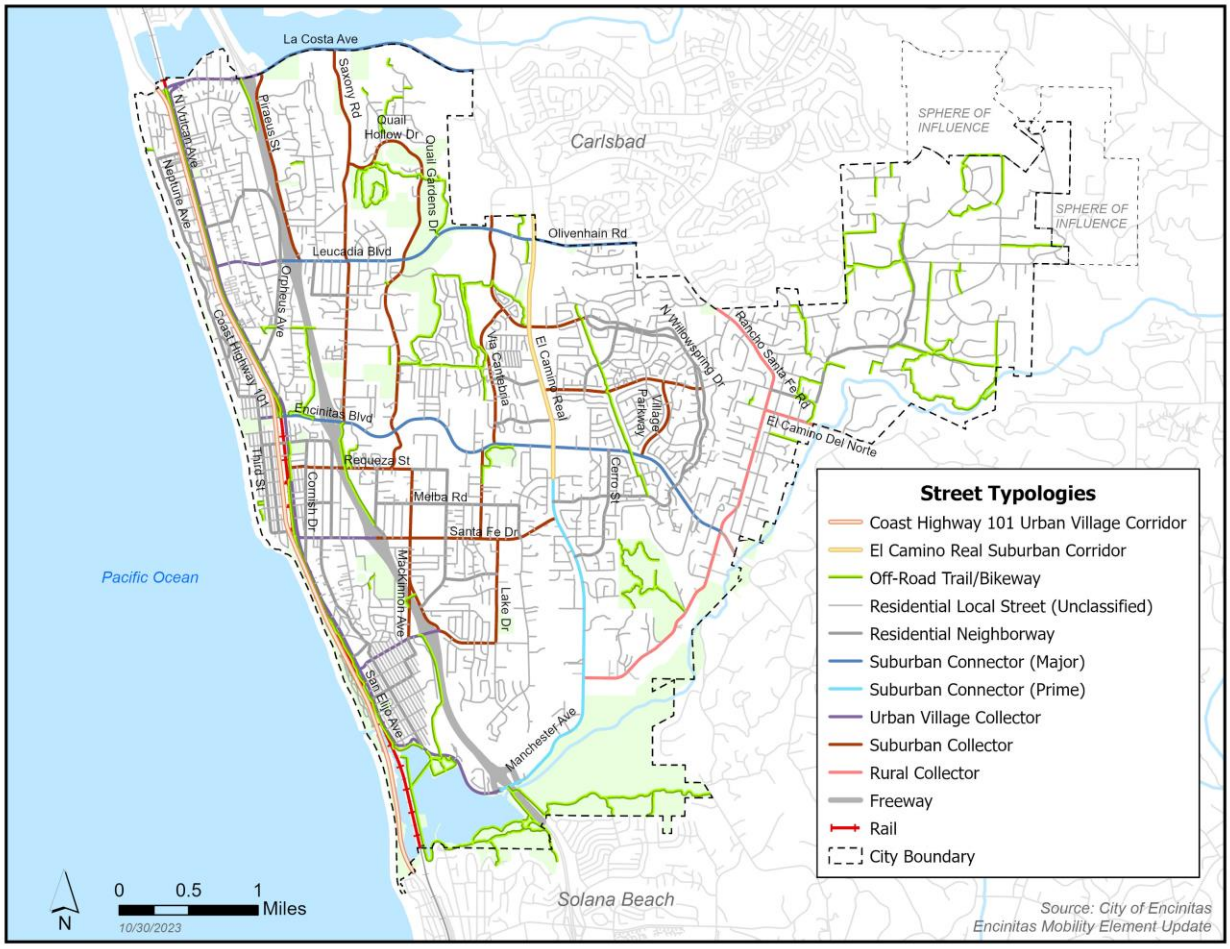


Table 8 contains additional details, listing all street types in Encinitas including their vehicular functions. The table also specifies each street type's number of lanes, median treatment, and typical right-of-way (ROW) width. Two-way left turn lane median treatments are shown in the table as "TWLTL." Refer to the City of Encinitas *Mobility Analysis Guidelines* for additional details including typical cross-sections and multimodal quality standards.

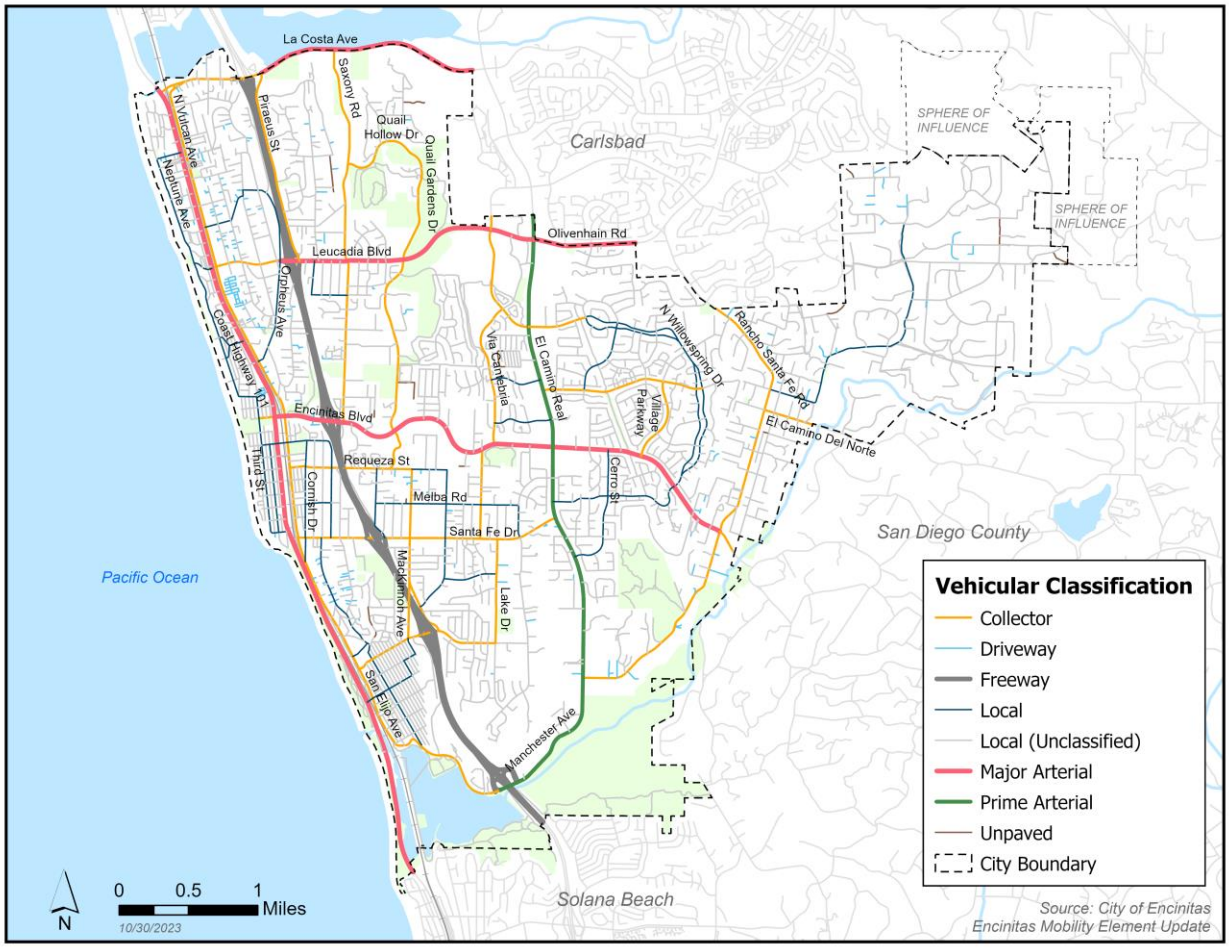
Table 8 Detailed Street Typology

ID	Street Type	Vehicular Function	Lanes (# up to) [1]	Median	Preferred ROW
Connectors Prime (CNP) and Connector Major (CNM) connect neighborhoods & destinations across longer distances (beyond typical bike/walk distance).					
CNP-6M	Suburban Connector	Prime Arterial	6	Raised median	135'

[1] Any lane count listed for a given roadway classification or street typology represents a notional capacity based on maximum traffic volumes. City Council retains the discretion to reduce lane counts within the classified network, and the lane count within this table is not prescriptive.

ID	Street Type	Vehicular Function	Lanes (# up to) [1]	Median	Preferred ROW
CNP-4N	Suburban Connector	Prime Arterial	4	None	135’
CNM-4M	Suburban Connector	Major Arterial	4	Raised median	100’
CNM-4L	Suburban Connector	Major Arterial	4	TWLTL	100’
Suburban Collectors (SC), Urban Village Collectors (UVC) and Rural Collectors (RC) provide mobility in, out & through neighborhoods & destinations.					
SC-4M	Suburban Collector	Collector	4	Raised median	75’
SC-4L	Suburban Collector	Collector	4	TWLTL	75’
SC-2M	Suburban Collector	Collector	2	Raised median	75’
SC-2L	Suburban Collector	Collector	2	TWLTL	75’
SC-2N	Suburban Collector	Collector	2	None	75’
SC-1N	Suburban Collector	Collector	1	None	75’
UVC-2M	Urban Village Collector	Collector	2	Raised median	85’
UVC-2L	Urban Village Collector	Collector	2	TWLTL	85’
UVC-2N	Urban Village Collector	Collector	2	None	85’
RC-2N	Rural Collector	Collector	2	None	81’
Residential Neighborways (RN) provide local access to residential streets, often within walksheds of key destinations.					
RN-2M	Residential Neighborway	Local	2	Raised median	70’
RN-2L	Residential Neighborway	Local	2	TWLTL	70’
RN-2N	Residential Neighborway	Local	2	None	70’
RN-1N	Residential Neighborway	Local	1	None	70’
Special Designation Corridors provide mobility along Coast Highway 101 (CC) and the El Camino Real (E), often in accordance with specific plans or other focused plans.					
E-6M	El Camino Real Suburban Corridor	Prime Arterial	6	Raised median	150’
CCM-4M	Coast Highway 101 Urban Village Corridor	Major Arterial	4	Raised median	125’
CC-4M	Coast Highway 101 Urban Village Corridor	Collector	4	None	125’
CC-4L	Coast Highway 101 Urban Village Corridor	Collector	4	TWLTL	125’
CC-3M	Coast Highway 101 Urban Village Corridor	Collector	3	Raised Median	125’

Figure 9 Vehicular Classification

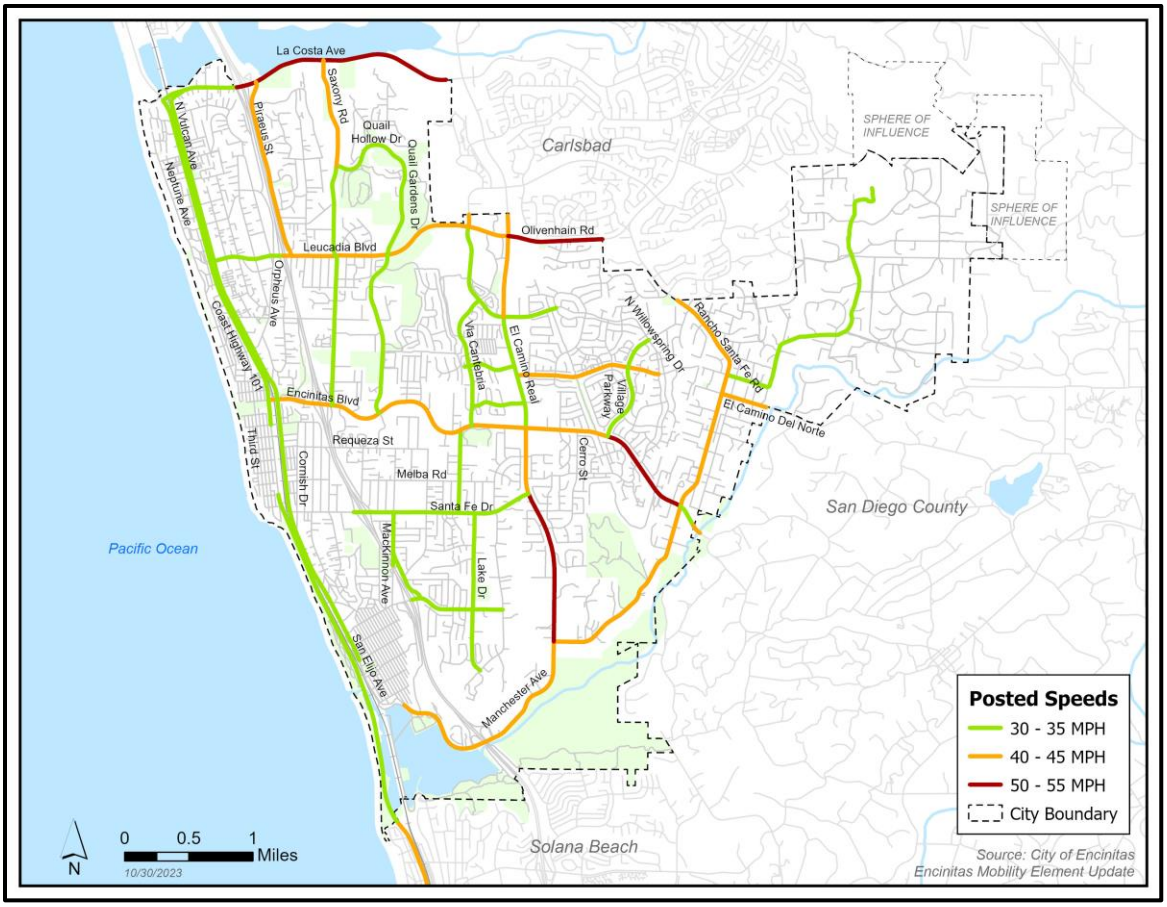


Speeds

Existing Setting: Each of the City's roads include posted speed limits that are enforceable by the California Vehicle Code. Figure 10 Posted Speed Limits below shows existing posted traffic speeds, which indicate how fast automobiles may travel on each of the City's major roads.

The 2018 Encinitas Active Transportation Plan notes that traffic calming, speed education campaigns, and safety cameras have been effective measures for reducing speed reductions and speed limit adherence among automobiles in the past. Therefore, of any of these remediations along Encinitas' main roads would continue to act as useful speed-inhibiting and traffic calming methods.

Figure 10 Posted Speed Limits



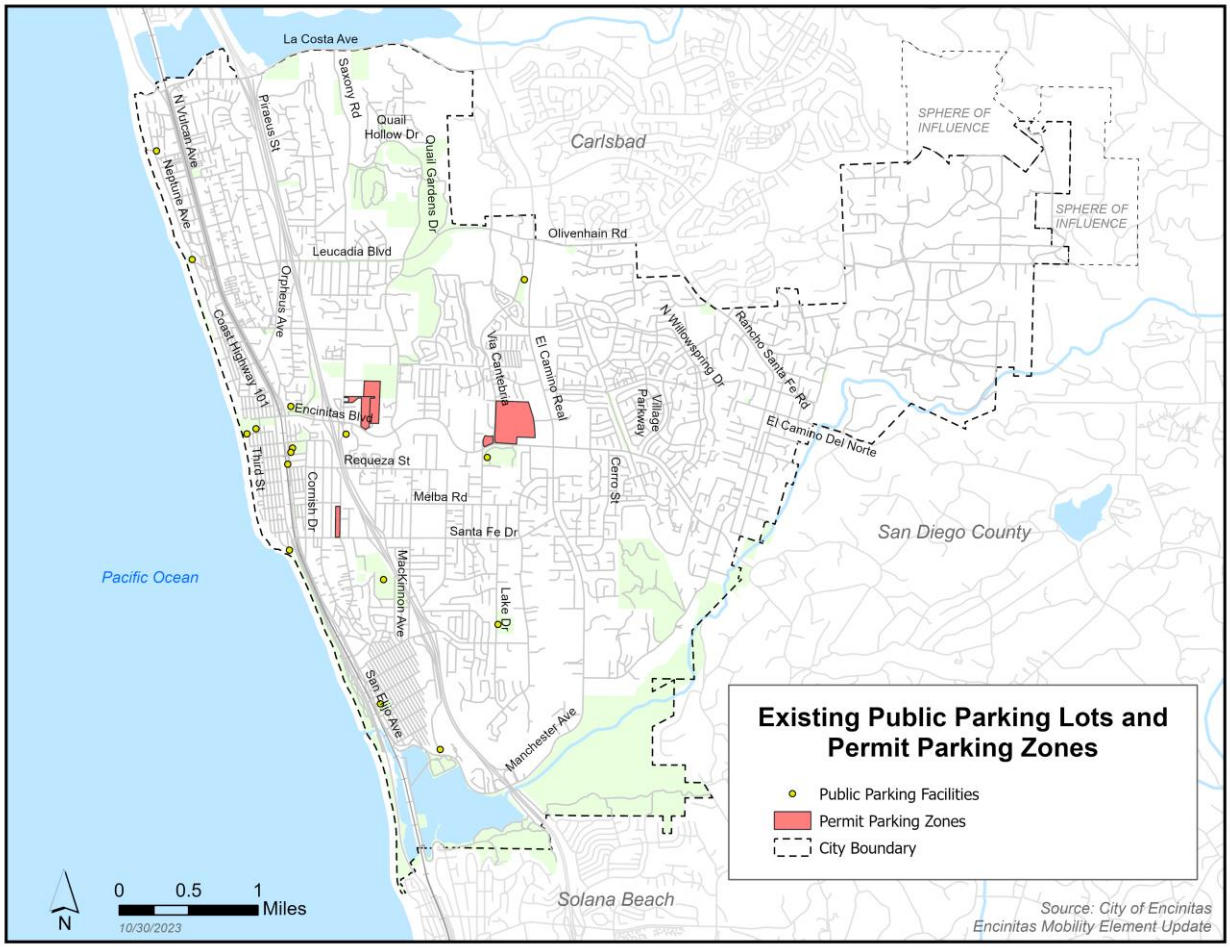
Parking

Existing Setting. Encinitas provides a variety of parking options such as on-street parking, citywide public parking lots, privately owned parking spaces, as well as garages, driveways, etc. Shown in Figure 11, the city currently operates and maintains 16 public parking facilities. Seven of these facilities are located less than 0.5 miles from the Encinitas Train Station. For on-street

parking, the City designates four residential parking permit areas. Three permit zones are located off Encinitas Boulevard, and one is located on Santa Fe Drive.

Future Improvements. The passing of AB 2097 and the City's outdoor dining ordinance have allowed restaurants to use the public roadway and private parking lots for restaurant seating. In accordance with AB 2097, curb management strategy implementations are being considered in the Downtown Encinitas area to diversify the existing uses of parking spaces and parking lots within the City. AB 2097 and its implications for the future of the City's parking network are discussed at length in the New Mobility/Emerging Technologies section.

Figure 11 Public Parking and Permit Parking Zones



FREIGHT NETWORK

The following goals and policies guide the City's Freight Network. A full discussion of each goal and the policies defined within each goal can be found in Section IV: Mobility Goals & Policies.

Table 9 Freight Network Key Goals and Policies

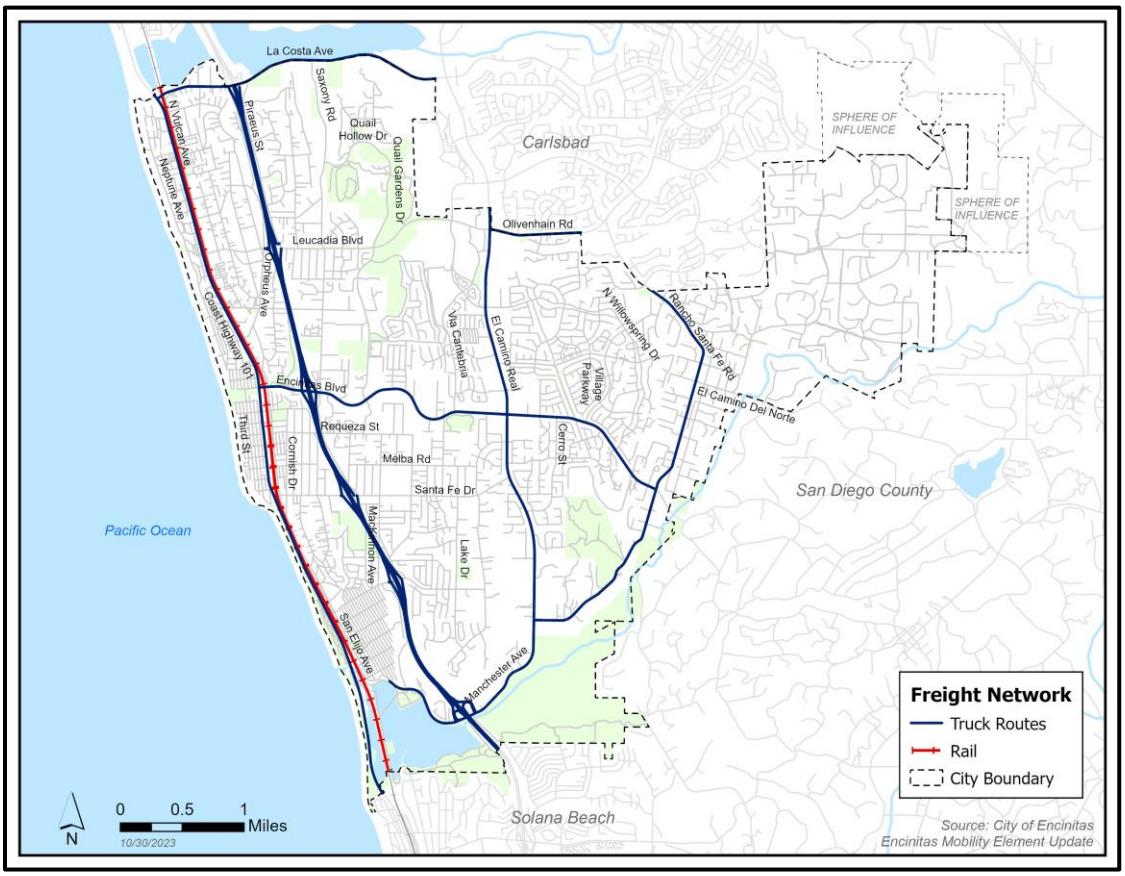
Related Goal	Description	Related Policy Topics
Goal 1	Mobility System Purpose & Guiding Principles	1.3 Strategic Vision for Mobility 1.4 **Accommodation of Planned** Growth **1.4 Street Typology & Classifications** Street Typology & Classifications 1.5 Street Right-of-Way
Goal 2	Multimodal Options	2.6 Goods Movement 2.7 Truck Routes
Goal 3	Vehicle Miles Traveled & Mode Share	3.2 Transportation Demand Management (TDM) Programs 3.5 Curb Management Strategy
Goal 4	System Connectivity	4.2 Quality Standards for Automobiles, Bicycles/Micromobility, & Pedestrians 4.3 Street & Intersection Operations 4.5 Coastal Circulation Network 4.6 Connectivity at Piraeus Street & Leucadia Boulevard
Goal 5	System Safety	5.1 Safety for All Users 5.2 Maintenance & State of Good Repair 5.3 Traffic Calming & Speed Management 5.6 Community Outreach and Education Strategies
Goal 6	Environmental & Community Impacts	6.1 Development Project Review 6.2 Resilient Mobility Systems 6.3 Sustainable Mobility Systems 6.4 Emissions Reduction 6.7 Healthy Communities

Existing Setting. Several routes within the City of Encinitas are designated for the use of trucks. These routes include Interstate 5, which travels north-south through the City, South Coast Highway 101, which also travels north-south parallel to the existing rail corridor, Encinitas Boulevard, El Camino Real, Rancho Santa Fe Road/Manchester Avenue, La Costa Avenue, and a section of Olivenhain Road, from El Camino Real to Rancho Santa Fe Road. The truck routes map below shows the locations of existing designated truck routes, along with the freight rail corridor (BNSF service) that passes through Encinitas, parallel to South Coast Highway 101.

Due to its location, Encinitas plays a significant role in transporting goods from the San Diego Region and south of the U.S.-Mexico border, to Orange County, Los Angeles, and beyond. In February 2024, San Diego County and Imperial County developed a Sustainable Freight Implementation Strategy for the County of San Diego to advance freight transportation

technology, innovation, and sustainability. For Encinitas, the purpose of this strategy is to help implement best practices for any future improvements to its existing goods movement network.

Figure 12 Truck Routes



NEW MOBILITY/EMERGING TECHNOLOGIES

New Mobility and Emerging Technologies in the City of Encinitas are applicable to the following key goals and policies listed in Table 10 below. A full discussion of each goal and the policies defined within each goal can be found in Section IV: Mobility Goals & Policies.

Table 10 New Mobility/Emerging Technologies Key Goals and Policies

Related Goal	Description	Related Policy Topics
Goal 1	Mobility System Purpose & Guiding Principles	1.1 Strategic Vision for Mobility 1.2 **Accommodation of Diverse** Land Uses 1.3 Accommodation of Planned Growth 1.4 Street Typology & Classifications 1.5 Street Right-of-Way 1.6 Project Financing

		1.7 Funding from Development Street Typology & Classifications
Goal 2	Multimodal Options	2.1 Equitable Access for All Modes, Ages & Abilities
Goal 3	Vehicle Miles Traveled & Mode Share	3.1 Time-Competitive Mobility Options 3.2 Transportation Demand Management (TDM) Programs 3.4 Citywide Microtransit Service 3.5 Curb Management Strategy
Goal 4	System Connectivity	4.1 Multimodal "Complete Streets" Design Standards 4.2 Quality Standards for Automobiles, Bicycles/Micromobility, & Pedestrians 4.3 Street & Intersection Operations 4.5 Coastal Circulation Network 4.7 New Mobility & Future Technologies 4.10 Regional Connectivity for Intelligent Transportation Systems (ITS)
Goal 5	System Safety	5.1 Safety for All Users 5.2 Maintenance & State of Good Repair 5.3 Traffic Calming & Speed Management 5.6 Community Outreach and Education Strategies
Goal 6	Environmental & Community Impacts	6.1 Development Project Review 6.2 Resilient Mobility Systems 6.3 Sustainable Mobility Systems 6.4 Emissions Reduction 6.5 Charging and Fueling for Electric & Alternative-Energy Vehicles 6.6 Electric Vehicle Transition 6.7 Healthy Communities 6.8 Community Character

Curb Management. In September 2022, California State legislature passed AB 2097, which restricts cities from imposing minimum automobile parking requirement on most development projects located within 0.5 miles from a major transit stop. The bill is intended to help cities provide more space to produce affordable housing units while also encouraging the implementation of climate-resilient strategies in densely populated and transit-accessible areas. In accordance with AB 2097 and the City's outdoor dining ordinance, which permanently allows restaurants to use the public roadway and private parking lots for restaurant seating, Encinitas is likely to evaluate a variety of curb management strategies in the downtown area. These strategies would help introduce permanent outdoor dining spaces, while increasing the multi-modal efficiency and climate resiliency of its roadways.

Electric Vehicle (EV) Charging Infrastructure. In response to the City's CAP Goal 4.3, to increase the use of alternative fuels, Encinitas adopted the Electric Vehicle Charging Station (EVCS) Master Plan in 2023, which recommends installing at least 280 public charging stations by 2030 to meet the needs of the projected 15,000 electric vehicles expected to be owned by City residents by 2030. The plan provides recommendations to address the growing number of electric vehicles by identifying existing public charging facilities within the City and within five miles of the

City, assessing future public charging infrastructure need, and forming a plan for the deployment of publicly accessible electric vehicle charging stations throughout the City.

Automated Vehicles (AV). In concurrence with the development of EV charging infrastructure, the City is considering Automated Vehicles as part of a new citywide microtransit study, which will also evaluate shuttles, on-demand services, and other emerging transportation modes that could help develop a cohesive microtransit system throughout Encinitas. This study offers a first-step framework toward fulfilling CAP Measure CET-2, which requires the City to implement a local shuttle system to increase use of public transportation and reduce GHG emissions.

Travel Demand Management (TDM). In November 2023, the City adopted a set of SB743 vehicle miles traveled (VMT) Guidelines to be used as a framework for implementing VMT analyses in the California Environmental Quality Act (CEQA). Additionally, local Mobility Analysis Guidelines (MAGs) were adopted by the City in 2024. The MAGs are intended to place requirements on developers to implement future network features.

IV. MOBILITY GOALS & POLICIES

This section provides a series of policies that support the mobility goals established in Section I.

An Asterisk* next to a policy topic indicates it is part of the City's certified Local Coastal Program (LCP).

GOAL 1: MOBILITY SYSTEM PURPOSE & GUIDING PRINCIPLES

Table 11 lists Goal 1 and its supporting policies.

Table 11 Goal 1 Policies

Goal 1 Topic		Description
Mobility System Purpose & Guiding Principles		Develop and maintain a mobility system that accommodates the City's diverse needs and land uses, including planned growth.
Policy	**Topic**	**Description**
1.1	**Strategic Vision for Mobility**	Ensure mobility decisions are consistent with the City's General Plan and other guiding documents, including the overarching vision to provide safe, accessible, and comfortable transportation for all modes of movement and all demographics.
1.2	**Accommodation of Diverse Land Uses***	Develop and maintain a mobility system that connects people to where they want to go with high-quality, multimodal connections between residential areas, schools, transit facilities, employment centers, parks, coastal resources, and commercial hubs.
1.3	**Accommodation of Planned Growth**	Provide a mobility system that accommodates planned growth including areas identified in the Land Use Element, Housing Element, and adopted specific plans.
1.4	**Street Typology & Classifications**	Develop and maintain a street typology and classification system that integrates multiple modes and is sensitive to surrounding land uses.
1.5	**Street Right-of-Way**	Utilize the full public street right-of-way to accommodate all modes and other amenities for the public realm.
1.6	**Project Financing**	Identify mobility improvement projects for inclusion in the City's annual Capital Improvements Program (CIP). Create strategies to leverage City funding for grant matches and maximize eligibility for regional, state, and federal funding opportunities.

1.7	**Funding from Development**	Pursue new funding opportunities such as additional impact fees, fair-share contributions, or similar funding mechanisms from development to implement multi-modal programs and projects that contribute to Mobility Element and coastal access goals, polices, and networks.

GOAL 2: MULTIMODAL OPTIONS

Table 12 lists Goal 2 and its supporting policies.

Table 12 Goal 2 Policies

Goal 2 Topic		Description
Multimodal Options		Provide multimodal mobility options that are safe, accessible, and comfortable for all types of users including residents, visitors, and goods movement.
Policy	**Topic**	**Description**
2.1	**Equitable Access for All Modes, Ages & Abilities***	Provide equitable access for all users across all modes, ages, and abilities. This includes accommodations for senior, youth, disabled, low-income, minority, and multi-lingual populations.
2.2	**Safe Routes to School**	Provide safe routes for children and families to access schools, with an emphasis on accommodating pedestrian, bicycle, micromobility, and public transportation modes. Refer to the Mobility Element, Active Transportation Plan, Local Roadway Safety Plan, and other adopted multimodal plans for further guidance.
2.3	**Lateral Coastal Access***	Cooperate with state and regional agencies to ensure that lateral beach access is protected and enhanced to the maximum degree feasible and continue to formalize shoreline prescriptive rights. Require irrevocable offers of dedication for lateral accessways between the mean high tide line and the base of the coastal bluffs in new development.
2.4	**Vertical Coastal Access***	Encourage continued vertical access to coastal resources by: A. Maintaining all City-owned, improved beach access points and overlooks and seeking to improve the unimproved access areas within the City boundaries. B. Cooperating with state and regional agencies in planning for the Cardiff, Moonlight, Leucadia and San Elijo State beach areas and the South Carlsbad State Beach area to increase the external accessibility and usability of these beaches, as well as enhancing their visitor-serving potential. C. Supporting continued use of the existing public sea level beach and bluff-backed beach accessways and the establishment of additional accessways, as determined appropriate to maintain adequate public access to public beaches.

2.5	**Parking Management***	Provide and manage parking resources in high-demand locations including coastal and recreational areas, commercial districts, and other activity centers. Evaluate the feasibility of measures to address parking needs including: A. Strategies to increase the capacity and efficiency of parking areas, such as dynamic curb management and the establishment of a parking management district. B. Strategies to reduce the need for parking, such as dynamic pricing and transportation demand management (TDM). C. Private development utilizing state law parking reliefs shall promote coastal access by implementing microtransit or micromobility options and project-specific TDM programs, such as but not limited to, requiring public use easements for improving alternative modes, and/or bike storage in locations accessible to the public. D. Minimize curb cuts in order to provide the maximum amount of on-street parking, and to provide safety for alternative modes of transportation for all road users. Minimizing curb cuts promotes safety for alternative modes by creating an environment with less vehicle interface at driveway openings.
2.6	**Goods Movement**	Accommodate goods movement considerations into roadway design, parking plans, curb management plans, and off-street accommodations for private development projects.
2.7	**Truck Routes**	Designate and periodically review truck routes that avoid residential areas and sensitive land uses to the greatest extent feasible, in combination with adequate signage and enforcement.

GOAL 3: VEHICLE-MILES TRAVELED & MODE SHARE

Table 13 lists Goal 3 and its supporting policies.

Table 13 Goal 3 Policies

Goal 3 Topic		Description
Vehicle-Miles Traveled & Mode Share		Reduce automobile vehicle-miles traveled and related impacts to air quality and congestion by providing time-competitive alternatives to automobile travel, including public transit, cycling, micromobility, walking, and on-demand mobility services.
Policy	**Topic**	**Description**
3.1	**Time-Competitive Mobility Options***	Develop and support both facilities and programs that provide time-competitive alternatives to automobile travel, including public transit, cycling, micromobility, walking, and on-demand mobility services.

3.2	**Transportation Demand Management (TDM) Programs**	Develop and maintain programs to help manage demand for transportation and increase non-automobile mode share. These may include collaboration with major employers, employment centers, and residential developments to provide facilities and programs that support reductions in vehicle-miles traveled such as, but not limited to, parking cash-out programs, bicycle/micromobility parking, locker room facilities, remote work, or flexible schedules.
3.3	**Regional Transit Service***	Continue coordination efforts with public transit providers to increase the accessibility of key destinations via public transit and improve its availability to underserved populations, consistent with the Climate Action Plan and other relevant state, regional, and local climate plans. This may include adding new routes and increasing the hours or frequency of existing services.
3.4	**Citywide Microtransit Service***	Investigate the feasibility of designing, funding, and operating a microtransit service to complement existing regional transit service and improve access to key destinations, consistent with the Climate Action Plan and other relevant state, regional, and local climate plans. Prioritize services that provide connections between residential areas, schools, transit facilities, employment centers, parks, coastal resources, and commercial hubs.
3.5	**Curb Management Strategy**	Develop a curb management strategy that recognizes curb spaces as flexible zones that can shift based on time-sensitive needs as approved by the City Engineer. In peak times and in areas of peak demand, some curb space may be evaluated to prioritize public transit facilities, bicycling infrastructure, and ride-sharing services, followed by other important uses of the curb including, goods delivery, green stormwater infrastructure, public spaces such as parklets, and managed parking. Refer to the Mobility Analysis Guidelines (MAG), Active Transportation Plan, or adopted multimodal plans for further guidance on specific roadway treatments and priorities.
3.6	**Pedestrian Network***	Maintain and implement the pedestrian network in the Mobility Element, the Active Transportation Plan (ATP), and other relevant mobility plans to achieve an interconnected system of pedestrian facilities, including recreational trails, road edge enhancements, sidewalks, multi-use paths, intersection treatments, and crossings. Refer to the ATP or other adopted multimodal plans for further guidance on the pedestrian network.

3.7	**Bicycle & Micromobility Network***	Maintain and implement the bicycle/micromobility network in the Mobility Element, the Active Transportation Plan (ATP), and other relevant mobility plans to achieve an interconnected system of bicycle/micromobility facilities, including multi-use paths, recreational trails, lanes, shared routes, bicycle boulevards, cycle tracks, intersection treatments, and crossing facilities. Refer to the ATP or other adopted multimodal plans for further guidance on the bicycle/micromobility network.
3.8	**Bicycle & Micromobility Parking & Support Facilities***	Provide dedicated parking and support facilities to complement the bicycle and micromobility network throughout the City. Facilities should include racks, lockers, corrals, bike valet services (and/or replacement of existing automobile parking stalls), and bicycle/micromobility maintenance kiosks near major routes such as the Coastal Rail Trail. Require that new development and special events provide bicycle parking and storage areas within their sites and event plans. Refer to the ATP or other adopted multimodal plans for further guidance on the bicycle/micromobility network. Bicycle parking should adhere to the Association of Pedestrian and Bicycle Professionals *Essentials of Bike Parking* Handbook or similar nationally recognized guidance.
3.9	**Bicycle & Micromobility Sharing Program***	Consider public electric bicycle, and other micromobility device sharing programs, and encourage local retailer rentals and sales of bicycles. Consider including additional micromobility modes to the program. Encourage local employers and developments to establish private micromobility sharing options in addition to the public option.
3.10	**Car Sharing Program**	Encourage the use of local peer-to-peer car sharing/rental platforms to provide a convenient and affordable alternative to owning a personal vehicle. Educate the public on local car sharing/rental platforms and expand upon such programs where possible.
3.11	**Railroad Corridor Multi-Use Paths***	Collaborate with state and regional agencies to develop, improve, and maintain multi-use paths on both the east and west sides of the coastal railroad corridor. Refer to the ATP or other adopted multimodal plans for further guidance.

GOAL 4: SYSTEM CONNECTIVITY

Table 14 lists Goal 4 and its supporting policies.

Table 14 Goal 4 Policies

Goal 4 Topic		Description
System Connectivity		Improve system connectivity by adopting multimodal standards, eliminating gaps in mobility networks, and increasing the ease of multimodal and multi-jurisdictional travel.
Policy	**Topic**	**Description**
4.1	**Multimodal "Complete Streets" Design Standards***	Incorporate “Complete Streets” elements in mobility projects by adopting multimodal street and site design standards that encourage travel by all modes. As guided by the Mobility Element, Mobility Analysis Guidelines, Public Road Standards, Active Transportation Plan, and other relevant multimodal plans, potential design elements may include: A. Facilities to support public transit such as bus lanes, transit priority signal systems, managed curb space, passenger shelters, and transportation kiosks. B. Facilities to support bicycle and micromobility such as multi-use paths, lanes, signals, loop detectors, parking, and other infrastructure and operational accommodations. C. Facilities to support pedestrian travel such as crossings, signals, sidewalks, paths, plazas, furniture, signage, and landscaping.
4.2	**Quality Standards for Automobiles, Bicycles/Micro mobility, & Pedestrians**	Transportation facilities shall operate efficiently across all modes and shall adhere to the cross-section requirements and quality standards detailed in the Mobility Analysis Guidelines (MAG) and supporting adopted multimodal plans. The MAG and supporting multimodal plans may be modified by the City of Encinitas without amending the Mobility Element provided they remain consistent with Mobility Element goals, policies, and networks.
4.3	**Street & Intersection Operations***	Regularly evaluate the operations of streets and intersections to include striping, signalization, timing, and other operational characteristics. Encourage features such as bicycle loop signal detectors, cross-bikes, bike boxes, and others as outlined in the MAGs. Adjust as needed to best accommodate the safe and efficient integration of all mobility modes.

4.4	**Pedestrian Crossings***	Develop, improve, and maintain pedestrian crossings of major mobility corridors such as El Camino Real, La Costa Avenue, Leucadia Boulevard, Encinitas Boulevard, Manchester Avenue, Coast Highway 101, and the coastal railroad corridor, or crossings near schools or other pedestrian destinations consistent with the ATP and other implementation plans.
4.5	**Coastal Circulation Network***	To foster access to shoreline recreation areas, while maintaining adequate circulation on major coastal access roadways, development shall target equity among all modes of travel, including automobile, bicycle, micromobility, microtransit, pedestrian, and public transportation. Modification to major coastal access roadways shall be accompanied by public access benefit enhancements promoting multi-modal access which may include, but are not limited to, increased public transportation services; improved bicycle and pedestrian access; and increased public parking. Major coastal access roadways include Coast Highway 101 and the portions of the following roadways that are located west of Interstate 5: Manchester Avenue, Birmingham Drive, Santa Fe Drive, Encinitas Boulevard, Leucadia Boulevard, and La Costa Avenue.
4.6	**Connectivity at Piraeus Street & Leucadia Boulevard**	Collaborate with Caltrans to modify Piraeus Street and the adjacent freeway ramp to provide bi-directional traffic flow to and from Leucadia Boulevard.
4.7	**New Mobility & Future Technologies**	Facilitate the implementation of new mobility-related transportation technologies and options as they develop. This could include ride-sharing, micromobility, and microtransit, as examples, and adopting implementation plans, policies, ordinances, and programs accordingly.
4.8	**Regional Mobility Planning***	Collaborate with federal, state, regional, and local agencies to help plan and implement a regional, multimodal mobility system that is accessible to all potential users and achieves state and regional goals. Share information regarding mobility plans and studies with other agencies to support regional planning and coordination.
4.9	**Regional Connectivity for Pedestrian, Bicycle & Micromobility Modes***	Collaborate with regional and state agencies to plan and develop multi-jurisdictional facilities for pedestrian, bicycle, and micromobility modes (such as the Coastal Rail Trail, California Coastal Trail, and Inland Rail Trail) and associated connections to local facilities. Refer to the Active Transportation Plan and other relevant mobility plans for detailed guidance.
4.10	**Regional Connectivity for Intelligent Transportation Systems (ITS)**	Collaborate with state, regional, and other agencies to conduct ITS studies and seek funding to implement ITS improvements to increase the safety and efficiency of the mobility system.

4.11	**Regional Connectivity for Transit Priority**	Collaborate with public transit providers and adjacent jurisdictions to implement transit priority measures on existing and planned bus corridors.
4.12	**Inter-Connectivity**	Interconnecting pedestrian and bicycle access shall be provided between adjacent neighborhoods and land uses to the extent feasible, which shall include but not be limited to the dedication of easements for future connectivity and circulation, as further outlined in Ordinance No. 2019-24.

GOAL 5: SYSTEM SAFETY

Table 15 lists Goal 5 and its supporting policies.

Table 15 Goal 5 Policies

Goal 5 Topic		Description
System Safety		Maximize the safety of the mobility system through design best practices, regular maintenance, community education, and consistent enforcement.
Policy	**Topic**	**Description**
5.1	**Safety for All Users**	Prioritize safety for all users of the mobility system through a combination of design, enforcement, and education. Minimize harm through the development and implementation of the Local Roadway Safety Plan, strategies from the Vision Zero Initiative, and other relevant plans.
5.2	**Maintenance & State of Good Repair**	Regularly inspect and maintain public rights-of-way and infrastructure in a manner that provides safe conditions, keeps paved areas clear for all modes, minimizes long-term rehabilitation costs, and generally maintains a state of good infrastructure repair.
5.3	**Traffic Calming & Speed Management**	In conformance with the Manual on Uniform Traffic Control Devices (MUTDC) standards for setting speed limits, continuously evaluate the operation of the transportation system to maintain and enforce safe speed limits and provide for the safety of all mobility modes. Focus particularly on streets with the highest traffic volumes and/or speeds such El Camino Real, Manchester Avenue, La Costa Avenue, Leucadia Boulevard, Encinitas Boulevard, and Coast Highway 101. New traffic calming measures require approval of the City Traffic Engineer and City Fire Chief to ensure adequate emergency response pursuant to Fire Code requirements.
5.4	**Traffic Calming Design**	Where feasible, reduce curb-to-curb street widths and employ design features intended to calm traffic and encourage alternative modes. Examples include curb extensions (bulbouts), medians, speed humps, pedestrian refuges, raised crosswalks, and mid-block crossings.

5.5	**Railroad Safety**	Promote safety at railroad crossings through a combination of design, education, and enforcement. Follow the latest guidance and best practices in railroad safety from relevant federal, state, and regional agencies, including the development of facilities and programs such as new pedestrian crossings and channelization; warning devices and signage; traffic signal improvements; visibility improvements; parking enforcement; enforcement of traffic and safety laws; and railroad safety awareness programs. Collaborate with state and regional agencies to implement the planned railroad grade separation at Leucadia Boulevard.
5.6	**Community Outreach and Education Strategies**	Utilize multiple channels and media formats (digital, print, events, workshops, etc.) to educate diverse audiences about safe use of micromobility devices and improve both active transportation user and driver understanding of roadway infrastructure and bicycle and pedestrian facilities. Collaborate with community partners such as schools, advocacy organizations and businesses to amplify outreach efforts.

GOAL 6: ENVIRONMENTAL & COMMUNITY IMPACTS

Table 16 lists Goal 6 and its supporting policies.

Table 16 Goal 6 Policies

Goal 6 Topic	Description
Environmental & Community Impacts	Balance mobility benefits with impacts to the environment and community.

Policy	Topic	Description
6.1	**Development Project Review**	New development projects requiring discretionary approval should be reviewed in accordance with the Mobility Analysis Guidelines, supporting multimodal plans and standards, the Climate Action Plan (CAP), and the California Environmental Quality Act (CEQA) to evaluate and disclose potential impacts to the environment and community.
6.2	**Resilient Mobility Systems**	Develop and maintain a resilient mobility system that helps to achieve the goals of the CAP and other relevant state, regional, and local climate and mobility plans, and is designed to withstand future increases in sea levels and sea temperatures; extreme heat; changes in precipitation patterns and water supply; and increased wildfire and flood risk.
6.3	**Sustainable Mobility Systems**	Develop and maintain a sustainable mobility system that helps to achieve the goals of the CAP and other relevant state, regional, and local climate and mobility plans, and reduces the pollution, noise, and energy consumption associated with mobility activities.
6.4	**Emissions Reduction***	Collaborate with state and regional agencies to establish best practices to reduce emissions of greenhouse gases and other harmful pollutants from transportation sources, consistent with the CAP and other relevant state, regional, and local climate and mobility plans.
6.5	**Charging and Fueling for Electric & Alternative-Energy Vehicles***	Incorporate electric and alternative-energy vehicle charging stations/fueling facilities in public and private development projects in accordance with state and local building codes and the Electric Vehicle Charging Station Master Plan.

6.6	**Electric Vehicle Transition**	In accordance with the Electric Vehicle Charging Station Master Plan and to support the state's goal to phase out internal combustion vehicles and transition to electric vehicles, encourage, incentivize and partner with employers, commercial property owners, and multi-family property owners to provide convenient and reliable electric vehicle charging stations for employees, residents, visitors, and the general public.
6.7	**Healthy Communities***	Develop, improve, and maintain mobility facilities that encourage healthy communities and outdoor physical activity, such as pedestrian and bicycle routes and multimodal connections to recreational opportunities and sources of healthy foods.
6.8	**Community Character**	When considering new development, primary consideration will be given to the preservation and evolution of character of existing residential neighborhoods while managing growth and promoting accessibility and connectivity. Where conflicts arise between convenience of motorists and community character preservation, the latter will have first priority. Community character means managing growth while maintaining an accessible, innovative, and welcoming unique beach city; ensuring that diversity of the community includes a great mix of businesses, people, housing and open space that results in a high quality of life.

Appendix B.2
Mobility Analysis Guidelines

Mobility Analysis Guidelines

September 2024

CITY OF ENCINITAS

MOBILITY ANALYSIS GUIDELINES

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I. LOCAL MOBILITY ANALYSIS

The authority for requiring non-CEQA transportation analysis and requiring project improvement conditions to address identified deficiencies lies in the City's project review authority and General Plan policies to shape the long-term development of the City, as well as protect its environmental, social, cultural, and economic resources.

The local mobility analysis (LMA) evaluates the effects of a proposed development project on the safety, operation, and mobility of circulation network users (automobiles, bicycles, pedestrians, and transit users) in the proximate area of the project. The LMA will:

- Specify the City's screening criteria and determine when a study is required, confirm the study area, and methodologies to assess the potential need for off-site operation improvements to the project study area multi-modal transportation network.
- Ensure that the local transportation facilities will have sufficient capacity to accommodate the project's demand on various modes of travel, and that improvements identified by the City are constructed when needed, consistent with the City's standards and policies.
- Ensure consistency with transportation planning documents (such as the Active Transportation Plan (ATP), Modal Alternatives Plan (MAP), or an equivalent document).
- Establish measures of effectiveness to maintain vehicular level of service (LOS) consistent with the City's General Plan Mobility Element, which may be amended as needed.
- Facilitate site project access and roadway frontage infrastructure improvements to serve the project vicinity.

Detailed information on the analysis methodologies, standards, and thresholds derives from Part II of the ITE Guidelines for Traffic Impact Studies in the San Diego Region (Appendix B). All projects are required to coordinate the scope of study and obtain City Traffic Engineering staff approval prior to preparing the LMA to ensure an efficient review process.

ANALYSIS REQUIREMENTS

A LMA shall be prepared for all projects based on the following screening criteria:

- If a proposed project is in conformance with the Land Use and/or Mobility Element of the General Plan, and it generates traffic greater than 1,000 total average daily trips (ADT) or 100 peak-hour trips.
- If a proposed project is not in conformance with the Land Use and/or Mobility Element of the General Plan, use threshold rates of 500 ADT or 50 peak-hour trips.

In addition to the above thresholds, the following procedure is applicable:

- Any application for a new nonresidential project in excess of 2,000 square feet of building area and any residential project resulting in five or more units, shall submit a traffic study to the satisfaction of the City Traffic Engineer. The traffic study shall be completed by a City-approved traffic engineer.

If the proposed project adds 20 or more peak-hour trips to any existing on- or off-ramp; consult with the City. Additional coordination with Caltrans may be needed. Trip generation as related to Vehicle Miles Traveled (VMT) shall be determined following the guidelines outlined in the City's SB 743 VMT Analysis Guidelines. Trip generation for LOS and other metrics related to bicycle and pedestrian mobility are discussed below. Both the analysis scenarios and the facilities that need to be analyzed are to be confirmed with City staff (see SB 743 VMT Analysis Guidelines) prior to conducting an LMA through the scoping process. The LMA shall use the current state-of-the-practice analysis methodologies to analyze traffic conditions. General requirements for analysis in the LMA are outlined below:

Vehicular/Automobile

Consistent with the state-of-the-practice, the City has an LOS standard of LOS D or better for all City streets. The level of service definitions for different street segments based on their classifications and average daily vehicle trips (ADT) within the City of Encinitas are provided in Table 1. Two-way left turn lane median treatments are noted in the table as "TWLTL."

Table 1 Level of Service (LOS) Standards: Street Segments Average Daily Vehicle Trip Thresholds

ID	Street Type	Lanes (# up to)	Median	Level of Service		
				C	D	E
Connectors Prime (CNP) and Connector Major (CNM) connect neighborhoods and destinations across longer distances (beyond typical bike/walk distance)						
CNP-6M	Suburban Connector	6	Raised Median	50,000	55,000	60,000
CNP-4N	Suburban Connector	4	None	35,000	40,000	45,000
CNM-4M	Suburban Connector	4	Raised Median	30,000	35,000	40,000
CNM-4L	Suburban Connector	4	TWLTL	20,000	25,000	30,000
Suburban Collectors (SC), Urban Village Collectors (UVC) and Rural Collectors (RC) provide mobility in, out and through neighborhoods and destinations						
SC-4M	Suburban Collector	4	Raised Median	25,000	30,000	35,000
SC-4L	Suburban Collector	4	TWLTL	15,000	20,000	25,000
SC-2M	Suburban Collector	2	Raised Median	15,000	18,000	20,000
SC-2L	Suburban Collector	2	TWLTL	10,000	13,000	15,000
SC-2N	Suburban Collector	2	None	5,000	7,500	10,000
SC-1N	Suburban Collector	1	None	4,000	6,500	7,500
UVC-2M	Urban Village Collector	2	Raised Median	15,000	18,000	20,000
UVC-2L	Urban Village Collector	2	TWLTL	10,000	13,000	15,000
UVC-2N	Urban Village Collector	2	None	5,000	7,500	10,000
RC-2N	Rural Collector	2	None	5,000	7,500	10,000
Residential Neighborways (RN) provide local access to residential streets. Often within walksheds of key destinations						

ID	Street Type	Lanes (# up to)	Median	Level of Service		
				C	D	E
RN-2M	Residential Neighborway	2	Raised Median	10,000	13,000	15,000
RN-2L	Residential Neighborway	2	TWLTL	7,500	10,000	13,000
RN-2N	Residential Neighborway	2	None	5,000	7,500	10,000
RN-1N	Residential Neighborway	1	None	3,000	5,000	7,500
Special Designation Corridors provide mobility along Coast Highway 101 (CC) and the El Camino Real (E), often in accordance with specific plans or other focused plans.						
E-6M	El Camino Real Suburban Corridor	6	Raised Median	50,000	55,000	60,000
CCM-4M	Coast Highway 101 Urban Village Corridor	4	Raised Median	30,000	35,000	40,000
CC-4M	Coast Highway 101 Urban Village Corridor	4	None	30,000	35,000	40,000
CC-4L	Coast Highway 101 Urban Village Corridor	4	TWLTL	30,000	35,000	40,000
CC-3M	Coast Highway 101 Urban Village Corridor	3	Raised Median	20,000	25,000	30,000

NOTE: The volumes and the average daily level of service listed are intended as a general planning guideline. Number of intersections, travel speeds, presence of on-street parking, and many other design factors affect roadway capacity.

At a minimum, the vehicular study area should include at least all site access points and major intersections (signalized and un-signalized) adjacent to the site in the study area and all local roadway segments classified in the Mobility Element, intersections, and mainline freeway locations and ramps where the proposed project will add 50 or more peak-hour trips in either direction to the existing roadway traffic. The City Traffic Engineering staff shall approve the final study area prior to preparing the LMA.

At isolated intersections that are not heavily congested, deterministic methods that apply Highway Capacity Manual (HCM) equations for each intersection in isolation can be used. The current version of the HCM reflects current state-of-the-practice methodology. There are several software packages that use deterministic methods such as Synchro, Vistro (previously Traffix), and Highway Capacity Software. The HCM methodology assigns an LOS grade to an intersection based on estimated delay.

For intersections that are closely spaced, have a unique geometry, or are part of a congested corridor, micro-simulation analysis should be performed. Micro-simulation can more accurately evaluate intersections with unique characteristics or in congested systems because the method accounts for how intersections within a system interact with one another. For example, if a vehicle queue extends from an intersection and blocks a different intersection, micro-simulation will account for that condition, whereas deterministic methods will not. Micro-simulation should also be considered when determining required turn lane storage if the analyst believes deterministic methods are not producing reasonable maximum or 95th percentile queue lengths. There are several micro-simulation software packages such as SimTraffic (which is a module of Synchro) and Vissim.

Signalized intersections, all-way-stop intersections, and roundabouts should have the entire intersection average vehicle delay reported. Minor side-street stop intersections should have the worst-case movement average vehicle delay reported.

It is required that the methodology and software proposed for use is coordinated with City staff. City staff may also request the consultant provide micro-simulation electronic files for review.

Pedestrian

The pedestrian analysis shall document existing and planned pedestrian facilities and any substandard or missing facilities (e.g., missing sidewalk, curb ramps, major obstructions) measured from each pedestrian access point (e.g., driveways, on-site sidewalk connections to the street) and extending ¼ mile in each direction. The analysis shall also document facilities connecting to transit stops within two blocks of the project. Additional areas may be included to address special cases such as schools and retail centers. Planned facilities shall be determined based on relevant planning documents (e.g., ATP, MAP, Public Roads Standards, or equivalent plan, other City planning documents) to be provided by the City. Applicants are responsible for any improvements to accommodate transitions to existing facilities, including roadway, pedestrian, or bicycle facilities.

Bicycle/Micromobility

The bicycle analysis shall document existing and planned bicycle facilities and any substandard or missing facilities (e.g., bike lane gaps, obstructions) on roadways adjacent to the project, extending one mile in each direction and both directions of bicycle travel shall be evaluated. Planned facilities shall be determined based on relevant planning documents (e.g., General Plan, Mobility Element, ATP, MAP, or current equivalent plan, etc.) to be provided by the City.

Public Transit

The transit analysis shall focus on transit amenities and connectivity to transit, especially for projects within a half-mile walkshed to a major transit stop or a high-quality transit corridor, or a microtransit or future transit options. The analysis shall identify the closest transit routes and stops to the project within a half-mile walking distance and documentation of amenities at existing transit stops (e.g., shelters, maps, benches). Evaluation of transit amenities shall be completed considering the requirements in the latest North County Transit District (NCTD) Bus Stop Development Handbook and improved where demand of the project warrants such improvement. Project applicants shall always coordinate with City and NCTD staff to determine appropriate transit amenities and applicable guidelines. The analysis shall include discussion on the quality of the nearby transit facilities, including frequency of service, and connections to hubs, microtransit, and future transit options, etc.

ANALYSIS METHODOLOGY

Site Access & Circulation

The LMA shall address the following site-specific topics, where applicable:

- Appropriate access management standards for median openings and spacing between major driveway connections
- Potential sight distance problems
- Potential pedestrian, bicycle, or equestrian conflicts
- Relationship of internal circulation facilities to public streets
- Sufficiency of driveway length at major entrances
- On-site circulation as it impacts the public roadway system or access to public transportation and bicycle/pedestrian network
- Potential for shared access among developments, including alternate access roads.

Data Collection & Study Periods

The LMA shall apply the following practices for data collection and study periods:

- Traffic counts shall be collected for each of the study locations and shall be no more than two years old unless older counts are demonstrated to be still valid for Existing Conditions. Counts older than four years old must be updated. Coordination with City staff is required to determine appropriate use of any historic data.
- The LMA shall provide tables and map figures of the traffic count data. Technical Appendices shall include original traffic count data sheets.
- Traffic counts shall typically be conducted during a.m. and p.m. peak periods on weekdays (Tuesdays, Wednesdays, or Thursdays), unless approved by City staff. For typical commute hours, the peak hours will fall between 7 and 9 a.m. and between 4 and 6 p.m.
- Other peak hours, off-peak, or special event peak periods, may also be required depending on the project location and type of use. Projects involving or located near schools may need to evaluate traffic during the associated school hours of operation (e.g., morning drop-off and afternoon dismissal times). If the study necessitates a weekend analysis, Saturday from 11 a.m. to 1 p.m. will be the analyzed peak period. The need for analysis during non-typical commute times shall be approved by City Traffic Engineering staff during the scoping process.

- New development projects can receive credit for any current active trip generating use on the project site. However, no credit is given for vacant sites.
- Traffic data shall not be collected on weeks that include a holiday and non-school session time periods, unless approved by City staff.

Other Data Collection Considerations

Other considerations in data collection documentation and analysis shall incorporate all applicable components that relate to the transportation network, which may include:

- Speed limits and average/85th percentile vehicle speed
- Parking characteristics (on-street parking presence and type, bus stops)
- Signing (static, dynamic, or variable) and pavement markings
- School zone
- Signal phasing and timing plans
- Intersection control type
- Right turn and left turn treatments
- Railroad crossing location
- Ramp metering
- Pedestrian counts
- Bicycle counts
- Transit stops (type, frequency/schedule, dwell time, trip length, bus blockage)
- Roadway classification (functional class, rural/urban designation, access class, area type)
- Cross section elements (number, width and purpose of lanes, shoulder type and width, median type and width, pavement type and rating condition, cross slope, sidewalk, bicycle lane)
- Geometry (horizontal and vertical alignment, storage lengths, intersection/interchange configurations, auxiliary lanes)
- Pedestrian and bicycle accommodation
- Transit (location, position, proportions with shelters and benches)
- Roadside (clear zone width, lateral clearance, driveway counts)

Study Scenarios

The following scenarios shall be evaluated for the LMA:

- Existing Conditions
- Existing Plus Proposed Project Conditions
- Near Term (approved and pending) Conditions
- Near Term Plus Proposed Project Conditions (includes near term approved and pending projects)
- If inconsistent with General Plan: Horizon Year Conditions (typically 20 years in the future)
- If inconsistent with General Plan: Horizon Year Plus Proposed Project Conditions

Trip generation and distribution shall be determined following the VMT Analysis Guidelines in Part I of this document.

PROCESS FOR IDENTIFYING MOBILITY IMPROVEMENTS

In general, a project shall consider feasible improvements to accommodate the addition of the proposed project's vehicular, pedestrian, and bicycle traffic, and both the transit access and increased demand for transit services and facilities.

The following process shall be followed to determine the mobility improvements required as part of a prospective development project:

- **Step 1.** Consult these *Mobility Analysis Guidelines* to determine the required analyses for vehicle-miles traveled (pursuant to SB 743), LOS, and other metrics as necessary.
- **Step 2.** Review for consistency with the goals and policies in the *Mobility Element*, Land Use Element, other elements of the *General Plan*, and the *Climate Action Plan.*
- **Step 3.** Consult the multimodal network maps in the *Mobility Element,* plus the supporting roadway classifications (Table 3) and typical cross-sections in this document, to understand the basic characteristics of the streets in question. The map, table, and cross-sections specify each classified street's mobility function, travel lanes, median type, and potential treatments for parkway and shoulder space.
- **Step 4.** Consult the *Active Transportation Plan, Modal Alternatives Plan, Local Roadway Safety Plan, Public Roads Standards,* and other adopted multimodal plans and standards to determine any pedestrian, bicycle, micromobility, or other special features or amenities that shall be constructed as a part of the required street and transportation improvements.
- **Step 5.** In situations of conflict, multimodal facilities prescribed by the *Mobility Element*, *Active Transportation Plan, Modal Alternatives Plan, Local Roadway Safety Plan,* and other adopted multimodal plans and standards shall take priority over parking facilities. Specifically:
    - **Parkway:** Features such as sidewalks and road edge treatments shall be consistent with the adopted pedestrian network and applicable design standards.
    - **Shoulder:** Bicycle/micromobility facility shall replace the shoulder if the street is part of the adopted bicycle network. Parking may be substituted for paved shoulder or added if there is sufficient right-of-way width.

Vehicular/Automobile

The following vehicular/automobile standards shall be used to identify if a project is responsible for transportation operational improvements due to expected traffic impacts. If the existing LOS is D or better, preservation of at least LOS D shall be maintained, or acceptable improvements shall be identified and approved by the City Traffic Engineering staff to maintain LOS D.

If at any time the project causes the values in Table 2, Level of Service Standards, to be exceeded on a roadway segment or at an intersection that is currently operating at an LOS E or worse, the project shall identify measures to reduce any operational deficiency and/or make improvements that will result in not exceeding the values in Table 2. Below are the proposed standards for determining when improvements are needed to a roadway segment or an intersection. The total intersection control delay for signalized and all-way stop intersections, and the worst movement delay for side street stop-controlled intersections shall be used to identify the traffic impacts.

Table 2: Level of Service Standards

LOS with Project	Allowable Changes due to Project		
	Roadway Segments		Intersections
	V/C	Speed Reduction (mph)	Delay (sec/veh)
E or F	0.02	1	2

Notes: Transportation improvements shall be required as approved by the City Traffic Engineer for any segment or intersection operating at LOS F. V/C is volume-to-capacity ratio. The roadway capacity is the LOS D standards as defined in Table 1.

Pedestrian

The project shall construct sidewalks to close sidewalk gaps adjacent to the project site, including any planned improvements pursuant to the *Mobility Element, Active Transportation Plan, Local Roadway Safety Plan, Public Roads Standards,* and other adopted multimodal plans and standards.

The project shall remove sidewalk obstructions that limit the pedestrian accessible route to less than four feet in width adjacent to the project site.

The project shall construct curb ramps and meet Americans with Disabilities Act accessibility standards for any intersections adjacent to the project site.

The project shall construct traffic calming and pedestrian-related signal timing changes (e.g., leading pedestrian interval signal timing, pedestrian signal head upgrades, installation of accessible signal features) to accommodate an increase in pedestrian demand on roadways and intersections adjacent to the project site.

Bicycle/Micromobility

Micromobility refers to a range of small, lightweight vehicles operating at speeds typically below 25 km/h and driven by users personally. Micromobility devices include bicycles, e-bikes, electric scooters, electric skateboards, and other wheeled and assistive devices. The project should construct (or preserve space for) any planned bicycle/micromobility facility pursuant to the *Mobility Element, Active Transportation Plan, Modal Alternatives Plan, Local Roadway Safety Plan,* and other adopted multimodal plans and standards.

The project shall consider upgrading adjacent bicycle/micromobility facilities by adding upgraded treatments (e.g., adding buffers or protected bike lanes, where appropriate) to accommodate an increase in bicycle/micromobility demand.

The project shall construct any planned bicycle/micromobility facilities adjacent to the project frontage to be consistent with the *Mobility Element, Active Transportation Plan, Modal Alternatives Plan, Local Roadway Safety Plan,* and other adopted multimodal plans and standards.

Project Fair Share Calculations

The project mitigation fair share contribution shall be calculated based on the percentage of the proposed project's contribution to each study location that is impacted. The fair share contribution is calculated using the total trips generated by the project divided by the total "new" traffic, which is the net increase in traffic volume from all proposed projects and growth using the following formula:

$$\textbf{\textit{Fair Share}}\ \% = \frac{\textbf{\textit{Project Trips}}}{\textbf{\textit{Future With Project Trips} - \textit{Existing Trips}}} \times \mathbf{100}$$

Trips noted above shall correspond to the peak hour where the impact occurs for intersections or daily trips for roadway segments. If a project has impacts during both peak hours as defined herein, then the analysis shall identify the peak hour for fair share assessment that has the highest project burden for the fair share contribution determination.

STREET CLASSIFICATIONS

Table 3 lists the City's classified streets with details including street type, vehicular function, number of lanes, median type, and typical right-of-way width.

It is important to note that some streets in Table 3, Roadway Classifications, are located within a Specific Plan Area or identified as special case local streets in the Public Road Standards, and therefore may be subject to additional considerations or requirements as listed in those plans. These plans may outline landscape or streetscape improvements, pedestrian, speed and/or median treatments, widths, or other characteristics, and will take precedence over the features and cross-sections described below.

Table 3 Roadway Classifications

ID	Street Typology	Vehicular Function	Lanes	Median	Preferred ROW
Connectors Prime (CNP) and Connector Major (CNM) connect neighborhoods and destinations across longer distances (beyond typical bike/walk distance)					
CNP-6M	Suburban Connector	Prime Arterial	6	Raised median	135'
CNP-4N	Suburban Connector	Prime Arterial	4	None	135'
CNM-4M	Suburban Connector	Major Arterial	4	Raised median	100'
CNM-4L	Suburban Connector	Major Arterial	4	TWLTL	100'
Suburban Collectors (SC), Urban Village Collectors (UVC) and Rural Collectors (RC) provide mobility in, out and through neighborhoods and destinations					
SC-4M	Suburban Collector	Collector	4	Raised median	75'
SC-4L	Suburban Collector	Collector	4	TWLTL	75'
SC-2M	Suburban Collector	Collector	2	Raised median	75'
SC-2L	Suburban Collector	Collector	2	TWLTL	75'
SC-2N	Suburban Collector	Collector	2	None	75'
SC-1N	Suburban Collector	Collector	1	None	75'
UVC-2M	Urban Village Collector	Collector	2	Raised median	85'
UVC-2L	Urban Village Collector	Collector	2	TWLTL	85'
UVC-2N	Urban Village Collector	Collector	2	None	85'
RC-2N	Rural Collector	Collector	2	None	81'

Residential Neighborways (RN) provide local access to residential streets. Often within walksheds of key destinations					
RN-2M	Residential Neighborway	Local	2	Raised median	70’
RN-2L	Residential Neighborway	Local	2	TWLTL	70’
RN-2N	Residential Neighborway	Local	2	None	70’
RN-1N	Residential Neighborway	Local	1	None	70’
Special Designation Corridors Provide mobility along Coast Highway 101 (CC) and the El Camino Real (E) Suburban Corridor.					
E-6M	El Camino Real Suburban Corridor	Prime Arterial	6	Raised median	150’
CCM-4M	Coast 101 Urban Village Corridor	Major Arterial	4	Raised median	125’
CC-4M	Coast 101 Urban Village Corridor	Collector	4	None	125’
CC-4L	Coast 101 Urban Village Corridor	Collector	4	TWLTL	125’
CC-3M	Coast 101 Urban Village Corridor	Collector	3	Raised Median	125’

Table 4 Classified Street Network

Street Name	Bound 1	Bound 2	Classification	Vehicular Function	2050 Lanes	2050 Median
Balour Dr	Encinitas Blvd	Melba Rd	Suburban Collector	Collector	2	TWLTL
Balour Dr	Melba Rd	Santa Fe Dr	Suburban Collector	Collector	2	None
Birmingham Dr	San Elijo Ave	Carol View Dr	Urban Village Collector	Collector	2	None
Birmingham Dr	Carol View Dr	Villa Cardiff Dr	Urban Village Collector	Collector	2	None
Birmingham Dr	Villa Cardiff Dr	Lake Dr	Suburban Collector	Collector	2	None
Bonita Dr	Requeza St	Melba Rd	Residential Neighborway	Local	2	None
Bonita Dr	Melba Rd	Santa Fe Dr	Residential Neighborway	Local	2	None
Cerro St	Encinitas Blvd	Avenida De Las Adelsas	Residential Neighborway	Local	2	Median
Cerro St	Avenida De Las Adelsas	S El Camino Real	Residential Neighborway	Local	2	TWLTL
Chesterfield Dr	S Coast Highway 101	Oxford Ave	Residential Neighborway	Local	2	None
Chesterfield Dr	Oxford Ave	Edinburg Ave	Residential Neighborway	Local	2	None
Cornish Dr	E D St	San Elijo Ave	Residential Neighborway	Local	2	None
Crest Dr	Santa Fe Dr	Melba Rd	Residential Neighborway	Local	2	None
E D St	S Coast Highway 101	Stratford Dr	Residential Neighborway	Local	2	None
E F St	S Vulcan Ave	Cornish Dr	Suburban Collector	Collector	2	None
E Glaucus St	N Vulcan Ave	Hygeia Ave	Residential Neighborway	Local	2	None
E Glaucus St	Hygeia Ave	Hymettus Ave	Residential Neighborway	Local	2	None
E Glaucus St	Hymettus Ave	Orpheus Ave	Residential Neighborway	Local	2	None
Edinburg Ave	Liverpool Dr	Chesterfield Dr	Residential Neighborway	Local	2	None
El Camino Del Norte	City Boundary	Rancho Santa Fe Rd	Rural Collector	Collector	2	None
El Camino Real	City Boundary	Leucadia Blvd	El Camino Real Suburban Corridor	Prime Arterial	6	Median
El Camino Real	Leucadia Blvd	Encinitas Blvd	El Camino Real Suburban Corridor	Prime Arterial	6	Median
El Camino Real	Crest Dr	Manchester Ave	Suburban Connector (Prime Arterial)	Prime Arterial	6	Median
El Portal St	La Mesa Ave	La Veta Ave	Residential Neighborway	Local	2	None

Street Name	Bound 1	Bound 2	Classification	Vehicular Function	2050 Lanes	2050 Median
El Portal St	La Veta Ave	N Coast Highway 101	Residential Neighborway	Local	2	None
Encinitas Blvd [4]	N Coast Highway 101	I-5	Suburban Connector (Major Arterial)	Major Arterial	4	TWLTL
Encinitas Blvd [4]	I-5	Calle Magdelena	Suburban Connector (Major Arterial)	Major Arterial	4	Median
Encinitas Blvd [4]	Calle Magdelena	Westlake St	Suburban Connector (Major Arterial)	Major Arterial	4	Median
Encinitas Blvd [4]	Westlake St	N El Camino Real	Suburban Connector (Major Arterial)	Major Arterial	4	Median
Encinitas Blvd [4]	N El Camino Real	Rancho Santa Fe Rd	Suburban Connector (Major Arterial)	Major Arterial	4	TWLTL
Garden View Rd	City Limits	El Camino Real	Suburban Collector	Collector	4	Median
Garden View Rd	El Camino Real	Garden View Ct	Suburban Collector	Collector	4	TWLTL
Garden View Rd	Garden View Ct	Glen Arbor Dr	Suburban Collector	Collector	2	None
Glen Arbor Dr	Garden View Rd	Willowspring Dr	Residential Neighborway	Local	1	None
Glen Arbor Dr	Willowspring Dr	Mountain Vista Dr	Residential Neighborway	Local	1	None
Glen Arbor Dr	Mountain Vista Dr	N Willowspring Dr	Residential Neighborway	Local	1	None
Grandview St	Neptune Ave	N Coast Highway 101	Residential Neighborway	Local	2	None
Hymettus Ave	E Glaucus St	E Glaucus St	Residential Neighborway	Local	2	None
La Costa Ave [3]	N Coast Highway 101/Carlsbad Blvd	Piraeus St	Urban Village Collector	Collector	4	Median
La Costa Ave [3]	Piraeus St	City Boundary	Suburban Connector (Major Arterial)	Major Arterial	4	Median
Lake Dr	Santa Fe Dr	Birmingham Dr	Suburban Collector	Collector	2	None
Leucadia Blvd	N Coast Highway 101	Orpheus Ave	Urban Village Collector	Collector	2	TWLTL
Leucadia Blvd	Orpheus Ave	N El Camino Real	Suburban Connector (Major Arterial)	Major Arterial	4	Median
Liverpool Dr	Edinburg Ave	Mackinnon Ave	Residential Neighborway	Local	2	None
Lone Jack Rd	Rancho Santa Fe Rd	Lone Hill Ln	Residential Neighborway	Local	2	None
Mackinnon Ave	Santa Fe Dr	I-Villa Cardiff Dr	Suburban Collector	Collector	2	None
Mackinnon Ave	Villa Cardiff Dr	Birmingham Dr	Suburban Collector	Collector	2	None
Manchester Ave	Rossini Dr	San Elijo Ave	Residential Neighborway	Local	2	None
Manchester Ave	San Elijo Ave	I-5	Urban Village Collector	Collector	2	None

Street Name	Bound 1	Bound 2	Classification	Vehicular Function	2050 Lanes	2050 Median
Manchester Ave [5]	I-5	El Camino Real	Suburban Connector (Prime Arterial)	Prime Arterial	4	Median*
Manchester Ave	El Camino Real	Encinitas Blvd	Rural Collector	Collector	2	None
Melba Rd	Cornish Dr	Stratford Dr	Residential Neighborway	Local	2	None
Melba Rd	Regal Rd	Bonita Dr	Residential Neighborway	Local	2	None
Melba Rd	Bonita Dr	Balour Dr	Residential Neighborway	Local	2	None
Melba Rd	Balour Dr	Crest Dr	Residential Neighborway	Local	2	None
Montgomery Ave	Rossini Dr	Westminster Rd	Residential Neighborway	Local	2	None
Mountain Vista Dr	N El Camino Real	Village Park Way	Suburban Collector	Collector	2	TWLTL
Mountain Vista Dr	Village Park Way	Glen Arbor Dr	Suburban Collector	Collector	2	TWLTL
Mountain Vista Dr	Glen Arbor Dr	N Willowspring Dr	Suburban Collector	Collector	2	TWLTL
Mozart Ave	Montgomery Ave	San Elijo Ave	Residential Neighborway	Local	2	None
N Coast Highway 101	La Costa Ave	Leucadia Blvd	Coast 101 Urban Village Corridor	Collector	3	Median
N Coast Highway 101	Leucadia Blvd	Encinitas Blvd	Coast 101 Urban Village Corridor	Collector	4	Median
N El Portal St	El Portal St	Neptune Ave	Residential Neighborway	Local	2	None
N Vulcan Ave	La Costa Ave	Encinitas Blvd	Urban Village Collector	Collector	2	None
Nardo Rd	Requeza St	Santa Fe Dr	Suburban Collector	Collector	2	None
Neptune Ave	Grandview St	Sylvia St	Residential Neighborway	Local	1	None
Olivenhain Rd	N El Camino Real	City Boundary	Suburban Connector (Major Arterial)	Major Arterial	4	Median
Orpheus Ave	E Glaucus Rd	N Vulcan Ave	Residential Neighborway	Local	2	None
Piraeus St	Glaucus St	Leucadia Blvd	Suburban Collector	Collector	2	None
Puebla St [1]	Clark Ave	Del Rio Ave	Residential Neighborway	Local	2	None
Puebla St [1]	Del Rio Ave	Saxony Rd	Residential Neighborway	Local	2	None
Quail Gardens Dr	Swallowtail Blvd	Encinitas Blvd	Suburban Collector	Collector	2	Median
Quail Hollow Dr	Saxony Rd	Swallowtail Blvd	Suburban Collector	Collector	2	None
Rancho Santa Fe Rd	El Camino del Norte	Manchester Ave	Rural Collector	Collector	2	None
Regal Rd	Requeza St	Santa Fe Dr	Residential Neighborway	Local	2	None
Requeza St	Nardo Rd	Dead End	Residential Neighborway	Local	2	None
Requeza St	Cornish Dr	I-5	Suburban Collector	Collector	2	None

Street Name	Bound 1	Bound 2	Classification	Vehicular Function	2050 Lanes	2050 Median
Requeza St	I-5	Nardo Rd	Suburban Collector	Collector	2	None
Rossini Dr	Montgomery Ave	Manchester Ave	Residential Neighborway	Local	2	None
S Coast Highway 101	Encinitas Blvd	W D St	Coast 101 Urban Village Corridor	Collector	4	Median
S Coast Highway 101	W D St	W J St	Coast 101 Urban Village Corridor	Collector	4	TWLTL
S Coast Highway 101	W J St	W K St	Coast 101 Urban Village Corridor	Collector	4	TWLTL
S Coast Highway 101	W K St	City Boundary	Coast 101 Urban Village Corridor	Major Arterial	4	Median
S El Portal St	El Portal St	Neptune Ave	Residential Neighborway	Local	2	None
S Rancho Santa Fe Rd	Encinitas Blvd	City Boundary	Rural Collector	Collector	2	None
S San Elijo Ave	Santa Fe Dr	Cornish Dr	Urban Village Collector	Collector	2	None
S Vulcan Ave	E St	Encinitas Blvd	Urban Village Collector	Collector	2	None
S Vulcan Ave	Encinitas Blvd	Santa Fe Dr	Urban Village Collector	Collector	2	None
S Willowspring Dr	S El Camino Real	Encinitas Blvd	Residential Neighborway	Local	2	None
San Elijo Ave	Santa Fe Dr	Chesterfield Dr	Urban Village Collector	Collector	2	None
San Elijo Ave	Chesterfield Dr	Kilkenny Dr	Urban Village Collector	Collector	2	None
San Elijo Ave	Kilkenny Dr	Manchester Ave	Urban Village Collector	Collector	2	None
Santa Fe Dr	I-5	Gardena Rd	Suburban Collector	Collector	2	TWLTL
Santa Fe Dr	Gardena Rd	Nardo Rd	Suburban Collector	Collector	2	TWLTL
Santa Fe Dr	Nardo Rd	Lake Dr	Suburban Collector	Collector	2	TWLTL
Santa Fe Dr	Lake Dr	S El Camino Real	Suburban Collector	Collector	2	TWLTL
Santa Fe Dr	S San Elijo Ave	Rubenstein Ave	Urban Village Collector	Collector	2	None
Santa Fe Dr	Rubenstein Ave	I-5	Urban Village Collector	Collector	2	TWLTL
Second St	W D St	W K St	Residential Neighborway	Local	2	None
Stratford Dr	E D St	Santa Fe Dr	Residential Neighborway	Local	2	None
Summit Ave	Santa Fe Dr	Westminster Rd	Residential Neighborway	Local	2	None
Sylvia St	Neptune Ave	Third St	Residential Neighborway	Local	2	None
Third St	W K St	W B St	Residential Neighborway	Local	2	None
Third St	W B St	Sylvia St	Residential Neighborway	Local	2	None

Street Name	Bound 1	Bound 2	Classification	Vehicular Function	2050 Lanes	2050 Median
Via Cantebria	Garden View Dr	Encinitas Blvd	Suburban Collector	Collector	4	TWLTL
Via Molena	Via Cantebria	El Camino Real	Residential Neighborway	Local	2	None
Via Montoro [2]	El Camino Real	Via Cantebria	Residential Neighborway	Local	2	None
Villa Cardiff Dr	Mackinnon Ave	Birmingham Dr	Suburban Collector	Collector	2	None
Village Park Way	Mountain Vista Dr	Encinitas Blvd	Suburban Collector	Collector	4	Median
W B St	Third St	N Coast Highway 101	Urban Village Collector	Collector	2	None
W D St	Third St	N Coast Highway 101	Residential Neighborway	Local	2	None
W K St	Third St	S Coast Highway 101	Residential Neighborway	Local	2	None
W Leucadia Blvd	Neptune Ave	N Coast Highway 101	Residential Neighborway	Local	2	None
Wandering Rd.	N Willowspring Dr	Mountain Vista Dr	Residential Neighborway	Local	2	None
Westlake St	Encinitas Blvd	Requeza St	Suburban Collector	Collector	2	None
Westminster Dr	Summit Ave	Montgomery Ave	Residential Neighborway	Local	2	None
Willowspring Dr	Glen Arbor Dr	Glen Arbor Dr	Residential Neighborway	Local	2	None
Willowspring Dr	Glen Arbor Dr	Encinitas Blvd	Residential Neighborway	Local	2	None
Willowspring Dr	Garden View Rd	Glen Arbor Dr	Residential Neighborway	Local	1	None
Willowspring Dr	Glen Arbor Dr	Mountain Vista Dr	Residential Neighborway	Local	1	None
Willowspring Dr	Mountain Vista Dr	Red Gap Court	Residential Neighborway	Local	1	None
Windsor Rd	Santa Fe Dr	Munevar Rd	Residential Neighborway	Local	2	None
Windsor Rd	Munevar Rd	Villa Cardiff Dr	Residential Neighborway	Local	2	None
Woodlake Dr	Windsor Rd	Lake Dr	Residential Neighborway	Local	2	None

NOTES:

1. The removal of the existing roadblock is not mandated by the inclusion of Puebla St. in the classified network.

2. Four (4) lanes at intersection.

3. La Costa Avenue's classification and anticipated volumes suggests it may be appropriate for 4 lanes capacity.

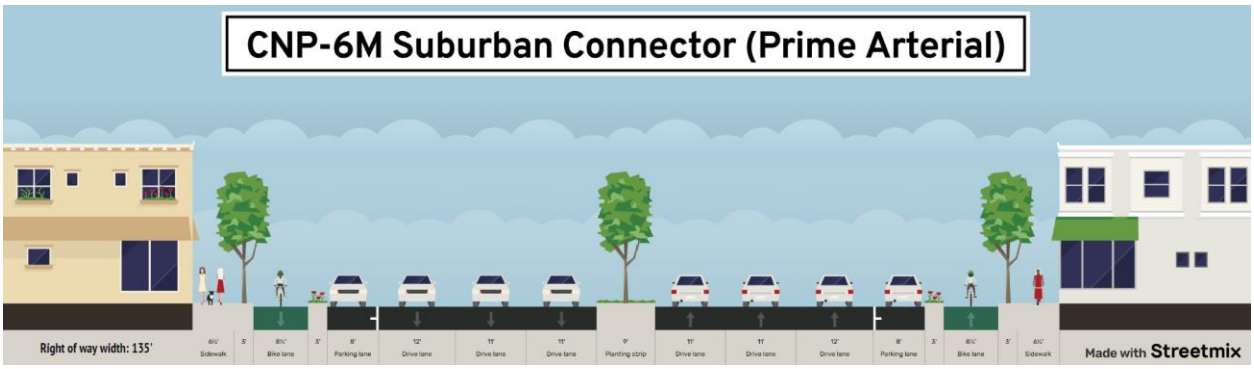
4. Subject to the provisions of the El Camino Real Specific Plan (ECRSP).

5. No median currently present but due to width of turn lane, the median for this segment of Manchester has been labeled as such.

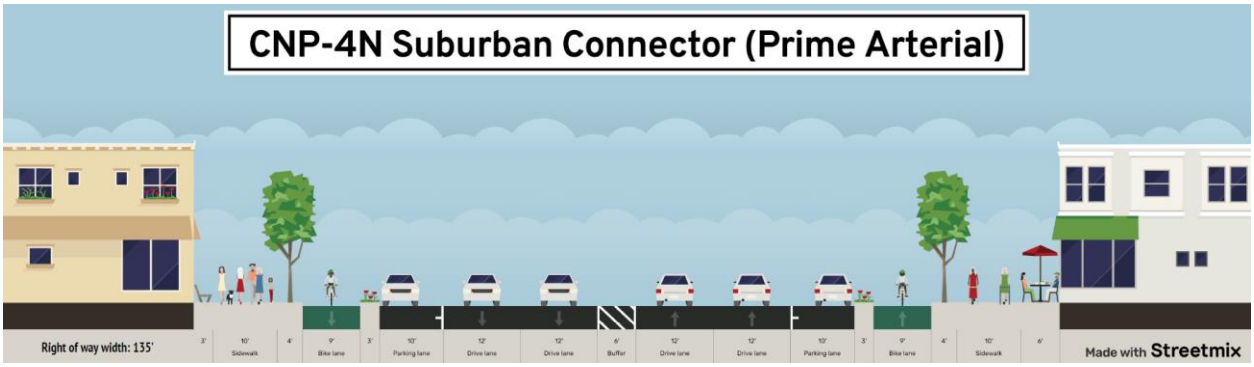
TYPICAL STREET CROSS-SECTIONS

This section provides typical cross-sections for all street types. For special case streets, reference the identified streets list and street cross-sections in the *Public Road Standards*.

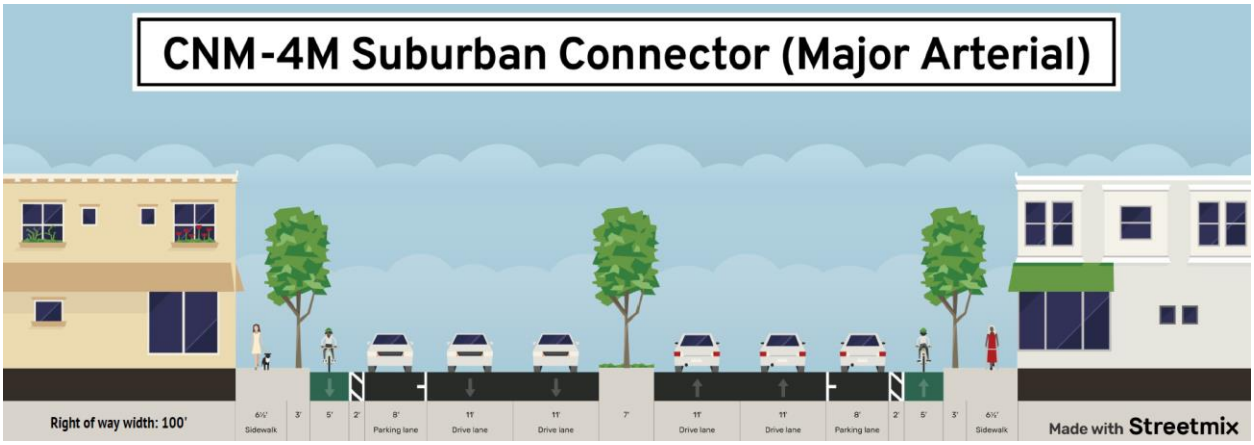
CNP-6M: Suburban Connector (Primate Arterial) – Six Lanes with Raised Median



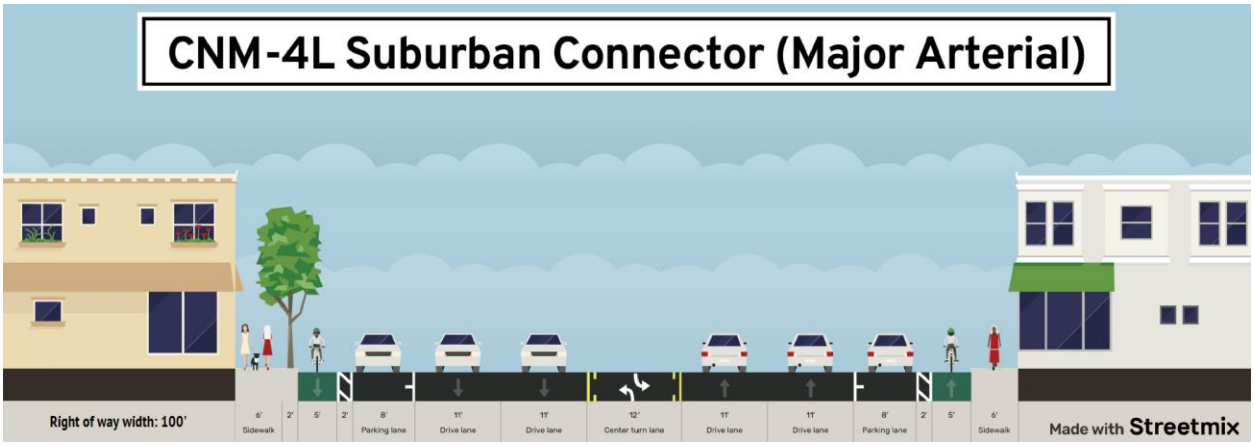
CNP-4N: Suburban Connector (Prime Arterial) – Four Lanes with no Median



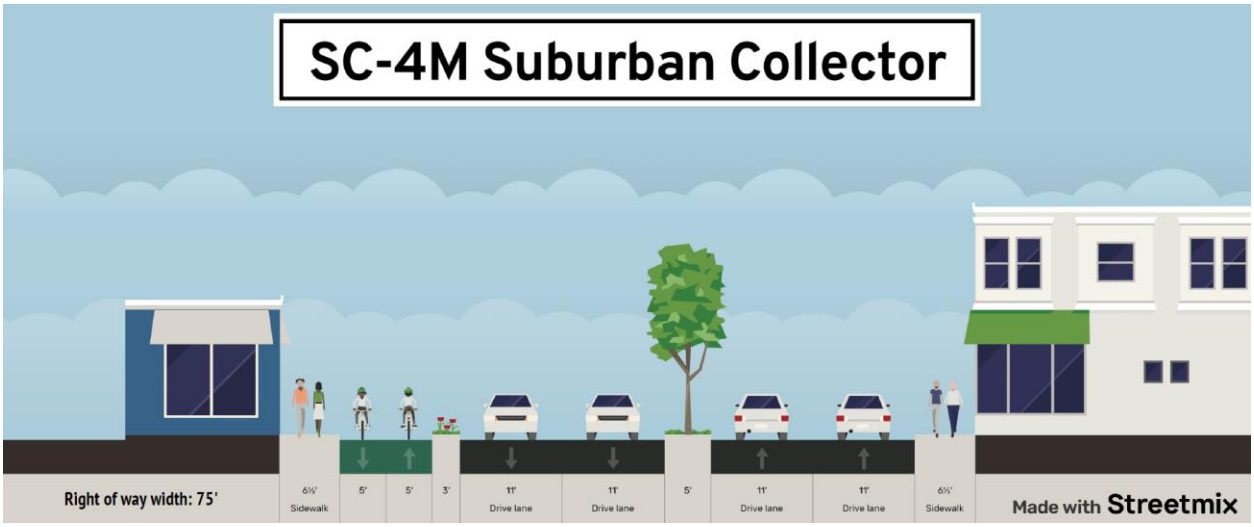
CNM-4M: Suburban Connector (Major Arterial) – Four Lanes with Raised Median



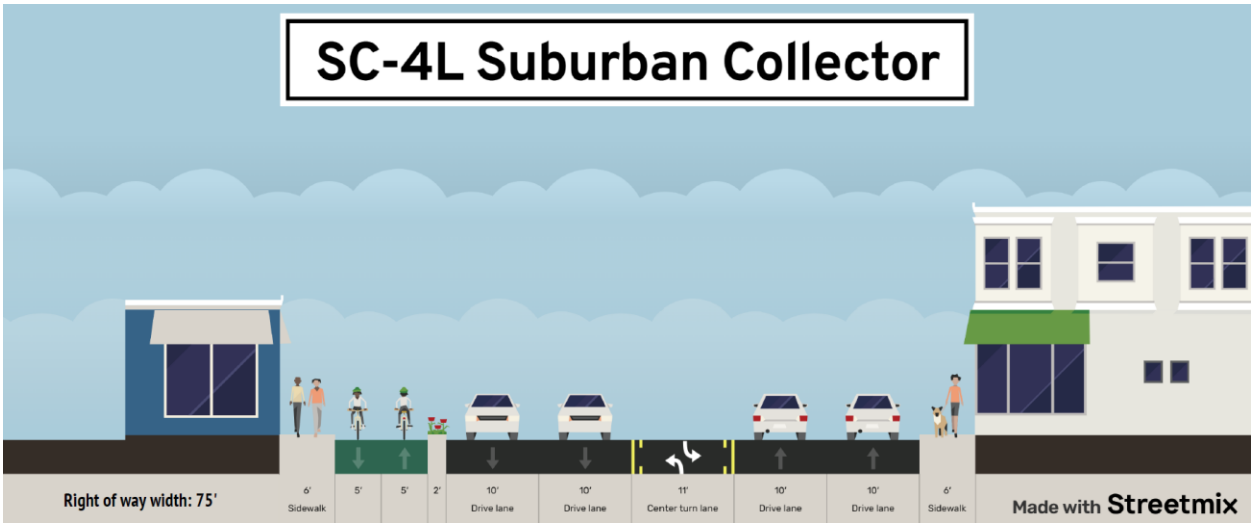
CNM-4L: Suburban Connector (Major Arterial) – Four Lanes with TWLTL



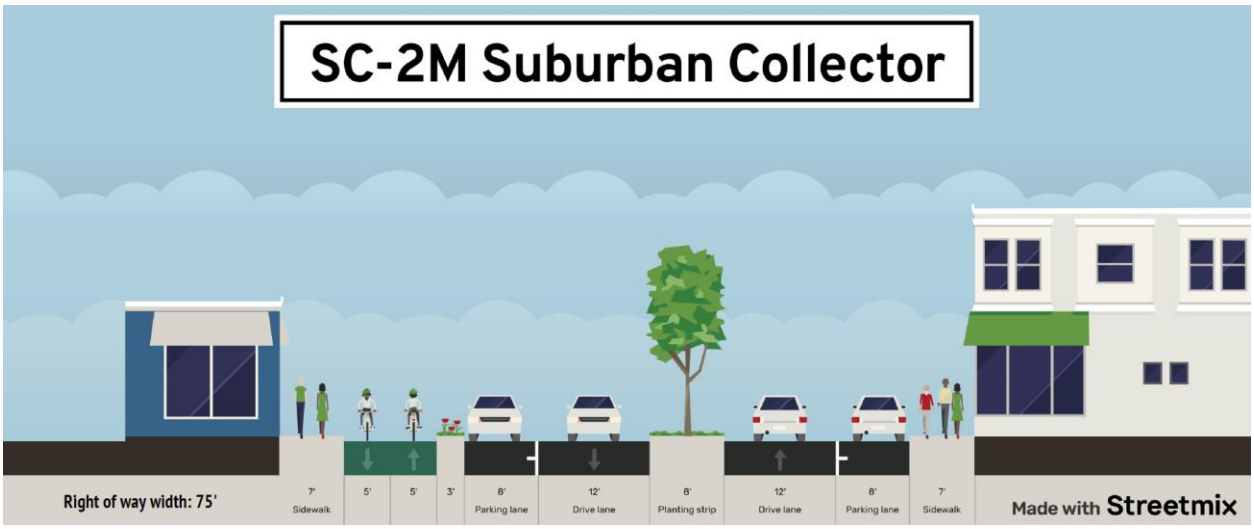
SC-4M: Suburban Collector (Collector) – Four Lanes with Raised Median



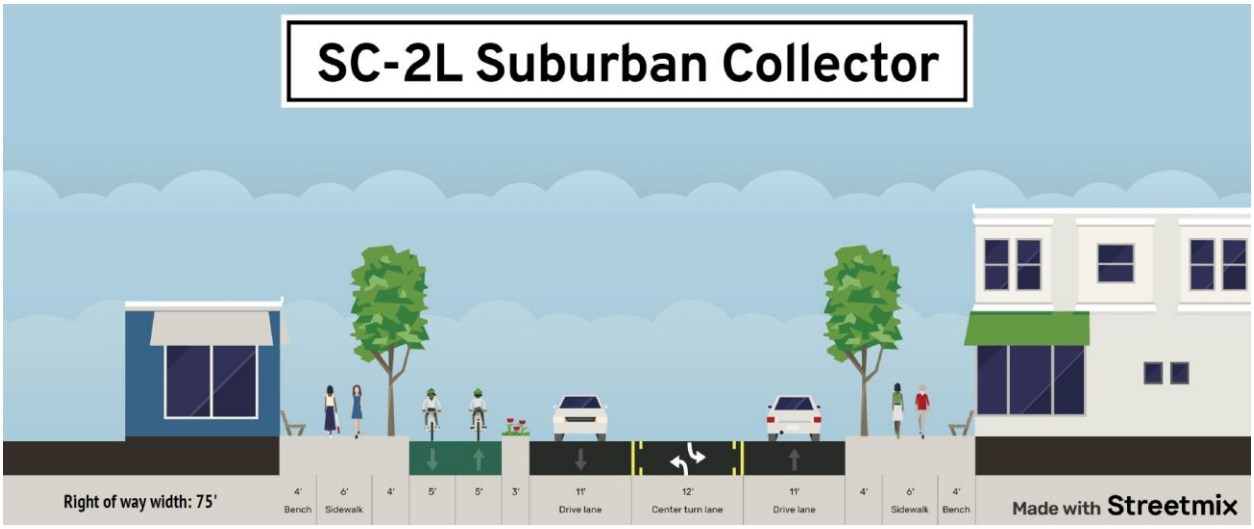
SC-4L: Suburban Collector (Collector) – Four Lanes with TWLTL



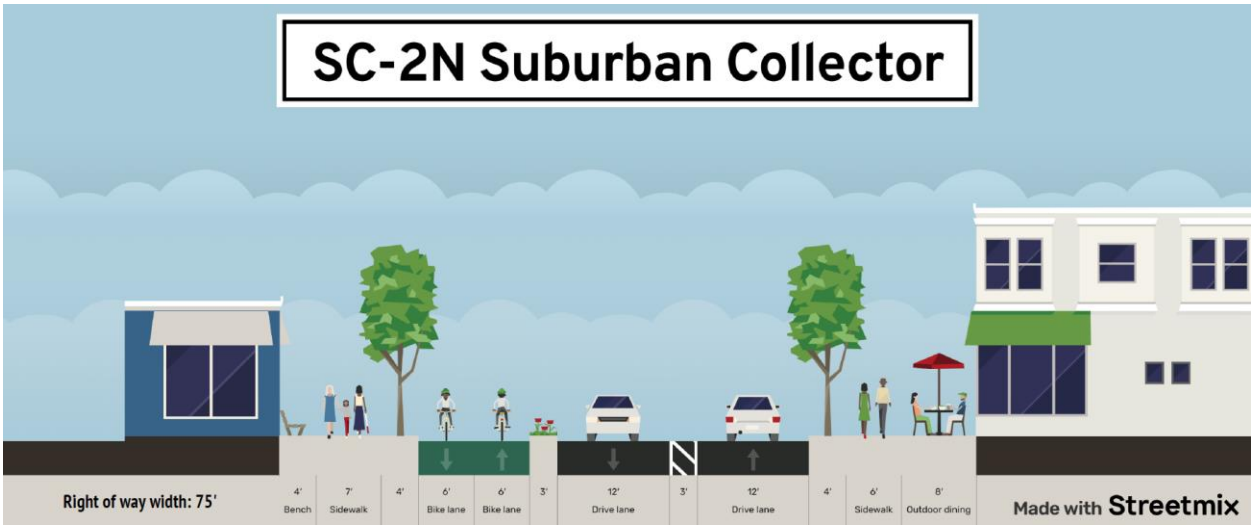
SC-2M: Suburban Collector (Collector) – Two Lanes with Raised Median



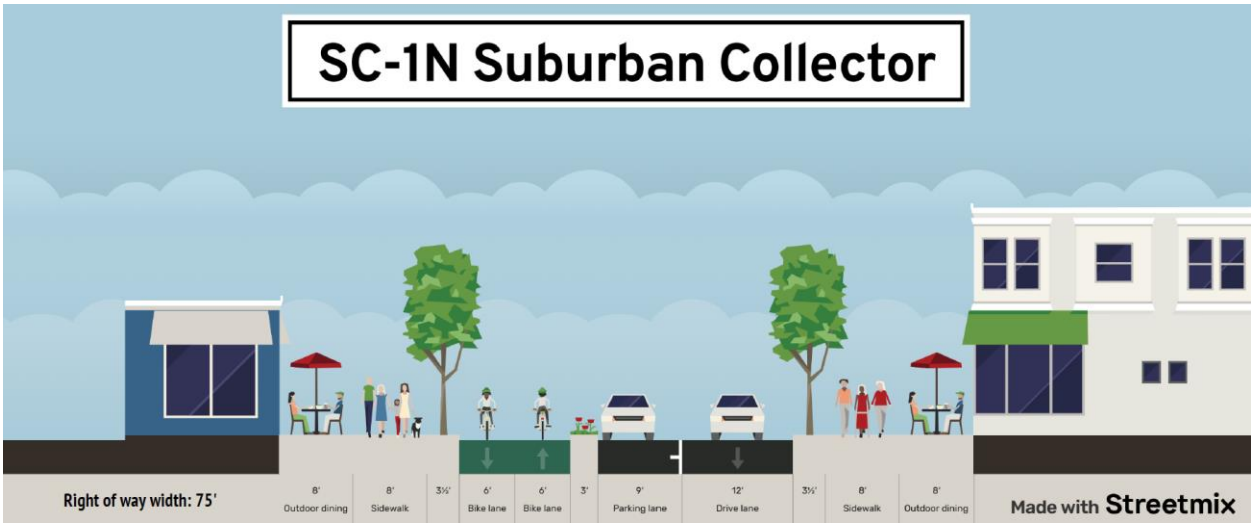
SC-2L: Suburban Collector (Collector) – Two Lanes with TWLTL



SC-2N: Suburban Collector (Collector) – Two Lanes with no Median or TWLTL



SC-1N: Suburban Collector (Collector) – One Lane with no Median or TWLTL

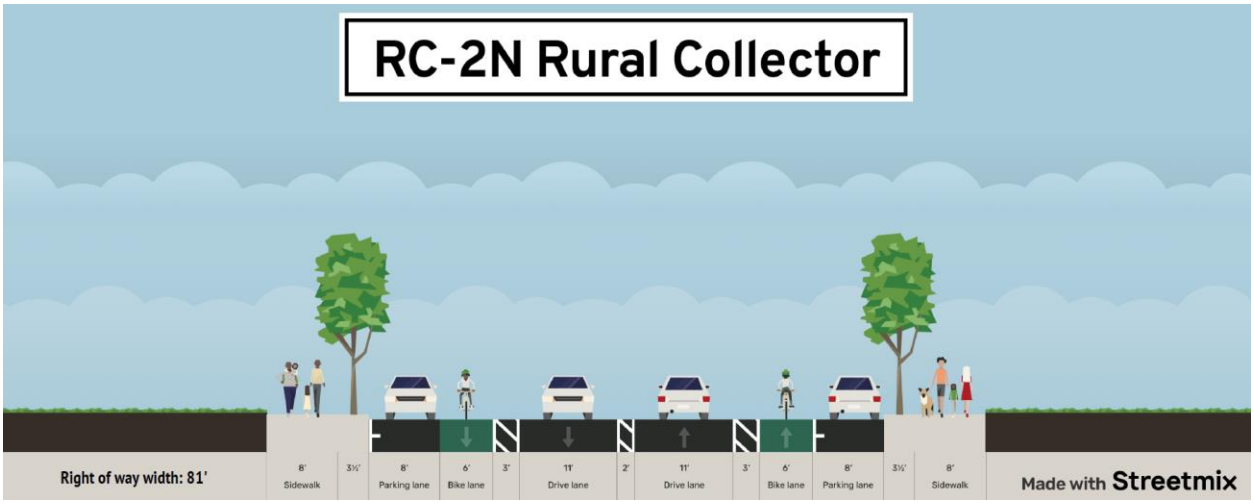


UVC-2M: Urban Village Collector – Two Lanes with Raised Median

UVC-2L: Urban Village Collector – Two Lanes with TWLTL

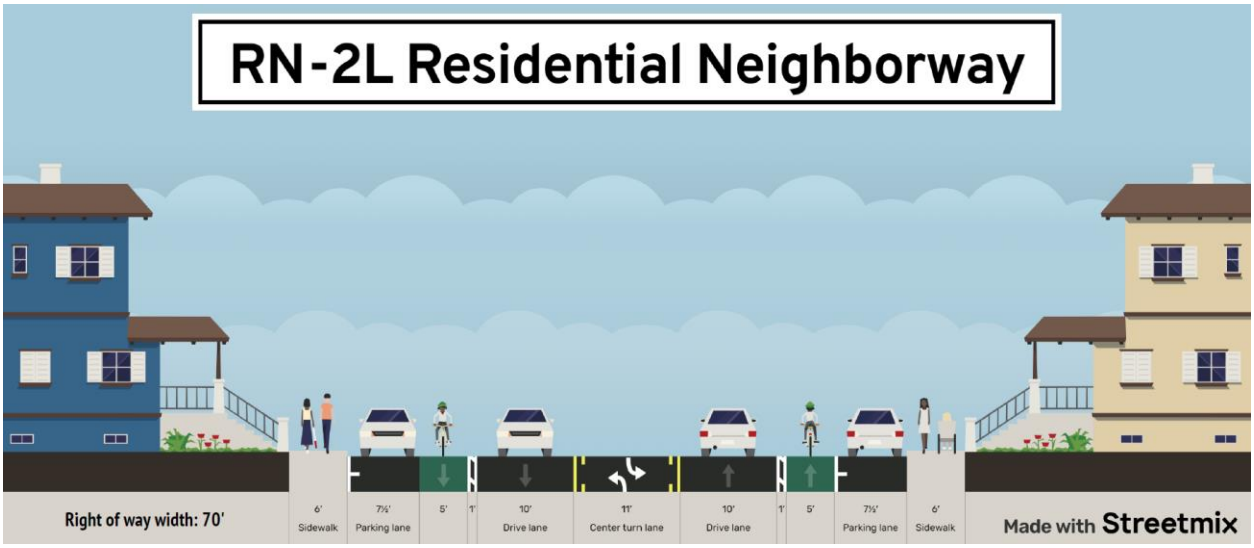
UVC-2N: Urban Village Collector – Two Lanes with no Median or TWLTL

RC-2N: Rural Collector (Collector) – Two Lanes with no Median or TWLTL



RN-2M: Residential Neighborway (Local) – Two Lanes with Raised Median

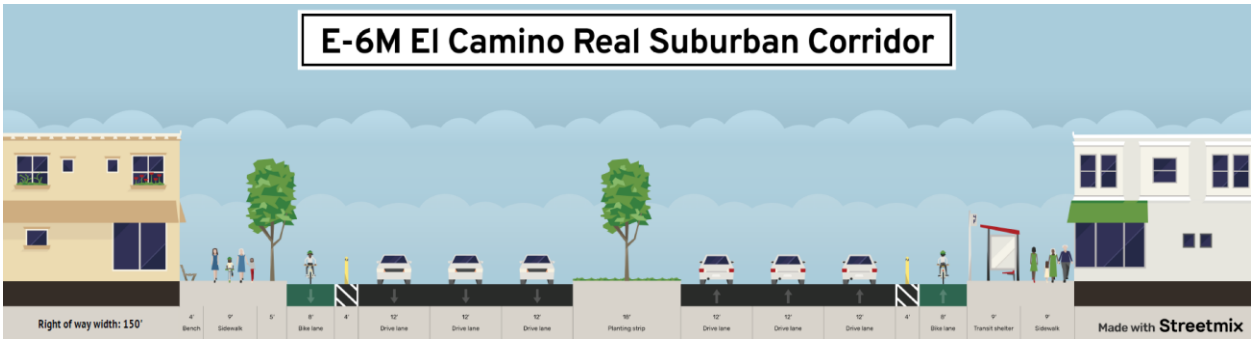
RN-2L: Residential Neighborway (Local) – Two Lanes with TWLTL



RN-2N: Residential Neighborway (Local) – Two Lanes with no Median or TWLTL

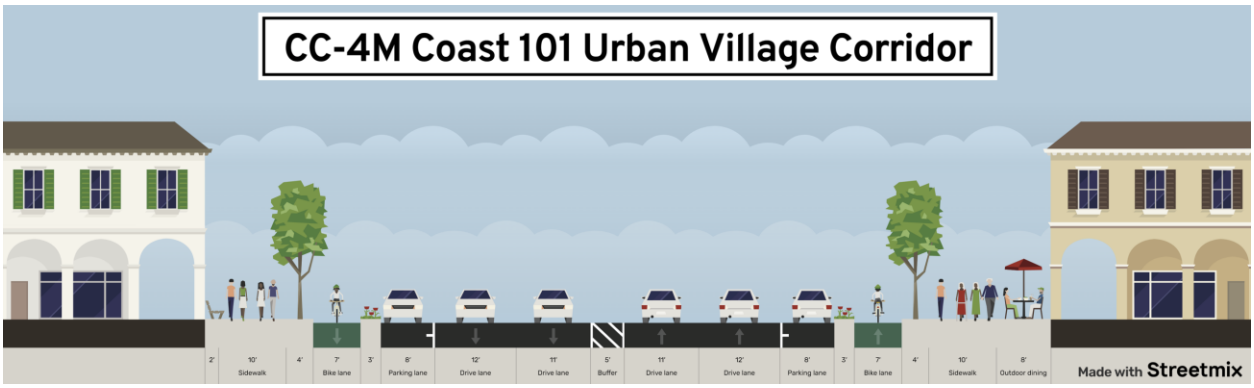
RN-1N: Residential Neighborway (Local) – One Lane with no Median or TWLTL

E-6M: El Camino Real Suburban Corridor (Prime Arterial) – Six Lanes with Raised Median

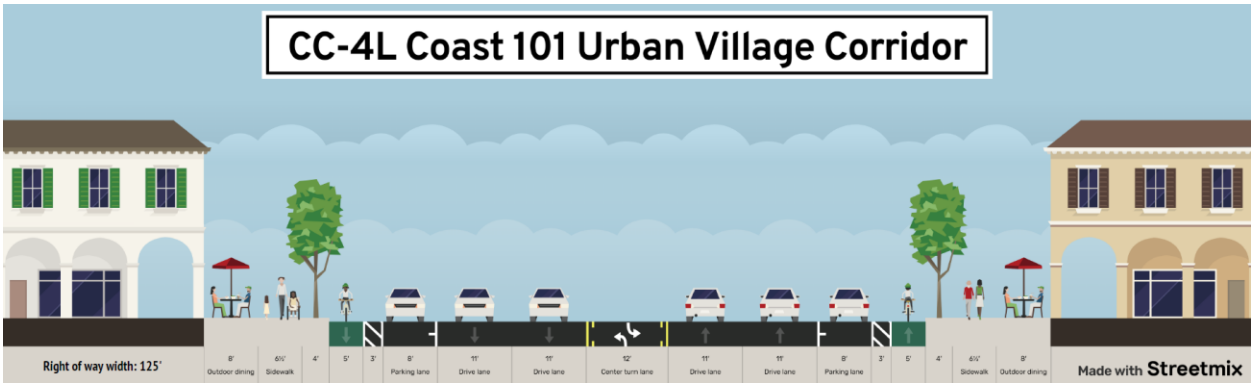


CCM-4M: Coast 101 Urban Village Corridor (Major Arterial) – Four Lanes with Raised Median

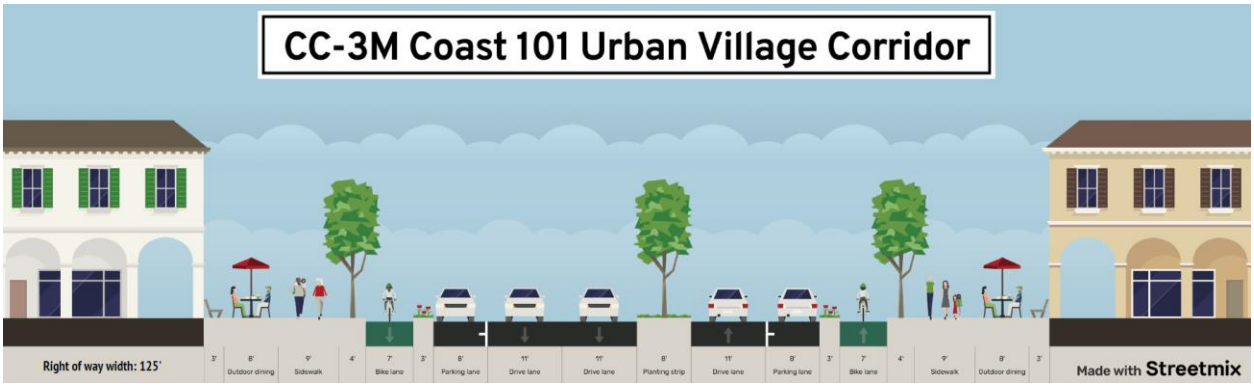
CC-4M: Coast 101 Urban Village Corridor (Collector) – Four Lanes with no Median or TWLTL



CC-4L: Coast 101 Urban Village Corridor (Collector) – Four Lanes with TWLTL



CC-3M: Coast 101 Urban Village Corridor (Collector) – Three Lanes with Raised Median



Appendix C
Air Quality and Greenhouse Gas Emissions Modeling Data

CalEEMod Output – Construction Emissions

Encinitas Mobility Element Update Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Encinitas Mobility Element Update
Construction Start Date	1/1/2025
Lead Agency	City of Encinitas
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.20
Precipitation (days)	21.2
Location	33.04644985201898, -117.26019730850552
County	San Diego
City	Encinitas
Air District	San Diego County APCD
Air Basin	San Diego
TAZ	6222
EDFZ	12
Electric Utility	San Diego Gas & Electric
Gas Utility	San Diego Gas & Electric
App Version	2022.1.1.26

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Other Asphalt Surfaces	5.00	Acre	5.00	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.87	1.63	9.55	12.6	0.02	0.36	0.57	0.93	0.33	0.15	0.48	—	3,135	3,135	0.13	0.20	4.31	3,202
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.42	2.01	18.9	20.9	0.04	0.76	3.34	4.10	0.70	1.48	2.19	—	4,622	4,622	0.20	0.21	0.11	4,690
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.54	0.45	3.90	4.43	0.01	0.16	0.62	0.77	0.14	0.27	0.41	—	999	999	0.04	0.05	0.44	1,015
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.10	0.08	0.71	0.81	< 0.005	0.03	0.11	0.14	0.03	0.05	0.08	—	165	165	0.01	0.01	0.07	168
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	250	250	550	250	—	—	100	—	—	67.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Threshold	—	250	250	550	250	—	—	100	—	—	67.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.87	1.63	9.55	12.6	0.02	0.36	0.57	0.93	0.33	0.15	0.48	—	3,135	3,135	0.13	0.20	4.31	3,202
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	2.42	2.01	18.9	20.9	0.04	0.76	3.34	4.10	0.70	1.48	2.19	—	4,622	4,622	0.20	0.21	0.11	4,690
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.54	0.45	3.90	4.43	0.01	0.16	0.62	0.77	0.14	0.27	0.41	—	999	999	0.04	0.05	0.44	1,015
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.10	0.08	0.71	0.81	< 0.005	0.03	0.11	0.14	0.03	0.05	0.08	—	165	165	0.01	0.01	0.07	168

3. Construction Emissions Details

3.1. Grading (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.19	1.84	17.1	18.9	0.03	0.75	—	0.75	0.69	—	0.69	—	3,101	3,101	0.13	0.03	—	3,112
Dust From Material Movement	—	—	—	—	—	—	2.76	2.76	—	1.34	1.34	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.38	0.32	3.00	3.32	0.01	0.13	—	0.13	0.12	—	0.12	—	544	544	0.02	< 0.005	—	546
Dust From Material Movement	—	—	—	—	—	—	0.48	0.48	—	0.23	0.23	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.55	0.61	< 0.005	0.02	—	0.02	0.02	—	0.02	—	90.0	90.0	< 0.005	< 0.005	—	90.3
Dust From Material Movement	—	—	—	—	—	—	0.09	0.09	—	0.04	0.04	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13	0.12	0.10	1.22	0.00	0.00	0.25	0.25	0.00	0.06	0.06	—	269	269	0.01	0.01	0.03	272
Vendor	0.10	0.05	1.73	0.80	0.01	0.02	0.32	0.34	0.02	0.09	0.11	—	1,252	1,252	0.06	0.18	0.08	1,306
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.22	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	47.5	47.5	< 0.005	< 0.005	0.08	48.2
Vendor	0.02	0.01	0.30	0.14	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	—	219	219	0.01	0.03	0.25	229
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.87	7.87	< 0.005	< 0.005	0.01	7.99
Vendor	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	36.3	36.3	< 0.005	0.01	0.04	37.9
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Paving (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.03	0.87	7.80	10.5	0.02	0.34	—	0.34	0.31	—	0.31	—	1,599	1,599	0.06	0.01	—	1,604
Paving	0.60	0.60	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.05	0.47	0.63	< 0.005	0.02	—	0.02	0.02	—	0.02	—	96.4	96.4	< 0.005	< 0.005	—	96.7
Paving	0.04	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.09	0.12	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	16.0	16.0	< 0.005	< 0.005	—	16.0
Paving	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13	0.12	0.09	1.39	0.00	0.00	0.25	0.25	0.00	0.06	0.06	—	285	285	0.01	0.01	1.07	289
Vendor	0.11	0.05	1.66	0.77	0.01	0.02	0.32	0.34	0.02	0.09	0.11	—	1,251	1,251	0.06	0.18	3.25	1,309
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.07	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	16.3	16.3	< 0.005	< 0.005	0.03	16.6

Vendor	0.01	< 0.005	0.10	0.05	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	75.4	75.4	< 0.005	0.01	0.08	78.8
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.71	2.71	< 0.005	< 0.005	< 0.005	2.75
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	12.5	12.5	< 0.005	< 0.005	0.01	13.0
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Grading	Grading	1/1/2025	3/31/2025	5.00	64.0	—
Paving	Paving	4/1/2025	4/30/2025	5.00	22.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Paving	Cement and Mortar Mixers	Diesel	Average	2.00	8.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Grading	—	—	—	—
Grading	Worker	30.0	12.0	LDA,LDT1,LDT2
Grading	Vendor	50.0	7.63	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	30.0	12.0	LDA,LDT1,LDT2
Paving	Vendor	50.0	7.63	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Grading	—	—	64.0	0.00	—
Paving	0.00	0.00	0.00	0.00	5.00

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Other Asphalt Surfaces	5.00	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	589	0.03	< 0.005

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	10.8	annual days of extreme heat
Extreme Precipitation	2.10	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	0	0	0	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2

Wildfire	1	1	1	2
Flooding	1	1	1	2
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	32.1
AQ-PM	39.8
AQ-DPM	55.0
Drinking Water	31.9
Lead Risk Housing	15.2
Pesticides	75.7
Toxic Releases	15.3
Traffic	61.4
Effect Indicators	—
CleanUp Sites	0.00
Groundwater	87.3

Haz Waste Facilities/Generators	82.5
Impaired Water Bodies	58.7
Solid Waste	35.7
Sensitive Population	—
Asthma	6.94
Cardio-vascular	25.5
Low Birth Weights	14.2
Socioeconomic Factor Indicators	—
Education	22.8
Housing	42.3
Linguistic	25.6
Poverty	42.6
Unemployment	18.3

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	69.10047479
Employed	80.73912486
Median HI	65.36635442
Education	—
Bachelor's or higher	87.75824458
High school enrollment	10.95855255
Preschool enrollment	75.10586424
Transportation	—
Auto Access	22.25073784
Active commuting	28.53843193

Social	—
2-parent households	34.41550109
Voting	89.34941614
Neighborhood	—
Alcohol availability	65.16104196
Park access	81.35506224
Retail density	73.45053253
Supermarket access	57.78262543
Tree canopy	53.52239189
Housing	—
Homeownership	39.57397665
Housing habitability	35.50622353
Low-inc homeowner severe housing cost burden	68.93365841
Low-inc renter severe housing cost burden	40.38239446
Uncrowded housing	64.30129603
Health Outcomes	—
Insured adults	57.24368023
Arthritis	0.0
Asthma ER Admissions	93.5
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	74.7
Cognitively Disabled	26.7
Physically Disabled	54.0

Heart Attack ER Admissions	87.1
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	19.6
Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	—
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	20.8
SLR Inundation Area	0.0
Children	5.3
Elderly	27.3
English Speaking	58.9
Foreign-born	24.7
Outdoor Workers	51.5
Climate Change Adaptive Capacity	—
Impervious Surface Cover	44.0
Traffic Density	60.7
Traffic Access	23.0
Other Indices	—
Hardship	32.6
Other Decision Support	—
2016 Voting	94.1

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	21.0
Healthy Places Index Score for Project Location (b)	68.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Construction: Construction Phases	Emissions modeled for general excavation/installation activities and general paving activities
Construction: Off-Road Equipment	Excavation/Installation - Default equipment plus two excavators Paving - Default equipment 8 hours per day
Construction: Trips and VMT	15 worker commute trips (30 one-way trips) 25 trucks trips (50 one-way trips)
Construction: Dust From Material Movement	5 acres grading

VMT Data

Scenario	Total VMT	I-I	I-E	E-I
Existing Baseline 2016 w/Adopted Housing Elements	1,441,692	212,280	1,475,898	982,926
Future Baseline 2050 w/Adopted Housing Elements and without Mobility Element	1,730,272	214,362	1,524,409	1,507,410
Future Baseline 2050 w/Adopted Housing Elements and Mobility Element	1,727,015	214,118	1,520,128	1,505,666
	(3,257)	(244)	(4,281)	(1,744)

EMFAC2021 – Vehicle Emissions

		pounds per day						pounds per day			metric tons per year			
	Total VMT	ROG	NOx	CO	SOx	PM10	PM2.5	CO2	CH4	N2O	CO2	CH4	N2O	CO2E
Existing Baseline 2016 w/Adopted Housing Elements	1,441,692	218.28	1,396.02	5,781.84	13.60	25.18	23.87	1,388,192.59	48.37	68.11	229,831.13	8.01	11.28	233,043.39
Future Baseline 2050 w/Adopted Housing Elements	1,730,272	30.75	227.47	1,791.83	10.41	5.69	5.37	1,063,922.81	8.45	41.13	176,144.56	1.40	6.81	177,988.24
Future Baseline 2050 w/Adopted Housing Elements and Mobility Element	1,727,015	30.69	227.04	1,788.46	10.39	5.68	5.36	1,061,920.12	8.43	41.05	175,813.00	1.40	6.80	177,653.20
Percent Change over Year 2016	19.8%										-23.5%	-82.6%	-39.7%	-23.8%
Percent Change over Year 2050 without Project	-0.2%										-0.2%	-0.2%	-0.2%	-0.2%

	GWP
CO2	1
CH4	28
N2O	265

Source: EMFAC2021 (v1.0.2) Emission Rates
Region Type: County
Region: San Diego
Calendar Year: 2016
Season: Annual
Vehicle Classification: EMFAC202x Categories
Units: miles/day for CVMT and EVMT, trips/day for Trips, g/mile for RUNEX, PMBW and PMTW, g/trip for STREX, HOTSOAK and RUNLOSS, g/vehicle/day for IDLEX and DIURN. PHEV calculated based on total VMT.

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	Population	Total VMT	CVMT	EVMT	Trips	ROG_RUNEX	ROG_grams	ROG_lbs	NOx_RUNEX	NOx_grams	NOx_lbs
San Diego	2016	All Other Buses	Aggregate	Aggregate	Diesel	616.3595	27,438.5103	27,438.5103	0.0000	5,485.5998	1.3341	36,604.5981	80.6993	10.2207	280,441.4423	618.2675
San Diego	2016	All Other Buses	Aggregate	Aggregate	Natural Gas	16.2105	1,112.5584	1,112.5584	0.0000	144.2732	0.0104	11.5963	0.0256	0.2999	333.6838	0.7356
San Diego	2016	LDA	Aggregate	Aggregate	Gasoline	1,298,072.1095	49,136,404.6111	49,136,404.6111	0.0000	6,086,147.6102	0.0330	1,622,079.4387	3,576.0730	0.1095	5,380,553.7725	11,862.0906
San Diego	2016	LDA	Aggregate	Aggregate	Diesel	13,259.7461	514,134.4065	514,134.4065	0.0000	61,984.4122	0.0374	19,247.0203	42.4324	0.2216	113,921.6479	251.1542
San Diego	2016	LDA	Aggregate	Aggregate	Electricity	11,283.9445	392,175.6054	0.0000	392,175.6054	57,263.5884	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2016	LDA	Aggregate	Aggregate	Plug-in Hybrid	8,764.3875	426,354.3525	231,028.4942	195,325.8584	36,240.7424	0.0020	860.5387	1.8972	0.0039	1,661.8154	3.6637
San Diego	2016	LDT1	Aggregate	Aggregate	Gasoline	160,016.4968	5,520,198.9758	5,520,198.9758	0.0000	720,848.4545	0.0906	500,382.4749	1,103.1545	0.2934	1,619,739.3740	3,570.9141
San Diego	2016	LDT1	Aggregate	Aggregate	Diesel	191.2142	3,702.3743	3,702.3743	0.0000	665.3377	0.2841	1,051.9142	2.3191	1.4007	5,186.0843	11.4334
San Diego	2016	LDT1	Aggregate	Aggregate	Electricity	183.7561	5,743.2134	0.0000	5,743.2134	898.0629	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2016	LDT2	Aggregate	Aggregate	Gasoline	495,136.3583	18,169,326.2195	18,169,326.2195	0.0000	2,303,320.4384	0.0495	900,002.9655	1,984.1669	0.2402	4,364,627.5142	9,622.3566
San Diego	2016	LDT2	Aggregate	Aggregate	Diesel	1,687.5926	75,273.7420	75,273.7420	0.0000	8,366.0342	0.0344	2,588.3182	5.7063	0.1049	7,898.3196	17.4128
San Diego	2016	LDT2	Aggregate	Aggregate	Electricity	37.6490	1,225.1117	0.0000	1,225.1117	187.4451	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2016	LDT2	Aggregate	Aggregate	Plug-in Hybrid	61.0919	3,028.9032	1,641.2708	1,387.6324	252.6150	0.0020	6.1134	0.0135	0.0039	11.8059	0.0260
San Diego	2016	LHD1	Aggregate	Aggregate	Gasoline	40,699.9702	1,415,203.5165	1,415,203.5165	0.0000	606,368.9131	0.1410	199,491.3455	439.8031	0.4591	649,772.8025	1,432.5038
San Diego	2016	LHD1	Aggregate	Aggregate	Diesel	29,634.2125	1,112,990.6121	1,112,990.6121	0.0000	372,761.1134	0.3075	342,193.7479	754.4081	3.8737	4,311,443.8217	9,505.1066
San Diego	2016	LHD2	Aggregate	Aggregate	Gasoline	5,177.4238	178,189.3460	178,189.3460	0.0000	77,135.9003	0.0986	17,563.0541	38.7199	0.4195	74,745.8737	164.7864
San Diego	2016	LHD2	Aggregate	Aggregate	Diesel	9,415.4830	368,461.1081	368,461.1081	0.0000	118,434.9316	0.2703	99,595.0854	219.5696	3.0784	1,134,266.7264	2,500.6301
San Diego	2016	MCY	Aggregate	Aggregate	Gasoline	79,096.7257	524,788.0562	524,788.0562	0.0000	158,193.4514	1.7285	907,082.0995	1,999.7737	0.6979	366,234.9952	807.4100
San Diego	2016	MDV	Aggregate	Aggregate	Gasoline	308,760.4651	11,043,121.9169	11,043,121.9169	0.0000	1,418,387.1484	0.0717	792,097.7689	1,746.2767	0.3176	3,507,513.5046	7,732.7436
San Diego	2016	MDV	Aggregate	Aggregate	Diesel	4,885.4158	222,671.9716	222,671.9716	0.0000	24,147.8553	0.0248	5,533.3975	12.1991	0.1208	26,892.5766	59.2880
San Diego	2016	MDV	Aggregate	Aggregate	Electricity	18.3868	402.5817	0.0000	402.5817	81.0085	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2016	MDV	Aggregate	Aggregate	Plug-in Hybrid	191.6328	10,128.5560	5,488.3574	4,640.1987	792.4016	0.0020	20.4431	0.0451	0.0039	39.4784	0.0870
San Diego	2016	MH	Aggregate	Aggregate	Gasoline	14,431.6141	123,378.2969	123,378.2969	0.0000	1,443.7387	0.1981	24,436.4389	53.8731	0.8593	106,024.0785	233.7431
San Diego	2016	MH	Aggregate	Aggregate	Diesel	3,763.3166	37,550.5278	37,550.5278	0.0000	376.3317	0.1510	5,668.6118	12.4971	5.9527	223,528.4087	492.7958
San Diego	2016	Motor Coach	Aggregate	Aggregate	Diesel	176.6100	21,771.4837	21,771.4837	0.0000	4,058.4978	0.3730	8,121.6187	17.9051	7.5937	165,327.1297	364.4839
San Diego	2016	OBUS	Aggregate	Aggregate	Gasoline	1,412.5371	78,975.6140	78,975.6140	0.0000	28,262.0426	0.1656	13,075.9420	28.8275	1.0984	86,750.0888	191.2512
San Diego	2016	PTO	Aggregate	Aggregate	Diesel	0.0000	33,128.6460	33,128.6460	0.0000	0.0000	0.8250	27,330.2382	60.2529	11.9109	394,592.5801	869.9277
San Diego	2016	SBUS	Aggregate	Aggregate	Gasoline	335.3008	17,904.8620	17,904.8620	0.0000	1,341.2032	2.2038	39,458.3099	86.9907	3.3339	59,693.4025	131.6014
San Diego	2016	SBUS	Aggregate	Aggregate	Diesel	2,308.2181	44,284.7822	44,284.7822	0.0000	33,422.9979	0.1010	4,471.1589	9.8572	9.2686	410,458.0199	904.9050
San Diego	2016	SBUS	Aggregate	Aggregate	Natural Gas	8.8919	141.2601	141.2601	0.0000	128.7549	0.0500	7.0652	0.0156	0.5894	83.2657	0.1836
San Diego	2016	T6 CAIRP Class 4	Aggregate	Aggregate	Diesel	6.8515	518.5915	518.5915	0.0000	157.4486	0.1352	70.1120	0.1546	3.3816	1,753.6736	3.8662
San Diego	2016	T6 CAIRP Class 5	Aggregate	Aggregate	Diesel	8.8807	711.4142	711.4142	0.0000	204.0786	0.1352	96.1810	0.2120	3.3816	2,405.7248	5.3037
San Diego	2016	T6 CAIRP Class 6	Aggregate	Aggregate	Diesel	22.9591	1,858.9457	1,858.9457	0.0000	527.5995	0.1352	251.3237	0.5541	3.3816	6,286.2277	13.8588
San Diego	2016	T6 CAIRP Class 7	Aggregate	Aggregate	Diesel	74.9605	11,660.2473	11,660.2473	0.0000	1,722.5916	0.1332	1,552.9359	3.4236	3.2930	38,397.1972	84.6513
San Diego	2016	T6 Instate Delivery Class 4	Aggregate	Aggregate	Diesel	975.0837	28,853.1578	28,853.1578	0.0000	13,914.4442	0.5293	15,272.9926	33.6712	6.7940	196,027.5245	432.1667
San Diego	2016	T6 Instate Delivery Class 4	Aggregate	Aggregate	Natural Gas	1.2001	27.3519	27.3519	0.0000	17.1253	0.0109	0.2984	0.0007	0.2411	6.5955	0.0145
San Diego	2016	T6 Instate Delivery Class 5	Aggregate	Aggregate	Diesel	712.4420	21,892.4676	21,892.4676	0.0000	10,166.5474	0.5293	11,588.1886	25.5476	6.7939	148,734.3093	327.9030
San Diego	2016	T6 Instate Delivery Class 5	Aggregate	Aggregate	Natural Gas	0.8768	20.7537	20.7537	0.0000	12.5125	0.0109	0.2264	0.0005	0.2411	5.0045	0.0110
San Diego	2016	T6 Instate Delivery Class 6	Aggregate	Aggregate	Diesel	2,411.5030	65,296.8730	65,296.8730	0.0000	34,412.1471	0.5294	34,565.9189	76.2048	6.7943	443,643.6559	978.0668
San Diego	2016	T6 Instate Delivery Class 6	Aggregate	Aggregate	Natural Gas	2.9680	61.8970	61.8970	0.0000	42.3529	0.0109	0.6753	0.0015	0.2411	14.9256	0.0329
San Diego	2016	T6 Instate Delivery Class 7	Aggregate	Aggregate	Diesel	490.0316	25,523.8314	25,523.8314	0.0000	6,992.7508	0.5495	14,025.0848	30.9200	7.7572	197,992.1991	436.4981
San Diego	2016	T6 Instate Delivery Class 7	Aggregate	Aggregate	Natural Gas	0.0532	1.1764	1.1764	0.0000	0.7594	0.0114	0.0134	0.0000	0.1845	0.2171	0.0005
San Diego	2016	T6 Instate Other Class 4	Aggregate	Aggregate	Diesel	1,927.9016	75,202.6301	75,202.6301	0.0000	22,286.5428	0.3877	29,159.4390	64.2856	6.0837	457,509.0409	1,008.6348
San Diego	2016	T6 Instate Other Class 4	Aggregate	Aggregate	Natural Gas	2.3695	69.5834	69.5834	0.0000	27.3920	0.0084	0.5863	0.0013	0.1912	13.3031	0.0293
San Diego	2016	T6 Instate Other Class 5	Aggregate	Aggregate	Diesel	3,086.8739	142,069.8392	142,069.8392	0.0000	35,684.2627	0.3874	55,044.8122	121.3530	6.0801	863,799.4682	1,904.3518
San Diego	2016	T6 Instate Other Class 5	Aggregate	Aggregate	Natural Gas	3.7967	131.5384	131.5384	0.0000	43.8895	0.0084	1.1084	0.0024	0.1912	25.1478	0.0554
San Diego	2016	T6 Instate Other Class 6	Aggregate	Aggregate	Diesel	2,993.3282	139,982.5148	139,982.5148	0.0000	34,602.8737	0.3884	54,369.6789	119.8646	6.0914	852,688.6779	1,879.8567
San Diego	2016	T6 Instate Other Class 6	Aggregate	Aggregate	Natural Gas	3.6714	129.3332	129.3332	0.0000	42.4418	0.0084	1.0898	0.0024	0.1912	24.7262	0.0545
San Diego	2016	T6 Instate Other Class 7	Aggregate	Aggregate	Diesel	1,545.4776	68,389.0398	68,389.0398	0.0000	17,865.7210	0.3307	22,616.3506	49.8605	5.8065	397,102.7397	875.4617
San Diego	2016	T6 Instate Other Class 7	Aggregate	Aggregate	Natural Gas	0.1667	5.3485	5.3485	0.0000	1.9271	0.0089	0.0477	0.0001	0.1514	0.8099	0.0018

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	Population	Total VMT	CVMT	EVMT	Trips	ROG_RUNEX	ROG_grams	ROG_lbs	NOx_RUNEX	NOx_grams	NOx_lbs
San Diego	2016	T6 Instate Tractor Class 6	Aggregate	Aggregate	Diesel	33.0264	834.8309	834.8309	0.0000	381.7849	0.3502	292.3340	0.6445	5.5322	4,618.4631	10.1820
San Diego	2016	T6 Instate Tractor Class 6	Aggregate	Aggregate	Natural Gas	0.0403	0.9063	0.9063	0.0000	0.4664	0.0084	0.0076	0.0000	0.1914	0.1735	0.0004
San Diego	2016	T6 Instate Tractor Class 7	Aggregate	Aggregate	Diesel	829.3704	25,379.4749	25,379.4749	0.0000	9,587.5218	0.3681	9,342.3661	20.5964	6.2897	159,628.5769	351.9208
San Diego	2016	T6 Instate Tractor Class 7	Aggregate	Aggregate	Natural Gas	0.0888	1.7763	1.7763	0.0000	1.0269	0.0089	0.0159	0.0000	0.1514	0.2690	0.0006
San Diego	2016	T6 OOS Class 4	Aggregate	Aggregate	Diesel	3.9341	295.5824	295.5824	0.0000	90.4059	0.1359	40.1833	0.0886	3.3931	1,002.9316	2.2111
San Diego	2016	T6 OOS Class 5	Aggregate	Aggregate	Diesel	5.1025	405.4859	405.4859	0.0000	117.2563	0.1359	55.1242	0.1215	3.3931	1,375.8419	3.0332
San Diego	2016	T6 OOS Class 6	Aggregate	Aggregate	Diesel	13.1883	1,059.5462	1,059.5462	0.0000	303.0668	0.1359	144.0411	0.3176	3.3931	3,595.1142	7.9259
San Diego	2016	T6 OOS Class 7	Aggregate	Aggregate	Diesel	42.9967	7,704.2184	7,704.2184	0.0000	988.0641	0.1452	1,118.3379	2.4655	3.4243	26,381.7002	58.1617
San Diego	2016	T6 Public Class 4	Aggregate	Aggregate	Diesel	317.4961	9,519.0776	9,519.0776	0.0000	1,628.7548	0.1013	964.4862	2.1263	8.6727	82,556.1726	182.0052
San Diego	2016	T6 Public Class 4	Aggregate	Aggregate	Natural Gas	0.3646	13.1680	13.1680	0.0000	1.8705	0.0110	0.1454	0.0003	0.3148	4.1456	0.0091
San Diego	2016	T6 Public Class 5	Aggregate	Aggregate	Diesel	466.7159	21,189.8953	21,189.8953	0.0000	2,394.2528	0.0826	1,750.0219	3.8581	5.4346	115,158.8427	253.8818
San Diego	2016	T6 Public Class 5	Aggregate	Aggregate	Natural Gas	1.5663	77.9289	77.9289	0.0000	8.0352	0.0110	0.8606	0.0019	0.3150	24.5474	0.0541
San Diego	2016	T6 Public Class 6	Aggregate	Aggregate	Diesel	448.5543	14,267.4214	14,267.4214	0.0000	2,301.0833	0.1272	1,815.4154	4.0023	9.0747	129,472.9799	285.4391
San Diego	2016	T6 Public Class 6	Aggregate	Aggregate	Natural Gas	0.6140	21.2318	21.2318	0.0000	3.1499	0.0111	0.2362	0.0005	0.3017	6.4050	0.0141
San Diego	2016	T6 Public Class 7	Aggregate	Aggregate	Diesel	976.0326	31,761.6598	31,761.6598	0.0000	5,007.0470	0.1357	4,308.7541	9.4992	9.3527	297,057.7692	654.9003
San Diego	2016	T6 Public Class 7	Aggregate	Aggregate	Natural Gas	1.0662	45.4307	45.4307	0.0000	5.4698	0.0111	0.5057	0.0011	0.3009	13.6712	0.0301
San Diego	2016	T6 Utility Class 5	Aggregate	Aggregate	Diesel	177.8004	7,910.8920	7,910.8920	0.0000	2,275.8447	0.0397	313.9994	0.6923	2.3009	18,201.8315	40.1282
San Diego	2016	T6 Utility Class 6	Aggregate	Aggregate	Diesel	46.3032	1,899.4443	1,899.4443	0.0000	592.6811	0.0461	87.4986	0.1929	3.2760	6,222.5312	13.7183
San Diego	2016	T6 Utility Class 7	Aggregate	Aggregate	Diesel	76.2364	2,304.7583	2,304.7583	0.0000	975.8262	0.0426	98.1372	0.2164	3.0214	6,963.6764	15.3523
San Diego	2016	T6TS	Aggregate	Aggregate	Gasoline	3,940.4838	188,449.4452	188,449.4452	0.0000	78,841.2006	0.3418	64,415.0625	142.0109	1.5370	289,643.6590	638.5550
San Diego	2016	T7 CAIRP Class 8	Aggregate	Aggregate	Diesel	1,550.9397	382,234.3386	382,234.3386	0.0000	35,640.5935	0.2070	79,132.8506	174.4581	6.0576	2,315,425.6884	5,104.6399
San Diego	2016	T7 NNOOS Class 8	Aggregate	Aggregate	Diesel	1,450.7801	451,918.8308	451,918.8308	0.0000	33,338.9271	0.2383	107,704.4195	237.4476	5.3258	2,406,808.2095	5,306.1038
San Diego	2016	T7 NOOS Class 8	Aggregate	Aggregate	Diesel	575.9658	164,174.0838	164,174.0838	0.0000	13,235.6947	0.2371	38,931.7624	85.8298	6.3168	1,037,061.8636	2,286.3300
San Diego	2016	T7 Other Port Class 8	Aggregate	Aggregate	Diesel	439.8500	79,231.7163	79,231.7163	0.0000	7,195.9460	0.1543	12,226.2781	26.9543	5.4168	429,183.8705	946.1885
San Diego	2016	T7 POLA Class 8	Aggregate	Aggregate	Diesel	188.8149	24,559.1212	24,559.1212	0.0000	3,089.0118	0.1644	4,037.4023	8.9009	5.7220	140,526.8700	309.8087
San Diego	2016	T7 Public Class 8	Aggregate	Aggregate	Diesel	1,476.9878	62,422.1085	62,422.1085	0.0000	7,576.9472	0.1940	12,111.4619	26.7012	13.3415	832,803.4021	1,836.0172
San Diego	2016	T7 Public Class 8	Aggregate	Aggregate	Natural Gas	2.0023	103.6769	103.6769	0.0000	10.2715	0.0275	2.8545	0.0063	1.1299	117.1487	0.2583
San Diego	2016	T7 Single Concrete/Transit Mix Class 8	Aggregate	Aggregate	Diesel	404.3058	24,928.3428	24,928.3428	0.0000	3,808.5611	0.4371	10,896.0335	24.0216	9.5903	239,071.3155	527.0620
San Diego	2016	T7 Single Concrete/Transit Mix Class 8	Aggregate	Aggregate	Natural Gas	8.2712	799.2544	799.2544	0.0000	77.9149	0.0150	12.0219	0.0265	0.6230	497.9170	1.0977
San Diego	2016	T7 Single Dump Class 8	Aggregate	Aggregate	Diesel	991.1176	49,682.3289	49,682.3289	0.0000	9,336.3278	0.3756	18,662.3362	41.1434	9.6031	477,105.3002	1,051.8371
San Diego	2016	T7 Single Dump Class 8	Aggregate	Aggregate	Natural Gas	20.2761	1,593.0573	1,593.0573	0.0000	191.0009	0.0150	23.9617	0.0528	0.6230	992.4379	2.1880
San Diego	2016	T7 Single Other Class 8	Aggregate	Aggregate	Diesel	1,870.7585	87,057.8629	87,057.8629	0.0000	17,622.5453	0.4094	35,639.5199	78.5717	9.6429	839,488.8964	1,850.7562
San Diego	2016	T7 Single Other Class 8	Aggregate	Aggregate	Natural Gas	38.1868	2,781.6370	2,781.6370	0.0000	359.7199	0.0150	41.8396	0.0922	0.6230	1,732.8955	3.8204
San Diego	2016	T7 SWCV Class 8	Aggregate	Aggregate	Diesel	950.2936	61,181.8264	61,181.8264	0.0000	4,371.3505	0.0163	994.8434	2.1933	13.8630	848,162.1497	1,869.8775
San Diego	2016	T7 SWCV Class 8	Aggregate	Aggregate	Natural Gas	344.9964	21,741.6694	21,741.6694	0.0000	1,586.9835	0.5446	11,840.9307	26.1048	9.6109	208,956.6347	460.6705
San Diego	2016	T7 Tractor Class 8	Aggregate	Aggregate	Diesel	3,900.3080	288,970.6360	288,970.6360	0.0000	56,671.4750	0.2949	85,212.8930	187.8623	7.9111	2,286,081.9019	5,039.9479
San Diego	2016	T7 Tractor Class 8	Aggregate	Aggregate	Natural Gas	32.0359	2,817.5988	2,817.5988	0.0000	465.4816	0.0142	39.9763	0.0881	0.5948	1,676.0050	3.6950
San Diego	2016	T7 Utility Class 8	Aggregate	Aggregate	Diesel	120.5300	6,246.5382	6,246.5382	0.0000	1,542.7840	0.0726	453.6822	1.0002	4.4784	27,974.3343	61.6729
San Diego	2016	T7IS	Aggregate	Aggregate	Gasoline	31.8960	1,949.5128	1,949.5128	0.0000	638.1752	2.2826	4,449.9197	9.8104	8.9936	17,533.1413	38.6540
San Diego	2016	UBUS	Aggregate	Aggregate	Gasoline	291.8799	31,747.7481	31,747.7481	0.0000	1,167.5197	0.0096	305.1967	0.6728	0.0998	3,167.5110	6.9832
San Diego	2016	UBUS	Aggregate	Aggregate	Diesel	83.3943	9,368.6147	9,368.6147	0.0000	333.5770	0.1674	1,568.6798	3.4583	16.4968	154,551.9722	340.7288
San Diego	2016	UBUS	Aggregate	Aggregate	Natural Gas	640.7120	77,064.7415	77,064.7415	0.0000	2,562.8480	0.2324	17,908.4694	39.4814	2.6446	203,802.7489	449.3082
						Total VMT	92,237,335.6765				Total	6,334,543.2343	13,965.2773	Total	40,512,824.8980	89,315.4902

Grams/Mile	Pounds/Mile	Grams/Mile	Pounds/Mile
0.0687	0.0002	0.4392	0.0010

Source: EMFAC2021 (v1.0.2) Emission Rates
Region Type: County
Region: San Diego
Calendar Year: 2016
Season: Annual
Vehicle Classification: EMFAC202x Categories
Units: miles/day for CVMT and EVMT, trips/day for Trips, g/mile for RUNEX, PMBW and PMTW, g/trip for STF

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	CO_RUNEX	CO_grams	CO_lbs	SOx_RUNEX	SOx_grams	SOx_lbs	PM10_RUNEX	PM10_grams	PM10_lbs	PM2.5_RUNEX	PM2.5_grams	PM2.5_lbs
San Diego	2016	All Other Buses	Aggregate	Aggregate	Diesel	3.1685	86,939.3761	191.6685	0.0120	329.8221	0.7271	0.6021	16,520.7597	36.4220	0.5761	15,806.0789	34.84643919
San Diego	2016	All Other Buses	Aggregate	Aggregate	Natural Gas	3.0919	3,439.8819	7.5836	0.0000	0.0000	0.0000	0.0006	0.6473	0.0014	0.0005	0.5952	0.001312217
San Diego	2016	LDA	Aggregate	Aggregate	Gasoline	1.3724	67,434,063.0541	148,666.6609	0.0033	161,792.6601	356.6918	0.0018	89,881.2062	198.1541	0.0017	82,687.5593	182.2948637
San Diego	2016	LDA	Aggregate	Aggregate	Diesel	0.4420	227,236.7322	500.9712	0.0025	1,274.4372	2.8097	0.0188	9,641.3457	21.2555	0.0179	9,224.2654	20.33602416
San Diego	2016	LDA	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0
San Diego	2016	LDA	Aggregate	Aggregate	Plug-in Hybrid	0.2668	113,771.3654	250.8229	0.0016	691.3820	1.5242	0.0009	388.2903	0.8560	0.0008	357.0186	0.787091302
San Diego	2016	LDT1	Aggregate	Aggregate	Gasoline	2.9285	16,165,808.8249	35,639.5078	0.0038	21,167.2503	46.6658	0.0037	20,615.2551	45.4489	0.0034	18,985.7026	41.85630955
San Diego	2016	LDT1	Aggregate	Aggregate	Diesel	1.6632	6,157.9441	13.5759	0.0045	16.6785	0.0368	0.2248	832.2231	1.8347	0.2151	796.2215	1.755367905
San Diego	2016	LDT1	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0
San Diego	2016	LDT2	Aggregate	Aggregate	Gasoline	1.9339	35,136,962.8805	77,463.7432	0.0043	78,706.4146	173.5179	0.0020	36,135.9191	79.6661	0.0018	33,268.9286	73.3454327
San Diego	2016	LDT2	Aggregate	Aggregate	Diesel	0.2398	18,050.8867	39.7954	0.0035	262.6757	0.5791	0.0125	937.7951	2.0675	0.0119	897.2265	1.978045906
San Diego	2016	LDT2	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0
San Diego	2016	LDT2	Aggregate	Aggregate	Plug-in Hybrid	0.2671	809.0032	1.7835	0.0016	4.9131	0.0108	0.0012	3.7645	0.0083	0.0011	3.4613	0.00763081
San Diego	2016	LHD1	Aggregate	Aggregate	Gasoline	2.8523	4,036,568.3869	8,899.1100	0.0099	14,045.3456	30.9647	0.0031	4,353.5762	9.5980	0.0028	4,019.3727	8.861199898
San Diego	2016	LHD1	Aggregate	Aggregate	Diesel	0.9404	1,046,633.7241	2,307.4324	0.0060	6,639.0780	14.6367	0.0746	83,006.7353	182.9985	0.0714	79,415.9007	175.0820912
San Diego	2016	LHD2	Aggregate	Aggregate	Gasoline	2.0342	362,468.8010	799.1069	0.0113	2,005.9508	4.4224	0.0024	431.7929	0.9519	0.0022	397.0547	0.87535578
San Diego	2016	LHD2	Aggregate	Aggregate	Diesel	0.7731	284,872.4373	628.0362	0.0075	2,768.7991	6.1042	0.0648	23,869.2396	52.6227	0.0620	22,836.6668	50.3462323
San Diego	2016	MCY	Aggregate	Aggregate	Gasoline	17.1211	8,984,972.2370	19,808.4731	0.0021	1,080.7184	2.3826	0.0021	1,103.6973	2.4332	0.0020	1,039.5751	2.291870853
San Diego	2016	MDV	Aggregate	Aggregate	Gasoline	2.3339	25,773,090.5311	56,819.9384	0.0052	57,196.6903	126.0971	0.0022	24,108.6636	53.1505	0.0020	22,217.1869	48.98051279
San Diego	2016	MDV	Aggregate	Aggregate	Diesel	0.3597	80,089.8871	176.5680	0.0045	1,004.9185	2.2155	0.0091	2,029.0749	4.4733	0.0087	1,941.2981	4.279829621
San Diego	2016	MDV	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0
San Diego	2016	MDV	Aggregate	Aggregate	Plug-in Hybrid	0.2671	2,705.7381	5.9651	0.0016	16.4301	0.0362	0.0013	13.0862	0.0289	0.0012	12.0323	0.026526722
San Diego	2016	MH	Aggregate	Aggregate	Gasoline	5.7817	713,332.1407	1,572.6282	0.0193	2,387.1827	5.2628	0.0029	352.4255	0.7770	0.0026	325.1263	0.716780852
San Diego	2016	MH	Aggregate	Aggregate	Diesel	0.5347	20,077.5909	44.2635	0.0102	382.8006	0.8439	0.1756	6,595.6190	14.5409	0.1680	6,310.2955	13.91182016
San Diego	2016	Motor Coach	Aggregate	Aggregate	Diesel	1.3146	28,621.4250	63.0994	0.0160	348.0146	0.7672	0.2209	4,809.7426	10.6037	0.2114	4,601.6753	10.14495746
San Diego	2016	OBUS	Aggregate	Aggregate	Gasoline	3.9031	308,251.6271	679.5785	0.0185	1,464.2837	3.2282	0.0011	86.9215	0.1916	0.0010	80.0617	0.176505753
San Diego	2016	PTO	Aggregate	Aggregate	Diesel	2.7746	91,919.8310	202.6485	0.0213	706.5333	1.5576	0.3283	10,875.9233	23.9773	0.3141	10,405.4357	22.94005884
San Diego	2016	SBUS	Aggregate	Aggregate	Gasoline	53.1039	950,818.7709	2,096.1966	0.0094	167.5711	0.3694	0.0143	256.5731	0.5656	0.0135	241.8943	0.53328573
San Diego	2016	SBUS	Aggregate	Aggregate	Diesel	0.2882	12,761.4559	28.1342	0.0112	495.8583	1.0932	0.0460	2,035.6051	4.4877	0.0440	1,947.5458	4.293603419
San Diego	2016	SBUS	Aggregate	Aggregate	Natural Gas	11.9495	1,687.9931	3.7214	0.0000	0.0000	0.0000	0.0037	0.5190	0.0011	0.0034	0.4772	0.001052102
San Diego	2016	T6 CAIRP Class 4	Aggregate	Aggregate	Diesel	0.4941	256.2564	0.5649	0.0103	5.3460	0.0118	0.1281	66.4287	0.1465	0.1226	63.5550	0.140114743
San Diego	2016	T6 CAIRP Class 5	Aggregate	Aggregate	Diesel	0.4941	351.5377	0.7750	0.0103	7.3338	0.0162	0.1281	91.1282	0.2009	0.1226	87.1860	0.192212232
San Diego	2016	T6 CAIRP Class 6	Aggregate	Aggregate	Diesel	0.4941	918.5780	2.0251	0.0103	19.1635	0.0422	0.1281	238.1205	0.5250	0.1226	227.8195	0.502256062
San Diego	2016	T6 CAIRP Class 7	Aggregate	Aggregate	Diesel	0.4621	5,388.2341	11.8790	0.0099	115.2979	0.2542	0.1176	1,370.8161	3.0221	0.1125	1,311.5152	2.891396147
San Diego	2016	T6 Instate Delivery Class 4	Aggregate	Aggregate	Diesel	1.3795	39,802.4064	87.7493	0.0119	344.7343	0.7600	0.2289	6,603.8112	14.5589	0.2190	6,318.1332	13.92909946
San Diego	2016	T6 Instate Delivery Class 4	Aggregate	Aggregate	Natural Gas	3.4138	93.3734	0.2059	0.0000	0.0000	0.0000	0.0010	0.0270	0.0001	0.0009	0.0249	5.48016E-05
San Diego	2016	T6 Instate Delivery Class 5	Aggregate	Aggregate	Diesel	1.3795	30,199.5792	66.5787	0.0119	261.5686	0.5767	0.2289	5,010.5177	11.0463	0.2190	4,793.7649	10.56844254
San Diego	2016	T6 Instate Delivery Class 5	Aggregate	Aggregate	Natural Gas	3.4138	70.8486	0.1562	0.0000	0.0000	0.0000	0.0010	0.0205	0.0000	0.0009	0.0189	4.15817E-05
San Diego	2016	T6 Instate Delivery Class 6	Aggregate	Aggregate	Diesel	1.3796	90,080.9423	198.5945	0.0119	780.1609	1.7200	0.2289	14,946.0794	32.9505	0.2190	14,299.5187	31.5250423
San Diego	2016	T6 Instate Delivery Class 6	Aggregate	Aggregate	Natural Gas	3.4138	211.3025	0.4658	0.0000	0.0000	0.0000	0.0010	0.0612	0.0001	0.0009	0.0563	0.000124015
San Diego	2016	T6 Instate Delivery Class 7	Aggregate	Aggregate	Diesel	1.4192	36,223.4616	79.8591	0.0120	307.4055	0.6777	0.2545	6,495.7575	14.3207	0.2435	6,214.7539	13.70118697
San Diego	2016	T6 Instate Delivery Class 7	Aggregate	Aggregate	Natural Gas	3.5772	4.2084	0.0093	0.0000	0.0000	0.0000	0.0013	0.0016	0.0000	0.0012	0.0014	3.16832E-06
San Diego	2016	T6 Instate Other Class 4	Aggregate	Aggregate	Diesel	1.1219	84,373.2430	186.0112	0.0111	834.4683	1.8397	0.2155	16,202.5066	35.7204	0.2061	15,501.5933	34.17516327
San Diego	2016	T6 Instate Other Class 4	Aggregate	Aggregate	Natural Gas	2.8362	197.3542	0.4351	0.0000	0.0000	0.0000	0.0008	0.0527	0.0001	0.0007	0.0485	0.000106826
San Diego	2016	T6 Instate Other Class 5	Aggregate	Aggregate	Diesel	1.1212	159,289.0230	351.1722	0.0111	1,576.4215	3.4754	0.2153	30,585.7693	67.4301	0.2060	29,262.6425	64.51308354
San Diego	2016	T6 Instate Other Class 5	Aggregate	Aggregate	Natural Gas	2.8362	373.0727	0.8225	0.0000	0.0000	0.0000	0.0008	0.0996	0.0002	0.0007	0.0916	0.000201941
San Diego	2016	T6 Instate Other Class 6	Aggregate	Aggregate	Diesel	1.1236	157,285.4233	346.7550	0.0111	1,553.3359	3.4245	0.2158	30,211.2607	66.6044	0.2065	28,904.3350	63.72315073
San Diego	2016	T6 Instate Other Class 6	Aggregate	Aggregate	Natural Gas	2.8362	366.8183	0.8087	0.0000	0.0000	0.0000	0.0008	0.0980	0.0002	0.0007	0.0901	0.000198556
San Diego	2016	T6 Instate Other Class 7	Aggregate	Aggregate	Diesel	0.9166	62,683.9365	138.1944	0.0111	756.2023	1.6671	0.1791	12,248.6470	27.0036	0.1714	11,718.7759	25.83547854
San Diego	2016	T6 Instate Other Class 7	Aggregate	Aggregate	Natural Gas	2.8378	15.1781	0.0335	0.0000	0.0000	0.0000	0.0010	0.0055	0.0000	0.0009	0.0050	1.11244E-05

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	CO_RUNEX	CO_grams	CO_lbs	SOx_RUNEX	SOx_grams	SOx_lbs	PM10_RUNEX	PM10_grams	PM10_lbs	PM2.5_RUNEX	PM2.5_grams	PM2.5_lbs
San Diego	2016	T6 Instate Tractor Class 6	Aggregate	Aggregate	Diesel	1.0164	848.5255	1.8707	0.0111	9.2425	0.0204	0.1956	163.2956	0.3600	0.1871	156.2315	0.344431482
San Diego	2016	T6 Instate Tractor Class 6	Aggregate	Aggregate	Natural Gas	2.8362	2.5706	0.0057	0.0000	0.0000	0.0000	0.0008	0.0007	0.0000	0.0007	0.0006	1.38871E-06
San Diego	2016	T6 Instate Tractor Class 7	Aggregate	Aggregate	Diesel	1.0121	25,685.8867	56.6277	0.0108	274.3845	0.6049	0.2015	5,113.7108	11.2738	0.1928	4,892.4940	10.78610284
San Diego	2016	T6 Instate Tractor Class 7	Aggregate	Aggregate	Natural Gas	2.8378	5.0407	0.0111	0.0000	0.0000	0.0000	0.0010	0.0018	0.0000	0.0009	0.0017	3.69449E-06
San Diego	2016	T6 OOS Class 4	Aggregate	Aggregate	Diesel	0.4960	146.5974	0.3232	0.0103	3.0471	0.0067	0.1286	38.0178	0.0838	0.1231	36.3732	0.080189131
San Diego	2016	T6 OOS Class 5	Aggregate	Aggregate	Diesel	0.4960	201.1053	0.4434	0.0103	4.1800	0.0092	0.1286	52.1536	0.1150	0.1231	49.8975	0.110005068
San Diego	2016	T6 OOS Class 6	Aggregate	Aggregate	Diesel	0.4960	525.4939	1.1585	0.0103	10.9225	0.0241	0.1286	136.2789	0.3004	0.1231	130.3835	0.287446389
San Diego	2016	T6 OOS Class 7	Aggregate	Aggregate	Diesel	0.4955	3,817.1268	8.4153	0.0099	76.1866	0.1680	0.1261	971.1757	2.1411	0.1206	929.1631	2.048453939
San Diego	2016	T6 Public Class 4	Aggregate	Aggregate	Diesel	0.2324	2,212.4667	4.8777	0.0121	114.8902	0.2533	0.0437	415.9106	0.9169	0.0418	397.9185	0.877260109
San Diego	2016	T6 Public Class 4	Aggregate	Aggregate	Natural Gas	3.0301	39.8999	0.0880	0.0000	0.0000	0.0000	0.0006	0.0076	0.0000	0.0005	0.0070	1.53348E-05
San Diego	2016	T6 Public Class 5	Aggregate	Aggregate	Diesel	0.2111	4,472.8311	9.8609	0.0119	251.6580	0.5548	0.0256	543.2019	1.1976	0.0245	519.7032	1.145749439
San Diego	2016	T6 Public Class 5	Aggregate	Aggregate	Natural Gas	3.0299	236.1207	0.5206	0.0000	0.0000	0.0000	0.0006	0.0447	0.0001	0.0005	0.0411	9.0625E-05
San Diego	2016	T6 Public Class 6	Aggregate	Aggregate	Diesel	0.2808	4,006.4938	8.8328	0.0122	174.5614	0.3848	0.0544	776.5698	1.7120	0.0521	742.9757	1.637981123
San Diego	2016	T6 Public Class 6	Aggregate	Aggregate	Natural Gas	3.0393	64.5301	0.1423	0.0000	0.0000	0.0000	0.0006	0.0135	0.0000	0.0006	0.0124	2.74118E-05
San Diego	2016	T6 Public Class 7	Aggregate	Aggregate	Diesel	0.2945	9,352.5506	20.6188	0.0122	389.0209	0.8576	0.0626	1,988.5459	4.3840	0.0599	1,902.5223	4.194343712
San Diego	2016	T6 Public Class 7	Aggregate	Aggregate	Natural Gas	3.0398	138.1022	0.3045	0.0000	0.0000	0.0000	0.0006	0.0291	0.0001	0.0006	0.0268	5.89806E-05
San Diego	2016	T6 Utility Class 5	Aggregate	Aggregate	Diesel	0.1250	988.6237	2.1795	0.0110	87.2095	0.1923	0.0113	89.3282	0.1969	0.0108	85.4639	0.188415753
San Diego	2016	T6 Utility Class 6	Aggregate	Aggregate	Diesel	0.1445	274.5367	0.6052	0.0109	20.6191	0.0455	0.0168	31.8793	0.0703	0.0161	30.5002	0.067241499
San Diego	2016	T6 Utility Class 7	Aggregate	Aggregate	Diesel	0.1324	305.2502	0.6730	0.0110	25.3118	0.0558	0.0139	32.0004	0.0705	0.0133	30.6160	0.067496816
San Diego	2016	T6TS	Aggregate	Aggregate	Gasoline	7.8341	1,476,340.8742	3,254.7745	0.0191	3,607.8117	7.9539	0.0024	458.1774	1.0101	0.0023	424.1588	0.935110156
San Diego	2016	T7 CAIRP Class 8	Aggregate	Aggregate	Diesel	0.7497	286,565.3335	631.7684	0.0150	5,726.9842	12.6258	0.1333	50,955.4402	112.3375	0.1275	48,751.1304	107.4778449
San Diego	2016	T7 NNOOS Class 8	Aggregate	Aggregate	Diesel	0.9320	421,202.9454	928.5935	0.0150	6,784.5043	14.9573	0.1728	78,104.5843	172.1911	0.1654	74,725.8146	164.7422213
San Diego	2016	T7 NOOS Class 8	Aggregate	Aggregate	Diesel	0.8523	139,919.8089	308.4704	0.0150	2,459.9733	5.4233	0.1479	24,288.7076	53.5474	0.1415	23,237.9888	51.23099587
San Diego	2016	T7 Other Port Class 8	Aggregate	Aggregate	Diesel	0.4612	36,539.8206	80.5565	0.0165	1,305.1391	2.8773	0.0362	2,866.1085	6.3187	0.0346	2,742.1220	6.045344099
San Diego	2016	T7 POLA Class 8	Aggregate	Aggregate	Diesel	0.4819	11,834.1671	26.0899	0.0165	406.2426	0.8956	0.0361	886.5284	1.9545	0.0345	848.1776	1.869911542
San Diego	2016	T7 Public Class 8	Aggregate	Aggregate	Diesel	0.6127	38,245.6947	84.3173	0.0189	1,178.6725	2.5985	0.0863	5,385.0942	11.8721	0.0825	5,152.1374	11.3585187
San Diego	2016	T7 Public Class 8	Aggregate	Aggregate	Natural Gas	12.7422	1,321.0736	2.9125	0.0000	0.0000	0.0000	0.0018	0.1876	0.0004	0.0017	0.1725	0.000380192
San Diego	2016	T7 Single Concrete/Transit Mix Class 8	Aggregate	Aggregate	Diesel	1.5596	38,877.1044	85.7093	0.0160	399.8033	0.8814	0.2887	7,196.8785	15.8664	0.2762	6,885.5448	15.18002775
San Diego	2016	T7 Single Concrete/Transit Mix Class 8	Aggregate	Aggregate	Natural Gas	10.4132	8,322.8168	18.3487	0.0000	0.0000	0.0000	0.0012	0.9756	0.0022	0.0011	0.8970	0.001977554
San Diego	2016	T7 Single Dump Class 8	Aggregate	Aggregate	Diesel	1.3619	67,660.0558	149.1649	0.0161	799.0154	1.7615	0.2513	12,485.8812	27.5267	0.2404	11,945.7475	26.3358651
San Diego	2016	T7 Single Dump Class 8	Aggregate	Aggregate	Natural Gas	10.4132	16,588.8673	36.5722	0.0000	0.0000	0.0000	0.0012	1.9445	0.0043	0.0011	1.7879	0.003941621
San Diego	2016	T7 Single Other Class 8	Aggregate	Aggregate	Diesel	1.4776	128,640.4845	283.6037	0.0161	1,399.0729	3.0844	0.2726	23,736.0575	52.3290	0.2609	22,709.2461	50.06531776
San Diego	2016	T7 Single Other Class 8	Aggregate	Aggregate	Natural Gas	10.4132	28,965.8166	63.8587	0.0000	0.0000	0.0000	0.0012	3.3953	0.0075	0.0011	3.1218	0.006882463
San Diego	2016	T7 SWCV Class 8	Aggregate	Aggregate	Diesel	0.0515	3,147.8859	6.9399	0.0405	2,479.3505	5.4660	0.0152	929.9664	2.0502	0.0145	889.7365	1.961533134
San Diego	2016	T7 SWCV Class 8	Aggregate	Aggregate	Natural Gas	22.4033	487,084.5128	1,073.8375	0.0000	0.0000	0.0000	0.0138	300.8866	0.6633	0.0127	276.6541	0.609917966
San Diego	2016	T7 Tractor Class 8	Aggregate	Aggregate	Diesel	1.0409	300,783.6268	663.1144	0.0152	4,393.1133	9.6852	0.1705	49,258.9222	108.5973	0.1631	47,128.0030	103.8994616
San Diego	2016	T7 Tractor Class 8	Aggregate	Aggregate	Natural Gas	10.3287	29,102.2148	64.1594	0.0000	0.0000	0.0000	0.0012	3.2588	0.0072	0.0011	2.9963	0.006605801
San Diego	2016	T7 Utility Class 8	Aggregate	Aggregate	Diesel	0.2778	1,735.5506	3.8262	0.0170	106.1428	0.2340	0.0184	114.9269	0.2534	0.0176	109.9552	0.242409795
San Diego	2016	T7IS	Aggregate	Aggregate	Gasoline	86.1331	167,917.5120	370.1947	0.0262	51.1365	0.1127	0.0042	8.1383	0.0179	0.0039	7.5562	0.016658521
San Diego	2016	UBUS	Aggregate	Aggregate	Gasoline	0.5156	16,368.4682	36.0863	0.0119	376.4513	0.8299	0.0005	14.5237	0.0320	0.0004	13.3540	0.029440565
San Diego	2016	UBUS	Aggregate	Aggregate	Diesel	0.8371	7,842.7183	17.2902	0.0173	161.9932	0.3571	0.0143	133.5145	0.2943	0.0136	127.7387	0.281615714
San Diego	2016	UBUS	Aggregate	Aggregate	Natural Gas	18.9632	1,461,393.2664	3,221.8207	0.0000	0.0000	0.0000	0.0022	165.7647	0.3654	0.0021	158.5938	0.349639383
						Total	167,790,021.6754	369,913.6775	Total	394,594.4881	869.9319	Total	730,609.6390	1,610.7185	Total	692,569.5539	1,526.8545
							Grams/Mile	Pounds/Mile		Grams/Mile	Pounds/Mile		Grams/Mile	Pounds/Mile		Grams/Mile	Pounds/Mile
							1.8191	0.0040		0.0043	0.0000		0.0079	0.0000		0.0075	0.0000

Source: EMFAC2021 (v1.0.2) Emission Rates
Region Type: County
Region: San Diego
Calendar Year: 2016
Season: Annual
Vehicle Classification: EMFAC202x Categories
Units: miles/day for CVMT and EVMT, trips/day for Trips, g/mile for RUNEX, PMBW and PMTW, g/trip for STF

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	CO2_RUNEX	CO2_grams	CO2_lbs	CH4_RUNEX	CH4_grams	CH4_lbs	N2O_RUNEX	N2O_grams	N2O_lbs
San Diego	2016	All Other Buses	Aggregate	Aggregate	Diesel	1,271.7141	34,893,941.5952	76,927.9730	0.0620	1,700.1888	3.7483	0.2000	5487.527349	12.0979
San Diego	2016	All Other Buses	Aggregate	Aggregate	Natural Gas	1,066.6763	1,186,739.6650	2,616.3131	0.7295	811.6064	1.7893	0.2174	241.9246441	0.5334
San Diego	2016	LDA	Aggregate	Aggregate	Gasoline	332.7157	16,348,454,194.0257	36,042,171.9484	0.0073	359,482.7536	792.5238	0.0088	433972.2482	956.7450
San Diego	2016	LDA	Aggregate	Aggregate	Diesel	262.0789	134,743,795.0937	297,059.2188	0.0017	893.9873	1.9709	0.0412	21190.2189	46.7164
San Diego	2016	LDA	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0	0.0000
San Diego	2016	LDA	Aggregate	Aggregate	Plug-in Hybrid	163.8571	69,861,184.6443	154,017.5481	0.0006	277.1118	0.6109	0.0007	311.125045	0.6859
San Diego	2016	LDT1	Aggregate	Aggregate	Gasoline	387.4606	2,138,859,832.5163	4,715,378.7717	0.0181	99,780.2148	219.9777	0.0184	101344.0828	223.4255
San Diego	2016	LDT1	Aggregate	Aggregate	Diesel	476.2864	1,763,390.4138	3,887.6104	0.0132	48.8594	0.1077	0.0749	277.316138	0.6114
San Diego	2016	LDT1	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0	0.0000
San Diego	2016	LDT2	Aggregate	Aggregate	Gasoline	437.7127	7,952,945,531.2829	17,533,243.6286	0.0105	190,603.2587	420.2083	0.0152	275660.7344	607.7279
San Diego	2016	LDT2	Aggregate	Aggregate	Diesel	368.9494	27,772,202.9241	61,227.2268	0.0016	120.2224	0.2650	0.0580	4367.541072	9.6288
San Diego	2016	LDT2	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0	0.0000
San Diego	2016	LDT2	Aggregate	Aggregate	Plug-in Hybrid	163.9034	496,447.4092	1,094.4792	0.0007	1.9727	0.0043	0.0007	2.21883531	0.0049
San Diego	2016	LHD1	Aggregate	Aggregate	Gasoline	1,002.8395	1,419,221,921.6529	3,128,848.7539	0.0252	35,597.5683	78.4792	0.0249	35293.74735	77.8094
San Diego	2016	LHD1	Aggregate	Aggregate	Diesel	630.6765	701,936,978.5687	1,547,506.1421	0.0143	15,894.2455	35.0408	0.0992	110388.7435	243.3655
San Diego	2016	LHD2	Aggregate	Aggregate	Gasoline	1,137.5132	202,692,724.8443	446,860.9665	0.0194	3,460.6170	7.6294	0.0232	4136.017282	9.1184
San Diego	2016	LHD2	Aggregate	Aggregate	Diesel	794.4931	292,739,815.9835	645,380.8206	0.0126	4,626.0013	10.1986	0.1249	46037.15352	101.4946
San Diego	2016	MCY	Aggregate	Aggregate	Gasoline	208.0877	109,201,960.1771	240,749.1118	0.2445	128,319.9002	282.8970	0.0451	23663.85801	52.1699
San Diego	2016	MDV	Aggregate	Aggregate	Gasoline	523.3556	5,779,480,179.0806	12,741,572.7453	0.0143	158,387.2519	349.1841	0.0192	212390.9566	468.2419
San Diego	2016	MDV	Aggregate	Aggregate	Diesel	477.1508	106,248,108.1720	234,236.9828	0.0012	257.0157	0.5666	0.0750	16708.90053	36.8368
San Diego	2016	MDV	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0	0.0000
San Diego	2016	MDV	Aggregate	Aggregate	Plug-in Hybrid	163.9118	1,660,189.8079	3,660.0920	0.0007	6.6446	0.0146	0.0007	7.520819585	0.0166
San Diego	2016	MH	Aggregate	Aggregate	Gasoline	1,955.0810	241,214,567.8535	531,787.0930	0.0381	4,698.2624	10.3579	0.0438	5408.337053	11.9233
San Diego	2016	MH	Aggregate	Aggregate	Diesel	1,077.8217	40,472,775.1490	89,227.1957	0.0070	263.2962	0.5805	0.1695	6364.871676	14.0321
San Diego	2016	Motor Coach	Aggregate	Aggregate	Diesel	1,691.1408	36,818,644.4576	81,171.2165	0.0173	377.2282	0.8316	0.2660	5790.211973	12.7652
San Diego	2016	OBUS	Aggregate	Aggregate	Gasoline	1,873.4844	147,959,581.4634	326,195.0404	0.0330	2,603.8795	5.7406	0.0475	3753.857961	8.2758
San Diego	2016	PTO	Aggregate	Aggregate	Diesel	2,256.3124	74,748,575.1819	164,792.3998	0.0383	1,269.4188	2.7986	0.3548	11755.1882	25.9158
San Diego	2016	SBUS	Aggregate	Aggregate	Gasoline	945.6841	16,932,343.7484	37,329.4281	0.3073	5,502.4248	12.1308	0.1344	2405.803479	5.3039
San Diego	2016	SBUS	Aggregate	Aggregate	Diesel	1,184.6046	52,459,955.9021	115,654.4055	0.0047	207.6738	0.4578	0.1863	8250.012167	18.1882
San Diego	2016	SBUS	Aggregate	Aggregate	Natural Gas	1,263.9323	178,543.1844	393.6203	3.5005	494.4859	1.0902	0.2577	36.39719612	0.0802
San Diego	2016	T6 CAIRP Class 4	Aggregate	Aggregate	Diesel	1,090.6308	565,591.8118	1,246.9165	0.0063	3.2565	0.0072	0.1715	88.94668798	0.1961
San Diego	2016	T6 CAIRP Class 5	Aggregate	Aggregate	Diesel	1,090.6308	775,890.2591	1,710.5452	0.0063	4.4674	0.0098	0.1715	122.0188612	0.2690
San Diego	2016	T6 CAIRP Class 6	Aggregate	Aggregate	Diesel	1,090.6308	2,027,423.4453	4,469.7036	0.0063	11.6733	0.0257	0.1715	318.8387753	0.7029
San Diego	2016	T6 CAIRP Class 7	Aggregate	Aggregate	Diesel	1,046.1257	12,198,083.9231	26,892.1718	0.0062	72.1298	0.1590	0.1645	1918.307765	4.2291
San Diego	2016	T6 Instate Delivery Class 4	Aggregate	Aggregate	Diesel	1,264.0417	36,471,596.1080	80,406.1058	0.0246	709.3909	1.5639	0.1988	5735.634094	12.6449
San Diego	2016	T6 Instate Delivery Class 4	Aggregate	Aggregate	Natural Gas	1,067.5934	29,200.7307	64.3766	0.7635	20.8844	0.0460	0.2176	5.952759985	0.0131
San Diego	2016	T6 Instate Delivery Class 5	Aggregate	Aggregate	Diesel	1,264.0410	27,672,976.2133	61,008.4694	0.0246	538.2413	1.1866	0.1988	4351.936378	9.5944
San Diego	2016	T6 Instate Delivery Class 5	Aggregate	Aggregate	Natural Gas	1,067.5934	22,156.5476	48.8468	0.7635	15.8464	0.0349	0.2176	4.516757172	0.0100
San Diego	2016	T6 Instate Delivery Class 6	Aggregate	Aggregate	Diesel	1,264.0437	82,538,099.6389	181,965.3616	0.0246	1,605.4974	3.5395	0.1988	12980.1925	28.6164
San Diego	2016	T6 Instate Delivery Class 6	Aggregate	Aggregate	Natural Gas	1,067.5934	66,080.7857	145.6832	0.7635	47.2610	0.1042	0.2176	13.47100044	0.0297
San Diego	2016	T6 Instate Delivery Class 7	Aggregate	Aggregate	Diesel	1,274.1956	32,522,354.9055	71,699.5193	0.0255	651.4289	1.4362	0.2004	5114.564415	11.2757
San Diego	2016	T6 Instate Delivery Class 7	Aggregate	Aggregate	Natural Gas	1,062.7586	1,250.2777	2.7564	0.7993	0.9404	0.0021	0.2167	0.254877289	0.0006
San Diego	2016	T6 Instate Other Class 4	Aggregate	Aggregate	Diesel	1,173.9433	88,283,624.3542	194,632.0754	0.0180	1,354.3804	2.9859	0.1846	13883.75119	30.6084
San Diego	2016	T6 Instate Other Class 4	Aggregate	Aggregate	Natural Gas	928.9273	64,637.8885	142.5022	0.5898	41.0371	0.0905	0.1894	13.17685641	0.0290
San Diego	2016	T6 Instate Other Class 5	Aggregate	Aggregate	Diesel	1,173.9261	166,779,492.7917	367,685.8427	0.0180	2,556.6890	5.6365	0.1846	26228.25012	57.8234
San Diego	2016	T6 Instate Other Class 5	Aggregate	Aggregate	Natural Gas	928.9273	122,189.5992	269.3820	0.5898	77.5753	0.1710	0.1894	24.90914912	0.0549
San Diego	2016	T6 Instate Other Class 6	Aggregate	Aggregate	Diesel	1,173.9832	164,337,121.9044	362,301.3366	0.0180	2,525.3308	5.5674	0.1846	25844.15545	56.9766
San Diego	2016	T6 Instate Other Class 6	Aggregate	Aggregate	Natural Gas	928.9273	120,141.1474	264.8659	0.5898	76.2748	0.1682	0.1894	24.49155883	0.0540
San Diego	2016	T6 Instate Other Class 7	Aggregate	Aggregate	Diesel	1,169.8274	80,003,373.1658	176,377.2463	0.0154	1,050.4709	2.3159	0.1840	12581.57371	27.7376
San Diego	2016	T6 Instate Other Class 7	Aggregate	Aggregate	Natural Gas	925.3222	4,949.1269	10.9110	0.6248	3.3418	0.0074	0.1886	1.008911899	0.0022

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	CO2_RUNEX	CO2_grams	CO2_lbs	CH4_RUNEX	CH4_grams	CH4_lbs	N2O_RUNEX	N2O_grams	N2O_lbs
San Diego	2016	T6 Instate Tractor Class 6	Aggregate	Aggregate	Diesel	1,171.2800	977,820.6857	2,155.7256	0.0163	13.5782	0.0299	0.1842	153.7750541	0.3390
San Diego	2016	T6 Instate Tractor Class 6	Aggregate	Aggregate	Natural Gas	928.9962	841.9855	1.8563	0.5896	0.5343	0.0012	0.1894	0.171644252	0.0004
San Diego	2016	T6 Instate Tractor Class 7	Aggregate	Aggregate	Diesel	1,143.7926	29,028,856.5427	63,997.6738	0.0171	433.9287	0.9566	0.1799	4565.166241	10.0645
San Diego	2016	T6 Instate Tractor Class 7	Aggregate	Aggregate	Natural Gas	925.3222	1,643.6328	3.6236	0.6248	1.1098	0.0024	0.1886	0.335065301	0.0007
San Diego	2016	T6 OOS Class 4	Aggregate	Aggregate	Diesel	1,090.6186	322,367.6475	710.6990	0.0063	1.8664	0.0041	0.1715	50.69651639	0.1118
San Diego	2016	T6 OOS Class 5	Aggregate	Aggregate	Diesel	1,090.6186	442,230.4430	974.9512	0.0063	2.5604	0.0056	0.1715	69.54650405	0.1533
San Diego	2016	T6 OOS Class 6	Aggregate	Aggregate	Diesel	1,090.6186	1,155,560.7998	2,547.5755	0.0063	6.6903	0.0147	0.1715	181.7270048	0.4006
San Diego	2016	T6 OOS Class 7	Aggregate	Aggregate	Diesel	1,046.2140	8,060,261.1648	17,769.8341	0.0067	51.9439	0.1145	0.1645	1267.581178	2.7945
San Diego	2016	T6 Public Class 4	Aggregate	Aggregate	Diesel	1,276.9041	12,154,949.1800	26,797.0759	0.0047	44.7979	0.0988	0.2008	1911.524265	4.2142
San Diego	2016	T6 Public Class 4	Aggregate	Aggregate	Natural Gas	1,044.8020	13,757.9418	30.3311	0.7729	10.1781	0.0224	0.2130	2.804646439	0.0062
San Diego	2016	T6 Public Class 5	Aggregate	Aggregate	Diesel	1,256.4705	26,624,478.0743	58,696.9267	0.0038	81.2840	0.1792	0.1976	4187.046372	9.2309
San Diego	2016	T6 Public Class 5	Aggregate	Aggregate	Natural Gas	1,039.7340	81,025.3514	178.6303	0.7729	60.2290	0.1328	0.2120	16.51754793	0.0364
San Diego	2016	T6 Public Class 6	Aggregate	Aggregate	Diesel	1,294.4131	18,467,937.7729	40,714.8334	0.0059	84.3213	0.1859	0.2036	2904.324045	6.4029
San Diego	2016	T6 Public Class 6	Aggregate	Aggregate	Natural Gas	1,044.0004	22,165.9624	48.8676	0.7787	16.5330	0.0364	0.2128	4.518676448	0.0100
San Diego	2016	T6 Public Class 7	Aggregate	Aggregate	Diesel	1,295.8060	41,156,950.6290	90,735.5444	0.0063	200.1305	0.4412	0.2038	6472.467192	14.2693
San Diego	2016	T6 Public Class 7	Aggregate	Aggregate	Natural Gas	1,035.4468	47,041.0715	103.7078	0.7790	35.3913	0.0780	0.2111	9.589630148	0.0211
San Diego	2016	T6 Utility Class 5	Aggregate	Aggregate	Diesel	1,166.2951	9,226,434.6919	20,340.8066	0.0018	14.5845	0.0322	0.1834	1450.977172	3.1989
San Diego	2016	T6 Utility Class 6	Aggregate	Aggregate	Diesel	1,148.4560	2,181,428.1646	4,809.2259	0.0021	4.0641	0.0090	0.1806	343.0580257	0.7563
San Diego	2016	T6 Utility Class 7	Aggregate	Aggregate	Diesel	1,161.8981	2,677,894.2971	5,903.7463	0.0020	4.5582	0.0100	0.1827	421.1337992	0.9284
San Diego	2016	T6TS	Aggregate	Aggregate	Gasoline	1,934.4917	364,553,893.0051	803,703.7594	0.0606	11,422.2921	25.1818	0.0641	12084.30162	26.6413
San Diego	2016	T7 CAIRP Class 8	Aggregate	Aggregate	Diesel	1,585.1362	605,893,500.3426	1,335,766.5173	0.0096	3,675.5160	8.1031	0.2493	95284.65406	210.0667
San Diego	2016	T7 NNOOS Class 8	Aggregate	Aggregate	Diesel	1,588.2834	717,775,165.8455	1,582,423.3680	0.0111	5,002.5913	11.0288	0.2498	112879.5049	248.8567
San Diego	2016	T7 NOOS Class 8	Aggregate	Aggregate	Diesel	1,585.2440	260,255,973.3101	573,766.2062	0.0110	1,808.2795	3.9866	0.2493	40928.64566	90.2322
San Diego	2016	T7 Other Port Class 8	Aggregate	Aggregate	Diesel	1,742.7217	138,078,833.6062	304,411.7202	0.0072	567.8789	1.2520	0.2741	21714.6972	47.8727
San Diego	2016	T7 POLA Class 8	Aggregate	Aggregate	Diesel	1,750.0196	42,978,944.5574	94,752.3534	0.0076	187.5269	0.4134	0.2752	6758.999497	14.9010
San Diego	2016	T7 Public Class 8	Aggregate	Aggregate	Diesel	1,997.6759	124,699,143.1510	274,914.5519	0.0090	562.5460	1.2402	0.3142	19610.56639	43.2339
San Diego	2016	T7 Public Class 8	Aggregate	Aggregate	Natural Gas	1,810.1571	187,671.4524	413.7447	1.9269	199.7793	0.4404	0.3690	38.25805326	0.0843
San Diego	2016	T7 Single Concrete/Transit Mix Class 8	Aggregate	Aggregate	Diesel	1,696.7714	42,297,698.2630	93,250.4624	0.0203	506.0925	1.1157	0.2668	6651.864633	14.6649
San Diego	2016	T7 Single Concrete/Transit Mix Class 8	Aggregate	Aggregate	Natural Gas	1,298.3225	1,037,689.9042	2,287.7146	1.0527	841.3946	1.8550	0.2647	211.5398753	0.4664
San Diego	2016	T7 Single Dump Class 8	Aggregate	Aggregate	Diesel	1,701.4669	84,532,837.8751	186,363.0067	0.0174	866.8172	1.9110	0.2676	13293.8911	29.3080
San Diego	2016	T7 Single Dump Class 8	Aggregate	Aggregate	Natural Gas	1,298.3225	2,068,302.1856	4,559.8258	1.0527	1,677.0505	3.6973	0.2647	421.6369308	0.9296
San Diego	2016	T7 Single Other Class 8	Aggregate	Aggregate	Diesel	1,700.2104	148,016,682.0723	326,320.9257	0.0190	1,655.3634	3.6495	0.2674	23277.55346	51.3182
San Diego	2016	T7 Single Other Class 8	Aggregate	Aggregate	Natural Gas	1,298.3225	3,611,461.8719	7,961.9105	1.0527	2,928.2974	6.4558	0.2647	736.2201279	1.6231
San Diego	2016	T7 SWCV Class 8	Aggregate	Aggregate	Diesel	4,287.3189	262,306,000.5014	578,285.7426	0.0008	46.2079	0.1019	0.6742	41251.03917	90.9430
San Diego	2016	T7 SWCV Class 8	Aggregate	Aggregate	Natural Gas	2,082.0859	45,268,023.8208	99,798.9094	7.5272	163,653.2269	360.7936	0.4244	9228.182788	20.3447
San Diego	2016	T7 Tractor Class 8	Aggregate	Aggregate	Diesel	1,608.3812	464,774,947.1599	1,024,653.3626	0.0137	3,957.9182	8.7257	0.2529	73091.92132	161.1401
San Diego	2016	T7 Tractor Class 8	Aggregate	Aggregate	Natural Gas	1,334.5929	3,760,347.2961	8,290.1467	0.9930	2,797.8857	6.1683	0.2721	766.5713955	1.6900
San Diego	2016	T7 Utility Class 8	Aggregate	Aggregate	Diesel	1,797.7172	11,229,509.2717	24,756.8302	0.0034	21.0724	0.0465	0.2827	1765.986771	3.8933
San Diego	2016	T7IS	Aggregate	Aggregate	Gasoline	2,650.4713	5,167,127.8000	11,391.5668	0.3489	680.2561	1.4997	0.2496	486.6169616	1.0728
San Diego	2016	UBUS	Aggregate	Aggregate	Gasoline	1,198.1571	38,038,788.8819	83,861.1745	0.0032	101.3973	0.2235	0.0105	332.1851326	0.7323
San Diego	2016	UBUS	Aggregate	Aggregate	Diesel	1,828.1493	17,127,225.9779	37,759.0698	0.0078	72.8611	0.1606	0.2875	2693.479632	5.9381
San Diego	2016	UBUS	Aggregate	Aggregate	Natural Gas	1,553.7055	119,735,910.3526	263,972.4966	2.2358	172,303.7716	379.8648	0.3167	24408.94861	53.8125
						Total	40,285,589,683.9656	88,814,522.3518	Total	1,403,656.5147	3,094.5329	Total	1,976,432.6924	4,357.2882
							Grams/Mile	Pounds/Mile		Grams/Mile	Pounds/Mile		Grams/Mile	Pounds/Mile
							436.7601	0.9629		0.0152	0.0000		0.0214	0.0000

Source: EMFAC2021 (v1.0.2) Emission Rates
Region Type: County
Region: San Diego
Calendar Year: 2050
Season: Annual
Vehicle Classification: EMFAC202x Categories
Units: miles/day for CVMT and EVMT, trips/day for Trips, g/mile for RUNEX, PMBW and PMTW, g/trip for STREX, HOTSOAK and RUNLOSS, g/vehicle/day for IDLEX and DIURN. PHEV calculated based on total VMT.

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	Population	Total VMT	CVMT	EVMT	Trips	ROG_RUNEX	ROG_grams	ROG_lbs	NOx_RUNEX	NOx_grams	NOx_lbs
San Diego	2050	All Other Buses	Aggregate	Aggregate	Diesel	536.4504	27,491.6279	27,491.6279	0.0000	4,774.4089	0.0144	396.5380	0.8742	0.5880	16,163.7081	35.6349
San Diego	2050	All Other Buses	Aggregate	Aggregate	Natural Gas	106.0815	5,311.7740	5,311.7740	0.0000	944.1257	0.0120	63.6514	0.1403	0.1010	536.5474	1.1829
San Diego	2050	LDA	Aggregate	Aggregate	Gasoline	1,146,207.3099	47,755,582.2236	47,755,582.2236	0.0000	5,350,191.8060	0.0035	167,234.8779	368.6898	0.0195	929,970.6600	2,050.2344
San Diego	2050	LDA	Aggregate	Aggregate	Diesel	770.6086	28,000.9095	28,000.9095	0.0000	3,407.3500	0.0081	226.2794	0.4989	0.0118	331.7387	0.7314
San Diego	2050	LDA	Aggregate	Aggregate	Electricity	159,411.4150	6,996,707.4911	0.0000	6,996,707.4911	749,382.6551	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	LDA	Aggregate	Aggregate	Plug-in Hybrid	53,992.4563	2,281,207.6080	928,869.1558	1,352,338.4522	223,258.8070	0.0015	3,446.7725	7.5988	0.0029	6,662.4783	14.6883
San Diego	2050	LDT1	Aggregate	Aggregate	Gasoline	79,440.6422	3,062,405.8714	3,062,405.8714	0.0000	357,568.5387	0.0039	11,837.2532	26.0967	0.0211	64,656.7116	142.5436
San Diego	2050	LDT1	Aggregate	Aggregate	Diesel	0.9001	36.2886	36.2886	0.0000	4.1537	0.0249	0.9042	0.0020	0.0345	1.2505	0.0028
San Diego	2050	LDT1	Aggregate	Aggregate	Electricity	2,434.5610	104,184.6679	0.0000	104,184.6679	11,345.0976	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	LDT1	Aggregate	Aggregate	Plug-in Hybrid	1,849.5050	76,168.1377	30,989.5230	45,178.6147	7,647.7034	0.0015	114.9934	0.2535	0.0029	222.2778	0.4900
San Diego	2050	LDT2	Aggregate	Aggregate	Gasoline	582,476.1491	23,920,932.3536	23,920,932.3536	0.0000	2,701,874.3818	0.0049	117,012.5724	257.9686	0.0220	526,479.4665	1,160.6885
San Diego	2050	LDT2	Aggregate	Aggregate	Diesel	2,241.8430	91,950.6223	91,950.6223	0.0000	10,394.5557	0.0247	2,274.3651	5.0141	0.0345	3,173.8433	6.9971
San Diego	2050	LDT2	Aggregate	Aggregate	Electricity	23,794.5107	723,757.2214	0.0000	723,757.2214	111,930.6925	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	LDT2	Aggregate	Aggregate	Plug-in Hybrid	16,114.2539	667,925.8206	271,936.8512	395,988.9694	66,632.4398	0.0015	1,009.0813	2.2246	0.0029	1,950.5151	4.3001
San Diego	2050	LHD1	Aggregate	Aggregate	Gasoline	23,526.9048	954,197.3898	954,197.3898	0.0000	350,515.8263	0.0037	3,548.1662	7.8224	0.0137	13,033.2155	28.7333
San Diego	2050	LHD1	Aggregate	Aggregate	Diesel	18,897.2583	725,721.1834	725,721.1834	0.0000	237,703.7367	0.0834	60,547.6920	133.4848	0.2055	149,161.0665	328.8439
San Diego	2050	LHD1	Aggregate	Aggregate	Electricity	35,904.8491	1,659,414.5216	0.0000	1,659,414.5216	499,722.8928	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	LHD2	Aggregate	Aggregate	Gasoline	3,362.2222	128,756.9681	128,756.9681	0.0000	50,092.1011	0.0033	428.6763	0.9451	0.0179	2,305.3874	5.0825
San Diego	2050	LHD2	Aggregate	Aggregate	Diesel	9,410.8531	342,734.3586	342,734.3586	0.0000	118,376.6937	0.1028	35,250.1107	77.7132	0.2923	100,171.9623	220.8414
San Diego	2050	LHD2	Aggregate	Aggregate	Electricity	9,874.9912	437,064.4010	0.0000	437,064.4010	130,645.9268	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	MCY	Aggregate	Aggregate	Gasoline	66,182.7084	391,981.6642	391,981.6642	0.0000	132,365.4169	0.9639	377,840.5469	832.9958	0.4712	184,718.5771	407.2348
San Diego	2050	MDV	Aggregate	Aggregate	Gasoline	337,243.7802	13,848,443.3881	13,848,443.3881	0.0000	1,554,526.7188	0.0050	69,392.2232	152.9837	0.0226	312,736.7614	689.4665
San Diego	2050	MDV	Aggregate	Aggregate	Diesel	3,765.7784	150,832.8851	150,832.8851	0.0000	17,153.9832	0.0084	1,271.8562	2.8040	0.0120	1,808.4039	3.9868
San Diego	2050	MDV	Aggregate	Aggregate	Electricity	21,869.3327	655,562.6726	0.0000	655,562.6726	102,319.4974	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	MDV	Aggregate	Aggregate	Plug-in Hybrid	10,285.5337	425,727.2686	173,340.4758	252,386.7928	42,530.6820	0.0015	643.2178	1.4181	0.0029	1,243.3152	2.7410
San Diego	2050	MH	Aggregate	Aggregate	Gasoline	4,120.0458	48,347.3826	48,347.3826	0.0000	412.1694	0.0081	390.3755	0.8606	0.2129	10,291.1870	22.6882
San Diego	2050	MH	Aggregate	Aggregate	Diesel	2,767.4925	28,038.4917	28,038.4917	0.0000	276.7492	0.0842	2,360.6483	5.2043	2.4662	69,149.0991	152.4477
San Diego	2050	Motor Coach	Aggregate	Aggregate	Diesel	210.1976	26,475.4333	26,475.4333	0.0000	4,830.3401	0.0105	279.0323	0.6152	0.9112	24,123.8117	53.1839
San Diego	2050	OBUS	Aggregate	Aggregate	Gasoline	403.6258	17,180.3083	17,180.3083	0.0000	8,075.7450	0.0063	108.3136	0.2388	0.2542	4,367.2181	9.6281
San Diego	2050	OBUS	Aggregate	Aggregate	Electricity	322.7398	23,339.4160	0.0000	23,339.4160	6,457.3787	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	PTO	Aggregate	Aggregate	Diesel	0.0000	28,827.7907	28,827.7907	0.0000	0.0000	0.0137	393.9467	0.8685	2.3732	68,414.0262	150.8271
San Diego	2050	PTO	Aggregate	Aggregate	Electricity	0.0000	33,231.4968	0.0000	33,231.4968	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	SBUS	Aggregate	Aggregate	Gasoline	222.6131	13,139.8433	13,139.8433	0.0000	890.4524	0.0078	102.9820	0.2270	0.0755	992.3731	2.1878
San Diego	2050	SBUS	Aggregate	Aggregate	Diesel	1,055.8018	21,642.1405	21,642.1405	0.0000	15,288.0098	0.0061	131.9464	0.2909	0.2757	5,966.2139	13.1533
San Diego	2050	SBUS	Aggregate	Aggregate	Electricity	1,232.4633	37,036.6093	0.0000	37,036.6093	15,505.4660	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	SBUS	Aggregate	Aggregate	Natural Gas	21.9198	448.2535	448.2535	0.0000	317.3983	0.0320	14.3574	0.0317	0.1334	59.7781	0.1318
San Diego	2050	T6 CAIRP Class 4	Aggregate	Aggregate	Diesel	4.8581	345.8516	345.8516	0.0000	111.6395	0.0053	1.8263	0.0040	0.1723	59.5895	0.1314
San Diego	2050	T6 CAIRP Class 4	Aggregate	Aggregate	Electricity	7.1483	527.0781	0.0000	527.0781	164.2672	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 CAIRP Class 5	Aggregate	Aggregate	Diesel	5.9617	474.7351	474.7351	0.0000	136.9995	0.0053	2.5085	0.0055	0.1727	81.9943	0.1808
San Diego	2050	T6 CAIRP Class 5	Aggregate	Aggregate	Electricity	8.7597	722.7674	0.0000	722.7674	201.2971	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 CAIRP Class 6	Aggregate	Aggregate	Diesel	27.1842	1,238.6078	1,238.6078	0.0000	624.6922	0.0053	6.5360	0.0144	0.1746	216.2339	0.4767
San Diego	2050	T6 CAIRP Class 6	Aggregate	Aggregate	Electricity	40.1094	1,890.5007	0.0000	1,890.5007	921.7140	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 CAIRP Class 7	Aggregate	Aggregate	Diesel	74.7781	14,833.4170	14,833.4170	0.0000	1,718.4007	0.0057	85.0708	0.1875	0.1916	2,842.0957	6.2657
San Diego	2050	T6 CAIRP Class 7	Aggregate	Aggregate	Electricity	23.4055	4,793.9328	0.0000	4,793.9328	537.8582	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Instate Delivery Class 4	Aggregate	Aggregate	Diesel	627.2470	20,815.2905	20,815.2905	0.0000	8,950.8147	0.0059	123.8227	0.2730	0.3373	7,020.4503	15.4774
San Diego	2050	T6 Instate Delivery Class 4	Aggregate	Aggregate	Electricity	791.6862	27,430.4377	0.0000	27,430.4377	11,297.3615	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Instate Delivery Class 4	Aggregate	Aggregate	Natural Gas	11.1119	367.9805	367.9805	0.0000	158.5672	0.0125	4.5838	0.0101	0.0618	22.7240	0.0501
San Diego	2050	T6 Instate Delivery Class 5	Aggregate	Aggregate	Diesel	475.2087	15,777.4327	15,777.4327	0.0000	6,781.2285	0.0059	93.7155	0.2066	0.3350	5,285.3568	11.6522
San Diego	2050	T6 Instate Delivery Class 5	Aggregate	Aggregate	Electricity	600.7588	20,825.1692	0.0000	20,825.1692	8,572.8276	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Instate Delivery Class 5	Aggregate	Aggregate	Natural Gas	8.5710	283.2761	283.2761	0.0000	122.3083	0.0125	3.5281	0.0078	0.0620	17.5617	0.0387

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	Population	Total VMT	CVMT	EVMT	Trips	ROG_RUNEX	ROG_grams	ROG_lbs	NOx_RUNEX	NOx_grams	NOx_lbs
San Diego	2050	T6 Instate Delivery Class 6	Aggregate	Aggregate	Diesel	1,418.9156	47,086.5363	47,086.5363	0.0000	20,247.9255	0.0060	280.3235	0.6180	0.3405	16,034.6517	35.3504
San Diego	2050	T6 Instate Delivery Class 6	Aggregate	Aggregate	Electricity	1,793.2442	62,090.7492	0.0000	62,090.7492	25,589.5951	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Instate Delivery Class 6	Aggregate	Aggregate	Natural Gas	25.3737	839.2008	839.2008	0.0000	362.0831	0.0125	10.4503	0.0230	0.0622	52.2218	0.1151
San Diego	2050	T6 Instate Delivery Class 7	Aggregate	Aggregate	Diesel	483.2654	24,537.1388	24,537.1388	0.0000	6,896.1974	0.0074	180.5976	0.3981	0.4930	12,097.0455	26.6694
San Diego	2050	T6 Instate Delivery Class 7	Aggregate	Aggregate	Electricity	343.2482	18,211.0397	0.0000	18,211.0397	4,898.1518	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Instate Delivery Class 7	Aggregate	Aggregate	Natural Gas	4.3291	217.3131	217.3131	0.0000	61.7766	0.0124	2.7028	0.0060	0.0640	13.9162	0.0307
San Diego	2050	T6 Instate Other Class 4	Aggregate	Aggregate	Diesel	1,355.6961	53,152.2715	53,152.2715	0.0000	15,671.8465	0.0054	286.2776	0.6311	0.2569	13,657.0656	30.1087
San Diego	2050	T6 Instate Other Class 4	Aggregate	Aggregate	Electricity	1,706.7674	72,613.7418	0.0000	72,613.7418	19,730.2314	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Instate Other Class 4	Aggregate	Aggregate	Natural Gas	24.0484	937.4796	937.4796	0.0000	277.9998	0.0100	9.3300	0.0206	0.0530	49.7065	0.1096
San Diego	2050	T6 Instate Other Class 5	Aggregate	Aggregate	Diesel	2,557.4631	100,331.1184	100,331.1184	0.0000	29,564.2734	0.0054	540.3359	1.1912	0.2553	25,610.7021	56.4619
San Diego	2050	T6 Instate Other Class 5	Aggregate	Aggregate	Electricity	3,223.9447	137,239.4403	0.0000	137,239.4403	37,268.8004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Instate Other Class 5	Aggregate	Aggregate	Natural Gas	46.2763	1,792.8186	1,792.8186	0.0000	534.9542	0.0099	17.8324	0.0393	0.0536	96.0389	0.2117
San Diego	2050	T6 Instate Other Class 6	Aggregate	Aggregate	Diesel	2,521.3064	98,882.6912	98,882.6912	0.0000	29,146.3017	0.0054	532.6523	1.1743	0.2591	25,622.8004	56.4886
San Diego	2050	T6 Instate Other Class 6	Aggregate	Aggregate	Electricity	3,178.3328	135,188.6698	0.0000	135,188.6698	36,741.5273	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Instate Other Class 6	Aggregate	Aggregate	Natural Gas	45.9272	1,774.7729	1,774.7729	0.0000	530.9186	0.0099	17.6587	0.0389	0.0533	94.5117	0.2084
San Diego	2050	T6 Instate Other Class 7	Aggregate	Aggregate	Diesel	1,543.3227	61,511.9870	61,511.9870	0.0000	17,840.8109	0.0066	406.5586	0.8963	0.3796	23,348.9474	51.4756
San Diego	2050	T6 Instate Other Class 7	Aggregate	Aggregate	Electricity	1,059.4419	53,126.2811	0.0000	53,126.2811	12,247.1488	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Instate Other Class 7	Aggregate	Aggregate	Natural Gas	12.4209	487.9851	487.9851	0.0000	143.5860	0.0099	4.8471	0.0107	0.0549	26.7906	0.0591
San Diego	2050	T6 Instate Tractor Class 6	Aggregate	Aggregate	Diesel	12.8080	584.6810	584.6810	0.0000	148.0605	0.0053	3.1201	0.0069	0.2588	151.2890	0.3335
San Diego	2050	T6 Instate Tractor Class 6	Aggregate	Aggregate	Electricity	16.1018	811.6833	0.0000	811.6833	186.1365	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Instate Tractor Class 6	Aggregate	Aggregate	Natural Gas	0.2299	10.4074	10.4074	0.0000	2.6573	0.0099	0.1035	0.0002	0.0533	0.5546	0.0012
San Diego	2050	T6 Instate Tractor Class 7	Aggregate	Aggregate	Diesel	585.6884	33,831.0530	33,831.0530	0.0000	6,770.5580	0.0064	217.9847	0.4806	0.3750	12,686.1853	27.9683
San Diego	2050	T6 Instate Tractor Class 7	Aggregate	Aggregate	Electricity	129.8278	8,635.8777	0.0000	8,635.8777	1,500.8099	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Instate Tractor Class 7	Aggregate	Aggregate	Natural Gas	4.4177	256.5795	256.5795	0.0000	51.0692	0.0099	2.5501	0.0056	0.0543	13.9352	0.0307
San Diego	2050	T6 OOS Class 4	Aggregate	Aggregate	Diesel	6.9685	497.5451	497.5451	0.0000	160.1366	0.0052	2.6006	0.0057	0.2186	108.7446	0.2397
San Diego	2050	T6 OOS Class 5	Aggregate	Aggregate	Diesel	8.5583	682.5424	682.5424	0.0000	196.6699	0.0052	3.5751	0.0079	0.2198	150.0036	0.3307
San Diego	2050	T6 OOS Class 6	Aggregate	Aggregate	Diesel	38.9259	1,783.5028	1,783.5028	0.0000	894.5180	0.0052	9.2991	0.0205	0.2173	387.4990	0.8543
San Diego	2050	T6 OOS Class 7	Aggregate	Aggregate	Diesel	47.5959	12,968.2833	12,968.2833	0.0000	1,093.7544	0.0056	72.8856	0.1607	0.2295	2,976.4269	6.5619
San Diego	2050	T6 Public Class 4	Aggregate	Aggregate	Diesel	149.5846	5,176.0687	5,176.0687	0.0000	767.3689	0.0099	51.3774	0.1133	0.3676	1,902.4897	4.1943
San Diego	2050	T6 Public Class 4	Aggregate	Aggregate	Electricity	149.6746	5,708.9327	0.0000	5,708.9327	767.8305	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Public Class 4	Aggregate	Aggregate	Natural Gas	1.9315	66.9558	66.9558	0.0000	9.9085	0.0126	0.8440	0.0019	0.0606	4.0585	0.0089
San Diego	2050	T6 Public Class 5	Aggregate	Aggregate	Diesel	337.2375	11,621.9577	11,621.9577	0.0000	1,730.0284	0.0094	109.0166	0.2403	0.3642	4,232.2139	9.3304
San Diego	2050	T6 Public Class 5	Aggregate	Aggregate	Electricity	332.5181	12,656.1613	0.0000	12,656.1613	1,705.8180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Public Class 5	Aggregate	Aggregate	Natural Gas	4.6004	157.2881	157.2881	0.0000	23.5999	0.0125	1.9697	0.0043	0.0743	11.6832	0.0258
San Diego	2050	T6 Public Class 6	Aggregate	Aggregate	Diesel	226.1934	7,802.7885	7,802.7885	0.0000	1,160.3721	0.0088	68.6121	0.1513	0.3419	2,667.4374	5.8807
San Diego	2050	T6 Public Class 6	Aggregate	Aggregate	Electricity	224.2496	8,513.4104	0.0000	8,513.4104	1,150.4003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Public Class 6	Aggregate	Aggregate	Natural Gas	2.9082	100.5746	100.5746	0.0000	14.9189	0.0126	1.2665	0.0028	0.0628	6.3144	0.0139
San Diego	2050	T6 Public Class 7	Aggregate	Aggregate	Diesel	465.7435	19,619.1320	19,619.1320	0.0000	2,389.2640	0.0085	166.2940	0.3666	0.3331	6,534.9732	14.4071
San Diego	2050	T6 Public Class 7	Aggregate	Aggregate	Electricity	358.9109	16,667.0552	0.0000	16,667.0552	1,841.2128	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Public Class 7	Aggregate	Aggregate	Natural Gas	6.1396	258.1812	258.1812	0.0000	31.4960	0.0126	3.2506	0.0072	0.0632	16.3148	0.0360
San Diego	2050	T6 Utility Class 5	Aggregate	Aggregate	Diesel	88.8971	3,565.7858	3,565.7858	0.0000	1,137.8825	0.0051	18.0184	0.0397	0.1895	675.7171	1.4897
San Diego	2050	T6 Utility Class 5	Aggregate	Aggregate	Electricity	135.4483	5,523.3370	0.0000	5,523.3370	1,733.7383	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Utility Class 6	Aggregate	Aggregate	Diesel	21.3444	856.1734	856.1734	0.0000	273.2083	0.0051	4.3263	0.0095	0.1860	159.2653	0.3511
San Diego	2050	T6 Utility Class 6	Aggregate	Aggregate	Electricity	32.5204	1,326.1699	0.0000	1,326.1699	416.2605	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Utility Class 7	Aggregate	Aggregate	Diesel	20.7212	1,028.3176	1,028.3176	0.0000	265.2318	0.0050	5.1473	0.0113	0.1810	186.0942	0.4103
San Diego	2050	T6 Utility Class 7	Aggregate	Aggregate	Electricity	31.5764	1,619.7063	0.0000	1,619.7063	404.1783	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6TS	Aggregate	Aggregate	Gasoline	1,739.0803	98,058.3632	98,058.3632	0.0000	34,795.5189	0.0105	1,032.2158	2.2756	0.0629	6,172.1239	13.6072
San Diego	2050	T6TS	Aggregate	Aggregate	Electricity	1,877.2619	133,033.1301	0.0000	133,033.1301	37,560.2561	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T7 CAIRP Class 8	Aggregate	Aggregate	Diesel	3,408.2667	725,522.0513	725,522.0513	0.0000	78,321.9693	0.0114	8,248.7729	18.1854	1.1880	861,930.9392	1,900.2324
San Diego	2050	T7 CAIRP Class 8	Aggregate	Aggregate	Electricity	968.7188	213,204.3727	0.0000	213,204.3727	22,261.1592	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T7 CAIRP Class 8	Aggregate	Aggregate	Natural Gas	2.8939	616.0037	616.0037	0.0000	66.5013	0.0134	8.2316	0.0181	0.1523	93.8468	0.2069
San Diego	2050	T7 NNOOS Class 8	Aggregate	Aggregate	Diesel	3,805.0860	1,110,592.3480	1,110,592.3480	0.0000	87,440.8762	0.0111	12,273.1471	27.0577	1.3160	1,461,501.5961	3,222.0595
San Diego	2050	T7 NOOS Class 8	Aggregate	Aggregate	Diesel	1,634.7464	403,458.4726	403,458.4726	0.0000	37,566.4718	0.0114	4,599.6108	10.1404	1.3537	546,157.8630	1,204.0720
San Diego	2050	T7 Other Port Class 8	Aggregate	Aggregate	Diesel	523.2926	124,364.7613	124,364.7613	0.0000	8,561.0667	0.0101	1,250.1726	2.7562	1.2336	153,412.8127	338.2174
San Diego	2050	T7 Other Port Class 8	Aggregate	Aggregate	Electricity	120.6486	31,321.5087	0.0000	31,321.5087	1,973.8119	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T7 POLA Class 8	Aggregate	Aggregate	Diesel	219.1301	40,455.5823	40,455.5823	0.0000	3,584.9688	0.0107	431.5795	0.9515	1.3672	55,308.8685	121.9352
San Diego	2050	T7 POLA Class 8	Aggregate	Aggregate	Electricity	42.4992	7,768.6775	0.0000	7,768.6775	695.2869	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T7 Public Class 8	Aggregate	Aggregate	Diesel	968.4469	39,064.7367	39,064.7367	0.0000	4,968.1326	0.0267	1,041.7339	2.2966	1.5351	59,970.1893	132.2116

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	Population	Total VMT	CVMT	EVMT	Trips	ROG_RUNEX	ROG_grams	ROG_lbs	NOx_RUNEX	NOx_grams	NOx_lbs
San Diego	2050	T7 Public Class 8	Aggregate	Aggregate	Electricity	712.7372	32,420.7805	0.0000	32,420.7805	3,656.3418	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T7 Public Class 8	Aggregate	Aggregate	Natural Gas	8.7164	352.7208	352.7208	0.0000	44.7152	0.0243	8.5666	0.0189	0.2414	85.1474	0.1877
San Diego	2050	T7 Single Concrete/Transit Mix Class 8	Aggregate	Aggregate	Diesel	176.0412	11,861.8007	11,861.8007	0.0000	1,658.3084	0.0086	101.6268	0.2240	0.7917	9,391.2659	20.7042
San Diego	2050	T7 Single Concrete/Transit Mix Class 8	Aggregate	Aggregate	Electricity	254.0974	17,895.6762	0.0000	17,895.6762	2,393.5971	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T7 Single Concrete/Transit Mix Class 8	Aggregate	Aggregate	Natural Gas	13.3780	901.2946	901.2946	0.0000	126.0204	0.0152	13.7413	0.0303	0.1633	147.1848	0.3245
San Diego	2050	T7 Single Dump Class 8	Aggregate	Aggregate	Diesel	552.6837	27,757.8817	27,757.8817	0.0000	5,206.2808	0.0100	276.2516	0.6090	1.0288	28,558.0323	62.9597
San Diego	2050	T7 Single Dump Class 8	Aggregate	Aggregate	Electricity	520.8167	31,215.4390	0.0000	31,215.4390	4,906.0930	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T7 Single Dump Class 8	Aggregate	Aggregate	Natural Gas	42.6166	2,129.9507	2,129.9507	0.0000	401.4479	0.0152	32.4516	0.0715	0.1876	399.6519	0.8811
San Diego	2050	T7 Single Other Class 8	Aggregate	Aggregate	Diesel	1,996.8938	95,261.9596	95,261.9596	0.0000	18,810.7396	0.0093	885.1399	1.9514	0.9409	89,631.4696	197.6036
San Diego	2050	T7 Single Other Class 8	Aggregate	Aggregate	Electricity	2,139.5455	118,249.3449	0.0000	118,249.3449	20,154.5185	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T7 Single Other Class 8	Aggregate	Aggregate	Natural Gas	152.8043	7,269.6287	7,269.6287	0.0000	1,439.4164	0.0152	110.8020	0.2443	0.1738	1,263.4831	2.7855
San Diego	2050	T7 SWCV Class 8	Aggregate	Aggregate	Diesel	31.3002	1,933.1543	1,933.1543	0.0000	143.9807	0.0429	82.9753	0.1829	5.1415	9,939.4044	21.9126
San Diego	2050	T7 SWCV Class 8	Aggregate	Aggregate	Electricity	680.9435	44,010.0850	0.0000	44,010.0850	3,132.3401	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T7 SWCV Class 8	Aggregate	Aggregate	Natural Gas	759.7361	49,330.6991	49,330.6991	0.0000	3,494.7862	0.0052	255.6143	0.5635	0.1846	9,108.6710	20.0812
San Diego	2050	T7 Tractor Class 8	Aggregate	Aggregate	Diesel	8,692.7180	581,672.9908	581,672.9908	0.0000	126,305.1926	0.0101	5,867.5475	12.9357	1.1496	668,675.9231	1,474.1781
San Diego	2050	T7 Tractor Class 8	Aggregate	Aggregate	Electricity	1,764.4109	127,565.1634	0.0000	127,565.1634	25,636.8902	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T7 Tractor Class 8	Aggregate	Aggregate	Natural Gas	117.1167	7,832.6089	7,832.6089	0.0000	1,701.7052	0.0146	114.2608	0.2519	0.1616	1,265.6823	2.7904
San Diego	2050	T7 Utility Class 8	Aggregate	Aggregate	Diesel	91.3463	3,759.9110	3,759.9110	0.0000	1,169.2329	0.0111	41.7714	0.0921	1.0609	3,989.0428	8.7943
San Diego	2050	T7 Utility Class 8	Aggregate	Aggregate	Electricity	74.6174	3,416.9728	0.0000	3,416.9728	955.1025	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T7IS	Aggregate	Aggregate	Gasoline	2.4524	341.6065	341.6065	0.0000	49.0685	0.4278	146.1462	0.3222	2.4313	830.5522	1.8311
San Diego	2050	T7IS	Aggregate	Aggregate	Electricity	2.5572	426.7081	0.0000	426.7081	51.1640	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	UBUS	Aggregate	Aggregate	Gasoline	235.9001	24,773.5324	24,773.5324	0.0000	943.6004	0.0034	84.2876	0.1858	0.0162	400.3246	0.8826
San Diego	2050	UBUS	Aggregate	Aggregate	Electricity	1,768.0830	215,734.8000	0.0000	215,734.8000	7,072.3319	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
					Total VMT	111,216,059.0666					Total	896,581.4273	1,976.6237	Total	6,632,047.2729	14,621.1614
												Grams/Mile	Pounds/Mile		Grams/Mile	Pounds/Mile
												0.0081	0.0000		0.0596	0.0001

Source: EMFAC2021 (v1.0.2) Emission Rates
Region Type: County
Region: San Diego
Calendar Year: 2050
Season: Annual
Vehicle Classification: EMFAC202x Categories
Units: miles/day for CVMT and EVMT, trips/day for Trips, g/mile for RUNEX, PMBW and PMTW, g/trip for STF

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	CO_RUNEX	CO_grams	CO_lbs	SOx_RUNEX	SOx_grams	SOx_lbs	PM10_RUNEX	PM10_grams	PM10_lbs	PM2.5_RUNEX	PM2.5_grams	PM2.5_lbs
San Diego	2050	All Other Buses	Aggregate	Aggregate	Diesel	0.0886	2,436.9955	5.3727	0.0095	261.6740	0.5769	0.0039	107.1214	0.2362	0.0037	102.4873	0.2259
San Diego	2050	All Other Buses	Aggregate	Aggregate	Natural Gas	3.3860	17,985.7950	39.6519	0.0000	0.0000	0.0000	0.0016	8.5843	0.0189	0.0015	7.8929	0.0174
San Diego	2050	LDA	Aggregate	Aggregate	Gasoline	0.4771	22,782,790.3064	50,227.4549	0.0024	112,281.5953	247.5385	0.0006	29,097.2373	64.1484	0.0006	26,753.8356	58.9821
San Diego	2050	LDA	Aggregate	Aggregate	Diesel	0.2573	7,203.4397	15.8809	0.0018	51.5595	0.1137	0.0010	27.0718	0.0597	0.0009	25.9007	0.0571
San Diego	2050	LDA	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	LDA	Aggregate	Aggregate	Plug-in Hybrid	0.1996	455,257.3727	1,003.6707	0.0012	2,772.3708	6.1120	0.0002	567.0475	1.2501	0.0002	521.3793	1.1494
San Diego	2050	LDT1	Aggregate	Aggregate	Gasoline	0.5146	1,575,863.6378	3,474.1846	0.0027	8,341.9492	18.3908	0.0007	2,019.8460	4.4530	0.0006	1,857.1739	4.0944
San Diego	2050	LDT1	Aggregate	Aggregate	Diesel	0.2642	9.5889	0.0211	0.0034	0.1246	0.0003	0.0045	0.1647	0.0004	0.0043	0.1576	0.0003
San Diego	2050	LDT1	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	LDT1	Aggregate	Aggregate	Plug-in Hybrid	0.1994	15,186.4270	33.4803	0.0012	92.4896	0.2039	0.0002	18.8300	0.0415	0.0002	17.3135	0.0382
San Diego	2050	LDT2	Aggregate	Aggregate	Gasoline	0.5619	13,441,654.3073	29,633.7752	0.0028	67,575.8152	148.9792	0.0006	14,938.8701	32.9346	0.0006	13,735.7396	30.2821
San Diego	2050	LDT2	Aggregate	Aggregate	Diesel	0.2573	23,661.7454	52.1652	0.0025	233.9334	0.5157	0.0045	409.6372	0.9031	0.0043	391.9165	0.8640
San Diego	2050	LDT2	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	LDT2	Aggregate	Aggregate	Plug-in Hybrid	0.1995	133,275.5065	293.8222	0.0012	811.6312	1.7893	0.0002	165.9557	0.3659	0.0002	152.5902	0.3364
San Diego	2050	LHD1	Aggregate	Aggregate	Gasoline	0.5974	570,048.0685	1,256.7409	0.0073	6,975.0828	15.3774	0.0013	1,206.5363	2.6600	0.0012	1,109.3656	2.4457
San Diego	2050	LHD1	Aggregate	Aggregate	Diesel	0.2071	150,286.2731	331.3245	0.0056	4,093.3985	9.0244	0.0174	12,599.2646	27.7766	0.0166	12,054.2260	26.5750
San Diego	2050	LHD1	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	LHD2	Aggregate	Aggregate	Gasoline	0.6058	78,003.6958	171.9687	0.0082	1,061.5518	2.3403	0.0013	163.0623	0.3595	0.0012	149.9298	0.3305
San Diego	2050	LHD2	Aggregate	Aggregate	Diesel	0.2592	88,846.3560	195.8727	0.0066	2,259.1165	4.9805	0.0220	7,553.7873	16.6533	0.0211	7,227.0138	15.9328
San Diego	2050	LHD2	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	MCY	Aggregate	Aggregate	Gasoline	10.1883	3,993,644.3328	8,804.4786	0.0020	770.0433	1.6977	0.0027	1,069.7622	2.3584	0.0025	997.2290	2.1985
San Diego	2050	MDV	Aggregate	Aggregate	Gasoline	0.5749	7,961,549.5032	17,552.2121	0.0034	47,370.4107	104.4339	0.0006	8,630.5154	19.0270	0.0006	7,935.4403	17.4947
San Diego	2050	MDV	Aggregate	Aggregate	Diesel	0.2739	41,319.1633	91.0932	0.0033	496.0976	1.0937	0.0010	144.4676	0.3185	0.0009	138.2180	0.3047
San Diego	2050	MDV	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	MDV	Aggregate	Aggregate	Plug-in Hybrid	0.1996	84,956.0271	187.2960	0.0012	517.3617	1.1406	0.0002	106.2636	0.2343	0.0002	97.7055	0.2154
San Diego	2050	MH	Aggregate	Aggregate	Gasoline	0.1455	7,034.4824	15.5084	0.0193	930.8003	2.0521	0.0015	71.9216	0.1586	0.0014	66.1293	0.1458
San Diego	2050	MH	Aggregate	Aggregate	Diesel	0.2405	6,742.2871	14.8642	0.0103	289.6423	0.6386	0.0191	535.0397	1.1796	0.0183	511.8941	1.1285
San Diego	2050	Motor Coach	Aggregate	Aggregate	Diesel	0.0357	944.6839	2.0827	0.0144	381.8483	0.8418	0.0235	622.5762	1.3725	0.0225	595.6438	1.3132
San Diego	2050	OBUS	Aggregate	Aggregate	Gasoline	0.1594	2,738.4006	6.0371	0.0150	256.8864	0.5663	0.0013	22.5178	0.0496	0.0012	20.7043	0.0456
San Diego	2050	OBUS	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	PTO	Aggregate	Aggregate	Diesel	0.1707	4,920.3627	10.8475	0.0163	468.4518	1.0328	0.0038	109.0674	0.2405	0.0036	104.3492	0.2301
San Diego	2050	PTO	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	SBUS	Aggregate	Aggregate	Gasoline	0.1794	2,357.9307	5.1983	0.0069	90.5476	0.1996	0.0013	16.8301	0.0371	0.0012	15.4746	0.0341
San Diego	2050	SBUS	Aggregate	Aggregate	Diesel	0.0514	1,111.3320	2.4501	0.0097	209.0718	0.4609	0.0030	65.9964	0.1455	0.0029	63.1415	0.1392
San Diego	2050	SBUS	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	SBUS	Aggregate	Aggregate	Natural Gas	6.0256	2,701.0078	5.9547	0.0000	0.0000	0.0000	0.0037	1.6470	0.0036	0.0034	1.5144	0.0033
San Diego	2050	T6 CAIRP Class 4	Aggregate	Aggregate	Diesel	0.0271	9.3621	0.0206	0.0096	3.3107	0.0073	0.0053	1.8373	0.0041	0.0051	1.7578	0.0039
San Diego	2050	T6 CAIRP Class 4	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 CAIRP Class 5	Aggregate	Aggregate	Diesel	0.0271	12.8578	0.0283	0.0096	4.5451	0.0100	0.0053	2.5236	0.0056	0.0051	2.4145	0.0053
San Diego	2050	T6 CAIRP Class 5	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 CAIRP Class 6	Aggregate	Aggregate	Diesel	0.0271	33.5098	0.0739	0.0096	11.8525	0.0261	0.0054	6.6273	0.0146	0.0051	6.3406	0.0140
San Diego	2050	T6 CAIRP Class 6	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 CAIRP Class 7	Aggregate	Aggregate	Diesel	0.0294	436.1483	0.9615	0.0085	125.5121	0.2767	0.0057	84.5627	0.1864	0.0055	80.9046	0.1784
San Diego	2050	T6 CAIRP Class 7	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Instate Delivery Class 4	Aggregate	Aggregate	Diesel	0.0521	1,083.9415	2.3897	0.0098	204.0734	0.4499	0.0019	38.6927	0.0853	0.0018	37.0189	0.0816
San Diego	2050	T6 Instate Delivery Class 4	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Instate Delivery Class 4	Aggregate	Aggregate	Natural Gas	3.8142	1,403.5628	3.0943	0.0000	0.0000	0.0000	0.0020	0.7380	0.0016	0.0018	0.6785	0.0015
San Diego	2050	T6 Instate Delivery Class 5	Aggregate	Aggregate	Diesel	0.0519	819.4337	1.8065	0.0098	154.7471	0.3412	0.0019	29.2685	0.0645	0.0018	28.0023	0.0617
San Diego	2050	T6 Instate Delivery Class 5	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Instate Delivery Class 5	Aggregate	Aggregate	Natural Gas	3.8138	1,080.3584	2.3818	0.0000	0.0000	0.0000	0.0020	0.5677	0.0013	0.0018	0.5220	0.0012

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	CO_RUNEX	CO_grams	CO_lbs	SOx_RUNEX	SOx_grams	SOx_lbs	PM10_RUNEX	PM10_grams	PM10_lbs	PM2.5_RUNEX	PM2.5_grams	PM2.5_lbs
San Diego	2050	T6 Instate Delivery Class 6	Aggregate	Aggregate	Diesel	0.0520	2,450.5651	5.4026	0.0098	461.6481	1.0178	0.0019	87.9939	0.1940	0.0018	84.1873	0.1856
San Diego	2050	T6 Instate Delivery Class 6	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Instate Delivery Class 6	Aggregate	Aggregate	Natural Gas	3.8133	3,200.1361	7.0551	0.0000	0.0000	0.0000	0.0020	1.6808	0.0037	0.0018	1.5454	0.0034
San Diego	2050	T6 Instate Delivery Class 7	Aggregate	Aggregate	Diesel	0.0641	1,572.0150	3.4657	0.0100	245.6901	0.5417	0.0023	55.5676	0.1225	0.0022	53.1638	0.1172
San Diego	2050	T6 Instate Delivery Class 7	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Instate Delivery Class 7	Aggregate	Aggregate	Natural Gas	3.8100	827.9523	1.8253	0.0000	0.0000	0.0000	0.0020	0.4331	0.0010	0.0018	0.3982	0.0009
San Diego	2050	T6 Instate Other Class 4	Aggregate	Aggregate	Diesel	0.0415	2,206.4774	4.8644	0.0095	505.3670	1.1141	0.0030	161.8806	0.3569	0.0029	154.8777	0.3414
San Diego	2050	T6 Instate Other Class 4	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Instate Other Class 4	Aggregate	Aggregate	Natural Gas	2.6736	2,506.4758	5.5258	0.0000	0.0000	0.0000	0.0016	1.4541	0.0032	0.0014	1.3370	0.0029
San Diego	2050	T6 Instate Other Class 5	Aggregate	Aggregate	Diesel	0.0414	4,157.8704	9.1665	0.0095	954.2841	2.1038	0.0030	305.1016	0.6726	0.0029	291.9030	0.6435
San Diego	2050	T6 Instate Other Class 5	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Instate Other Class 5	Aggregate	Aggregate	Natural Gas	2.6746	4,795.0168	10.5712	0.0000	0.0000	0.0000	0.0015	2.7757	0.0061	0.0014	2.5521	0.0056
San Diego	2050	T6 Instate Other Class 6	Aggregate	Aggregate	Diesel	0.0415	4,100.4934	9.0400	0.0095	940.4031	2.0732	0.0031	302.7979	0.6676	0.0029	289.6990	0.6387
San Diego	2050	T6 Instate Other Class 6	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Instate Other Class 6	Aggregate	Aggregate	Natural Gas	2.6740	4,745.7919	10.4627	0.0000	0.0000	0.0000	0.0015	2.7507	0.0061	0.0014	2.5292	0.0056
San Diego	2050	T6 Instate Other Class 7	Aggregate	Aggregate	Diesel	0.0494	3,040.9525	6.7042	0.0096	589.4175	1.2994	0.0037	226.4929	0.4993	0.0035	216.6949	0.4777
San Diego	2050	T6 Instate Other Class 7	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Instate Other Class 7	Aggregate	Aggregate	Natural Gas	2.6769	1,306.2766	2.8798	0.0000	0.0000	0.0000	0.0015	0.7521	0.0017	0.0014	0.6915	0.0015
San Diego	2050	T6 Instate Tractor Class 6	Aggregate	Aggregate	Diesel	0.0410	23.9934	0.0529	0.0095	5.5601	0.0123	0.0030	1.7807	0.0039	0.0029	1.7037	0.0038
San Diego	2050	T6 Instate Tractor Class 6	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Instate Tractor Class 6	Aggregate	Aggregate	Natural Gas	2.6741	27.8303	0.0614	0.0000	0.0000	0.0000	0.0015	0.0161	0.0000	0.0014	0.0148	0.0000
San Diego	2050	T6 Instate Tractor Class 7	Aggregate	Aggregate	Diesel	0.0490	1,659.1908	3.6579	0.0086	292.2293	0.6443	0.0036	122.9380	0.2710	0.0035	117.6198	0.2593
San Diego	2050	T6 Instate Tractor Class 7	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Instate Tractor Class 7	Aggregate	Aggregate	Natural Gas	2.6759	686.5800	1.5136	0.0000	0.0000	0.0000	0.0015	0.3962	0.0009	0.0014	0.3643	0.0008
San Diego	2050	T6 OOS Class 4	Aggregate	Aggregate	Diesel	0.0268	13.3265	0.0294	0.0090	4.4785	0.0099	0.0056	2.7632	0.0061	0.0053	2.6437	0.0058
San Diego	2050	T6 OOS Class 5	Aggregate	Aggregate	Diesel	0.0268	18.3106	0.0404	0.0090	6.1462	0.0136	0.0056	3.7976	0.0084	0.0053	3.6333	0.0080
San Diego	2050	T6 OOS Class 6	Aggregate	Aggregate	Diesel	0.0267	47.6752	0.1051	0.0090	16.0365	0.0354	0.0055	9.8838	0.0218	0.0053	9.4563	0.0208
San Diego	2050	T6 OOS Class 7	Aggregate	Aggregate	Diesel	0.0288	373.6823	0.8238	0.0081	104.9865	0.2315	0.0059	76.0983	0.1678	0.0056	72.8063	0.1605
San Diego	2050	T6 Public Class 4	Aggregate	Aggregate	Diesel	0.0519	268.8698	0.5928	0.0102	52.6868	0.1162	0.0030	15.7715	0.0348	0.0029	15.0893	0.0333
San Diego	2050	T6 Public Class 4	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Public Class 4	Aggregate	Aggregate	Natural Gas	3.0577	204.7326	0.4514	0.0000	0.0000	0.0000	0.0018	0.1193	0.0003	0.0016	0.1097	0.0002
San Diego	2050	T6 Public Class 5	Aggregate	Aggregate	Diesel	0.0518	602.3354	1.3279	0.0102	118.9154	0.2622	0.0030	34.4846	0.0760	0.0028	32.9928	0.0727
San Diego	2050	T6 Public Class 5	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Public Class 5	Aggregate	Aggregate	Natural Gas	3.0626	481.7126	1.0620	0.0000	0.0000	0.0000	0.0017	0.2701	0.0006	0.0016	0.2484	0.0005
San Diego	2050	T6 Public Class 6	Aggregate	Aggregate	Diesel	0.0502	391.4629	0.8630	0.0102	79.4255	0.1751	0.0029	22.3235	0.0492	0.0027	21.3578	0.0471
San Diego	2050	T6 Public Class 6	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Public Class 6	Aggregate	Aggregate	Natural Gas	3.0590	307.6578	0.6783	0.0000	0.0000	0.0000	0.0018	0.1782	0.0004	0.0016	0.1639	0.0004
San Diego	2050	T6 Public Class 7	Aggregate	Aggregate	Diesel	0.0486	952.6686	2.1003	0.0100	197.1232	0.4346	0.0028	55.1355	0.1216	0.0027	52.7504	0.1163
San Diego	2050	T6 Public Class 7	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Public Class 7	Aggregate	Aggregate	Natural Gas	3.0585	789.6483	1.7409	0.0000	0.0000	0.0000	0.0018	0.4570	0.0010	0.0016	0.4202	0.0009
San Diego	2050	T6 Utility Class 5	Aggregate	Aggregate	Diesel	0.0353	125.8305	0.2774	0.0096	34.2372	0.0755	0.0023	8.2079	0.0181	0.0022	7.8528	0.0173
San Diego	2050	T6 Utility Class 5	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Utility Class 6	Aggregate	Aggregate	Diesel	0.0353	30.2125	0.0666	0.0096	8.2206	0.0181	0.0023	1.9610	0.0043	0.0022	1.8762	0.0041
San Diego	2050	T6 Utility Class 6	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Utility Class 7	Aggregate	Aggregate	Diesel	0.0350	35.9457	0.0792	0.0096	9.8832	0.0218	0.0023	2.3426	0.0052	0.0022	2.2413	0.0049
San Diego	2050	T6 Utility Class 7	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6TS	Aggregate	Aggregate	Gasoline	0.1596	15,651.3578	34.5053	0.0151	1,482.6808	3.2688	0.0015	147.1067	0.3243	0.0014	135.2592	0.2982
San Diego	2050	T6TS	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T7 CAIRP Class 8	Aggregate	Aggregate	Diesel	0.0384	27,894.8044	61.4975	0.0121	8,780.0672	19.3567	0.0294	21,317.7997	46.9977	0.0281	20,395.6011	44.9646
San Diego	2050	T7 CAIRP Class 8	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T7 CAIRP Class 8	Aggregate	Aggregate	Natural Gas	2.8812	1,774.8428	3.9129	0.0000	0.0000	0.0000	0.0020	1.2114	0.0027	0.0018	1.1138	0.0025
San Diego	2050	T7 NNOOS Class 8	Aggregate	Aggregate	Diesel	0.0374	41,511.9663	91.5182	0.0116	12,857.4568	28.3458	0.0290	32,245.0431	71.0882	0.0278	30,850.1368	68.0129
San Diego	2050	T7 NOOS Class 8	Aggregate	Aggregate	Diesel	0.0386	15,554.2517	34.2913	0.0116	4,669.8783	10.2953	0.0307	12,399.8663	27.3370	0.0294	11,863.4536	26.1544
San Diego	2050	T7 Other Port Class 8	Aggregate	Aggregate	Diesel	0.0636	7,909.9597	17.4385	0.0130	1,614.3706	3.5591	0.0165	2,048.6432	4.5165	0.0158	1,960.0198	4.3211
San Diego	2050	T7 Other Port Class 8	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T7 POLA Class 8	Aggregate	Aggregate	Diesel	0.0678	2,743.4185	6.0482	0.0130	524.4079	1.1561	0.0187	755.0287	1.6646	0.0179	722.3665	1.5925
San Diego	2050	T7 POLA Class 8	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T7 Public Class 8	Aggregate	Aggregate	Diesel	0.1473	5,756.0370	12.6899	0.0151	589.8248	1.3003	0.0084	329.9889	0.7275	0.0081	315.7137	0.6960

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	CO_RUNEX	CO_grams	CO_lbs	SOx_RUNEX	SOx_grams	SOx_lbs	PM10_RUNEX	PM10_grams	PM10_lbs	PM2.5_RUNEX	PM2.5_grams	PM2.5_lbs
San Diego	2050	T7 Public Class 8	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T7 Public Class 8	Aggregate	Aggregate	Natural Gas	7.9453	2,802.4807	6.1784	0.0000	0.0000	0.0000	0.0033	1.1757	0.0026	0.0031	1.0810	0.0024
San Diego	2050	T7 Single Concrete/Transit Mix Class 8	Aggregate	Aggregate	Diesel	0.0433	514.0163	1.1332	0.0137	162.1467	0.3575	0.0135	159.8328	0.3524	0.0129	152.9185	0.3371
San Diego	2050	T7 Single Concrete/Transit Mix Class 8	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T7 Single Concrete/Transit Mix Class 8	Aggregate	Aggregate	Natural Gas	4.0398	3,641.0492	8.0271	0.0000	0.0000	0.0000	0.0023	2.0332	0.0045	0.0021	1.8694	0.0041
San Diego	2050	T7 Single Dump Class 8	Aggregate	Aggregate	Diesel	0.0521	1,445.5346	3.1869	0.0139	385.6296	0.8502	0.0168	467.3020	1.0302	0.0161	447.0867	0.9857
San Diego	2050	T7 Single Dump Class 8	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T7 Single Dump Class 8	Aggregate	Aggregate	Natural Gas	4.3706	9,309.2532	20.5234	0.0000	0.0000	0.0000	0.0022	4.6899	0.0103	0.0020	4.3121	0.0095
San Diego	2050	T7 Single Other Class 8	Aggregate	Aggregate	Diesel	0.0478	4,548.9835	10.0288	0.0138	1,314.0419	2.8970	0.0157	1,499.2808	3.3053	0.0151	1,434.4226	3.1624
San Diego	2050	T7 Single Other Class 8	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T7 Single Other Class 8	Aggregate	Aggregate	Natural Gas	4.1821	30,402.6667	67.0264	0.0000	0.0000	0.0000	0.0022	16.2302	0.0358	0.0021	14.9231	0.0329
San Diego	2050	T7 SWCV Class 8	Aggregate	Aggregate	Diesel	0.1080	208.8179	0.4604	0.0372	71.8241	0.1583	0.0148	28.5183	0.0629	0.0141	27.2846	0.0602
San Diego	2050	T7 SWCV Class 8	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T7 SWCV Class 8	Aggregate	Aggregate	Natural Gas	9.9284	489,776.4275	1,079.7722	0.0000	0.0000	0.0000	0.0011	55.6145	0.1226	0.0010	51.1355	0.1127
San Diego	2050	T7 Tractor Class 8	Aggregate	Aggregate	Diesel	0.0470	27,326.3174	60.2442	0.0120	6,961.6147	15.3477	0.0214	12,430.0491	27.4036	0.0204	11,892.3307	26.2181
San Diego	2050	T7 Tractor Class 8	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T7 Tractor Class 8	Aggregate	Aggregate	Natural Gas	3.6873	28,881.1922	63.6721	0.0000	0.0000	0.0000	0.0022	16.9278	0.0373	0.0020	15.5645	0.0343
San Diego	2050	T7 Utility Class 8	Aggregate	Aggregate	Diesel	0.1012	380.5484	0.8390	0.0145	54.5679	0.1203	0.0073	27.5796	0.0608	0.0070	26.3866	0.0582
San Diego	2050	T7 Utility Class 8	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T7IS	Aggregate	Aggregate	Gasoline	29.0075	9,909.1346	21.8459	0.0177	6.0622	0.0134	0.0016	0.5312	0.0012	0.0014	0.4884	0.0011
San Diego	2050	T7IS	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	UBUS	Aggregate	Aggregate	Gasoline	0.5760	14,269.2482	31.4583	0.0083	205.9702	0.4541	0.0013	31.9826	0.0705	0.0012	29.4068	0.0648
San Diego	2050	UBUS	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
						Total	52,241,572.2006	115,172.9519	Total	303,404.7777	668.8930	Total	165,939.4813	365.8339	Total	156,597.8044	345.2391
							Grams/Mile	Pounds/Mile		Grams/Mile	Pounds/Mile		Grams/Mile	Pounds/Mile		Grams/Mile	Pounds/Mile
							0.4697	0.0010		0.0027	0.0000		0.0015	0.0000		0.0014	0.0000

Source: EMFAC2021 (v1.0.2) Emission Rates
Region Type: County
Region: San Diego
Calendar Year: 2050
Season: Annual
Vehicle Classification: EMFAC202x Categories
Units: miles/day for CVMT and EVMT, trips/day for Trips, g/mile for RUNEX, PMBW and PMTW, g/trip for STF

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	CO2_RUNEX	CO2_grams	CO2_lbs	CH4_RUNEX	CH4_grams	CH4_lbs	N2O_RUNEX	N2O_grams	N2O_lbs
San Diego	2050	All Other Buses	Aggregate	Aggregate	Diesel	1,005.1654	27,633,632.1001	60,921.7305	0.0007	18.4182	0.0406	0.1584	4,353.6900	9.5982
San Diego	2050	All Other Buses	Aggregate	Aggregate	Natural Gas	937.2452	4,978,434.6706	10,975.5697	0.8387	4,454.8754	9.8213	0.1911	1,014.8865	2.2374
San Diego	2050	LDA	Aggregate	Aggregate	Gasoline	237.8280	11,357,615,817.7026	25,039,256.7620	0.0012	58,246.4073	128.4113	0.0032	154,950.8326	341.6081
San Diego	2050	LDA	Aggregate	Aggregate	Diesel	194.3273	5,441,341.6899	11,996.1050	0.0004	10.5102	0.0232	0.0306	857.2856	1.8900
San Diego	2050	LDA	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	LDA	Aggregate	Aggregate	Plug-in Hybrid	122.9320	280,433,514.5596	618,250.0701	0.0005	1,060.1889	2.3373	0.0005	1,142.2374	2.5182
San Diego	2050	LDT1	Aggregate	Aggregate	Gasoline	275.5392	843,812,863.6462	1,860,288.9278	0.0013	4,044.5532	8.9167	0.0034	10,391.8310	22.9101
San Diego	2050	LDT1	Aggregate	Aggregate	Diesel	362.3137	13,147.8441	28.9860	0.0012	0.0420	0.0001	0.0571	2.0714	0.0046
San Diego	2050	LDT1	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	LDT1	Aggregate	Aggregate	Plug-in Hybrid	122.8282	9,355,597.3541	20,625.5616	0.0005	35.2040	0.0776	0.0005	37.7522	0.0832
San Diego	2050	LDT2	Aggregate	Aggregate	Gasoline	285.7537	6,835,493,787.3344	15,069,684.2351	0.0016	39,020.8039	86.0261	0.0035	82,878.7959	182.7165
San Diego	2050	LDT2	Aggregate	Aggregate	Diesel	268.4943	24,688,221.0495	54,428.2106	0.0011	105.6399	0.2329	0.0423	3,889.6393	8.5752
San Diego	2050	LDT2	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	LDT2	Aggregate	Aggregate	Plug-in Hybrid	122.9162	82,098,895.3404	180,997.0819	0.0005	309.1053	0.6815	0.0005	331.6705	0.7312
San Diego	2050	LHD1	Aggregate	Aggregate	Gasoline	739.4175	705,550,274.8382	1,555,472.0968	0.0012	1,105.8026	2.4379	0.0014	1,357.0012	2.9917
San Diego	2050	LHD1	Aggregate	Aggregate	Diesel	595.2669	431,997,780.5308	952,392.0795	0.0039	2,812.3246	6.2001	0.0938	68,061.4262	150.0498
San Diego	2050	LHD1	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	LHD2	Aggregate	Aggregate	Gasoline	833.9673	107,379,105.0687	236,730.4041	0.0011	135.6432	0.2990	0.0020	257.8266	0.5684
San Diego	2050	LHD2	Aggregate	Aggregate	Diesel	695.6303	238,416,389.4179	525,618.1655	0.0048	1,637.3003	3.6096	0.1096	37,562.5992	82.8114
San Diego	2050	LHD2	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	MCY	Aggregate	Aggregate	Gasoline	198.7138	77,892,161.0206	171,722.8203	0.1602	62,810.5505	138.4736	0.0357	13,977.3530	30.8148
San Diego	2050	MDV	Aggregate	Aggregate	Gasoline	346.0069	4,791,657,302.7416	10,563,796.0858	0.0017	23,089.2197	50.9030	0.0035	48,767.6495	107.5143
San Diego	2050	MDV	Aggregate	Aggregate	Diesel	347.1111	52,355,776.0683	115,424.7283	0.0004	59.0753	0.1302	0.0547	8,248.6738	18.1852
San Diego	2050	MDV	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	MDV	Aggregate	Aggregate	Plug-in Hybrid	122.9253	52,332,665.6351	115,373.7785	0.0005	197.2456	0.4349	0.0005	211.8786	0.4671
San Diego	2050	MH	Aggregate	Aggregate	Gasoline	1,947.4314	94,153,209.8436	207,572.2963	0.0029	138.5600	0.3055	0.0176	852.8492	1.8802
San Diego	2050	MH	Aggregate	Aggregate	Diesel	1,090.1964	30,567,464.0460	67,389.7227	0.0039	109.6476	0.2417	0.1718	4,815.9164	10.6173
San Diego	2050	Motor Coach	Aggregate	Aggregate	Diesel	1,523.0886	40,324,431.6832	88,900.1543	0.0005	12.9603	0.0286	0.2400	6,353.1306	14.0063
San Diego	2050	OBUS	Aggregate	Aggregate	Gasoline	1,512.4770	25,984,820.7828	57,286.7237	0.0018	30.2885	0.0668	0.0150	258.5418	0.5700
San Diego	2050	OBUS	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	PTO	Aggregate	Aggregate	Diesel	1,716.0541	49,470,049.0738	109,062.7893	0.0006	18.2978	0.0403	0.2704	7,794.0264	17.1829
San Diego	2050	PTO	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	SBUS	Aggregate	Aggregate	Gasoline	697.0526	9,159,162.4421	20,192.4967	0.0019	24.7023	0.0545	0.0076	100.0940	0.2207
San Diego	2050	SBUS	Aggregate	Aggregate	Diesel	1,020.1705	22,078,674.2238	48,675.1447	0.0003	6.1286	0.0135	0.1607	3,478.5041	7.6688
San Diego	2050	SBUS	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	SBUS	Aggregate	Aggregate	Natural Gas	1,045.6293	468,706.9445	1,033.3219	2.2417	1,004.8525	2.2153	0.2132	95.5490	0.2106
San Diego	2050	T6 CAIRP Class 4	Aggregate	Aggregate	Diesel	1,010.9106	349,625.0176	770.7912	0.0002	0.0848	0.0002	0.1593	55.0836	0.1214
San Diego	2050	T6 CAIRP Class 4	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 CAIRP Class 5	Aggregate	Aggregate	Diesel	1,011.0473	479,979.6388	1,058.1740	0.0002	0.1165	0.0003	0.1593	75.6210	0.1667
San Diego	2050	T6 CAIRP Class 5	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 CAIRP Class 6	Aggregate	Aggregate	Diesel	1,010.5383	1,251,660.5402	2,759.4391	0.0002	0.3036	0.0007	0.1592	197.1996	0.4348
San Diego	2050	T6 CAIRP Class 6	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 CAIRP Class 7	Aggregate	Aggregate	Diesel	893.5561	13,254,489.7377	29,221.1479	0.0003	3.9513	0.0087	0.1408	2,088.2503	4.6038
San Diego	2050	T6 CAIRP Class 7	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Instate Delivery Class 4	Aggregate	Aggregate	Diesel	1,035.3360	21,550,819.5692	47,511.4243	0.0003	5.7512	0.0127	0.1631	3,395.3404	7.4854
San Diego	2050	T6 Instate Delivery Class 4	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Instate Delivery Class 4	Aggregate	Aggregate	Natural Gas	1,007.9047	370,889.2945	817.6709	0.8718	320.8155	0.7073	0.2055	75.6082	0.1667
San Diego	2050	T6 Instate Delivery Class 5	Aggregate	Aggregate	Diesel	1,035.7705	16,341,800.1145	36,027.5022	0.0003	4.3528	0.0096	0.1632	2,574.6573	5.6761
San Diego	2050	T6 Instate Delivery Class 5	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Instate Delivery Class 5	Aggregate	Aggregate	Natural Gas	1,009.5423	285,979.2131	630.4762	0.8717	246.9279	0.5444	0.2058	58.2987	0.1285

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	CO2_RUNEX	CO2_grams	CO2_lbs	CH4_RUNEX	CH4_grams	CH4_lbs	N2O_RUNEX	N2O_grams	N2O_lbs
San Diego	2050	T6 Instate Delivery Class 6	Aggregate	Aggregate	Diesel	1,035.3609	48,751,558.2331	107,478.7881	0.0003	13.0203	0.0287	0.1631	7,680.8279	16.9333
San Diego	2050	T6 Instate Delivery Class 6	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Instate Delivery Class 6	Aggregate	Aggregate	Natural Gas	1,008.5352	846,363.5959	1,865.9123	0.8715	731.4028	1.6125	0.2056	172.5368	0.3804
San Diego	2050	T6 Instate Delivery Class 7	Aggregate	Aggregate	Diesel	1,057.4045	25,945,682.0615	57,200.4376	0.0003	8.3883	0.0185	0.1666	4,087.7528	9.0120
San Diego	2050	T6 Instate Delivery Class 7	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Instate Delivery Class 7	Aggregate	Aggregate	Natural Gas	1,037.7719	225,521.4111	497.1896	0.8705	189.1675	0.4170	0.2116	45.9740	0.1014
San Diego	2050	T6 Instate Other Class 4	Aggregate	Aggregate	Diesel	1,004.0666	53,368,421.3762	117,657.2291	0.0003	13.2969	0.0293	0.1582	8,408.2165	18.5369
San Diego	2050	T6 Instate Other Class 4	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Instate Other Class 4	Aggregate	Aggregate	Natural Gas	878.8453	823,899.5543	1,816.3876	0.6965	652.9959	1.4396	0.1792	167.9573	0.3703
San Diego	2050	T6 Instate Other Class 5	Aggregate	Aggregate	Diesel	1,004.4296	100,775,540.9017	222,172.0372	0.0003	25.0972	0.0553	0.1582	15,877.2275	35.0033
San Diego	2050	T6 Instate Other Class 5	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Instate Other Class 5	Aggregate	Aggregate	Natural Gas	879.7405	1,577,215.1120	3,477.1641	0.6961	1,248.0659	2.7515	0.1793	321.5256	0.7088
San Diego	2050	T6 Instate Other Class 6	Aggregate	Aggregate	Diesel	1,004.3180	99,309,665.4214	218,940.3350	0.0003	24.7403	0.0545	0.1582	15,646.2782	34.4941
San Diego	2050	T6 Instate Other Class 6	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Instate Other Class 6	Aggregate	Aggregate	Natural Gas	880.3250	1,562,376.9874	3,444.4517	0.6964	1,235.9097	2.7247	0.1795	318.5008	0.7022
San Diego	2050	T6 Instate Other Class 7	Aggregate	Aggregate	Diesel	1,011.9072	62,244,422.6937	137,225.4624	0.0003	18.8836	0.0416	0.1594	9,806.6341	21.6199
San Diego	2050	T6 Instate Other Class 7	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Instate Other Class 7	Aggregate	Aggregate	Natural Gas	891.9285	435,247.8352	959.5572	0.6952	339.2395	0.7479	0.1818	88.7281	0.1956
San Diego	2050	T6 Instate Tractor Class 6	Aggregate	Aggregate	Diesel	1,004.2492	587,165.4780	1,294.4783	0.0002	0.1449	0.0003	0.1582	92.5082	0.2039
San Diego	2050	T6 Instate Tractor Class 6	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Instate Tractor Class 6	Aggregate	Aggregate	Natural Gas	879.5276	9,153.6150	20.1803	0.6964	7.2472	0.0160	0.1793	1.8660	0.0041
San Diego	2050	T6 Instate Tractor Class 7	Aggregate	Aggregate	Diesel	912.1908	30,860,374.2936	68,035.4793	0.0003	10.1248	0.0223	0.1437	4,862.0645	10.7190
San Diego	2050	T6 Instate Tractor Class 7	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Instate Tractor Class 7	Aggregate	Aggregate	Natural Gas	866.1636	222,239.8145	489.9549	0.6956	178.4802	0.3935	0.1766	45.3050	0.0999
San Diego	2050	T6 OOS Class 4	Aggregate	Aggregate	Diesel	950.5630	472,947.9575	1,042.6718	0.0002	0.1208	0.0003	0.1498	74.5131	0.1643
San Diego	2050	T6 OOS Class 5	Aggregate	Aggregate	Diesel	950.9487	649,062.7949	1,430.9385	0.0002	0.1661	0.0004	0.1498	102.2601	0.2254
San Diego	2050	T6 OOS Class 6	Aggregate	Aggregate	Diesel	949.5375	1,693,502.8164	3,733.5346	0.0002	0.4319	0.0010	0.1496	266.8121	0.5882
San Diego	2050	T6 OOS Class 7	Aggregate	Aggregate	Diesel	854.9258	11,086,920.3269	24,442.4754	0.0003	3.3853	0.0075	0.1347	1,746.7488	3.8509
San Diego	2050	T6 Public Class 4	Aggregate	Aggregate	Diesel	1,074.9285	5,563,903.7466	12,266.3081	0.0005	2.3863	0.0053	0.1694	876.5953	1.9326
San Diego	2050	T6 Public Class 4	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Public Class 4	Aggregate	Aggregate	Natural Gas	977.2983	65,435.8145	144.2613	0.8823	59.0732	0.1302	0.1992	13.3395	0.0294
San Diego	2050	T6 Public Class 5	Aggregate	Aggregate	Diesel	1,080.5289	12,557,860.6488	27,685.3437	0.0004	5.0635	0.0112	0.1702	1,978.4961	4.3618
San Diego	2050	T6 Public Class 5	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Public Class 5	Aggregate	Aggregate	Natural Gas	982.3467	154,511.4314	340.6394	0.8765	137.8578	0.3039	0.2003	31.4982	0.0694
San Diego	2050	T6 Public Class 6	Aggregate	Aggregate	Diesel	1,074.9477	8,387,589.3548	18,491.4692	0.0004	3.1869	0.0070	0.1694	1,321.4681	2.9133
San Diego	2050	T6 Public Class 6	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Public Class 6	Aggregate	Aggregate	Natural Gas	977.4681	98,308.4829	216.7331	0.8814	88.6420	0.1954	0.1993	20.0408	0.0442
San Diego	2050	T6 Public Class 7	Aggregate	Aggregate	Diesel	1,061.0487	20,816,855.4286	45,893.3104	0.0004	7.7239	0.0170	0.1672	3,279.7041	7.2305
San Diego	2050	T6 Public Class 7	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Public Class 7	Aggregate	Aggregate	Natural Gas	978.6105	252,658.8389	557.0174	0.8812	227.5029	0.5016	0.1995	51.5062	0.1136
San Diego	2050	T6 Utility Class 5	Aggregate	Aggregate	Diesel	1,013.9602	3,615,565.0334	7,970.9565	0.0002	0.8369	0.0018	0.1597	569.6337	1.2558
San Diego	2050	T6 Utility Class 5	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Utility Class 6	Aggregate	Aggregate	Diesel	1,013.9621	868,127.4067	1,913.8933	0.0002	0.2009	0.0004	0.1598	136.7738	0.3015
San Diego	2050	T6 Utility Class 6	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6 Utility Class 7	Aggregate	Aggregate	Diesel	1,014.9559	1,043,697.0379	2,300.9581	0.0002	0.2391	0.0005	0.1599	164.4349	0.3625
San Diego	2050	T6 Utility Class 7	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T6TS	Aggregate	Aggregate	Gasoline	1,529.4723	149,977,553.4856	330,643.9072	0.0029	279.5507	0.6163	0.0067	659.8355	1.4547
San Diego	2050	T6TS	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T7 CAIRP Class 8	Aggregate	Aggregate	Diesel	1,277.9818	927,203,974.3772	2,044,134.8570	0.0005	383.1341	0.8447	0.2013	146,081.3638	322.0543
San Diego	2050	T7 CAIRP Class 8	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T7 CAIRP Class 8	Aggregate	Aggregate	Natural Gas	1,022.4317	629,821.7771	1,388.5193	0.9352	576.1169	1.2701	0.2084	128.3933	0.2831
San Diego	2050	T7 NNOOS Class 8	Aggregate	Aggregate	Diesel	1,222.5816	1,357,789,731.6899	2,993,413.9582	0.0005	570.0559	1.2568	0.1926	213,920.3252	471.6136
San Diego	2050	T7 NOOS Class 8	Aggregate	Aggregate	Diesel	1,222.3179	493,154,506.1371	1,087,219.5803	0.0005	213.6400	0.4710	0.1926	77,696.6933	171.2919
San Diego	2050	T7 Other Port Class 8	Aggregate	Aggregate	Diesel	1,370.8292	170,482,847.6609	375,850.3426	0.0005	58.0673	0.1280	0.2160	26,859.6421	59.2154
San Diego	2050	T7 Other Port Class 8	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T7 POLA Class 8	Aggregate	Aggregate	Diesel	1,368.8890	55,379,202.2871	122,090.2421	0.0005	20.0457	0.0442	0.2157	8,725.0159	19.2354
San Diego	2050	T7 POLA Class 8	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T7 Public Class 8	Aggregate	Aggregate	Diesel	1,594.4672	62,287,442.2053	137,320.3041	0.0012	48.3858	0.1067	0.2512	9,813.4119	21.6349

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	CO2_RUNEX	CO2_grams	CO2_lbs	CH4_RUNEX	CH4_grams	CH4_lbs	N2O_RUNEX	N2O_grams	N2O_lbs
San Diego	2050	T7 Public Class 8	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T7 Public Class 8	Aggregate	Aggregate	Natural Gas	1,457.7866	514,191.6184	1,133.5985	1.6998	599.5664	1.3218	0.2972	104.8213	0.2311
San Diego	2050	T7 Single Concrete/Transit Mix Class 8	Aggregate	Aggregate	Diesel	1,443.5605	17,123,226.5405	37,750.2526	0.0004	4.7203	0.0104	0.2274	2,697.7713	5.9476
San Diego	2050	T7 Single Concrete/Transit Mix Class 8	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T7 Single Concrete/Transit Mix Class 8	Aggregate	Aggregate	Natural Gas	1,124.2435	1,013,274.6061	2,233.8881	1.0671	961.7364	2.1203	0.2292	206.5627	0.4554
San Diego	2050	T7 Single Dump Class 8	Aggregate	Aggregate	Diesel	1,467.1058	40,723,749.5319	89,780.4995	0.0005	12.8312	0.0283	0.2311	6,416.0433	14.1450
San Diego	2050	T7 Single Dump Class 8	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T7 Single Dump Class 8	Aggregate	Aggregate	Natural Gas	1,139.1744	2,426,385.2803	5,349.2639	1.0663	2,271.2451	5.0072	0.2322	494.6345	1.0905
San Diego	2050	T7 Single Other Class 8	Aggregate	Aggregate	Diesel	1,456.6900	138,767,142.7099	305,929.1820	0.0004	41.1125	0.0906	0.2295	21,862.8198	48.1993
San Diego	2050	T7 Single Other Class 8	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T7 Single Other Class 8	Aggregate	Aggregate	Natural Gas	1,130.5514	8,218,688.7186	18,119.1071	1.0668	7,754.8824	17.0966	0.2305	1,675.4335	3.6937
San Diego	2050	T7 SWCV Class 8	Aggregate	Aggregate	Diesel	3,923.5684	7,584,863.2166	16,721.7610	0.0020	3.8540	0.0085	0.6182	1,194.9983	2.6345
San Diego	2050	T7 SWCV Class 8	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T7 SWCV Class 8	Aggregate	Aggregate	Natural Gas	1,315.9702	64,917,730.2178	143,119.0966	0.3627	17,890.1084	39.4409	0.2683	13,233.9040	29.1758
San Diego	2050	T7 Tractor Class 8	Aggregate	Aggregate	Diesel	1,263.8878	735,169,407.8665	1,620,771.1075	0.0005	272.5324	0.6008	0.1991	115,826.2396	255.3531
San Diego	2050	T7 Tractor Class 8	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T7 Tractor Class 8	Aggregate	Aggregate	Natural Gas	1,072.5419	8,400,801.2737	18,520.5965	1.0210	7,996.9640	17.6303	0.2186	1,712.5583	3.7755
San Diego	2050	T7 Utility Class 8	Aggregate	Aggregate	Diesel	1,532.6281	5,762,545.2311	12,704.2376	0.0005	1.9402	0.0043	0.2415	907.8913	2.0016
San Diego	2050	T7 Utility Class 8	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	T7IS	Aggregate	Aggregate	Gasoline	1,795.0822	613,211.7926	1,351.9006	0.0922	31.4975	0.0694	0.1024	34.9742	0.0771
San Diego	2050	T7IS	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
San Diego	2050	UBUS	Aggregate	Aggregate	Gasoline	840.9982	20,834,496.8907	45,932.2032	0.0013	32.6447	0.0720	0.0030	73.1982	0.1614
San Diego	2050	UBUS	Aggregate	Aggregate	Electricity	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
						Total	31,019,085,061.3976	68,385,376.6354	Total	246,338.3060	543.0830	Total	1,199,148.0303	2,643.6689
						Grams/Mile		Pounds/Mile		Grams/Mile	Pounds/Mile		Grams/Mile	Pounds/Mile
						278.9083		0.6149		0.0022	0.0000		0.0108	0.0000

Appendix D
Noise Measurements and Data

Roadway LOS Data

ID	Segment ID	Street Name	Bound 1	Bound 2	Classification	Vehicular Function	Lanes	Median	ADT	LOS	Note
SC-2	1	Balour Dr	Encinitas Blvd	Melba Rd	Suburban Collector	Collector	2	None	12,484	LOS F	
SC-2	2	Balour Dr	Melba Rd	Santa Fe Dr	Suburban Collector	Collector	2	None	7,992	LOS E	
UC-2	3	Birmingham Dr	San Elijo Ave	Carol View Dr	Urban Village Collector	Collector	2	None	13,188	LOS F	
UC-2	4	Birmingham Dr	Carol View Dr	Villa Cardiff Dr	Urban Village Collector	Collector	2	None	14,902	LOS F	
SC-2	5	Birmingham Dr	Villa Cardiff Dr	Lake Dr	Suburban Collector	Collector	2	None	8,075	LOS E	
RN-2	6	Bonita Dr	Requeza St	Melba Rd	Residential Neighborway	Local	2	None	1,396	LOS C or Better	Model only includes a portion of this roadway segment.
RN-2	7	Bonita Dr	Melba Rd	Santa Fe Dr	Residential Neighborway	Local	2	None	1,469	LOS C or Better	
RN-2M	8	Cerro St	Encinitas Blvd	Avenida De Las Adelsas	Residential Neighborway	Local	2	Median	2,172	LOS C or Better	
RN-2L	9	Cerro St	Avenida De Las Adelsas	S El Camino Real	Residential Neighborway	Local	2	TWLTL	2,272	LOS C or Better	
RN-4	10	Chesterfield Dr	S Coast Highway 101	Oxford Ave	Residential Neighborway	Local	4	None	5,414	LOS C or Better	Model only includes a portion of this roadway segment.
RN-2	11	Chesterfield Dr*	Oxford Ave	Edinburg Ave	Residential Neighborway	Local	2	None	488	LOS C or Better	Model does not include this roadway segment.
RN-2	12	Clark Ave	Leucadia Blvd	Puebla St	Residential Neighborway	Local	2	None	1,922	LOS C or Better	
RN-2	13	Cornish Dr	E D St	San Elijo Ave	Residential Neighborway	Local	2	None	726	LOS C or Better	
RN-2	14	Crest Dr	Santa Fe Dr	Melba Rd	Residential Neighborway	Local	2	None	648	LOS C or Better	
RN-2	15	E D St	S Coast Highway 101	Stratford Dr	Residential Neighborway	Local	2	None	1,422	LOS C or Better	Model only includes a portion of this roadway segment.
SC-2	16	E F St	S Vulcan Ave	Cornish Dr	Suburban Collector	Collector	2	None	1,327	LOS C or Better	
RN-2	17	E Glaucus St	N Vulcan Ave	Hygeia Ave	Residential Neighborway	Local	2	None	1,336	LOS C or Better	
RN-2	18	E Glaucus St	Hygeia Ave	Hymettus Ave	Residential Neighborway	Local	2	None	1,694	LOS C or Better	
RN-2	19	E Glaucus St	Hymettus Ave	Orpheus Ave	Residential Neighborway	Local	2	None	338	LOS C or Better	
RN-2	20	Edinburg Ave*	Liverpool Dr	Chesterfield Dr	Residential Neighborway	Local	2	None	520	LOS C or Better	Model does not include this roadway segment.
RC-2	21	El Camino Del Norte	City Boundary	Rancho Santa Fe Rd	Rural Collector	Collector	2	None	8,658	LOS E	
EC-6M	22	El Camino Real	City Boundary	Leucadia Blvd	El Camino Real Suburban Corridor	Prime Arterial	6	Median	27,171	LOS C or Better	
EC-6M	23	El Camino Real	Leucadia Blvd	Encinitas Blvd	El Camino Real Suburban Corridor	Prime Arterial	6	Median	32,179	LOS C or Better	
EC-6M	24	El Camino Real	Encinitas Blvd	Crest Dr	El Camino Real Suburban Corridor	Prime Arterial	6	Median	29,418	LOS C or Better	
CP-6L	25	El Camino Real	Crest Dr	Manchester Ave	Suburban Connector (Prime Arterial)	Prime Arterial	6	TWLTL	27,052	LOS C or Better	
RN-2	26	El Portal St*	La Mesa Ave	La Veta Ave	Residential Neighborway	Local	2	None	799	LOS C or Better	Model does not include this roadway segment.
RN-2	27	El Portal St*	La Veta Ave	N Coast Highway 101	Residential Neighborway	Local	2	None	1,236	LOS C or Better	Model does not include this roadway segment.
CM-4L	28	Encinitas Blvd	N Coast Highway 101	I-5	Suburban Connector (Major Arterial)	Major Arterial	4	TWLTL	26,988	LOS E	
CM-6M	29	Encinitas Blvd	I-5	Calle Magdelena	Suburban Connector (Major Arterial)	Major Arterial	6	Median	31,317	LOS C or Better	
CM-6M	30	Encinitas Blvd	Calle Magdelena	Westlake St	Suburban Connector (Major Arterial)	Major Arterial	6	Median	24,308	LOS C or Better	
CM-4M	31	Encinitas Blvd	Westlake St	N El Camino Real	Suburban Connector (Major Arterial)	Major Arterial	4	Median	21,665	LOS C or Better	
CM-4L	32	Encinitas Blvd	N El Camino Real	Rancho Santa Fe Rd	Suburban Connector (Major Arterial)	Major Arterial	4	TWLTL	21,144	LOS D	
SC-4M	33	Garden View Rd	City Limits	El Camino Real	Suburban Collector	Collector	4	Median	9,031	LOS C or Better	
SC-4L	34	Garden View Rd	El Camino Real	Garden View Ct	Suburban Collector	Collector	4	TWLTL	8,966	LOS C or Better	
SC-2	35	Garden View Rd	Garden View Ct	Glen Arbor Dr	Suburban Collector	Collector	2	None	6,312	LOS D	
RN-1	36	Glen Arbor Dr	Garden View Rd	Willowspring Dr	Residential Neighborway	Local	1	None	1,513	LOS C or Better	
RN-1	37	Glen Arbor Dr	Willowspring Dr	Mountain Vista Dr	Residential Neighborway	Local	1	None	622	LOS C or Better	
RN-1	38	Glen Arbor Dr	Mountain Vista Dr	N Willowspring Dr	Residential Neighborway	Local	1	None	465	LOS C or Better	
RN-2	39	Grandview St*	Neptune Ave	N Coast Highway 101	Residential Neighborway	Local	2	None	1,258	LOS C or Better	Model does not include this roadway segment.
RN-2	40	Hymettus Ave	E Glaucus St	E Glaucus St	Residential Neighborway	Local	2	None	768	LOS C or Better	
UC-2	41	La Costa Ave	Coast Highway 101/Carlsbad B	Piraeus St	Urban Village Collector	Collector	2	None	18,077	LOS F	
CM-4M	42	La Costa Ave	Piraeus St	City Boundary	Suburban Connector (Major Arterial)	Major Arterial	4	Median	35,416	LOS E	
SC-2	43	Lake Dr	Santa Fe Dr	Birmingham Dr	Suburban Collector	Collector	2	None	5,296	LOS D	
UC-2L	44	Leucadia Blvd	N Coast Highway 101	Orpheus Ave	Urban Village Collector	Collector	2	TWLTL	6,005	LOS C or Better	
CM-4M	45	Leucadia Blvd	Orpheus Ave	N El Camino Real	Suburban Connector (Major Arterial)	Major Arterial	4	Median	22,800	LOS C or Better	
RN-2	46	Liverpool Dr*	Edinburg Ave	Mackinnon Ave	Residential Neighborway	Local	2	None	368	LOS C or Better	Model does not include this roadway segment.
RN-2	47	Lone Jack Rd	Rancho Santa Fe Rd	Lone Hill Ln	Residential Neighborway	Local	2	None	4,380	LOS C or Better	
SC-2	48	Mackinnon Ave	Santa Fe Dr	I-Villa Cardiff Dr	Suburban Collector	Collector	2	None	8,969	LOS E	
SC-2	49	Mackinnon Ave	Villa Cardiff Dr	Birmingham Dr	Suburban Collector	Collector	2	None	5,303	LOS D	
RN-2	50	Mackinnon Ave	Birmingham Dr	Liverpool Dr	Residential Neighborway	Local	2	None	4,273	LOS C or Better	Model only includes a portion of this roadway segment.

RN-2	51	Manchester Ave	Rossini Dr	San Elijo Ave	Residential Neighborway	Local	2	None	1,076	LOS C or Better	
UC-2	52	Manchester Ave	San Elijo Ave	I-5	Urban Village Collector	Collector	2	None	6,164	LOS D	
CP-4N	53	Manchester Ave	I-5	El Camino Real	Suburban Connector (Prime Arterial)	Prime Arterial	4	None	30,008	LOS F	
RC-2	54	Manchester Ave	El Camino Real	Encinitas Blvd	Rural Collector	Collector	2	None	7,776	LOS E	
RN-2	55	Melba Rd	Cornish Dr	Stratford Dr	Residential Neighborway	Local	2	None	994	LOS C or Better	Model only includes a portion of this roadway segment.
RN-2	56	Melba Rd	Regal Rd	Bonita Dr	Residential Neighborway	Local	2	None	2,045	LOS C or Better	
RN-2	57	Melba Rd	Bonita Dr	Balour Dr	Residential Neighborway	Local	2	None	3,031	LOS C or Better	
RN-2	58	Melba Rd	Balour Dr	Crest Dr	Residential Neighborway	Local	2	None	1,011	LOS C or Better	
RN-2	59	Montgomery Ave	Rossini Dr	Westminster Rd	Residential Neighborway	Local	2	None	3,005	LOS C or Better	
SC-2L	60	Mountain Vista Dr	N El Camino Real	Village Park Way	Suburban Collector	Collector	2	TWLTL	5,518	LOS C or Better	
SC-2L	61	Mountain Vista Dr	Village Park Way	Glen Arbor Dr	Suburban Collector	Collector	2	TWLTL	1,028	LOS C or Better	
SC-2L	62	Mountain Vista Dr	Glen Arbor Dr	N Willowspring Dr	Suburban Collector	Collector	2	TWLTL	713	LOS C or Better	
RN-2	63	Mozart Ave*	Montgomery Ave	San Elijo Ave	Residential Neighborway	Local	2	None	265	LOS C or Better	Model does not include this roadway segment.
CH-2M	64	N Coast Highway 101	La Costa Ave	Encinitas Blvd	Coast Highway 101 Urban Village Corridor	Major Arterial	2	Median	14,276	LOS C or Better	
RN-2	65	N El Portal St*	El Portal St	Neptune Ave	Residential Neighborway	Local	2	None	257	LOS C or Better	Model does not include this roadway segment.
UC-2	66	N Vulcan Ave	La Costa Ave	Encinitas Blvd	Urban Village Collector	Collector	2	None	6,440	LOS D	
SC-2	67	Nardo Rd	Requeza St	Santa Fe Dr	Suburban Collector	Collector	2	None	3,146	LOS C or Better	
RN-1	68	Neptune Ave*	Grandview St	Sylvia St	Residential Neighborway	Local	1	None	832	LOS C or Better	Model does not include this roadway segment.
CM-5M	69	Olivenhain Rd	N El Camino Real	City Boundary	Suburban Connector (Major Arterial)	Major Arterial	5	Median	38,672	LOS D	
RN-2	70	Orpheus Ave	E Glaucus Rd	N Vulcan Ave	Residential Neighborway	Local	2	None	2,342	LOS C or Better	
SC-2	71	Piraeus St	Glaucus St	Leucadia Blvd	Suburban Collector	Collector	2	None	3,352	LOS C or Better	The segment extent is not clear. Piraeus St does not intersect with Glaucus St.
RN-2	72	Puebla St*	Clark Ave	Del Rio Ave	Residential Neighborway	Local	2	None	210	LOS C or Better	Model does not include this roadway segment.
RN-2	73	Puebla St	Del Rio Ave	Saxony Rd	Residential Neighborway	Local	2	None	958	LOS C or Better	
SC-2M	74	Quail Gardens Dr	Swallowtail Blvd	Encinitas Blvd	Suburban Collector	Collector	2	Median	7,028	LOS C or Better	
SC-2	75	Quail Hollow Dr	Saxony Rd	Swallowtail Blvd	Suburban Collector	Collector	2	None	1,595	LOS C or Better	
RC-2	76	Rancho Santa Fe Rd	N City Boundary	El Camino del Norte	Rural Collector	Collector	2	None	17,459	LOS F	
RC-2	77	Rancho Santa Fe Rd	El Camino del Norte	Manchester Ave	Rural Collector	Collector	2	None	13,736	LOS F	
RN-2	78	Regal Rd	Requeza St	Santa Fe Dr	Residential Neighborway	Local	2	None	7,109	LOS D	
RN-2	79	Requeza St	Nardo Rd	Dead End	Residential Neighborway	Local	2	None	1,053	LOS C or Better	
SC-2	80	Requeza St	Cornish Dr	I-5	Suburban Collector	Collector	2	None	2,322	LOS C or Better	
SC-2	81	Requeza St	I-5	Nardo Rd	Suburban Collector	Collector	2	None	4,222	LOS C or Better	
RN-2	82	Rossini Dr*	Montgomery Ave	Manchester Ave	Residential Neighborway	Local	2	None	401	LOS C or Better	Model does not include this roadway segment.
CH-4	83	S Coast Highway 101	Encinitas Blvd	W F St	Coast Highway 101 Urban Village Corridor	Major Arterial	4	None	15,520	LOS C or Better	
CH-4L	84	S Coast Highway 101	W F St	W K St	Coast Highway 101 Urban Village Corridor	Major Arterial	4	TWLTL	10,856	LOS C or Better	
CH-2M	85	S Coast Highway 101	W K St	San Elijo State Beach/Verdi Ave	Coast Highway 101 Urban Village Corridor	Major Arterial	2	Median	12,259	LOS C or Better	
CH-4M	86	S Coast Highway 101	San Elijo State Beach/Verdi Ave	City Boundary	Coast Highway 101 Urban Village Corridor	Major Arterial	4	Median	20,720	LOS C or Better	
RN-2	87	S El Portal St*	El Portal St	Neptune Ave	Residential Neighborway	Local	2	None	286	LOS C or Better	Model does not include this roadway segment.
RC-2	88	S Rancho Santa Fe Rd	Encinitas Blvd	City Bounday	Rural Collector	Collector	2	None	25,916	LOS F	
UC-2	89	S San Elijo Ave	Santa Fe Dr	Cornish Dr	Urban Village Collector	Collector	2	None	2,860	LOS C or Better	
UC-4N	90	S Vulcan Ave	E St	Encinitas Blvd	Urban Village Collector	Collector	4	None	13,360	LOS C or Better	This segment has an overlap with segment 91.
UC-2	91	S Vulcan Ave	Encinitas Blvd	Santa Fe Dr	Urban Village Collector	Collector	2	None	8,899	LOS E	This segment has an overlap with segment 90.
RN-2	92	S Willowspring Dr	S El Camino Real	Encinitas Blvd	Residential Neighborway	Local	2	None	3,497	LOS C or Better	
UC-2	93	San Elijo Ave	Santa Fe Dr	Chesterfield Dr	Urban Village Collector	Collector	2	None	5,936	LOS D	
UC-2	94	San Elijo Ave	Chesterfield Dr	Kilkenny Dr	Urban Village Collector	Collector	2	None	1,560	LOS C or Better	
UC-2	95	San Elijo Ave	Kilkenny Dr	Manchester Ave	Urban Village Collector	Collector	2	None	1,560	LOS C or Better	
SC-2L	96	Santa Fe Dr	I-5	Gardena Rd	Suburban Collector	Collector	2	TWLTL	17,286	LOS F	
SC-2L	97	Santa Fe Dr	Gardena Rd	Nardo Rd	Suburban Collector	Collector	2	TWLTL	10,039	LOS D	
SC-2L	98	Santa Fe Dr	Nardo Rd	Lake Dr	Suburban Collector	Collector	2	TWLTL	10,619	LOS D	
SC-2L	99	Santa Fe Dr	Lake Dr	S El Camino Real	Suburban Collector	Collector	2	TWLTL	9,132	LOS C or Better	
UC-2	100	Santa Fe Dr	S San Elijo Ave	Rubenstein Ave	Urban Village Collector	Collector	2	None	7,519	LOS E	
UC-2L	101	Santa Fe Dr	Rubenstein Ave	I-5	Urban Village Collector	Collector	2	TWLTL	11,674	LOS D	

SC-2	102	Saxony Rd	La Costa Ave	Encinitas Blvd	Suburban Collector	Collector	2	None	9,316	LOS E	
RN-2	103	Second St	W D St	W K St	Residential Neighborway	Local	2	None	4,748	LOS C or Better	Model only includes a portion of this roadway segment.
RN-2	104	Stratford Dr	E D St	Santa Fe Dr	Residential Neighborway	Local	2	None	1,074	LOS C or Better	Model only includes a portion of this roadway segment.
RN-2	105	Summit Ave	Santa Fe Dr	Westminster Rd	Residential Neighborway	Local	2	None	1,500	LOS C or Better	
RN-2	106	Sylvia St*	Neptune Ave	Third St	Residential Neighborway	Local	2	None	700	LOS C or Better	Model does not include this roadway segment.
RN-2	107	Third St	W K St	W B St	Residential Neighborway	Local	2	None	2,577	LOS C or Better	
RN-2	108	Third St	W B St	Sylvia St	Residential Neighborway	Local	2	None	858	LOS C or Better	Model only includes a portion of this roadway segment.
SC-4L	109	Via Cantebria	Garden View Dr	Encinitas Blvd	Suburban Collector	Collector	4	TWLTL	15,643	LOS D	
RN-2	110	Via Molena	Via Cantebria	El Camino Real	Residential Neighborway	Local	2	None	5,488	LOS D	
RN-2	111	Via Montoro	El Camino Real	Via Cantebria	Residential Neighborway	Local	2	None	1,539	LOS C or Better	
SC-2	112	Villa Cardiff Dr	Mackinnon Ave	Birmingham Dr	Suburban Collector	Collector	2	None	5,363	LOS D	
SC-4M	113	Village Park Way	Mountain Vista Dr	Encinitas Blvd	Suburban Collector	Collector	4	Median	7,629	LOS C or Better	
UC-2	114	W B St	Third St	N Coast Highway 101	Urban Village Collector	Collector	2	None	5,643	LOS D	
RN-2	115	W D St	Third St	N Coast Highway 101	Residential Neighborway	Local	2	None	4,478	LOS C or Better	
RN-2	116	W K St	Third St	S Coast Highway 101	Residential Neighborway	Local	2	None	1,846	LOS C or Better	
RN-2	117	W Leucadia Blvd	Neptune Ave	N Coast Highway 101	Residential Neighborway	Local	2	None	685	LOS C or Better	
RN-2	118	Wandering Rd	N Willowspring Dr	Mountain Vista Dr	Residential Neighborway	Local	2	None	1,538	LOS C or Better	
SC-2	119	Westlake St	Encinitas Blvd	Requeza St	Suburban Collector	Collector	2	None	10,728	LOS F	
RN-2	120	Westminster Dr	Summit Ave	Montgomery Ave	Residential Neighborway	Local	2	None	1,592	LOS C or Better	
RN-1	121	Willowspring Dr	Glen Arbor Dr	Glen Arbor Dr	Residential Neighborway	Local	1	None	4,580	LOS D	This segment has an overlap with segments 125 and 124.
RN-2	122	Willowspring Dr	Glen Arbor Dr	Encinitas Blvd	Residential Neighborway	Local	2	None	1,774	LOS C or Better	
RN-1	123	Willowspring Dr	Garden View Rd	Glen Arbor Dr	Residential Neighborway	Local	1	None	1,461	LOS C or Better	
RN-2	124	Willowspring Dr	Glen Arbor Dr	Mountain Vista Dr	Residential Neighborway	Local	2	None	1,617	LOS C or Better	
RN-1	125	Willowspring Dr	Mountain Vista Dr	Red Gap Court	Residential Neighborway	Local	1	None	641	LOS C or Better	This segment has an overlap with segment 121.
RN-2	126	Windsor Rd	Santa Fe Dr	Munevar Rd	Residential Neighborway	Local	2	None	2,275	LOS C or Better	
RN-2	127	Windsor Rd	Munevar Rd	Villa Cardiff Dr	Residential Neighborway	Local	2	None	2,502	LOS C or Better	
RN-2	128	Woodlake Dr	Windsor Rd	Lake Dr	Residential Neighborway	Local	2	None	246	LOS C or Better	

*: ADT data was obtained through a 24-hour data collection process for these segments. This was necessary because the model does not provide ADT for some local residential roadway segments.
In the 2050np and 2050wp scenarios, the average growth rates for segments with the same classification were applied.

ID	Segment ID	Street Name	Bound 1	Bound 2	Classification	Vehicular Function	Lanes	Median	ADT	LOS	Note
SC-2L	1	Balour Dr	Encinitas Blvd	Melba Rd	Suburban Collector	Collector	2	TWLTL	12,746	LOS D	
SC-2	2	Balour Dr	Melba Rd	Santa Fe Dr	Suburban Collector	Collector	2	None	7,498	LOS D	
UC-2	3	Birmingham Dr	San Elijo Ave	Carol View Dr	Urban Village Collector	Collector	2	None	12,298	LOS F	
UC-2	4	Birmingham Dr	Carol View Dr	Villa Cardiff Dr	Urban Village Collector	Collector	2	None	15,197	LOS F	
SC-2	5	Birmingham Dr	Villa Cardiff Dr	Lake Dr	Suburban Collector	Collector	2	None	8,257	LOS E	
RN-2	6	Bonita Dr	Requeza St	Melba Rd	Residential Neighborway	Local	2	None	1,388	LOS C or Better	Model only includes a portion of this roadway segment.
RN-2	7	Bonita Dr	Melba Rd	Santa Fe Dr	Residential Neighborway	Local	2	None	1,857	LOS C or Better	
RN-2M	8	Cerro St	Encinitas Blvd	Avenida De Las Adelsas	Residential Neighborway	Local	2	Median	2,967	LOS C or Better	
RN-2L	9	Cerro St	Avenida De Las Adelsas	S El Camino Real	Residential Neighborway	Local	2	TWLTL	3,017	LOS C or Better	
RN-2	10	Chesterfield Dr	S Coast Highway 101	Oxford Ave	Residential Neighborway	Local	2	None	5,106	LOS D	Model only includes a portion of this roadway segment.
RN-2	11	Chesterfield Dr*	Oxford Ave	Edinburg Ave	Residential Neighborway	Local	2	None	489	LOS C or Better	Model does not include this roadway segment.
RN-2	12	Clark Ave	Leucadia Blvd	Puebla St	Residential Neighborway	Local	2	None	2,816	LOS C or Better	
RN-2	13	Cornish Dr	E D St	San Elijo Ave	Residential Neighborway	Local	2	None	486	LOS C or Better	
RN-2	14	Crest Dr	Santa Fe Dr	Melba Rd	Residential Neighborway	Local	2	None	707	LOS C or Better	
RN-2	15	E D St	S Coast Highway 101	Stratford Dr	Residential Neighborway	Local	2	None	1,212	LOS C or Better	Model only includes a portion of this roadway segment.
SC-2	16	E F St	S Vulcan Ave	Cornish Dr	Suburban Collector	Collector	2	None	2,379	LOS C or Better	
RN-2	17	E Glaucus St	N Vulcan Ave	Hygeia Ave	Residential Neighborway	Local	2	None	1,332	LOS C or Better	
RN-2	18	E Glaucus St	Hygeia Ave	Hymettus Ave	Residential Neighborway	Local	2	None	1,705	LOS C or Better	
RN-2	19	E Glaucus St	Hymettus Ave	Orpheus Ave	Residential Neighborway	Local	2	None	334	LOS C or Better	
RN-2	20	Edinburg Ave*	Liverpool Dr	Chesterfield Dr	Residential Neighborway	Local	2	None	521	LOS C or Better	Model does not include this roadway segment.
RC-2	21	El Camino Del Norte	City Boundary	Rancho Santa Fe Rd	Rural Collector	Collector	2	None	8,435	LOS E	
EC-6M	22	El Camino Real	City Boundary	Leucadia Blvd	El Camino Real Suburban Corridor	Prime Arterial	6	Median	27,150	LOS C or Better	
EC-6M	23	El Camino Real	Leucadia Blvd	Encinitas Blvd	El Camino Real Suburban Corridor	Prime Arterial	6	Median	31,492	LOS C or Better	
EC-6M	24	El Camino Real	Encinitas Blvd	Crest Dr	El Camino Real Suburban Corridor	Prime Arterial	6	Median	26,550	LOS C or Better	
CP-6M	25	El Camino Real	Crest Dr	Manchester Ave	Suburban Connector (Prime Arterial)	Prime Arterial	6	Median	25,653	LOS C or Better	
RN-2	26	El Portal St*	La Mesa Ave	La Veta Ave	Residential Neighborway	Local	2	None	801	LOS C or Better	Model does not include this roadway segment.
RN-2	27	El Portal St*	La Veta Ave	N Coast Highway 101	Residential Neighborway	Local	2	None	1,239	LOS C or Better	Model does not include this roadway segment.
CM-4L	28	Encinitas Blvd	N Coast Highway 101	I-5	Suburban Connector (Major Arterial)	Major Arterial	4	TWLTL	26,138	LOS E	
CM-4M	29	Encinitas Blvd	I-5	Calle Magdelena	Suburban Connector (Major Arterial)	Major Arterial	4	Median	32,391	LOS D	
CM-4M	30	Encinitas Blvd	Calle Magdelena	Westlake St	Suburban Connector (Major Arterial)	Major Arterial	4	Median	26,121	LOS C or Better	
CM-4M	31	Encinitas Blvd	Westlake St	N El Camino Real	Suburban Connector (Major Arterial)	Major Arterial	4	Median	22,454	LOS C or Better	
CM-4L	32	Encinitas Blvd	N El Camino Real	Rancho Santa Fe Rd	Suburban Connector (Major Arterial)	Major Arterial	4	TWLTL	21,192	LOS D	
SC-4M	33	Garden View Rd	City Limits	El Camino Real	Suburban Collector	Collector	4	Median	9,352	LOS C or Better	
SC-4L	34	Garden View Rd	El Camino Real	Garden View Ct	Suburban Collector	Collector	4	TWLTL	9,844	LOS C or Better	
SC-2	35	Garden View Rd	Garden View Ct	Glen Arbor Dr	Suburban Collector	Collector	2	None	6,577	LOS D	
RN-1	36	Glen Arbor Dr	Garden View Rd	Willowspring Dr	Residential Neighborway	Local	1	None	1,509	LOS C or Better	
RN-1	37	Glen Arbor Dr	Willowspring Dr	Mountain Vista Dr	Residential Neighborway	Local	1	None	653	LOS C or Better	
RN-1	38	Glen Arbor Dr	Mountain Vista Dr	N Willowspring Dr	Residential Neighborway	Local	1	None	402	LOS C or Better	
RN-2	39	Grandview St*	Neptune Ave	N Coast Highway 101	Residential Neighborway	Local	2	None	1,261	LOS C or Better	Model does not include this roadway segment.
RN-2	40	Hymettus Ave	E Glaucus St	E Glaucus St	Residential Neighborway	Local	2	None	713	LOS C or Better	
UC-4M	41	La Costa Ave	st Highway 101/Carlsba	Piraeus St	Urban Village Collector	Collector	4	Median	21,354	LOS C or Better	
CM-4M	42	La Costa Ave	Piraeus St	City Boundary	Suburban Connector (Major Arterial)	Major Arterial	4	Median	37,235	LOS E	
SC-2	43	Lake Dr	Santa Fe Dr	Birmingham Dr	Suburban Collector	Collector	2	None	5,278	LOS D	
UC-2L	44	Leucadia Blvd	N Coast Highway 101	Orpheus Ave	Urban Village Collector	Collector	2	TWLTL	6,024	LOS C or Better	
CM-4M	45	Leucadia Blvd	Orpheus Ave	N El Camino Real	Suburban Connector (Major Arterial)	Major Arterial	4	Median	23,174	LOS C or Better	

RN-2	46	Liverpool Dr*	Edinburg Ave	Mackinnon Ave	Residential Neighborway	Local	2	None	369	LOS C or Better	Model does not include this roadway segment.
RN-2	47	Lone Jack Rd	Rancho Santa Fe Rd	Lone Hill Ln	Residential Neighborway	Local	2	None	4,540	LOS C or Better	
SC-2	48	Mackinnon Ave	Santa Fe Dr	I-Villa Cardiff Dr	Suburban Collector	Collector	2	None	9,100	LOS E	
SC-2	49	Mackinnon Ave	Villa Cardiff Dr	Birmingham Dr	Suburban Collector	Collector	2	None	4,920	LOS C or Better	
RN-2	50	Mackinnon Ave	Birmingham Dr	Liverpool Dr	Residential Neighborway	Local	2	None	4,501	LOS C or Better	Model only includes a portion of this roadway segment.
RN-2	51	Manchester Ave	Rossini Dr	San Elijo Ave	Residential Neighborway	Local	2	None	979	LOS C or Better	
UC-2	52	Manchester Ave	San Elijo Ave	I-5	Urban Village Collector	Collector	2	None	5,979	LOS D	
CP-6M	53	Manchester Ave	I-5	El Camino Real	Suburban Connector (Prime Arterial)	Prime Arterial	6	Median	31,464	LOS C or Better	
RC-2	54	Manchester Ave	El Camino Real	Encinitas Blvd	Rural Collector	Collector	2	None	7,878	LOS E	
RN-2	55	Melba Rd	Cornish Dr	Stratford Dr	Residential Neighborway	Local	2	None	1,007	LOS C or Better	Model only includes a portion of this roadway segment.
RN-2	56	Melba Rd	Regal Rd	Bonita Dr	Residential Neighborway	Local	2	None	1,925	LOS C or Better	
RN-2	57	Melba Rd	Bonita Dr	Balour Dr	Residential Neighborway	Local	2	None	3,354	LOS C or Better	
RN-2	58	Melba Rd	Balour Dr	Crest Dr	Residential Neighborway	Local	2	None	644	LOS C or Better	
RN-2	59	Montgomery Ave	Rossini Dr	Westminster Rd	Residential Neighborway	Local	2	None	2,877	LOS C or Better	
SC-2L	60	Mountain Vista Dr	N El Camino Real	Village Park Way	Suburban Collector	Collector	2	TWLTL	5,333	LOS C or Better	
SC-2L	61	Mountain Vista Dr	Village Park Way	Glen Arbor Dr	Suburban Collector	Collector	2	TWLTL	1,090	LOS C or Better	
SC-2L	62	Mountain Vista Dr	Glen Arbor Dr	N Willowspring Dr	Suburban Collector	Collector	2	TWLTL	763	LOS C or Better	
RN-2	63	Mozart Ave*	Montgomery Ave	San Elijo Ave	Residential Neighborway	Local	2	None	266	LOS C or Better	Model does not include this roadway segment.
CH-4M	64	N Coast Highway 101	La Costa Ave	Encinitas Blvd	Coast Highway 101 Urban Village Corridor	Major Arterial	4	Median	14,080	LOS C or Better	
RN-2	65	N El Portal St*	El Portal St	Neptune Ave	Residential Neighborway	Local	2	None	258	LOS C or Better	Model does not include this roadway segment.
UC-2	66	N Vulcan Ave	La Costa Ave	Encinitas Blvd	Urban Village Collector	Collector	2	None	5,745	LOS D	
SC-2	67	Nardo Rd	Requeza St	Santa Fe Dr	Suburban Collector	Collector	2	None	3,226	LOS C or Better	
RN-1	68	Neptune Ave*	Grandview St	Sylvia St	Residential Neighborway	Local	1	None	834	LOS C or Better	Model does not include this roadway segment.
CM-4M	69	Olivenhain Rd	N El Camino Real	City Boundary	Suburban Connector (Major Arterial)	Major Arterial	4	Median	38,290	LOS E	
RN-2	70	Orpheus Ave	E Glaucus Rd	N Vulcan Ave	Residential Neighborway	Local	2	None	2,295	LOS C or Better	
SC-2	71	Piraeus St	Glaucus St	Leucadia Blvd	Suburban Collector	Collector	2	None	3,286	LOS C or Better	The segment extent is not clear. Piraeus St does not intersect with Glaucus St.
RN-2	72	Puebla St *	Clark Ave	Del Rio Ave	Residential Neighborway	Local	2	None	211	LOS C or Better	Model does not include this roadway segment.
RN-2	73	Puebla St	Del Rio Ave	Saxony Rd	Residential Neighborway	Local	2	None	1,412	LOS C or Better	
SC-2M	74	Quail Gardens Dr	Swallowtail Blvd	Encinitas Blvd	Suburban Collector	Collector	2	Median	7,482	LOS C or Better	
SC-2	75	Quail Hollow Dr	Saxony Rd	Swallowtail Blvd	Suburban Collector	Collector	2	None	1,698	LOS C or Better	
N/A	76	Rancho Santa Fe Rd	N City Boundary	El Camino del Norte	Rural Collector	Collector	4	None	17,465	N/A	
RC-2	77	Rancho Santa Fe Rd	El Camino del Norte	Manchester Ave	Rural Collector	Collector	2	None	14,162	LOS F	
RN-2	78	Regal Rd	Requeza St	Santa Fe Dr	Residential Neighborway	Local	2	None	6,692	LOS D	
RN-2	79	Requeza St	Nardo Rd	Dead End	Residential Neighborway	Local	2	None	1,192	LOS C or Better	
SC-2	80	Requeza St	Cornish Dr	I-5	Suburban Collector	Collector	2	None	2,459	LOS C or Better	
SC-2	81	Requeza St	I-5	Nardo Rd	Suburban Collector	Collector	2	None	4,143	LOS C or Better	
RN-2	82	Rossini Dr*	Montgomery Ave	Manchester Ave	Residential Neighborway	Local	2	None	402	LOS C or Better	Model does not include this roadway segment.
CH-4	83	S Coast Highway 101	Encinitas Blvd	W F St	Coast Highway 101 Urban Village Corridor	Major Arterial	4	None	14,921	LOS C or Better	
CH-4L	84	S Coast Highway 101	W F St	W K St	Coast Highway 101 Urban Village Corridor	Major Arterial	4	TWLTL	9,920	LOS C or Better	
CH-4M	85	S Coast Highway 101	W K St	San Elijo State Beach/Verdi Ave	Coast Highway 101 Urban Village Corridor	Major Arterial	4	Median	10,874	LOS C or Better	
CH-4M	86	S Coast Highway 101	Elijo State Beach/Verdi	City Boundary	Coast Highway 101 Urban Village Corridor	Major Arterial	4	Median	19,138	LOS C or Better	
RN-2	87	S El Portal St*	El Portal St	Neptune Ave	Residential Neighborway	Local	2	None	287	LOS C or Better	Model does not include this roadway segment.
RC-2	88	S Rancho Santa Fe Rd	Encinitas Blvd	City Bounday	Rural Collector	Collector	2	None	25,390	LOS F	
UC-2	89	S San Elijo Ave	Santa Fe Dr	Cornish Dr	Urban Village Collector	Collector	2	None	3,029	LOS C or Better	

UC-2	90	S Vulcan Ave	E St	Encinitas Blvd	Urban Village Collector	Collector	2	None	12,545	LOS F	This segment has an overlap with segment 91.
UC-2	91	S Vulcan Ave	Encinitas Blvd	Santa Fe Dr	Urban Village Collector	Collector	2	None	9,277	LOS E	This segment has an overlap with segment 90.
RN-2	92	S Willowspring Dr	S El Camino Real	Encinitas Blvd	Residential Neighborway	Local	2	None	3,434	LOS C or Better	
UC-2	93	San Elijo Ave	Santa Fe Dr	Chesterfield Dr	Urban Village Collector	Collector	2	None	5,629	LOS D	
UC-2	94	San Elijo Ave	Chesterfield Dr	Kilkenny Dr	Urban Village Collector	Collector	2	None	1,376	LOS C or Better	
UC-2	95	San Elijo Ave	Kilkenny Dr	Manchester Ave	Urban Village Collector	Collector	2	None	1,376	LOS C or Better	
SC-2L	96	Santa Fe Dr	I-5	Gardena Rd	Suburban Collector	Collector	2	TWLTL	16,963	LOS F	
SC-2L	97	Santa Fe Dr	Gardena Rd	Nardo Rd	Suburban Collector	Collector	2	TWLTL	9,325	LOS C or Better	
SC-2L	98	Santa Fe Dr	Nardo Rd	Lake Dr	Suburban Collector	Collector	2	TWLTL	9,777	LOS C or Better	
SC-2L	99	Santa Fe Dr	Lake Dr	S El Camino Real	Suburban Collector	Collector	2	TWLTL	8,298	LOS C or Better	
UC-2	100	Santa Fe Dr	S San Elijo Ave	Rubenstein Ave	Urban Village Collector	Collector	2	None	7,920	LOS E	
UC-2L	101	Santa Fe Dr	Rubenstein Ave	I-5	Urban Village Collector	Collector	2	TWLTL	11,714	LOS D	
SC-2	102	Saxony Rd	La Costa Ave	Encinitas Blvd	Suburban Collector	Collector	2	None	8,089	LOS E	
RN-2	103	Second St	W D St	W K St	Residential Neighborway	Local	2	None	4,557	LOS C or Better	Model only includes a portion of this roadway segment.
RN-2	104	Stratford Dr	E D St	Santa Fe Dr	Residential Neighborway	Local	2	None	1,117	LOS C or Better	Model only includes a portion of this roadway segment.
RN-2	105	Summit Ave	Santa Fe Dr	Westminster Rd	Residential Neighborway	Local	2	None	1,395	LOS C or Better	
RN-2	106	Sylvia St*	Neptune Ave	Third St	Residential Neighborway	Local	2	None	702	LOS C or Better	Model does not include this roadway segment.
RN-2	107	Third St	W K St	W B St	Residential Neighborway	Local	2	None	2,373	LOS C or Better	
RN-2	108	Third St	W B St	Sylvia St	Residential Neighborway	Local	2	None	904	LOS C or Better	Model only includes a portion of this roadway segment.
SC-4L	109	Via Cantebria	Garden View Dr	Encinitas Blvd	Suburban Collector	Collector	4	TWLTL	15,484	LOS D	
RN-2	110	Via Molena	Via Cantebria	El Camino Real	Residential Neighborway	Local	2	None	5,634	LOS D	
RN-2	111	Via Montoro	El Camino Real	Via Cantebria	Residential Neighborway	Local	2	None	1,572	LOS C or Better	
SC-2	112	Villa Cardiff Dr	Mackinnon Ave	Birmingham Dr	Suburban Collector	Collector	2	None	5,791	LOS D	
SC-4M	113	Village Park Way	Mountain Vista Dr	Encinitas Blvd	Suburban Collector	Collector	4	Median	7,479	LOS C or Better	
UC-2	114	W B St	Third St	N Coast Highway 101	Urban Village Collector	Collector	2	None	5,484	LOS D	
RN-2	115	W D St	Third St	N Coast Highway 101	Residential Neighborway	Local	2	None	4,332	LOS C or Better	
RN-2	116	W K St	Third St	S Coast Highway 101	Residential Neighborway	Local	2	None	1,612	LOS C or Better	
RN-2	117	W Leucadia Blvd	Neptune Ave	N Coast Highway 101	Residential Neighborway	Local	2	None	640	LOS C or Better	
RN-2	118	Wandering Rd	N Willowspring Dr	Mountain Vista Dr	Residential Neighborway	Local	2	None	1,483	LOS C or Better	
SC-2	119	Westlake St	Encinitas Blvd	Requeza St	Suburban Collector	Collector	2	None	10,739	LOS F	
RN-2	120	Westminster Dr	Summit Ave	Montgomery Ave	Residential Neighborway	Local	2	None	1,495	LOS C or Better	
RN-2	121	Willowspring Dr	Glen Arbor Dr	Glen Arbor Dr	Residential Neighborway	Local	2	None	4,717	LOS C or Better	This segment has an overlap with segments 125 and 124.
RN-2	122	Willowspring Dr	Glen Arbor Dr	Encinitas Blvd	Residential Neighborway	Local	2	None	1,770	LOS C or Better	
RN-1	123	Willowspring Dr	Garden View Rd	Glen Arbor Dr	Residential Neighborway	Local	1	None	1,447	LOS C or Better	
RN-1	124	Willowspring Dr	Glen Arbor Dr	Mountain Vista Dr	Residential Neighborway	Local	1	None	1,616	LOS C or Better	
RN-1	125	Willowspring Dr	Mountain Vista Dr	Red Gap Court	Residential Neighborway	Local	1	None	664	LOS C or Better	This segment has an overlap with segment 121.
RN-2	126	Windsor Rd	Santa Fe Dr	Munevar Rd	Residential Neighborway	Local	2	None	2,309	LOS C or Better	
RN-2	127	Windsor Rd	Munevar Rd	Villa Cardiff Dr	Residential Neighborway	Local	2	None	2,363	LOS C or Better	
RN-2	128	Woodlake Dr	Windsor Rd	Lake Dr	Residential Neighborway	Local	2	None	279	LOS C or Better	

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In the 2050np and 2050wp scenarios, the average growth rates for segments with the same classification were applied.

ID	Segment ID	Street Name	Bound 1	Bound 2	Classification	Vehicular Function	Lanes	Median	ADT	LOS	Note
SC-2L	1	Balour Dr	Encinitas Blvd	Melba Rd	Suburban Collector	Collector	2	TWLTL	12,747	LOS D	
SC-2	2	Balour Dr	Melba Rd	Santa Fe Dr	Suburban Collector	Collector	2	None	7,458	LOS D	
UC-2	3	Birmingham Dr	San Elijo Ave	Carol View Dr	Urban Village Collector	Collector	2	None	12,243	LOS F	
UC-2	4	Birmingham Dr	Carol View Dr	Villa Cardiff Dr	Urban Village Collector	Collector	2	None	15,142	LOS F	
SC-2	5	Birmingham Dr	Villa Cardiff Dr	Lake Dr	Suburban Collector	Collector	2	None	8,349	LOS E	
RN-2	6	Bonita Dr	Requeza St	Melba Rd	Residential Neighborway	Local	2	None	1,395	LOS C or Better	Model only includes a portion of this roadway segment.
RN-2	7	Bonita Dr	Melba Rd	Santa Fe Dr	Residential Neighborway	Local	2	None	1,811	LOS C or Better	
RN-2M	8	Cerro St	Encinitas Blvd	Avenida De Las Adelsas	Residential Neighborway	Local	2	Median	2,963	LOS C or Better	
RN-2L	9	Cerro St	Avenida De Las Adelsas	S El Camino Real	Residential Neighborway	Local	2	TWLTL	2,895	LOS C or Better	
RN-2	10	Chesterfield Dr	S Coast Highway 101	Oxford Ave	Residential Neighborway	Local	2	None	5,123	LOS D	Model only includes a portion of this roadway segment.
RN-2	11	Chesterfield Dr*	Oxford Ave	Edinburg Ave	Residential Neighborway	Local	2	None	493	LOS C or Better	Model does not include this roadway segment.
RN-2	12	Clark Ave	Leucadia Blvd	Puebla St	Residential Neighborway	Local	2	None	2,819	LOS C or Better	
RN-2	13	Cornish Dr	E D St	San Elijo Ave	Residential Neighborway	Local	2	None	465	LOS C or Better	
RN-2	14	Crest Dr	Santa Fe Dr	Melba Rd	Residential Neighborway	Local	2	None	649	LOS C or Better	
RN-2	15	E D St	S Coast Highway 101	Stratford Dr	Residential Neighborway	Local	2	None	1,223	LOS C or Better	Model only includes a portion of this roadway segment.
SC-2	16	E F St	S Vulcan Ave	Cornish Dr	Suburban Collector	Collector	2	None	2,371	LOS C or Better	
RN-2	17	E Glaucus St	N Vulcan Ave	Hygeia Ave	Residential Neighborway	Local	2	None	1,314	LOS C or Better	
RN-2	18	E Glaucus St	Hygeia Ave	Hymettus Ave	Residential Neighborway	Local	2	None	1,706	LOS C or Better	
RN-2	19	E Glaucus St	Hymettus Ave	Orpheus Ave	Residential Neighborway	Local	2	None	357	LOS C or Better	
RN-2	20	Edinburg Ave*	Liverpool Dr	Chesterfield Dr	Residential Neighborway	Local	2	None	526	LOS C or Better	Model does not include this roadway segment.
RC-2	21	El Camino Del Norte	City Boundary	Rancho Santa Fe Rd	Rural Collector	Collector	2	None	8,282	LOS E	
EC-6M	22	El Camino Real	City Boundary	Leucadia Blvd	El Camino Real Suburban Corridor	Prime Arterial	6	Median	26,809	LOS C or Better	
EC-6M	23	El Camino Real	Leucadia Blvd	Encinitas Blvd	El Camino Real Suburban Corridor	Prime Arterial	6	Median	31,261	LOS C or Better	
EC-6M	24	El Camino Real	Encinitas Blvd	Crest Dr	El Camino Real Suburban Corridor	Prime Arterial	6	Median	26,558	LOS C or Better	
CP-6M	25	El Camino Real	Crest Dr	Manchester Ave	Suburban Connector (Prime Arterial)	Prime Arterial	6	Median	25,597	LOS C or Better	
RN-2	26	El Portal St*	La Mesa Ave	La Veta Ave	Residential Neighborway	Local	2	None	808	LOS C or Better	Model does not include this roadway segment.
RN-2	27	El Portal St*	La Veta Ave	N Coast Highway 101	Residential Neighborway	Local	2	None	1,249	LOS C or Better	Model does not include this roadway segment.
CM-4L	28	Encinitas Blvd	N Coast Highway 101	I-5	Suburban Connector (Major Arterial)	Major Arterial	4	TWLTL	26,123	LOS E	
CM-4M	29	Encinitas Blvd	I-5	Calle Magdelena	Suburban Connector (Major Arterial)	Major Arterial	4	Median	32,681	LOS D	
CM-4M	30	Encinitas Blvd	Calle Magdelena	Westlake St	Suburban Connector (Major Arterial)	Major Arterial	4	Median	26,209	LOS C or Better	
CM-4M	31	Encinitas Blvd	Westlake St	N El Camino Real	Suburban Connector (Major Arterial)	Major Arterial	4	Median	22,576	LOS C or Better	
CM-4L	32	Encinitas Blvd	N El Camino Real	Rancho Santa Fe Rd	Suburban Connector (Major Arterial)	Major Arterial	4	TWLTL	21,278	LOS D	
SC-4M	33	Garden View Rd	City Limits	El Camino Real	Suburban Collector	Collector	4	Median	9,501	LOS C or Better	
SC-4L	34	Garden View Rd	El Camino Real	Garden View Ct	Suburban Collector	Collector	4	TWLTL	9,902	LOS C or Better	
SC-2	35	Garden View Rd	Garden View Ct	Glen Arbor Dr	Suburban Collector	Collector	2	None	6,543	LOS D	
RN-1	36	Glen Arbor Dr	Garden View Rd	Willowspring Dr	Residential Neighborway	Local	1	None	1,506	LOS C or Better	
RN-1	37	Glen Arbor Dr	Willowspring Dr	Mountain Vista Dr	Residential Neighborway	Local	1	None	639	LOS C or Better	
RN-1	38	Glen Arbor Dr	Mountain Vista Dr	N Willowspring Dr	Residential Neighborway	Local	1	None	399	LOS C or Better	
RN-2	39	Grandview St*	Neptune Ave	N Coast Highway 101	Residential Neighborway	Local	2	None	1,272	LOS C or Better	Model does not include this roadway segment.
RN-2	40	Hymettus Ave	E Glaucus St	E Glaucus St	Residential Neighborway	Local	2	None	746	LOS C or Better	
UC-2M	41	La Costa Ave	1	Piraeus St	Urban Village Collector	Collector	2	Median	21,550	LOS F	
CM-4M	42	La Costa Ave	Piraeus St	City Boundary	Suburban Connector (Major Arterial)	Major Arterial	4	Median	37,628	LOS E	
SC-2	43	Lake Dr	Santa Fe Dr	Birmingham Dr	Suburban Collector	Collector	2	None	5,141	LOS D	
UC-2L	44	Leucadia Blvd	N Coast Highway 101	Orpheus Ave	Urban Village Collector	Collector	2	TWLTL	5,915	LOS C or Better	
CM-4M	45	Leucadia Blvd	Orpheus Ave	N El Camino Real	Suburban Connector (Major Arterial)	Major Arterial	4	Median	23,196	LOS C or Better	
RN-2	46	Liverpool Dr*	Edinburg Ave	Mackinnon Ave	Residential Neighborway	Local	2	None	372	LOS C or Better	Model does not include this roadway segment.
RN-2	47	Lone Jack Rd	Rancho Santa Fe Rd	Lone Hill Ln	Residential Neighborway	Local	2	None	4,402	LOS C or Better	
SC-2	48	Mackinnon Ave	Santa Fe Dr	I-Villa Cardiff Dr	Suburban Collector	Collector	2	None	8,863	LOS E	
SC-2	49	Mackinnon Ave	Villa Cardiff Dr	Birmingham Dr	Suburban Collector	Collector	2	None	4,744	LOS C or Better	

RN-2	50	Mackinnon Ave	Birmingham Dr	Liverpool Dr	Residential Neighborway	Local	2	None	4,578	LOS C or Better	Model only includes a portion of this roadway segment.
RN-2	51	Manchester Ave	Rossini Dr	San Elijo Ave	Residential Neighborway	Local	2	None	943	LOS C or Better	
UC-2	52	Manchester Ave	San Elijo Ave	I-5	Urban Village Collector	Collector	2	None	5,936	LOS D	
CP-4M	53	Manchester Ave	I-5	El Camino Real	Suburban Connector (Prime Arterial)	Prime Arterial	4	Median	31,351	LOS C or Better	
RC-2	54	Manchester Ave	El Camino Real	Encinitas Blvd	Rural Collector	Collector	2	None	7,825	LOS E	
RN-2	55	Melba Rd	Cornish Dr	Stratford Dr	Residential Neighborway	Local	2	None	1,002	LOS C or Better	Model only includes a portion of this roadway segment.
RN-2	56	Melba Rd	Regal Rd	Bonita Dr	Residential Neighborway	Local	2	None	1,972	LOS C or Better	
RN-2	57	Melba Rd	Bonita Dr	Balour Dr	Residential Neighborway	Local	2	None	3,393	LOS C or Better	
RN-2	58	Melba Rd	Balour Dr	Crest Dr	Residential Neighborway	Local	2	None	674	LOS C or Better	
RN-2	59	Montgomery Ave	Rossini Dr	Westminster Rd	Residential Neighborway	Local	2	None	2,952	LOS C or Better	
SC-2L	60	Mountain Vista Dr	N El Camino Real	Village Park Way	Suburban Collector	Collector	2	TWLTL	5,454	LOS C or Better	
SC-2L	61	Mountain Vista Dr	Village Park Way	Glen Arbor Dr	Suburban Collector	Collector	2	TWLTL	1,056	LOS C or Better	
SC-2L	62	Mountain Vista Dr	Glen Arbor Dr	N Willowspring Dr	Suburban Collector	Collector	2	TWLTL	701	LOS C or Better	
RN-2	63	Mozart Ave*	Montgomery Ave	San Elijo Ave	Residential Neighborway	Local	2	None	268	LOS C or Better	Model does not include this roadway segment.
CH-2M	64	N Coast Highway 101	La Costa Ave	Encinitas Blvd	Coast Highway 101 Urban Village Corridor	Major Arterial	2	Median	14,123	LOS C or Better	
RN-2	65	N El Portal St*	El Portal St	Neptune Ave	Residential Neighborway	Local	2	None	260	LOS C or Better	Model does not include this roadway segment.
UC-2	66	N Vulcan Ave	La Costa Ave	Encinitas Blvd	Urban Village Collector	Collector	2	None	5,713	LOS D	
SC-2	67	Nardo Rd	Requeza St	Santa Fe Dr	Suburban Collector	Collector	2	None	3,206	LOS C or Better	
RN-1	68	Neptune Ave*	Grandview St	Sylvia St	Residential Neighborway	Local	1	None	841	LOS C or Better	Model does not include this roadway segment.
CM-4M	69	Olivenhain Rd	N El Camino Real	City Boundary	Suburban Connector (Major Arterial)	Major Arterial	4	Median	38,341	LOS E	
RN-2	70	Orpheus Ave	E Glaucus Rd	N Vulcan Ave	Residential Neighborway	Local	2	None	2,315	LOS C or Better	
SC-2	71	Piraeus St	Glaucus St	Leucadia Blvd	Suburban Collector	Collector	2	None	3,278	LOS C or Better	The segment extent is not clear. Piraeus St does not intersect with Glaucus St.
RN-2	72	Puebla St *	Clark Ave	Del Rio Ave	Residential Neighborway	Local	2	None	212	LOS C or Better	Model does not include this roadway segment.
RN-2	73	Puebla St	Del Rio Ave	Saxony Rd	Residential Neighborway	Local	2	None	1,442	LOS C or Better	
SC-2M	74	Quail Gardens Dr	Swallowtail Blvd	Encinitas Blvd	Suburban Collector	Collector	2	Median	7,533	LOS C or Better	
SC-2	75	Quail Hollow Dr	Saxony Rd	Swallowtail Blvd	Suburban Collector	Collector	2	None	1,727	LOS C or Better	
RC-2	76	Rancho Santa Fe Rd	N City Boundary	El Camino del Norte	Rural Collector	Collector	2	None	17,329	LOS F	
RC-2	77	Rancho Santa Fe Rd	El Camino del Norte	Manchester Ave	Rural Collector	Collector	2	None	14,129	LOS F	
RN-2	78	Regal Rd	Requeza St	Santa Fe Dr	Residential Neighborway	Local	2	None	6,702	LOS D	
RN-2	79	Requeza St	Nardo Rd	Dead End	Residential Neighborway	Local	2	None	1,167	LOS C or Better	
SC-2	80	Requeza St	Cornish Dr	I-5	Suburban Collector	Collector	2	None	2,427	LOS C or Better	
SC-2	81	Requeza St	I-5	Nardo Rd	Suburban Collector	Collector	2	None	4,138	LOS C or Better	
RN-2	82	Rossini Dr*	Montgomery Ave	Manchester Ave	Residential Neighborway	Local	2	None	405	LOS C or Better	Model does not include this roadway segment.
CH-4	83	S Coast Highway 101	Encinitas Blvd	W F St	Coast Highway 101 Urban Village Corridor	Major Arterial	4	None	14,843	LOS C or Better	
CH-4L	84	S Coast Highway 101	W F St	W K St	Coast Highway 101 Urban Village Corridor	Major Arterial	4	TWLTL	9,930	LOS C or Better	
CH-2M	85	S Coast Highway 101	W K St	n Elijo State Beach/Verdi A	Coast Highway 101 Urban Village Corridor	Major Arterial	2	Median	10,776	LOS C or Better	
CH-4M	86	S Coast Highway 101	San Elijo State Beach/Verdi Ave	City Boundary	Coast Highway 101 Urban Village Corridor	Major Arterial	4	Median	19,171	LOS C or Better	
RN-2	87	S El Portal St*	El Portal St	Neptune Ave	Residential Neighborway	Local	2	None	289	LOS C or Better	Model does not include this roadway segment.
RC-2	88	S Rancho Santa Fe Rd	Encinitas Blvd	City Bounday	Rural Collector	Collector	2	None	25,618	LOS F	
UC-2	89	S San Elijo Ave	Santa Fe Dr	Cornish Dr	Urban Village Collector	Collector	2	None	3,005	LOS C or Better	
UC-2	90	S Vulcan Ave	E St	Encinitas Blvd	Urban Village Collector	Collector	2	None	12,429	LOS F	This segment has an overlap with segment 91.
UC-2	91	S Vulcan Ave	Encinitas Blvd	Santa Fe Dr	Urban Village Collector	Collector	2	None	9,317	LOS E	This segment has an overlap with segment 90.
RN-2	92	S Willowspring Dr	S El Camino Real	Encinitas Blvd	Residential Neighborway	Local	2	None	3,391	LOS C or Better	
UC-2	93	San Elijo Ave	Santa Fe Dr	Chesterfield Dr	Urban Village Collector	Collector	2	None	5,538	LOS D	
UC-2	94	San Elijo Ave	Chesterfield Dr	Kilkenny Dr	Urban Village Collector	Collector	2	None	1,356	LOS C or Better	
UC-2	95	San Elijo Ave	Kilkenny Dr	Manchester Ave	Urban Village Collector	Collector	2	None	1,356	LOS C or Better	
SC-2L	96	Santa Fe Dr	I-5	Gardena Rd	Suburban Collector	Collector	2	TWLTL	17,279	LOS F	
SC-2L	97	Santa Fe Dr	Gardena Rd	Nardo Rd	Suburban Collector	Collector	2	TWLTL	9,419	LOS C or Better	

SC-2L	98	Santa Fe Dr	Nardo Rd	Lake Dr	Suburban Collector	Collector	2	TWLTL	9,664	LOS C or Better	
SC-2L	99	Santa Fe Dr	Lake Dr	S El Camino Real	Suburban Collector	Collector	2	TWLTL	8,211	LOS C or Better	
UC-2	100	Santa Fe Dr	S San Elijo Ave	Rubenstein Ave	Urban Village Collector	Collector	2	None	7,946	LOS E	
UC-2L	101	Santa Fe Dr	Rubenstein Ave	I-5	Urban Village Collector	Collector	2	TWLTL	11,835	LOS D	
SC-2	102	Saxony Rd	La Costa Ave	Encinitas Blvd	Suburban Collector	Collector	2	None	8,089	LOS E	
RN-2	103	Second St	W D St	W K St	Residential Neighborway	Local	2	None	4,468	LOS C or Better	Model only includes a portion of this roadway segment.
RN-2	104	Stratford Dr	E D St	Santa Fe Dr	Residential Neighborway	Local	2	None	1,128	LOS C or Better	Model only includes a portion of this roadway segment.
RN-2	105	Summit Ave	Santa Fe Dr	Westminster Rd	Residential Neighborway	Local	2	None	1,346	LOS C or Better	
RN-2	106	Sylvia St*	Neptune Ave	Third St	Residential Neighborway	Local	2	None	708	LOS C or Better	Model does not include this roadway segment.
RN-2	107	Third St	W K St	W B St	Residential Neighborway	Local	2	None	2,303	LOS C or Better	
RN-2	108	Third St	W B St	Sylvia St	Residential Neighborway	Local	2	None	865	LOS C or Better	Model only includes a portion of this roadway segment.
SC-4L	109	Via Cantebria	Garden View Dr	Encinitas Blvd	Suburban Collector	Collector	4	TWLTL	15,636	LOS D	
RN-2	110	Via Molena	Via Cantebria	El Camino Real	Residential Neighborway	Local	2	None	5,694	LOS D	
RN-2	111	Via Montoro **	El Camino Real	Via Cantebria	Residential Neighborway	Local	2	None	1,531	LOS C or Better	
SC-2	112	Villa Cardiff Dr	Mackinnon Ave	Birmingham Dr	Suburban Collector	Collector	2	None	5,758	LOS D	
SC-4M	113	Village Park Way	Mountain Vista Dr	Encinitas Blvd	Suburban Collector	Collector	4	Median	7,424	LOS C or Better	
UC-2	114	W B St	Third St	N Coast Highway 101	Urban Village Collector	Collector	2	None	5,379	LOS D	
RN-2	115	W D St	Third St	N Coast Highway 101	Residential Neighborway	Local	2	None	4,246	LOS C or Better	
RN-2	116	W K St	Third St	S Coast Highway 101	Residential Neighborway	Local	2	None	1,558	LOS C or Better	
RN-2	117	W Leucadia Blvd	Neptune Ave	N Coast Highway 101	Residential Neighborway	Local	2	None	694	LOS C or Better	
RN-2	118	Wandering Rd	N Willowspring Dr	Mountain Vista Dr	Residential Neighborway	Local	2	None	1,493	LOS C or Better	
SC-2	119	Westlake St	Encinitas Blvd	Requeza St	Suburban Collector	Collector	2	None	10,816	LOS F	
RN-2	120	Westminster Dr	Summit Ave	Montgomery Ave	Residential Neighborway	Local	2	None	1,521	LOS C or Better	
RN-2	121	Willowspring Dr	Glen Arbor Dr	Glen Arbor Dr	Residential Neighborway	Local	2	None	4,644	LOS C or Better	This segment has an overlap with segments 125 and 124.
RN-2	122	Willowspring Dr	Glen Arbor Dr	Encinitas Blvd	Residential Neighborway	Local	2	None	1,757	LOS C or Better	
RN-1	123	Willowspring Dr	Garden View Rd	Glen Arbor Dr	Residential Neighborway	Local	1	None	1,397	LOS C or Better	
RN-1	124	Willowspring Dr	Glen Arbor Dr	Mountain Vista Dr	Residential Neighborway	Local	1	None	1,595	LOS C or Better	
RN-1	125	Willowspring Dr	Mountain Vista Dr	Red Gap Court	Residential Neighborway	Local	1	None	657	LOS C or Better	This segment has an overlap with segment 121.
RN-2	126	Windsor Rd	Santa Fe Dr	Munevar Rd	Residential Neighborway	Local	2	None	2,300	LOS C or Better	
RN-2	127	Windsor Rd	Munevar Rd	Villa Cardiff Dr	Residential Neighborway	Local	2	None	2,388	LOS C or Better	
RN-2	128	Woodlake Dr	Windsor Rd	Lake Dr	Residential Neighborway	Local	2	None	274	LOS C or Better	

*: ADT data was obtained through a 24-hour data collection process for these segments. This was necessary because the model does not provide ADT for some local residential roadway segments.
In the 2050np and 2050wp scenarios, the average growth rates for segments with the same classification were applied.

FHWA RD-77-108 Traffic Noise Calculations

FHWA RD-77-108

Traffic Noise Prediction Model

Data Input Sheet

Project Name : Encinitas Mobility Element
Project Number : 9826
Modeled Condition : 2016 Mobility Element Roads

Surface Refelction: CNEL
Assessment Metric: Hard
Peak ratio to ADT: 10.00
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment	Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	K-Factor
1	Balour Dr	Encinitas Blvd to Melba Dr	12,484	35	50	96.00	3.00	1.00	80.00	10.00	10.00	
2	Balour Dr	Melba Dr to Santa Fe Dr	7,992	35	50	96.00	3.00	1.00	80.00	10.00	10.00	
3	Birmingham Dr	San Elijo Ave to Carol View Dr	13,188	35	50	96.00	3.00	1.00	80.00	10.00	10.00	
4	Birmingham Dr	Carol View Dr to Villa Cardiff Dr	14,902	35	50	96.00	3.00	1.00	80.00	10.00	10.00	
5	Birmingham Dr	Villa Cardiff Dr to Lake Dr	8,075	35	50	96.00	3.00	1.00	80.00	10.00	10.00	
6	Bonita Dr	Requeza St to Melba Rd	1,396	20	50	96.00	3.00	1.00	80.00	10.00	10.00	
7	Bonita Dr	Melba Rd to Santa Fe Dr	1,469	20	50	96.00	3.00	1.00	80.00	10.00	10.00	
8	Cerro St	Encinitas Blvd to Avenida De Las Adelsas	2,172	35	50	96.00	3.00	1.00	80.00	10.00	10.00	
9	Cerro St	Avenida De Las Adelsas to S El Camino Real	2,272	35	50	96.00	3.00	1.00	80.00	10.00	10.00	
10	Chesterfield Dr	S Coast Highway 101 to Oxford Ave	5,414	20	50	96.00	3.00	1.00	80.00	10.00	10.00	
11	Chesterfield Dr	Oxford Ave to Edinburg Ave	488	20	50	96.00	3.00	1.00	80.00	10.00	10.00	
12	Clark Ave	Leucadia Blvd to Puebla St	1,922	20	50	96.00	3.00	1.00	80.00	10.00	10.00	
13	Cornish Dr	E D St to San Elijo Ave	726	20	50	96.00	3.00	1.00	80.00	10.00	10.00	
14	Crest Dr	Santa Fe Dr to Melba Rd	648	20	50	96.00	3.00	1.00	80.00	10.00	10.00	
15	E D St	S Coast Highway 101 to Stratford Dr	1,422	20	50	96.00	3.00	1.00	80.00	10.00	10.00	
16	E F St	S Vulcan Ave to Cornish Dr	1,327	35	50	96.00	3.00	1.00	80.00	10.00	10.00	
17	E Glaucus St	N Vulcan Ave to Hygeia Ave	1,336	20	50	96.00	3.00	1.00	80.00	10.00	10.00	
18	E Glaucus St	Hygeia Ave to Hymettus Ave	1,694	20	50	96.00	3.00	1.00	80.00	10.00	10.00	
19	E Glaucus St	Hymettus Ave to Orpheus Ave	338	20	50	96.00	3.00	1.00	80.00	10.00	10.00	
20	Edinburg Ave	Liverpool Dr to Chesterfield Dr	520	20	50	96.00	3.00	1.00	80.00	10.00	10.00	
21	El Camino Del Norte	City Boundary to Rancho Santa Fe Rd	8,658	35	50	96.00	3.00	1.00	80.00	10.00	10.00	
22	N El Camino Real	City Boundary to Leucadia Blvd	27,171	35	50	96.00	3.00	1.00	80.00	10.00	10.00	
23	N El Camino Real	Leucadia Blvd to Encinitas Blvd	32,179	35	50	96.00	3.00	1.00	80.00	10.00	10.00	
24	S El Camino Real	Encinitas Blvd to Crest Dr	29,418	35	50	96.00	3.00	1.00	80.00	10.00	10.00	
25	S El Camino Real	Crest Dr to Manchester Ave	27,052	35	50	96.00	3.00	1.00	80.00	10.00	10.00	
26	El Portal St	La Mesa Ave to La Veta Ave	799	20	50	96.00	3.00	1.00	80.00	10.00	10.00	
27	El Portal St	La Veta Ave to N Coast Highway 101	1,236	20	50	96.00	3.00	1.00	80.00	10.00	10.00	
28	Encinitas Blvd	N Coast Highway 101 to I-5	26,988	35	50	96.00	3.00	1.00	80.00	10.00	10.00	
29	Encinitas Blvd	I-5 to Calle Magdalena	31,317	35	50	96.00	3.00	1.00	80.00	10.00	10.00	
30	Encinitas Blvd	Calle Magdalena to Westlake St	24,308	45	50	96.00	3.00	1.00	80.00	10.00	10.00	
31	Encinitas Blvd	Westlake St to N El Camino Real	21,665	45	50	96.00	3.00	1.00	80.00	10.00	10.00	
32	Encinitas Blvd	N El Camino Real to Rancho Santa Fe Rd	21,144	45	50	96.00	3.00	1.00	80.00	10.00	10.00	

33	Garden View Rd	City Boundary to El Camino Real	9,031	35	50	96.00	3.00	1.00	80.00	10.00	10.00
34	Garden View Rd	ElCamino Real to Garden View Ct	8,966	35	50	96.00	3.00	1.00	80.00	10.00	10.00
35	Garden View Rd	Garden View Ct to Glan Arbor Dr	6,312	35	50	96.00	3.00	1.00	80.00	10.00	10.00
36	Glen Arbor Dr	Garden View Rd to Willowspring Dr	1,513	20	50	96.00	3.00	1.00	80.00	10.00	10.00
37	Glen Arbor Dr	Willowspring Dr to Mountain Vista Dr	622	20	50	96.00	3.00	1.00	80.00	10.00	10.00
38	Glen Arbor Dr	Mountain Vista Dr to N Willowspring Dr	465	20	50	96.00	3.00	1.00	80.00	10.00	10.00
39	Grandview St	Neptune Ave to N COast Highway 101	1,258	20	50	96.00	3.00	1.00	80.00	10.00	10.00
40	Hymettud Ave	E Glaucus St to E Glaucus St	768	20	50	96.00	3.00	1.00	80.00	10.00	10.00
41	La Costa Ave	N Coast Highway 101/Carlsbad Blvd to Piraeus St	18,077	35	50	96.00	3.00	1.00	80.00	10.00	10.00
42	La Costa Ave	Piraeus St to City Boundary	35,416	35	50	96.00	3.00	1.00	80.00	10.00	10.00
43	Lake Dr	Santa Fe Dr to Birmingham Dr	5,296	35	50	96.00	3.00	1.00	80.00	10.00	10.00
44	Leucadia Blvd	N Coast Highway 101 to Orpheus Ave	6,005	35	50	96.00	3.00	1.00	80.00	10.00	10.00
45	Leucadia Blvd	Orpheus Ave to N El Camino Real	22,800	35	50	96.00	3.00	1.00	80.00	10.00	10.00
46	Liverpool Dr	Edinburg Ave to Mackinnon Ave	368	20	50	96.00	3.00	1.00	80.00	10.00	10.00
47	Lone Jack Rd	Rancho Santa Fe Rd to Lone Hill Ln	4,380	20	50	96.00	3.00	1.00	80.00	10.00	10.00
48	Mackinnon Ave	Santa Fe Dr to Villa Cardiff Dr	8,969	35	50	96.00	3.00	1.00	80.00	10.00	10.00
49	Mackinnon Ave	Villa Cardiff Dr to Birmingham Dr	5,303	35	50	96.00	3.00	1.00	80.00	10.00	10.00
50	Mackinnon Ave	Birmingham Dr to Liverpool Dr	4,273	20	50	96.00	3.00	1.00	80.00	10.00	10.00
51	Manchester Ave	Rossini Dr to San Elijo Ave	1,076	20	50	96.00	3.00	1.00	80.00	10.00	10.00
52	Manchester Ave	San Elijo Ave to I-5	6,164	35	50	96.00	3.00	1.00	80.00	10.00	10.00
53	Manchester Ave	I-5 to El Camino Real	30,008	35	50	96.00	3.00	1.00	80.00	10.00	10.00
54	Manchester Ave	El Camino Real to Encinitas Blvd	7,776	35	50	96.00	3.00	1.00	80.00	10.00	10.00
55	Melba Rd	Cornish Dr to Stratford Dr	994	20	50	96.00	3.00	1.00	80.00	10.00	10.00
56	Melba Rd	Regal Rd to Bonita Dr	2,045	20	50	96.00	3.00	1.00	80.00	10.00	10.00
57	Melba Rd	Bonita Dr to Balour Dr	3,031	20	50	96.00	3.00	1.00	80.00	10.00	10.00
58	Melba Rd	Balour Dr to Crest Dr	1,011	20	50	96.00	3.00	1.00	80.00	10.00	10.00
59	Montgomery Ave	Rossini Dr to Westminster Rd	3,005	20	50	96.00	3.00	1.00	80.00	10.00	10.00
60	Mountain Vista Dr	N El Camino Real to Village Park Way	5,518	35	50	96.00	3.00	1.00	80.00	10.00	10.00
61	Mountain Vista Dr	Village Park Way to Glen Arbor Dr	1,028	35	50	96.00	3.00	1.00	80.00	10.00	10.00
62	Mountain Vista Dr	Glen Arbor Dr to N Willowspring Dr	713	35	50	96.00	3.00	1.00	80.00	10.00	10.00
63	Mozart Ave	Montgomery Ave to San Elijo Ave	265	20	50	96.00	3.00	1.00	80.00	10.00	10.00
64	N Coast Highway 101	La Costa Ave to Encinitas Blvd	14,276	35	50	96.00	3.00	1.00	80.00	10.00	10.00
65	N El Portal St	El Portal St to Neptune Ave	257	20	50	96.00	3.00	1.00	80.00	10.00	10.00
66	N Vulcan Ave	La Costa Ave to Encinitas Blvd	6,440	20	50	96.00	3.00	1.00	80.00	10.00	10.00
67	Nardo Rd	Requeza St to Santa Fe Dr	3,146	35	50	96.00	3.00	1.00	80.00	10.00	10.00
68	Neptune Ace	Grandview St to Sylvia St	832	20	50	96.00	3.00	1.00	80.00	10.00	10.00
69	Olivenhain Rd	N El Camino Real to City Boundary	38,672	35	50	96.00	3.00	1.00	80.00	10.00	10.00
70	Orpheus St	E Glaucus Rd to N Vulcan Ave	2,342	20	50	96.00	3.00	1.00	80.00	10.00	10.00
71	Piraeus St	Glaucus St to Leucadia Blvd	3,352	20	50	96.00	3.00	1.00	80.00	10.00	10.00
72	Puebla St	Clark Ave to Del Rio Ave	210	20	50	96.00	3.00	1.00	80.00	10.00	10.00
73	Puebla St	Del Rio Ave to Saxony Rd	958	20	50	96.00	3.00	1.00	80.00	10.00	10.00
74	Quail Gardens Dr	Swallowtail Blvd to Encinitas Blvd	7,028	20	50	96.00	3.00	1.00	80.00	10.00	10.00
75	Quail Hallow Dr	Saxony Rd to Swallowtail Blvd	1,595	20	50	96.00	3.00	1.00	80.00	10.00	10.00
76	Rancho Santa Fe Rd	N City Boundary to El Camino Del Norte	17,459	45	50	96.00	3.00	1.00	80.00	10.00	10.00
77	Rancho Santa Fe Rd	El Camino Del Norte to Manchester Ave	13,736	45	50	96.00	3.00	1.00	80.00	10.00	10.00
78	Regal Rd	Requeza St to Santa Fe Dr	7,109	20	50	96.00	3.00	1.00	80.00	10.00	10.00
79	Requeza St	Nardo Rd to Bonita Dr	1,053	20	50	96.00	3.00	1.00	80.00	10.00	10.00
80	Requeza St	Cornish Dr to I-5	2,322	35	50	96.00	3.00	1.00	80.00	10.00	10.00
81	Requeza St	I-5 to Nardo Rd	4,222	35	50	96.00	3.00	1.00	80.00	10.00	10.00
82	Rossini Dr	Montgomery Ave to Manchester Ave	401	20	50	96.00	3.00	1.00	80.00	10.00	10.00
83	S Coast Highway 101	Encinitas Blvd to W F St	15,520	35	50	96.00	3.00	1.00	80.00	10.00	10.00
84	S Coast Highway 101	W F St to W K St	10,856	35	50	96.00	3.00	1.00	80.00	10.00	10.00
85	S Coast Highway 101	W K St to San Elijo State Beach/Verdi Ave	12,259	35	50	96.00	3.00	1.00	80.00	10.00	10.00
86	S Coast Highway 101	San Elijo State Beach/Verdi Ave to City Boundary	20,720	35	50	96.00	3.00	1.00	80.00	10.00	10.00

87	S El Portal St	El Portal St to Neptune Ave	286	20	50	96.00	3.00	1.00	80.00	10.00	10.00
88	S Rancho Santa Fe Rd	Encinitas Blvd to City Boundary	25,916	45	50	96.00	3.00	1.00	80.00	10.00	10.00
89	S San Elijo Ave	Santa Fe Dr to Cornish Dr	2,860	35	50	96.00	3.00	1.00	80.00	10.00	10.00
90	S Vulcan Ave	Encinitas Blvd to E St	13,360	35	50	96.00	3.00	1.00	80.00	10.00	10.00
91	S Vulcan Ave	E St to Santa Fe Dr	8,899	35	50	96.00	3.00	1.00	80.00	10.00	10.00
92	S Willowspring Dr	S El Camino Real to Encinitas Blvd	3,497	35	50	96.00	3.00	1.00	80.00	10.00	10.00
93	San Elijo Ave	Cornish Dr to Chesterfield Dr	5,936	35	50	96.00	3.00	1.00	80.00	10.00	10.00
94	San Elijo Ave	Chesterfield Dr to Kilkenny Dr	1,560	35	50	96.00	3.00	1.00	80.00	10.00	10.00
95	San Elijo Ave	Kilkenny Dr to Manchester Ave	1,560	35	50	96.00	3.00	1.00	80.00	10.00	10.00
96	Santa Fe Dr	I-5 to Gardena Rd	17,286	35	50	96.00	3.00	1.00	80.00	10.00	10.00
97	Santa Fe Dr	Gardena Rd to Nardo Rd	10,039	35	50	96.00	3.00	1.00	80.00	10.00	10.00
98	Santa Fe Dr	Nardo Rd to Lake Dr	10,619	35	50	96.00	3.00	1.00	80.00	10.00	10.00
99	Santa Fe Dr	Lake Dr to S El Camino Real	9,132	35	50	96.00	3.00	1.00	80.00	10.00	10.00
100	Santa Fe Dr	S San Elijo Ave to Rubenstein Ave	7,519	35	50	96.00	3.00	1.00	80.00	10.00	10.00
101	Santa Fe Dr	Rubenstein Ave to I-5	11,674	35	50	96.00	3.00	1.00	80.00	10.00	10.00
102	Saxony Rd	La Costa Ave to Encinitas Blvd	9,316	35	50	96.00	3.00	1.00	80.00	10.00	10.00
103	2nd St	W D St to W K St	4,748	20	50	96.00	3.00	1.00	80.00	10.00	10.00
104	Stratford Dr	E D St to Santa Fe Dr	1,074	20	50	96.00	3.00	1.00	80.00	10.00	10.00
105	Summit Ave	Santa Fe Dr to Westminster Rd	1,500	20	50	96.00	3.00	1.00	80.00	10.00	10.00
106	Sylvia St	Neptune Ave to 3rd St	700	20	50	96.00	3.00	1.00	80.00	10.00	10.00
107	3rd St	W K St to W B St	2,577	20	50	96.00	3.00	1.00	80.00	10.00	10.00
108	3rd St	W B St to Sylvia St	858	20	50	96.00	3.00	1.00	80.00	10.00	10.00
109	Via Cantebria	Garden View Rd to Encinitas Blvd	15,643	20	50	96.00	3.00	1.00	80.00	10.00	10.00
110	Via Molena	Via Cantebria to El Camino Real	5,488	20	50	96.00	3.00	1.00	80.00	10.00	10.00
111	Via Montoro	Via Cantebria to El Camino Real	1,539	20	50	96.00	3.00	1.00	80.00	10.00	10.00
112	Villa Cardiff Dr	Mackinnon Ave to Birmingham Dr	5,363	20	50	96.00	3.00	1.00	80.00	10.00	10.00
113	Village Park Way	Mountain Vista Dr to Encinitas Blvd	7,629	35	50	96.00	3.00	1.00	80.00	10.00	10.00
114	W B St	3rd St to N Coast Highway 101	5,643	20	50	96.00	3.00	1.00	80.00	10.00	10.00
115	W D St	3rd St to N Coast Highway 101	4,478	20	50	96.00	3.00	1.00	80.00	10.00	10.00
116	K St	Third St to S Coast Highway 101	1,846	20	50	96.00	3.00	1.00	80.00	10.00	10.00
117	W Leucadia Blvd	Neptune Ave to N Coast Highway 101	685	20	50	96.00	3.00	1.00	80.00	10.00	10.00
118	Wandering Rd	N Willowspring Dr to Mountain Vista Dr	1,538	20	50	96.00	3.00	1.00	80.00	10.00	10.00
119	Westlake St	Encinitas Blvd to Requeza St	10,728	25	50	96.00	3.00	1.00	80.00	10.00	10.00
120	Westminster Dr	Summit Ave to Montgomery Ave	1,592	20	50	96.00	3.00	1.00	80.00	10.00	10.00
121	N Willowspring Dr	Glen Arbor Dr to Glen Arbor Dr	4,580	35	50	96.00	3.00	1.00	80.00	10.00	10.00
122	N Willowspring Dr	Glen Arbor Dr to Encinitas Blvd	1,774	35	50	96.00	3.00	1.00	80.00	10.00	10.00
123	N Willowspring Dr	Garden View Rd to Glan Arbor Dr	1,461	35	50	96.00	3.00	1.00	80.00	10.00	10.00
124	N Willowspring Dr	Glen Arbor Dr to Mountain Vista Dr	1,617	35	50	96.00	3.00	1.00	80.00	10.00	10.00
125	N Willowspring Dr	Mountain Vista Dr to Red Gap Ct	641	35	50	96.00	3.00	1.00	80.00	10.00	10.00
126	Windsor Rd	Santa Fe Dr to Munevar Rd	2,275	20	50	96.00	3.00	1.00	80.00	10.00	10.00
127	Windsor Rd	Munevar Rd to Villa Cardiff Dr	2,502	20	50	96.00	3.00	1.00	80.00	10.00	10.00
128	Woodlake Dr	Windsor Rd to Lake Dr	246	20	50	96.00	3.00	1.00	80.00	10.00	10.00
129	N Highway 101	South of City Boundary	20,720	35	50	96.00	3.00	1.00	80.00	10.00	10.00
130	El Camino Real	North of City Boundary	27,171	35	50	96.00	3.00	1.00	80.00	10.00	10.00
131	Rancho Santa Fe Rd	N City Boundary to Olivenhain Rd	17,459	45	50	96.00	3.00	1.00	80.00	10.00	10.00
132	Calle Barcelona	North of City Boundary	9,031	35	50	96.00	3.00	1.00	80.00	10.00	10.00
133	Calle Barcelona	Leucadia Blvd to City Boundary	9,031	35	50	96.00	3.00	1.00	80.00	10.00	10.00
134	Carlsbad Blvd	La Costa Ave to City Boundary	14,276	35	50	96.00	3.00	1.00	80.00	10.00	10.00
135	Carlsbad Blvd	North of City Boundary	14,276	45	50	96.00	3.00	1.00	80.00	10.00	10.00
136	Hygeia Ave	E Glaucus St to E Glaucus St	1,336	20	50	96.00	3.00	1.00	80.00	10.00	10.00
137	Olivenhain Rd	City Boundary to Rancho Santa Fe Rd	38,672	35	50	96.00	3.00	1.00	80.00	10.00	10.00

FHWA RD-77-108

Traffic Noise Prediction Model

Predicted Noise Levels

Project Name : Encinitas Mobility Element
Project Number : 9826
Modeled Condition : 2016 Mobility Element Roads
Assessment Metric: Hard

			Noise Levels, dBA Hard				Distance to Traffic Noise Level Contours, Feet					
Segment	Roadway	Segment	Auto	MT	HT	Total	75 dB	70 dB	65 dB	60 dB	55 dB	50 dB
1	Balour Dr	Encinitas Blvd to Melba Dr	64.9	59.5	60.0	67.0	8	25	79	251	792	2,506
2	Balour Dr	Melba Dr to Santa Fe Dr	63.0	57.6	58.0	65.0	5	16	50	158	500	1,581
3	Birmingham Dr	San Elijo Ave to Carol View Dr	65.1	59.8	60.2	67.2	8	26	83	262	830	2,624
4	Birmingham Dr	Carol View Dr to Villa Cardiff Dr	65.7	60.3	60.7	67.7	9	29	93	294	931	2,944
5	Birmingham Dr	Villa Cardiff Dr to Lake Dr	63.0	57.6	58.1	65.1	5	16	51	162	512	1,618
6	Bonita Dr	Requeza St to Melba Rd	48.4	46.2	49.7	53.1	0	1	3	10	32	102
7	Bonita Dr	Melba Rd to Santa Fe Dr	48.6	46.4	49.9	53.3	0	1	3	11	34	107
8	Cerro St	Encinitas Blvd to Avenida De Las Adelsas	57.3	51.9	52.4	59.4	1	4	14	44	138	435
9	Cerro St	Avenida De Las Adelsas to S El Camino Real	57.5	52.1	52.6	59.6	1	5	14	46	144	456
10	Chesterfield Dr	S Coast Highway 101 to Oxford Ave	54.3	52.1	55.6	59.0	1	4	13	40	126	397
11	Chesterfield Dr	Oxford Ave to Edinburg Ave	43.8	41.7	45.1	48.5	0	0	1	4	11	35
12	Clark Ave	Leucadia Blvd to Puebla St	49.8	47.6	51.1	54.5	0	1	4	14	45	141
13	Cornish Dr	E D St to San Elijo Ave	45.5	43.4	46.9	50.3	0	1	2	5	17	54
14	Crest Dr	Santa Fe Dr to Melba Rd	45.0	42.9	46.4	49.8	0	0	2	5	15	48
15	E D St	S Coast Highway 101 to Stratford Dr	48.5	46.3	49.8	53.2	0	1	3	10	33	104
16	E F St	S Vulcan Ave to Cornish Dr	55.2	49.8	50.2	57.2	1	3	8	26	83	262
17	E Glaucus St	N Vulcan Ave to Hygeia Ave	48.2	46.0	49.5	52.9	0	1	3	10	31	97
18	E Glaucus St	Hygeia Ave to Hymettus Ave	49.2	47.1	50.5	53.9	0	1	4	12	39	123
19	E Glaucus St	Hymettus Ave to Orpheus Ave	42.2	40.1	43.5	46.9	0	0	1	2	8	24
20	Edinburg Ave	Liverpool Dr to Chesterfield Dr	44.1	41.9	45.4	48.8	0	0	1	4	12	38
21	El Camino Del Norte	City Boundary to Rancho Santa Fe Rd	63.3	57.9	58.4	65.4	5	17	55	173	548	1,734
22	N El Camino Real	City Boundary to Leucadia Blvd	68.3	62.9	63.3	70.3	17	54	169	536	1,694	5,358
23	N El Camino Real	Leucadia Blvd to Encinitas Blvd	69.0	63.6	64.1	71.1	20	64	204	644	2,037	6,441
24	S El Camino Real	Encinitas Blvd to Crest Dr	68.6	63.3	63.7	70.7	19	59	186	587	1,858	5,874
25	S El Camino Real	Crest Dr to Manchester Ave	68.3	62.9	63.3	70.3	17	54	169	536	1,694	5,358
26	El Portal St	La Mesa Ave to La Veta Ave	46.0	43.8	47.3	50.7	0	1	2	6	19	59
27	El Portal St	La Veta Ave to N Coast Highway 101	47.8	45.7	49.2	52.6	0	1	3	9	29	91
28	Encinitas Blvd	N Coast Highway 101 to I-5	68.2	62.9	63.3	70.3	17	54	169	536	1,694	5,358
29	Encinitas Blvd	I-5 to Calle Magdalena	68.9	63.5	63.9	71.0	20	63	199	629	1,991	6,295
30	Encinitas Blvd	Calle Magdalena to Westlake St	70.9	64.1	63.9	72.4	27	87	275	869	2,748	8,689
31	Encinitas Blvd	Westlake St to N El Camino Real	70.4	63.6	63.4	71.9	24	77	245	774	2,449	7,744
32	Encinitas Blvd	N El Camino Real to Rancho Santa Fe Rd	70.3	63.5	63.2	71.8	24	76	239	757	2,393	7,568
33	Garden View Rd	City Boundary to El Camino Real	63.5	58.1	58.5	65.6	6	18	57	182	574	1,815
34	Garden View Rd	ElCamino Real to Garden View Ct	63.5	58.1	58.5	65.5	6	18	56	177	561	1,774
35	Garden View Rd	Garden View Ct to Glan Arbor Dr	61.9	56.6	57.0	64.0	4	13	40	126	397	1,256
36	Glen Arbor Dr	Garden View Rd to Willowspring Dr	48.7	46.6	50.1	53.4	0	1	3	11	35	109
37	Glen Arbor Dr	Willowspring Dr to Mountain Vista Dr	44.9	42.7	46.2	49.6	0	0	1	5	14	46
38	Glen Arbor Dr	Mountain Vista Dr to N Willowspring Dr	43.6	41.5	44.9	48.3	0	0	1	3	11	34
39	Grandview St	Neptune Ave to N COast Highway 101	47.9	45.8	49.3	52.6	0	1	3	9	29	91
40	Hymettud Ave	E Glaucus St to E Glaucus St	45.8	43.6	47.1	50.5	0	1	2	6	18	56
41	La Costa Ave	N Coast Highway 101/Carlsbad Blvd to Piraeus St	66.5	61.1	61.6	68.6	11	36	115	362	1,145	3,622
42	La Costa Ave	Piraeus St to City Boundary	69.4	64.1	64.5	71.5	22	71	223	706	2,233	7,063
43	Lake Dr	Santa Fe Dr to Birmingham Dr	61.2	55.8	56.2	63.2	3	10	33	104	330	1,045

44	Leucadia Blvd	N Coast Highway 101 to Orpheus Ave	61.7	56.4	56.8	63.8	4	12	38	120	379	1,199
45	Leucadia Blvd	Orpheus Ave to N El Camino Real	67.5	62.1	62.6	69.6	14	46	144	456	1,442	4,560
46	Liverpool Dr	Edinburg Ave to Mackinnon Ave	42.6	40.4	43.9	47.3	0	0	1	3	8	27
47	Lone Jack Rd	Rancho Santa Fe Rd to Lone Hill Ln	53.3	51.2	54.7	58.1	1	3	10	32	102	323
48	Mackinnon Ave	Santa Fe Dr to Villa Cardiff Dr	63.5	58.1	58.5	65.5	6	18	56	177	561	1,774
49	Mackinnon Ave	Villa Cardiff Dr to Birmingham Dr	61.2	55.8	56.2	63.2	3	10	33	104	330	1,045
50	Mackinnon Ave	Birmingham Dr to Liverpool Dr	53.2	51.1	54.6	58.0	1	3	10	32	100	315
51	Manchester Ave	Rossini Dr to San Elijo Ave	47.2	45.1	48.6	52.0	0	1	3	8	25	79
52	Manchester Ave	San Elijo Ave to I-5	61.8	56.5	56.9	63.9	4	12	39	123	388	1,227
53	Manchester Ave	I-5 to El Camino Real	68.7	63.3	63.8	70.8	19	60	190	601	1,901	6,011
54	Manchester Ave	El Camino Real to Encinitas Blvd	62.8	57.5	57.9	64.9	5	15	49	155	489	1,545
55	Melba Rd	Cornish Dr to Stratford Dr	46.9	44.7	48.2	51.6	0	1	2	7	23	72
56	Melba Rd	Regal Rd to Bonita Dr	50.0	47.9	51.4	54.8	0	2	5	15	48	151
57	Melba Rd	Bonita Dr to Balour Dr	51.7	49.6	53.1	56.5	1	2	7	22	71	223
58	Melba Rd	Balour Dr to Crest Dr	47.0	44.8	48.3	51.7	0	1	2	7	23	74
59	Montgomery Ave	Rossini Dr to Westminster Rd	51.7	49.6	53.0	56.4	1	2	7	22	69	218
60	Mountain Vista Dr	N El Camino Real to Village Park Way	61.3	56.0	56.4	63.4	3	11	35	109	346	1,094
61	Mountain Vista Dr	Village Park Way to Glen Arbor Dr	54.0	48.7	49.1	56.1	1	2	6	20	64	204
62	Mountain Vista Dr	Glen Arbor Dr to N Willowspring Dr	52.5	47.1	47.5	54.5	0	1	4	14	45	141
63	Mozart Ave	Montgomery Ave to San Elijo Ave	41.2	39.0	42.5	45.9	0	0	1	2	6	19
64	N Coast Highway 101	La Costa Ave to Encinitas Blvd	65.5	60.1	60.5	67.5	9	28	89	281	889	2,812
65	N El Portal St	El Portal St to Neptune Ave	41.0	38.9	42.4	45.8	0	0	1	2	6	19
66	N Vulcan Ave	La Costa Ave to Encinitas Blvd	55.0	52.9	56.3	59.7	1	5	15	47	148	467
67	Nardo Rd	Requeza St to Santa Fe Dr	58.9	53.5	54.0	61.0	2	6	20	63	199	629
68	Neptune Ace	Grandview St to Sylvia St	46.1	44.0	47.5	50.9	0	1	2	6	19	62
69	Olivenhain Rd	N El Camino Real to City Boundary	69.8	64.4	64.9	71.9	24	77	245	774	2,449	7,744
70	Orpheus St	E Glaucus Rd to N Vulcan Ave	50.6	48.5	52.0	55.3	1	2	5	17	54	169
71	Piraeus St	Glaucus St to Leucadia Blvd	52.2	50.0	53.5	56.9	1	2	8	24	77	245
72	Puebla St	Clark Ave to Del Rio Ave	40.2	38.0	41.5	44.9	0	0	0	2	5	15
73	Puebla St	Del Rio Ave to Saxony Rd	46.7	44.6	48.1	51.5	0	1	2	7	22	71
74	Quail Gardens Dr	Swallowtail Blvd to Encinitas Blvd	55.4	53.2	56.7	60.1	2	5	16	51	162	512
75	Quail Hallow Dr	Saxony Rd to Swallowtail Blvd	49.0	46.8	50.3	53.7	0	1	4	12	37	117
76	Rancho Santa Fe Rd	N City Boundary to El Camino Del Norte	69.5	62.7	62.4	71.0	20	63	199	629	1,991	6,295
77	Rancho Santa Fe Rd	El Camino Del Norte to Manchester Ave	68.5	61.6	61.4	69.9	15	49	155	489	1,545	4,886
78	Regal Rd	Requeza St to Santa Fe Dr	55.4	53.3	56.8	60.2	2	5	17	52	166	524
79	Requeza St	Nardo Rd to Bonita Dr	47.2	45.0	48.5	51.9	0	1	2	8	24	77
80	Requeza St	Cornish Dr to I-5	57.6	52.2	52.7	59.7	1	5	15	47	148	467
81	Requeza St	I-5 to Nardo Rd	60.2	54.8	55.2	62.3	3	8	27	85	269	849
82	Rossini Dr	Montgomery Ave to Manchester Ave	43.0	40.8	44.3	47.7	0	0	1	3	9	29
83	S Coast Highway 101	Encinitas Blvd to W F St	65.8	60.5	60.9	67.9	10	31	97	308	975	3,083
84	S Coast Highway 101	W F St to W K St	64.3	58.9	59.3	66.4	7	22	69	218	690	2,183
85	S Coast Highway 101	W K St to San Elijo State Beach/Verdi Ave	64.8	59.5	59.9	66.9	8	24	77	245	774	2,449
86	S Coast Highway 101	San Elijo State Beach/Verdi Ave to City Boundary	67.1	61.7	62.2	69.2	13	42	132	416	1,315	4,159
87	S El Portal St	El Portal St to Neptune Ave	41.5	39.3	42.8	46.2	0	0	1	2	7	21
88	S Rancho Santa Fe Rd	Encinitas Blvd to City Boundary	71.2	64.4	64.1	72.7	29	93	294	931	2,944	9,310
89	S San Elijo Ave	Santa Fe Dr to Cornish Dr	58.5	53.1	53.6	60.6	2	6	18	57	182	574
90	S Vulcan Ave	Encinitas Blvd to E St	65.2	59.8	60.2	67.3	8	27	85	269	849	2,685
91	S Vulcan Ave	E St to Santa Fe Dr	63.4	58.1	58.5	65.5	6	18	56	177	561	1,774
92	S Willowspring Dr	S El Camino Real to Encinitas Blvd	59.4	54.0	54.4	61.4	2	7	22	69	218	690
93	San Elijo Ave	Cornish Dr to Chesterfield Dr	61.7	56.3	56.7	63.7	4	12	37	117	371	1,172
94	San Elijo Ave	Chesterfield Dr to Kilkenny Dr	55.9	50.5	50.9	57.9	1	3	10	31	97	308
95	San Elijo Ave	Kilkenny Dr to Manchester Ave	55.9	50.5	50.9	57.9	1	3	10	31	97	308
96	Santa Fe Dr	I-5 to Gardena Rd	66.3	60.9	61.4	68.4	11	35	109	346	1,094	3,459
97	Santa Fe Dr	Gardena Rd to Nardo Rd	63.9	58.6	59.0	66.0	6	20	63	199	629	1,991

98	Santa Fe Dr	Nardo Rd to Lake Dr	64.2	58.8	59.3	66.3	7	21	67	213	674	2,133
99	Santa Fe Dr	Lake Dr to S El Camino Real	63.5	58.2	58.6	65.6	6	18	57	182	574	1,815
100	Santa Fe Dr	S San Elijo Ave to Rubenstein Ave	62.7	57.3	57.8	64.8	5	15	48	151	477	1,510
101	Santa Fe Dr	Rubenstein Ave to I-5	64.6	59.2	59.7	66.7	7	23	74	234	740	2,339
102	Saxony Rd	La Costa Ave to Encinitas Blvd	63.6	58.3	58.7	65.7	6	19	59	186	587	1,858
103	2nd St	W D St to W K St	53.7	51.5	55.0	58.4	1	3	11	35	109	346
104	Stratford Dr	E D St to Santa Fe Dr	47.2	45.1	48.6	52.0	0	1	3	8	25	79
105	Summit Ave	Santa Fe Dr to Westminster Rd	48.7	46.5	50.0	53.4	0	1	3	11	35	109
106	Sylvia St	Neptune Ave to 3rd St	45.4	43.2	46.7	50.1	0	1	2	5	16	51
107	3rd St	W K St to W B St	51.0	48.9	52.4	55.8	1	2	6	19	60	190
108	3rd St	W B St to Sylvia St	46.3	44.1	47.6	51.0	0	1	2	6	20	63
109	Via Cantebria	Garden View Rd to Encinitas Blvd	58.9	56.7	60.2	63.6	4	11	36	115	362	1,145
110	Via Molena	Via Cantebria to El Camino Real	54.3	52.2	55.6	59.0	1	4	13	40	126	397
111	Via Montoro	Via Cantebria to El Camino Real	48.8	46.6	50.1	53.5	0	1	4	11	35	112
112	Villa Cardiff Dr	Mackinnon Ave to Birmingham Dr	54.2	52.1	55.5	58.9	1	4	12	39	123	388
113	Village Park Way	Mountain Vista Dr to Encinitas Blvd	62.8	57.4	57.8	64.8	5	15	48	151	477	1,510
114	W B St	3rd St to N Coast Highway 101	54.4	52.3	55.8	59.2	1	4	13	42	132	416
115	W D St	3rd St to N Coast Highway 101	53.4	51.3	54.8	58.2	1	3	10	33	104	330
116	K St	Third St to S Coast Highway 101	49.6	47.4	50.9	54.3	0	1	4	13	43	135
117	W Leucadia Blvd	Neptune Ave to N Coast Highway 101	45.3	43.1	46.6	50.0	0	1	2	5	16	50
118	Wandering Rd	N Willowspring Dr to Mountain Vista Dr	48.8	46.6	50.1	53.5	0	1	4	11	35	112
119	Westlake St	Encinitas Blvd to Requeza St	60.0	56.6	59.5	63.7	4	12	37	117	371	1,172
120	Westminster Dr	Summit Ave to Montgomery Ave	48.9	46.8	50.3	53.7	0	1	4	12	37	117
121	N Willowspring Dr	Glen Arbor Dr to Glen Arbor Dr	60.5	55.2	55.6	62.6	3	9	29	91	288	910
122	N Willowspring Dr	Glen Arbor Dr to Encinitas Blvd	56.4	51.1	51.5	58.5	1	4	11	35	112	354
123	N Willowspring Dr	Garden View Rd to Glan Arbor Dr	55.6	50.2	50.6	57.6	1	3	9	29	91	288
124	N Willowspring Dr	Glen Arbor Dr to Mountain Vista Dr	56.0	50.7	51.1	58.1	1	3	10	32	102	323
125	N Willowspring Dr	Mountain Vista Dr to Red Gap Ct	52.0	46.6	47.1	54.1	0	1	4	13	41	129
126	Windsor Rd	Santa Fe Dr to Munevar Rd	50.5	48.3	51.8	55.2	1	2	5	17	52	166
127	Windsor Rd	Munevar Rd to Villa Cardiff Dr	50.9	48.8	52.2	55.6	1	2	6	18	57	182
128	Woodlake Dr	Windsor Rd to Lake Dr	40.8	38.7	42.2	45.6	0	0	1	2	6	18
129	N Highway 101	South of City Boundary	67.1	61.7	62.2	69.2	13	42	132	416	1,315	4,159
130	El Camino Real	North of City Boundary	68.3	62.9	63.3	70.3	17	54	169	536	1,694	5,358
131	Rancho Santa Fe Rd	N City Boundary to Olivenhain Rd	69.5	62.7	62.4	71.0	20	63	199	629	1,991	6,295
132	Calle Barcelona	North of City Boundary	63.5	58.1	58.5	65.6	6	18	57	182	574	1,815
133	Calle Barcelona	Leucadia Blvd to City Boundary	63.5	58.1	58.5	65.6	6	18	57	182	574	1,815
134	Carlsbad Blvd	La Costa Ave to City Boundary	65.5	60.1	60.5	67.5	9	28	89	281	889	2,812
135	Carlsbad Blvd	North of City Boundary	68.6	61.8	61.5	70.1	16	51	162	512	1,618	5,116
136	Hygeia Ave	E Glaucus St to E Glaucus St	48.2	46.0	49.5	52.9	0	1	3	10	31	97
137	Olivenhain Rd	City Boundary to Rancho Santa Fe Rd	69.8	64.4	64.9	71.9	24	77	245	774	2,449	7,744

FHWA RD-77-108

Traffic Noise Prediction Model

Data Input Sheet

Project Name : Encinitas Mobility Element
Project Number : 9826
Modeled Condition : 2050 Mobility Element Roads - No Project

Surface Refelction: CNEL
Assessment Metric: Hard
Peak ratio to ADT: 10.00
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment	Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	K-Factor
1	Balour Dr	Encinitas Blvd to Melba Dr	12,746	35	50	96.00	3.00	1.00	80.00	10.00	10.00	
2	Balour Dr	Melba Dr to Santa Fe Dr	7,498	35	50	96.00	3.00	1.00	80.00	10.00	10.00	
3	Birmingham Dr	San Elijo Ave to Carol View Dr	12,298	35	50	96.00	3.00	1.00	80.00	10.00	10.00	
4	Birmingham Dr	Carol View Dr to Villa Cardiff Dr	15,197	35	50	96.00	3.00	1.00	80.00	10.00	10.00	
5	Birmingham Dr	Villa Cardiff Dr to Lake Dr	8,257	35	50	96.00	3.00	1.00	80.00	10.00	10.00	
6	Bonita Dr	Requeza St to Melba Rd	1,388	20	50	96.00	3.00	1.00	80.00	10.00	10.00	
7	Bonita Dr	Melba Rd to Santa Fe Dr	1,857	20	50	96.00	3.00	1.00	80.00	10.00	10.00	
8	Cerro St	Encinitas Blvd to Avenida De Las Adelsas	2,967	35	50	96.00	3.00	1.00	80.00	10.00	10.00	
9	Cerro St	Avenida De Las Adelsas to S El Camino Real	3,017	35	50	96.00	3.00	1.00	80.00	10.00	10.00	
10	Chesterfield Dr	S Coast Highway 101 to Oxford Ave	5,106	20	50	96.00	3.00	1.00	80.00	10.00	10.00	
11	Chesterfield Dr	Oxford Ave to Edinburg Ave	489	20	50	96.00	3.00	1.00	80.00	10.00	10.00	
12	Clark Ave	Leucadia Blvd to Puebla St	2,816	20	50	96.00	3.00	1.00	80.00	10.00	10.00	
13	Cornish Dr	E D St to San Elijo Ave	486	20	50	96.00	3.00	1.00	80.00	10.00	10.00	
14	Crest Dr	Santa Fe Dr to Melba Rd	707	20	50	96.00	3.00	1.00	80.00	10.00	10.00	
15	E D St	S Coast Highway 101 to Stratford Dr	1,212	20	50	96.00	3.00	1.00	80.00	10.00	10.00	
16	E F St	S Vulcan Ave to Cornish Dr	2,379	35	50	96.00	3.00	1.00	80.00	10.00	10.00	
17	E Glaucus St	N Vulcan Ave to Hygeia Ave	1,332	20	50	96.00	3.00	1.00	80.00	10.00	10.00	
18	E Glaucus St	Hygeia Ave to Hymettus Ave	1,705	20	50	96.00	3.00	1.00	80.00	10.00	10.00	
19	E Glaucus St	Hymettus Ave to Orpheus Ave	334	20	50	96.00	3.00	1.00	80.00	10.00	10.00	
20	Edinburg Ave	Liverpool Dr to Chesterfield Dr	521	20	50	96.00	3.00	1.00	80.00	10.00	10.00	
21	El Camino Del Norte	City Boundary to Rancho Santa Fe Rd	8,435	35	50	96.00	3.00	1.00	80.00	10.00	10.00	
22	N El Camino Real	City Boundary to Leucadia Blvd	27,150	35	50	96.00	3.00	1.00	80.00	10.00	10.00	
23	N El Camino Real	Leucadia Blvd to Encinitas Blvd	31,492	35	50	96.00	3.00	1.00	80.00	10.00	10.00	
24	S El Camino Real	Encinitas Blvd to Crest Dr	26,550	35	50	96.00	3.00	1.00	80.00	10.00	10.00	
25	S El Camino Real	Crest Dr to Manchester Ave	25,653	35	50	96.00	3.00	1.00	80.00	10.00	10.00	
26	El Portal St	La Mesa Ave to La Veta Ave	801	20	50	96.00	3.00	1.00	80.00	10.00	10.00	
27	El Portal St	La Veta Ave to N Coast Highway 101	1,239	20	50	96.00	3.00	1.00	80.00	10.00	10.00	
28	Encinitas Blvd	N Coast Highway 101 to I-5	26,138	35	50	96.00	3.00	1.00	80.00	10.00	10.00	
29	Encinitas Blvd	I-5 to Calle Magdalena	32,391	35	50	96.00	3.00	1.00	80.00	10.00	10.00	
30	Encinitas Blvd	Calle Magdalena to Westlake St	26,121	45	50	96.00	3.00	1.00	80.00	10.00	10.00	
31	Encinitas Blvd	Westlake St to N El Camino Real	22,454	45	50	96.00	3.00	1.00	80.00	10.00	10.00	
32	Encinitas Blvd	N El Camino Real to Rancho Santa Fe Rd	21,192	45	50	96.00	3.00	1.00	80.00	10.00	10.00	

33	Garden View Rd	City Boundary to El Camino Real	9,352	35	50	96.00	3.00	1.00	80.00	10.00	10.00
34	Garden View Rd	ElCamino Real to Garden View Ct	9,844	35	50	96.00	3.00	1.00	80.00	10.00	10.00
35	Garden View Rd	Garden View Ct to Glan Arbor Dr	6,577	35	50	96.00	3.00	1.00	80.00	10.00	10.00
36	Glen Arbor Dr	Garden View Rd to Willowspring Dr	1,509	20	50	96.00	3.00	1.00	80.00	10.00	10.00
37	Glen Arbor Dr	Willowspring Dr to Mountain Vista Dr	653	20	50	96.00	3.00	1.00	80.00	10.00	10.00
38	Glen Arbor Dr	Mountain Vista Dr to N Willowspring Dr	402	20	50	96.00	3.00	1.00	80.00	10.00	10.00
39	Grandview St	Neptune Ave to N COast Highway 101	1,261	20	50	96.00	3.00	1.00	80.00	10.00	10.00
40	Hymettud Ave	E Glaucus St to E Glaucus St	713	20	50	96.00	3.00	1.00	80.00	10.00	10.00
41	La Costa Ave	N Coast Highway 101/Carlsbad Blvd to Piraeus St	21,354	35	50	96.00	3.00	1.00	80.00	10.00	10.00
42	La Costa Ave	Piraeus St to City Boundary	37,235	35	50	96.00	3.00	1.00	80.00	10.00	10.00
43	Lake Dr	Santa Fe Dr to Birmingham Dr	5,278	35	50	96.00	3.00	1.00	80.00	10.00	10.00
44	Leucadia Blvd	N Coast Highway 101 to Orpheus Ave	6,024	35	50	96.00	3.00	1.00	80.00	10.00	10.00
45	Leucadia Blvd	Orpheus Ave to N El Camino Real	23,174	35	50	96.00	3.00	1.00	80.00	10.00	10.00
46	Liverpool Dr	Edinburg Ave to Mackinnon Ave	369	20	50	96.00	3.00	1.00	80.00	10.00	10.00
47	Lone Jack Rd	Rancho Santa Fe Rd to Lone Hill Ln	4,540	20	50	96.00	3.00	1.00	80.00	10.00	10.00
48	Mackinnon Ave	Santa Fe Dr to Villa Cardiff Dr	9,100	35	50	96.00	3.00	1.00	80.00	10.00	10.00
49	Mackinnon Ave	Villa Cardiff Dr to Birmingham Dr	4,920	35	50	96.00	3.00	1.00	80.00	10.00	10.00
50	Mackinnon Ave	Birmingham Dr to Liverpool Dr	4,501	20	50	96.00	3.00	1.00	80.00	10.00	10.00
51	Manchester Ave	Rossini Dr to San Elijo Ave	979	20	50	96.00	3.00	1.00	80.00	10.00	10.00
52	Manchester Ave	San Elijo Ave to I-5	5,979	35	50	96.00	3.00	1.00	80.00	10.00	10.00
53	Manchester Ave	I-5 to El Camino Real	31,464	35	50	96.00	3.00	1.00	80.00	10.00	10.00
54	Manchester Ave	El Camino Real to Encinitas Blvd	7,878	35	50	96.00	3.00	1.00	80.00	10.00	10.00
55	Melba Rd	Cornish Dr to Stratford Dr	1,007	20	50	96.00	3.00	1.00	80.00	10.00	10.00
56	Melba Rd	Regal Rd to Bonita Dr	1,925	20	50	96.00	3.00	1.00	80.00	10.00	10.00
57	Melba Rd	Bonita Dr to Balour Dr	3,354	20	50	96.00	3.00	1.00	80.00	10.00	10.00
58	Melba Rd	Balour Dr to Crest Dr	644	20	50	96.00	3.00	1.00	80.00	10.00	10.00
59	Montgomery Ave	Rossini Dr to Westminster Rd	2,877	20	50	96.00	3.00	1.00	80.00	10.00	10.00
60	Mountain Vista Dr	N El Camino Real to Village Park Way	5,333	35	50	96.00	3.00	1.00	80.00	10.00	10.00
61	Mountain Vista Dr	Village Park Way to Glen Arbor Dr	1,090	35	50	96.00	3.00	1.00	80.00	10.00	10.00
62	Mountain Vista Dr	Glen Arbor Dr to N Willowspring Dr	763	35	50	96.00	3.00	1.00	80.00	10.00	10.00
63	Mozart Ave	Montgomery Ave to San Elijo Ave	266	20	50	96.00	3.00	1.00	80.00	10.00	10.00
64	N Coast Highway 101	La Costa Ave to Encinitas Blvd	14,080	35	50	96.00	3.00	1.00	80.00	10.00	10.00
65	N El Portal St	El Portal St to Neptune Ave	258	20	50	96.00	3.00	1.00	80.00	10.00	10.00
66	N Vulcan Ave	La Costa Ave to Encinitas Blvd	5,745	20	50	96.00	3.00	1.00	80.00	10.00	10.00
67	Nardo Rd	Requeza St to Santa Fe Dr	3,226	35	50	96.00	3.00	1.00	80.00	10.00	10.00
68	Neptune Ace	Grandview St to Sylvia St	834	20	50	96.00	3.00	1.00	80.00	10.00	10.00
69	Olivenhain Rd	N El Camino Real to City Boundary	38,290	35	50	96.00	3.00	1.00	80.00	10.00	10.00
70	Orpheus St	E Glaucus Rd to N Vulcan Ave	2,295	20	50	96.00	3.00	1.00	80.00	10.00	10.00
71	Piraeus St	Glaucus St to Leucadia Blvd	3,286	20	50	96.00	3.00	1.00	80.00	10.00	10.00
72	Puebla St	Clark Ave to Del Rio Ave	211	20	50	96.00	3.00	1.00	80.00	10.00	10.00
73	Puebla St	Del Rio Ave to Saxony Rd	1,412	20	50	96.00	3.00	1.00	80.00	10.00	10.00
74	Quail Gardens Dr	Swallowtail Blvd to Encinitas Blvd	7,482	20	50	96.00	3.00	1.00	80.00	10.00	10.00
75	Quail Hallow Dr	Saxony Rd to Swallowtail Blvd	1,698	20	50	96.00	3.00	1.00	80.00	10.00	10.00
76	Rancho Santa Fe Rd	N City Boundary to El Camino Del Norte	17,465	45	50	96.00	3.00	1.00	80.00	10.00	10.00
77	Rancho Santa Fe Rd	El Camino Del Norte to Manchester Ave	14,162	45	50	96.00	3.00	1.00	80.00	10.00	10.00
78	Regal Rd	Requeza St to Santa Fe Dr	6,692	20	50	96.00	3.00	1.00	80.00	10.00	10.00
79	Requeza St	Nardo Rd to Bonita Dr	1,192	20	50	96.00	3.00	1.00	80.00	10.00	10.00
80	Requeza St	Cornish Dr to I-5	2,459	35	50	96.00	3.00	1.00	80.00	10.00	10.00
81	Requeza St	I-5 to Nardo Rd	4,143	35	50	96.00	3.00	1.00	80.00	10.00	10.00
82	Rossini Dr	Montgomery Ave to Manchester Ave	402	20	50	96.00	3.00	1.00	80.00	10.00	10.00
83	S Coast Highway 101	Encinitas Blvd to W F St	14,921	35	50	96.00	3.00	1.00	80.00	10.00	10.00
84	S Coast Highway 101	W F St to W K St	9,920	35	50	96.00	3.00	1.00	80.00	10.00	10.00
85	S Coast Highway 101	W K St to San Elijo State Beach/Verdi Ave	10,874	35	50	96.00	3.00	1.00	80.00	10.00	10.00
86	S Coast Highway 101	San Elijo State Beach/Verdi Ave to City Boundary	19,138	35	50	96.00	3.00	1.00	80.00	10.00	10.00

87	S El Portal St	El Portal St to Neptune Ave	287	20	50	96.00	3.00	1.00	80.00	10.00	10.00
88	S Rancho Santa Fe Rd	Encinitas Blvd to City Boundary	25,390	45	50	96.00	3.00	1.00	80.00	10.00	10.00
89	S San Elijo Ave	Santa Fe Dr to Cornish Dr	3,029	35	50	96.00	3.00	1.00	80.00	10.00	10.00
90	S Vulcan Ave	Encinitas Blvd to E St	12,545	35	50	96.00	3.00	1.00	80.00	10.00	10.00
91	S Vulcan Ave	E St to Santa Fe Dr	9,277	35	50	96.00	3.00	1.00	80.00	10.00	10.00
92	S Willowspring Dr	S El Camino Real to Encinitas Blvd	3,434	35	50	96.00	3.00	1.00	80.00	10.00	10.00
93	San Elijo Ave	Cornish Dr to Chesterfield Dr	5,629	35	50	96.00	3.00	1.00	80.00	10.00	10.00
94	San Elijo Ave	Chesterfield Dr to Kilkenny Dr	1,376	35	50	96.00	3.00	1.00	80.00	10.00	10.00
95	San Elijo Ave	Kilkenny Dr to Manchester Ave	1,376	35	50	96.00	3.00	1.00	80.00	10.00	10.00
96	Santa Fe Dr	I-5 to Gardena Rd	16,963	35	50	96.00	3.00	1.00	80.00	10.00	10.00
97	Santa Fe Dr	Gardena Rd to Nardo Rd	9,325	35	50	96.00	3.00	1.00	80.00	10.00	10.00
98	Santa Fe Dr	Nardo Rd to Lake Dr	9,777	35	50	96.00	3.00	1.00	80.00	10.00	10.00
99	Santa Fe Dr	Lake Dr to S El Camino Real	8,298	35	50	96.00	3.00	1.00	80.00	10.00	10.00
100	Santa Fe Dr	S San Elijo Ave to Rubenstein Ave	7,920	35	50	96.00	3.00	1.00	80.00	10.00	10.00
101	Santa Fe Dr	Rubenstein Ave to I-5	11,714	35	50	96.00	3.00	1.00	80.00	10.00	10.00
102	Saxony Rd	La Costa Ave to Encinitas Blvd	8,089	35	50	96.00	3.00	1.00	80.00	10.00	10.00
103	2nd St	W D St to W K St	4,557	20	50	96.00	3.00	1.00	80.00	10.00	10.00
104	Stratford Dr	E D St to Santa Fe Dr	1,117	20	50	96.00	3.00	1.00	80.00	10.00	10.00
105	Summit Ave	Santa Fe Dr to Westminster Rd	1,395	20	50	96.00	3.00	1.00	80.00	10.00	10.00
106	Sylvia St	Neptune Ave to 3rd St	702	20	50	96.00	3.00	1.00	80.00	10.00	10.00
107	3rd St	W K St to W B St	2,373	20	50	96.00	3.00	1.00	80.00	10.00	10.00
108	3rd St	W B St to Sylvia St	904	20	50	96.00	3.00	1.00	80.00	10.00	10.00
109	Via Cantebria	Garden View Rd to Encinitas Blvd	15,484	20	50	96.00	3.00	1.00	80.00	10.00	10.00
110	Via Molena	Via Cantebria to El Camino Real	5,634	20	50	96.00	3.00	1.00	80.00	10.00	10.00
111	Via Montoro	Via Cantebria to El Camino Real	1,572	20	50	96.00	3.00	1.00	80.00	10.00	10.00
112	Villa Cardiff Dr	Mackinnon Ave to Birmingham Dr	5,791	20	50	96.00	3.00	1.00	80.00	10.00	10.00
113	Village Park Way	Mountain Vista Dr to Encinitas Blvd	7,479	35	50	96.00	3.00	1.00	80.00	10.00	10.00
114	W B St	3rd St to N Coast Highway 101	5,484	20	50	96.00	3.00	1.00	80.00	10.00	10.00
115	W D St	3rd St to N Coast Highway 101	4,332	20	50	96.00	3.00	1.00	80.00	10.00	10.00
116	K St	Third St to S Coast Highway 101	1,612	20	50	96.00	3.00	1.00	80.00	10.00	10.00
117	W Leucadia Blvd	Neptune Ave to N Coast Highway 101	640	20	50	96.00	3.00	1.00	80.00	10.00	10.00
118	Wandering Rd	N Willowspring Dr to Mountain Vista Dr	1,483	20	50	96.00	3.00	1.00	80.00	10.00	10.00
119	Westlake St	Encinitas Blvd to Requeza St	10,739	25	50	96.00	3.00	1.00	80.00	10.00	10.00
120	Westminster Dr	Summit Ave to Montgomery Ave	1,495	20	50	96.00	3.00	1.00	80.00	10.00	10.00
121	N Willowspring Dr	Glen Arbor Dr to Glen Arbor Dr	4,717	35	50	96.00	3.00	1.00	80.00	10.00	10.00
122	N Willowspring Dr	Glen Arbor Dr to Encinitas Blvd	1,770	35	50	96.00	3.00	1.00	80.00	10.00	10.00
123	N Willowspring Dr	Garden View Rd to Glan Arbor Dr	1,447	35	50	96.00	3.00	1.00	80.00	10.00	10.00
124	N Willowspring Dr	Glen Arbor Dr to Mountain Vista Dr	1,616	35	50	96.00	3.00	1.00	80.00	10.00	10.00
125	N Willowspring Dr	Mountain Vista Dr to Red Gap Ct	664	35	50	96.00	3.00	1.00	80.00	10.00	10.00
126	Windsor Rd	Santa Fe Dr to Munevar Rd	2,309	20	50	96.00	3.00	1.00	80.00	10.00	10.00
127	Windsor Rd	Munevar Rd to Villa Cardiff Dr	2,363	20	50	96.00	3.00	1.00	80.00	10.00	10.00
128	Woodlake Dr	Windsor Rd to Lake Dr	279	20	50	96.00	3.00	1.00	80.00	10.00	10.00
129	N Highway 101	South of City Boundary	19,138	35	50	96.00	3.00	1.00	80.00	10.00	10.00
130	El Camino Real	North of City Boundary	27,150	35	50	96.00	3.00	1.00	80.00	10.00	10.00
131	Rancho Santa Fe Rd	N City Boundary to Olivenhain Rd	17,465	45	50	96.00	3.00	1.00	80.00	10.00	10.00
132	Calle Barcelona	North of City Boundary	9,352	35	50	96.00	3.00	1.00	80.00	10.00	10.00
133	Calle Barcelona	Leucadia Blvd to City Boundary	9,352	35	50	96.00	3.00	1.00	80.00	10.00	10.00
134	Carlsbad Blvd	La Costa Ave to City Boundary	14,080	35	50	96.00	3.00	1.00	80.00	10.00	10.00
135	Carlsbad Blvd	North of City Boundary	14,080	45	50	96.00	3.00	1.00	80.00	10.00	10.00
136	Hygeia Ave	E Glaucus St to E Glaucus St	1,332	20	50	96.00	3.00	1.00	80.00	10.00	10.00
137	Olivenhain Rd	City Boundary to Rancho Santa Fe Rd	38,290	35	50	96.00	3.00	1.00	80.00	10.00	10.00

FHWA RD-77-108

Traffic Noise Prediction Model

Predicted Noise Levels

Project Name : Encinitas Mobility Element
Project Number : 9826
Modeled Condition : 2050 Mobility Element Roads - No Project
Assessment Metric: Hard

			Noise Levels, dBA Hard				Distance to Traffic Noise Level Contours, Feet					
Segment	Roadway	Segment	Auto	MT	HT	Total	75 dB	70 dB	65 dB	60 dB	55 dB	50 dB
1	Balour Dr	Encinitas Blvd to Melba Dr	65.0	59.6	60.0	67.1	8	26	81	256	811	2,564
2	Balour Dr	Melba Dr to Santa Fe Dr	62.7	57.3	57.7	64.8	5	15	48	151	477	1,510
3	Birmingham Dr	San Elijo Ave to Carol View Dr	64.8	59.5	59.9	66.9	8	24	77	245	774	2,449
4	Birmingham Dr	Carol View Dr to Villa Cardiff Dr	65.7	60.4	60.8	67.8	10	30	95	301	953	3,013
5	Birmingham Dr	Villa Cardiff Dr to Lake Dr	63.1	57.7	58.2	65.2	5	17	52	166	524	1,656
6	Bonita Dr	Requeza St to Melba Rd	48.4	46.2	49.7	53.1	0	1	3	10	32	102
7	Bonita Dr	Melba Rd to Santa Fe Dr	49.6	47.5	50.9	54.3	0	1	4	13	43	135
8	Cerro St	Encinitas Blvd to Avenida De Las Adelsas	58.7	53.3	53.7	60.7	2	6	19	59	186	587
9	Cerro St	Avenida De Las Adelsas to S El Camino Real	58.7	53.4	53.8	60.8	2	6	19	60	190	601
10	Chesterfield Dr	S Coast Highway 101 to Oxford Ave	54.0	51.9	55.3	58.7	1	4	12	37	117	371
11	Chesterfield Dr	Oxford Ave to Edinburg Ave	43.8	41.7	45.1	48.5	0	0	1	4	11	35
12	Clark Ave	Leucadia Blvd to Puebla St	51.4	49.3	52.8	56.1	1	2	6	20	64	204
13	Cornish Dr	E D St to San Elijo Ave	43.8	41.6	45.1	48.5	0	0	1	4	11	35
14	Crest Dr	Santa Fe Dr to Melba Rd	45.4	43.3	46.8	50.1	0	1	2	5	16	51
15	E D St	S Coast Highway 101 to Stratford Dr	47.8	45.6	49.1	52.5	0	1	3	9	28	89
16	E F St	S Vulcan Ave to Cornish Dr	57.7	52.3	52.8	59.8	2	5	15	48	151	477
17	E Glaucus St	N Vulcan Ave to Hygeia Ave	48.2	46.0	49.5	52.9	0	1	3	10	31	97
18	E Glaucus St	Hygeia Ave to Hymettus Ave	49.2	47.1	50.6	54.0	0	1	4	13	40	126
19	E Glaucus St	Hymettus Ave to Orpheus Ave	42.2	40.0	43.5	46.9	0	0	1	2	8	24
20	Edinburg Ave	Liverpool Dr to Chesterfield Dr	44.1	41.9	45.4	48.8	0	0	1	4	12	38
21	El Camino Del Norte	City Boundary to Rancho Santa Fe Rd	63.2	57.8	58.3	65.3	5	17	54	169	536	1,694
22	N El Camino Real	City Boundary to Leucadia Blvd	68.3	62.9	63.3	70.3	17	54	169	536	1,694	5,358
23	N El Camino Real	Leucadia Blvd to Encinitas Blvd	68.9	63.5	64.0	71.0	20	63	199	629	1,991	6,295
24	S El Camino Real	Encinitas Blvd to Crest Dr	68.2	62.8	63.2	70.2	17	52	166	524	1,656	5,236
25	S El Camino Real	Crest Dr to Manchester Ave	68.0	62.7	63.1	70.1	16	51	162	512	1,618	5,116
26	El Portal St	La Mesa Ave to La Veta Ave	46.0	43.8	47.3	50.7	0	1	2	6	19	59
27	El Portal St	La Veta Ave to N Coast Highway 101	47.9	45.7	49.2	52.6	0	1	3	9	29	91
28	Encinitas Blvd	N Coast Highway 101 to I-5	68.1	62.7	63.2	70.2	17	52	166	524	1,656	5,236
29	Encinitas Blvd	I-5 to Calle Magdalena	69.0	63.7	64.1	71.1	20	64	204	644	2,037	6,441
30	Encinitas Blvd	Calle Magdalena to Westlake St	71.2	64.4	64.2	72.7	29	93	294	931	2,944	9,310
31	Encinitas Blvd	Westlake St to N El Camino Real	70.6	63.8	63.5	72.1	26	81	256	811	2,564	8,109
32	Encinitas Blvd	N El Camino Real to Rancho Santa Fe Rd	70.3	63.5	63.3	71.8	24	76	239	757	2,393	7,568
33	Garden View Rd	City Boundary to El Camino Real	63.6	58.3	58.7	65.7	6	19	59	186	587	1,858
34	Garden View Rd	ElCamino Real to Garden View Ct	63.9	58.5	58.9	65.9	6	19	62	195	615	1,945
35	Garden View Rd	Garden View Ct to Glan Arbor Dr	62.1	56.7	57.2	64.2	4	13	42	132	416	1,315
36	Glen Arbor Dr	Garden View Rd to Willowspring Dr	48.7	46.6	50.0	53.4	0	1	3	11	35	109
37	Glen Arbor Dr	Willowspring Dr to Mountain Vista Dr	45.1	42.9	46.4	49.8	0	0	2	5	15	48
38	Glen Arbor Dr	Mountain Vista Dr to N Willowspring Dr	43.0	40.8	44.3	47.7	0	0	1	3	9	29
39	Grandview St	Neptune Ave to N COast Highway 101	47.9	45.8	49.3	52.7	0	1	3	9	29	93
40	Hymettud Ave	E Glaucus St to E Glaucus St	45.5	43.3	46.8	50.2	0	1	2	5	17	52
41	La Costa Ave	N Coast Highway 101/Carlsbad Blvd to Piraeus St	67.2	61.9	62.3	69.3	13	43	135	426	1,346	4,256
42	La Costa Ave	Piraeus St to City Boundary	69.6	64.3	64.7	71.7	23	74	234	740	2,339	7,396
43	Lake Dr	Santa Fe Dr to Birmingham Dr	61.2	55.8	56.2	63.2	3	10	33	104	330	1,045

44	Leucadia Blvd	N Coast Highway 101 to Orpheus Ave	61.7	56.4	56.8	63.8	4	12	38	120	379	1,199
45	Leucadia Blvd	Orpheus Ave to N El Camino Real	67.6	62.2	62.6	69.7	15	47	148	467	1,476	4,666
46	Liverpool Dr	Edinburg Ave to Mackinnon Ave	42.6	40.4	43.9	47.3	0	0	1	3	8	27
47	Lone Jack Rd	Rancho Santa Fe Rd to Lone Hill Ln	53.5	51.3	54.8	58.2	1	3	10	33	104	330
48	Mackinnon Ave	Santa Fe Dr to Villa Cardiff Dr	63.5	58.2	58.6	65.6	6	18	57	182	574	1,815
49	Mackinnon Ave	Villa Cardiff Dr to Birmingham Dr	60.8	55.5	55.9	62.9	3	10	31	97	308	975
50	Mackinnon Ave	Birmingham Dr to Liverpool Dr	53.5	51.3	54.8	58.2	1	3	10	33	104	330
51	Manchester Ave	Rossini Dr to San Elijo Ave	46.8	44.7	48.2	51.6	0	1	2	7	23	72
52	Manchester Ave	San Elijo Ave to I-5	61.7	56.3	56.8	63.8	4	12	38	120	379	1,199
53	Manchester Ave	I-5 to El Camino Real	68.9	63.5	64.0	71.0	20	63	199	629	1,991	6,295
54	Manchester Ave	El Camino Real to Encinitas Blvd	62.9	57.5	58.0	65.0	5	16	50	158	500	1,581
55	Melba Rd	Cornish Dr to Stratford Dr	47.0	44.8	48.3	51.7	0	1	2	7	23	74
56	Melba Rd	Regal Rd to Bonita Dr	49.8	47.6	51.1	54.5	0	1	4	14	45	141
57	Melba Rd	Bonita Dr to Balour Dr	52.2	50.0	53.5	56.9	1	2	8	24	77	245
58	Melba Rd	Balour Dr to Crest Dr	45.0	42.9	46.3	49.7	0	0	1	5	15	47
59	Montgomery Ave	Rossini Dr to Westminster Rd	51.5	49.4	52.8	56.2	1	2	7	21	66	208
60	Mountain Vista Dr	N El Camino Real to Village Park Way	61.2	55.8	56.3	63.3	3	11	34	107	338	1,069
61	Mountain Vista Dr	Village Park Way to Glen Arbor Dr	54.3	48.9	49.4	56.4	1	2	7	22	69	218
62	Mountain Vista Dr	Glen Arbor Dr to N Willowspring Dr	52.8	47.4	47.8	54.8	0	2	5	15	48	151
63	Mozart Ave	Montgomery Ave to San Elijo Ave	41.2	39.0	42.5	45.9	0	0	1	2	6	19
64	N Coast Highway 101	La Costa Ave to Encinitas Blvd	65.4	60.1	60.5	67.5	9	28	89	281	889	2,812
65	N El Portal St	El Portal St to Neptune Ave	41.0	38.9	42.4	45.8	0	0	1	2	6	19
66	N Vulcan Ave	La Costa Ave to Encinitas Blvd	54.5	52.4	55.8	59.2	1	4	13	42	132	416
67	Nardo Rd	Requeza St to Santa Fe Dr	59.0	53.7	54.1	61.1	2	6	20	64	204	644
68	Neptune Ace	Grandview St to Sylvia St	46.1	44.0	47.5	50.9	0	1	2	6	19	62
69	Olivenhain Rd	N El Camino Real to City Boundary	69.8	64.4	64.8	71.8	24	76	239	757	2,393	7,568
70	Orpheus St	E Glaucus Rd to N Vulcan Ave	50.5	48.4	51.9	55.3	1	2	5	17	54	169
71	Piraeus St	Glaucus St to Leucadia Blvd	52.1	49.9	53.4	56.8	1	2	8	24	76	239
72	Puebla St	Clark Ave to Del Rio Ave	40.2	38.0	41.5	44.9	0	0	0	2	5	15
73	Puebla St	Del Rio Ave to Saxony Rd	48.4	46.3	49.8	53.1	0	1	3	10	32	102
74	Quail Gardens Dr	Swallowtail Blvd to Encinitas Blvd	55.7	53.5	57.0	60.4	2	5	17	55	173	548
75	Quail Hallow Dr	Saxony Rd to Swallowtail Blvd	49.2	47.1	50.6	54.0	0	1	4	13	40	126
76	Rancho Santa Fe Rd	N City Boundary to El Camino Del Norte	69.5	62.7	62.4	71.0	20	63	199	629	1,991	6,295
77	Rancho Santa Fe Rd	El Camino Del Norte to Manchester Ave	68.6	61.8	61.5	70.1	16	51	162	512	1,618	5,116
78	Regal Rd	Requeza St to Santa Fe Dr	55.2	53.0	56.5	59.9	2	5	15	49	155	489
79	Requeza St	Nardo Rd to Bonita Dr	47.7	45.5	49.0	52.4	0	1	3	9	27	87
80	Requeza St	Cornish Dr to I-5	57.8	52.5	52.9	59.9	2	5	15	49	155	489
81	Requeza St	I-5 to Nardo Rd	60.1	54.7	55.2	62.2	3	8	26	83	262	830
82	Rossini Dr	Montgomery Ave to Manchester Ave	43.0	40.8	44.3	47.7	0	0	1	3	9	29
83	S Coast Highway 101	Encinitas Blvd to W F St	65.7	60.3	60.7	67.7	9	29	93	294	931	2,944
84	S Coast Highway 101	W F St to W K St	63.9	58.5	59.0	66.0	6	20	63	199	629	1,991
85	S Coast Highway 101	W K St to San Elijo State Beach/Verdi Ave	64.3	58.9	59.4	66.4	7	22	69	218	690	2,183
86	S Coast Highway 101	San Elijo State Beach/Verdi Ave to City Boundary	66.7	61.4	61.8	68.8	12	38	120	379	1,199	3,793
87	S El Portal St	El Portal St to Neptune Ave	41.5	39.4	42.8	46.2	0	0	1	2	7	21
88	S Rancho Santa Fe Rd	Encinitas Blvd to City Boundary	71.1	64.3	64.0	72.6	29	91	288	910	2,877	9,099
89	S San Elijo Ave	Santa Fe Dr to Cornish Dr	58.7	53.4	53.8	60.8	2	6	19	60	190	601
90	S Vulcan Ave	Encinitas Blvd to E St	64.9	59.6	60.0	67.0	8	25	79	251	792	2,506
91	S Vulcan Ave	E St to Santa Fe Dr	63.6	58.2	58.7	65.7	6	19	59	186	587	1,858
92	S Willowspring Dr	S El Camino Real to Encinitas Blvd	59.3	53.9	54.3	61.4	2	7	22	69	218	690
93	San Elijo Ave	Cornish Dr to Chesterfield Dr	61.4	56.1	56.5	63.5	4	11	35	112	354	1,119
94	San Elijo Ave	Chesterfield Dr to Kilkenny Dr	55.3	50.0	50.4	57.4	1	3	9	27	87	275
95	San Elijo Ave	Kilkenny Dr to Manchester Ave	55.3	50.0	50.4	57.4	1	3	9	27	87	275
96	Santa Fe Dr	I-5 to Gardena Rd	66.2	60.9	61.3	68.3	11	34	107	338	1,069	3,380
97	Santa Fe Dr	Gardena Rd to Nardo Rd	63.6	58.3	58.7	65.7	6	19	59	186	587	1,858

98	Santa Fe Dr	Nardo Rd to Lake Dr	63.8	58.5	58.9	65.9	6	19	62	195	615	1,945
99	Santa Fe Dr	Lake Dr to S El Camino Real	63.1	57.8	58.2	65.2	5	17	52	166	524	1,656
100	Santa Fe Dr	S San Elijo Ave to Rubenstein Ave	62.9	57.6	58.0	65.0	5	16	50	158	500	1,581
101	Santa Fe Dr	Rubenstein Ave to I-5	64.6	59.3	59.7	66.7	7	23	74	234	740	2,339
102	Saxony Rd	La Costa Ave to Encinitas Blvd	63.0	57.6	58.1	65.1	5	16	51	162	512	1,618
103	2nd St	W D St to W K St	53.5	51.4	54.8	58.2	1	3	10	33	104	330
104	Stratford Dr	E D St to Santa Fe Dr	47.4	45.3	48.7	52.1	0	1	3	8	26	81
105	Summit Ave	Santa Fe Dr to Westminster Rd	48.4	46.2	49.7	53.1	0	1	3	10	32	102
106	Sylvia St	Neptune Ave to 3rd St	45.4	43.2	46.7	50.1	0	1	2	5	16	51
107	3rd St	W K St to W B St	50.7	48.5	52.0	55.4	1	2	5	17	55	173
108	3rd St	W B St to Sylvia St	46.5	44.3	47.8	51.2	0	1	2	7	21	66
109	Via Cantebria	Garden View Rd to Encinitas Blvd	58.8	56.7	60.2	63.6	4	11	36	115	362	1,145
110	Via Molena	Via Cantebria to El Camino Real	54.4	52.3	55.8	59.2	1	4	13	42	132	416
111	Via Montoro	Via Cantebria to El Camino Real	48.9	46.7	50.2	53.6	0	1	4	11	36	115
112	Villa Cardiff Dr	Mackinnon Ave to Birmingham Dr	54.6	52.4	55.9	59.3	1	4	13	43	135	426
113	Village Park Way	Mountain Vista Dr to Encinitas Blvd	62.7	57.3	57.7	64.7	5	15	47	148	467	1,476
114	W B St	3rd St to N Coast Highway 101	54.3	52.2	55.6	59.0	1	4	13	40	126	397
115	W D St	3rd St to N Coast Highway 101	53.3	51.1	54.6	58.0	1	3	10	32	100	315
116	K St	Third St to S Coast Highway 101	49.0	46.8	50.3	53.7	0	1	4	12	37	117
117	W Leucadia Blvd	Neptune Ave to N Coast Highway 101	45.0	42.8	46.3	49.7	0	0	1	5	15	47
118	Wandering Rd	N Willowspring Dr to Mountain Vista Dr	48.6	46.5	50.0	53.4	0	1	3	11	35	109
119	Westlake St	Encinitas Blvd to Requeza St	60.0	56.6	59.5	63.7	4	12	37	117	371	1,172
120	Westminster Dr	Summit Ave to Montgomery Ave	48.7	46.5	50.0	53.4	0	1	3	11	35	109
121	N Willowspring Dr	Glen Arbor Dr to Glen Arbor Dr	60.7	55.3	55.7	62.7	3	9	29	93	294	931
122	N Willowspring Dr	Glen Arbor Dr to Encinitas Blvd	56.4	51.0	51.5	58.5	1	4	11	35	112	354
123	N Willowspring Dr	Garden View Rd to Glan Arbor Dr	55.5	50.2	50.6	57.6	1	3	9	29	91	288
124	N Willowspring Dr	Glen Arbor Dr to Mountain Vista Dr	56.0	50.7	51.1	58.1	1	3	10	32	102	323
125	N Willowspring Dr	Mountain Vista Dr to Red Gap Ct	52.2	46.8	47.2	54.2	0	1	4	13	42	132
126	Windsor Rd	Santa Fe Dr to Munevar Rd	50.6	48.4	51.9	55.3	1	2	5	17	54	169
127	Windsor Rd	Munevar Rd to Villa Cardiff Dr	50.7	48.5	52.0	55.4	1	2	5	17	55	173
128	Woodlake Dr	Windsor Rd to Lake Dr	41.4	39.2	42.7	46.1	0	0	1	2	6	20
129	N Highway 101	South of City Boundary	66.7	61.4	61.8	68.8	12	38	120	379	1,199	3,793
130	El Camino Real	North of City Boundary	68.3	62.9	63.3	70.3	17	54	169	536	1,694	5,358
131	Rancho Santa Fe Rd	N City Boundary to Olivenhain Rd	69.5	62.7	62.4	71.0	20	63	199	629	1,991	6,295
132	Calle Barcelona	North of City Boundary	63.6	58.3	58.7	65.7	6	19	59	186	587	1,858
133	Calle Barcelona	Leucadia Blvd to City Boundary	63.6	58.3	58.7	65.7	6	19	59	186	587	1,858
134	Carlsbad Blvd	La Costa Ave to City Boundary	65.4	60.1	60.5	67.5	9	28	89	281	889	2,812
135	Carlsbad Blvd	North of City Boundary	68.6	61.8	61.5	70.0	16	50	158	500	1,581	5,000
136	Hygeia Ave	E Glaucus St to E Glaucus St	48.2	46.0	49.5	52.9	0	1	3	10	31	97
137	Olivenhain Rd	City Boundary to Rancho Santa Fe Rd	69.8	64.4	64.8	71.8	24	76	239	757	2,393	7,568

FHWA RD-77-108

Traffic Noise Prediction Model

Data Input Sheet

Project Name : Encinitas Mobility Element
Project Number : 9826
Modeled Condition : 2050 Mobility Element Roads - With Project

Surface Refelction: CNEL
Assessment Metric: Hard
Peak ratio to ADT: 10.00
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment	Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	K-Factor
1	Balour Dr	Encinitas Blvd to Melba Dr	12,747	35	50	96.00	3.00	1.00	80.00	10.00	10.00	
2	Balour Dr	Melba Dr to Santa Fe Dr	7,458	35	50	96.00	3.00	1.00	80.00	10.00	10.00	
3	Birmingham Dr	San Elijo Ave to Carol View Dr	12,243	35	50	96.00	3.00	1.00	80.00	10.00	10.00	
4	Birmingham Dr	Carol View Dr to Villa Cardiff Dr	15,142	35	50	96.00	3.00	1.00	80.00	10.00	10.00	
5	Birmingham Dr	Villa Cardiff Dr to Lake Dr	8,349	35	50	96.00	3.00	1.00	80.00	10.00	10.00	
6	Bonita Dr	Requeza St to Melba Rd	1,395	20	50	96.00	3.00	1.00	80.00	10.00	10.00	
7	Bonita Dr	Melba Rd to Santa Fe Dr	1,811	20	50	96.00	3.00	1.00	80.00	10.00	10.00	
8	Cerro St	Encinitas Blvd to Avenida De Las Adelsas	2,963	35	50	96.00	3.00	1.00	80.00	10.00	10.00	
9	Cerro St	Avenida De Las Adelsas to S El Camino Real	2,895	35	50	96.00	3.00	1.00	80.00	10.00	10.00	
10	Chesterfield Dr	S Coast Highway 101 to Oxford Ave	5,123	20	50	96.00	3.00	1.00	80.00	10.00	10.00	
11	Chesterfield Dr	Oxford Ave to Edinburg Ave	493	20	50	96.00	3.00	1.00	80.00	10.00	10.00	
12	Clark Ave	Leucadia Blvd to Puebla St	2,819	20	50	96.00	3.00	1.00	80.00	10.00	10.00	
13	Cornish Dr	E D St to San Elijo Ave	465	20	50	96.00	3.00	1.00	80.00	10.00	10.00	
14	Crest Dr	Santa Fe Dr to Melba Rd	649	20	50	96.00	3.00	1.00	80.00	10.00	10.00	
15	E D St	S Coast Highway 101 to Stratford Dr	1,223	20	50	96.00	3.00	1.00	80.00	10.00	10.00	
16	E F St	S Vulcan Ave to Cornish Dr	2,371	35	50	96.00	3.00	1.00	80.00	10.00	10.00	
17	E Glaucus St	N Vulcan Ave to Hygeia Ave	1,314	20	50	96.00	3.00	1.00	80.00	10.00	10.00	
18	E Glaucus St	Hygeia Ave to Hymettus Ave	1,706	20	50	96.00	3.00	1.00	80.00	10.00	10.00	
19	E Glaucus St	Hymettus Ave to Orpheus Ave	357	20	50	96.00	3.00	1.00	80.00	10.00	10.00	
20	Edinburg Ave	Liverpool Dr to Chesterfield Dr	526	20	50	96.00	3.00	1.00	80.00	10.00	10.00	
21	El Camino Del Norte	City Boundary to Rancho Santa Fe Rd	8,282	35	50	96.00	3.00	1.00	80.00	10.00	10.00	
22	N El Camino Real	City Boundary to Leucadia Blvd	26,809	35	50	96.00	3.00	1.00	80.00	10.00	10.00	
23	N El Camino Real	Leucadia Blvd to Encinitas Blvd	31,261	35	50	96.00	3.00	1.00	80.00	10.00	10.00	
24	S El Camino Real	Encinitas Blvd to Crest Dr	26,558	35	50	96.00	3.00	1.00	80.00	10.00	10.00	
25	S El Camino Real	Crest Dr to Manchester Ave	25,597	35	50	96.00	3.00	1.00	80.00	10.00	10.00	
26	El Portal St	La Mesa Ave to La Veta Ave	808	20	50	96.00	3.00	1.00	80.00	10.00	10.00	
27	El Portal St	La Veta Ave to N Coast Highway 101	1,249	20	50	96.00	3.00	1.00	80.00	10.00	10.00	
28	Encinitas Blvd	N Coast Highway 101 to I-5	26,123	35	50	96.00	3.00	1.00	80.00	10.00	10.00	
29	Encinitas Blvd	I-5 to Calle Magdalena	32,681	35	50	96.00	3.00	1.00	80.00	10.00	10.00	
30	Encinitas Blvd	Calle Magdalena to Westlake St	26,209	45	50	96.00	3.00	1.00	80.00	10.00	10.00	
31	Encinitas Blvd	Westlake St to N El Camino Real	22,576	45	50	96.00	3.00	1.00	80.00	10.00	10.00	
32	Encinitas Blvd	N El Camino Real to Rancho Santa Fe Rd	21,278	45	50	96.00	3.00	1.00	80.00	10.00	10.00	

33	Garden View Rd	City Boundary to El Camino Real	9,501	35	50	96.00	3.00	1.00	80.00	10.00	10.00
34	Garden View Rd	ElCamino Real to Garden View Ct	9,902	35	50	96.00	3.00	1.00	80.00	10.00	10.00
35	Garden View Rd	Garden View Ct to Glan Arbor Dr	6,543	35	50	96.00	3.00	1.00	80.00	10.00	10.00
36	Glen Arbor Dr	Garden View Rd to Willowspring Dr	1,506	20	50	96.00	3.00	1.00	80.00	10.00	10.00
37	Glen Arbor Dr	Willowspring Dr to Mountain Vista Dr	639	20	50	96.00	3.00	1.00	80.00	10.00	10.00
38	Glen Arbor Dr	Mountain Vista Dr to N Willowspring Dr	399	20	50	96.00	3.00	1.00	80.00	10.00	10.00
39	Grandview St	Neptune Ave to N COast Highway 101	1,272	20	50	96.00	3.00	1.00	80.00	10.00	10.00
40	Hymettud Ave	E Glaucus St to E Glaucus St	746	20	50	96.00	3.00	1.00	80.00	10.00	10.00
41	La Costa Ave	N Coast Highway 101/Carlsbad Blvd to Piraeus St	21,550	35	50	96.00	3.00	1.00	80.00	10.00	10.00
42	La Costa Ave	Piraeus St to City Boundary	37,628	35	50	96.00	3.00	1.00	80.00	10.00	10.00
43	Lake Dr	Santa Fe Dr to Birmingham Dr	5,141	35	50	96.00	3.00	1.00	80.00	10.00	10.00
44	Leucadia Blvd	N Coast Highway 101 to Orpheus Ave	5,915	35	50	96.00	3.00	1.00	80.00	10.00	10.00
45	Leucadia Blvd	Orpheus Ave to N El Camino Real	23,196	35	50	96.00	3.00	1.00	80.00	10.00	10.00
46	Liverpool Dr	Edinburg Ave to Mackinnon Ave	372	20	50	96.00	3.00	1.00	80.00	10.00	10.00
47	Lone Jack Rd	Rancho Santa Fe Rd to Lone Hill Ln	4,402	20	50	96.00	3.00	1.00	80.00	10.00	10.00
48	Mackinnon Ave	Santa Fe Dr to Villa Cardiff Dr	8,863	35	50	96.00	3.00	1.00	80.00	10.00	10.00
49	Mackinnon Ave	Villa Cardiff Dr to Birmingham Dr	4,744	35	50	96.00	3.00	1.00	80.00	10.00	10.00
50	Mackinnon Ave	Birmingham Dr to Liverpool Dr	4,578	20	50	96.00	3.00	1.00	80.00	10.00	10.00
51	Manchester Ave	Rossini Dr to San Elijo Ave	943	20	50	96.00	3.00	1.00	80.00	10.00	10.00
52	Manchester Ave	San Elijo Ave to I-5	5,936	35	50	96.00	3.00	1.00	80.00	10.00	10.00
53	Manchester Ave	I-5 to El Camino Real	31,351	35	50	96.00	3.00	1.00	80.00	10.00	10.00
54	Manchester Ave	El Camino Real to Encinitas Blvd	7,825	35	50	96.00	3.00	1.00	80.00	10.00	10.00
55	Melba Rd	Cornish Dr to Stratford Dr	1,002	20	50	96.00	3.00	1.00	80.00	10.00	10.00
56	Melba Rd	Regal Rd to Bonita Dr	1,972	20	50	96.00	3.00	1.00	80.00	10.00	10.00
57	Melba Rd	Bonita Dr to Balour Dr	3,393	20	50	96.00	3.00	1.00	80.00	10.00	10.00
58	Melba Rd	Balour Dr to Crest Dr	674	20	50	96.00	3.00	1.00	80.00	10.00	10.00
59	Montgomery Ave	Rossini Dr to Westminster Rd	2,952	20	50	96.00	3.00	1.00	80.00	10.00	10.00
60	Mountain Vista Dr	N El Camino Real to Village Park Way	5,454	35	50	96.00	3.00	1.00	80.00	10.00	10.00
61	Mountain Vista Dr	Village Park Way to Glen Arbor Dr	1,056	35	50	96.00	3.00	1.00	80.00	10.00	10.00
62	Mountain Vista Dr	Glen Arbor Dr to N Willowspring Dr	701	35	50	96.00	3.00	1.00	80.00	10.00	10.00
63	Mozart Ave	Montgomery Ave to San Elijo Ave	268	20	50	96.00	3.00	1.00	80.00	10.00	10.00
64	N Coast Highway 101	La Costa Ave to Encinitas Blvd	14,123	35	50	96.00	3.00	1.00	80.00	10.00	10.00
65	N El Portal St	El Portal St to Neptune Ave	260	20	50	96.00	3.00	1.00	80.00	10.00	10.00
66	N Vulcan Ave	La Costa Ave to Encinitas Blvd	5,713	20	50	96.00	3.00	1.00	80.00	10.00	10.00
67	Nardo Rd	Requeza St to Santa Fe Dr	3,206	35	50	96.00	3.00	1.00	80.00	10.00	10.00
68	Neptune Ace	Grandview St to Sylvia St	841	20	50	96.00	3.00	1.00	80.00	10.00	10.00
69	Olivenhain Rd	N El Camino Real to City Boundary	38,341	35	50	96.00	3.00	1.00	80.00	10.00	10.00
70	Orpheus St	E Glaucus Rd to N Vulcan Ave	2,315	20	50	96.00	3.00	1.00	80.00	10.00	10.00
71	Piraeus St	Glaucus St to Leucadia Blvd	3,278	20	50	96.00	3.00	1.00	80.00	10.00	10.00
72	Puebla St	Clark Ave to Del Rio Ave	212	20	50	96.00	3.00	1.00	80.00	10.00	10.00
73	Puebla St	Del Rio Ave to Saxony Rd	1,442	20	50	96.00	3.00	1.00	80.00	10.00	10.00
74	Quail Gardens Dr	Swallowtail Blvd to Encinitas Blvd	7,533	20	50	96.00	3.00	1.00	80.00	10.00	10.00
75	Quail Hallow Dr	Saxony Rd to Swallowtail Blvd	1,727	20	50	96.00	3.00	1.00	80.00	10.00	10.00
76	Rancho Santa Fe Rd	N City Boundary to El Camino Del Norte	17,329	45	50	96.00	3.00	1.00	80.00	10.00	10.00
77	Rancho Santa Fe Rd	El Camino Del Norte to Manchester Ave	14,129	45	50	96.00	3.00	1.00	80.00	10.00	10.00
78	Regal Rd	Requeza St to Santa Fe Dr	6,702	20	50	96.00	3.00	1.00	80.00	10.00	10.00
79	Requeza St	Nardo Rd to Bonita Dr	1,167	20	50	96.00	3.00	1.00	80.00	10.00	10.00
80	Requeza St	Cornish Dr to I-5	2,427	35	50	96.00	3.00	1.00	80.00	10.00	10.00
81	Requeza St	I-5 to Nardo Rd	4,138	35	50	96.00	3.00	1.00	80.00	10.00	10.00
82	Rossini Dr	Montgomery Ave to Manchester Ave	405	20	50	96.00	3.00	1.00	80.00	10.00	10.00
83	S Coast Highway 101	Encinitas Blvd to W F St	14,843	35	50	96.00	3.00	1.00	80.00	10.00	10.00
84	S Coast Highway 101	W F St to W K St	9,930	35	50	96.00	3.00	1.00	80.00	10.00	10.00
85	S Coast Highway 101	W K St to San Elijo State Beach/Verdi Ave	10,776	35	50	96.00	3.00	1.00	80.00	10.00	10.00
86	S Coast Highway 101	San Elijo State Beach/Verdi Ave to City Boundary	19,171	35	50	96.00	3.00	1.00	80.00	10.00	10.00

87	S El Portal St	El Portal St to Neptune Ave	289	20	50	96.00	3.00	1.00	80.00	10.00	10.00
88	S Rancho Santa Fe Rd	Encinitas Blvd to City Boundary	25,618	45	50	96.00	3.00	1.00	80.00	10.00	10.00
89	S San Elijo Ave	Santa Fe Dr to Cornish Dr	3,005	35	50	96.00	3.00	1.00	80.00	10.00	10.00
90	S Vulcan Ave	Encinitas Blvd to E St	12,429	35	50	96.00	3.00	1.00	80.00	10.00	10.00
91	S Vulcan Ave	E St to Santa Fe Dr	9,317	35	50	96.00	3.00	1.00	80.00	10.00	10.00
92	S Willowspring Dr	S El Camino Real to Encinitas Blvd	3,391	35	50	96.00	3.00	1.00	80.00	10.00	10.00
93	San Elijo Ave	Cornish Dr to Chesterfield Dr	5,538	35	50	96.00	3.00	1.00	80.00	10.00	10.00
94	San Elijo Ave	Chesterfield Dr to Kilkenny Dr	1,356	35	50	96.00	3.00	1.00	80.00	10.00	10.00
95	San Elijo Ave	Kilkenny Dr to Manchester Ave	1,356	35	50	96.00	3.00	1.00	80.00	10.00	10.00
96	Santa Fe Dr	I-5 to Gardena Rd	17,279	35	50	96.00	3.00	1.00	80.00	10.00	10.00
97	Santa Fe Dr	Gardena Rd to Nardo Rd	9,419	35	50	96.00	3.00	1.00	80.00	10.00	10.00
98	Santa Fe Dr	Nardo Rd to Lake Dr	9,664	35	50	96.00	3.00	1.00	80.00	10.00	10.00
99	Santa Fe Dr	Lake Dr to S El Camino Real	8,211	35	50	96.00	3.00	1.00	80.00	10.00	10.00
100	Santa Fe Dr	S San Elijo Ave to Rubenstein Ave	7,946	35	50	96.00	3.00	1.00	80.00	10.00	10.00
101	Santa Fe Dr	Rubenstein Ave to I-5	11,835	35	50	96.00	3.00	1.00	80.00	10.00	10.00
102	Saxony Rd	La Costa Ave to Encinitas Blvd	8,089	35	50	96.00	3.00	1.00	80.00	10.00	10.00
103	2nd St	W D St to W K St	4,468	20	50	96.00	3.00	1.00	80.00	10.00	10.00
104	Stratford Dr	E D St to Santa Fe Dr	1,128	20	50	96.00	3.00	1.00	80.00	10.00	10.00
105	Summit Ave	Santa Fe Dr to Westminster Rd	1,346	20	50	96.00	3.00	1.00	80.00	10.00	10.00
106	Sylvia St	Neptune Ave to 3rd St	708	20	50	96.00	3.00	1.00	80.00	10.00	10.00
107	3rd St	W K St to W B St	2,303	20	50	96.00	3.00	1.00	80.00	10.00	10.00
108	3rd St	W B St to Sylvia St	865	20	50	96.00	3.00	1.00	80.00	10.00	10.00
109	Via Cantebria	Garden View Rd to Encinitas Blvd	15,636	20	50	96.00	3.00	1.00	80.00	10.00	10.00
110	Via Molena	Via Cantebria to El Camino Real	5,694	20	50	96.00	3.00	1.00	80.00	10.00	10.00
111	Via Montoro	Via Cantebria to El Camino Real	1,531	20	50	96.00	3.00	1.00	80.00	10.00	10.00
112	Villa Cardiff Dr	Mackinnon Ave to Birmingham Dr	5,758	20	50	96.00	3.00	1.00	80.00	10.00	10.00
113	Village Park Way	Mountain Vista Dr to Encinitas Blvd	7,424	35	50	96.00	3.00	1.00	80.00	10.00	10.00
114	W B St	3rd St to N Coast Highway 101	5,379	20	50	96.00	3.00	1.00	80.00	10.00	10.00
115	W D St	3rd St to N Coast Highway 101	4,246	20	50	96.00	3.00	1.00	80.00	10.00	10.00
116	K St	Third St to S Coast Highway 101	1,558	20	50	96.00	3.00	1.00	80.00	10.00	10.00
117	W Leucadia Blvd	Neptune Ave to N Coast Highway 101	694	20	50	96.00	3.00	1.00	80.00	10.00	10.00
118	Wandering Rd	N Willowspring Dr to Mountain Vista Dr	1,493	20	50	96.00	3.00	1.00	80.00	10.00	10.00
119	Westlake St	Encinitas Blvd to Requeza St	10,816	25	50	96.00	3.00	1.00	80.00	10.00	10.00
120	Westminster Dr	Summit Ave to Montgomery Ave	1,521	20	50	96.00	3.00	1.00	80.00	10.00	10.00
121	N Willowspring Dr	Glen Arbor Dr to Glen Arbor Dr	4,644	35	50	96.00	3.00	1.00	80.00	10.00	10.00
122	N Willowspring Dr	Glen Arbor Dr to Encinitas Blvd	1,757	35	50	96.00	3.00	1.00	80.00	10.00	10.00
123	N Willowspring Dr	Garden View Rd to Glan Arbor Dr	1,397	35	50	96.00	3.00	1.00	80.00	10.00	10.00
124	N Willowspring Dr	Glen Arbor Dr to Mountain Vista Dr	1,595	35	50	96.00	3.00	1.00	80.00	10.00	10.00
125	N Willowspring Dr	Mountain Vista Dr to Red Gap Ct	657	35	50	96.00	3.00	1.00	80.00	10.00	10.00
126	Windsor Rd	Santa Fe Dr to Munevar Rd	2,300	20	50	96.00	3.00	1.00	80.00	10.00	10.00
127	Windsor Rd	Munevar Rd to Villa Cardiff Dr	2,388	20	50	96.00	3.00	1.00	80.00	10.00	10.00
128	Woodlake Dr	Windsor Rd to Lake Dr	274	20	50	96.00	3.00	1.00	80.00	10.00	10.00
129	N Highway 101	South of City Boundary	19,171	35	50	96.00	3.00	1.00	80.00	10.00	10.00
130	El Camino Real	North of City Boundary	26,809	35	50	96.00	3.00	1.00	80.00	10.00	10.00
131	Rancho Santa Fe Rd	N City Boundary to Olivenhain Rd	17,329	45	50	96.00	3.00	1.00	80.00	10.00	10.00
132	Calle Barcelona	North of City Boundary	9,501	35	50	96.00	3.00	1.00	80.00	10.00	10.00
133	Calle Barcelona	Leucadia Blvd to City Boundary	9,501	35	50	96.00	3.00	1.00	80.00	10.00	10.00
134	Carlsbad Blvd	La Costa Ave to City Boundary	14,123	35	50	96.00	3.00	1.00	80.00	10.00	10.00
135	Carlsbad Blvd	North of City Boundary	14,123	45	50	96.00	3.00	1.00	80.00	10.00	10.00
136	Hygeia Ave	E Glaucus St to E Glaucus St	1,314	20	50	96.00	3.00	1.00	80.00	10.00	10.00
137	Olivenhain Rd	City Boundary to Rancho Santa Fe Rd	38,341	35	50	96.00	3.00	1.00	80.00	10.00	10.00

FHWA RD-77-108

Traffic Noise Prediction Model

Predicted Noise Levels

Project Name : Encinitas Mobility Element
Project Number : 9826
Modeled Condition : 2050 Mobility Element Roads - With Project
Assessment Metric: Hard

			Noise Levels, dBA Hard				Distance to Traffic Noise Level Contours, Feet					
Segment	Roadway	Segment	Auto	MT	HT	Total	75 dB	70 dB	65 dB	60 dB	55 dB	50 dB
1	Balour Dr	Encinitas Blvd to Melba Dr	65.0	59.6	60.0	67.1	8	26	81	256	811	2,564
2	Balour Dr	Melba Dr to Santa Fe Dr	62.7	57.3	57.7	64.7	5	15	47	148	467	1,476
3	Birmingham Dr	San Elijo Ave to Carol View Dr	64.8	59.4	59.9	66.9	8	24	77	245	774	2,449
4	Birmingham Dr	Carol View Dr to Villa Cardiff Dr	65.7	60.4	60.8	67.8	10	30	95	301	953	3,013
5	Birmingham Dr	Villa Cardiff Dr to Lake Dr	63.1	57.8	58.2	65.2	5	17	52	166	524	1,656
6	Bonita Dr	Requeza St to Melba Rd	48.4	46.2	49.7	53.1	0	1	3	10	32	102
7	Bonita Dr	Melba Rd to Santa Fe Dr	49.5	47.4	50.8	54.2	0	1	4	13	42	132
8	Cerro St	Encinitas Blvd to Avenida De Las Adelsas	58.6	53.3	53.7	60.7	2	6	19	59	186	587
9	Cerro St	Avenida De Las Adelsas to S El Camino Real	58.5	53.2	53.6	60.6	2	6	18	57	182	574
10	Chesterfield Dr	S Coast Highway 101 to Oxford Ave	54.0	51.9	55.4	58.7	1	4	12	37	117	371
11	Chesterfield Dr	Oxford Ave to Edinburg Ave	43.9	41.7	45.2	48.6	0	0	1	4	11	36
12	Clark Ave	Leucadia Blvd to Puebla St	51.4	49.3	52.8	56.2	1	2	7	21	66	208
13	Cornish Dr	E D St to San Elijo Ave	43.6	41.5	44.9	48.3	0	0	1	3	11	34
14	Crest Dr	Santa Fe Dr to Melba Rd	45.1	42.9	46.4	49.8	0	0	2	5	15	48
15	E D St	S Coast Highway 101 to Stratford Dr	47.8	45.7	49.1	52.5	0	1	3	9	28	89
16	E F St	S Vulcan Ave to Cornish Dr	57.7	52.3	52.7	59.8	2	5	15	48	151	477
17	E Glaucus St	N Vulcan Ave to Hygeia Ave	48.1	46.0	49.4	52.8	0	1	3	10	30	95
18	E Glaucus St	Hygeia Ave to Hymettus Ave	49.2	47.1	50.6	54.0	0	1	4	13	40	126
19	E Glaucus St	Hymettus Ave to Orpheus Ave	42.5	40.3	43.8	47.2	0	0	1	3	8	26
20	Edinburg Ave	Liverpool Dr to Chesterfield Dr	44.1	42.0	45.5	48.9	0	0	1	4	12	39
21	El Camino Del Norte	City Boundary to Rancho Santa Fe Rd	63.1	57.7	58.2	65.2	5	17	52	166	524	1,656
22	N El Camino Real	City Boundary to Leucadia Blvd	68.2	62.9	63.3	70.3	17	54	169	536	1,694	5,358
23	N El Camino Real	Leucadia Blvd to Encinitas Blvd	68.9	63.5	63.9	71.0	20	63	199	629	1,991	6,295
24	S El Camino Real	Encinitas Blvd to Crest Dr	68.2	62.8	63.2	70.2	17	52	166	524	1,656	5,236
25	S El Camino Real	Crest Dr to Manchester Ave	68.0	62.6	63.1	70.1	16	51	162	512	1,618	5,116
26	El Portal St	La Mesa Ave to La Veta Ave	46.0	43.9	47.3	50.7	0	1	2	6	19	59
27	El Portal St	La Veta Ave to N Coast Highway 101	47.9	45.7	49.2	52.6	0	1	3	9	29	91
28	Encinitas Blvd	N Coast Highway 101 to I-5	68.1	62.7	63.2	70.2	17	52	166	524	1,656	5,236
29	Encinitas Blvd	I-5 to Calle Magdalena	69.1	63.7	64.1	71.1	20	64	204	644	2,037	6,441
30	Encinitas Blvd	Calle Magdalena to Westlake St	71.3	64.5	64.2	72.7	29	93	294	931	2,944	9,310
31	Encinitas Blvd	Westlake St to N El Camino Real	70.6	63.8	63.5	72.1	26	81	256	811	2,564	8,109
32	Encinitas Blvd	N El Camino Real to Rancho Santa Fe Rd	70.4	63.5	63.3	71.8	24	76	239	757	2,393	7,568
33	Garden View Rd	City Boundary to El Camino Real	63.7	58.3	58.8	65.8	6	19	60	190	601	1,901
34	Garden View Rd	ElCamino Real to Garden View Ct	63.9	58.5	58.9	66.0	6	20	63	199	629	1,991
35	Garden View Rd	Garden View Ct to Glan Arbor Dr	62.1	56.7	57.1	64.2	4	13	42	132	416	1,315
36	Glen Arbor Dr	Garden View Rd to Willowspring Dr	48.7	46.6	50.0	53.4	0	1	3	11	35	109
37	Glen Arbor Dr	Willowspring Dr to Mountain Vista Dr	45.0	42.8	46.3	49.7	0	0	1	5	15	47
38	Glen Arbor Dr	Mountain Vista Dr to N Willowspring Dr	42.9	40.8	44.3	47.7	0	0	1	3	9	29
39	Grandview St	Neptune Ave to N COast Highway 101	48.0	45.8	49.3	52.7	0	1	3	9	29	93
40	Hymettud Ave	E Glaucus St to E Glaucus St	45.7	43.5	47.0	50.4	0	1	2	5	17	55
41	La Costa Ave	N Coast Highway 101/Carlsbad Blvd to Piraeus St	67.3	61.9	62.3	69.3	13	43	135	426	1,346	4,256
42	La Costa Ave	Piraeus St to City Boundary	69.7	64.3	64.7	71.8	24	76	239	757	2,393	7,568
43	Lake Dr	Santa Fe Dr to Birmingham Dr	61.0	55.7	56.1	63.1	3	10	32	102	323	1,021

44	Leucadia Blvd	N Coast Highway 101 to Orpheus Ave	61.6	56.3	56.7	63.7	4	12	37	117	371	1,172
45	Leucadia Blvd	Orpheus Ave to N El Camino Real	67.6	62.2	62.6	69.7	15	47	148	467	1,476	4,666
46	Liverpool Dr	Edinburg Ave to Mackinnon Ave	42.6	40.5	44.0	47.4	0	0	1	3	9	27
47	Lone Jack Rd	Rancho Santa Fe Rd to Lone Hill Ln	53.4	51.2	54.7	58.1	1	3	10	32	102	323
48	Mackinnon Ave	Santa Fe Dr to Villa Cardiff Dr	63.4	58.0	58.5	65.5	6	18	56	177	561	1,774
49	Mackinnon Ave	Villa Cardiff Dr to Birmingham Dr	60.7	55.3	55.8	62.8	3	10	30	95	301	953
50	Mackinnon Ave	Birmingham Dr to Liverpool Dr	53.5	51.4	54.9	58.3	1	3	11	34	107	338
51	Manchester Ave	Rossini Dr to San Elijo Ave	46.7	44.5	48.0	51.4	0	1	2	7	22	69
52	Manchester Ave	San Elijo Ave to I-5	61.7	56.3	56.7	63.7	4	12	37	117	371	1,172
53	Manchester Ave	I-5 to El Camino Real	68.9	63.5	64.0	71.0	20	63	199	629	1,991	6,295
54	Manchester Ave	El Camino Real to Encinitas Blvd	62.9	57.5	57.9	64.9	5	15	49	155	489	1,545
55	Melba Rd	Cornish Dr to Stratford Dr	46.9	44.8	48.3	51.7	0	1	2	7	23	74
56	Melba Rd	Regal Rd to Bonita Dr	49.9	47.7	51.2	54.6	0	1	5	14	46	144
57	Melba Rd	Bonita Dr to Balour Dr	52.2	50.1	53.6	57.0	1	3	8	25	79	251
58	Melba Rd	Balour Dr to Crest Dr	45.2	43.1	46.5	49.9	0	0	2	5	15	49
59	Montgomery Ave	Rossini Dr to Westminster Rd	51.6	49.5	53.0	56.4	1	2	7	22	69	218
60	Mountain Vista Dr	N El Camino Real to Village Park Way	61.3	55.9	56.4	63.4	3	11	35	109	346	1,094
61	Mountain Vista Dr	Village Park Way to Glen Arbor Dr	54.2	48.8	49.2	56.2	1	2	7	21	66	208
62	Mountain Vista Dr	Glen Arbor Dr to N Willowspring Dr	52.4	47.0	47.4	54.5	0	1	4	14	45	141
63	Mozart Ave	Montgomery Ave to San Elijo Ave	41.2	39.1	42.5	45.9	0	0	1	2	6	19
64	N Coast Highway 101	La Costa Ave to Encinitas Blvd	65.4	60.1	60.5	67.5	9	28	89	281	889	2,812
65	N El Portal St	El Portal St to Neptune Ave	41.1	38.9	42.4	45.8	0	0	1	2	6	19
66	N Vulcan Ave	La Costa Ave to Encinitas Blvd	54.5	52.3	55.8	59.2	1	4	13	42	132	416
67	Nardo Rd	Requeza St to Santa Fe Dr	59.0	53.6	54.1	61.1	2	6	20	64	204	644
68	Neptune Ace	Grandview St to Sylvia St	46.2	44.0	47.5	50.9	0	1	2	6	19	62
69	Olivenhain Rd	N El Camino Real to City Boundary	69.8	64.4	64.8	71.8	24	76	239	757	2,393	7,568
70	Orpheus St	E Glaucus Rd to N Vulcan Ave	50.6	48.4	51.9	55.3	1	2	5	17	54	169
71	Piraeus St	Glaucus St to Leucadia Blvd	52.1	49.9	53.4	56.8	1	2	8	24	76	239
72	Puebla St	Clark Ave to Del Rio Ave	40.2	38.0	41.5	44.9	0	0	0	2	5	15
73	Puebla St	Del Rio Ave to Saxony Rd	48.5	46.4	49.8	53.2	0	1	3	10	33	104
74	Quail Gardens Dr	Swallowtail Blvd to Encinitas Blvd	55.7	53.5	57.0	60.4	2	5	17	55	173	548
75	Quail Hallow Dr	Saxony Rd to Swallowtail Blvd	49.3	47.1	50.6	54.0	0	1	4	13	40	126
76	Rancho Santa Fe Rd	N City Boundary to El Camino Del Norte	69.5	62.7	62.4	70.9	19	62	195	615	1,945	6,151
77	Rancho Santa Fe Rd	El Camino Del Norte to Manchester Ave	68.6	61.8	61.5	70.0	16	50	158	500	1,581	5,000
78	Regal Rd	Requeza St to Santa Fe Dr	55.2	53.0	56.5	59.9	2	5	15	49	155	489
79	Requeza St	Nardo Rd to Bonita Dr	47.6	45.4	48.9	52.3	0	1	3	8	27	85
80	Requeza St	Cornish Dr to I-5	57.8	52.4	52.8	59.9	2	5	15	49	155	489
81	Requeza St	I-5 to Nardo Rd	60.1	54.7	55.2	62.2	3	8	26	83	262	830
82	Rossini Dr	Montgomery Ave to Manchester Ave	43.0	40.9	44.3	47.7	0	0	1	3	9	29
83	S Coast Highway 101	Encinitas Blvd to W F St	65.6	60.3	60.7	67.7	9	29	93	294	931	2,944
84	S Coast Highway 101	W F St to W K St	63.9	58.5	59.0	66.0	6	20	63	199	629	1,991
85	S Coast Highway 101	W K St to San Elijo State Beach/Verdi Ave	64.3	58.9	59.3	66.3	7	21	67	213	674	2,133
86	S Coast Highway 101	San Elijo State Beach/Verdi Ave to City Boundary	66.8	61.4	61.8	68.8	12	38	120	379	1,199	3,793
87	S El Portal St	El Portal St to Neptune Ave	41.5	39.4	42.9	46.3	0	0	1	2	7	21
88	S Rancho Santa Fe Rd	Encinitas Blvd to City Boundary	71.2	64.4	64.1	72.6	29	91	288	910	2,877	9,099
89	S San Elijo Ave	Santa Fe Dr to Cornish Dr	58.7	53.3	53.8	60.8	2	6	19	60	190	601
90	S Vulcan Ave	Encinitas Blvd to E St	64.9	59.5	59.9	66.9	8	24	77	245	774	2,449
91	S Vulcan Ave	E St to Santa Fe Dr	63.6	58.3	58.7	65.7	6	19	59	186	587	1,858
92	S Willowspring Dr	S El Camino Real to Encinitas Blvd	59.2	53.9	54.3	61.3	2	7	21	67	213	674
93	San Elijo Ave	Cornish Dr to Chesterfield Dr	61.4	56.0	56.4	63.4	3	11	35	109	346	1,094
94	San Elijo Ave	Chesterfield Dr to Kilkenny Dr	55.3	49.9	50.3	57.3	1	3	8	27	85	269
95	San Elijo Ave	Kilkenny Dr to Manchester Ave	55.3	49.9	50.3	57.3	1	3	8	27	85	269
96	Santa Fe Dr	I-5 to Gardena Rd	66.3	60.9	61.4	68.4	11	35	109	346	1,094	3,459
97	Santa Fe Dr	Gardena Rd to Nardo Rd	63.7	58.3	58.7	65.7	6	19	59	186	587	1,858

98	Santa Fe Dr	Nardo Rd to Lake Dr	63.8	58.4	58.8	65.9	6	19	62	195	615	1,945
99	Santa Fe Dr	Lake Dr to S El Camino Real	63.1	57.7	58.1	65.1	5	16	51	162	512	1,618
100	Santa Fe Dr	S San Elijo Ave to Rubenstein Ave	62.9	57.6	58.0	65.0	5	16	50	158	500	1,581
101	Santa Fe Dr	Rubenstein Ave to I-5	64.7	59.3	59.7	66.7	7	23	74	234	740	2,339
102	Saxony Rd	La Costa Ave to Encinitas Blvd	63.0	57.6	58.1	65.1	5	16	51	162	512	1,618
103	2nd St	W D St to W K St	53.4	51.3	54.8	58.2	1	3	10	33	104	330
104	Stratford Dr	E D St to Santa Fe Dr	47.5	45.3	48.8	52.2	0	1	3	8	26	83
105	Summit Ave	Santa Fe Dr to Westminster Rd	48.2	46.1	49.5	52.9	0	1	3	10	31	97
106	Sylvia St	Neptune Ave to 3rd St	45.4	43.3	46.8	50.2	0	1	2	5	17	52
107	3rd St	W K St to W B St	50.6	48.4	51.9	55.3	1	2	5	17	54	169
108	3rd St	W B St to Sylvia St	46.3	44.1	47.6	51.0	0	1	2	6	20	63
109	Via Cantebria	Garden View Rd to Encinitas Blvd	58.9	56.7	60.2	63.6	4	11	36	115	362	1,145
110	Via Molena	Via Cantebria to El Camino Real	54.5	52.3	55.8	59.2	1	4	13	42	132	416
111	Via Montoro	Via Cantebria to El Camino Real	48.8	46.6	50.1	53.5	0	1	4	11	35	112
112	Villa Cardiff Dr	Mackinnon Ave to Birmingham Dr	54.5	52.4	55.9	59.3	1	4	13	43	135	426
113	Village Park Way	Mountain Vista Dr to Encinitas Blvd	62.6	57.3	57.7	64.7	5	15	47	148	467	1,476
114	W B St	3rd St to N Coast Highway 101	54.2	52.1	55.6	59.0	1	4	13	40	126	397
115	W D St	3rd St to N Coast Highway 101	53.2	51.1	54.5	57.9	1	3	10	31	97	308
116	K St	Third St to S Coast Highway 101	48.9	46.7	50.2	53.6	0	1	4	11	36	115
117	W Leucadia Blvd	Neptune Ave to N Coast Highway 101	45.3	43.2	46.7	50.1	0	1	2	5	16	51
118	Wandering Rd	N Willowspring Dr to Mountain Vista Dr	48.7	46.5	50.0	53.4	0	1	3	11	35	109
119	Westlake St	Encinitas Blvd to Requeza St	60.1	56.6	59.5	63.7	4	12	37	117	371	1,172
120	Westminster Dr	Summit Ave to Montgomery Ave	48.8	46.6	50.1	53.5	0	1	4	11	35	112
121	N Willowspring Dr	Glen Arbor Dr to Glen Arbor Dr	60.6	55.2	55.7	62.7	3	9	29	93	294	931
122	N Willowspring Dr	Glen Arbor Dr to Encinitas Blvd	56.4	51.0	51.4	58.4	1	3	11	35	109	346
123	N Willowspring Dr	Garden View Rd to Glan Arbor Dr	55.4	50.0	50.4	57.5	1	3	9	28	89	281
124	N Willowspring Dr	Glen Arbor Dr to Mountain Vista Dr	56.0	50.6	51.0	58.0	1	3	10	32	100	315
125	N Willowspring Dr	Mountain Vista Dr to Red Gap Ct	52.1	46.7	47.2	54.2	0	1	4	13	42	132
126	Windsor Rd	Santa Fe Dr to Munevar Rd	50.5	48.4	51.9	55.3	1	2	5	17	54	169
127	Windsor Rd	Munevar Rd to Villa Cardiff Dr	50.7	48.6	52.0	55.4	1	2	5	17	55	173
128	Woodlake Dr	Windsor Rd to Lake Dr	41.3	39.2	42.6	46.0	0	0	1	2	6	20
129	N Highway 101	South of City Boundary	66.8	61.4	61.8	68.8	12	38	120	379	1,199	3,793
130	El Camino Real	North of City Boundary	68.2	62.9	63.3	70.3	17	54	169	536	1,694	5,358
131	Rancho Santa Fe Rd	N City Boundary to Olivenhain Rd	69.5	62.7	62.4	70.9	19	62	195	615	1,945	6,151
132	Calle Barcelona	North of City Boundary	63.7	58.3	58.8	65.8	6	19	60	190	601	1,901
133	Calle Barcelona	Leucadia Blvd to City Boundary	63.7	58.3	58.8	65.8	6	19	60	190	601	1,901
134	Carlsbad Blvd	La Costa Ave to City Boundary	65.4	60.1	60.5	67.5	9	28	89	281	889	2,812
135	Carlsbad Blvd	North of City Boundary	68.6	61.8	61.5	70.0	16	50	158	500	1,581	5,000
136	Hygeia Ave	E Glaucus St to E Glaucus St	48.1	46.0	49.4	52.8	0	1	3	10	30	95
137	Olivenhain Rd	City Boundary to Rancho Santa Fe Rd	69.8	64.4	64.8	71.8	24	76	239	757	2,393	7,568

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Traffic Noise Prediction Model

Data Input Sheet

Project Name : Encinitas Mobility Element
Project Number : 9826
Modeled Condition : 2016 I-5

Surface Refelction: CNEL
Assessment Metric: Soft
Peak ratio to ADT: 10.00
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment	Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	K-Factor
1	I-5	South of Manchester Ave	236,100	65	50	91.40	5.10	3.50	80.00	10.00	10.00	
2	I-5	Manchester Ave to Birmingham Dr	205,900	65	50	91.40	5.10	3.50	80.00	10.00	10.00	
3	I-5	Birmingham Dr to Santa Fe Dr	201,200	65	50	91.40	5.10	3.50	80.00	10.00	10.00	
4	I-5	Santa Fe Dr to Encinitas Blvd	195,900	65	50	91.40	5.10	3.50	80.00	10.00	10.00	
5	I-5	Encinitas Blvd to Leucadia Blvd	197,400	65	50	91.40	5.10	3.50	80.00	10.00	10.00	
6	I-5	Leucadia Blvd to La Costa Ave	194,600	65	50	91.40	5.10	3.50	80.00	10.00	10.00	
7	I-5	North of La Costa Ave	194,200	65	50	91.40	5.10	3.50	80.00	10.00	10.00	

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Traffic Noise Prediction Model

Predicted Noise Levels

Project Name : Encinitas Mobility Element
Project Number : 9826
Modeled Condition : 2016 I-5
Assessment Metric: Soft

			Noise Levels, dBA Soft				Distance to Traffic Noise Level Contours, Feet					
Segment	Roadway	Segment	Auto	MT	HT	Total	75 dB	70 dB	65 dB	60 dB	55 dB	50 dB
1	I-5	South of Manchester Ave	85.2	78.8	80.6	87	325	701	1,510	3,253	7,009	15,100
2	I-5	Manchester Ave to Birmingham Dr	84.6	78.2	80.0	87	297	639	1,377	2,967	6,392	13,771
3	I-5	Birmingham Dr to Santa Fe Dr	84.5	78.1	79.9	87	292	629	1,356	2,922	6,295	13,561
4	I-5	Santa Fe Dr to Encinitas Blvd	84.4	78.0	79.8	86	288	620	1,335	2,877	6,199	13,355
5	I-5	Encinitas Blvd to Leucadia Blvd	84.4	78.0	79.9	86	288	620	1,335	2,877	6,199	13,355
6	I-5	Leucadia Blvd to La Costa Ave	84.3	78.0	79.8	86	283	610	1,315	2,833	6,104	13,151
7	I-5	North of La Costa Ave	84.3	77.9	79.8	86	283	610	1,315	2,833	6,104	13,151

FHWA RD-77-108

Traffic Noise Prediction Model

Data Input Sheet

Project Name : Encinitas Mobility Element
Project Number : 9826
Modeled Condition : 2050 I-5

Surface Refelction: CNEL
Assessment Metric: Soft
Peak ratio to ADT: 10.00
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment	Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	K-Factor
1	I-5	South of Manchester Ave	244,400	65	50	91.40	5.10	3.50	80.00	10.00	10.00	
2	I-5	Manchester Ave to Birmingham Dr	212,600	65	50	91.40	5.10	3.50	80.00	10.00	10.00	
3	I-5	Birmingham Dr to Santa Fe Dr	209,700	65	50	91.40	5.10	3.50	80.00	10.00	10.00	
4	I-5	Santa Fe Dr to Encinitas Blvd	206,100	65	50	91.40	5.10	3.50	80.00	10.00	10.00	
5	I-5	Encinitas Blvd to Leucadia Blvd	205,500	65	50	91.40	5.10	3.50	80.00	10.00	10.00	
6	I-5	Leucadia Blvd to La Costa Ave	203,300	65	50	91.40	5.10	3.50	80.00	10.00	10.00	
7	I-5	North of La Costa Ave	202,400	65	50	91.40	5.10	3.50	80.00	10.00	10.00	

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Traffic Noise Prediction Model

Predicted Noise Levels

Project Name : Encinitas Mobility Element
Project Number : 9826
Modeled Condition : 2050 I-5
Assessment Metric: Soft

			Noise Levels, dBA Soft				Distance to Traffic Noise Level Contours, Feet					
Segment	Roadway	Segment	Auto	MT	HT	Total	75 dB	70 dB	65 dB	60 dB	55 dB	50 dB
1	I-5	South of Manchester Ave	85.3	78.9	80.8	87	330	712	1,533	3,303	7,117	15,333
2	I-5	Manchester Ave to Birmingham Dr	84.7	78.3	80.2	87	301	649	1,398	3,013	6,491	13,984
3	I-5	Birmingham Dr to Santa Fe Dr	84.7	78.3	80.1	87	301	649	1,398	3,013	6,491	13,984
4	I-5	Santa Fe Dr to Encinitas Blvd	84.6	78.2	80.0	87	297	639	1,377	2,967	6,392	13,771
5	I-5	Encinitas Blvd to Leucadia Blvd	84.6	78.2	80.0	87	297	639	1,377	2,967	6,392	13,771
6	I-5	Leucadia Blvd to La Costa Ave	84.5	78.1	80.0	87	292	629	1,356	2,922	6,295	13,561
7	I-5	North of La Costa Ave	84.5	78.1	80.0	87	292	629	1,356	2,922	6,295	13,561

ID	Roadway	Segment	2016 CNEL	2050 NP CNEL	2050 WP CNEL	Δ over Existing	Δ over NP
1	Balour Dr	Encinitas Blvd to Melba Dr	67.0	67.1	67.1	0.1	0.0
2	Balour Dr	Melba Dr to Santa Fe Dr	65.0	64.8	64.7	-0.3	-0.1
3	Birmingham Dr	San Elijo Ave to Carol View Dr	67.2	66.9	66.9	-0.3	0.0
4	Birmingham Dr	Carol View Dr to Villa Cardiff Dr	67.7	67.8	67.8	0.1	0.0
5	Birmingham Dr	Villa Cardiff Dr to Lake Dr	65.1	65.2	65.2	0.1	0.0
6	Bonita Dr	Requeza St to Melba Rd	53.1	53.1	53.1	0.0	0.0
7	Bonita Dr	Melba Rd to Santa Fe Dr	53.3	54.3	54.2	0.9	-0.1
8	Cerro St	Encinitas Blvd to Avenida De Las Adelsas	59.4	60.7	60.7	1.3	0.0
9	Cerro St	Avenida De Las Adelsas to S El Camino Real	59.6	60.8	60.6	1.0	-0.2
10	Chesterfield Dr	S Coast Highway 101 to Oxford Ave	59.0	58.7	58.7	-0.3	0.0
11	Chesterfield Dr	Oxford Ave to Edinburg Ave	48.5	48.5	48.6	0.1	0.1
12	Clark Ave	Leucadia Blvd to Puebla St	54.5	56.1	56.2	1.7	0.1
13	Cornish Dr	E D St to San Elijo Ave	50.3	48.5	48.3	-2.0	-0.2
14	Crest Dr	Santa Fe Dr to Melba Rd	49.8	50.1	49.8	0.0	-0.3
15	E D St	S Coast Highway 101 to Stratford Dr	53.2	52.5	52.5	-0.7	0.0
16	E F St	S Vulcan Ave to Cornish Dr	57.2	59.8	59.8	2.6	0.0
17	E Glaucus St	N Vulcan Ave to Hygeia Ave	52.9	52.9	52.8	-0.1	-0.1
18	E Glaucus St	Hygeia Ave to Hymettus Ave	53.9	54.0	54.0	0.1	0.0
19	E Glaucus St	Hymettus Ave to Orpheus Ave	46.9	46.9	47.2	0.3	0.3
20	Edinburg Ave	Liverpool Dr to Chesterfield Dr	48.8	48.8	48.9	0.1	0.1
21	El Camino Del Norte	City Boundary to Rancho Santa Fe Rd	65.4	65.3	65.2	-0.2	-0.1
22	N El Camino Real	City Boundary to Leucadia Blvd	70.3	70.3	70.3	0.0	0.0
23	N El Camino Real	Leucadia Blvd to Encinitas Blvd	71.1	71.0	71.0	-0.1	0.0
24	S El Camino Real	Encinitas Blvd to Crest Dr	70.7	70.2	70.2	-0.5	0.0
25	S El Camino Real	Crest Dr to Manchester Ave	70.3	70.1	70.1	-0.2	0.0
26	El Portal St	La Mesa Ave to La Veta Ave	50.7	50.7	50.7	0.0	0.0
27	El Portal St	La Veta Ave to N Coast Highway 101	52.6	52.6	52.6	0.0	0.0
28	Encinitas Blvd	N Coast Highway 101 to I-5	70.3	70.2	70.2	-0.1	0.0
29	Encinitas Blvd	I-5 to Calle Magdalena	71.0	71.1	71.1	0.1	0.0
30	Encinitas Blvd	Calle Magdalena to Westlake St	72.4	72.7	72.7	0.3	0.0
31	Encinitas Blvd	Westlake St to N El Camino Real	71.9	72.1	72.1	0.2	0.0
32	Encinitas Blvd	N El Camino Real to Rancho Santa Fe Rd	71.8	71.8	71.8	0.0	0.0
33	Garden View Rd	City Boundary to El Camino Real	65.6	65.7	65.8	0.2	0.1
34	Garden View Rd	ElCamino Real to Garden View Ct	65.5	65.9	66.0	0.5	0.1
35	Garden View Rd	Garden View Ct to Glan Arbor Dr	64.0	64.2	64.2	0.2	0.0
36	Glen Arbor Dr	Garden View Rd to Willowspring Dr	53.4	53.4	53.4	0.0	0.0
37	Glen Arbor Dr	Willowspring Dr to Mountain Vista Dr	49.6	49.8	49.7	0.1	-0.1
38	Glen Arbor Dr	Mountain Vista Dr to N Willowspring Dr	48.3	47.7	47.7	-0.6	0.0
39	Grandview St	Neptune Ave to N COast Highway 101	52.6	52.7	52.7	0.1	0.0
40	Hymettud Ave	E Glaucus St to E Glaucus St	50.5	50.2	50.4	-0.1	0.2
41	La Costa Ave	N Coast Highway 101/Carlsbad Blvd to Piraeus St	68.6	69.3	69.3	0.7	0.0
42	La Costa Ave	Piraeus St to City Boundary	71.5	71.7	71.8	0.3	0.1
43	Lake Dr	Santa Fe Dr to Birmingham Dr	63.2	63.2	63.1	-0.1	-0.1
44	Leucadia Blvd	N Coast Highway 101 to Orpheus Ave	63.8	63.8	63.7	-0.1	-0.1
45	Leucadia Blvd	Orpheus Ave to N El Camino Real	69.6	69.7	69.7	0.1	0.0
46	Liverpool Dr	Edinburg Ave to Mackinnon Ave	47.3	47.3	47.4	0.1	0.1
47	Lone Jack Rd	Rancho Santa Fe Rd to Lone Hill Ln	58.1	58.2	58.1	0.0	-0.1
48	Mackinnon Ave	Santa Fe Dr to Villa Cardiff Dr	65.5	65.6	65.5	0.0	-0.1
49	Mackinnon Ave	Villa Cardiff Dr to Birmingham Dr	63.2	62.9	62.8	-0.4	-0.1
50	Mackinnon Ave	Birmingham Dr to Liverpool Dr	58.0	58.2	58.3	0.3	0.1
51	Manchester Ave	Rossini Dr to San Elijo Ave	52.0	51.6	51.4	-0.6	-0.2
52	Manchester Ave	San Elijo Ave to I-5	63.9	63.8	63.7	-0.2	-0.1
53	Manchester Ave	I-5 to El Camino Real	70.8	71.0	71.0	0.2	0.0
54	Manchester Ave	El Camino Real to Encinitas Blvd	64.9	65.0	64.9	0.0	-0.1
55	Melba Rd	Cornish Dr to Stratford Dr	51.6	51.7	51.7	0.1	0.0
56	Melba Rd	Regal Rd to Bonita Dr	54.8	54.5	54.6	-0.2	0.1
57	Melba Rd	Bonita Dr to Balour Dr	56.5	56.9	57.0	0.5	0.1
58	Melba Rd	Balour Dr to Crest Dr	51.7	49.7	49.9	-1.8	0.2
59	Montgomery Ave	Rossini Dr to Westminster Rd	56.4	56.2	56.4	0.0	0.2
60	Mountain Vista Dr	N El Camino Real to Village Park Way	63.4	63.3	63.4	0.0	0.1
61	Mountain Vista Dr	Village Park Way to Glen Arbor Dr	56.1	56.4	56.2	0.1	-0.2
62	Mountain Vista Dr	Glen Arbor Dr to N Willowspring Dr	54.5	54.8	54.5	0.0	-0.3
63	Mozart Ave	Montgomery Ave to San Elijo Ave	45.9	45.9	45.9	0.0	0.0
64	N Coast Highway 101	La Costa Ave to Encinitas Blvd	67.5	67.5	67.5	0.0	0.0
65	N El Portal St	El Portal St to Neptune Ave	45.8	45.8	45.8	0.0	0.0
66	N Vulcan Ave	La Costa Ave to Encinitas Blvd	59.7	59.2	59.2	-0.5	0.0
67	Nardo Rd	Requeza St to Santa Fe Dr	61.0	61.1	61.1	0.1	0.0
68	Neptune Ace	Grandview St to Sylvia St	50.9	50.9	50.9	0.0	0.0
69	Olivenhain Rd	N El Camino Real to City Boundary	71.9	71.8	71.8	-0.1	0.0
70	Orpheus St	E Glaucus Rd to N Vulcan Ave	55.3	55.3	55.3	0.0	0.0
71	Piraeus St	Glaucus St to Leucadia Blvd	56.9	56.8	56.8	-0.1	0.0
72	Puebla St	Clark Ave to Del Rio Ave	44.9	44.9	44.9	0.0	0.0
73	Puebla St	Del Rio Ave to Saxony Rd	51.5	53.1	53.2	1.7	0.1
74	Quail Gardens Dr	Swallowtail Blvd to Encinitas Blvd	60.1	60.4	60.4	0.3	0.0
75	Quail Hallow Dr	Saxony Rd to Swallowtail Blvd	53.7	54.0	54.0	0.3	0.0
76	Rancho Santa Fe Rd	N City Boundary to El Camino Del Norte	71.0	71.0	70.9	-0.1	-0.1
77	Rancho Santa Fe Rd	El Camino Del Norte to Manchester Ave	69.9	70.1	70.0	0.1	-0.1
78	Regal Rd	Requeza St to Santa Fe Dr	60.2	59.9	59.9	-0.3	0.0
79	Requeza St	Nardo Rd to Bonita Dr	51.9	52.4	52.3	0.4	-0.1
80	Requeza St	Cornish Dr to I-5	59.7	59.9	59.9	0.2	0.0
81	Requeza St	I-5 to Nardo Rd	62.3	62.2	62.2	-0.1	0.0
82	Rossini Dr	Montgomery Ave to Manchester Ave	47.7	47.7	47.7	0.0	0.0
83	S Coast Highway 101	Encinitas Blvd to W F St	67.9	67.7	67.7	-0.2	0.0

84	S Coast Highway 101	W F St to W K St	66.4	66.0	66.0	-0.4	0.0
85	S Coast Highway 101	W K St to San Elijo State Beach/Verdi Ave	66.9	66.4	66.3	-0.6	-0.1
86	S Coast Highway 101	San Elijo State Beach/Verdi Ave to City Boundary	69.2	68.8	68.8	-0.4	0.0
87	S El Portal St	El Portal St to Neptune Ave	46.2	46.2	46.3	0.1	0.1
88	S Rancho Santa Fe Rd	Encinitas Blvd to City Boundary	72.7	72.6	72.6	-0.1	0.0
89	S San Elijo Ave	Santa Fe Dr to Cornish Dr	60.6	60.8	60.8	0.2	0.0
90	S Vulcan Ave	Encinitas Blvd to E St	67.3	67.0	66.9	-0.4	-0.1
91	S Vulcan Ave	E St to Santa Fe Dr	65.5	65.7	65.7	0.2	0.0
92	S Willowspring Dr	S El Camino Real to Encinitas Blvd	61.4	61.4	61.3	-0.1	-0.1
93	San Elijo Ave	Cornish Dr to Chesterfield Dr	63.7	63.5	63.4	-0.3	-0.1
94	San Elijo Ave	Chesterfield Dr to Kilkenny Dr	57.9	57.4	57.3	-0.6	-0.1
95	San Elijo Ave	Kilkenny Dr to Manchester Ave	57.9	57.4	57.3	-0.6	-0.1
96	Santa Fe Dr	I-5 to Gardena Rd	68.4	68.3	68.4	0.0	0.1
97	Santa Fe Dr	Gardena Rd to Nardo Rd	66.0	65.7	65.7	-0.3	0.0
98	Santa Fe Dr	Nardo Rd to Lake Dr	66.3	65.9	65.9	-0.4	0.0
99	Santa Fe Dr	Lake Dr to S El Camino Real	65.6	65.2	65.1	-0.5	-0.1
100	Santa Fe Dr	S San Elijo Ave to Rubenstein Ave	64.8	65.0	65.0	0.2	0.0
101	Santa Fe Dr	Rubenstein Ave to I-5	66.7	66.7	66.7	0.0	0.0
102	Saxony Rd	La Costa Ave to Encinitas Blvd	65.7	65.1	65.1	-0.6	0.0
103	2nd St	W D St to W K St	58.4	58.2	58.2	-0.2	0.0
104	Stratford Dr	E D St to Santa Fe Dr	52.0	52.1	52.2	0.2	0.1
105	Summit Ave	Santa Fe Dr to Westminster Rd	53.4	53.1	52.9	-0.5	-0.2
106	Sylvia St	Neptune Ave to 3rd St	50.1	50.1	50.2	0.1	0.1
107	3rd St	W K St to W B St	55.8	55.4	55.3	-0.5	-0.1
108	3rd St	W B St to Sylvia St	51.0	51.2	51.0	0.0	-0.2
109	Via Cantebria	Garden View Rd to Encinitas Blvd	63.6	63.6	63.6	0.0	0.0
110	Via Molena	Via Cantebria to El Camino Real	59.0	59.2	59.2	0.2	0.0
111	Via Montoro	Via Cantebria to El Camino Real	53.5	53.6	53.5	0.0	-0.1
112	Villa Cardiff Dr	Mackinnon Ave to Birmingham Dr	58.9	59.3	59.3	0.4	0.0
113	Village Park Way	Mountain Vista Dr to Encinitas Blvd	64.8	64.7	64.7	-0.1	0.0
114	W B St	3rd St to N Coast Highway 101	59.2	59.0	59.0	-0.2	0.0
115	W D St	3rd St to N Coast Highway 101	58.2	58.0	57.9	-0.3	-0.1
116	K St	Third St to S Coast Highway 101	54.3	53.7	53.6	-0.7	-0.1
117	W Leucadia Blvd	Neptune Ave to N Coast Highway 101	50.0	49.7	50.1	0.1	0.4
118	Wandering Rd	N Willowspring Dr to Mountain Vista Dr	53.5	53.4	53.4	-0.1	0.0
119	Westlake St	Encinitas Blvd to Requeza St	63.7	63.7	63.7	0.0	0.0
120	Westminster Dr	Summit Ave to Montgomery Ave	53.7	53.4	53.5	-0.2	0.1
121	N Willowspring Dr	Glen Arbor Dr to Glen Arbor Dr	62.6	62.7	62.7	0.1	0.0
122	N Willowspring Dr	Glen Arbor Dr to Encinitas Blvd	58.5	58.5	58.4	-0.1	-0.1
123	N Willowspring Dr	Garden View Rd to Glan Arbor Dr	57.6	57.6	57.5	-0.1	-0.1
124	N Willowspring Dr	Glen Arbor Dr to Mountain Vista Dr	58.1	58.1	58.0	-0.1	-0.1
125	N Willowspring Dr	Mountain Vista Dr to Red Gap Ct	54.1	54.2	54.2	0.1	0.0
126	Windsor Rd	Santa Fe Dr to Munevar Rd	55.2	55.3	55.3	0.1	0.0
127	Windsor Rd	Munevar Rd to Villa Cardiff Dr	55.6	55.4	55.4	-0.2	0.0
128	Woodlake Dr	Windsor Rd to Lake Dr	45.6	46.1	46.0	0.4	-0.1
129	N Highway 101	South of City Boundary	69.2	68.8	68.8	-0.4	0.0
130	El Camino Real	North of City Boundary	70.3	70.3	70.3	0.0	0.0
131	Rancho Santa Fe Rd	N City Boundary to Olivenhain Rd	71.0	71.0	70.9	-0.1	-0.1
132	Calle Barcelona	North of City Boundary	65.6	65.7	65.8	0.2	0.1
133	Calle Barcelona	Leucadia Blvd to City Boundary	65.6	65.7	65.8	0.2	0.1
134	Carlsbad Blvd	La Costa Ave to City Boundary	67.5	67.5	67.5	0.0	0.0
135	Carlsbad Blvd	North of City Boundary	70.1	70.0	70.0	-0.1	0.0
136	Hygeia Ave	E Glaucus St to E Glaucus St	52.9	52.9	52.8	-0.1	-0.1
137	Olivenhain Rd	City Boundary to Rancho Santa Fe Rd	71.9	71.8	71.8	-0.1	0.0
1	I-5	South of Manchester Ave	87.2	87.3	87.3	0.1	0.0
2	I-5	Manchester Ave to Birmingham Dr	86.6	86.7	86.7	0.1	0.0
3	I-5	Birmingham Dr to Santa Fe Dr	86.5	86.7	86.7	0.2	0.0
4	I-5	Santa Fe Dr to Encinitas Blvd	86.4	86.6	86.6	0.2	0.0
5	I-5	Encinitas Blvd to Leucadia Blvd	86.4	86.6	86.6	0.2	0.0
6	I-5	Leucadia Blvd to La Costa Ave	86.3	86.5	86.5	0.2	0.0
7	I-5	North of La Costa Ave	86.3	86.5	86.5	0.2	0.0
						-2.0	-0.3
						2.6	0.4

Appendix E
Transportation Impact Analysis

Traffic Impact Analysis

City of Encinitas General Plan Mobility Element Update

Traffic Impact Analysis Report

Prepared by
WSP
for
City of Encinitas

February 21, 2024

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1 INTRODUCTION

WSP has prepared this Transportation Impact Analysis (TIA) for the City of Encinitas (City) to identify and document potential CEQA impacts related to the City's Mobility Element Update (MEU) and corresponding Mobility Analysis Guidelines (MAG). Together the MEU and MAG includes updates to the City's transportation network, mobility goals and policies, and new roadway classifications, lane assumptions, and standards (the Project).

This TIA has been prepared to evaluate the potential effects of the proposed Project by evaluating changes in Vehicle Miles Traveled (VMT), as proposed by the California Governor's Office of Planning and Research (OPR) to implement California State Law Senate Bill (SB) 743.

1.1 REPORT ORGANIZATION

This report is organized in the following sections:

- Section 2 summarizes the proposed transportation network updated within the City's Mobility Element Update (MEU).
- Section 3 describes the background of VMT analysis via SB 743 and outlines the general guidelines for presenting information in CEQA reporting.
- Section 4 details the procedures necessary for analysis
- Section 5 documents the results of the impact analysis and identifies any transportation impacts.

2 PROJECT DESCRIPTION

2.1 LOCATION

The City of Encinitas is located in the north region of the San Diego metropolitan area in San Diego County. Encinitas covers a total of 18.18 square miles and currently holds a population of over 62,000.

2.2 BACKGROUND

The City's Mobility Element was last updated in 1989 under the name Circulation Element. Since the last update, new state legislation, regional and local changes, and an adopted Housing Element have taken place.

The City of Encinitas is developing the MEU to address new State legislation, the recently adopted Housing Element, a changing regional context, and forecasted future growth. The MEU and corresponding MAG update both city's roadway classification network and horizon year lane assumptions and include targeted updates to Mobility Element goals and policies.

2.3 FOCUSED GENERAL PLAN UPDATES

2.3.1 KEY TRANSPORTATION NETWORK CHANGES

The MEU and MAG build on the focused studies and plans that were completed since the last Circulation Element with updated goals and policies to serve the implementation of new street typologies and functional vehicular classifications. The MEU defines street typologies and associated vehicular functional classifications. A street typology provides a hierarchy of street types that incorporate not just the street's mobility function, but also its character and adjacent land uses and context. This typology provides a classification system to guide future land development, street improvements, and road design.

Table 1: Street Typology

Street Type	Mobility Function
Connector (Prime & Major)	Connects neighborhoods & destinations across longer distances (beyond typical bike/walk distance)
Collector	Provides mobility in, out & through neighborhoods & destinations
Residential Neighborway	Provides local access to residential streets. Often within walksheds of key destinations
Local Street (Unclassified)	Provides direct access to individual residences
Special Designation Corridors	Provides mobility along Coast Highway 101 and El Camino Real, often in accordance with specific plans or other focused plans

The MAG then provides additional guidance on vehicular (automobile) capacity and standards including the Horizon Year lane assumptions. Table 2 summarizes the new street typologies, vehicular functional classifications and horizon year number of lanes as defined by the Project.

Table 3 and Table 4 summarize the specific changes the Project creates when compared to the previously adopted 1989 Circulation Element.

Table 2: 2050 Mobility Element Update Classifications

ID	Street Name	Bound 1	Bound 2	MEU Classification	Vehicular Functional Classification	2050 MEU Lanes
1	Balour Dr	Encinitas Blvd	Melba Rd	Suburban Collector	Collector	2
2	Balour Dr	Melba Rd	Santa Fe Dr	Suburban Collector	Collector	2
3	Birmingham Dr	San Elijo Ave	Carol View Dr	Urban Village Collector	Collector	2
4	Birmingham Dr	Carol View Dr	Villa Cardiff Dr	Urban Village Collector	Collector	2
5	Birmingham Dr	Villa Cardiff Dr	Lake Dr	Suburban Collector	Collector	2
6	Bonita Dr	Requeza St	Melba Rd	Residential Neighborway	Local	2
7	Bonita Dr	Melba Rd	Santa Fe Dr	Residential Neighborway	Local	2
8	Cerro St	Encinitas Blvd	Avenida De Las Adelsas	Residential Neighborway	Local	2
9	Cerro St	Avenida De Las Adelsas	S El Camino Real	Residential Neighborway	Local	2
10	Chesterfield Dr	S Coast Highway 101	Oxford Ave	Residential Neighborway	Local	2
11	Chesterfield Dr	Oxford Ave	Edinburg Ave	Residential Neighborway	Local	2
12	Clark Ave	Leucadia Blvd	Puebla St	Residential Neighborway	Local	2
13	Cornish Dr	E D St	San Elijo Ave	Residential Neighborway	Local	2
14	Crest Dr	Santa Fe Dr	Melba Rd	Residential Neighborway	Local	2
15	E D St	S Coast Highway 101	Stratford Dr	Residential Neighborway	Local	2
16	E F St	S Vulcan Ave	Cornish Dr	Suburban Collector	Collector	2
17	E Glaucus St	N Vulcan Ave	Hygeia Ave	Residential Neighborway	Local	2
18	E Glaucus St	Hygeia Ave	Hymettus Ave	Residential Neighborway	Local	2
19	E Glaucus St	Hymettus Ave	Orpheus Ave	Residential Neighborway	Local	2
20	Edinburg Ave	Liverpool Dr	Chesterfield Dr	Residential Neighborway	Local	2
21	El Camino Del Norte	City Boundary	Rancho Santa Fe Rd	Rural Collector	Collector	2
22	El Camino Real	City Boundary	Leucadia Blvd	El Camino Real Suburban Corridor	Prime Arterial	6
23	El Camino Real	Leucadia Blvd	Encinitas Blvd	El Camino Real Suburban Corridor	Prime Arterial	6
24	El Camino Real	Encinitas Blvd	Crest Dr	El Camino Real Suburban Corridor	Prime Arterial	6

ID	Street Name	Bound 1	Bound 2	MEU Classification	Vehicular Functional Classification	2050 MEU Lanes
25	El Camino Real	Crest Dr	Manchester Ave	Suburban Connector (Prime Arterial)	Prime Arterial	6
26	El Portal St	La Mesa Ave	La Veta Ave	Residential Neighborway	Local	2
27	El Portal St	La Veta Ave	N Coast Highway 101	Residential Neighborway	Local	2
28	Encinitas Blvd	N Coast Highway 101	I-5	Suburban Connector (Major Arterial)	Major Arterial	4
29	Encinitas Blvd	I-5	Calle Magdelena	Suburban Connector (Major Arterial)	Major Arterial	4
30	Encinitas Blvd	Calle Magdelena	Westlake St	Suburban Connector (Major Arterial)	Major Arterial	4
31	Encinitas Blvd	Westlake St	N El Camino Real	Suburban Connector (Major Arterial)	Major Arterial	4
32	Encinitas Blvd	N El Camino Real	Rancho Santa Fe Rd	Suburban Connector (Major Arterial)	Major Arterial	4
33	Garden View Rd	City Limits	El Camino Real	Suburban Collector	Collector	4
34	Garden View Rd	El Camino Real	Garden View Ct	Suburban Collector	Collector	4
35	Garden View Rd	Garden View Ct	Glen Arbor Dr	Suburban Collector	Collector	2
36	Glen Arbor Dr	Garden View Rd	Willowspring Dr	Residential Neighborway	Local	1
37	Glen Arbor Dr	Willowspring Dr	Mountain Vista Dr	Residential Neighborway	Local	1
38	Glen Arbor Dr	Mountain Vista Dr	N Willowspring Dr	Residential Neighborway	Local	1
39	Grandview St	Neptune Ave	N Coast Highway 101	Residential Neighborway	Local	2
40	Hymettus Ave	E Glaucus St	E Glaucus St	Residential Neighborway	Local	2
41	La Costa Ave	N Coast Highway 101/Carlsbad Blvd	Piraeus St	Urban Village Collector	Collector	4
42	La Costa Ave	Piraeus St	City Boundary	Suburban Connector (Major Arterial)	Major Arterial	4
43	Lake Dr	Santa Fe Dr	Birmingham Dr	Suburban Collector	Collector	2
44	Leucadia Blvd	N Coast Highway 101	Orpheus Ave	Urban Village Collector	Collector	2
45	Leucadia Blvd	Orpheus Ave	N El Camino Real	Suburban Connector (Major Arterial)	Major Arterial	4

ID	Street Name	Bound 1	Bound 2	MEU Classification	Vehicular Functional Classification	2050 MEU Lanes
46	Liverpool Dr	Edinburg Ave	Mackinnon Ave	Residential Neighborway	Local	2
47	Lone Jack Rd	Rancho Santa Fe Rd	Lone Hill Ln	Residential Neighborway	Local	2
48	Mackinnon Ave	Santa Fe Dr	I-Villa Cardiff Dr	Suburban Collector	Collector	2
49	Mackinnon Ave	Villa Cardiff Dr	Birmingham Dr	Suburban Collector	Collector	2
50	Mackinnon Ave	Birmingham Dr	Liverpool Dr	Residential Neighborway	Local	2
51	Manchester Ave	Rossini Dr	San Elijo Ave	Residential Neighborway	Local	2
52	Manchester Ave	San Elijo Ave	I-5	Urban Village Collector	Collector	2
53	Manchester Ave	I-5	El Camino Real	Suburban Connector (Prime Arterial)	Prime Arterial	4
54	Manchester Ave	El Camino Real	Encinitas Blvd	Rural Collector	Collector	2
55	Melba Rd	Cornish Dr	Stratford Dr	Residential Neighborway	Local	2
56	Melba Rd	Regal Rd	Bonita Dr	Residential Neighborway	Local	2
57	Melba Rd	Bonita Dr	Balour Dr	Residential Neighborway	Local	2
58	Melba Rd	Balour Dr	Crest Dr	Residential Neighborway	Local	2
59	Montgomery Ave	Rossini Dr	Westminster Rd	Residential Neighborway	Local	2
60	Mountain Vista Dr	N El Camino Real	Village Park Way	Suburban Collector	Collector	2
61	Mountain Vista Dr	Village Park Way	Glen Arbor Dr	Suburban Collector	Collector	2
62	Mountain Vista Dr	Glen Arbor Dr	N Willowspring Dr	Suburban Collector	Collector	2
63	Mozart Ave	Montgomery Ave	San Elijo Ave	Residential Neighborway	Local	2
64	N Coast Highway 101	La Costa Ave	Encinitas Blvd	Coast Highway 101 Urban Village Corridor	Major Arterial	2
65	N El Portal St	El Portal St	Neptune Ave	Residential Neighborway	Local	2
66	N Vulcan Ave	La Costa Ave	Encinitas Blvd	Urban Village Collector	Collector	2
67	Nardo Rd	Requeza St	Santa Fe Dr	Suburban Collector	Collector	2
68	Neptune Ave	Grandview St	Sylvia St	Residential Neighborway	Local	1
69	Olivenhain Rd	N El Camino Real	City Boundary	Suburban Connector (Major Arterial)	Major Arterial	4

ID	Street Name	Bound 1	Bound 2	MEU Classification	Vehicular Functional Classification	2050 MEU Lanes
70	Orpheus Ave	E Glaucus Rd	N Vulcan Ave	Residential Neighborway	Local	2
71	Piraeus St	Glaucus St	Leucadia Blvd	Suburban Collector	Collector	2
72	Puebla St *	Clark Ave	Del Rio Ave	Residential Neighborway	Local	2
73	Puebla St *	Del Rio Ave	Saxony Rd	Residential Neighborway	Local	2
74	Quail Gardens Dr	Swallowtail Blvd	Encinitas Blvd	Suburban Collector	Collector	2
75	Quail Hollow Dr	Saxony Rd	Swallowtail Blvd	Suburban Collector	Collector	2
76	Rancho Santa Fe Rd	N City Boundary	El Camino del Norte	Rural Collector	Collector	2
77	Rancho Santa Fe Rd	El Camino del Norte	Manchester Ave	Rural Collector	Collector	2
78	Regal Rd	Requeza St	Santa Fe Dr	Residential Neighborway	Local	2
79	Requeza St	Nardo Rd	Dead End	Residential Neighborway	Local	2
80	Requeza St	Cornish Dr	I-5	Suburban Collector	Collector	2
81	Requeza St	I-5	Nardo Rd	Suburban Collector	Collector	2
82	Rossini Dr	Montgomery Ave	Manchester Ave	Residential Neighborway	Local	2
83	S Coast Highway 101	Encinitas Blvd	W F St	Coast Highway 101 Urban Village Corridor	Major Arterial	4
84	S Coast Highway 101	W F St	W K St	Coast Highway 101 Urban Village Corridor	Major Arterial	4
85	S Coast Highway 101	W K St	San Elijo State Beach/Verdi Ave	Coast Highway 101 Urban Village Corridor	Major Arterial	2
86	S Coast Highway 101	San Elijo State Beach/Verdi Ave	City Boundary	Coast Highway 101 Urban Village Corridor	Major Arterial	4
87	S El Portal St	El Portal St	Neptune Ave	Residential Neighborway	Local	2
88	S Rancho Santa Fe Rd	Encinitas Blvd	City Bounday	Rural Collector	Collector	2
89	S San Elijo Ave	Santa Fe Dr	Cornish Dr	Urban Village Collector	Collector	2
90	S Vulcan Ave	E St	Encinitas Blvd	Urban Village Collector	Collector	2
91	S Vulcan Ave	Encinitas Blvd	Santa Fe Dr	Urban Village Collector	Collector	2
92	S Willowspring Dr	S El Camino Real	Encinitas Blvd	Residential Neighborway	Local	2

ID	Street Name	Bound 1	Bound 2	MEU Classification	Vehicular Functional Classification	2050 MEU Lanes
93	San Elijo Ave	Santa Fe Dr	Chesterfield Dr	Urban Village Collector	Collector	2
94	San Elijo Ave	Chesterfield Dr	Kilkenny Dr	Urban Village Collector	Collector	2
95	San Elijo Ave	Kilkenny Dr	Manchester Ave	Urban Village Collector	Collector	2
96	Santa Fe Dr	I-5	Gardena Rd	Suburban Collector	Collector	2
97	Santa Fe Dr	Gardena Rd	Nardo Rd	Suburban Collector	Collector	2
98	Santa Fe Dr	Nardo Rd	Lake Dr	Suburban Collector	Collector	2
99	Santa Fe Dr	Lake Dr	S El Camino Real	Suburban Collector	Collector	2
100	Santa Fe Dr	S San Elijo Ave	Rubenstein Ave	Urban Village Collector	Collector	2
101	Santa Fe Dr	Rubenstein Ave	I-5	Urban Village Collector	Collector	2
102	Saxony Rd	La Costa Ave	Encinitas Blvd	Suburban Collector	Collector	2
103	Second St	W D St	W K St	Residential Neighborway	Local	2
104	Stratford Dr	E D St	Santa Fe Dr	Residential Neighborway	Local	2
105	Summit Ave	Santa Fe Dr	Westminster Rd	Residential Neighborway	Local	2
106	Sylvia St	Neptune Ave	Third St	Residential Neighborway	Local	2
107	Third St	W K St	W B St	Residential Neighborway	Local	2
108	Third St	W B St	Sylvia St	Residential Neighborway	Local	2
109	Via Cantebria	Garden View Dr	Encinitas Blvd	Suburban Collector	Collector	4
110	Via Molena	Via Cantebria	El Camino Real	Residential Neighborway	Local	2
111	Via Montoro **	El Camino Real	Via Cantebria	Residential Neighborway	Local	2
112	Villa Cardiff Dr	Mackinnon Ave	Birmingham Dr	Suburban Collector	Collector	2
113	Village Park Way	Mountain Vista Dr	Encinitas Blvd	Suburban Collector	Collector	4
114	W B St	Third St	N Coast Highway 101	Urban Village Collector	Collector	2
115	W D St	Third St	N Coast Highway 101	Residential Neighborway	Local	2
116	W K St	Third St	S Coast Highway 101	Residential Neighborway	Local	2
117	W Leucadia Blvd	Neptune Ave	N Coast Highway 101	Residential Neighborway	Local	2

ID	Street Name	Bound 1	Bound 2	MEU Classification	Vehicular Functional Classification	2050 MEU Lanes
118	Wandering Rd	N Willowspring Dr	Mountain Vista Dr	Residential Neighborway	Local	2
119	Westlake St	Encinitas Blvd	Requeza St	Suburban Collector	Collector	2
120	Westminster Dr	Summit Ave	Montgomery Ave	Residential Neighborway	Local	2
121	Willowspring Dr	Glen Arbor Dr	Glen Arbor Dr	Residential Neighborway	Local	2
122	Willowspring Dr	Glen Arbor Dr	Encinitas Blvd	Residential Neighborway	Local	2
123	Willowspring Dr	Garden View Rd	Glen Arbor Dr	Residential Neighborway	Local	1
124	Willowspring Dr	Glen Arbor Dr	Mountain Vista Dr	Residential Neighborway	Local	1
125	Willowspring Dr	Mountain Vista Dr	Red Gap Court	Residential Neighborway	Local	1
126	Windsor Rd	Santa Fe Dr	Munevar Rd	Residential Neighborway	Local	2
127	Windsor Rd	Munevar Rd	Villa Cardiff Dr	Residential Neighborway	Local	2
128	Woodlake Dr	Windsor Rd	Lake Dr	Residential Neighborway	Local	2

* The removal of the existing roadblock is not mandated by the inclusion of Puebla St in the classified network

** 4 lanes at intersection with El Camino Real

Table 3: 2050 Mobility Element Update Lane Changes

ID	Street Name	Bound 1	Bound 2	1989 Adopted Lane Count	2050 MEU Lane Count
28	Encinitas Blvd	I-5	Calle Magdelena	6	4
29	Encinitas Blvd	Calle Magdelena	Westlake St	6	4
30	Encinitas Blvd	Westlake St	N El Camino Real	6	4
52	Manchester Ave	I-5	El Camino Real	6	4
59	Mountain Vista Dr	N El Camino Real	Village Park Way	4	2
62	N Coast Highway 101	La Costa Ave	Encinitas Blvd	4	2
72	Olivenhain Rd	N El Camino Real	City Boundary	6	4
77	Rancho Santa Fe Rd	N City Boundary	El Camino del Norte	4	2

Table 4: 2050 Mobility Element Update Vehicular Classification Changes

ID	Street Name	Bound 1	Bound 2	1989 ME Classification	2050 MEU Functional Class
1	Balour Dr	Encinitas Blvd	Melba Rd	Augmented Local	Collector
2	Balour Dr	Melba Rd	Santa Fe Dr	Augmented Local	Collector
3	Birmingham Dr	San Elijo Ave	Carol View Dr	Augmented Local	Collector
4	Birmingham Dr	Carol View Dr	Villa Cardiff Dr	Augmented Local	Collector
5	Birmingham Dr	Villa Cardiff Dr	Lake Dr	Augmented Local	Collector
15	E F St	S Vulcan Ave	Cornish Dr	Local	Collector
20	El Camino Del Norte	City Boundary	Rancho Santa Fe Rd	Local	Collector
28	Encinitas Blvd	I-5	Calle Magdelena	Prime Arterial	Major Arterial
29	Encinitas Blvd	Calle Magdelena	Westlake St	Prime Arterial	Major Arterial
30	Encinitas Blvd	Westlake St	N El Camino Real	Prime Arterial	Major Arterial
32	Garden View Rd	City Limits	El Camino Real	Collector	Collector
33	Garden View Rd	El Camino Real	Garden View Ct	Local Undesignated	Collector
34	Garden View Rd	Garden View Ct	Glen Arbor Dr	Local Undesignated	Collector
42	Lake Dr	Santa Fe Dr	Birmingham Dr	Local	Collector
43	Leucadia Blvd	N Coast Highway 101	Orpheus Ave	Augmented Local	Collector
44	Leucadia Blvd	Orpheus Ave	N El Camino Real	Major Arterial	Major Arterial
47	Mackinnon Ave	Santa Fe Dr	I-Villa Cardiff Dr	Local	Collector
48	Mackinnon Ave	Villa Cardiff Dr	Birmingham Dr	Local Undesignated	Collector
51	Manchester Ave	San Elijo Ave	I-5	Augmented Local	Collector
53	Manchester Ave	El Camino Real	Encinitas Blvd	Local	Collector
60	Mountain Vista Dr	Village Park Way	Glen Arbor Dr	Local	Collector
61	Mountain Vista Dr	Glen Arbor Dr	N Willowspring Dr	Local Undesignated	Collector
62	N Coast Highway 101	La Costa Ave	Encinitas Blvd	Major Arterial	Collector
64	N Vulcan Ave	La Costa Ave	Encinitas Blvd	Augmented Local	Collector
70	Nardo Rd	Requeza St	Santa Fe Dr	Local	Collector
72	Olivenhain Rd	N El Camino Real	City Boundary	Prime Arterial	Major Arterial
74	Piraeus St	Glaucus St	Leucadia Blvd	Local Undesignated	Collector
75	Quail Gardens Dr	Swallowtail Blvd	Encinitas Blvd	Local	Collector
76	Quail Hollow Dr	Saxony Rd	Swallowtail Blvd	Local	Collector
78	Rancho Santa Fe Rd	El Camino del Norte	Manchester Ave	Augmented Local	Collector
80	Requeza St	Cornish Dr	I-5	Local	Collector
81	Requeza St	I-5	Nardo Rd	Local	Collector
84	S Coast Highway 101	Encinitas Blvd	W D St	Major Arterial	Collector
85	S Coast Highway 101	W D St	W J St	Major Arterial	Collector
86	S Coast Highway 101	W J St	W K St	Major Arterial	Collector
89	S Rancho Santa Fe Rd	Encinitas Blvd	City Bounday	Local Undesignated	Collector
90	S San Elijo Ave	Santa Fe Dr	Cornish Dr	Local	Collector
91	S Vulcan Ave	E St	Encinitas Blvd	Augmented Local	Collector
92	S Vulcan Ave	Encinitas Blvd	Santa Fe Dr	Augmented Local	Collector
94	San Elijo Ave	Santa Fe Dr	Chesterfield Dr	Augmented Local	Collector

ID	Street Name	Bound 1	Bound 2	1989 ME Classification	2050 MEU Functional Class
95	San Elijo Ave	Chesterfield Dr	Kilkenny Dr	Augmented Local	Collector
96	San Elijo Ave	Kilkenny Dr	Manchester Ave	Augmented Local	Collector
97	Santa Fe Dr	S San Elijo Ave	Rubenstein Ave	Augmented Local	Collector
98	Santa Fe Dr	Rubenstein Ave	I-5	Augmented Local	Collector
99	Santa Fe Dr	I-5	Gardena Rd	Augmented Local	Collector
100	Santa Fe Dr	Gardena Rd	Nardo Rd	Augmented Local	Collector
101	Santa Fe Dr	Nardo Rd	Lake Dr	Augmented Local	Collector
102	Santa Fe Dr	Lake Dr	S El Camino Real	Augmented Local	Collector
103	Saxony Rd	La Costa Ave	Encinitas Blvd	Local	Collector
110	Villa Cardiff Dr	Mackinnon Ave	Birmingham Dr	Local	Collector
111	Village Park Way	Mountain Vista Dr	Encinitas Blvd	Major Arterial	Collector
112	W B St	Third St	N Coast Highway 101	Local	Collector
116	Westlake St	Encinitas Blvd	Requeza St	Local	Collector

3 GUIDELINES AND VMT BACKGROUND

3.1 VMT REPORTING

This report reviews the potential impacts of the proposed FGPU based on VMT to satisfy the California Environmental Quality Act (CEQA) guidelines. Public Resources Code section 20199, enacted pursuant to SB 743, identifies VMT as an appropriate metric for measuring Transportation impacts along with the elimination of auto delay/Level of Service (LOS) for CEQA purposes statewide. VMT is defined as the "amount and distance of automobile travel attributable to a project" per CEQA Guidelines Section 15064.3. VMT is a measure of the use and efficiency of the transportation network as well as land uses in a region. VMT is calculated based on individual vehicle trips generated and their associated trip lengths. VMT measures the roundtrip travel for a typical weekday.

3.2 ITE GUIDELINES

In May 2019, members of the Institute of Transportation Engineers (ITE) SB 743 subcommittee San Diego Section outlined and published a technical paper providing methodology guidance for VMT calculation.

The recommended methodology for conducting a VMT analysis for community plans and general plans is to compare the existing VMT per capita for the community plan or general plan area with the expected horizon year VMT per capita. The recommended target is to achieve a lower VMT per capita in the horizon year with the proposed plan than occurs for existing conditions. The City of Encinitas has adopted their own guidelines for land use and transportation projects within the City. For general plan updates including the MEU, the City selects ITE guidelines to identify transportation related impacts for CEQA projects in the City.

Because the Project is only providing changes to the transportation network in the horizon year, it is unreasonable to compare the VMT generated by the preferred alternative to existing conditions when land use growth is occurring independent from the Project. Therefore, for the purposes of this report, VMT from the preferred MEU network is compared to VMT from the adopted 1989 Circulation Element to determine the transportation related impacts.

4 METHODOLOGY

4.1 DATA SOURCES AND METHODS

Population and employment data was obtained from the San Diego Association of Governments' (SANDAG) Series 15 Activity Based Model (ABM2+), which was customized for the City's MEU. The ABM is a travel demand forecasting model that incorporates census data and travel surveys to inform the algorithms of the model's projections. It uses a simulated population based on existing and projected demographics to match residents to employment and forecasts the daily travel on the regional transportation network. In addition, the model is able to estimate the daily travel of individuals in the simulated population, including origins, destinations, travel distances and mode choices. The following provides an overview of SANDAG Model versions and history. This information provides context for selecting the appropriate version of the model for use on the City of Encinitas projects:

- The SANDAG Model goes through major version changes every time a new SANDAG Regional Plan is adopted. The most recent model version is the "Activity Based Model 2+" (ABM2+), which is the model that includes a scenario for the December 2021 SANDAG Regional Plan/Sustainable Community Strategy (SCS).
- The previous version of the SANDAG Model, "Activity Based Model 2" (ABM2) had limited functionality because it was an interim version that SANDAG prepared only for the Federal Regional Transportation Plan. A fundamental limitation with ABM2 is that a user is unable to make land uses changes in the model (in other words, the land use file is locked and can't be edited). Custom modeling is not available using ABM2, so it was not considered for this project.
- On September 23, 2022, the SANDAG Board directed SANDAG staff to remove the "road user charge" from the 2021 Regional Plan and prepare a focused amendment to the 2021 Regional Plan. This direction requires significant revisions to the SANDAG 2021 Regional Plan model to remove the road user charge policy. Removing the road user charge results in regional VMT increasing (because removal of the charge results in the cost of driving going down).
- As part of the SANDAG 2021 Regional Plan EIR, SANDAG modeled several alternatives. The Regional Plan No Build Alternative (Model Land Use Data Set 411) best represents reasonably foreseeable conditions. Specifically, it doesn't include the road user charge and only includes regional transportation investments that are funded, under construction, have environmental clearance, or are otherwise reasonably foreseeable. It does not include the major transportation investments outlined in the Regional Plan because the funding of these projects is not guaranteed. The Data Set (DS) 41 version of the model was used as the basis for modeling performed for the City of Encinitas.

For the City's MEU, the baseline year of 2016 was used for existing conditions input data and VMT was calculated with the 2050 forecast. The network properties such as functional classification of roadways, number of lanes, roadway speed, types of median, etc. were checked against and modified to match the

currently adopted 1989 Circulation Element and 2021 SANDAG Regional Plan (DS41) before running the 2050 Adopted (Without Project) scenario. The 2050 Adopted scenario also included the land use assumptions for the City including the recently adopted Housing Element. Then project specific network modifications were applied to develop the Preferred (With Project) model run. Separate model runs were conducted for Without Project and With Project scenarios and VMT for both were extracted from the model runs.

4.2 VMT SIGNIFICANCE THRESHOLD

Project-specific significance thresholds for the City have been developed to guide programmatic analysis for the Proposed Project. A significant transportation impact could occur if the Proposed Project would generate higher VMT per capita than the Adopted General Plan.

5 IMPACT ANALYSIS

This section documents the process and results of any impacts resulting from the proposed City projects.

5.1 PROJECT VMT

SANDAG's ABM was used to calculate the proposed Project's VMT. The proposed Land Use Element and Transportation Element were used to develop future roadway forecasts and VMT.

Table 5 presents the City VMT efficiency metrics for Base Year (2016) conditions.

Table 5: Encinitas Base Year VMT Metrics

VMT Metric	Base Year (2016)	
	Regional	Encinitas
VMT per capita	18.8	21.4

Table 6 outlines the City VMT per capita for the proposed MEU. As shown in the table, the VMT per capita in the City is projected to be the same in both scenarios at 21.6 VMT per resident. In addition, the VMT per capita for the region would also remain the same in both scenarios at 18.5 per resident.

Table 6: VMT Impact Determination

VMT per capita	2050 Without Project	2050 With Project	Significant Impact?
Encinitas	21.6	21.6	No
Regional	18.5	18.5	No

Based on the results, it is determined that the Preferred Alternative (2050 With Project) is not anticipated to cause a significant transportation impact.

VMT Analysis Guidelines

City of Encinitas SB 743 VMT Analysis Guidelines

November 2023

Prepared by: FEHR & PEERS

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Appendices

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Appendix B: Screening Criteria and Threshold Evidence

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Appendix D: Land Use Designations

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List of Abbreviated Terms

ADT	average daily traffic
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CEQA	California Environmental Quality Act
City	City of Encinitas
CSTDM	California Statewide Travel Demand Model
EIR	Environmental Impact Report
FHWA	Federal Highway Administration
GHG	greenhouse gas
IX	internal-to-external
LMA	Local Mobility Analysis
MXD	mixed-use development
O-D	origin-destination
OPR	Governor's Office of Planning and Research
RTP	Regional Transportation Plan
SANDAG	San Diego Association of Governments
SB	Senate Bill
SCS	Sustainable Communities Strategy
TAZ	transportation analysis zone
TDM	transportation demand management
TSM	transportation system management
VMT	vehicle miles traveled
XI	external-to-internal
XX	external-to-external

I. VMT Analysis

The City provides guideline documents for evaluating transportation for (1) California Environmental Quality Act (CEQA) analysis and (2) discretionary/entitlement non-CEQA Local Mobility Analysis (LMA). Both guidelines are required to be reviewed to assess the potential effects of new development on the City's roadway and mobility system (see **Appendix A** for scoping information). The VMT guidelines for determining transportation CEQA impacts are presented in this document.

A. Overview

Under the CEQA, all phases of a project must be considered when evaluating its impact on the environment: planning, acquisition, development, and operation. The determination of whether a project may have a significant effect on the environment calls for a careful judgment on the part of the public agency ("Lead Agency") involved. Thresholds of significance, as defined in California Environmental Quality Act Guidelines ("CEQA Guidelines") Section 15064.7(a), may assist lead agencies in determining whether a project may cause a significant impact. In the past, CEQA review of a project's ***transportation*** impacts focused primarily on metrics related to vehicle delay and Level of Service (LOS). These analysis requirements involved a quantitative analysis to determine whether a project may have a significant impact on the roadway network pursuant to CEQA.

Senate Bill (SB) 743 was passed by the legislature and signed into law in the fall of 2013. This legislation led to a change in the way that transportation impacts are measured under the California Environmental Quality Act (CEQA). The California Natural Resources Agency updated the Guidelines for the Implementation of the CEQA Guidelines in December 2018. Per the CEQA Guidelines, starting on July 1, 2020, automobile delay and LOS are no longer used as the performance measure to determine the transportation impacts of land development projects under CEQA. Instead, an alternative metric that supports the goals of the SB 743 legislation is necessary. CEQA Guidelines Section 15064.3 provides requirements for determining the significance of transportation impacts and states, "This section describes specific considerations for evaluating a project's transportation impacts. Generally, vehicle miles traveled is the most appropriate measure of transportation impacts." VMT is a metric that accounts for the number of vehicle trips generated and the length or distance of those trips. VMT does not directly measure traffic operations but instead is a measure of network use or efficiency, especially if expressed as a function of population or employment (e.g., VMT/capita or VMT/employee). The traditional use of VMT in environmental impact analysis is to estimate mobile air pollution emissions, GHGs, and energy consumption. Note that VMT can be reported and defined in multiple ways and the VMT metric that is used for calculations in other environmental impact analysis resource areas differs from the VMT metric used for transportation impact analysis purposes.

SB 743 does not prevent an agency from continuing to analyze local mobility in terms of delay or LOS as part of other plans (e.g., general plans); studies; congestion management plans; or transportation improvement plans, but these metrics may no longer constitute the basis for CEQA transportation impacts as of July 1, 2020. CEQA requires VMT analysis for compliance with state policies to evaluate a project's potential impacts related to VMT significance criteria. Projects that have been deemed complete prior to the adoption of these VMT guidelines are not subject to the regulations herein, unless the project description has changed such that impacts need to be reassessed.

The VMT analysis will:

- Enable proposed development projects to comply with current CEQA requirements as a result of the implementation of SB 743.
- Outline the City's VMT significance thresholds, screening criteria, and methodology for conducting the transportation VMT analysis.
- Help determine if mitigation is required to offset a project's significant VMT impacts.
- Identify VMT reduction measures and strategies to mitigate potential impacts below a level of significance.
- Reduce the need to widen or build roads through effective use of the existing transportation network and maximize the use of alternative modes of travel throughout the City.

To comply with the new legislation, the City of Encinitas has identified VMT analysis methodology, established VMT thresholds for CEQA transportation impacts, and identified possible mitigation strategies.

B. Metric and Methodology for Calculating VMT

In general, transportation VMT analysis for CEQA should be conducted using the SANDAG Regional Travel Demand Model, data from the model, or another appropriate data source (coordinated with City staff). The typical VMT metrics are VMT/capita, VMT/employee, and Total VMT.

There may be special circumstances under which other tools and techniques should be used to perform VMT analysis. There are unique land uses that are not appropriately modeled using the SANDAG model, such as uses that have the majority of their activity on the weekends (the SANDAG Model produces weekday results). The applicant's consultant should coordinate with City staff if a VMT estimate tool other than the SANDAG Model is proposed for use.

Summary of Metrics by Project Type

The following summarizes the appropriate metric for various types of projects. Detailed definitions of the metrics follow.

- **Residential:** VMT/capita
- **General Employment:** VMT/employee
- **Industrial Employment:** VMT/employee
- **Regional Retail, Regional Recreational, or Regional Public Facilities:** Change in total VMT (using the boundary method)
- **Mixed-Use:** Each project component is evaluated per the appropriate metric based on land use type (e.g., residential, employment, and retail)
- **Transportation Project:** Change in total VMT (using the boundary method)
- Unique circumstances may require alternate metrics

VMT per Capita

VMT/capita is established by summing up the total daily VMT generated by residents of a geographic area and dividing it by the population of that geographic area. Total daily VMT includes all trip tours made by residents: home-based and non-home-based trip tours (i.e., all VMT for a resident for the entire day regardless of trip purpose or origin/destination).

To analyze the VMT/capita for a proposed project, the total daily VMT generated by project residents is divided by the project resident population.

SANDAG has a procedure to produce VMT/capita; however, the SANDAG procedure to produce this metric only includes VMT generated within the SANDAG region by residents of the SANDAG region. If a project is expected to produce consistent travel outside of the SANDAG region, the VMT outside of the region should be included in the analysis. To account for VMT generated by residents of the SANDAG region traveling outside of the region, the SANDAG model data should be appended with the VMT that occurs by SANDAG region residents outside of the region. The Institute of Transportation Engineers (ITE) San Diego Section has a Task Force Committee that provides recommendations for performing various transportation analyses in our region. The San Diego Section task force has produced a white paper[1] on accounting for VMT produced outside of the SANDAG region. The paper can be found on the San Diego ITE Section website at https://sandiegoite.org/tcm-task-force.

VMT per Employee

VMT/employee is established by summing the total daily VMT generated by resident employees of a geographic area and dividing it by the number of employees in that geographic area. The SANDAG ABM 2+ VMT/employee metric is for all work-related trips (i.e., commute, trips to and from work to lunch/meetings, etc.). Employees whose work location is specified as home are not included in the calculations. To analyze the VMT/employee for a proposed project, the total daily work-related VMT produced by the project's employees is divided by the total number of employees.

The procedure developed by SANDAG to calculate VMT/employee by transportation analysis zone (TAZ) only accounts for VMT generated within the SANDAG region by employees who are also residents of the SANDAG region. Employees that live outside of the region and travel into the SANDAG region for work are not accounted for because of the nature of the calculation. The ITE San Diego Section Task Force white paper also describes an approach for accounting for external VMT related to the VMT/employee metric.

Total VMT

Total VMT can be calculated by either of two methods – the Boundary Method or the Origin-Destination Method.

[1] https://static1.squarespace.com/static/5ab6b8a33e2d09b08935bcb1/t/6282d9a488d5197792120f5a/1652742581779/SANDAG+Model+External+VMT+Adjustment+Methodology+5-9-22.pdf

Boundary Method

Total daily VMT (Boundary Method) within a given area can be measured by multiplying the daily volume on every roadway segment by the length of every roadway segment within the area. This is called Boundary Method VMT. Examples of Total VMT (Boundary Method) are VMT within the SANDAG region, VMT within a defined planning area, or VMT within the market area to be served by the project. This metric is used to analyze regional retail, service, recreational, regional public facilities, and transportation infrastructure projects.

Origin-Destination Method

Total daily VMT (Origin-Destination Method) within a given area can be calculated directly from model outputs by multiplying the origin-destination (O-D) trip matrix by the final assignment skims (O-D Method VMT). The total VMT value should be appended to include VMT from all trips that enter or exit the SANDAG region. This metric is used to evaluate a regional project if that project is expected to draw trips from outside the region (e.g., an amusement park).

Other VMT Metrics

There may be circumstances where other types of VMT metrics may be appropriate, such as projects that draw people from outside of the SANDAG region. One of these is the VMT/service population metric. VMT/service population is established by dividing the total VMT with at least one trip end in a geographic area by the population plus employment of that geographic area. The total VMT includes all internal VMT, internal-to-external, and external-to-internal VMT (i.e., all VMT regardless of geographic boundaries). Since this metric combines VMT for residents and employees and reflects how accessible all land uses are (e.g., geographies with higher density, more shopping, and more jobs will have lower VMT/service population) it can be useful to understand a variety of project types. To analyze the VMT/service population for a proposed project, the project's total VMT (using the origin-destination method) is divided by the project population plus employment. Use of an alternate metric, such as VMT/service population, should be used only when standard metrics are not applicable and after coordinating with City staff in advance.

C. VMT Analysis for Land Use Projects

Screening Criteria for CEQA VMT Analysis

The requirements to prepare a detailed transportation VMT analysis apply to all land development projects, except those that meet at least one of the screening criteria. A project that meets at least one of the screening criteria below would be presumed to have a less than significant VMT impact due to project characteristics and/or location. **Appendix B** provides information/evidence to support these screening criteria.

Small Project Daily Vehicle Trip Screening

Per OPR's Technical Advisory and SANDAG's trip generation rates, projects that generate less than 200 ADT would be presumed to have a less than significant transportation impact. Projects that can demonstrate that they would generate an ADT of less than 200 after applying trip-reduction strategies would be screened out from performing additional analysis.

Projects Located in a Transit-Accessible Area

Projects located within a half-mile radius of an existing major transit stop or an existing stop along a high-quality transit corridor[2] may be presumed to have a less-than-significant impact absent substantial evidence to the contrary. Distance to transit shall be determined with radius or "as the crow flies" measurements and shall be measured from the edge of the transit platform. Any portion of the project site may be located within such radius to be considered. Note that the Coaster Rail Station is considered a major transit stop. A map of existing major transit stops and existing stops along high-quality transit corridors is provided in **Appendix C**.

The presumption of a less-than-significant impact near these transit stops may not be appropriate if the project:

- Has a Floor Area Ratio of less than 0.75
- Includes more parking for use by residents, customers, or employees of the project than required by the City
- Is inconsistent with SANDAG's most recent Sustainable Communities Strategy or the land use growth assumption accommodated by the Land Use Element portion of the General Plan
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units
- Does not have basic walking and biking access to transit (e.g., sidewalks connecting to transit stops)

Projects in a VMT-Efficient Area

A VMT-efficient area is any area within the City with an average VMT/capita or VMT/employee below the thresholds as compared to the baseline regional average for the TAZ it is located within, as provided on the City's VMT screening maps that are produced using current City land use data and the SANDAG model. When TAZ data is unavailable, census tract data shall be used. Note that the data on the SANDAG "San Diego Region SB 743 Maps" website[3] does not reflect the latest land use information for the City. The City-specific VMT screening maps (available through consultation with City staff) should be

[2] Major transit stop: a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. High quality transit corridor: a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute periods.

[3] The VMT/Capita and VMT/Employee screening maps are created using information from the current version of the SANDAG model at the time a project notice of preparation (NOP) is produced. The SANDAG "San Diego Region SB 743 Maps" are available at: https://sandag.maps.arcgis.com/apps/webappviewer/index.html?id=bb8f938b625c40cea14c825835519a2b. As SANDAG updates the model to reflect development and planning throughout the region, the screening maps will be updated and may change resulting in development that may have at one time been screened to no longer be screened and vice versa. As the model is updated, earlier versions of the model will also cease to be supported by SANDAG, meaning that model runs can no longer be completed with the previous versions of the model. If a project begins the transportation study process using one version of the model that becomes unsupported during the process, the project can utilize model outputs from the older model version, as long as no additional modeling work will be done. Projects cannot complete their transportation analysis using multiple model versions.

utilized until the data provided on SANDAG's website reflects the latest City land uses, which is expected to occur with the SANDAG 2025 Regional Plan model.

Residential projects located within a VMT-efficient area may be presumed to have a less-than-significant impact absent substantial evidence to the contrary. A VMT-efficient area for residential projects is any area with an average VMT/capita 15% below the baseline City average based on the TAZ it is located within. When TAZ data is unavailable, census tract data shall be used.

Employment projects located within a VMT-efficient area may be presumed to have a less-than-significant impact absent substantial evidence to the contrary. A VMT-efficient area for employment projects (excluding industrial employment projects) is any area with an average VMT/employee at or below the baseline regional average based on the TAZ it is located within. When TAZ data is unavailable, census tract data shall be used.

Mixed-Use projects located within a VMT-efficient area for each of its land uses may be presumed to have a less-than-significant impact absent substantial evidence to the contrary. Refer to the appropriate section for each land use included as a part of the mixed-use project to determine the definition of a VMT-efficient area for each land use.

Locally-Serving Retail Projects

Local serving retail projects less than 50,000 square feet may be presumed to have a less than significant impact absent substantial evidence to the contrary. Local serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel.

Locally-Serving Public Facilities

Public facilities that serve the surrounding community or public facilities that are passive use may be presumed to have a less-than-significant impact absent substantial evidence to the contrary. The following are considered locally serving facilities:

- Transit centers
- Public schools
- Libraries
- Post offices
- Park-and-ride lots
- Police and fire facilities
- Parks and trailheads
- Government offices
- Passive public uses, including communication and utility buildings, water sanitation, and waste management
- Other public uses as shown in **Appendix D** or determined by City staff

Redevelopment Projects with Lower Total VMT

A redevelopment project may be presumed to have a less-than-significant impact absent substantial evidence to the contrary if the proposed project's total project VMT is less than the existing land use's total VMT and the CEQA action includes closing the existing land use.

For projects that meet one of the screening criteria for CEQA VMT analysis, a detailed VMT analysis is not necessary. The Transportation Impact Analysis must include a technical memorandum to document the screening process and findings, including attaching screening maps and/or other relevant supporting data. Additionally, the Transportation Impact Analysis must include a conclusion that the transportation impact is presumed to be less than significant in accordance with criterion b, Section XVII of Appendix G to the CEQA Guidelines.

Affordable Housing

An affordable housing project may be presumed to have a less than significant impact absent substantial evidence to the contrary if 100 percent of units are affordable.

VMT Thresholds of Significance

Projects that do not meet the above screening criteria must include a detailed evaluation of the VMT produced by the project. The significant thresholds and specific VMT metrics used to measure VMT are described by land use type below. Justification for these thresholds is provided in **Appendix B**.

- **Residential**: 15% below the existing citywide average
- **Employment (Includes all employment types: office, commercial, hotel, industrial, etc.):** At or below the regional average
- **Mixed-Use:** Each project component is evaluated per the appropriate metric based on land use type (e.g., residential, employment, and retail)
- **Regional Retail, Regional Recreational, or Regional Public Facilities:** A net increase in total regional VMT using the boundary method

Appendix D provides a list of unique project types and which land use category is appropriate for VMT analysis purposes.

Specific Plans or General Plan Amendments: The land use plan should be compared to the region overall. Comparison to the region is appropriate because large land use plans can have an effect on regional VMT (akin to how a regional retail project affects regional VMT). The significance thresholds described above apply to specific plans or General Plan Amendments. In addition, plan buildout/cumulative analysis is needed.

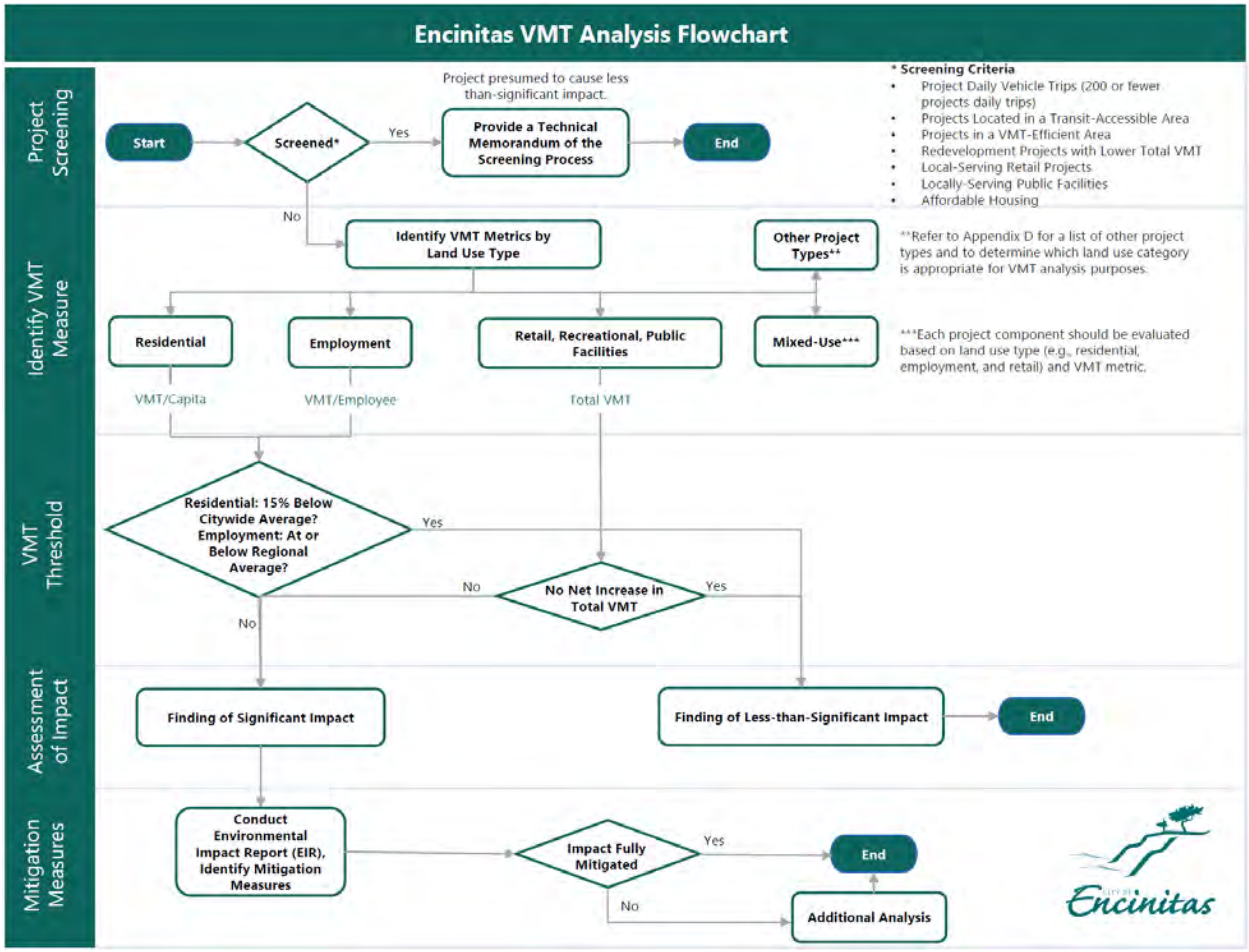
Additional information regarding the significance thresholds presented here is provided in **Appendix B**.

VMT Analysis Procedures

For projects that are not screened and must provide a detailed evaluation of the VMT produced by the project, guidance is provided below on how to conduct transportation VMT analysis by project type. In addition, **Figure 1** displays the VMT analysis process.

Note that there may be unique circumstances that require the use of tools/techniques other than the SANDAG Regional Travel Demand Model. The use of a tool other than the SANDAG Model shall be discussed, documented, and approved by City staff in advance.

Figure 1: VMT Analysis Process



Residential Projects

For projects that generate fewer than approximately 2,400 daily[4] unadjusted driveway trips: Identify the location of the project on the City's VMT screening maps that are produced using current City land use data and the SANDAG model (consult City staff for appropriate map to use). The project's opening year VMT/capita will be considered the same as the VMT/capita of the TAZ in which it is located. When TAZ data is unavailable, census tract data shall be used. Compare the project's VMT/capita to the

[4] 2,400 daily trips is a historical "rule of thumb" number that may be updated periodically based on the travel demand model sensitivity. Applicants should coordinate with City staff to confirm the project size at which the travel demand model should be run. As described, a variety of considerations go into the selection of which VMT modeling tool should be used.

threshold to determine if the impact is significant, or input the project into the SANDAG Regional Travel Demand Model to determine the project's VMT/capita.

For projects that generate 2,400 or greater daily unadjusted driveway trips: Input the project into the SANDAG Regional Travel Demand Model to determine the project's VMT/capita. Consult City staff on version of model to use. To perform the analysis, all project land uses should be inputted, and the VMT/capita should be determined using the same method/scripts that SANDAG utilizes to calculate the VMT/capita metric. Note that there may be some circumstances where use of the screening maps or other sketch modeling tools are appropriate for larger projects.

Employment Projects

For projects that generate fewer than 2,400 daily[5] unadjusted driveway trips: Identify the location of the project on the City's VMT screening maps that are produced using current City land use data and the SANDAG model (consult City Staff for appropriate map to use). The project's opening year VMT/Employee will be considered the same as the VMT/Employee of the TAZ in which it is located. When TAZ data is unavailable, census tract data shall be used. Alternatively, the project's VMT can be determined by inputting the project into the SANDAG Regional Travel Demand Model in the manner previously described. Compare the project's VMT/Employee to the threshold to determine if the impact is significant.

For projects that generate 2,400 or greater daily unadjusted driveway trips: Input the project into the SANDAG Regional Travel Demand Model to determine the project's VMT/Employee. Consult City staff on version of the model to use. To perform the analysis, all project land uses should be inputted, and the VMT/Employee should be determined using the same method/scripts that SANDAG utilizes to develop the VMT/Employee metric. Note that there may be some circumstances where use of the screening maps or other sketch modeling tools are appropriate for larger projects.

Retail Projects

Calculate the change to area VMT using the SANDAG Travel Demand Model (or other appropriate sketch model as coordinated with City Staff). To calculate the change in area VMT, the regional retail component of the project should be inputted into the travel demand model (year that is used to determine the VMT thresholds). The "with project regional retail" area VMT produced by the model run is compared to the "no project" area VMT.

Mixed-Use Projects

Evaluate each individual project component per the appropriate metric based on land use type (e.g., residential, employment, and retail) as described above.

[5] 2,400 daily trips is a historical "rule of thumb" number that may be updated periodically based on the travel demand model sensitivity. Applicants should coordinate with City staff to confirm the project size at which the travel demand model should be run. As described, a variety of considerations go into the selection of which VMT modeling tool should be used.

Other Projects

Input the project into the SANDAG Regional Travel Demand Model or coordinate with City staff on an appropriate sketch modeling tool to utilize for the analysis. To perform the analysis using the SANDAG model, all project land uses should be inputted, and the VMT metric that is appropriate based on the land use type should be determined using the methodology described in Section B.

VMT Reductions

If the project includes transportation demand management (TDM) measures, the reduction in VMT due to each measure shall be calculated and can be applied to the project analysis. See Section E for resources for determining the reduction in VMT due to TDM measures.

The VMT reductions associated with project TDM should be applied to the appropriate metrics based on the project land uses. If the project does not include any TDM, then no reduction is taken.

The resulting VMT values should be compared to the appropriate threshold (described previously under **VMT Thresholds of Significance**) to determine whether the project results in a significant CEQA transportation impact due to VMT.

D. VMT Analysis for Transportation Projects

Projects that result in an increase in additional motor vehicle capacity (such as constructing a new roadway or adding more vehicle travel lanes to an existing roadway) have the potential to increase vehicle travel, referred to as “induced vehicle travel.”

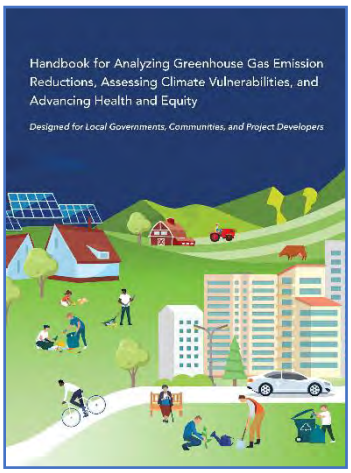
Appendix E contains a list of transportation projects that, absent substantial evidence to the contrary, do not require an induced travel/VMT analysis since they typically do not cause substantial or measurable increases in VMT.

For all other projects, a VMT analysis must be done. To calculate the change in area VMT (boundary method), the project should be inputted into the travel demand model. The “with project” area VMT produced by the model run is compared to the “no project” area VMT. A net increase in area VMT indicates that the project has a significant impact.

E. VMT Reduction and Mitigation Measures

To mitigate VMT impacts, the project applicant must reduce VMT, which can be done by either reducing the number of automobile trips generated by the project or by reducing the distance that people drive. The following strategies are available to achieve this:

1. Modify the project's built environment characteristics to reduce VMT generated by the project.
2. Implement TDM measures to reduce VMT generated by the project.



CAPCOA GHG Handbook, which includes quantification of VMT reducing measures.

Strategies that reduce single-occupant automobile trips or reduce travel distances are called TDM strategies. There are several resources for determining the reduction in VMT due to TDM measures, such as the California Air Pollution Control Officers Association (CAPCOA) *Quantifying Greenhouse Gas Mitigation Measures* (2010) (Quantification Report).

- CAPCOA Quantification Report
  - Original 2010 version: http://www.aqmd.gov/docs/default-source/ceqa/handbook/capcoa-quantifying-greenhouse-gas-mitigation-measures.pdf
  - Updated Handbook released in December 2021: https://www.airquality.org/air-quality-health/climate-change/ghg-handbook-caleemod

All resources above include equations that address the diminishing value or decreased effectiveness of TDM measures when those measures are used in combination. The equation below should be used by applicants to accurately quantify the effectiveness of a proposed TDM program.

$$\text{Total VMT Reduction} = 1 - (1 - P_a) * (1 - P_b) * (1 - P_c) * \ldots$$

where:

P_x = percent reduction of each VMT reduction strategy

Additionally, applicants should be aware of limits to overall program effectiveness (i.e., VMT reduction) that may be achieved from TDM strategies dependent on the project's land use context. Projects that are in urban areas have a higher limit of effectiveness (i.e., they can result in higher VMT reductions) than those in suburban areas. The formula defines the particular conditions that lead to different ways that the TDM measure may be applied or how a TDM measure might be applied in different circumstances. That is, the proposed effective and appropriate TDM measures are based on the project's size, location, and land uses for varying levels of implementation.

Special attention should be given to ensuring that measures are not double-counted through the transportation analysis process. For example, if a project identifies telecommuting as a reduction strategy, care should be taken to identify the level of telecommuting that has already been assumed as part of the

travel demand model through coordination with SANDAG modeling staff or review of SANDAG model documentation available on SANDAG's website.

The City of Encinitas is considering programmatic VMT mitigation strategies that would provide a mechanism to reduce VMT citywide or regionwide and take credit for the reductions at a project level. The following are descriptions of programmatic VMT options that are being considered throughout the state:

- VMT Impact Fee Program – This concept resembles a traditional impact fee program in compliance with the mitigation fee act and uses VMT as a metric. The nexus for the fee program could be a VMT reduction goal consistent with the CEQA threshold established by the City. The main difference from a fee program based on a metric such as vehicle LOS is that the VMT reduction nexus results in a capital improvement program (CIP) consisting largely of transit, bicycle, and pedestrian projects. These types of fee programs are recognized as an acceptable program to be included in CEQA analysis if they can demonstrate that the CIP projects will be fully funded and implemented.
- VMT Exchanges – This concept (along with VMT banks) borrows mitigation approaches from other environmental analysis such as wetlands. The concept relies on an applicant agreeing to implement a predetermined VMT reducing infrastructure project or program or proposing a new one in exchange for applying the VMT reduction achieved to the VMT-generating land development project. The exchange program projects/programs may or may not be located near the applicant's land development project site. The concept requires a facilitating entity (such as the City) to match the VMT generator (the development project) with the VMT reducing project and ensure through substantial evidence that the VMT reduction is valid.
- VMT Banks – This concept attempts to create a monetary value for VMT reduction (e.g., credits) such that an applicant could purchase VMT reduction credits. For example, a program might offer subsidized transit passes to the existing community, bank the VMT reduction achieved through converting vehicle trips to transit trips due to the passes as a credit, and sell the VMT credit to applicants that have VMT impacts.

Until such a program is explored and adopted, project site specific VMT mitigation is required to reduce significant VMT impacts.

F. Cumulative VMT Impacts

Since VMT is a composite metric that will continue to be generated over time, a key consideration for cumulative scenarios is whether the rate of VMT generation gets better or worse in the long term. If the rate is trending down over time consistent with expectations for air pollutants and GHGs, then the project-level analysis may suffice. However, the trend direction must be supported with substantial evidence. A project would result in a significant project-generated VMT impact under cumulative conditions if the applicable cumulative project-generated VMT thresholds are exceeded.

Measuring the project's effect on VMT is necessary especially under cumulative conditions to fully explain the project's impact. A project effect on VMT under cumulative conditions would be considered significant if the cumulative link-level boundary VMT/capita or VMT/employee for the San Diego region increases under the "plus project" condition compared to the "no project" condition.

Please note that the cumulative “no project” condition shall reflect the adopted Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS); as such, if a project is consistent with the regional RTP/SCS, then the cumulative impacts shall be considered less than significant.

Appendix A: Scoping Agreement Form

APPENDIX A

Project Information Form for VMT Analysis Studies

The Project Information Form (PIF) is to be completed by the applicant. The PIF is subject to change.

General Project Information and Description

Owner/Applicant Information

Name:	
Address:	
Phone Number:	
Email:	

Project Information

Project Name:		
Project Address:		
APN:		
Land Use Designation:	Zoning Designation:	

Project Description

Land Uses and Intensities *(units, square feet, etc.)*:	

Consultant

Name of Firm:		
Project Manager:	Credentials:	
Address:		
Telephone:		

Trip Generation

[Use the SANDAG (Not So) Brief Guide of Vehicular Trip Generation]

Total Unadjusted Daily Trips:
Internal Capture:
Alternative Modes:
Pass-By Trips:
Total Net New Project Trips (used for small project screening):
If Redevelopment, Existing Site Trip Generation:

Site Plan

Attach 11x17 copies of the project location/vicinity map and site plan containing the following:

- Driveway locations and access type
- Pedestrian access, bicycle access, and on-site pedestrian circulation

- Location and distance to closest existing transit stop (measure as walking distance to project entrance or middle of parcel)
- Location of any planned sidewalks or bikeways identified in the City of Encinitas Active Transportation Plan within ½ mile of the project

CEQA Transportation Analysis Screening

To determine if your project is screened from VMT analysis, review the Project Type Screening and the Project Location Screening tables below, based on recommendations provided by the Governor's Office of Planning and Research (OPR) Technical Advisory[1]. If "No" is checked for any project type or land use applicable to your project, the project is not screened out and must complete VMT analysis in accordance with the analysis requirements outlined in the City of Encinitas *Mobility Analysis Guidelines (MAGs)*.

Project Type Screening

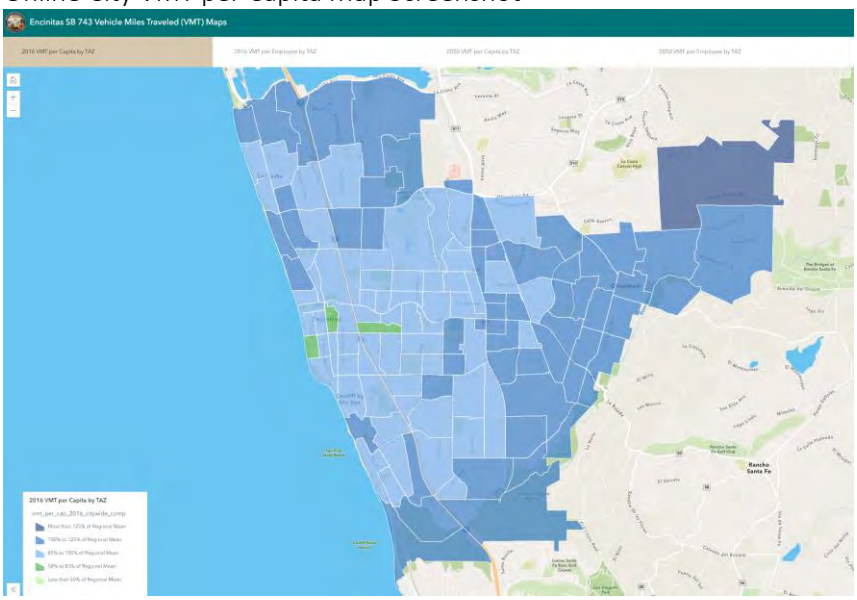
1. Select the Land Uses that apply to your project 2. Answer the questions for each Land Use that applies to your project *(if "Yes" is indicated in any land use category below, then that land use (or a portion of the land use) is screened from CEQA Transportation Analysis)* *Note: All responses must be documented and supported by substantial evidence.*	Screened Out Yes	Not Screened Out No
☐ **1. Locally Serving Retail Project** a. Is the project less than 50,000 square feet and serving the local community? The City may request a market capture study that identifies local market capture to the City's satisfaction.	☐	☐
☐ **2. Locally Serving Public Facility or Community Purpose Facility** a. Is the project a public facility or Community Purpose Facility that serves the local community?	☐	☐
☐ **3. Daily Vehicle Trips** a. Does the project generate less than 200 net daily trips?	☐	☐
☐ **4. Redevelopment Project** a. Is the proposed project's total project VMT less than the existing land use's total VMT? And the CEQA action includes closing the existing land use?	☐	☐

Project Location Screening

1. Select the Land Uses that apply to your project 2. Answer the questions for each Land Use that applies to your project *(if "Yes" is indicated in any land use category below, then that land use (or a portion of the land use) is screened from CEQA Transportation Analysis)*	Screened Out Yes	Not Screened Out No
☐ **1. Residential** a. Is the project located in a VMT-efficient area (15% below the citywide average) using the City's VMT screening maps that are produced using current City land use data and the SANDAG model? View VMT/Capita map here: https://encinitas.maps.arcgis.com/apps/instant/portfolio/index.html?appid=3438047095e34295989c18f397017379	☐	☐

[1] https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

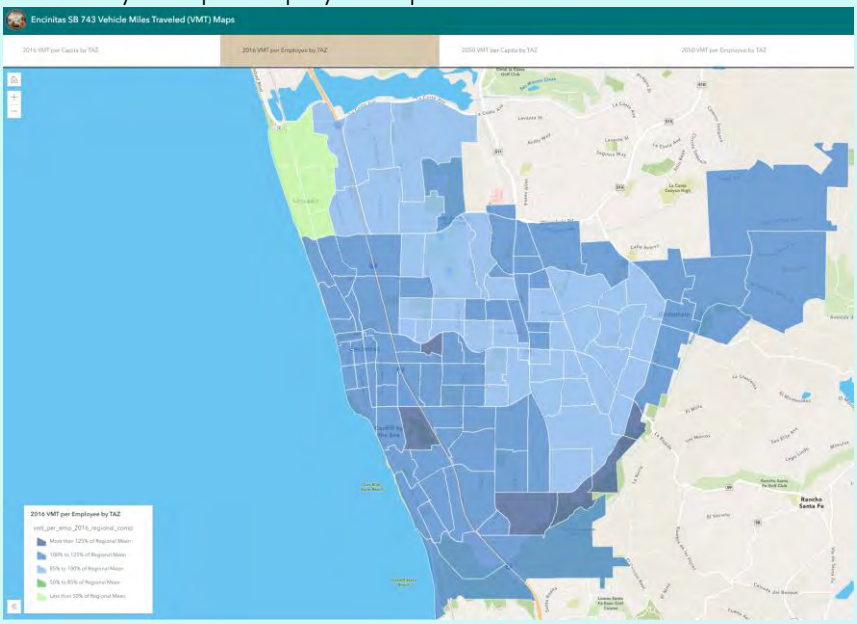
Online City VMT per Capita Map Screenshot



☐ ☐ ☐

2. **Employment** *(not including Industrial Employment)*
   a. Is the project located in a VMT-efficient area (at or below the regional average) using the City's VMT screening maps that are produced using current City land use data and the SANDAG model? View VMT/Employee map here: https://encinitas.maps.arcgis.com/apps/instant/portfolio/index.html?appid=3438047095e34295989c18f397017379

Online City VMT per Employee Map Screenshot



☐ ☐ ☐

3. Within a transit area
   a. Is the project within ½ mile of a major transit stop or within ½ mile of a stop along a high quality transit corridor, and has the following project characteristics?
      i. Has a Floor Area Ratio (FAR) of more than 0.75
      ii. Includes no more than the minimum parking for use by residents, customers, or employees of the project than required by the jurisdiction
      iii. Is consistent with the City of Encinitas General Plan
      iv. Does not replace affordable residential units with moderate- or high-income residential units

Appendix B: Screening Criteria and Threshold Evidence

SCREENING CRITERIA AND THRESHOLD EVIDENCE

This appendix provides context and evidence for the transportation VMT metrics screening criteria and threshold evidence.

Screening Criteria

Certain types of development projects are presumed to have less than significant impacts to the transportation system, and therefore would not be required to conduct a detailed VMT analysis, if any of the following criteria are established, based on substantial evidence.

Small Residential and Employment Projects

Small projects, which are whole residential and/or employment projects with independent utility that would generate less than 200 net average daily vehicle trips (ADT), would not result in significant VMT impacts on the transportation system.

Evidence – The OPR Technical Advisory states that, "projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less than significant impact." This is supported by the fact that CEQA provides a categorical exemption for existing facilities, including additions to existing structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development, and the project is not in an environmentally sensitive area [CEQA Guidelines, § 15301(e)(2)]. Typical project types for which trip generation increases relatively linearly with building footprint (e.g., general office building, single tenant office building, office park, or business park) generate or attract an additional 110-124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact.

The OPR Technical Advisory uses the Institute of Transportation Engineers (ITE) trip generation rates. In Encinitas, the trip generation for a small project was determined utilizing the SANDAG *(Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region* trip generation rates for Standard Commercial Office following the same OPR Technical Advisory rationale. These rates are listed below.

Trip Generation Rate

Land Use	Unit	Rate
Standard Commercial Office	1,000 square feet (KSF)	20 Trips
Trip Generation for 10,000 SF Office		
Standard Commercial Office	10 KSF	200 Trips

Using SANDAG's trip generation rates for a 10,000 square-foot standard commercial office, the daily trip generation is calculated as 200. This number was used to define a small residential or employment project.

Projects Located in a Transit-Accessible Area

Per OPR's Technical Advisory projects whose project site boundaries are within a half mile of a major transit stop or a major stop along a high-quality transit corridor can be screened out of VMT analysis. Within the City of Encinitas, this would apply to projects within one half mile of the Encinitas Coaster station. This presumption would not apply, however, if project-specific or location-specific information indicates that the project will still generate significant levels of VMT. The presumption of a less-than-significant impact near these transit stops may not be appropriate if the project:

- Has a Floor Area Ratio of less than 0.75
- Includes more parking for use by residents, customers, or employees of the project than required by the City
- Is inconsistent with SANDAG's most recent Sustainable Communities Strategy or the land use growth assumption accommodated by the Land Use Element portion of the General Plan
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units
- Does not have basic walking and biking access to transit (e.g., sidewalks connecting to transit stops)

Evidence – The OPR Technical Advisory states that "Proposed CEQA Guideline Section 15064.3, subdivision (b)(1), states that lead agencies generally should presume that certain projects (including residential, retail, and office projects, as well as projects that are a mix of these uses) proposed within ½ mile of an existing major transit stop or an existing stop along a high quality transit corridor will have a less-than-significant impact on VMT. This presumption would not apply, however, if project-specific or location-specific information indicates that the project will still generate significant levels of VMT." Pub. Resources Code, § 21064.3 clarifies the definition of a major transit stop (" 'Major transit stop' means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods."). Pub. Resources Code, § 21155 clarifies the definition of a major transit stop ("For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.").

Projects in a VMT-Efficient Area

If a residential or employment based development is located in an area where VMT/capita or VMT/employee is at or better than the significance threshold the project is presumed to result in a less-than-significant CEQA impact.

The City of Encinitas will determine VMT-efficient areas using the City's VMT screening maps that are produced using current City land use data and the SANDAG model. As new model versions are released (e.g., ABM 2+), SANDAG will produce VMT screening maps consistent with the final OPR Technical Advisory and Updated CEQA Guidelines (December 2018) for use by its member agencies. [1]

Evidence – This presumption is consistent with the Office of Planning and Research Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018) (OPR Technical Advisory), which provides that, "residential and office projects that locate in areas with low VMT, and that incorporate similar features (i.e., density, mix of uses, transit accessibility), will tend to exhibit similarly low VMT. Maps created with data from a travel survey or travel demand model can illustrate areas that are currently below the significance threshold. Because new development in such locations would likely result in a similar level of VMT, such maps can be used to screen out residential and office projects from needing to prepare a detailed VMT analysis."

Local-Serving Retail and Similar Uses

Local-serving retail is defined in the City of Encinitas as retail that is less than 50,000 square feet of total gross floor area or retail development that is greater than 50,000 square feet that has a market area study showing a market capture area that is primarily within Encinitas or the cities that share a boundary with Encinitas.

Evidence – The OPR Technical Advisory provides that "because new retail development typically redistributes shopping trips rather than creating new trips, estimating the total change in VMT (i.e., the difference in total VMT in the area affected with and without the project) is the best way to analyze a retail project's transportation impacts." Local serving retail generally shortens trips as longer trips from regional retail are redistributed to new local retail. The OPR Technical Advisory states that stores larger than 50,000 square feet may be considered regional-serving. Since the type of retail influences whether it will be locally serving or retail serving (for example grocery, drug stores, convenience stores, etc.) and the size of these facilities may be above 50,000 square feet, an applicant can provide a market survey demonstrating that the project serves the local community if it is over 50,000 square feet.

Local-Serving Public Facilities

Similar to local-serving retail, local-serving public facilities serve the community and either produce very low VMT or divert existing trips from established local facilities.

[1] The VMT/Capita and VMT/Employee screening maps are created using information from the current version of the SANDAG model at the time a project notice of preparation (NOP) is produced. As SANDAG updates the model to reflect development and planning throughout the region, the screening maps will be updated and may change resulting in development that may have at one time been screened to no longer be screened and vice versa. As the model is updated, earlier versions of the model will also cease to be supported by SANDAG, meaning that model runs can no longer be completed with the previous versions of the model. If a project begins the transportation study process using one version of the model that becomes unsupported during the process, the project can utilize model outputs from the older model version, as long as no additional modeling work will be done. Projects cannot complete their transportation analysis using multiple model versions.

Evidence – Similar to local serving retail, local serving public facilities would redistribute trips and would not create new trips. Thus, similar to local serving retail, trips are generally shortened as longer trips from a regional facility are redistributed to the local serving public facility. The evidence from the OPR Technical Advisory described above also applies to local-serving public facilities.

Affordable Housing Projects

Residents of affordable residential projects typically generate less VMT than residents in market rate residential projects. This pattern is particularly evident in affordable residential projects near transit. In recognition of this effect, and in accordance with the OPR Technical Advisory, deed- restricted affordable housing projects meet the City's screening criteria and would not require a VMT analysis.

Projects that provide affordable housing affordable to persons with a household income equal to or less than 50 percent of the area median income as defined by California Health and Safety Code Section 50093, housing for senior citizens (as defined in Section 143.0720(e)), housing for transitional foster youth, disabled veterans, or homeless persons (as defined in 143.0720(f)) are not required to complete a VMT analysis.

Evidence –Affordable residential projects generate fewer trips than market rate residential projects. This supports the assumption that the rate of vehicle ownership is expected to be less for persons that qualify for affordable housing. Additionally, senior citizens, transitional foster youth, disabled veterans, and homeless individuals also have low vehicle ownership rates.

Redevelopment Projects That Cause a Net Reduction in VMT

A redevelopment project that demonstrates that the total project VMT is less than the existing land use's total VMT is not required to complete a VMT analysis.

Evidence – Consistent with the OPR Technical Advisory, "[w]here a project replaces existing VMT-generating land uses, if the replacement leads to a net overall decrease in VMT, the project would lead to a less-than-significant transportation impact. If the project leads to a net overall increase in VMT, then the thresholds described above should apply." Per CEQA, projects are considered to have a less than significant impact if they result in a net reduction in the relevant performance measure.

Thresholds

If a project is required to complete a VMT analysis, the project's impacts to the transportation system would be significant if the VMT would exceed any of the thresholds below.

Residential Projects

Threshold – 15% below City average household VMT/Capita.

Evidence – The OPR Technical Advisory provides that "residential development that would generate vehicle travel that is 15 or more percent below the existing residential VMT/capita, measured against the region

or City, may indicate a less-than-significant transportation impact." Additionally, the threshold supports the overall goal of the City's climate action plan to generally reduce VMT.

Employment Projects

Threshold – At or below regional average VMT/Employee.

Evidence – The State of California Office of Planning and Research (OPR) has developed a potential threshold for consideration by local agencies that is almost exclusively based on GHG and air pollution reduction goals from the State's perspective and suggests a reduction in VMT/employee of 15% below the existing average. While this is one of the SB 743 legislative intent objectives, a less clear connection is made to the other legislative intent objectives to encourage infill development and promote active transportation. Since greenhouse gas (GHG) impacts are already addressed in other CEQA sections, utilization of a GHG reduction target as a transportation metric does not address how VMT can be used as an efficiency metric to inform the efficiency of the land use and transportation network (which is a key consideration and value for the City). Three additional concerns arise from reliance on the OPR recommendations:

- The OPR recommended threshold (of 15% below existing VMT/capita or VMT/employee) does not establish a level of VMT reduction that would result in the state meeting its air quality and GHG goals according to the California Air Resources Board (ARB) 2017 Scoping Plan-Identified VMT Reductions and Relationship to State Climate Goals (2019). The ARB Scoping Plan utilized a Department of Finance projection that has since been updated to decrease the state population by approximately 10%, indicating that the OPR recommendation and scoping plan thresholds may over-estimate the VMT reduction due to a forecast in population which is now outdated.
- The OPR recommended threshold does not illustrate a connection to the other SB 743 objectives related to statewide goals to promote public health through active transportation, infill development, multimodal transportation networks, and a diversity of land uses. Recommending a reduction below baseline levels is consistent with these objectives, but the numerical value has not been tied to specific statewide values for each objective or goal.
- State expectations for air quality and GHG may not align with local/lead agency expectations. Using state expectations for a local lead agency threshold may create inconsistencies with local city or county general plans.

Given these considerations and an impact under CEQA begins with a change to the existing or baseline environment. The baseline VMT per resident, VMT per employee, or VMT per service population could be used to establish an efficiency metric basis for impact evaluation. Using this form of VMT would mean that future land use projects would be expected to perform no worse than existing land use projects and only projects that cause an increase in the rate of VMT generation would cause significant impacts. Since VMT will increase or fluctuate with population and employment growth, changes in economic activity, and expansion of new vehicle travel choices (i.e., Uber, Lyft, AVs, etc.), expressing VMT measurement in an efficiency metric form allows for more direct comparisons to baseline conditions when it comes to land

use projects, land use plans, and transportation projects. In addition, the GHG sections also evaluate a project's impact as it relates to GHG and the City's Climate Action Plan sets citywide goals related to GHG and measures for achieving those goals.

Comparison to the regional average VMT/employee is used since employment tends to result in regional trips (i.e. people live in work in varied places around the region).

Regional Retail

Regional retail uses are retail uses that are larger than 50,000 square feet of total gross floor area and/or do not have a market study indicating that they are local-serving.

Threshold – A net increase in total regional VMT

Evidence – The OPR Technical Advisory provides that "because new retail development typically redistributes shopping trips rather than creating new trips, estimating the total change in VMT (i.e., the difference in total VMT in the area affected with and without the project) is the best way to analyze a retail project's transportation impacts…Regional-serving retail development,… which can lead to substitution of longer trips for shorter ones, may tend to have a significant impact. Where such development decreases VMT, lead agencies should consider the impact to be less-than- significant."

Appendix C: Existing Major Transit Stops and Existing High-Quality Transit Corridors

Major Transit Stop - Encinitas Station

2023-11-08

Item #10A

N

Half Mile Buffer

Encinitas Station

Appendix D: Land Use Designations

The following table provides a list of unique project types and the land use type they should be considered under for SB 743 screening and analysis.

Land Use Categories

Land Use Category for SB 743 Analysis for all Project Types	
Residential Projects	
• Estate, Urban, or Rural • Single Family Detached • Condominium • Apartment • Transitional Housing	• Military Housing (off-base, multi-family) • Mobile Home • Retirement Community • Congregate/Recuperative Care Facility
Employment Projects	
• Agriculture • Hospital: General • Hospital: Convalescent/Nursing • Industrial/Business Park (commercial included) • Science Research & Development • Hotel (with convention facilities/restaurant) • Motel • Resort Hotel • Business Hotel • Industrial Park (no commercial) • Industrial Plant (multiple shifts) • Manufacturing/Assembly	• Military • Standard Commercial Office • Large (High-Rise) Commercial Office • Office Park • Single Tenant Office • Corporate Headquarters (without commercial) • Government Offices (Use is primarily office with employees; no substantial in-person service) • Medical/Dental • Warehousing • Storage
Regional Retail Projects (includes Recreational Uses): Not Locally-Serving	
• Super Regional Shopping Center • Regional Shopping Center • Community Shopping Center	• Parks: Amusement • Golf Course (includes driving ranges)

Land Use Categories

Land Use Category for SB 743 Analysis for all Project Types	
Retail Projects (includes Recreational Uses): May qualify for locally-serving based on size/market study	
• Car Wash • Gasoline • Sales (Dealer & Repair) • Auto Repair Center • Auto Parts Sales • Quick Lube • Tire Store • Neighborhood Shopping Center • Commercial Shops • Mixed Use: Commercial (with supermarket)/ Residential: *consider each land use type separately for screening*	• Bowling Center • Multi-purpose (miniature golf, video arcade, batting cage, etc.) • Racquetball/Health Club • Tennis Courts • Sports Facilities (indoor/outdoor) • Theaters (multiplex with matinee) • Restaurant • Financial (Bank or Savings & Loan)
Regional Public Facilities: Generally Not Locally-Serving	
• Airport: Commercial • Airport: General Aviation • Airport: Heliports • Cemetery • Regional Church (or Synagogue) • University (4 years) • Junior College (2 years) • High School: Private • Middle/Junior High School: Private	• Elementary School: Private • Parks: Regional (developed) • Parks: State • Bus Depot • Truck Terminal • Beach, Ocean, or Bay • Beach, Lake (fresh water) • Landfill & Recycling Center
Locally-Serving Public Facilities	
• High School: Public • Middle/Junior High School: Public • Elementary School: Public • Day Care (Public or Private) • Library • Park: City • Park: Neighborhood/County	• Post Office • Department of Motor Vehicles • Government Offices (Providing primarily in-person customer service) • Transit Station (light rail with parking) • Park & Ride Lots

* Land use designations match the categories in SANDAG's *(Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*.

Appendix E: Transportation Project Screening

Transportation Project Screening Criteria

The following complete list is provided in the OPR Technical Advisory (December 2018, Pages 20-21) and refined for the City of Encinitas for transportation projects that, “would not likely lead to a substantial or measurable increase in vehicle travel, and therefore generally should not require an induced travel analysis.”

- Rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation assets (e.g., highways; roadways; bridges; culverts; Transportation Management System field elements such as cameras, message signs, detection, or signals; tunnels; transit systems; and assets that serve bicycle and pedestrian facilities) and that do not add additional motor vehicle capacity
- Roadside safety devices or hardware installation, such as median barriers and guardrails
- Roadway shoulder enhancements to provide “breakdown space,” dedicated space for use only by transit vehicles, to provide bicycle access, or to otherwise improve safety, but which will not be used as automobile vehicle travel lanes
- Addition of an auxiliary lane of less than one mile in length designed to improve roadway safety
- Installation, removal, or reconfiguration of traffic lanes that are not for through traffic, such as left, right, and U-turn pockets, two-way left-turn lanes, or emergency breakdown lanes that are not utilized as through lanes
- Addition of roadway capacity on local or collector streets, provided the project also substantially improves conditions for pedestrians, cyclists, and, if applicable, transit
- Closing gaps in the transportation network in conformance with the Circulation Element of the General Plan where the project also substantially improves conditions for pedestrians, cyclists, and, if applicable, transit.
- Conversion of existing general purpose lanes (including ramps) to managed lanes or transit lanes, or changing lane management in a manner that would not substantially increase vehicle travel
- Addition of a new lane that is permanently restricted to use only by transit vehicles
- Reduction in number of through lanes
- Grade separation to separate vehicles from rail, transit, pedestrians or bicycles, or to replace a lane in order to separate preferential vehicles (e.g., HOV, HOT, or trucks) from general vehicles
- Installation, removal, or reconfiguration of traffic control devices, including Transit Signal Priority (TSP) features
- Installation of traffic metering systems, detection systems, cameras, changeable message signs, and other electronics designed to optimize vehicle, bicycle, or pedestrian flow
- Timing of signals to optimize vehicle, bicycle, or pedestrian flow
- Installation of roundabouts, or traffic circles
- Traffic signal modifications and new traffic signals where warrants are met by existing levels of traffic and the project improves accessibility for active transportation.
- Installation or reconfiguration of traffic calming devices
- Adoption of or increase in tolls

- Addition of tolled lanes, where tolls are sufficient to mitigate VMT increase
- Initiation of new transit service
- Conversion of streets from one-way to two-way operation with no net increase in number of traffic lanes
- Removal or relocation of off-street or on-street parking spaces
- Adoption or modification of on-street parking or loading restrictions (including meters, time limits, accessible spaces, and preferential/reserved parking permit programs)
- Addition of traffic wayfinding signage
- Rehabilitation and maintenance projects that do not add motor vehicle capacity
- Addition of new or enhanced bike or pedestrian facilities on existing streets/highways or within existing public rights-of-way
- Addition of Class I bike paths, trails, multi-use paths, or other off-road facilities that serve non-motorized travel
- Installation of publicly available alternative fuel/charging infrastructure
- Addition of passing lanes, truck climbing lanes, or truck brake-check lanes in rural areas that do not increase overall vehicle capacity along the corridor