Scoping Agreement for Transportation Studies

PART 1

General Project Information and Description

Project Information

Project Name: John Masson Bike Park

Project Location: 2401 N. Broadway Escondido, CA 92026

Project Description

Land Uses and Intensities: See attached

Gross and Developable Acreage: 4 acres of 40

Building Square Footage or Number of Dwelling Units: 0

Vehicle Parking Spaces: 150

Bicycle Parking Spaces: 2

Motorcycle Spaces:0

Electric Vehicle Spaces:0

Project Applicant:

Name: City of Escondido

Address: 2401 N. Broadway Escondido, CA 92026

Telephone and Email: (760)839-4011 michael.tully@escondido.gov

Consultant

Firm: City of Escondido

Project Manager: Michael Tully

Address: 201 N. Broadway Escondido, CA 92025

Telephone and Email;(760)839-4011 michael.tully@escondido.gov

Project Trip Generation

Source: SANDAG Trip Generation (See page 3)	**Pass-by Trips: No**
Total Daily Trips*:	**Diverted Trips: 0**
Internal Capture Rate:	**Trip Credit: 20 Assumes 20%**
Alternative Modes: Carpool, Bike, Walk and Bus	**Net New Daily Trips:0**

*If truck traffic accounts for 25% or more of project trips, then a Passenger Car Equivalent (PCE) factor of 2.5 should be applied to all truck trips.

General Plan Consistency

Is this project consistent with the General Plan? ☑ **Yes** ☐ **No**

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 nearest existing transit stop (measure as walking distance to project entrance or middle of parcel)
• Location of planned or proposed pedestrian or bicycle improvements within ¼ mile of the project identified in the General Plan Mobility and Infrastructure Element or the Bicycle Master Plan

CEQA Transportation Analysis Screening

Project Type Screening Criteria for CEQA Vehicle Miles Travelled (VMT) Analysis

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" in any land use category below then that land use (or a portion of the land use) is screened from CEQA VMT Analysis; If a project is screened out, a technical memorandum is still required to document the screening process)*	Screened Out Yes	Not Screened Out No
☐ **1. Small Residential and Employment Projects:**		
a. Does the project result in 200 daily trips or less?	☐	☑
☐ **2. Project is Located in a Transit-Accessible Area:**		
a. Is the project located within a half-mile walking distance of an existing major transit stop or an existing stop along a high-quality transit corridor?	☐	☑
b. Additional project features:		
i. Does the project have a Floor Area Ratio ≥ 0.75?	☐	☑
ii. Does project include the least amount of parking required for residents, customers, or employees (i.e. not more than required)?	☐	☑
iii. Is the project consistent with SANDAG's most recent Sustainable Communities Strategy or the City of Escondido General Plan?	☐	☑
iv. Does the project replace affordable residential units with a greater number of moderate- or high-income residential units?	☐	☑
v. Does the project have basic walking and biking access to transit (e.g., sidewalks connecting to transit stops)?	☐	☑
☐ **3. Project is in a VMT-Efficient Area:**		
a. Is the project in a VMT/Capita or VMT/Employee Efficient Area per SANDAG screening maps?	☐	☑
☐ **4. Locally-Serving Retail Project:**		
a. Is the project less than 50,000 square feet and expected to draw at least 75% of customers from the local area?	☐	☑
☐ **5. Locally Serving Public Facility:**		
a. Is the project a locally serving public facility?	☑	☐
☐ **6. Redevelopment Project:**		
a. Does the project result in a net decrease in total Project VMT than the existing use?	☐	☑

Non-CEQA Local Mobility Analysis

Local Mobility Analysis (LMA) Requirement

1) Select the Street Classifications for each street in the study area 2) Answer the questions for each Street Classification that applies to your project	Yes	No
☐ **1. Prime Arterial:**		
a. Does the project add 900 ADT or more to any segment classified as 8-lane Prime Arterial?	☐	☑
b. Does the project add 800 ADT or more to any segment classified as 6-lane Prime Arterial?	☐	☑
☐ **2. Major Road:**		
a. Does the project add 700 ADT or more to any segment classified as 6-lane Major Road?	☐	☑
b. Does the project add 500 ADT or more to any segment classified as 4-lane Major Road?	☐	☑
☐ **3. Collector:**		
a. Does the project add 500 ADT or more to any segment classified as 4-lane Collector without parking?	☐	☑
b. Does the project add 250 ADT or more to any segment classified as 4-lane Collector with parking?	☐	☑
☐ **4. Local Collector and other:**		
a. Does the project add 200 ADT or more to any segment classified as 2-lane Local Collector or any other classifications?	☐	☑

Certain types of projects which generate less than 500 ADT may be considered by the City staff for an LMA waiver only where the affected segments and intersections operate at LOS C or better.
Please briefly explain why your project might be eligible for an LMA waiver.

Please see attachment.

The basis assumption is SANDAG trip generation says city park generates 50 users per acre for the total developed park area and this project sits on a total of 40 acres, but the developed area is an anticipated to be 4 acres. Therefore 50 users' times 4 acres equals 200. Since it's a bike park, our assumption is that 50% of the users will ride to the park and therefore not generate any vehicle trips, and then 50% of the users will drive to the park. You could factor in an assumption that each car trip may carry 2 bikes. An adjustment factor from the existing informal dirt track we can assume 20% of the future use. The project traffic would be well under the thresholds of any of the intersections and roadway segments for the Local Mobility Analysis (LMA) Requirements.

50 (Users) X 4 (Acres)=200 trips per day

200 (trips per day) X .50= 100 (Assumes 50% of bikers will ride to park and 50% will arrive via automobile)

Trip Credit assumes that existing bike park approximates 20% of future usage (100 X.20=20). Trip Credit=20

We are assessing both VMT and LMA based on the above numbers.
VMT based the check box on page 2 indicates project is a locally serving recreational facility therefore VMT does not apply.
Regarding LMA calculations above, net trips will approximate 80 trips per day, which is significantly below threshold above (500 ADT).

PART 2

Trip Distribution and Trip Assignment

☐ **Select Zone (Model Series_____)**	Projects that generate greater than 2,400 daily trips
☑ **Manual Estimation**	Projects that generate less than 2,400 daily trips

Provide an exhibit detailing the project's trip distribution and trip assignment.
Provide a table with the project's daily trip assignment for each street segment in the study area.

Study Intersections and Roadway Segments (NOTE: Subject to change based of staff review)

1. N. Broadway and Jesmond Dene Road	6.
2. N. City Centre Parkway and Jesmond Dene Road	7.
3. Broadway and Country Club	8.
4.	9.
5.	10.

Attach a separate page if the number of study locations exceeds 10.

Other Jurisdictions

Is this project located within one mile of another Local Jurisdiction? ☐ Yes ☑ No

If yes, name of Jurisdiction:

Specific Issues to be addressed within the Study

(in addition to requirements described in the Guidelines – to be filled out by City Staff)

1. Not applicable
2.
3.
4.
5.

Recommended by:

Michael Tully
Consultant's Representative

9/10/25
Date

Michael Tully
Scoping Agreement Submitted on

9/10/25
Date

Scoping Agreement Re-submitted on

Date

Approved Scoping Agreement:

Craig Williams
City of Escondido
Transportation Specialist

9/11/25
Date