

APPENDIX 4-1
Alternatives: Traffic Tables

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**Table 4-1A
Impact/Mitigation Measures Summary – Intersections (With 158 DU)**

Jurisdiction	MM#	Intersection	Peak Hour	With (+) Project Operations				Impact Type	Mitigation Measure	Mitigated to Below a Level of Significance?
				Without Mitigation		With Mitigation				
				Delay	LOS	Delay	LOS			
Escondido	TR-2	#9. El Norte Parkway/ Country Club Lane	AM	66.5	E	47.9	D	Near-Term Direct & Cumulative/ Long-Term Cumulative	Restripe the EB approach of El Norte Parkway to provide a second EB left-turn lane, and shall also restripe northbound Country Club Lane (north of El Norte Parkway) to accept the two left-turn lanes and to taper to one lane south of the Country Club Lane/Golden Circle Driveway. The existing raised median on El Norte Parkway would be removed and reconstructed to accommodate the second EB left-turn lane. The EB through lanes shall also be restriped to accommodate the improvement. Traffic signal equipment at the El Norte Parkway/Country Club Lane intersection shall also be modified to serve the revised geometry.	Yes
			PM	43.3	D	28.6	C			

Notes: MM# = mitigation measure number.

Pre-mitigation and post-mitigation analysis shown for Direct and Near-term Cumulative significant impacts is for the "Existing + Cumulative Projects" and "Existing + Cumulative Projects + Project" conditions. For Long-Term Cumulative significant impacts, the Year 2035 (Buildout) analyses are shown.

Appendix 4-1 (Continued)

**Table 4-1B
Impact/Mitigation Measures Summary – Street Segments (With 158 DU)**

Jurisdiction	MM#	Street Segment	Capacity	With Project Operations				Impact Type	Mitigation Measure	Mitigated to Below a Level of Significance?
				Without Mitigation		With Mitigation				
				LOS	V/C	LOS	V/C			
Escondido	TR-4	15. Nutmeg Street: Country Club Lane to Via Alexandra	10,000	D	0.850	—	—	Near-Term Direct & Cumulative	Construct interim improvements in the existing right-of-way on SB Nutmeg Street between La Paloma Avenue and Via Alexandra to provide a wider travel lane, and curb, gutter, and sidewalk improvements to the satisfaction of the City engineer. These improvements will enhance vehicular, pedestrian, and bicycle circulation and will increase capacity to mitigate impacts.	Yes

Notes: MM# = mitigation measure number.

- a. The adjacent intersection (#10. El Norte Parkway / Bennett Avenue) operates at acceptable LOS C during AM and PM peak hours, indicating street segment operations that are likely better than those shown with V/C analysis.
- b. Implementation of the proposed SAP will mitigate this impact with installation of intersection improvements (roundabout, signal) and two-way left-turn lane striping or raised median sections along this segment.