

DRAFT

TRAFFIC IMPACT ANALYSIS

SAN MIGUEL RANCH

COUNTY OF SAN LUIS OBISPO, CALIFORNIA

LSA

August 2008

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COUNTY OF SAN LUIS OBISPO, CALIFORNIA

Submitted to:

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LSA

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SAN MIGUEL RANCH TRAFFIC IMPACT ANALYSIS

INTRODUCTION

LSA Associates, Inc. (LSA) prepared the following analysis to identify the short-term and long-range traffic impacts of the San Miguel Ranch project (proposed project), located in an unincorporated portion of San Luis Obispo County (County) near the San Miguel Urban Area. LSA prepared this Traffic Impact Analysis (TIA) consistent with the requirements of the County's General Plan Circulation Element level of service (LOS) thresholds and applicable provisions of the California Environmental Quality Act (CEQA).

Figure 1 shows the location of the proposed project and the study area intersections analyzed in the report. Issues addressed in this analysis include off-site intersection and roadway operation, site access, alternative transportation, and traffic accident history. Traffic impacts are analyzed for the following scenarios:

- **Existing:** Based on existing traffic counts collected in 2007.
- **Existing Plus Project**
- **Project Completion Year (2017):** Existing traffic counts plus an ambient growth rate of 2 percent per year, plus the addition of traffic from approved/pending projects in the San Miguel area.
- **Project Completion Year (2017) Plus Project**
- **General Plan Build Out:** Existing traffic counts plus an ambient growth rate of 2 percent per year to 2030, plus the addition of traffic from approved/pending projects in the San Miguel area.
- **General Plan Build Out Plus Project**

Project Description

The proposed project is approximately 550 acres (ac) and includes 389 residential units on 361 parcels, 5,000 square feet (sf) of highway retail (assumed to be half retail and half fast-food restaurant), 16,000 sf of neighborhood retail/office commercial, 14 ac of recreation (13.2 ac of parkland, and 0.8 ac for a future fire station) and 162.3 ac of open space. The project includes improvements to both the northern and southern access points to the development site. Modifications to the interchange at Mission Street and United States Route 101 (US 101) (known as the South Camp Roberts Overhead) are proposed to allow for full truck-turning movements. A southern connection between the project site and US 101 is proposed to be made via a link to Tenth Street. The Development project site plan is illustrated in Figure 2. In addition, the project includes the expansion of the existing San Miguel Community Service District (CSD) Wastewater Treatment Plant. The expanded Wastewater Treatment Plant would have a capacity of 400,000 gallons per day (gpd);

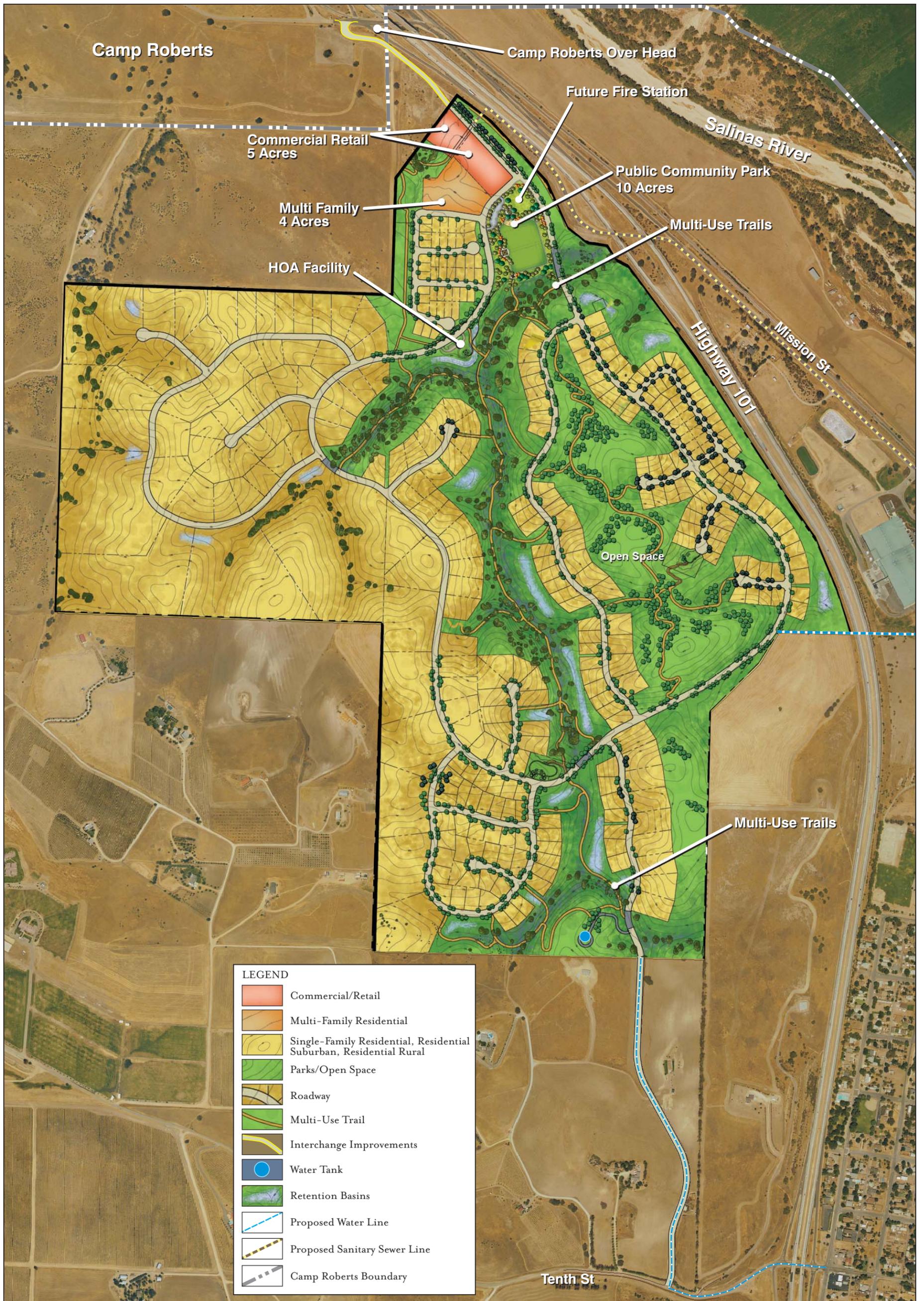


FIGURE 2

LSA



NO SCALE

SOURCE: RRM Design Group

I:\SLB0603\G\Traffic\Site Plan.cdr (2/6/08)

approximately 100,000 gpd of the total treatment capacity would serve the Development project site. The project would be developed in phases. The estimated buildout year for the proposed project is 2017. The proposed phasing of the development is as follows:

- **Phase I:** Includes the lots along US 101. Consists of all multifamily residential units, all commercial retail, all recreation and open space, and 163 of the single-family residential units. This phase is to be built over 18–24 months.
- **Phase II:** Includes an additional 40 single-family residential units to be built over 12–18 months and approximately 1–2 years after Phase I starts.
- **Phase III:** Includes an additional 96 single-family residential units to be started within 2 years after Phase II starts, with a total buildout time of 5 years after the start of Phase I.
- **Phase IV:** Includes the remaining 46 single-family residential lots at the western portion of the Development project site, to be completed approximately 7 years after the start of Phase I.

METHODOLOGY

The scope of work for the traffic impact analysis was developed by LSA and submitted to the County and the California Department of Transportation (Caltrans) staff for review. LSA staff met with County and Caltrans staff in April 2007 to refine the scope of work and study area and to discuss the significance criteria and methodologies to be used in the analysis. The specific methodologies used to analyze study area roadways and intersections are discussed below.

Level of Service Methodology

Roadway operations are determined through examination of arterial and intersection LOS. There are six levels of service, which are given a letter designation from A to F, with A being best and F indicating failure where volumes exceed the capacity of the roadway system. A general description of each LOS is presented in Table A.

Table A: Level of Service Description

LOS	Type of Flow	Delay	Maneuverability
A	Free flow	Very low delay, extremely favorable vehicle progression	Freedom to select desired speeds and maneuverability with traffic stream high.
B	Stable flow	Low delay, good vehicle progression	Presence of others in traffic stream noticeable, slight decline in freedom to maneuver.
C	Stable flow	Fair vehicle progression, individual cycle failures appear	Maneuverability requires vigilance by drivers. Operations become affected by others in traffic stream.
D	Approaching unstable flow	Unfavorable progression, individual cycle failures noticeable, congestion becomes noticeable	Freedom to maneuver severely restricted. Small increases in traffic flow causes operation problems.
E	Unstable flow	Poor progression, individual cycle failure frequent	Maneuverability in traffic flow extremely difficult. Poor comfort and convenience levels.
F	Extremely unstable flow	Excessive delay. Many individual cycle failures.	Breakdown flow. Operations in queues characterized by stop and go waves.

Source: Highway Capacity Manual (HCM) 2000.

Intersection LOS are based on the average control delay experienced by vehicles passing through the intersection during the peak hour. The a.m. and p.m. peak hours are defined as the highest one hour of traffic volume experienced between 7:00 a.m. and 9:00 a.m. and between 4:00 p.m. and 6:00 p.m. Average control delay is reported as the seconds of delay caused by a signal or stop sign. For two-way stop intersections, the control delay represents the delay experienced by vehicles on the minor stop-controlled street. Table B summarizes the LOS criteria for unsignalized and signalized intersections.

Table B: Intersection Level of Service Delay Criteria

LOS	Unsignalized Intersection Average Delay per Vehicle (sec)	Signalized Intersection Average Delay per Vehicle (sec)
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

Source: Highway Capacity Manual (HCM) 2000.

For the signalized and unsignalized study area intersections, the Highway Capacity Manual (HCM) analysis methodologies were used to determine intersection LOS. All LOS were calculated using the Traffix version 7.9 software, which uses 2000 HCM methodologies.

LOS on roadway segments was determined using the 2000 HCM methodology for two-lane highways. The peak-hour roadway segment volumes were examined, and it was determined that for all roadway segments, the p.m. peak-hour traffic was higher than the a.m. peak hour. As a result, only the p.m. peak hour was analyzed to provide the most conservative analysis for the study area roadway segments. The LOS on a two-lane highway is determined by the percent time-spent-following (PTSF), which is defined by the HCM as the average percentage of travel time that vehicles must travel in platoons behind slower vehicles due to the inability to pass. The LOS criteria for roadway segments is shown in Table C.

Table C: Roadway Segment Level of Service Criteria

LOS	Percent Time-Spent- Following
A	≤ 40%
B	> 40% and ≤ 55%
C	> 55% and ≤ 70%
D	> 70% and ≤ 85%
E	>85%

Source: Highway Capacity Manual (HCM) 2000.

All LOS calculations are provided in Appendix B.

NO PROJECT CONDITIONS

Existing Setting

The following discussion provides an overview of the regional and local circulation system in the vicinity of the project site. The project study area is illustrated in Figure 1.

US 101. US 101 is an interregional highway connecting the San Miguel Urban Area with the San Francisco Bay area to the north and the Cities of San Luis Obispo, Santa Barbara, and Los Angeles to the south. Within the project study area, US 101 is oriented in a north-south direction and will provide access to the Development project site via its interchanges at Tenth Street and at Mission Street (known as the South Camp Roberts Overhead).

Mission Street. Mission Street is the main roadway providing north-south travel through the San Miguel Urban Area. Mission Street is a two-lane roadway and is classified as a Rural Arterial Road in the County's General Plan Circulation Element.

Tenth Street. Tenth Street provides east-west travel from the west side of US 101 through the southern end of the San Miguel Urban Area. Access to the project will be provided via a new roadway that will be constructed from Tenth Street to the Development project site. Tenth Street is a two-lane roadway and is classified as a Rural Collector Road in the County's General Plan Circulation Element.

Cemetery Road. Cemetery Road is a north-south roadway that parallels US 101 on its west side. Cemetery is a two-lane roadway providing additional access to US 101 from Tenth Street. It is classified as a Rural Collector Road in the County's General Plan Circulation Element.

River Road-14th Street. River Road-14th Street provides east-west travel from the central portion of the San Miguel Urban Area east and south to Paso Robles. River Road-14th Street is a two-lane roadway and is classified as a Rural Arterial Road in the County's General Plan Circulation Element.

State Route 46. State Route 46 (SR-46) is a regional highway connecting Paso Robles with the southern San Joaquin Valley to the east and Highway 1 near Cambria to the west. SR-46 is located at the southern end of the study area. SR-46 is the major roadway providing east-west travel through Paso Robles. SR-46 is a four-lane roadway and is classified as a Principal Arterial Road in the County's General Plan Circulation Element. Although SR-46 is located approximately 8 miles south of the Development project site, SR-46 was included in the study area because the project could potentially add traffic to the existing congestion experienced at that location.

Study Area

Based on coordination with the County and Caltrans, the following locations have been included in the project study area.

Intersections

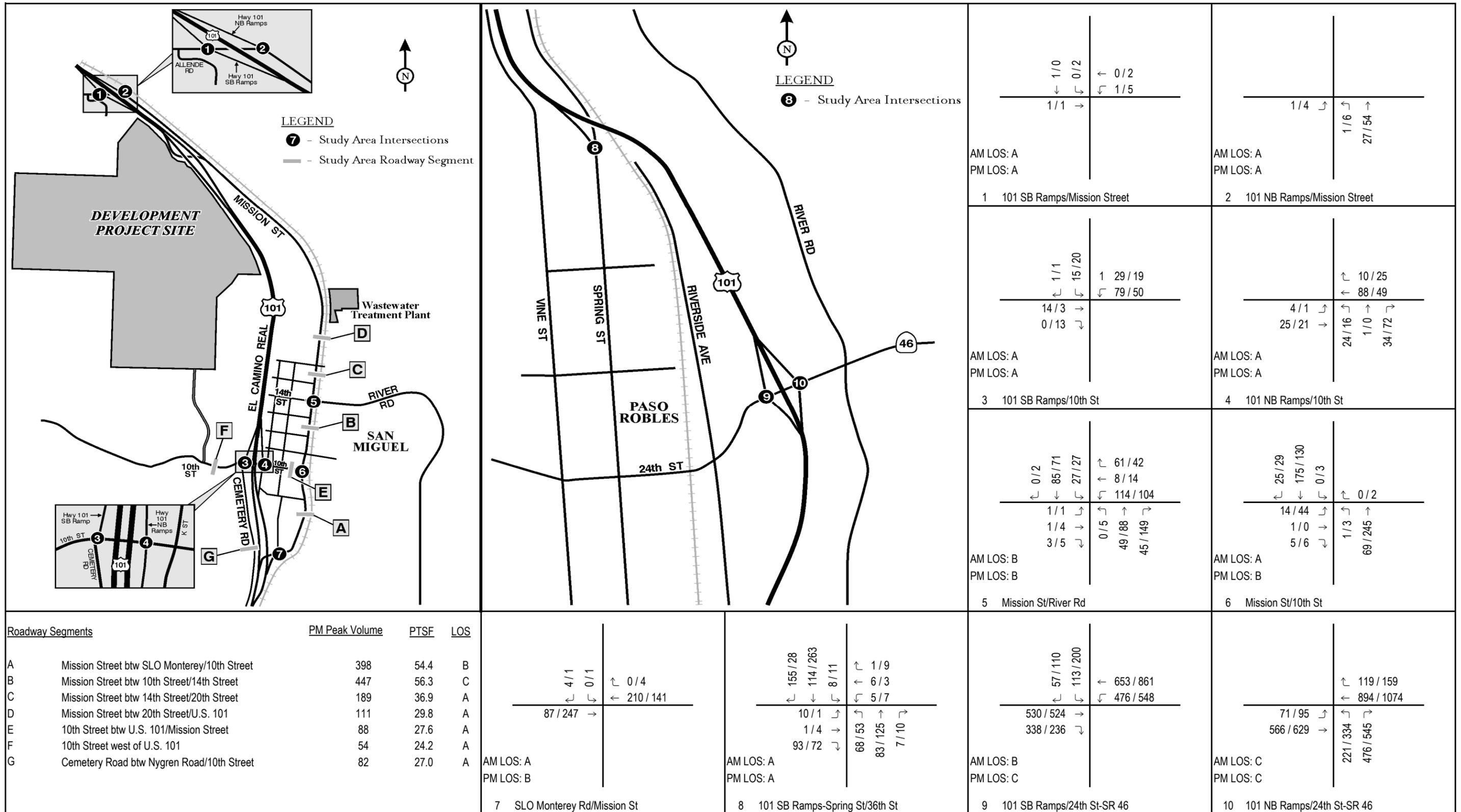
1. US 101 southbound (SB)/Mission Street
2. US 101 northbound (NB)/Mission Street
3. US 101 SB/Tenth Street
4. US 101 NB/Tenth Street
5. Mission Street/River Road-14th Street
6. Mission Street/Tenth Street
7. SLO Monterey Road/Mission Street
8. US 101 SB Spring Street/36th Street
9. US 101 SB/24th Street-SR-46
10. US 101 NB/24th Street-SR-46

Roadway Segments

- a. Mission Street between SLO Monterey Road and Tenth Street
- b. Mission Street between Tenth Street and River Road-14th Street
- c. Mission Street between 14th Street and 20th Street
- d. Mission Street between 20th Street and US 101
- e. Tenth Street between US 101 and Mission Street
- f. Tenth Street west of US 101
- g. Cemetery Road between Nygren Road and Tenth Street

Existing Level of Service

Existing traffic counts were collected for study area intersections and roadway segments in May 2007. At the direction of Caltrans, traffic counts for the SR-46 interchange intersections were taken from the Golden Hill Retail Center Transportation Impact Analysis (Fehr & Peers, June 2007) and were collected in 2005. The existing traffic counts are provided in Appendix A. The existing peak-hour traffic conditions throughout the study area are illustrated in Figure 3. As shown in Figure 3, all study area intersections and roadway segments operate at satisfactory LOS C or better in the existing condition.



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123 / 456

AM / PM Volume

Note: PTSF = Percent-Time Spent Following

FIGURE 3

San Miguel Ranch
Existing Traffic Conditions

Project Completion Year (2017) No Project Level of Service

The project completion year condition provides an analysis of traffic conditions associated with growth in the San Miguel Urban Area over the next 10 years. To develop the Project Completion Year (2017) condition, a growth rate of 2 percent per year was applied to the existing traffic counts. In addition, traffic from approved and reasonably foreseeable projects (cumulative projects) in the area was added. A list of cumulative projects was provided by the County's Planning Department in November 2007. Any projects proposed after November 2007 would be accounted for in the 2 percent per year growth rate. The trip generation of the cumulative projects is provided in Table D. The locations of the cumulative projects and the cumulative projects' traffic volumes at study area intersections are illustrated in Figure 4.

The Project Completion Year (2017) traffic volumes and LOS are illustrated in Figure 5. As shown in Figure 5, all study area intersections and roadway segments are forecast to operate at satisfactory LOS D or better in the Project Completion Year (2017) condition.

General Plan Build Out Level of Service

Traffic conditions associated with 2030 (General Plan Build Out) condition were developed by adding a growth rate of two percent per year to the existing traffic counts and adding the traffic from cumulative projects. The General Plan Build Out traffic volumes and LOS are illustrated in Figure 6. As shown in Figure 6, the following intersections are forecast to operate at unsatisfactory LOS in the General Plan Build Out condition:

- Mission Street/River Road-14th Street (LOS E in the p.m. peak hour)
- Mission Street/Tenth Street (LOS E in the p.m. peak hour)
- US 101 NB ramps/24th Street–SR-46 (LOS D in the a.m. peak hour, LOS F in the p.m. peak hour)

In the General Plan Build Out condition, all study area roadway segments are forecast to operate at satisfactory LOS D or better.

Table D - Cumulative Projects Trip Generation Summary

Land Use	Size	Unit	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<i>Trip Rates¹</i>									
Single Family Detached		DU	9.57	0.19	0.56	0.75	0.64	0.37	1.01
Single Family Detached		AC	26.04	0.64	1.42	2.06	1.81	0.93	2.74
Office		TSF	11.01	1.36	0.19	1.55	0.25	1.24	1.49
Warehouse		TSF	4.96	0.37	0.08	0.45	0.12	0.35	0.47
Utilities (Storage/Recycling)		TSF	-	0.40	0.40	0.80	0.34	0.42	0.76
Apartments		DU	6.72	0.10	0.41	0.51	0.40	0.22	0.62
Winery (Light Industrial)		TSF	6.97	0.81	0.11	0.92	0.12	0.86	0.98
Mini Storage		TSF	2.50	0.09	0.06	0.15	0.13	0.13	0.26
Gravel Mine ²		AC	6.00	0.33	0.33	0.66	0.24	0.36	0.60
Condominium		DU	5.86	0.07	0.37	0.44	0.35	0.17	0.52
Shopping Center		TSF	42.94	0.63	0.40	1.03	1.80	1.95	3.75

Zone	Trip Generation (Cumulative)	Size	Unit	ADT	In	Out	Total	In	Out	Total
A	Winery	30.000	TSF	209	24	3	28	4	26	29
	Gravel Mine	46.000	AC	276	15	15	30	11	17	28
B	Gravel Mine	9.000	AC	54	3	3	6	2	3	5
	Single Family Detached	40.000	DU	383	8	23	30	25	15	40
C	Apartments	5.000	DU	34	1	2	3	2	1	3
	Mini Storage	21.760	TSF	54	2	1	3	3	3	6
	Single Family Detached	5.500	AC	143	4	8	11	10	5	15
	Single Family Detached	198.000	DU	1,895	37	111	149	126	74	200
D	Apartments	10.000	DU	67	1	4	5	4	2	6
	Single Family Detached	74.000	DU	708	14	42	56	47	28	75
E	General Office	3.000	TSF	33	4	1	5	1	4	4
	Single Family Detached	4.000	DU	38	1	2	3	3	1	4
	Shopping Center	146.686	TSF	6,299	92	59	151	264	286	550
F	Warehouse and Office	4.700	TSF	23	2	0	2	1	2	2
	Recycling Center	5.000	TSF	40	2	2	4	2	2	4
	Commercial Service Lots (.4 FAR)	-	TSF	7,482	109	70	179	314	340	653
Total Cumulative Trip Generation				17,739	318	346	664	817	808	1,626

Notes:

¹ Trip rates referenced from the Institute of Transportation Engineers *Trip Generation*, 7th Edition (2003).

Land Use Code 210 - Single Family Residential

Land Use Code 230 - Condominium/Townhouse

Land Use Code 820 - Shopping Center

Land Use Code 710 - General Office

Land Use Code 150 - Warehousing

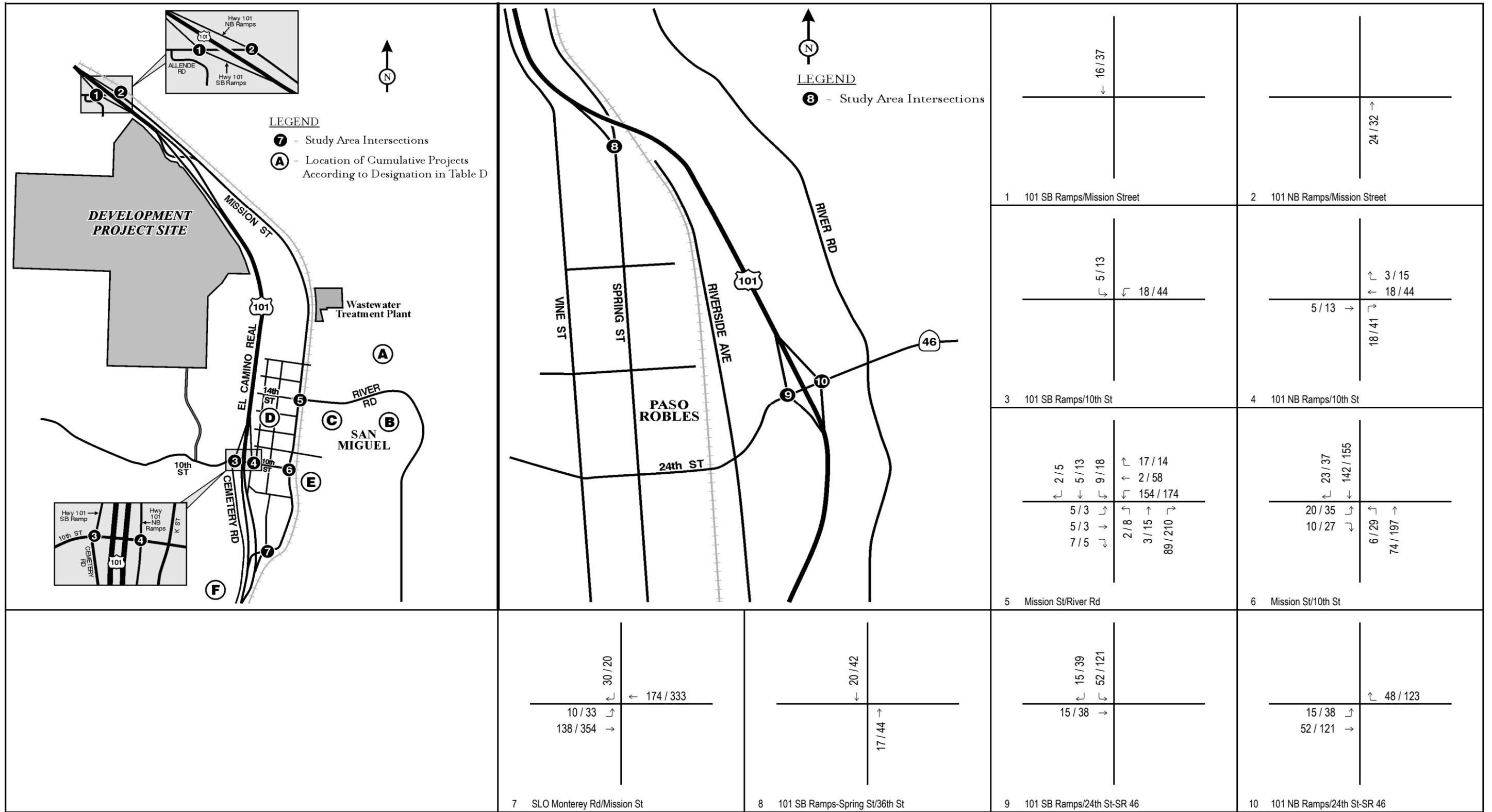
Land Use Code 170 - Utilities

Land Use Code 220 - Apartments

Land Use Code 110 - Light Industrial (Winery)

Land Use Code 151 - Mini-warehouse

² Gravel Mine trip generation rate based on San Diego Traffic Generators Manual (2002).

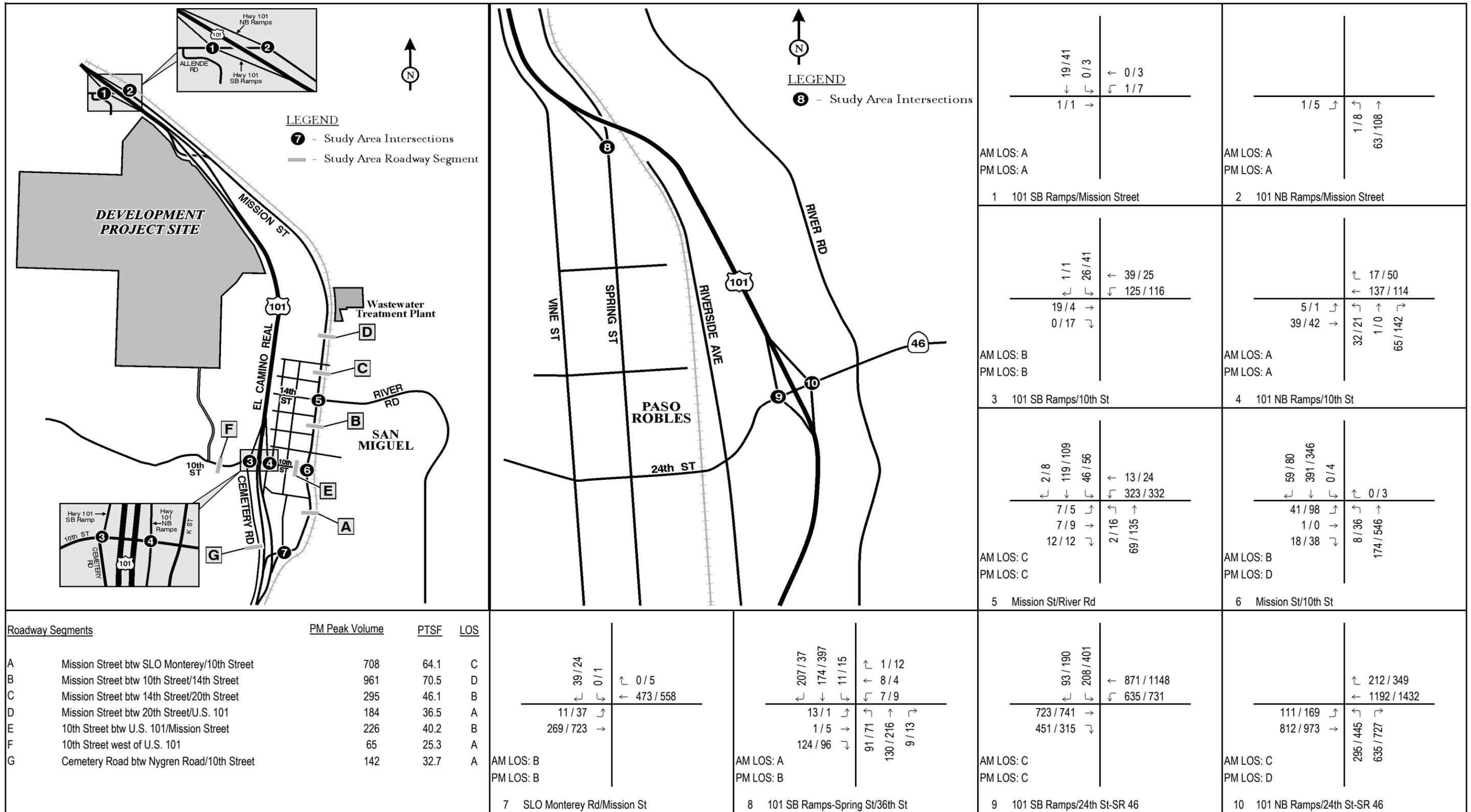


LSA

123 / 456 AM / PM Volume

FIGURE 4

San Miguel Ranch
Location of Cumulative Projects and Cumulative Projects Peak Hour Traffic Volumes

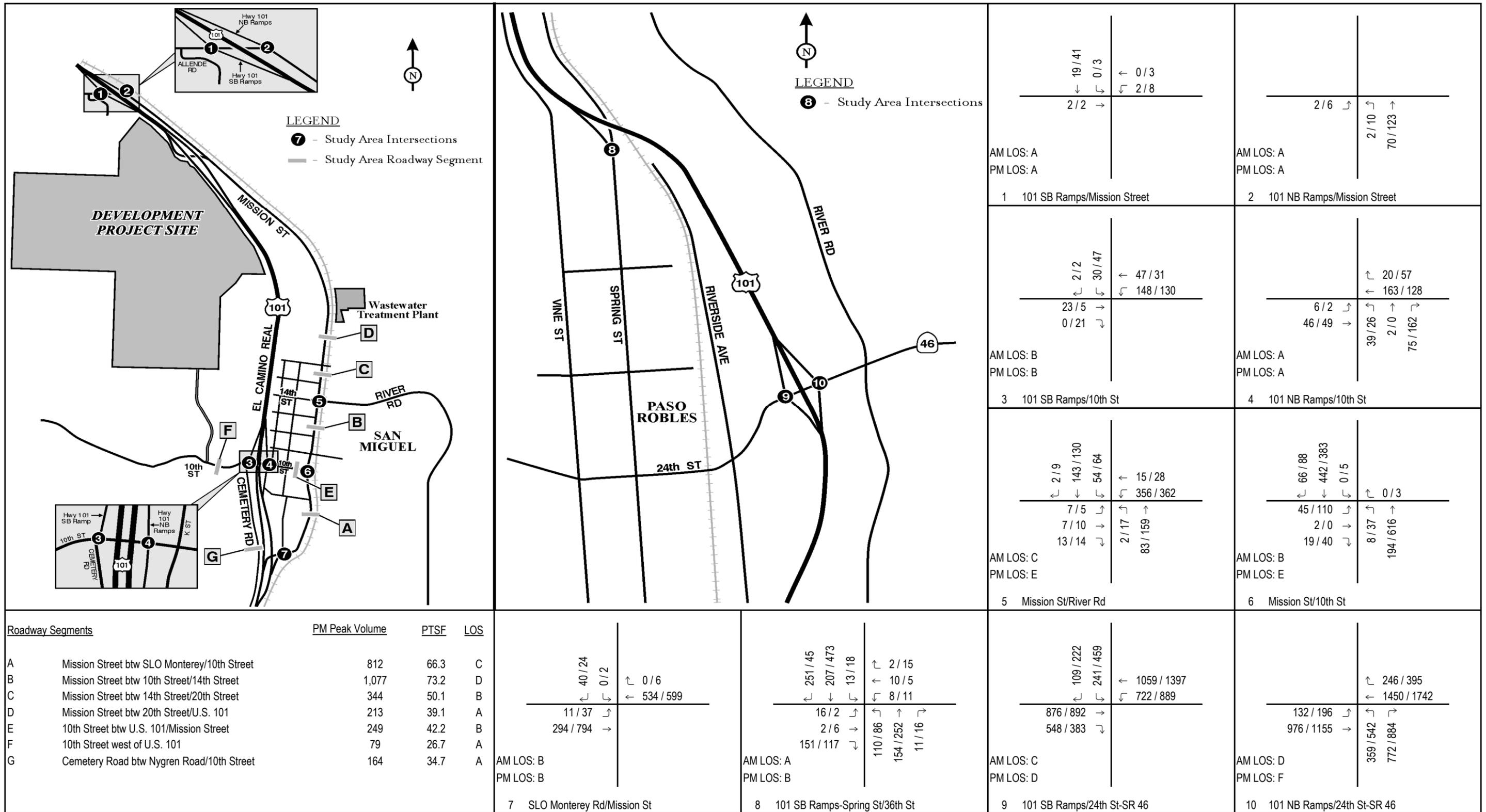


LSA

123 / 456 AM / PM Volume
 Note: PTSF = Percent-Time Spent Following

FIGURE 5

San Miguel Ranch
 Project Completion Year (2017) Traffic Conditions



LSA

FIGURE 6

123 / 456

AM / PM Volume

Note:

PTSF = Percent-Time Spent Following

San Miguel Ranch
 General Plan Buildout (2030) Traffic Conditions

PROJECT IMPACT ANALYSIS

Significance Thresholds

Specific criteria for determining whether the potential traffic impacts of a project are significant are set forth in the County's General Plan. The criteria include LOS standards for intersections and roadways in the study area. A summary of these thresholds, which were used in this document to determine whether significant impacts would occur with project implementation, is provided below.

LOS Standards

- LOS C in rural areas
- LOS D in urban areas

All study area locations are within the existing or proposed Urban Reserve Lines (URL) of either San Miguel or Paso Robles, with the exception of the following intersections:

- US 101 SB ramp/Mission Street
- US 101 NB ramp/Mission Street
- Cemetery Road: Nygren Road to Tenth Street

The project would cause a significant impact at locations within the URL if it causes an intersection operating at satisfactory LOS D to operate at LOS E or worse, or if the project contributes any traffic to a location already operating at LOS E or F. For locations outside of the URL, the project would cause a significant impact if it causes an intersection operating at satisfactory LOS C to operate at LOS D or worse, or if the project contributes any traffic to a location already operating at LOS D, E, or F.¹

Project Trip Generation

The project trip generation was determined using trip rates from the Institute of Transportation Engineers (ITE), Trip Generation, 7th Edition. It should be noted that trip rates for a fire station were unavailable. However, a fire station in this area is likely to be staffed by volunteer firefighters or fewer than 10 paid firefighters. Changes in shift for firefighters do not occur daily and are not likely to happen during peak hours. As a result, typical trip generation would be nominal. In addition, emergency trips are not regularly scheduled and would occur throughout the entire day, not just the peak hours. The Wastewater Treatment Plant expansion is not accounted for in the trip generation, as it is an existing facility and the expansion would generate a nominal number of vehicle trips. The project trip generation is shown in Table E. As shown in the table, the project is forecast to generate 6,487 average daily trips (ADT), 464 a.m. peak-hour trips, and 612 p.m. peak-hour trips.

¹ Per Glenn Marshall, San Luis Obispo County Department of Public Works, Administrative Draft EIR Comments, March 4, 2008.

Table E - San Miguel Ranch Project Trip Generation

Land Use	Size	Unit	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<i>Trip Rates¹</i>									
Single Family Detached		DU	9.57	0.19	0.56	0.75	0.64	0.37	1.01
Condominium		DU	5.86	0.07	0.37	0.44	0.35	0.17	0.52
Fast Food		TSF	496.12	27.09	26.02	53.11	18.01	16.63	34.64
Office		TSF	11.01	1.36	0.19	1.55	0.25	1.24	1.49
Shopping Center		TSF	42.94	0.63	0.40	1.03	1.80	1.95	3.75
County Park		Ac	2.28	0.01	0.00	0.01	0.02	0.04	0.06
Fire Station		Ac	-	-	-	-	-	-	-

<i>Trip Generation (Proposed Project)</i>									
Single Family Detached	345	DU	3,302	65	194	259	220	129	348
Condominium	44	DU	258	3	16	19	15	8	23
Fast Food	2.50	TSF	1,240	68	65	133	45	42	87
Shopping Center	10.50	TSF	1,569	25	16	40	68	74	141
Office	8.00	TSF	88	11	1	12	2	10	12
County Park	13.10	Ac	30	0.10	0.03	0.13	0.32	0.46	0.79
Fire Station	1.000	Ac	-	-	-	-	-	-	-
Total Project Trip Generation			6,487	171	292	464	350	262	612

Notes:

¹ Trip rates referenced from the Institute of Transportation Engineers *Trip Generation*, 7th Edition (2003).

Land Use Code 210 - Single Family Residential

Land Use Code 230 - Condominium/Townhouse

Land Use Code 934 - Fast Food with Drive Through Window

Land Use Code 710 - General Office

Land Use Code 820 - Shopping Center

Land Use Code 412 - County Park

Project Trip Distribution

Project trips were distributed to the study area roadway network based on the location of the project in relation to local and regional destinations. Project traffic entering and leaving the site was assumed to utilize both the north and south entries equally (i.e., approximately 50 percent utilize the north driveway and 50 percent utilize the south driveway). Existing traffic volumes at the US 101/Tenth Street and US 101/Mission Street interchanges were examined to determine the north-south split of vehicles utilizing US 101 for regional travel. Based on these factors, it was determined that 5 percent of traffic would remain within the San Miguel Urban Area, 10 percent would travel north on US 101, evenly split between both the north and south project access driveways; 10 percent will leave the San Miguel Urban Area eastbound on River Road-14th Street; and 75 percent would travel south on US 101. Twenty-five percent of the traffic traveling south on US 101 would have a final destination in the City of Paso Robles, while 50 percent would continue farther south. Five percent of project traffic is expected to remain within the San Miguel Urban Area due to the lack of commercial activity and few employment opportunities. Figure 7 illustrates the project trip distribution percentages and project trips on the study area roadway network. Project trips were added to the Existing, Project Completion Year (2017), and General Plan Build Out traffic volumes to determine the with project traffic volumes and LOS.

Existing Plus Project Conditions

The Existing Plus Project conditions are illustrated in Figure 8. A comparison of Existing and Existing Plus Project intersection LOS is provided in Table F, and a comparison of Existing and Existing Plus Project LOS on roadway segments is shown in Table G. As shown in Tables F and G, all study area intersections and roadway segments would continue to operate at satisfactory LOS C or better with the addition of project traffic.

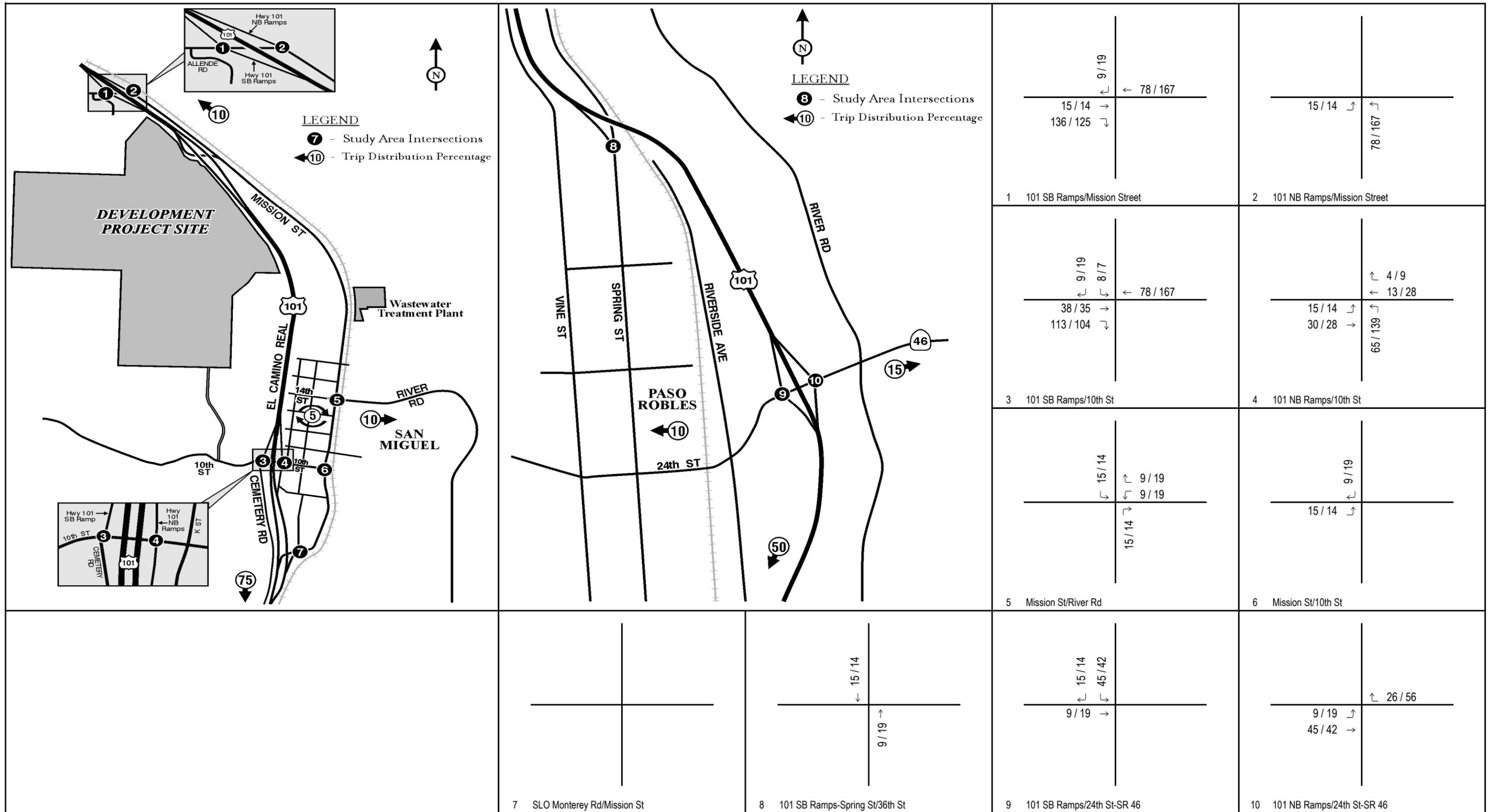
Project Completion Year (2017) Plus Project

The Project Completion Year (2017) Plus Project conditions are illustrated in Figure 9. A comparison of Project Completion Year (2017) and Project Completion Year (2017) Plus Project intersection LOS is provided in Table H, and a comparison of Project Completion Year (2017) and Project Completion Year (2017) Plus Project LOS on roadway segments is shown in Table G.

As shown in Table H, the addition of project traffic to the Project Completion Year (2017) condition would result in a worsening in the LOS from satisfactory to unsatisfactory LOS at the following intersections:

- Mission Street/Tenth Street
- US 101 NB ramps/24th Street–SR-46

As shown in Table H, in the Project Completion Year (2017) plus Project condition, all study area roadway segments are forecast to continue to operate at satisfactory LOS D or better.

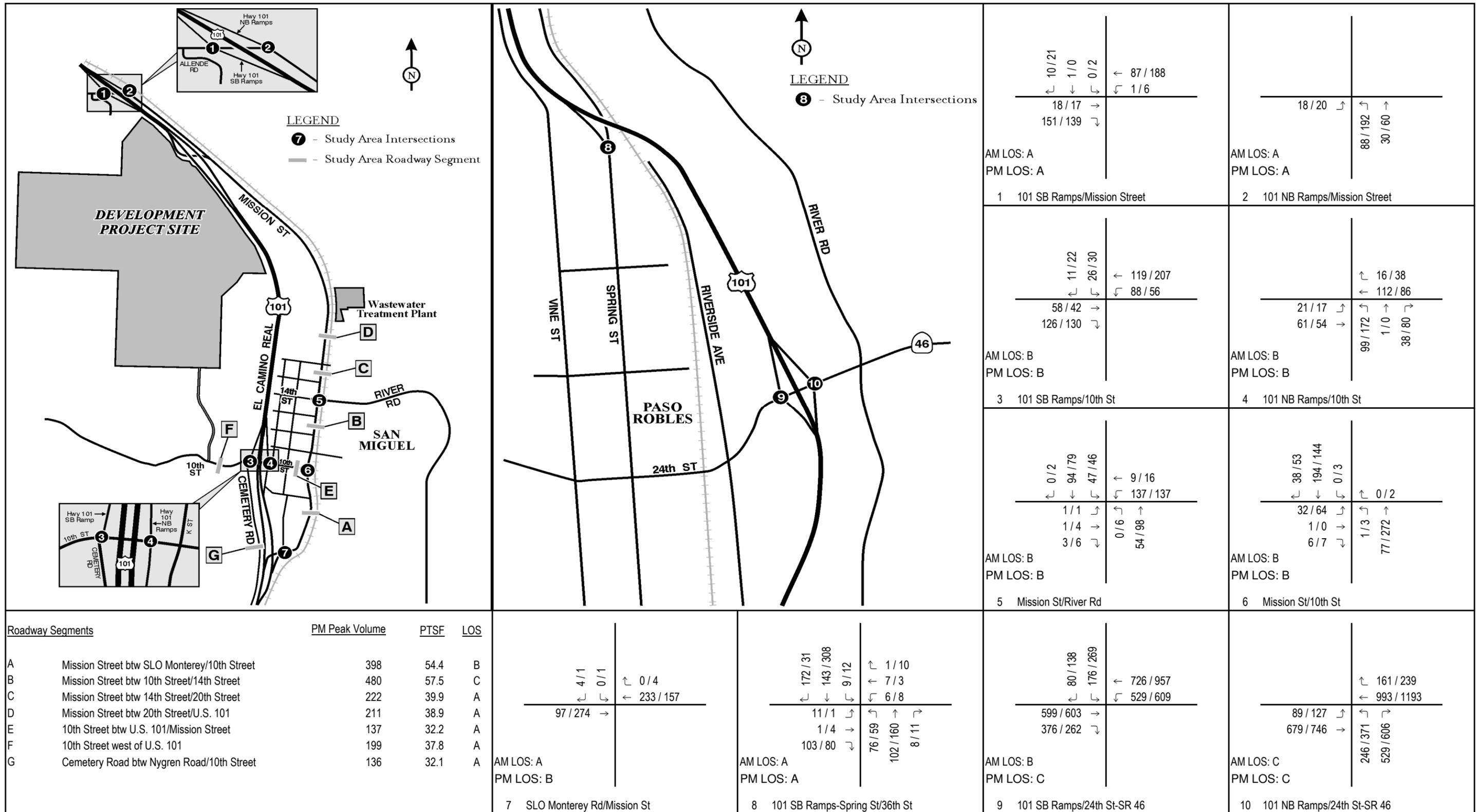


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FIGURE 7

San Miguel Ranch
Project Trip Distribution and Assignment



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 Note: PTSF = Percent-Time Spent Following

FIGURE 8

San Miguel Ranch
 Existing plus Project Traffic Conditions

Table F- Existing and Existing plus Project Intersection Levels of Service

Intersection		Existing				Existing + Project				
		A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour		
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	
	Control									
1 .	101 SB Ramps/Mission Street ¹	TWSC	9.0	A	8.6	A	8.9	A	9.4	A
2 .	101 NB Ramps/Mission Street ¹	AWSC	7.1	A	7.2	A	7.7	A	8.7	A
3 .	101 SB Ramps/10th St	TWSC	9.9	A	9.4	A	10.8	B	10.7	B
4 .	101 NB Ramps/10th St	TWSC	8.9	A	8.7	A	10.0	B	10.2	B
5 .	Mission St/River Rd-14th St	TWSC	11.0	B	11.6	B	11.6	B	12.3	B
6 .	Mission St/10th St	TWSC	9.9	A	12.2	B	10.2	B	12.7	B
7 .	SLO Monterey Rd/Mission St	TWSC	9.5	A	10.1	B	9.5	A	10.1	B
8 .	101 SB Ramps-Spring St/36th St	TWSC	8.2	A	9.0	A	8.3	A	9.2	A
9 .	101 SB Ramps/24th St-SR 46	Signalized	17.5	B	20.1	C	19.2	B	21.4	C
10 .	101 NB Ramps/24th St-SR 46	Signalized	21.1	C	25.0	C	21.4	C	26.6	C

Notes:

TWSC = Two-Way Stop Controlled

AWSC = All-Way Stop Controlled

* Unacceptable LOS

■ Significant project impact

¹ Not within the Urban Reserve Line

Table G- San Miguel Ranch PM Peak Hour Roadway Segment Analysis**Existing**

Roadway	Segment	PM Peak Volume ¹		Existing		Existing plus Project	
		Existing	Existing plus Project	PTSF ² (%)	LOS	PTSF ² (%)	LOS
Mission Street	SLO Monterey Road to 10th Street	398	398	54.4	B	54.4	B
Mission Street	10th Street to 14th Street	447	480	56.3	C	57.5	C
Mission Street	14th Street to 20th Street	189	222	36.9	A	39.9	A
Mission Street	20th Street to US 101	111	211	29.8	A	38.9	A
10th Street	US 101 to Mission Street	88	137	27.6	A	32.2	A
10th Street	West of US 101	54	199	24.2	A	37.8	A
Cemetery Road ³	Nygren Road to 10th Street	82	136	27.0	A	32.1	A

Opening Year (2017)

Roadway	Segment	PM Peak Volume ¹		Opening Year (2017)		Opening Year (2017) plus Project	
		Opening Year (2012)	Opening Year (2012) plus Project	PTSF ² (%)	LOS	PTSF ² (%)	LOS
Mission Street	SLO Monterey Road to 10th Street	708	708	64.1	C	64.1	C
Mission Street	10th Street to 14th Street	961	993	70.5	D	71.3	D
Mission Street	14th Street to 20th Street	295	328	46.1	B	48.8	B
Mission Street	20th Street to US 101	184	284	36.5	A	45.2	B
10th Street	US 101 to Mission Street	226	275	40.2	B	44.5	B
10th Street	West of US 101	65	390	25.3	A	53.8	B
Cemetery Road ³	Nygren Road to 10th Street	142	246	32.7	A	41.9	B

General Plan Buildout (2030)

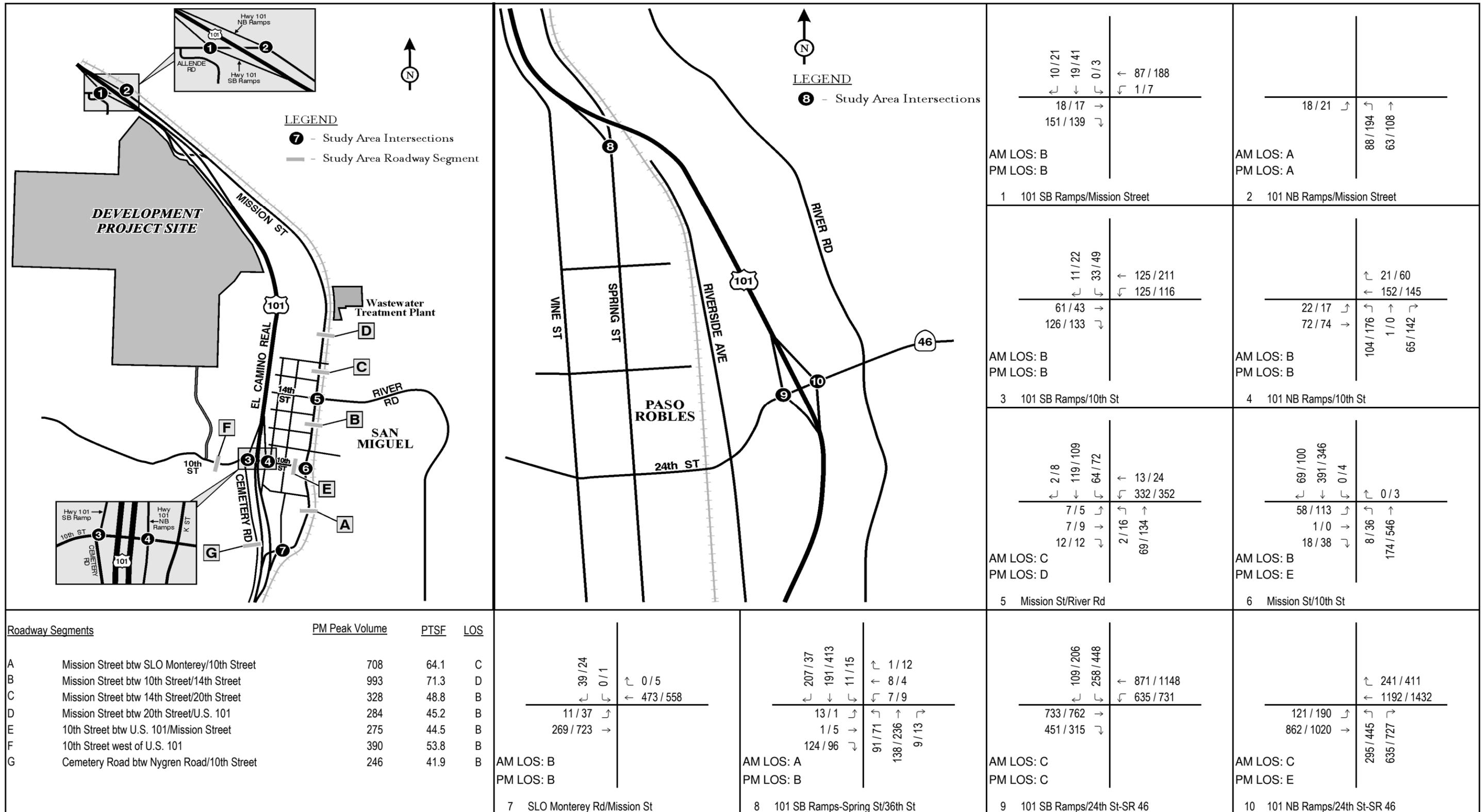
Roadway	Segment	PM Peak Volume ¹		General Plan Buildout (2030)		General Plan Buildout (2030) plus Project	
		General Plan Buildout (2030)	General Plan Buildout (2030) plus Project	PTSF ² (%)	LOS	PTSF ² (%)	LOS
Mission Street	SLO Monterey Road to 10th Street	812	812	66.3	C	66.3	C
Mission Street	10th Street to 14th Street	1,077	1,109	73.2	D	73.9	D
Mission Street	14th Street to 20th Street	344	377	50.1	B	52.7	B
Mission Street	20th Street to US 101	213	313	39.1	A	47.6	B
10th Street	US 101 to Mission Street	249	297	42.2	B	46.3	B
10th Street	West of US 101	79	404	26.7	A	54.6	B
Cemetery Road ³	Nygren Road to 10th Street	164	268	34.7	A	43.9	B

Notes:

¹ Volume reported as the two-way hourly volume using a 50/50 directional split, PM peak hour is analyzed as it represents the highest peak hour of the study area roadway segments

² PTSF - Percent-Time Spent Following

³ Not within Urban Reserve Line



LSA

123 / 456 AM / PM Volume
 Note: PTSF = Percent-Time Spent Following

FIGURE 9

San Miguel Ranch
 Project Completion Year (2017) plus Project Traffic Conditions

Table H- Opening Year (2017) and Opening Year (2017) plus Project Intersection Levels of Service

Intersection		Control		Opening Year (2017)				Opening Year plus Project (2017)			
				A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
				Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
1 .	101 SB Ramps/Mission Street ¹	TWSC	9.1	A	9.3	A	10.1	B	11.2	B	
2 .	101 NB Ramps/Mission Street ¹	AWSC	7.2	A	7.5	A	7.8	A	9.1	A	
3 .	101 SB Ramps/10th St	TWSC	10.7	B	10.5	B	10.2	B	12.3	B	
4 .	101 NB Ramps/10th St	TWSC	9.1	A	9.1	A	23.3	B	10.6	B	
5 .	Mission St/River Rd-14th St	TWSC	17.0	C	24.8	C	19.2	C	31.2	D	
6 .	Mission St/10th St	TWSC	12.7	B	31.4	D	13.4	B	37.2	E *	
7 .	SLO Monterey Rd/Mission St	TWSC	11.5	B	13.0	B	11.5	B	13.0	B	
8 .	101 SB Ramps-Spring St/36th St	TWSC	8.8	A	10.6	B	9.0	A	11.0	B	
9 .	101 SB Ramps/24th St-SR 46	Signalized	21.5	C	27.6	C	23.3	C	29.8	C	
10 .	101 NB Ramps/24th St-SR 46	Signalized	26.6	C	51.8	D	27.3	C	59.1	E *	

Notes:

TWSC = Two-Way Stop Controlled

AWSC = All-Way Stop Controlled

* Unacceptable LOS

■ Significant project impact

¹ Not within Urban Reserve Line

General Plan Build Out Plus Project

The General Plan Build Out Plus Project conditions are illustrated in Figure 10. A comparison of General Plan Build Out and General Plan Build Out Plus Project intersection LOS is provided in Table I, and a comparison of General Plan Build Out and General Plan Build Out Plus Project LOS on roadway segments in the study area is shown in Table G.

As shown in Table I, the addition of project traffic to the General Plan Build Out condition would contribute to the already unsatisfactory LOS at the following locations.

Intersections

- Mission Street/River Road–14th Street
- Mission Street/Tenth Street
- US 101 NB ramps/24th Street–SR-46

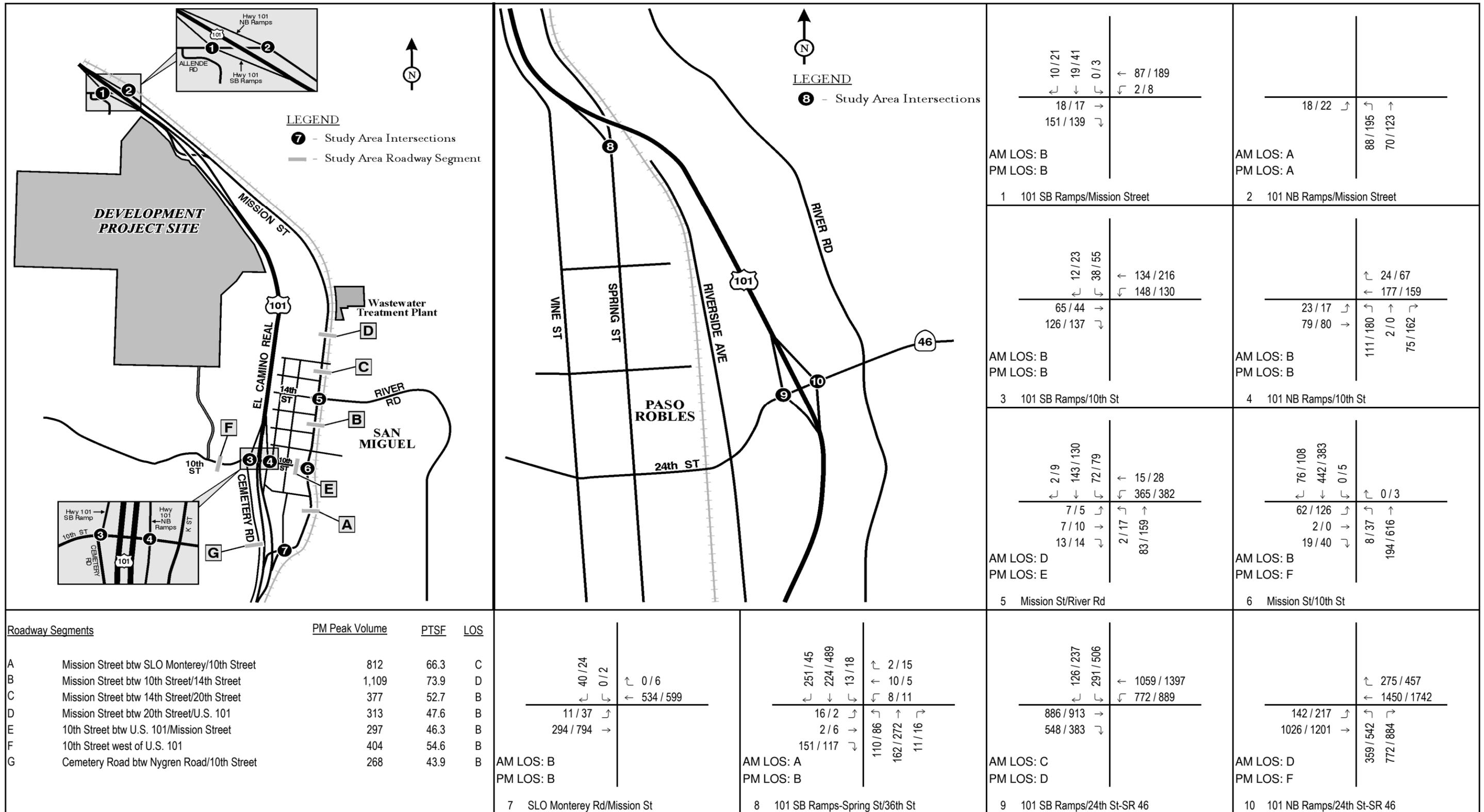
As shown in Table G, in the General Plan Build Out plus Project condition, all roadway segments are forecast to operate at satisfactory LOS D or better.

SPECIAL ISSUES

Project Access and Internal Circulation

Access to the Development project site would be provided from Mission Street at the north end and by a proposed roadway that would connect the south end of the project site to Tenth Street. Currently, little to no traffic travels to and from the project site. It is assumed that access to the Development project site would be provided by two-way stop-controlled intersections at the north and south entrances on Mission Street and Tenth Street. Both entrance intersections would be served by single-lane approaches in all directions.

LSA performed an analysis of the project entrances to determine potential project impacts to these intersections. Due to the relatively few existing trips on the roadways leading to the project driveways, adequate capacity exists to accommodate the additional project traffic. In the General Plan Build Out Plus Project a.m. peak hour, the LOS for both project driveway intersections are LOS A. In the General Plan Build Out Plus Project p.m. peak hour, the LOS for the Mission Street project driveway intersection is LOS B, while the LOS for the Tenth Street project driveway intersection is LOS A. Project driveway LOS is illustrated in Table J.



LSA

FIGURE 10

123 / 456 AM / PM Volume
 Note: PTSF = Percent-Time Spent Following

San Miguel Ranch
 General Plan Buildout (2030) plus Project Traffic Conditions

Table I- General Plan Buildout and General Plan Buildout plus Project Intersection Levels of Service

Intersection		Control		General Plan Buildout				General Plan Buildout plus Project			
				A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
				Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
1 . 101 SB Ramps/Mission Street ¹		TWSC	9.1	A	9.3	A	10.1	B	11.2	B	
2 . 101 NB Ramps/Mission Street ¹		AWSC	7.2	A	7.6	A	7.9	A	9.3	A	
3 . 101 SB Ramps/10th St		TWSC	11.3	B	10.9	B	12.6	B	12.9	B	
4 . 101 NB Ramps/10th St		TWSC	9.2	A	9.2	A	10.5	B	10.8	B	
5 . Mission St/River Rd-14th St		TWSC	21.8	C	39.5	E *	25.8	D	55.5	E *	
6 . Mission St/10th St		TWSC	13.7	B	49.5	E *	14.5	B	>60.0	F *	
7 . SLO Monterey Rd/Mission St		TWSC	12.1	B	13.9	B	12.1	B	13.9	B	
8 . 101 SB Ramps-Spring St/36th St		TWSC	9.6	A	12.7	B	9.7	A	13.3	B	
9 . 101 SB Ramps/24th St-SR 46		Signalized	27.8	C	43.3	D	30.9	C	48.6	D	
10 . 101 NB Ramps/24th St-SR 46		Signalized	48.0	D	>60.0	F *	50.9	D	>60.0	F *	

Notes:

TWSC = Two-Way Stop Controlled

AWSC = All-Way Stop Controlled

* Unacceptable LOS

■ Significant project impact

¹ Not within Urban Reserve Line

Table J- General Plan Buildout plus Project Levels of Service at Project Site Access Locations

Project Site Access	General Plan Buildout plus Project			
	A.M. Peak Hour		P.M. Peak Hour	
	Delay (sec)	LOS	Delay (sec)	LOS
1 . Project Access/Mission Street	9.7	A	9.9	B
2 . Project Access/10th Street	6.2	A	4.2	A

Notes:

TWSC = Two-Way Stop Controlled

* Unacceptable LOS

■ Significant project impact

LSA performed an analysis of the project entrances to determine potential project impacts to these intersections. Due to the relatively few existing trips on the roadways leading to the project driveways, adequate capacity exists to accommodate the additional project traffic. In the General Plan Build Out Plus Project a.m. peak hour, the LOS for both project driveway intersections are LOS A. In the General Plan Build Out Plus Project p.m. peak hour, the LOS for the Mission Street project driveway intersection is LOS B, while the LOS for the Tenth Street project driveway intersection is LOS A. Project driveway LOS is illustrated in Table J.

Internal circulation would be provided by a system of two-lane roadways linking the various residential development areas with the Mission Street and Tenth Street access points. According to Highway Capacity Manual 2000, a two-lane roadway with a free-flow speed of 40 miles per hour would have an approximate capacity of 1,800 vehicles per hour. As discussed earlier, the project would generate approximately 474 a.m. peak-hour trips and 646 p.m. peak-hour trips. Therefore, the project traffic volume would be adequately served by a network of two-lane roadways.

The proposed project circulation system is characterized by a main loop roadway with minor roads that create "T" intersections along the loop roadway. The minor roadways intersect the main roadway at a 90-degree angle. At a minimum, stop signs should be provided on the minor streets at the loop roadway, thereby giving priority to through traffic along the loop roadway. Each intersection and roadway within the project should be designed in accordance with the County's engineering standards. In addition, the final roadway design should provide adequate horizontal and vertical sight distance at each intersection per the standards set forth in Chapter 3 of "A Policy on Geometric Design of Highways and Streets" (American Association of State Highway and Transportation Officials 2004).

On-Ramp and Merge Area–Cemetery Road

An analysis was performed for the on-ramp and merge area for SB US 101 from Tenth Street using methodologies contained in the HCM 2000 for both a.m. and p.m. peak hours in the General Plan Build Out plus Project scenario to determine the LOS. The length of the merge area for the SB ramp is approximately 1,640 feet (ft), or 0.31 miles (mi). This analysis found the LOS to be LOS A in both peak hours. Therefore, there is no project impact per County significance thresholds.

Camp Roberts

The Camp Roberts National Guard training base is located immediately north of the Development project site. Currently, access to Camp Roberts is restricted on the southern end of the base by a locked gate. According to Camp Roberts officials (May 2008), this gate will be opened in the future and will provide access to the Camp. The gate will be unmanned and will provide access to the Camp through a coded keypad system. According to Camp Roberts, this access gate will only be utilized by personnel who are permanently stationed at the Camp or those who have business at the southern end of the base. The number of vehicles accessing the gate is unknown, as Camp Roberts has no estimate of personnel who would regularly use this gate. However, to determine whether reopening the gate could significantly impact the US 101 freeway ramp intersections at Mission Street, the capacity of the gate and the forecast residual capacity of the ramp intersections were examined.

According to the Robert Crommelin report titled, "Entrance-Exit Design and Control for Major Parking Facilities," dated October 5, 1972, the maximum capacity for a code-card-operated gate is 425 vehicles per hour. While it is unlikely that 425 vehicles per hour would use this gate, it represents a worst-case scenario analysis of this access location. The vehicles representing the capacity of the gate were distributed in the General Plan Build Out plus Project scenario to the US 101 freeway ramp intersections at Mission Street. It was assumed that 50 percent would travel north on US 101 and 50 percent would travel south on US 101. Therefore, 213 trips were assigned to the SB right-turn movement at US 101 SB Off Ramp/Mission Street and 212 trips to the NB left-turn movement at US 101 NB Off Ramp/Mission Street. Following the addition of these trips, the LOS for both intersections is LOS B in both the a.m. and p.m. peak hours. Therefore, traffic operations at the US 101 SB Ramps/Mission Street and US 101 NB Ramps/Mission Street intersections would not be significantly affected by the reopening of the gate.

In addition, Camp Roberts periodically transports military materials to and from the Camp via a rail spur from the Union Pacific Railroad (UPRR). When this occurs, the US 101 SB Off Ramp/Mission Street and US 101 NB Ramps/Mission Street intersections could be blocked for a number of hours due to rail cars backing up outside the Camp. Caltrans was contacted on May 12, 2008, regarding this issue, and stated in an e-mail that it was unaware of this backup occurring and has not received any complaints from drivers. This is likely due to the fact that at this time, these ramps are not heavily used. However, with implementation of the project, these intersections would serve as the northern access location for the site.

To simulate the scenario of rail cars closing the US 101 SB off-ramp and the US 101 NB ramps at Mission Street, project traffic volumes were rerouted from the above intersections to the intersections at US 101 at Tenth Street. The SB left-, through-, and right-turn movements at US 101 SB Off-Ramp/Mission Street were moved to the SB left-, through-, and right-turn movements at US 101 SB Off Ramp/Tenth Street. The NB left-, through-, and right-turn movements at US 101 NB Ramps/Mission Street were moved to the NB left-, through-, and right-turn movements at US 101 NB Ramps/Tenth Street. In addition, the EB left-turn movements and the WB right-turn movements were transferred from the former intersection and applied to the latter.

Following the rerouting of the trips, the LOS at US 101 SB Ramps/Tenth Street would be LOS B in the a.m. peak hour and LOS B in the p.m. peak hour in the General Plan Build Out plus Project scenario. At US 101 NB Ramps/Tenth Street, the LOS would be LOS B in the a.m. peak hour and LOS D in the p.m. peak hour. Therefore, should traffic need to be redirected in the future, these intersections would continue to operate at satisfactory LOS.

Alternative Transportation

Most transportation within the San Miguel Urban Area is via private automobile with limited facilities for alternative transportation. There are no Class I (off-road paved) bicycle facilities within the San Miguel Urban Area. A Class II (on-road striped) bikeway is provided along Mission Street. Transit service is provided by the San Luis Obispo Regional Transit Authority (RTA) Route 9 and serves Mission Street to the intersection of Mission Street/14th Street. On-call paratransit service is also provided by the RTA.

The project would construct a system of urban and rural-type roadways. Urban roadways would primarily serve the area near the Mission Street entrance and the area along the west side of US 101. Urban roadways would provide a 5 ft wide concrete sidewalk. The remaining roadways would be rural roads and would not provide a sidewalk. According to the project description, urban roadways would include a curb-and-gutter system and sidewalks, while rural roadways would not include these features. Bicycle lanes are not proposed within the project; however, a multipurpose path is proposed to run north-south through the center of the project. This path would be surfaced with decomposed granite or similar material and would provide nonstreet circulation for pedestrians and bicyclists, as well as maintenance vehicles.

Alternative transportation facilities are currently not provided within the San Miguel Urban Area adjacent to the project. Because the Development project site is located on the opposite side of US 101 from the San Miguel Urban Area, and because there are no existing alternative transportation facilities or transit serving the site, it is likely that most commute trips would be made by private vehicle. The TIA reports all potential circulation impacts in consideration of private vehicles as the primary mode of travel. The multiuse path provided within the project would facilitate bicycle and pedestrian movements within the Development project site.

Railroad Crossings

The Union Pacific Railroad (UPRR) runs in a north-south direction along the east side of Mission Street within the San Miguel Urban Area. At the South Camp Roberts Overhead, a spur line exists from the mainline that runs under the US 101 and enters Camp Roberts near the north entrance to the project. The spur crosses the SB off-ramp from the US 101 at Mission Street. Standard railroad crossing warning lights and gate apparatus are provided on the US 101 off-ramp at the rail crossing.

As discussed previously, due to the location of the Development project site and the lack of existing bicycle and pedestrian facilities, it is unlikely that a large number of pedestrians or bicyclists would travel between the Development project site and the San Miguel Urban Area. It should be noted, however, that a pedestrian or bicyclist could travel from the project's Mission Street entrance, under the freeway along the south side of the South Camp Roberts Overhead, then along the west side of Mission Street to the urbanized area without crossing the UPRR or the Camp Roberts spur line. Furthermore, no transportation facilities or land uses exist or are planned on the opposite side of the rail line or spur line that would cause a pedestrian or bicyclist to cross the rail line. While pedestrians and bicyclists can travel on the south side of Mission Street, a pedestrian trail or bicycle lane is not feasible to be constructed because there is insufficient right-of-way between the roadway and the concrete support columns that support the overpass. It should be noted that a portion of the area on the opposite side of the Camp Roberts Spur Line is on Camp Roberts and not open to the public. Because pedestrian and bicycle crossing of the rail line is not anticipated and standard rail crossing warning equipment is provided at the US 101 SB off-ramp, no modification to the existing rail line in the vicinity of the project is recommended.

Accident History

To identify any potentially unsafe roadways or intersections that would be affected by the addition of project traffic, LSA requested and received from Caltrans three years of accident data for the project

study area. The accident history provided is for the period July 1, 2003–June 30, 2006. The accident data is provided in Appendix C.

The accident data compares the actual accident rate for each location with the average statewide accident rate for the same type of facility. All locations within the study area have a lower actual accident rate than the statewide average with the exception of the following locations:

- US 101 SB off-ramp at SR-46
- US 101 NB off-ramp at Spring Street
- US 101 SB off-ramp at Spring Street
- US 101 NB on-ramp at Spring Street
- US 101 SB off-ramp at North San Miguel
- US 101 NB on-ramp from South Camp Roberts

The Development project site currently does not add trips to the US 101 NB on-ramp at Spring Street or the US 101 NB off-ramp at Spring Street accident areas. Of the accident areas listed, project traffic is distributed as follows:

- US 101 SB off-ramp at SR-46 (69 a.m. trips, 75 p.m. trips)
- US 101 SB off-ramp at Spring Street (24 a.m. trips, 33 p.m. trips)
- US 101 SB off-ramp at North San Miguel (238 a.m. trips, 325 p.m. trips)
- US 101 NB on-ramp from South Camp Roberts (93 a.m. trips, 181 p.m. trips)

Accident rates are derived by taking the number of accidents at a specific location and dividing by the millions of vehicle miles traveled. The six accident areas listed previously have an accident rate that is higher than the statewide average for a similar facility. This is due to the low vehicle miles traveled through San Miguel and Paso Robles, which is less than the statewide average that includes urban areas. The addition of one accident will cause the accident rates to rise dramatically. The proposed project would distribute relatively few trips to the accident area intersections (in terms of million vehicle miles traveled); therefore, the project should not significantly affect the actual number of accidents at these sites. In addition, both access intersections and all internal roadways would be built to County standards and would not cause an unsafe situation due to design features.

MITIGATION MEASURES

The project would create a significant impact or contribute to an unsatisfactory LOS condition at three intersections. The following mitigation measures have been developed to mitigate the project impacts. Each mitigation measure has been developed with consideration of existing roadway width and feasibility of the proposed improvement. Based on this preliminary review, each mitigation measure appears to be feasible.

The project will be built in phases, starting in 2011 and ending in the project completion year (2017). Therefore, an analysis was prepared to determine the mitigation required in each phase, and a LOS

analysis of each phase was conducted and is shown in Table K. As shown in Table K, all impacts are forecast to occur in Phase IV, the project completion year.

Phase I (2011), Phase II (2013), and Phase III (2015)

No additional mitigation measures would be required with development of Phases I, II, and III.

Phase IV (2017)

- **Mission Street/Tenth Street.** Project traffic would contribute to the unsatisfactory LOS at this intersection in the Project Completion Year (2017) Plus Project scenario. No programmed improvements exist for this intersection; therefore, the required mitigation would be the responsibility of the project. The two-way unsignalized intersection shall be changed to a four-way stop-controlled intersection. In the Project Completion Year (2017) Plus Project scenario, this mitigation improves the LOS from LOS E to LOS C in the p.m. peak hour.
- **US 101 Northbound Ramp/SR-46 East.** Project traffic would cause the LOS at this intersection to deteriorate to LOS E in the p.m. peak hour in the Project Completion Year (2017). A programmed improvement to establish dual westbound left-turn lanes exists for the US 101 SB Ramps/SR-46 East. This improvement extends east to include the addition of two westbound through lanes at the US 101 NB Ramps/SR-46 East intersection to provide stacking area for the westbound left-turn lanes at the previous intersection. In the Project Completion Year (2017) plus Project scenario, the addition of the two westbound through lanes at the NB ramps improves the p.m. LOS from LOS E to LOS C. In the General Plan Build Out plus Project scenario, the p.m. LOS improves from LOS F to LOS D. This improvement is partially funded, and the project shall participate in contributing funding on a fair-share basis. The project contributes 10 percent of all new trips added to the intersection. While the programmed improvement encompasses both the NB and SB intersections at US 101 and SR-46, the project would be required to pay for 10 percent of the cost of modifications at the NB ramp. Therefore, the project's fair-share contribution for this mitigation is 10 percent.

Table K- Mitigation Phasing Analysis

Year 2011 - Phase 1

Intersection		Control		2011				2011 w/ Phase 1			
				A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
				Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
5 . Mission St/10th St		TWSC		12.3	B	26.7	D	12.8	B	29.8	D
10 . 101 NB Ramps/24th St-SR 46		Signalized		23.2	C	34.7	C	23.5	C	37.7	D

Year 2013 - Phase 2

Intersection		Control		2013				2013 w/ Phase 2			
				A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
				Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
5 . Mission St/10th St		TWSC		12.5	B	28.1	D	12.9	B	31.6	D
10 . 101 NB Ramps/24th St-SR 46		Signalized		24.1	C	39.6	D	24.6	C	43.6	D

Year 2015

Intersection		Control		2015				2015 w/ Phase 3			
				A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
				Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
5 . Mission St/10th St		TWSC		12.6	B	29.6	D	13.2	B	34.4	D
10 . 101 NB Ramps/24th St-SR 46		Signalized		25.2	C	45.3	D	25.8	C	50.9	D

Year 2017

Intersection		Control		2017				2017 w/ Phase 4			
				A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
				Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
5 . Mission St/10th St		TWSC		12.7	B	31.4	D	13.4	B	37.2	E *
10 . 101 NB Ramps/24th St-SR 46		Signalized		26.6	C	51.8	D	27.3	C	59.1	E *

Notes:

TWSC = Two-Way Stop Controlled

AWSC = All-Way Stop Controlled

* Unacceptable LOS

■ Significant project impact

General Plan Build Out (2030)

The following additional mitigation measures would be required in the General Plan Build Out (2030) scenario with development of the proposed project (Phases I–IV).

- **Mission Street/Tenth Street.** The mitigation described to offset the Phase IV project impact at this intersection involves the installation of a four-way stop. This mitigation measure would result in the intersection operating at LOS D in the p.m. peak hour in the General Plan Build Out plus Project scenario. Therefore, with implementation of the Phase IV mitigation at Mission Street/Tenth Street, project impacts in the General Plan Build Out plus Project scenario would be reduced below a level of significance, and no additional mitigation would be required.
- **Mission Street/River Road-14th Street.** Project traffic would contribute to the unsatisfactory LOS at this intersection in the General Plan Build Out (2030) Plus Project scenario. A programmed improvement for this intersection is planned, as identified in the San Miguel Traffic Circulation Study (Higgins Associates 2006), consisting of converting the two-way unsignalized intersection into a signalized intersection. In the General Plan Build Out Plus Project scenario, this mitigation improves the LOS from LOS E to LOS C in the p.m. peak hour. The project contributes 14 percent of all new trips added to the intersection. Therefore, the project's fair-share contribution for this mitigation is 14 percent.
- **US 101 NB Ramp/SR-46 East.** In addition to the mitigation described to offset the Phase IV project impact at this intersection, the following mitigation measure would be required in the General Plan Build Out (2030) Plus Project scenario. The westbound lane geometry should be improved to provide a dedicated right turn. This mitigation improves levels of service from LOS F to LOS C in the p.m. peak hour. This improvement is not currently planned or funded; therefore, the mitigation would be the responsibility of the project.

With implementation of the mitigation measures, the effects of the project would be reduced to below a level of significance, and no additional mitigation would be necessary.

APPENDIX A
EXISTING TRAFFIC COUNTS

APPENDIX B
LEVEL OF SERVICE CALCULATIONS

APPENDIX C
TRAFFIC ACCIDENT DATA