APPENDIX D

MOBILITY ANALYSIS

APPENDIX

Fallbrook

SUB-AREA PLAN

COUNTY OF SAN DIEGO
Planning & Development Services

Michael Baker
INTERNATIONAL

Mobility Analysis Report

Fallbrook Village Sub-Area Plan

Prepared for:
County of San Diego
Planning and Development Services

April 1, 2024

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1 EXECUTIVE SUMMARY

1.1 OBJECTIVE

The focus of the Fallbrook Village Sub Area Mobility Analysis Report is to document existing mobility conditions within the Fallbrook Town Center and identify potential streetscape treatments that improve access and mobility for users of all abilities and all modes. As outlined in the County of San Diego's 2018, Active Transportation Plan (ATP), communities should strive to create a built environment to improve safety to by reducing auto collisions with cyclists and pedestrians, increase accessibility and connectivity, and improve public health by encouraging walking and biking while maintaining the character of each community.

This report summarizes the key transportation elements and analysis in support of the streetscape improvements and opportunity sites identified in the Downtown Fallbrook Visioning Report (December 2020) as well community input received during public workshops, focus groups, and community questionnaires. These community engagement efforts are summarized in the Phase 2 Summary, *Community Engagement Report (Appendix A of the Fallbrook Sub Area Plan),* by MIG under separate cover.

1.2 SUMMARY OF FINDINGS

The existing conditions assessment considers the physical roadway conditions and intersection operations as well as current pedestrian, bicycle, and transit facilities within the study area.

1.2.1 Existing Pedestrian Conditions

While the Pedestrian Environmental Quality Index (PEQI) analysis showed "reasonable" pedestrian facilities, the assessment focuses mainly on the overall pedestrian environment. The analysis considers things such as seating and landscaping as beneficial, however, these features also obstruct the already narrow sidewalks (approximately 5') reducing the effective width making pedestrian navigation difficult.

As part of the County's Active Transportation Plan, a Pedestrian Gap Analysis (PGA) was conducted to evaluate the pedestrian facilities throughout the County and provide a relative ranking system to identify and prioritize pedestrian improvements. The PGA identified some areas in the northeast area of the Town Center along South Mission Road and Pico Avenue as "very good", however the majority of the sidewalks along Main Avenue south of East Mission Road within the Town Center are considered "average". It should be noted that the results of the PGA analysis generally align with the PEQI analysis. Refer to **Chapter 3** of this report for an assessment of existing pedestrian facilities.

1.2.2 Existing Bicycle Facilities

The Bicycle Level of Traffic Stress showed poor results primarily due to the lack of bicycle facilities in Fallbrook. The bicycle facilities that are provided are limited to Class II facilities on portions of East Mission Road, Ammunition Road, and Fallbrook Street. Refer to **Chapter 4** of this report for an assessment of existing bicycle facilities.

1.2.3 Existing Transit Facilities

North County Transit District (NCTD) operates the local bus service within the Fallbrook Community. NCTD's BREEZE Route 306 travels along Mission Road and loops back down Main Avenue connecting Fallbrook, Bonsall, and Vista. The route travels to and from the Vista Transit Center which provides local connections to seven other BREEZE routes as well as the SPRINTER light rail line. Refer to **Chapter 5** of this report for an assessment of existing transit facilities.

2 INTRODUCTION

2.1 STUDY AREA

As shown in **Exhibit 1**, the study area for the bicycle and transit facility assessments includes the entire Fallbrook Village Sub-Area which is bounded by East Dougherty Street/Gum Tree Lane to the north, Morro Road to the east, East Fallbrook Street to the south, and Summit Avenue to the west.

The pedestrian assessment focuses on the Town Center along Main Avenue between Fallbrook Street and East Mission Road as shown in **Exhibit 2**.

2.1.1 Surrounding Roadway Network

The roadway characteristics of the surrounding roadway system in the vicinity of the project are described below:

North/South Mission Road is oriented in a north-south direction and is classified as a Boulevard with Intermittent Turn Lanes (4.2B) per the Fallbrook Mobility Element Network Figure M-A-7 of the County of San Diego General Plan. Mission Road provides the primary regional access to the SR-76 highway to the south and serves as the main cross-town thoroughfare. At the northern extents of the study area, Mission Road turns immediately to the east and heads directly to the I-15 freeway.

Within the Town Center, South Mission Road is 4-lane roadway with a posted speed limit of 35 miles per hour (MPH). On-street parallel parking is restricted within the Town Center with the exception of the segment between Hawthorne and W. Mission Road where unrestricted curb parking is allowed. The General Plan's Mobility Element currently recommends a Class IV Cycle Track along Mission Road from SR-76 to the I-15.

West/East Mission Road is oriented in an east-west direction and is classified as a Light Collector with Continuous Turn Lanes (2.2B) between North Mission Road and Brandon Road and a Boulevard with Intermittent Turn Lanes (4.2B) between Brandon Road and Interstate 15. Mission Road provides the primary regional access to the SR-76 highway to the south and serves as the main cross-town thoroughfare. At the northern extents of the study area, Mission Road turns immediately to the east and heads directly to the I-15 freeway.

Within the Town Center, West Mission Road is 3-lane roadway (2 westbound and 1 eastbound) with turn lanes between North Mission Road and Main Street, 2-lanes with a two-way-left-turn-lane between Main Street and Industrial Way (with the exception of approximately 1,200 feet between Iowa Street and Brandon Road), and 2-lanes with intermittent turn lanes between Industrial Way and the I-15 Freeway. The posted speed limit of 35 miles per hour (MPH). On-street parallel parking is restricted within the Town Center with the exception of the segment between Hawthorne and W. Mission Road where unrestricted curb parking is allowed. The General Plan's Mobility Element currently recommends a Class IV Cycle Track along Mission Road from SR-76 to the I-15.

Main Avenue is oriented in a north-south direction and is identified as a local public road per the Fallbrook Mobility Element Network Figure M-A-7 of the County of San Diego General Plan. Main Avenue serves the commercial downtown area of the Town Center and while it is unclassified, it is considered a major

corridor for planning purposes of the Sub-Area Plan and has the most potential for streetscape improvements to benefit local residents and local small business.

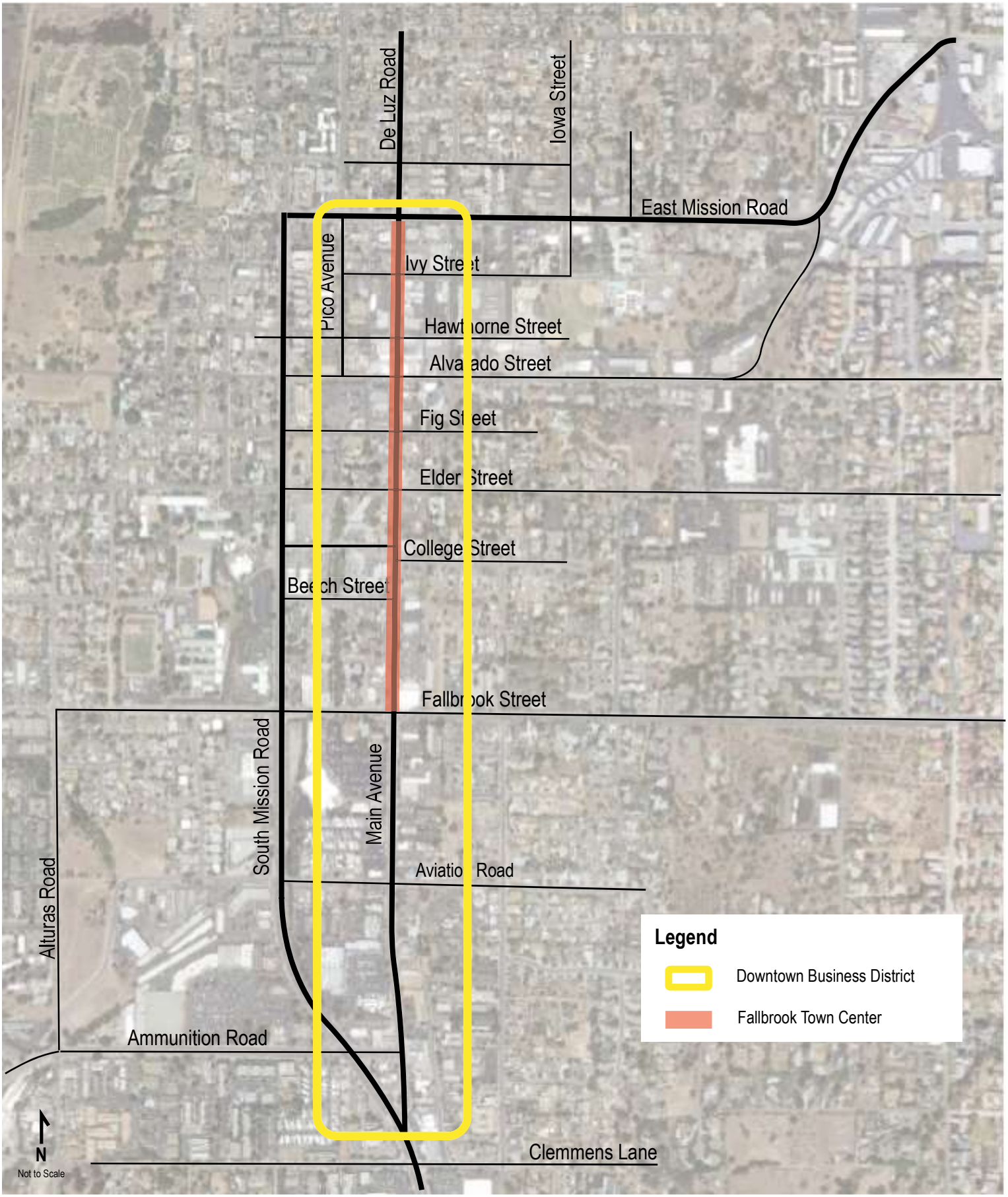
Main Avenue is a 2-lane roadway with two-way left-turn-lanes between South Mission Road and Elder Street and established left-turn lanes with intermittent raised landscaped medians between Elder Street and East Mission Road. On-street parking is provided to serve the commercial uses fronting the roadway. Sidewalks are provided on both sides of Main Avenue; however, the sidewalks are sub-standard with several gaps in the network. Further discussion on sidewalks is provided in *Chapter 2* of this report.

Fallbrook Street is a two-lane roadway with left-turn lanes oriented in an east-west direction and is classified as a Light Collector with Continuous Turn Lanes (2.2B) between South Mission Road and Stage Coach Lane. Fallbrook Street provides access to La Paloma Elementary School, the Fallbrook Senior Center, and the Fallbrook Community Center. The posted speed limit is 40 MPH with a reduction to 25 MPH near the school, senior center, and community center. There is a combination of existing Class II bike lanes and Class III sharrows along Fallbrook Street. These will ultimately be improved to Class IV cycle tracks per the General Plan's Mobility Element.

Alvarado Street is a two-lane roadway oriented in an east-west direction and is classified as a Light Collector with Intermittent Turn Lanes (2.2C). The posted speed limit is 35 MPH.

The General Plan's Mobility Element recommends a Class IV Cycle Track along Alvarado Street.

Exhibit 3 shows the Fallbrook Community Plan Mobility Element Network. **Appendix A** shows the associated Mobility Element Network Map and Matrix.



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Fallbrook Business District Boundary

Exhibit 2

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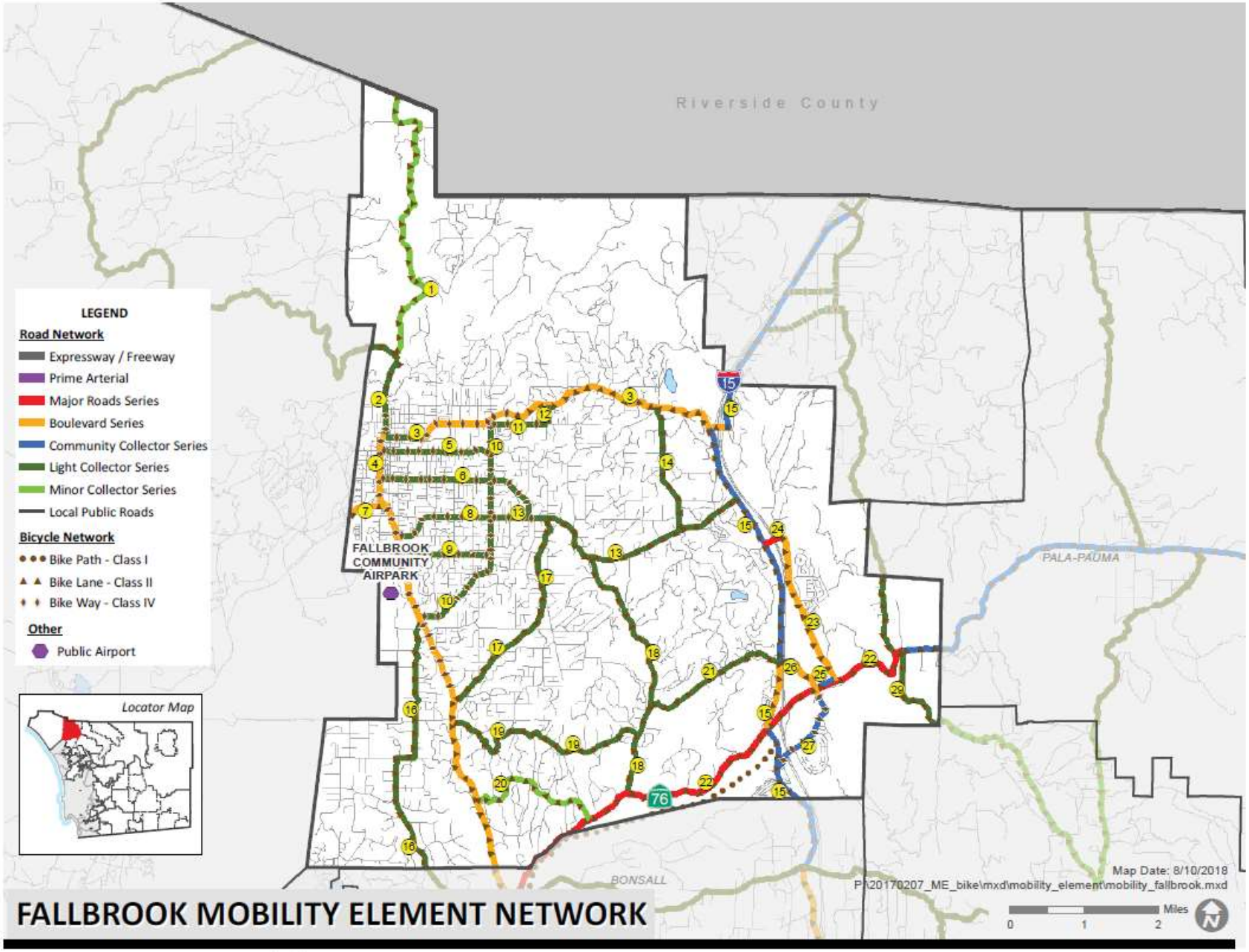

FALLBROOK MOBILITY ELEMENT NETWORK

San Diego County General Plan

Figure M-A-7

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Fallbrook Village Sub-Area

Exhibit 1

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3 EXISTING PEDESTRIAN CONDITIONS

3.1 EXISTING PEDESTRIAN FACILITIES

The purpose of the pedestrian assessment is to document the existing pedestrian facilities identify opportunities to improve the walkability of the Town Center. The existing pedestrian facility conditions were evaluated and focused on the Town Center along Main Avenue between Fallbrook Street and East Mission Road. **Chapter 6** of this report discuss planned future pedestrian improvements.

Exhibit 4 displays the existing pedestrian facilities within the Fallbrook Town Center.

3.1.1 Sidewalks

MIG, as support to County staff, conducted a walking tour of the Town Center on September 9th, 2021. Field notes taken during the tour, along with Google Earth, were utilized to evaluate the existing sidewalk facilities along Main Avenue.

The Americans with Disabilities Act (ADA) was passed in 1990, creating a standard for disabled accessibility to public facilities. To meet ADA compliance for pedestrian accessibility, the County of San Diego's Public Road Standards mandates that sidewalks must be a minimum of five feet wide. While the sidewalks within the Town Center consists of five foot to seven foot sidewalks for the majority of the corridor, other features such as planters, landscaping, and benches reduce the effective width to approximately four feet, making pedestrian navigation difficult. These narrower sidewalks are typically located on the segments of Mission Avenue between Hawthorne Street and Fig Street. In addition, the adjacent trees along the street have caused uplift on the sidewalks resulting in trip hazards. While the majority of the sidewalks within Fallbrook were constructed prior to ADA standards, future sidewalk improvements should consider minimum width requirement and bring the sidewalks into ADA compliance.

Figure 1: Existing sidewalk on Main Avenue show deficient widths between building and streetlight. (<4 feet)

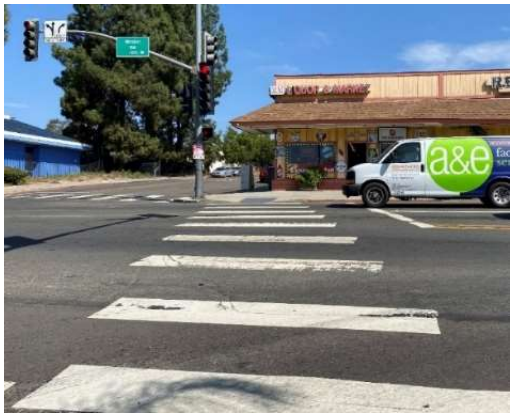


Figure 2: Existing crosswalk at Mission Road and Main Avenue show deteriorating pavement markings

Figure 3: Parking lot extensions into sidewalk right of way

While some parts of the corridor consist of 8-foot to 11-foot sidewalks, these are essentially formed by extensions of adjacent parking lots. In the southern area of Main Avenue, south of College Street, wide driveways reduce the availability of sidewalks and increase the exposure for pedestrian to circulating vehicles.

Landscaping and tree shade are provided along the corridor, especially within the Town Center. However, the trees adjacent to the roadway have caused uplift on the sidewalk resulting in potential trip hazards. Additionally, there are currently publicly owned streetlights along the corridor which increase vehicular visibility at night. While these streetlights do assist in pedestrian visibility, there is no pedestrian scale lighting provided. On Main Avenue, sidewalks are primarily buffered from oncoming traffic by on-street parallel parking.

3.1.2 Crosswalks

Along Main Avenue, intersection controls consist of a combination of traffic signals and side-street stop controls. The traffic signals have controlled pedestrian crossing phases whereas the intersections with stop signs are uncontrolled pedestrian crossings. There are existing high-visibility continental crosswalks at locations like Aviation Road, Fallbrook Street, Elder Street, Fig Street, and Mission Road. High visibility crosswalks have extra paint to bring more awareness to drivers as well as increased visibility for the sight-impaired when compared to a "standard" crosswalk with a simple 12" line. Additional high-visibility crosswalks (i.e. continental crosswalks as shown in **Figure 4**), especially South of Elder Street and Fallbrook Street could be provided to increase pedestrian comfort while crossing Main Avenue. Throughout the corridor, there are different types of crosswalk designs including, stamped, continental, and striped. Many of the crosswalk pavement markings are beginning to fade and need to be restriped.

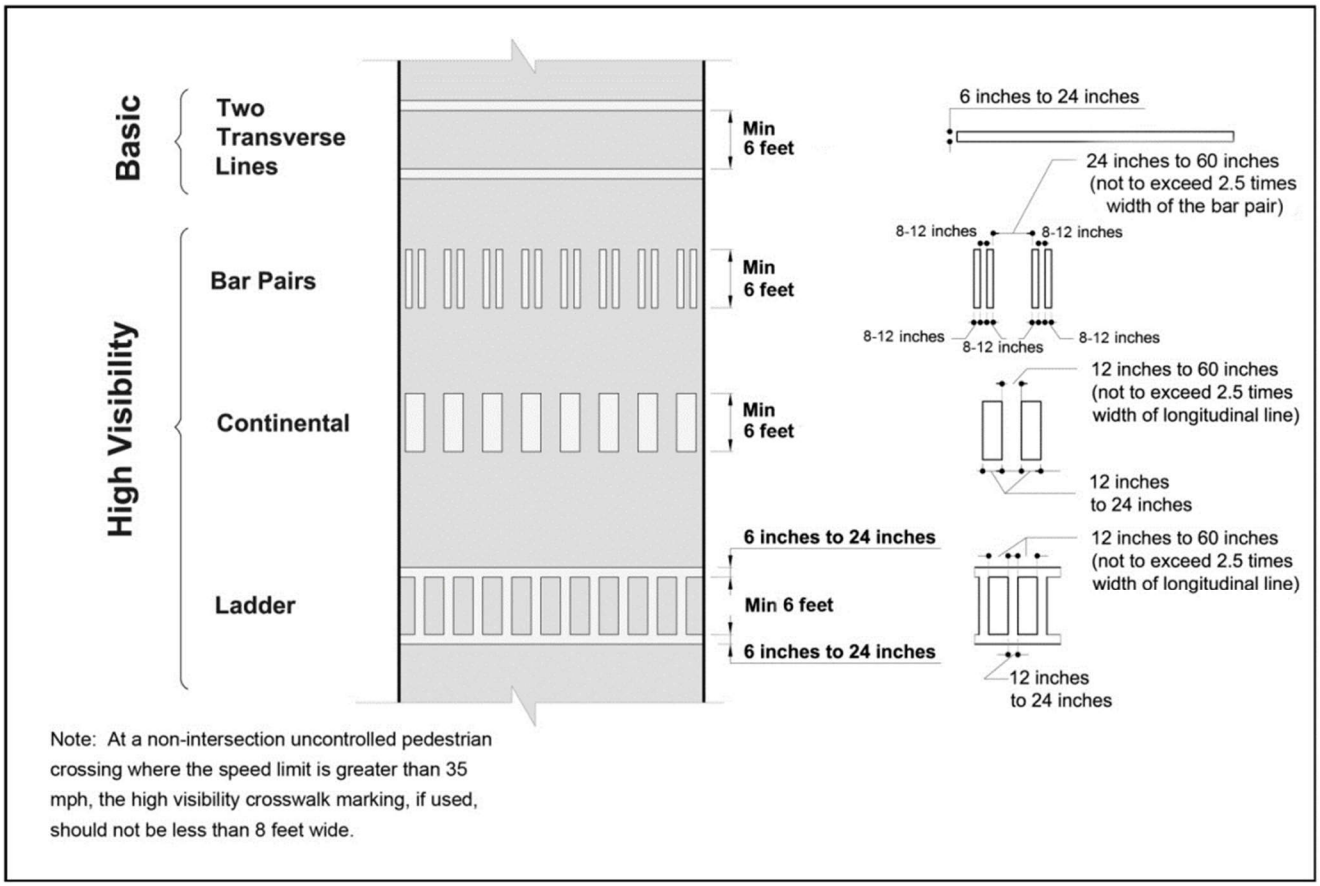


Figure 4: Crosswalk Pavement Marking Types

3.1.3 American Disabilities Act (ADA) Facilities

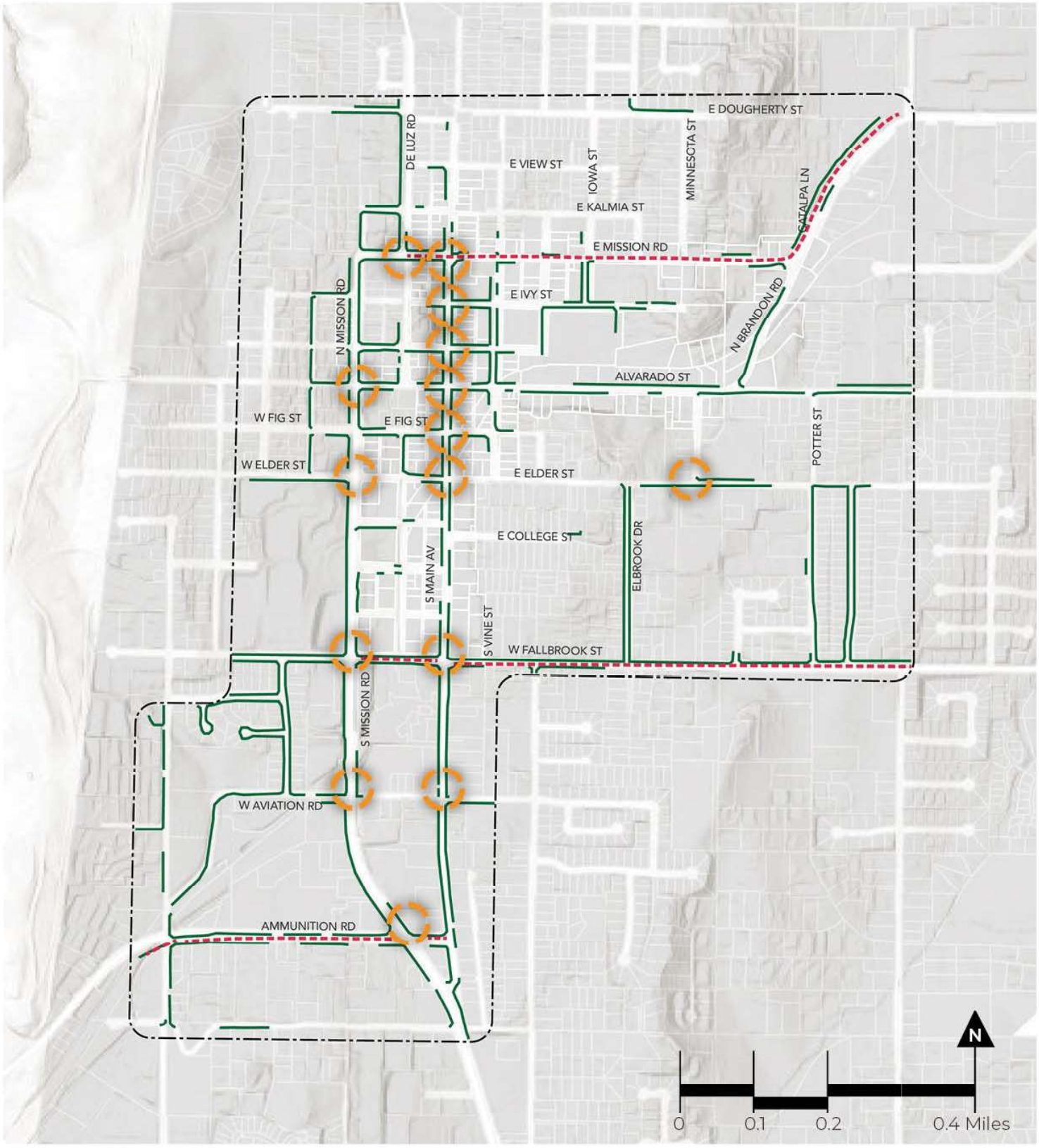
Table 1 summarizes the pedestrian-oriented ADA amenities at the intersections along Main Avenue within the Town Center between Elder Street and East Mission Road. The Americans with Disabilities Act (ADA) was passed in 1990, creating a standard for disabled accessibility to public facilities. To meet ADA compliance for pedestrian accessibility, the County of San Diego's Public Road Standards

TABLE 1 - MAIN AVENUE CROSSWALK FEATURES

Cross Street	Intersection Control	Marked Crosswalk Location (Type)		Pedestrian Ramps	Truncated Domes	PPB	Pedestrian Countdown?
Elder Street	TWSC	N/S/E/W (yellow continental)		Yes, all corners	None	NA	NA
Fig Street	TWSC	N/S/E/W (continental)		Yes, all corners	Yes, all ramps	NA	NA
Alvarado Street	Signal	N/S (standard w/ decorative paving)	E/W (standard)	Yes, all corners	None	Inconsistent	No
Hawthorne Street	TWSC	N/S (standard w/ decorative paving)	E/W (continental)	Yes, all corners	Yes, but missing NW ramp	NA	NA
Ivy Street	TWSC	N/S (standard w/ decorative paving)	E/W (continental)	Yes, all corners	Yes, all ramps	NA	NA
East Mission Road	Signal	S (standard w/ decorative paving)	N/E/W (continental)	Yes, all corners	Yes, all ramps	Inconsistent	No

Notes:
TWSC = Two-Way Stop Control PPB = Pedestrian Push Button
Side of intersection: N = North; S = South; E = East; W = West
NA = Not Applicable

As discussed above, several of the signal-controlled intersections within the Town Center have controlled crossings. Over time, as the roadway facilities are improved, ADA features such as audible cues (or other non-visual indicators), the presence of 2-inch diameter pedestrian push buttons, and truncated domes at the curb ramps should be provided.



Source: MIG

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Fallbrook Village Existing Pedestrian Facilities

Exhibit 4

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3.2 PEDESTRIAN ASSESSMENT

3.2.1 Pedestrian Environmental Quality Index (PEQI)

PEQI Methodology

Roadway segments and intersections were evaluated for pedestrian quality using the Pedestrian Environment Quality Index (PEQI). The PEQI is a qualitative pedestrian survey of the street that assesses the quality of the walking environment along roadway segments and at intersections.

The PEQI methodology is based on a tool originally developed in 2018 by the San Francisco Department of Public Health and later refined by Center for Occupational and Environmental Health at the University of California, Los Angeles. The methodology provides the point thresholds and weighted criteria for each item included in the index. The weighted criteria and scoring for each item are included in **Appendix B**.

It should be noted that the PEQI Assessment is a high-level look at the study area and does not necessarily take into account the detailed pedestrian infrastructure. Therefore, the assessment should be considered more qualitative assessment of the quality and comfort of the overall pedestrian environment.

The PEQI assessment requires the collection of specific data about the elements of the physical environment and establishes the "walkability" of the area. The tool considers data in five (5) categories: intersection safety, traffic, street design, land use, and perceived safety. The elements shown to the right were assessed within the study area.

The index evaluates individual components of the physical environment, which are assessed for existence, quality, and overall pedestrian comfort. Information collected from the survey can be used to identify priority areas for improving the walkability of an area, either through individual index elements or for comprehensive improvements.

Analysis Criteria for PEQI Analysis

- **Intersection Safety**
  - Crosswalks
  - Countdown Signal
  - Traffic Signal
  - Crossing Distance
  - No Turn on Red
  - Traffic Calming Features
  - Pedestrian Signs
- **Traffic**
  - Number of Lanes
  - Two-Way Traffic
  - Vehicle Speed
  - Traffic Volume
  - Traffic Calming Features
- **Street Design**
  - Sidewalk Width
  - Sidewalk Surface
  - Sidewalk Obstructions
  - Presence of Curb
  - Driveway Cuts
  - Trees, Gardens
  - Public Seating (or bus stops)
  - Buffers
  - Distance between Controlled or
  - Enhanced Crosswalks
- **Land Use**
  - Public Art
  - Historic Sites
  - Retail
- **Perceived Safety**
  - Illegal Graffiti
  - Litter
  - Pedestrian-Scale Lighting
  - Construction Sites
  - Abandoned Buildings

The total PEQI score can range from 0 to 100 points, broken into the five categories shown in **Figure 5**.

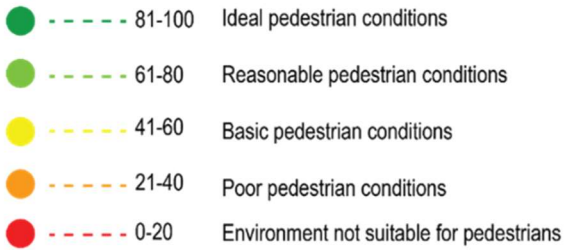


Figure 5: PEQI Score Range

PEQI Analysis

Existing pedestrian conditions along Main Avenue were analyzed using the PEQI, as discussed above. Existing conditions field inventory worksheets are provided in **Appendix B**. The results of this analysis are shown in **Exhibit 5** and **Table 2** (roadway segment analysis) and **Table 3** (intersection analysis), following this description.

As shown, the lowest pedestrian conditions are located on the southern extents of Main Avenue specifically near South Mission Road. This is due to the lack of sidewalk connections, wide driveways, and narrow sidewalks. Segments of Main Avenue between Ivy Street and Elder Street are shown in "Reasonable" conditions. Sidewalks along these segments have planters, and benches, improving pedestrian conditions according to the PEQI scoring. However, the adjacent intersections are shown in "Poor" conditions, due to the lack of pedestrian signs, high-visibility crossings, and ADA compliant curb ramps. In addition, the adjacent trees along the street have caused uplift on the sidewalks resulting in trip hazards.

Figure 6: Example of an intersection (Main Ave at Alvarado St) that may

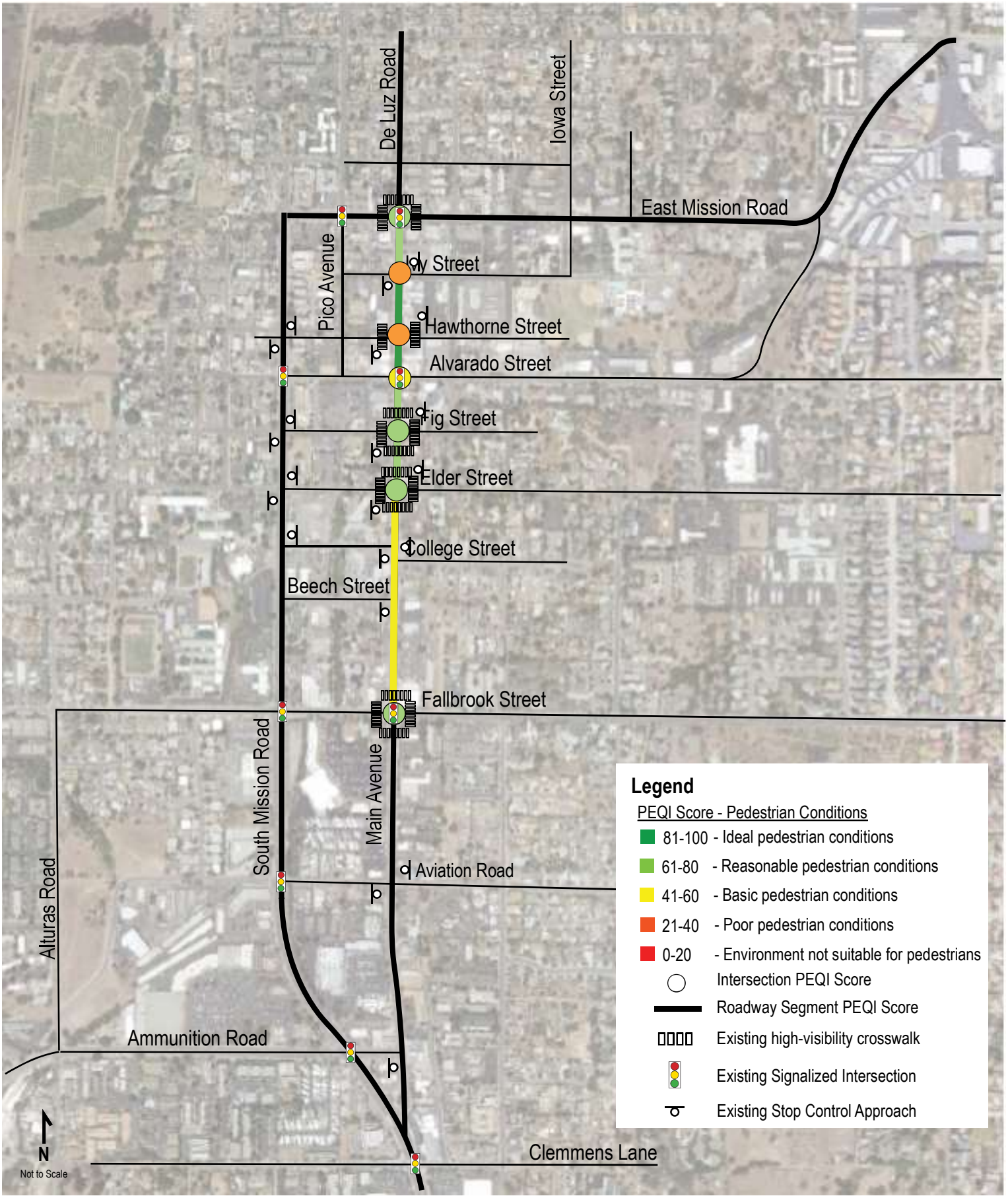
Figure 7: Example sidewalk along a roadway segment (east side of Main Ave north of Hawthorne St) with "reasonable pedestrian condition"

TABLE 2 – EXISTING CONDITIONS PEQI ROADWAY SEGMENT ANALYSIS

Street Name	Cross Street 1	Cross Street 2	Side of Street	Total PEQI Score	Pedestrian Conditions
Main Avenue	East Mission Road	Ivy Street	East	63	Reasonable Pedestrian Conditions
			West	62	Reasonable Pedestrian Conditions
	Ivy Street	Alvarado Street	East	71	Reasonable Pedestrian Conditions
			West	70	Reasonable Pedestrian Conditions
	Alvarado Street	Elder Street	East	71	Reasonable Pedestrian Conditions
			West	71	Reasonable Pedestrian Conditions
	Elder Street	Fallbrook Street	East	44	Basic Pedestrian Conditions
			West	44	Basic Pedestrian Conditions

TABLE 3 – EXISTING CONDITIONS PEQI INTERSECTION ANALYSIS

Street Name 1	Street Name 2	Total PEQI Score	Pedestrian Conditions
Main Avenue	East Mission Road	65	Reasonable Pedestrian Conditions
	Ivy Street	26	Poor Pedestrian Conditions
	Hawthorne Street	26	Poor Pedestrian Conditions
	Alvarado Street	55	Basic Pedestrian Conditions
	Fig Street	61	Reasonable Pedestrian Conditions
	Elder Street	78	Reasonable Pedestrian Conditions
	Fallbrook Street	68	Reasonable Pedestrian Conditions



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Existing Conditions PEQI Analysis Results

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Exhibit 5

3.2.2 Pedestrian Gap Analysis

As part of the County's Active Transportation Plan (ATP) (dated October 2018), a Pedestrian Gap Analysis (PGA) was conducted to evaluate the pedestrian facilities on over 700 miles of public maintained roadways throughout the unincorporated County. The segments that were evaluated were located within a quarter mile of an attractor (school, park, library, community center, etc.). The PGA analysis was included as Appendix D of the ATP report and was completed in 2016.

As shown in **Table 4**, the PGA is based on a point system (the lower the points the better score) which is used as a ranking system for comparison purposes of the relative need for pedestrian improvements. Within the Fallbrook Community the weighted scale is based out of 2,742 points. As outlined in the ATP Methodology, the PGA criteria used to rank the segments include:

- Condition of sidewalk/pathway and associated characteristics (obstructions, slope, grade, curb ramps, etc.)
- Distance from pedestrian generators
- Health data (supplied by County HHSA)
- Socioeconomic data (supplied by County HHSA)
- County Public Works Project Planning/Capital Improvement project list
- Proximity to schools

The total points of individual street segments provide a comparison ranking utilizing weight allocation based on the six ranking factors stated above. Each street segment PGA Ranking is displayed on the following color-coding point brackets. As outlined in the County's ATP, the more points allocated to a facility, the higher its potential priority for maintenance and improvement.

TABLE 4 – COUNTY OF SAN DIEGO ATP PGA RANKINGS

Color Code	PGA Point Range	
	Very Good	163-676
	Good	677-1169
	Average	1170-1556
	Poor	1557-1908
	Very Poor	1909-2742

The results of the PGA analysis for the Fallbrook Town Center are shown in **Exhibit 6**.

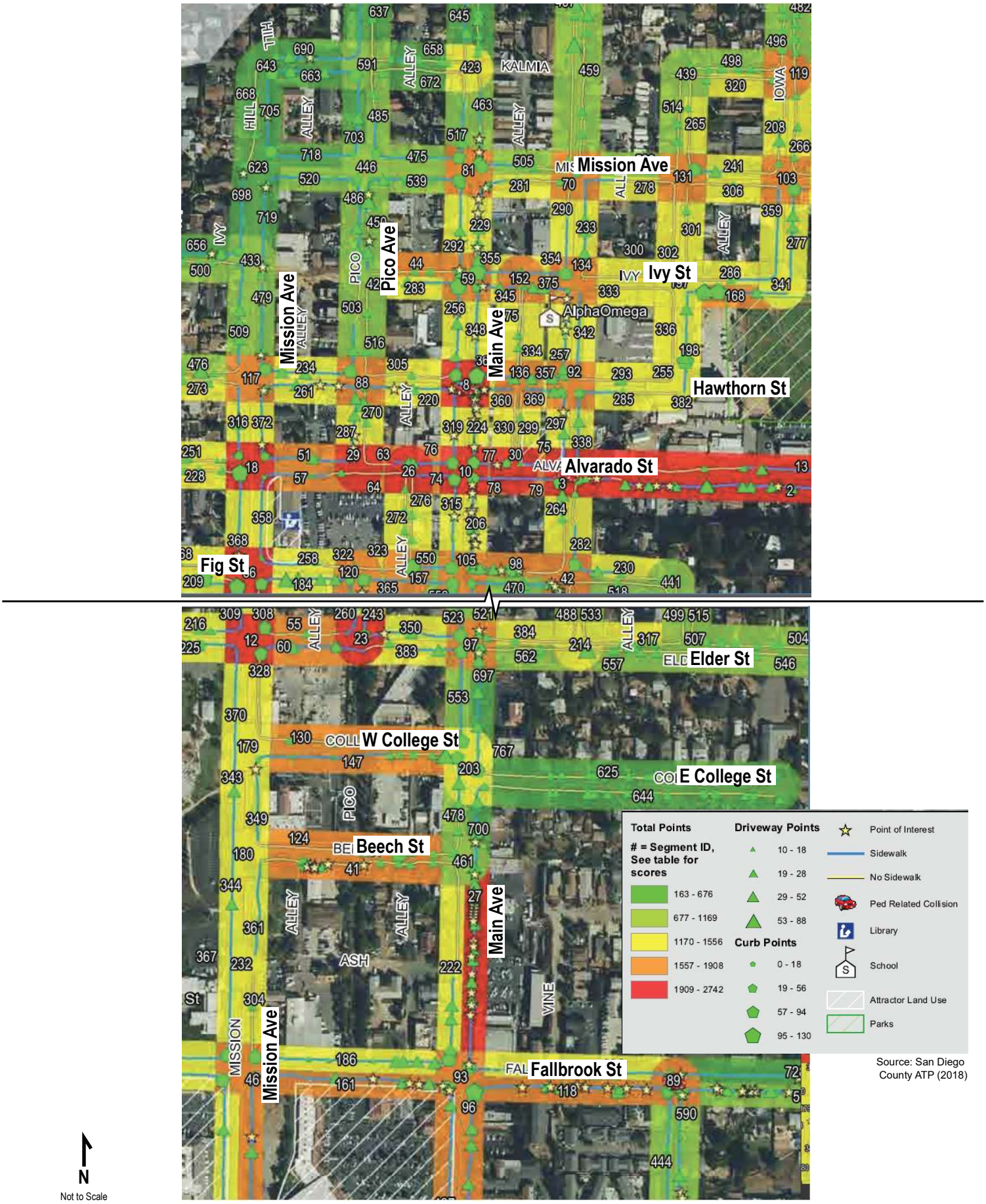
While some neighborhoods, primarily in the northeast area of the Village along South Mission Road and Pico Avenue, are identified as "very good", the majority of the sidewalks along Main Avenue south of East Mission Road within the Town Center are considered "average". The intersection of Main Avenue and Hawthorne Street as well as the segment of Alvarado Street east of Pico Avenue were identified as "very poor" with the highest scores.

Excerpts of the County's PGA analysis for the entire Fallbrook Community are contained in **Appendix C.**

The PGA system documents the conditions of sidewalks/pathways and the overall distance from local attractors (such as schools, parks, libraries, and commercial centers). A "very good" PGA ranking indicates that there are little to no pedestrian gaps and sidewalks/pathways are available, in good condition, and compliant with ADA requirements. A "very poor" PGA ranking indicates that there is no sidewalk or

pedestrian facility and a lack of pedestrian accessibility. When an existing pedestrian facility is ranked as "poor" and "very poor", the facility should be further evaluated to address the gaps. The main priority of the PGA system is to prioritize the need for pedestrian improvements.

In comparison, the PEQI is a qualitative pedestrian survey of the street that assesses the overall quality of the walking environment along roadway segments and at intersections. When the PEQI score for a roadway segment or intersection results in "not suitable for pedestrians", the PGA rank typically aligns with a ranking of "poor" or "very poor".



Source: San Diego County ATP (2018)

N

Not to Scale

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Downtown Village PGA Excerpt

Exhibit 6

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4 EXISTING BICYCLE CONDITIONS

Classification of bikeway facilities fall into one of the following categories as shown in **Figure 8**:

- **Class I – Multi-Use Bike Path:** Bike paths provide a completely separate off-road right of way for exclusive use of people walking and biking.
- **Class II – Bike Lane:** Bike lanes are defined by pavement striping and signage and effectively dedicate a portion of the roadway right-of-way for exclusive bicycle travel.
- **Class III – Shared Bike Route (aka "Sharrow"):** Bike routes are a shared use with vehicular traffic within a travel lane and used in conjunction with pavement striping and signage.
- **Class IV – Cycle Track:** Protected bike lanes (bikeway) provide space adjacent to the roadway that is exclusively for bicyclists and physically separated from vehicular travel lanes, parking and sidewalks.


Class I – Multi-Use Bike Path

Class II – Bike Lane


Class III – Shared Bike Route (aka "Sharrow")


Class IV – Cycle Track/Bikeway

Figure 8: Bicycle Facility Classifications

EXISTING BICYCLE FACILITIES

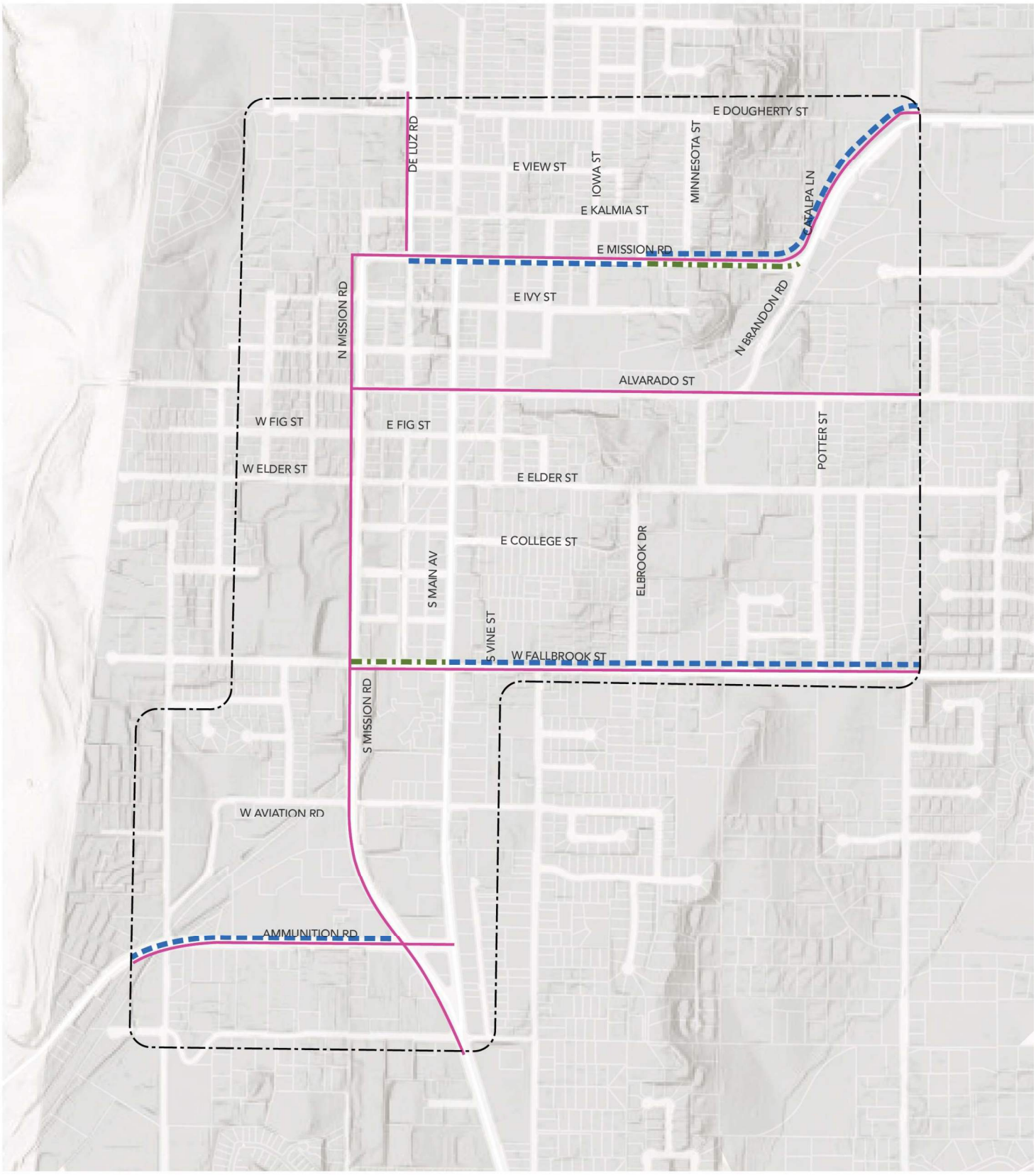
Currently, there are limited bicycle facilities located within the Fallbrook Community. Class II Bike Lanes currently exist along portions of Mission Road, Fallbrook Street, and Ammunition Road; however, there is no connectivity between each other or a larger network. It should be not that there are no existing bicycle facilities in the Town Center along Main Avenue or any adjacent side streets. While future facilities are planned on select side streets, nothing is planned or proposed on Main Avenue.

Figure 9: Existing Class II bike lane on East Mission Road east of Brandon Road

Exhibit 7 displays the existing bicycle facilities within the Fallbrook Village Sub-Area as well as the future facilities according to the 2018 Active Transportation Plan.

The County of San Diego's *Active Transportation Plan (ATP)* proposes approximately 75 miles of dedicated bicycle facilities in the greater Fallbrook Community which includes 1.2 miles of Class I Shared-Use Paths, 54 miles of Class II Bike Lanes, and 19.25 miles of Class IV Separated Bike Lanes. **Exhibit 7** shows the planned bicycle lanes according to the SANDAG regional bike map. It should be noted these do not included Type III shared bicycle facilities.

These future bicycle lanes could address the existing bicycle gaps and increase connectivity within the community.. **Chapter 6** of this report discuss planned future bicycle improvements.



Planned Future Class IV Bike Way

Existing Class II Bike Lane

Existing Class III "Sharrows"

Note: All existing bicycle facilities to be improved to Class IV Bike Way per SDC ATP

Source: MIG

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Existing and Future Bicycle Facilities

June 2023

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Exhibit 7

4.1 BICYCLE ASSESSMENT

4.1.1 Bicycle Assessment Methodology

Existing bicycle facilities were assessed using a Level of Traffic Stress (LTS) analysis consistent with the methodology for assessing bicycle facilities that is outlined in the County's ATP. LTS is a qualitative measure that assesses a bicyclist's level of discomfort or stress based on the quality of the bicycling environment and provided facilities. LTS scores range from LTS 1 (most comfortable, least stressful) to LTS 4 (least comfortable, most stressful).

LTS 1 Typical Users

LTS 1 – Represents the most comfortable and least stressful bicycling environment. LTS 1 is the level that is comfortable for most people, including children.

LTS 2 Typical Users

LTS 2 – Represents a fairly comfortable and low-stress bicycling environment. LTS 2 is the level that is comfortable for the mainstream adult population.

LTS 3 Typical Users

LTS 3 – Represents a fairly uncomfortable and high-stress bicycling environment. LTS 3 is the level that is comfortable for those who are confident in their bicycling abilities but prefer to have dedicated space while riding.

LTS 4 Typical User

LTS 4 – Represents the least comfortable and most stressful bicycling environment. LTS 4 is tolerated only by the most seasoned and confident cyclists but is generally avoided by all other people who want to bike.

The LTS analysis traditionally takes into account existing facilities—such as bike lanes, bike paths, bike routes, and any provided separation from vehicles—that are constructed. In general, roads with dedicated space for people biking are considered to be less stressful.

The LTS analysis can also be used to forecast the level of stress of future or proposed facilities if planned roadway characteristics are known. Several factors of data are needed to assess existing and planned improvements. The data used for this assessment was found using in-person site observation and Google

Earth analysis. The data used included the number of lanes in each direction, presence and type of bicycle facility, presence and type of median, speed, and functional class of the roadway.

The thresholds used for the LTS analysis were adapted from those developed in the paper "Low-Stress Bicycling and Network Connectivity" prepared by the Mineta Transportation Institute.[1] In the paper, the provided thresholds were used to analyze the road network in urban San Jose. The Mobility Assessment thresholds were modified to account for the data available and the community characteristics of Fallbrook.

Table 5 summarizes the LTS criteria for roadways that allow bicyclists to mix with traffic. Bicyclists mix with traffic both when a bicycle facility is not provided and when a Class III bike route is provided. A Class III bicycle facility requires bicyclists to claim the vehicular lane and requires a high level of bicycling confidence. As shown, a roadway with a speed of 20 MPH, street width of two lanes, and a residential functional class was assigned a value of LTS 1. A roadway with speed greater than 35 MPH is categorized as LTS 4.

TABLE 5 - CRITERIA FOR ROADWAYS WITH MIXED TRAFFIC (ROADWAY WITH NO BICYCLE FACILITY OR A CLASS III FACILITY)

Speed Limit	Width of Street (travel lanes in one direction)		
	1 lane	2–3 lanes	4+ lanes
Up to 25 mph	LTS 1[a] or 2[a]	LTS 3	LTS 4
30 mph	LTS 2[a] or 3[a]	LTS 4	LTS 4
35+ mph	LTS 4	LTS 4	LTS 4

Adapted for the City of Imperial Beach from Maaza C. Mekuria, Peter G. Furth, and Hilary Nixon, 2012, http://transweb.sjsu.edu/PDFs/research/1005-low-stress-bicycling-network-connectivity.pdf.
Note: [a] Use lower value for streets classified as residential with fewer than three lanes; use higher value otherwise.

For Class I (bike path) and Class II (bike lane) facilities, the LTS criteria are different and assume that cycling along a separated bicycle facility is less stressful than riding in mixed traffic. The criteria yielding the highest LTS were applied for each roadway. **Table 6** summarizes the criteria for roadways with a Class I or Class II bike facility.

TABLE 6 - CRITERIA FOR ROADWAYS WITH BICYCLE FACILITIES

	LTS ≥ 1	LTS ≥ 2	LTS ≥ 3	LTS ≥ 4
Street Width (through lanes per direction)	1	2 (if directions are separated by a raised/striped median)	More than 2, or 2 without a raised/striped median	(no effect)
Bike Facility Type	Class I	Class II	(no effect)	(no effect)
Speed	30 mph or less	(no effect)	35 mph	40 mph or more

Adapted for the City of Imperial Beach from Maaza C. Mekuria, Peter G. Furth, and Hilary Nixon, 2012, http://transweb.sjsu.edu/PDFs/research/1005-low-stress-bicycling-network-connectivity.pdf.

Note: (no effect) = factor does not trigger an increase to this level of traffic stress

[1] Maaza C. Mekuria, Peter G. Furth, and Hilary Nixon, *Low-Stress Bicycling and Network Connectivity* (San Jose, CA: Mineta Transportation Institute, 2012), http://transweb.sjsu.edu/PDFs/research/1005-low-stress-bicycling-network-connectivity.pdf.

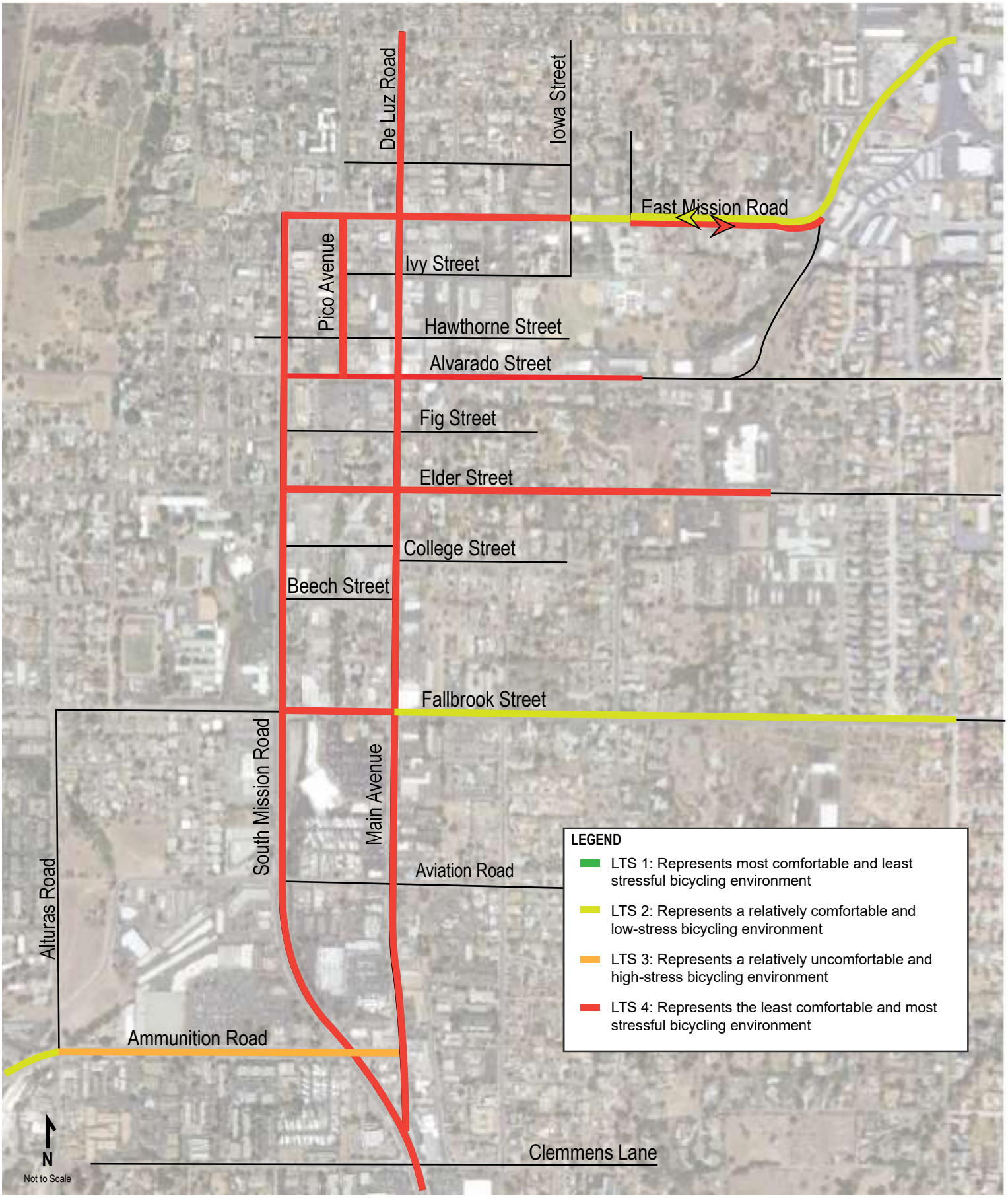
4.1.2 LTS Analysis

Table 7 and **Exhibit 8** shows the results of the LTS analysis conducted for the existing conditions throughout the Fallbrook Village Sub-Area. While the LTS analysis includes bicycle facilities outside of the Town Center, it is important to consider the connectivity of the entire roadway network with the community.

The lack of dedicated existing bicycle facilities results in a high level of bicycle stress (LTS 4), which indicates that the most confident bicyclists (categorized as "Strong and Fearless") would likely ride on the roadway than those with less capabilities and confidence. The addition of dedicated facilities and the incorporation of traffic calming features would improve the bicycling environment in the Fallbrook Village Sub-Area.

TABLE 7 – EXISTING CONDITIONS BICYCLE LTS ANALYSIS

Street Name	Cross Street 1	Cross Street 2	Direction	Presence of Bicycle Facility	Number of Travel Lanes	Observed Speed	Total LTS Score	Suitable for
Mission Road	Clemmens Lane	Ammunition Road	SB	None	2	35+ mph	4	Strong and Fearless Bicyclists
			NB		2	35+ mph		
	Ammunition Road	W. Mission Road	SB	None	2	35+ mph	4	Strong and Fearless Bicyclists
			NB		2	35+ mph		
	Hill Avenue	Main Avenue	East	None	1	35+ mph	4	Strong and Fearless Bicyclists
			West					
	Main Avenue	Iowa Street	East	None	1	35+ mph	4	Strong and Fearless Bicyclists
			West					
	Iowa Street	Olive Avenue	East	Class II Bike Lane	1	35+ mph	2	Interested but concerned
			West					
	Olive Avenue	Catalpa Lane	East	Class III - Shared	1	35+ mph	4	Strong and Fearless Bicyclists
			West	Class II Bike Lane			2	Interested but concerned
	Catalpa Lane	Santa Margarita Drive	East	Class II Bike Lane	1	35+ mph	2	Interested but concerned
			West					
North Pico Avenue	Alvarado Street	Mission Road	SB	None	1	Up to 25 mph	4	Strong and Fearless Bicyclists
			NB		1	Up to 25 mph		
De Luz Road	Kalmia Street	Dougherty Street	SB	None	1	30 mph	4	Strong and Fearless Bicyclists
			NB					
Main Avenue	Mission Road	Elder Street	SB	None	1	30 mph	4	Strong and Fearless Bicyclists
			NB					
	Elder Street	Ivy Street	SB	None	1	30 mph	4	Strong and Fearless Bicyclists
			NB					
	Ivy Street	Mission Road	SB	None	1	30 mph	4	Strong and Fearless Bicyclists
			NB					
Ammunition Road	La Galiana Cortez Apts	Alturas Street	East	Class II Bike Lane	1	35+ mph	2	Interested but concerned
			West					
	Alturas Street	Main Avenue	East	Class II Bike Lane	2	35+ mph	3	Enthused + Confident
			West					
Fallbrook Street	Mission Road	Main Avenue	East	Class III Bike Route	1	35+ mph	4	Strong and Fearless Bicyclists
			West					
	Main Avenue	Morro Road	East	Class II Bike Lane	1	35+ mph	2	Interested but concerned
			West					
Elder Street	Mission Road	Morro Road	East	None	1	Up to 25 mph	4	Strong and Fearless Bicyclists
			West					
Alvarado Street	Mission Road	Morro Road	East	None	1	30 mph	4	Strong and Fearless Bicyclists
			West					



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Existing Level of Traffic Stress

Exhibit 8

June 2023
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5 EXISTING TRANSIT CONDITIONS

5.1 EXISTING TRANSIT FACILITIES

North County Transit District (NCTD) operates the local bus service within the Fallbrook Community. NCTD's BREEZE Route 306 travels along Mission Road and loops back down Main Avenue as shown in **Figure 10** connecting Fallbrook, Bonsall, and Vista. The route travels to and from the Vista Transit Center which provides local connections to seven other BREEZE routes as well as the SPRINTER light rail line.

Service is provided Monday through Friday, weekends, and holidays. According to the NCTD website. The average headway (time interval between arrivals) is approximately 30 minutes from 5:20 AM to 9:50 PM on an average weekday to and from the Vista Transit Center. During the weekend, service is provided from 5:50 AM to 8:50 PM with an average headway of one hour.

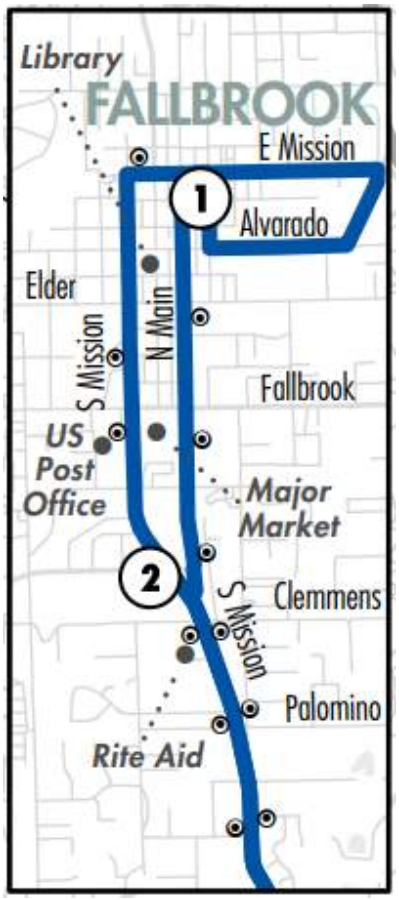


Figure 10: NCTD Route 306

Within the Fallbrook Village Sub-Area, there are 13 bus stops along Mission Road, Main Avenue, and Alvarado Street. The existing quality for each bus stop was evaluated based on the presence of the following amenities which are summarized in **Table 8** and **Exhibit 9**:

- Shelters
- Benches
- Trash Receptacles
- Bus Stop Signage
- Maps/Wayfinding
- Lighting
- ADA Compliancy/Access

All amenities noted above would ideally be implemented at all transit stops. The County of San Diego's General Plan includes a public transit goal and policies and is summarized as follows:

> *Develop a public transit system that reduces automobile dependence and serves all segments of the population by maximizing transit service opportunities; providing transit service to key community facilities and services; placing transit stops in locations that facilitate ridership; incorporating amenities for pedestrians and bicyclists at all transit stops; improving existing transit facilities; addressing opportunities for park-and-ride facilities; and coordinating inter-regional travel modes and shuttles to large employment centers.*[2]

Through collaboration with NCTD, there have been six bus stop locations identified for future improvements including five relocated stops and one new stop at the north-east corner of Main Avenue and Alvarado Street. Refer to Chapter 8 for additional discussion on future transit stops. Any improvements associated with the streetscape improvements would improve pedestrian and bicycle access to transit stops.

[2] San Diego County General Plan, Chapter 4: Mobility Element, Page 4-23, Goals M-8.1 through M-8.8

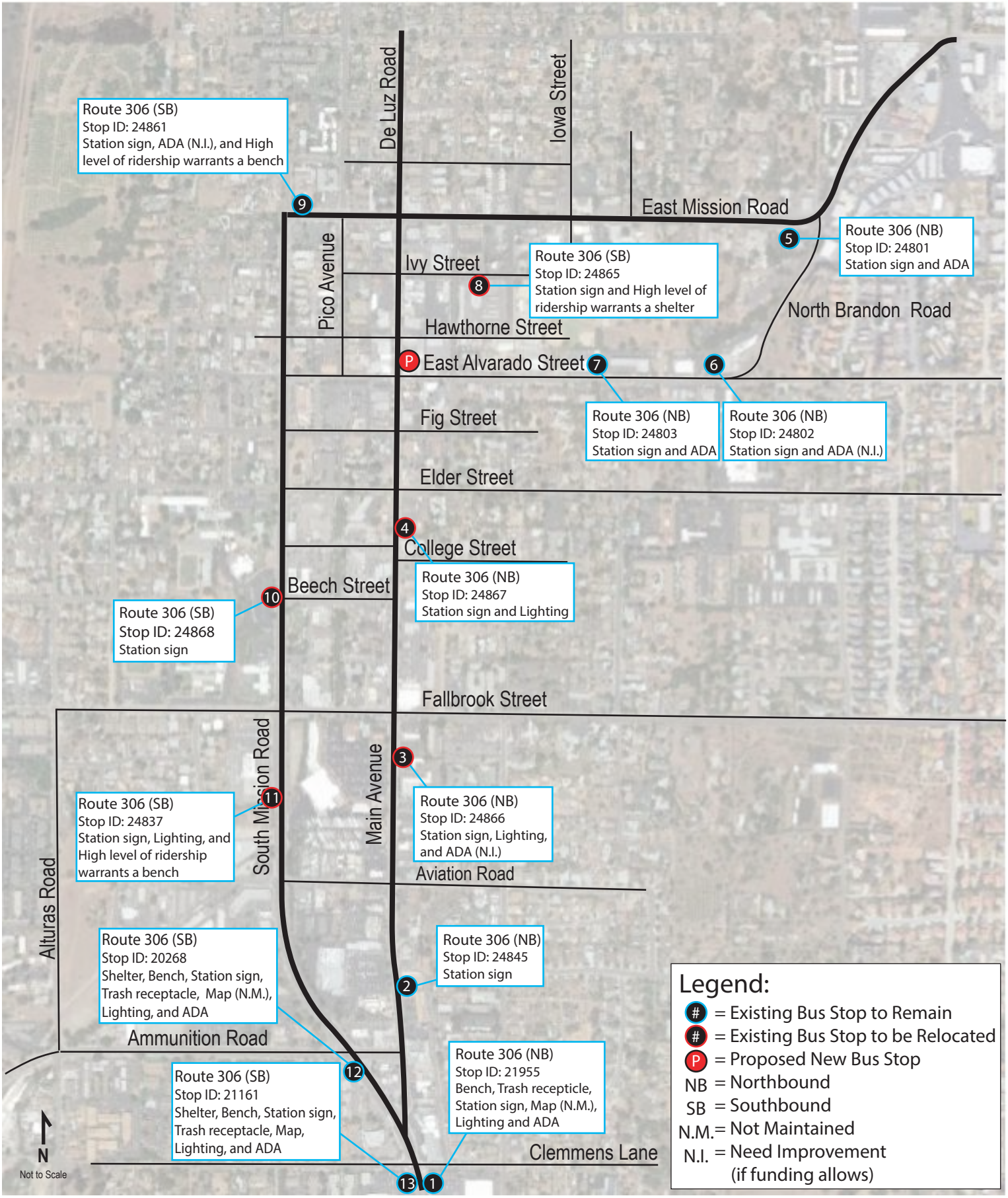
TABLE 8 - ROUTE 306 TRANSIT AMENITIES SUMMARY

Bus Stop (direction)	Stop ID	Proposed Relocation	Available Amenities						
			Shelter	Bench	Trash Receptacle	Sign	Map	Lighting	ADA Compliant?
1 S Mission Rd & Clemmens Ln (NB)	21955			✓	✓	✓	*	✓	✓
2 S Main Av & Ammunition Rd (NB)	24845					✓			No
3 Main Av & Fallbrook St(NB)	24866	✓				✓		✓	**
4 S Main Av & Elder St (NB)	24867	✓				✓		✓	No
5 Mission Rd & Brandon Rd (NB)	24801					✓			✓
6 Alvarado St & Brandon Rd (NB)	24802					✓			**
7 Alvarado St & 388 (NB)	24803					✓			✓
8 Ivy St & Vine St (NB – terminus, SB)	24865	✓	High level of ridership warrants a shelter			✓			No
9 Mission Rd & Hill Av (SB)	24861			High level of ridership warrants a bench		✓			**
10 S Mission Rd & Beech St (SB)	24868	✓				✓			No
11 S Mission Rd & Fallbrook St (SB)	24837	✓		High level of ridership warrants a bench		✓		✓	No
12 S Mission Rd & Ammunition Rd (SB)	20268		✓	✓	✓	✓	*	✓	✓
13 S Mission Rd & Clemmens Ln (SB)	21161		✓	✓	✓	✓	✓	✓	✓

Note: Bus Stop locations are illustrated in **Figure 10** and illustrated northbound, counterclockwise

* Facilities exist but has indications of damage/disrepair.

** Upon preliminary review, these stops are boardable for riders with mobility devices, but they are not to the highest standard of ADA compliance. ADA infrastructure should be improved, if funding allows. NCTD is preparing a formal analysis of ADA compliance.



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Bus Stop Amenities, Route 306

Exhibit 9

April 2024
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6 PLANNED FUTURE IMPROVEMENTS

As outlined in the County of San Diego's 2018, Active Transportation Plan (ATP), communities should strive to create a built environment to improve safety by reduce auto collisions with cyclists and pedestrians, increase accessibility and connectivity, and improve public health by encouraging walking and biking while maintaining the character of each community.

The following section outlines planned future sidewalk and bicycle improvements to serve the estimated 6,150 total daily bicycle and walking trips within the Fallbrook Community (ATP, Table 4-6) anticipated by Year 2050 and will help to address the existing gaps in connectivity within the community.

6.1 COUNTY OF SAN DIEGO ACTIVE TRANSPORTATION PLAN (ATP)

"Active transportation" is a term used to describe any non-motorized form of travel, including biking, walking, horseback riding, etc. The County of San Diego's *Active Transportation Plan* (October 2018) or *ATP* is a plan that balances environmental, economic, and community interests and identifies goals, objectives and actions related to:

- Improving safety to reduce auto collisions with cyclists and pedestrians;
- Increasing accessibility and connectivity with an active transportation network; and
- Improving public health by encouraging walking and biking.

The *ATP* includes recommendations to construct approximately 75 miles of dedicated bicycle facilities within the overall Fallbrook Community Planning Area. This includes 1.2 miles of Class I bike lanes, 54 miles of Class II facilities, and 19.25 miles of Class IV facilities. Refer to **Appendix C** for excerpts from the ATP.

The ATP recommends the following bicycle facilities within the Village Sub-Area:

- South/East Mission Road – Class IV Cycle Track
- Alvarado Street – Class IV Cycle Track
- Fallbrook Street – Class IV Cycle Track

If determined to be safe and feasible after further study, these improvements would improve the bicycle connectivity within the Fallbrook Community and help to address the existing deficiencies.

6.2 County of San Diego Capital Improvement Projects

The County's Department of Public Works (DPW) is responsible for (but not limited to) County maintained roadways, traffic engineering, and the engineering and construction management for public works related infrastructure. DPW has published the 5 Year Capital Improvement Plan (CIP) for Fiscal Years 2021/22 to 2025/26 which consists of improvements to roads & bridges, airports, flood control & wastewater facilities, and other public infrastructure facilities operated by the County. The CIP is a comprehensive program for improving infrastructure within the unincorporated areas of San Diego County, including the Fallbrook Community.

There are eight near-term improvements identified in the CIP within the greater Village Sub-Area and an additional seven improvements identified in the greater Fallbrook Community for a total of 15 planned improvement projects.

Future improvements within the greater Village Sub-Area identified in the CIP are listed below. It should be noted that the sidewalk improvements on Aviation Street were completed in Fall 2021. Detailed excerpts are included in **Appendix E**.

- Fallbrook Street / Old Stage - New Traffic Signal
- S. Mission Road / Clemmens Lane – Pedestrian Enhancements
  - Install ped. countdown signal head, pushbuttons, upgrade curb ramps & crosswalks
- S. Mission Road / Alvarado Street – Pedestrian Enhancements
  - Install ped. countdown signal head, pushbuttons, upgrade curb ramps & crosswalks
- East Alvarado Street - South Vine Street to Brandon St (approximately 500 feet)
  - Construct new sidewalks, ADA enhancements
- Ammunition Road – Alturas Road to S. Mission Road (approximately 230 feet)
  - Construct new sidewalks, ADA enhancements
- West Alvarado Street – Mission Road to Main Avenue (approximately 450 feet)
  - Construct new sidewalks
- West Aviation Street – Mission Road to Main Avenue (approximately 600 feet)
  - Construct new sidewalks
  - **Completed Fall 2021**
- Elder Street – Mission Road to Pico Avenue (approximately 700 feet)
  - Construct new sidewalks

The future improvements identified above as outlined in the CIP will help to improve the pedestrian connectivity and access throughout the Fallbrook Village Sub-Area. However, these do not address the existing sidewalk deficiencies identified along Main Avenue.

7 POTENTIAL STREETSCAPE TREATMENTS

The following pages provide descriptions and examples of various transportation related concept elements that could be incorporated into the streetscape improvements to improve access and mobility for users of modes and abilities. These elements include:

- Curb Extensions (Bulb-Outs)
- Marked Crosswalks
- Rectangular Rapid Flashing Beacons (RRFB)
- Controlled Pedestrian Crosswalks
- Raised Medians
- Sidewalks
- Bike Lanes
- Intersection Control Options

These treatments are a sample of potential improvements options as outlined in Appendix B: Active Transportation Plan Toolbox of the County's ATP. While these treatments are provided as potential options for streetscape improvements, they may not be feasible or desirable in the Town Center.

7.1 CURB EXTENSIONS (BULB-OUTS)

A curb extension, also known as a bulb-out, is a traffic calming measure that widens the sidewalk for a short distance and extends the curb space at the corners of an intersection in order to reduce the crossing distance for pedestrians. Curb extensions may be constructed at intersection corners or mid-block crosswalks. See **Figure 11**.

Curb extensions increase visibility for pedestrians and drivers by bringing the pedestrian closer to the edge of the travel-way at a marked crossing. This reduces the pedestrian crossing distance which reduces the time pedestrians are in the street. Curb extensions also provide visual friction which can result in more cautious driving and can result in slower vehicle speeds.

Road classification, lane width, road width, sidewalks, curb radii, truck turning radii and on-street parking should all be considered when designing curb extensions. Appropriate signage for vehicles, bicyclists, and pedestrians should be provided at all potential conflict points. Placement of street furniture and landscaping on curb extensions should ensure that sight lines are not obstructed and properly maintained.

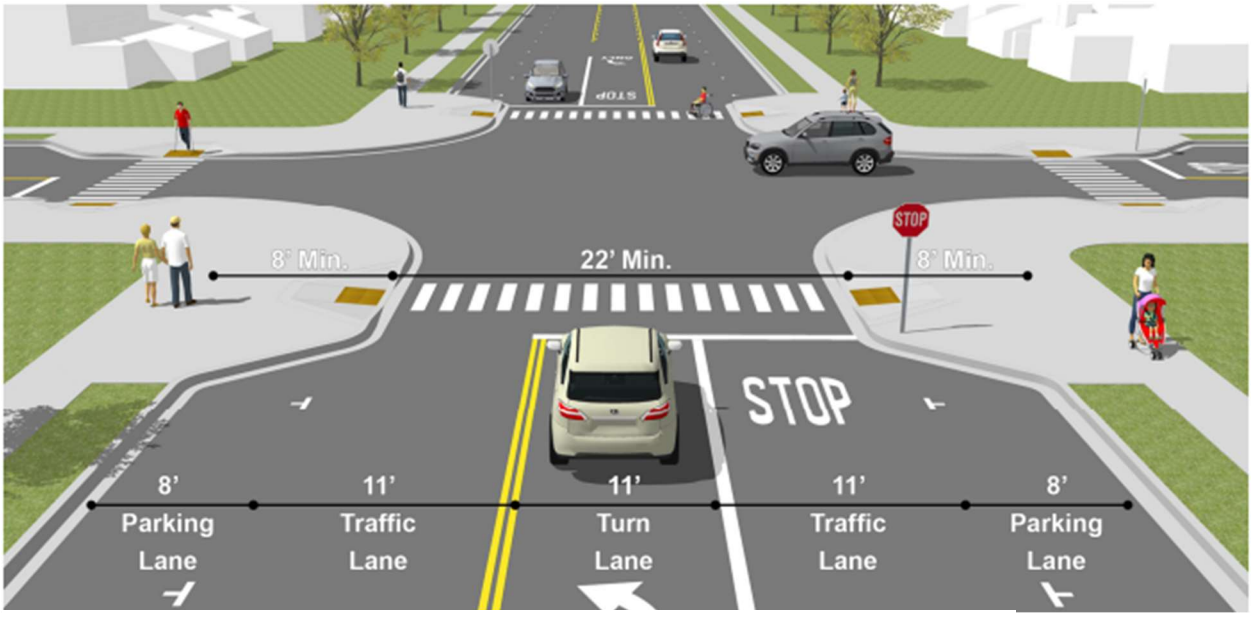

Figure 11: Typical Cross Section with Curb Extensions (Source: SDC ATP: Appendix B – ATP Toolbox)

7.2 MARKED CROSSWALKS

Marked crosswalks indicate a preferred location for pedestrians to cross a roadway, and alert motorists and cyclists to anticipate pedestrians. Marked crosswalks are complemented by curb ramps and ADA access signage with improved visibility of the crossing. At signalized intersections, pedestrian countdown signal heads help inform pedestrians of how much time they have left to cross. Marked crosswalks at locations other than signalized intersections should be coupled with either a pedestrian signal/high intensity activated crosswalk (HAWK) or a Rectangular Rapid Flashing Beacon (RRFB).

Figure 12: High Visibility Continental Crosswalk and Basic Crosswalk with Decorative Paving at Main Avenue and Hawthorn Street

The *California Manual on Traffic Control Devices (CA MUTCD)* identifies three types of crosswalks as appropriate for marked pedestrian crossings: ladder, diagonal, and continental (see **Figure 4**). Diagonal and continental are considered high visibility crosswalk markings per the *CA MUTCD*. To improve the visibility of the existing marked crossings and for all new marked crossing installations, continental crosswalks are preferred over standard parallel crosswalks.

Some crossing locations include pedestrian refuge islands to shorten a pedestrian's crossing distance and provide pedestrians a refuge. Typical crosswalks are striped with white paint.

In school zones yellow paint should be used to mark the crossings. Pedestrian crosswalks are typically 10 feet in width with white or yellow markings. However, design and installation of marked crosswalks should comply with the County of San Diego Roadway Standards and California Manual on Uniform Traffic Control Devices standards. Crosswalks should remain visible and may require ongoing maintenance to minimize fading.

7.3 RECTANGULAR RAPID FLASHING BEACONS

Rectangular Rapid Flashing Beacons (RRFB's) are pedestrian activated enhancements used to improved visibility and increase driver awareness at uncontrolled marked crossings. The device includes two rectangular shaped yellow indications with LED light's that flash when activated by either a pedestrian, or passively through detection. RRFB's may be powered by a standalone solar panel unit, or hard-wired to a nearby power source.

RRFB's improve pedestrian safety and increase motorist yielding at crosswalks at a lower cost compared to pedestrian signals.

Figure 13: Activated RRFB on two-lane roadway (City of Lincoln, NE)

7.4 CONTROLLED PEDESTRIAN CROSSINGS

Controlled Pedestrian Crossings, such as a High-Intensity Activated Crosswalk (HAWK) Signal, or a Pedestrian Signal, are used to warn and control vehicle traffic at a marked crosswalk. Controlled Pedestrian Crossings are typically located mid-block or at an intersection where a traffic signal is not warranted for vehicular traffic. Unlike RRFB's, controlled crossings provide a clear indication for the assignment of right of way at the marked crosswalk and vehicles are required to stop at these controlled crossings when activated by a pedestrian.

Figure 14: Example of pedestrian signal

Both the driver and the pedestrian or bike are provided a clear indication of when to stop or wait and when to proceed. The signal or HAWK is activated by the pedestrian using a push-button and pedestrians must wait for the WALK sign to proceed. During that time, autos are provided a RED light and are required to stop. If the signal is not activated by a pedestrian, motorists are permitted to drive through the crosswalk but are cautioned to slow down and look for the presence of nearby pedestrians.

7.5 RAISED MEDIANS

Raised medians are curbed sections that typically occupy the center of the roadway. Raised medians within a roadway such as Main Avenue can be either landscaped or paved.

Figure 15: Example of HAWK signal at controlled crosswalk.

Continuous raised medians may restrict vehicular access at intersections and driveways. They may be used to concentrate left-turn movements at specific locations and tend to result in an increase of the frequency of U-turns at a signalized intersection or at gaps in the median. However, raised medians can improve safety by providing a physical barrier between opposing directions of traffic thus reducing vehicle conflicts.

Figure 16: Example of a raised median

Raised medians tend to serve as a place of refuge for pedestrians and bicyclists who cross a street midblock or at intersections. In addition, raised medians allow pedestrians and bicyclists to cross one direction of traffic at a time. In addition, medians with natural landscaping also serve as natural bio-swales for managing stormwater. While medians are a viable streetscape treatment, they may not be feasible or desirable in the Town Center area.

7.6 SIDEWALKS

Sidewalks are primarily used by pedestrians but sometimes used by bicyclists, specifically younger and unexperienced riders. Sidewalks provide pedestrians and bicyclists a connection to parks, schools, restaurants, retail shops, libraries, public transit and other attractions. Sidewalks must meet the minimum ADA requirements and are required to be a minimum five feet wide according to the County of San Diego's Public Road Standards, although six feet wide is preferred.

7.7 BIKE LANES

Bike Paths (Class I) provide a separate right of way for the exclusive use by pedestrians and bicyclists and are generally completely off-road.

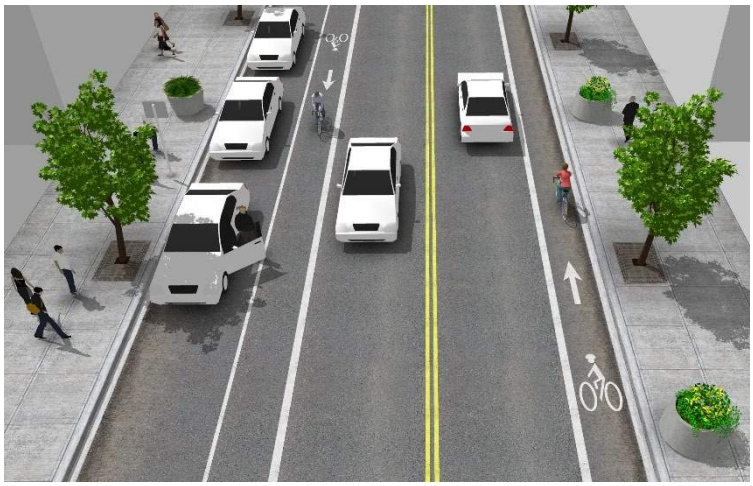

Figure 17: Conventional Class II Bike Lanes. Source: National Association of City Transportation Officials (NACTO).

Bike lanes (Class II) are defined by pavement striping and signage and effectively dedicate a portion of the roadway right-of-way for exclusive bicycle travel. Bike lanes are one-way facilities typically located on the far-right side of the road adjacent to the curb. Class II bike lanes with a buffer are conventional Class II bike lanes may be paired with a designated buffer space (18 inches to 3 feet) separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane or with high visibility green paint.

Shared Bike Routes (Class III), aka "Sharrows", are designated on-street bicycle routes shared with motorized vehicles. Bicyclists travelling along a Class III facility are allowed the entire use of the travel lane.

Cycle Tracks (Class IV) are exclusive bicycle facilities that are physically separated from the vehicular traffic by bollards, planters, or curbs. Cycle tracks can be designed as one-way or two-way depending on the street network.

While Class II bike lanes are preferred over a Class III shared facility, any identified bicycle facility helps to improve the riding environment for riders. As future bicycle facilities are planned and designed, as prescribed in the County's ATP, they should be constructed in compliance with the County Roadway Standards and California Manual on Uniform Traffic Control Devices design standards.

Exhibit 6 shows the future bicycle facilities buildout conditions as outlined in the County ATP. Within the Downton Village, future bicycle facilities are identified on the following segments under buildout conditions:

- South Mission Road (Class III)
- East Mission Road (Class II & Class III)
- Fallbrook Street (Class II & Class III)
- Alvarado (Class II & Class III)

7.8 INTERSECTION CONTROL OPTIONS

Roundabouts, traffic signals, and stop signs are all forms of traffic control devices and are effective at controlling right-of-way through an intersection. Traffic control is not a form of traffic calming; however roundabouts can help reduce traffic speeds through intersections depending upon the size of the roundabout and other design features.

Roundabouts provide the highest degree of safety, when compared to other traffic control options. However, right-of-way and construction costs are typically factors that deter the selection of a roundabout as a viable option. A standard single-lane roundabout is typically 100 feet wide, but may be as narrow as 85 feet. In the Town Center along Main Avenue, which is approximately 50 feet wide (including two, eight-foot parking lanes) building setbacks and limited right of way (among other factors) limit the feasibility of this control option.

Signalized intersections are the most common and most familiar traffic control device. They provide a clear indication of when to stop and when to go as well as when pedestrians should cross the intersection by providing dedicated crossing times. Signal installation hinges upon the ability for traffic volumes and other factors to meet traffic signal warrants as outlined in the CA MUTCD. Intersections with low volume side streets typically have a difficult time meeting signal warrants. While traffic signals would clearly define the right of way for all users, they may not be feasible or desirable in the Town Center due to construction costs, low traffic volumes, and uniformity of intersection control along the corridor.

An all-way stop controlled intersection includes stop signs on all approaches to the intersection. Existing locations along Main Avenue today are minor-street-stop control where the stop signs are only located on the side streets. Under these circumstances vehicles on the major road (approach without stop signs) have the right of way and are free flowing. Pedestrians are required to wait for an adequate gap in traffic before crossing Main Avenue. An all-way stop would require all vehicles to come to a complete stop and clearly defines the right-of-way between motorists and pedestrians. By creating gaps in the traffic flow by requiring vehicles to stop, pedestrians crossing opportunities crossing Main Avenue improve.

Similar to the traffic signal, all-way stop control is subject to warrant analysis and should not be installed as merely a traffic calming device. As outlined in the CA MUTCD Chapter 2B-5, the installation of stop signs should be considered in caution as they may provide a false sense of security for pedestrians as drivers tend to roll through stop signs or fail to stop completely.

Traffic calming features, such as bulb-outs and high visibility crosswalks reduce vehicular speeds through the intersection and increase pedestrian visibility. Applied in conjunction with traffic control, traffic calming can be an effective speed control option along a corridor.

8 FINDINGS AND RECOMMENDATIONS

The focus of this Mobility Analysis is to document existing mobility conditions within the Fallbrook Town Center and identify potential streetscape treatments that improve access and mobility for users of all abilities and all modes. This report summarizes the key elements and analysis in support of the streetscape improvements and opportunity sites identified in the Downtown Fallbrook Visioning Report (December 2020) as well as input received in the Phase 2 Summary, *Community Engagement Report (Appendix A of the Fallbrook Sub Area Plan),* by MIG under separate cover.

While the Pedestrian Environmental Quality Index (PEQI) analysis showed "reasonable" pedestrian facilities, the assessment focuses mainly on the overall pedestrian environment. The analysis considers things such as seating and landscaping as beneficial, however, these features also obstruct the already narrow sidewalks (approximately 5') reducing the effective width making pedestrian navigation more difficult.

As part of the County's Active Transportation Plan, a Pedestrian Gap Analysis (PGA) was conducted to evaluate the pedestrian facilities throughout the County and provide a relative ranking system to identify and prioritize pedestrian improvements. The PGA identified some areas in the northeast area of the study area along South Mission Road and Pico Avenue as "very good", however the majority of the sidewalks along Main Avenue south of East Mission Road within the Town Center are considered "average". It should be noted that the results of the PGA analysis generally align with the PEQI analysis.

The Bicycle Level of Traffic Stress showed poor results primarily due to the lack of bicycle facilities in the study area. The bicycle facilities that are provided are limited to Class II facilities on portions of East Mission Road, Ammunition Road, and Fallbrook Street.

The Mobility Analysis found that pedestrian and bicycle facilities within the Fallbrook Village Sub-Area could be improved. If determined to be safe and feasible after further study, the County's 5-Year Capital Improvement Program (CIP) would address some of these improvements throughout the overall Fallbrook Community, including the Village Sub-Area. Similarly, improvements associated with the proposed Streetscape Plan for Main Avenue should take these into consideration.

The following outlines potential improvements that would benefit and enhance the pedestrian and bicycle quality and comfort within the greater Fallbrook Village Sub-Area as well as the Town Center. Streetscape treatments should be consistent, especially along Main Avenue, to not only bring a sense of cohesiveness to the community but also to establish uniform operations for both autos and pedestrians.

Recommendations

Construct Dedicated Bicycle Facilities

Consistent with the improvements identified in the County of San Diego's ATP (2018) and the Fallbrook Community Plan Mobility Element, the construction of dedicated bicycle facilities throughout the Fallbrook Community will increase connectivity within the community and provide a more comfortable experience for cyclists. Refer to Section 6.1 of this report. Within the Fallbrook Village Sub-Area, this includes Class IV Separated Bikeway/Cycle Track along Mission Road, Alvarado Street, & Fallbrook Street. As discussed previously, no bicycle facilities are planned or proposed on Main Avenue.

Improve ADA Access

The Americans with Disabilities Act (ADA) was passed in 1990, creating a standard for disabled accessibility to public facilities. To meet ADA compliance for pedestrian accessibility, the County of San Diego's Public Road Standards mandates that sidewalks must be a minimum of five feet wide. While the sidewalks within the Town Center meet the bare minimum, other features such as planters, landscaping, and benches reduce the effective width making pedestrian navigation difficult. In addition, the adjacent trees along the street have caused uplift on the sidewalks resulting in trip hazards. While the majority of the sidewalks within Fallbrook were constructed prior to ADA standards, future sidewalk improvements should consider minimum width requirement and bring the sidewalks into ADA compliance.

In addition, all future intersection improvements should be ADA compliant and include the following features:

- Compliant curb ramps per the County's Public Road Standards.
    - Adequate side slopes
    - Adequate pedestrian landing zone
    - Presence of truncated domes
- High Visibility Crosswalks
- 2" Pedestrian Push Buttons
- Pedestrian Countdown Timers (at signalized crossings)

Improve Sidewalk Network & Pedestrian Connectivity

Consistent with the improvements identified in the CIP, sidewalk connectivity should be improved wherever possible to increase pedestrian circulation throughout the Town Center. As sidewalk facilities are improved, the sidewalks should meet Public Road Standards and be ADA compliant.

Improve Pedestrian Crossings

The PEQI analysis identified several intersections as having "poor" pedestrian environments. The construction of curb extensions (bulb-outs) with high visibility crosswalks could improve the quality of pedestrian crossings.

In addition, the marked uncontrolled crosswalks at several locations give pedestrians a false sense of protection within the crosswalk, even though vehicles do not stop. Construction of yield controls such as a rectangular rapid flashing beacon (RRFB) would increase the awareness for drivers as well as increase

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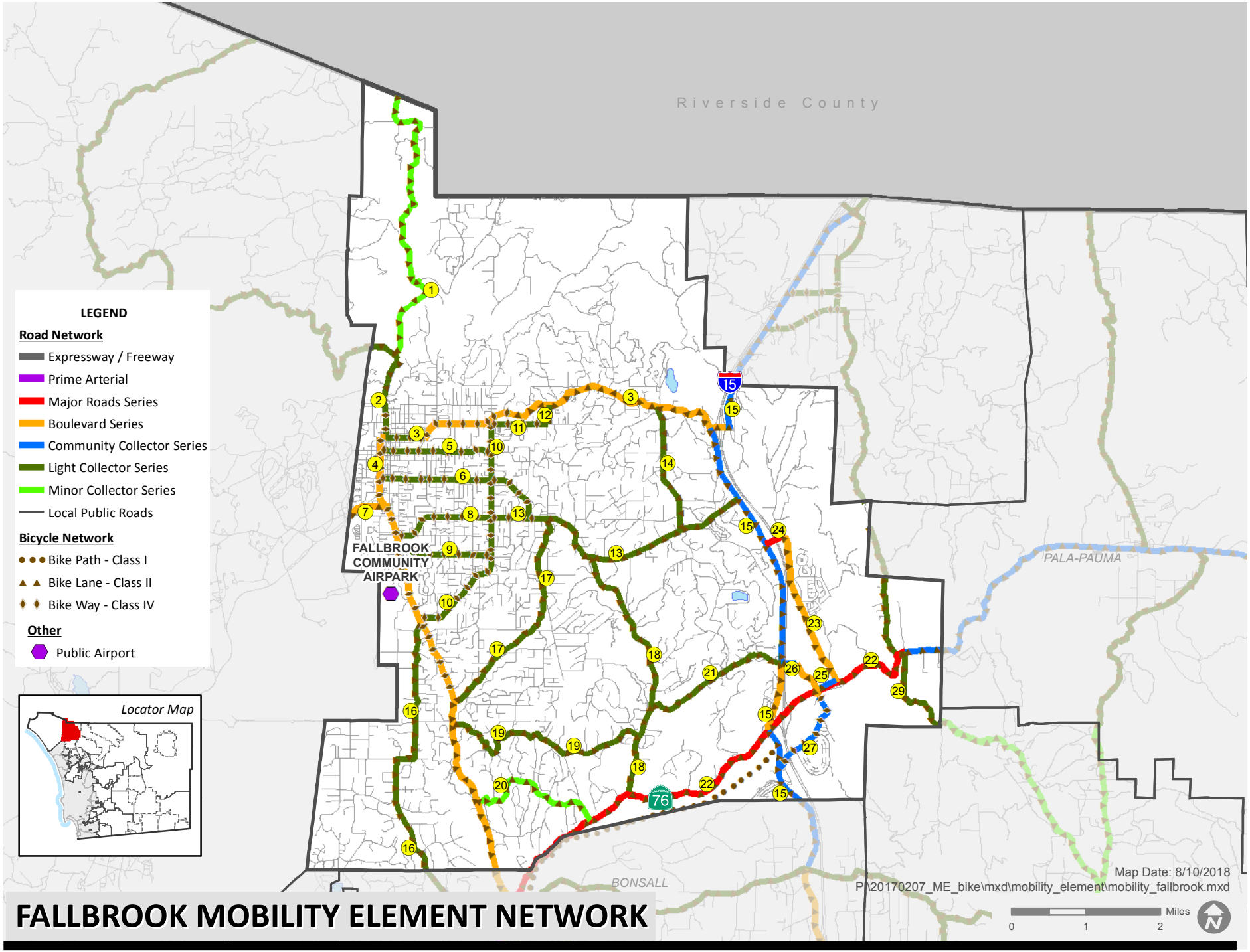
Appendix A:
Mobility Element Network Map & Matrix



FALLBROOK MOBILITY ELEMENT NETWORK

Mobility Element Network—Fallbrook Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
1	Sandia Creek Drive (SC 21) Segment: Riverside County line to DeLuz Road	2.3C Minor Collector	None
2	DeLuz Road (SC 10) Segment: Pendleton-DeLuz community boundary to West Mission Road	2.2C Light Collector Intermittent Turn Lanes	Accepted at LOS E Segments: Dougherty Street to Mission Road
3	West / East Mission Road (SF 1305) Segment: North Mission Road to Interstate 15 interchange northbound	2.2B Light Collector Continuous Turn Lane—N. Mission Road to Brandon Road 4.2B Boulevard Intermittent Turn Lanes—Brandon Road to Interstate 15 interchange northbound	Accepted at LOS E Segments: Live Oak Park Road to I-15 southbound ramp Shoulder as Parking Lane Separated Bike Way—South Mission Road to Minnesota Street
4	North / South Mission Road (SF 1305) Segment: West Mission Road to Bonsall CPA boundary	4.2B Boulevard Intermittent Turn Lanes	Shoulder as Parking Lane Separated Bike Way—Mission Road to Alvarado Street
5	Alvarado Street (SC 10) Segment: South Mission Road to Stage Coach Lane	2.2C Light Collector Intermittent Turn Lanes	Shoulder as Parking Lane Separated Bike Way—Mission Road to Brandon Street
6	Fallbrook Street (SF 1416) Segment: South Mission Road to Reche Road	2.2B Light Collector Continuous Turn Lane—South Mission Road to Stage Coach Lane 2.2C Light Collector Intermittent Turn Lanes—Stage Coach Lane to Reche Road	Shoulder as Parking Lane Separated Bike Way—Mission Road to Old Stage Coach Lane
7	Ammunition Road (SC 20) Segment: Pendleton-DeLuz boundary to South Main Avenue	4.2B Boulevard Intermittent Turn Lanes	None
8	Palomino Road Segment: Old Stage Road to Stage Coach Lane	2.2C Light Collector Intermittent Turn Lanes	None

Mobility Element Network—Fallbrook Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
9	Pepper Tree Lane (SC 90) Segment: South Mission Road to Stage Coach Lane	2.2E Light Collector	None
10	Stage Coach Lane (SA 40) Segment: South Mission Road to East Mission Road	2.2C Light Collector Intermittent Turn Lanes—South Mission Road to Reche Road 2.2B Light Collector Continuous Turn Lane—Reche Road to East Mission Road	None
11	Gumtree Lane (SC 30) Segment: North Stagecoach Lane to Hamilton Lane	2.2E Light Collector	None
12	Hamilton Lane Segment: Guntree Lane to East Mission Road	2.2E Light Collector	None
13	Reche Road (SF 1416) Segment: Stage Coach Lane to Old Highway 395	2.2B Light Collector Continuous Turn Lane—Stage Coach Lane to Green Canyon Road 2.2C Light Collector Intermittent Turn Lane—Green Canyon Road to Old Highway 395	None
14	Yucca Road Segment: East Mission Road to Reche Road	2.2F Light Collector Reduced Shoulder	None

Mobility Element Network—Fallbrook Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
15	Old Highway 395 (SA 15) Segment: Rainbow CPA boundary to Interstate 15 interchange northbound and East Mission Road to Bonsall CPA boundary	2.1D Community Collector Improvement Options [Unspecified]—Rainbow CPA boundary to Interstate15 interchange northbound 2.1A Community Collector Raised Median—East Mission Road to Pala Mesa Drive 4.2B Boulevard Intermittent Turn Lanes—Pala Mesa Drive to SR-76 2.1D Community Collector Improvement Options [Unspecified]—SR-76 to Bonsall CPA boundary	Accepted at LOS E/F Segment: Rainbow CPA boundary to Stewart Canyon Road and Dulin Road (W) to Pala Road Note: Although the Countywide traffic analysis forecast the Steward Canyon to Pala Mesa Drive segment to operate at LOS E/F, more project specific analysis forecast this segment to operate at an acceptable LOS. Therefore, this segment is not being accepted to operate at LOS E /F and any development projects would have to either mitigate their impacts or pursue a General Plan Amendment to change the classification of the road.
16	Olive Hill Road (SC 100.5) Segment: South Mission Road to Bonsall CPA boundary	2.2F Light Collector Reduced Shoulder	None
17	Green Canyon Road (SA 60.2-SC 71) Segment: Reche Road to S. Mission Road	2.2E Light Collector	None
18	Gird Road (SA 80) Segment: Reche Road to SR-76 / Pala Road	2.2E Light Collector	None
19	Via Encinos / Knottwood Way Segment: S. Mission Road to Gird Road	2.2F Light Collector Reduced Shoulder	None
20	Via Monserate (SC 120) Segment: S. Mission Road to SR-76 / Pala Road	2.3C Minor Collector	None
21	Pala Mesa Drive Segment: Gird Road to Pankey Road	2.2F Light Collector Reduced Shoulder—Gird Road to Old Highway 395 2.1C Community Collector Turn Lanes—Old Highway 395 to Pankey Road	None

Mobility Element Network—Fallbrook Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
22	SR 76 (Pala Road) Segment: Bonsall CPA boundary to Pala/Pauma Subregion boundary	4.1A Major Road Raised Median—Bonsall CPA boundary to Couser Canyon Road 2.1D Community Collector Improvement Options [Passing Lanes]—Couser Canyon Road to Pala/Pauma Subregion boundary	Accepted at LOS E Segment: Old Highway 395 to I-15 southbound ramp OR Increased Right-of-Way Required—Operational improvements such as right turn lanes required to attain acceptable LOS Segment: Old Highway 395 to I-15 southbound ramp
23	Horse Ranch Creek Road Segment: SR-76/Pala Road to Stewart Canyon Road	4.2A Boulevard Raised Median	None
24	Stewart Canyon Road Segment: Old Highway 395 to Horse Ranch Creek Road	4.1B Major Road Intermittent Turn Lanes	None
25	New Road 25 Segment: Pankey Road to Horse Ranch Creek Road	2.1E Community Collector	None
26	Pankey Road (SC 260.2) Segment: Pala Mesa Drive to East Dulin Road	4.2A Boulevard Raised Median	None
27	East Dulin Road (SC 260.2) Segment: Old Highway 395 to Pankey Road	2.1E Community Collector	None
28	Rice Canyon Road (SC 170) Segment: Rainbow CPA boundary to SR-76	2.2F Light Collector Reduced Shoulder	None
29	Couser Canyon Road (SC 240) Segment: SR-76 / Pala Road to Valley Center CPA boundary	2.2F Light Collector Reduced Shoulder	None

a. ID = Roadway segment on Figure M-A-7

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Appendix B:
PEQI Analysis

Fallbrook Village SAP

Pedestrian Environmental Quality Index (PEQI) - Existing Intersections

Item # / Item name	Int ID	Street name 1	Street name 2	1 Crosswalks	2 ladder xwalks	3a ped signal countdn	3b ped signal no countdn	4 stop signs	5 no turn on red	6 curb cuts	7a traffic signal	7b crossing time	7c crossing distance-ft	weighted crossing speed	8 crosswalk scramble	9 TCFs - code	10 add'l ped signs	Sum	Final Score	
	A	Main Ave	E Mission Rd	4	3	4	0	0	0	4	1	-	75	-	0	1	0			Singlized
				21	20	21	5	8	5	19			20		5	15	7	138	65	
	B	Main Ave	Ivy St	4	2	0	0	2	0	4	0				0	1	0			2 Way Stop
				21	16	5	5		5	19					5	15	7	78	26	
	C	Main Ave	Hawthorne St	4	2	0	0	2	0	4	0				0	1	0			2 Way Stop
				21	16	5	5		5	19					5	15	7	78	26	
	D	Main Ave	Alvarado St	4	0	4	0	0	0	4	1		50		0	1	0			Signalized
				21	8	21	5		5	19			20		5	15	7	126	55	
	E	Main Ave	Fig St	4	4	0	0	2	0	4	0				0	0	0			2 Way Stop
				21	24	5	5	16	5	19					5	9	7	112	61	
	F	Main Ave	Elder St	4	4	0	0	2	0	4	0				0	1	1			2 Way Stop
				21	24	5	5	16	5	19					5	15	17	128	78	
	G	Main Ave	Fallbrook St	4	4	4	0	0	0	4	1		64		0	1	0			Signalized
				21	24	21	5	8	5	19			20		5	15	7	142	68	
	H	Main Ave	Aviation Rd	2	2	0	0	2	0	2	0				0	0	0			2 Way Stop
				15	16	5	5	16	5	11					5	9	7	90	39	
	I	Main Ave	S Mission Rd	0	0	0	0	1	0	2	0				0	0	0			1 Stop Sign
				8	8	5	5	11	5	11					5	9	7	65	13	

Imperial Beach Blvd Enhancement Project
Pedestrian Environmental Quality Index (PEQI) - Proposed Intersections

Item # / Item name	Int ID	Street name 1	Street name 2	1 Crosswalks	2 ladder xwalks	3a ped signal countdn	3b ped signal no countdn	4 stop signs	5 no turn on red	6 curb cuts	7a traffic signal	7b crossing time	7c crossing distance-ft	weighted crossing speed	8 crosswalk scramble	9 TCFs - code	10 add'l ped signs	Sum	Final Score	
	A	9th Street	Calla Avenue	0	0	0	0	4	0	4	0				0	1	0			4 way stop
				8	8	5	5	24	5	19					5	15	7	105	54	
	B	9th Street	Palm Avenue	4	4	4	0	0	0	4+	1	33	119	3.61	0	2	1			Signalized
				21	24	21	5	8	5	19				20	5	15	17	152	76	
	C	9th Street	Donax Avenue	4	4	0	0	4	0	4	0				0	3	0			4 way stop
				21	24	5	5	24	5	19					5	17	7	136	86	
	D	9th Street	Elm Avenue	4	4	0	0	2	0	4+	0				0	4	1			2 way stop
				21	24	5	5	16	5	19					5	17	17	130	80	
	E	9th Street	Imperial Beach Boulevard	4	4	4	0	0	0	4	1	13	62	4.77	0	4	0			Signalized
				21	24	21	5	8	5	19				20	5	17	7	144	70	

Fallbrook Village SAP
Pedestrian Environmental Quality Index (PEQI) - Existing Roadway Segments

Item #						11	12	13	14	15	16	17	18	19	20	21	22	23					24	25	26	27	28	29	30	31	32			
Item name	Segment ID	Street Name	Cross street 1	Cross street 2	Side of Street	# lanes	two-way traffic	posted speed lim	TCFs Code	width of sidewalk	surface condition	obstructions--no sidewalk	curb	driveway cuts (#)	trees	planters/ gardens	public seating	buffer--bike lane	buffer--parallel park no time restrict	buffer--parallel park time restrict	buffer--grassy/ paved margin	buffer--none	store/ retail use (#)	public art	graffiti	litter	ped-scale lights--private	construct'n	abandoned buildings	vacant lots	bike racks	Distance between controlled xwalks	Sum	Final Score
		Main Ave	Mission Rd	Ivy St	W	1	1	25	0	2	2	3	1	1	3	0	0		1				3+	0	0	0	2	0	0	0	0	855		
						22	10	22	7	13	17	8	17	15	7	4	7		13				19	6	9	10	20	13	13	13	5	18	288	62
		Main Ave	Mission Rd	Ivy St	E	1	1	25	0	1	2	3	1	2	2	0	0		1				3+	0	0	0	2	0	0	0	0	855		
						22	10	22	7	7	17	8	17	15	11	4	7		13				19	6	9	10	20	13	13	13	5	18	286	61
		Main Ave	Ivy St	Alvarado St	W	1	1	25	1	1	2	3	1	1	2	1	1		1				3+	0	0	0	2	0	0	0	0	855		
						22	10	22	20	7	17	8	17	15	11	9	13		13				19	6	9	10	20	13	13	13	5	18	310	70
		Main Ave	Ivy St	Alvarado St	E	1	1	25	1	1	2	3	1	0	2	1	1		1				3+	0	0	0	2	0	0	0	0	855		
						22	10	22	20	7	17	8	17	17	11	9	13		13				19	6	9	10	20	13	13	13	5	18	312	71
		Main Ave	Alvarado St	Elder St	W	1	1	25	1	2	3	4	1	2	2	1	1		1				3+	0	0	0	2	0	0	0	0	2000		
						22	10	22	20	13	24	15	17	15	11	9	13		13				19	6	9	10	20	13	13	13	5	1	313	71
		Main Ave	Alvarado St	Elder St	E	1	1	25	1	2	3	4	1	2	2	1	1		1				3+	0	0	0	2	0	0	0	0	2000		
						22	10	22	20	13	24	15	17	15	11	9	13		13				19	6	9	10	20	13	13	13	5	1	313	71
		Main Ave	Elder St	Fallbrook St	W	1	1	25	0	0	0	0	0	1-5	3	0	1		1				3+	0	0	0	2	0	0	0	0	2000		
						22	10	22	7	4	4	5	7	15	7	4	13		13				19	6	9	10	20	13	13	13	5	1	242	44
		Main Ave	Elder St	Fallbrook St	E	1	1	25	0	0	0	0	0	1-5	3	0	1		1				3+	0	0	0	2	0	0	0	0	2000		
						22	10	22	7	4	4	5	7	15	7	4	13		13				19	6	9	10	20	13	13	13	5	1	242	44
		Main Ave	Fallbrook St	S Mission Rd	W	1	1	25	0	2	3	4	1	5+	2	0	0		1				3+	0	0	0	2	0	0	0	0	0		
						22	10	22	7	13	24	15	17	5	11	4	7		13				19	6	9	10	20	13	13	13	5	1	279	58
		Main Ave	Fallbrook St	S Mission Rd	E	1	1	25	0	2	3	4	1	5+	2	0	0		1				3+	0	0	0	2	0	0	0	0	0		
						22	10	22	7	13	24	15	17	5	11	4	7		13				19	6	9	10	20	13	13	13	5	1	279	58

Imperial Beach Blvd Enhancement Project
Pedestrian Environmental Quality Index (PEQI) - Proposed Roadway Segments

Item #						11	12	13	14	15	16	17	18	19	20	21	22	23					24	25	26	27	28	29	30	31	32	33		
Item name	Segment ID	Street Name	Cross street 1	Cross street 2	Side of Street	# lanes	two-way traffic	posted speed lim	TCFs Code	width of sidewalk	surface condition	obstructions--no sidewalk	curb	driveway cuts (#)	trees	planters/ gardens	public seating	buffer--bike lane	buffer--parallel park no time restrict	buffer--parallel park time restrict	buffer--grassy/ paved margin	buffer--none	store/ retail use (#)	public art	graffiti	litter	ped-scale lights--private	construct'n	abandoned buildings	vacant lots	bike racks	Controlled Xwalk Distance	Sum	Final Score
	A1	9th St	Calla Ave	Palm Ave	W	1	1	30	2	2	3	4	1	2	2	1	0	1	1	0	1		3+	0	0	0	3	0	0	0	0	569		
						22	10	12	20	13	24	15	17	15	11	9	7					24	19	6	9	10	25	13	13	13	5	18	330	78
	A2	9th St	Calla Ave	Palm Ave	E	1	1	30	2	2	3	4	1	4	2	1	0	1	1	0	0		3+	1	0	0	3	0	0	0	0	569		
						22	10	12	20	13	24	15	17	15	11	9	7					21	19	14	9	10	25	13	13	13	5	18	335	80
	B1	9th St	Palm Ave	Imperial Beach Blvd	W	1	1	35	2	2	3	4	1	5+	2	1	1	1	1	0	0		1	0	0	0	2	0	0	0	0	604		
						22	10	2	20	13	24	15	17	5	11	9	13					21	11	6	9	10	20	13	13	13	5	18	300	66
	B2	9th St	Palm Ave	Imperial Beach Blvd	E	1	1	35	2	2	3	4	1	5+	2	1	1	1	1	0	0		1	0	0	0	2	0	0	0	0	604		
						22	10	2	20	13	24	15	17	5	11	9	13					21	11	6	9	10	20	13	13	13	5	18	300	66
	C1	9th St	Imperial Beach Blvd	Southern Street	W	1	1	30	2	2	3	2	1	5+	2	0	1	1	1	0	1		0	0	0	0	2	0	0	0	0	664		
						22	10	12	20	13	24	10	17	5	11	4	13					24	9	6	9	10	20	13	13	13	5	18	301	67
	C2	9th St	Imperial Beach Blvd	Southern Street	E	1	1	30	2	2	3	4	1	5+	2	0	1	1	1	0	1		0	0	0	0	2	0	0	0	0	664		
						22	10	12	20	13	24	15	17	5	11	4	13					24	9	6	9	10	20	13	13	13	5	18	306	69

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Appendix C:
ATP Excerpts

Fallbrook

PGA Results

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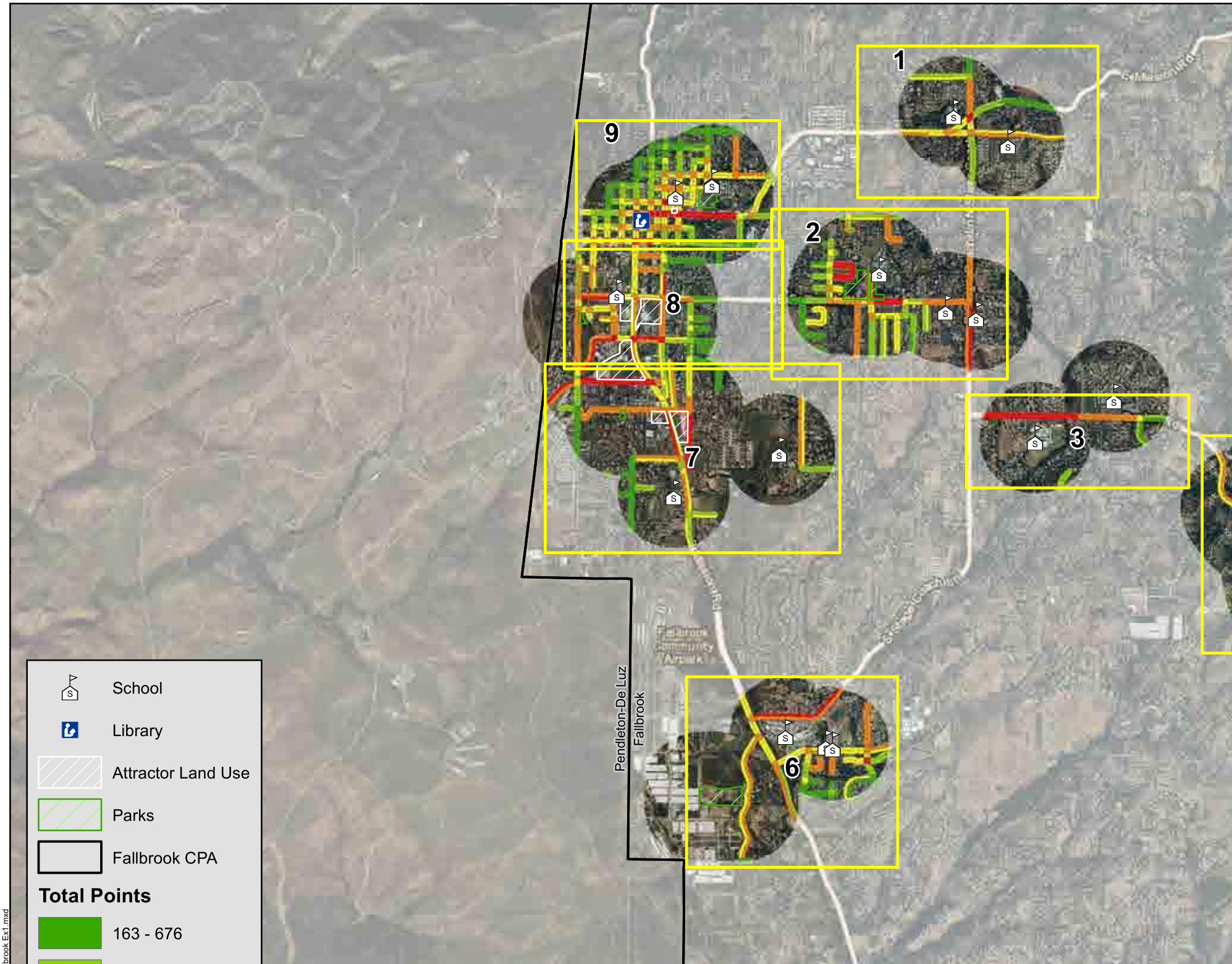
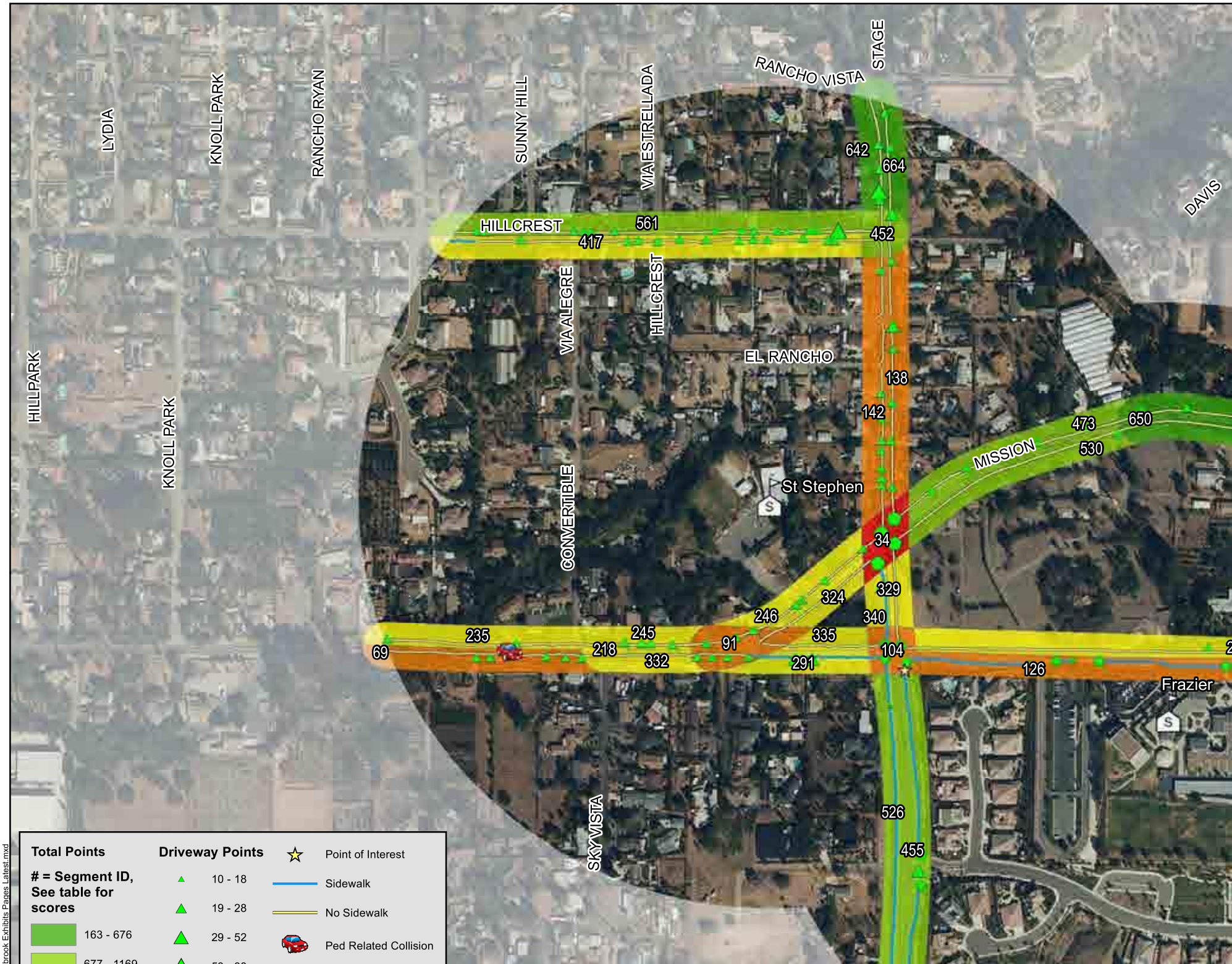

1
2
3
6
7
8
9
Pendleton-De Luz
Fallbrook
School
Library
Attractor Land Use
Parks
Fallbrook CPA
Total Points
163 - 676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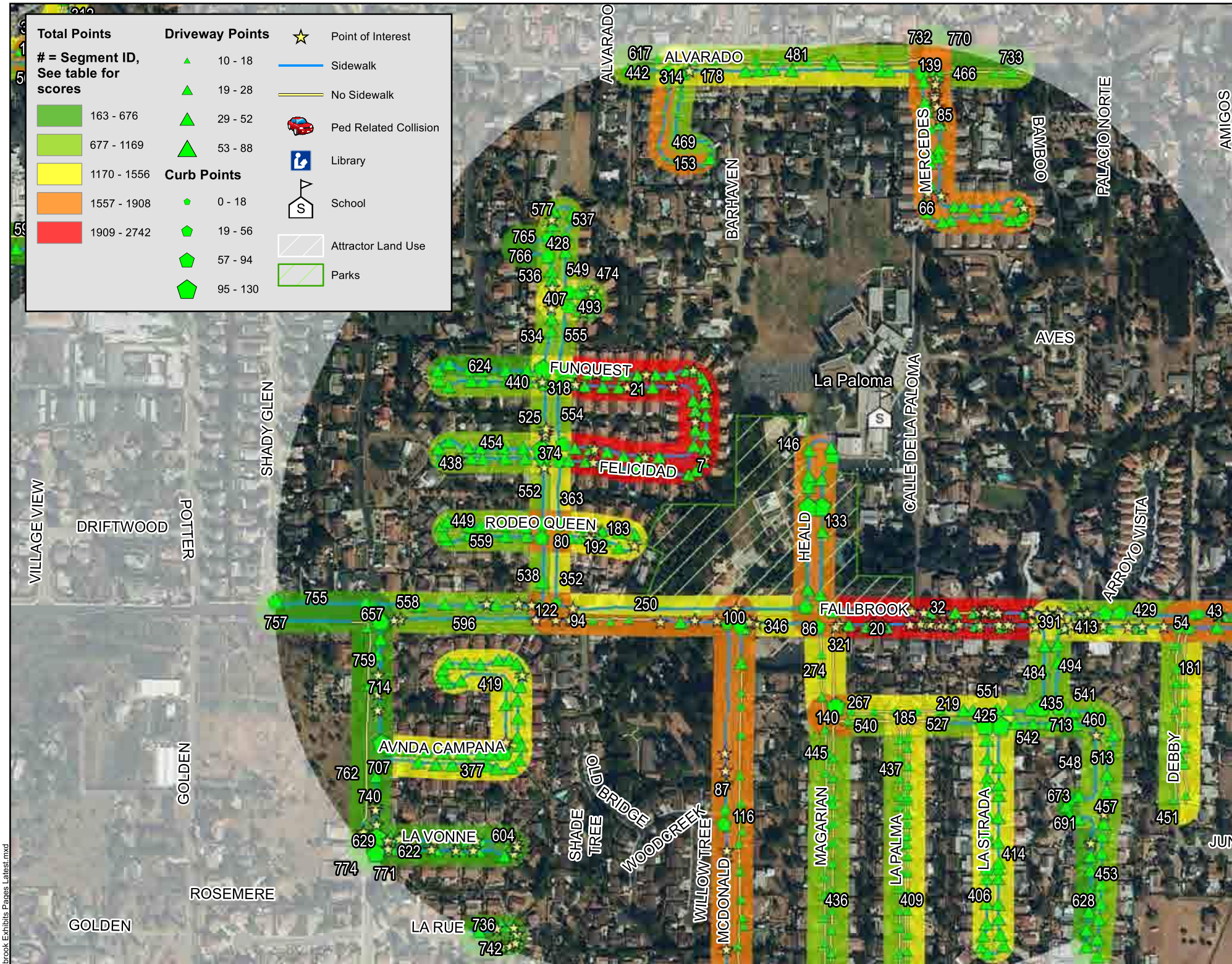
RANCHO RYAN
SUNNY HILL
VIA ESTRELLADA
RANCHO VISTA
STAGE
DAVIS
HILLCREST
VIA ALEGRE
HILLCREST
EL RANCHO
HILLPARK
KNOLL PARK
CONVERTIBLE
MISSION
St Stephen
Frazier
SKY VISTA
642
664
561
417
452
138
142
473
650
530
34
329
324
246
340
235
245
335
69
218
91
104
332
291
126
526
455
Total Points
= Segment ID, See table for scores
163 - 676
677 - 1169
Driveway Points
10 - 18
19 - 28
29 - 52
Point of Interest
Sidewalk
No Sidewalk
Ped Related Collision
brook Exhibits Pages Latest.mxd


Total Points
= Segment ID, See table for scores
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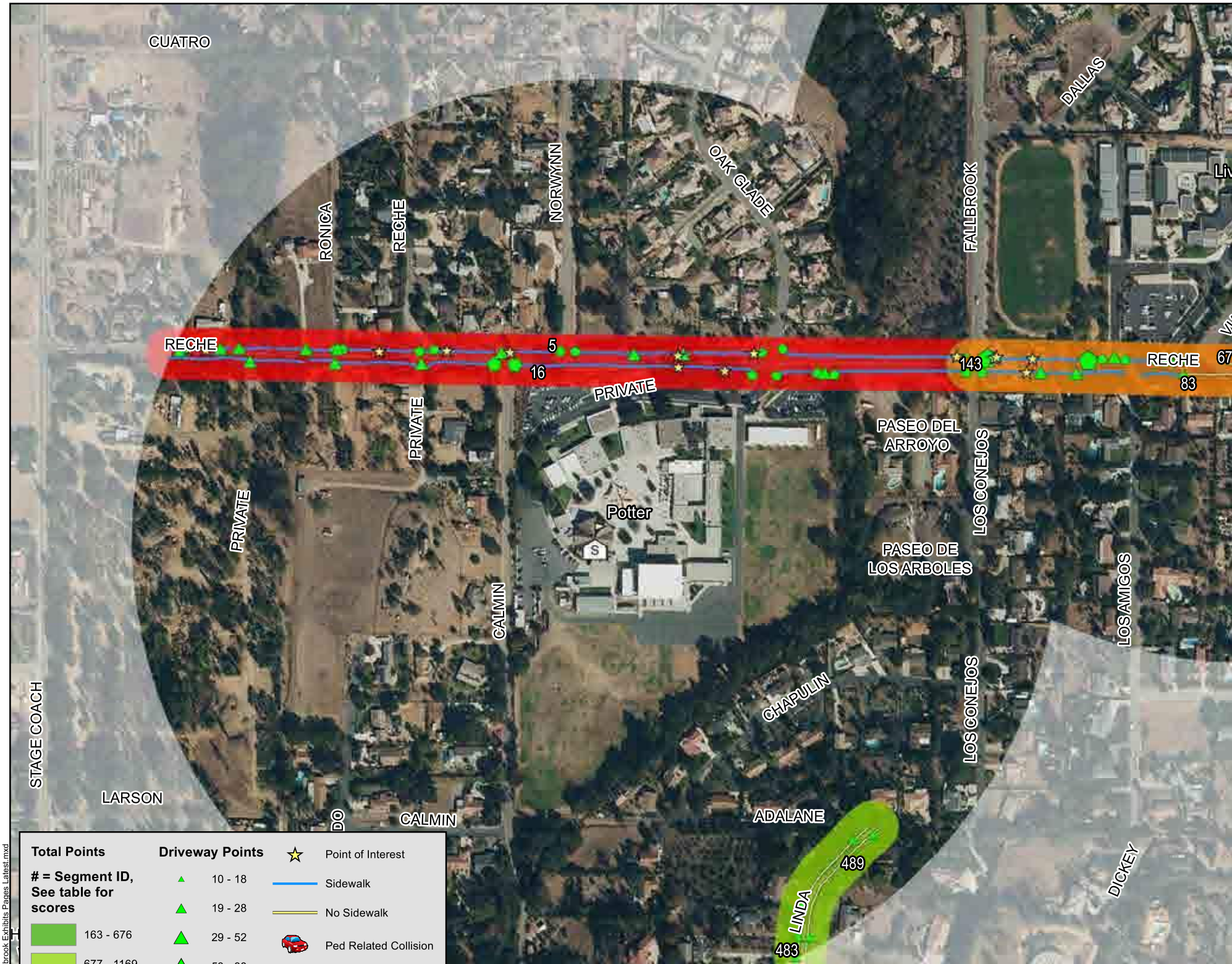
677 - 1169
1170 - 1556
1557 - 1908
1909 - 2742
Driveway Points
10 - 18
19 - 28
29 - 52
53 - 88
Curb Points
0 - 18
19 - 56
57 - 94
95 - 130
Point of Interest
Sidewalk
No Sidewalk
Ped Related Collision
Library
School
Attractor Land Use
Parks
ALVARADO
FUNQUEST
FELICIDAD
RODEO QUEEN
FALLBROOK
AVNDA CAMPANA
LA VONNE
La Paloma
AVES
BARHAVEN
MERCEDES
BAMBOO
PALACIO NORTE
AMIGOS
SHADY GLEN
VILLAGE VIEW
DRIFTWOOD
POTTER
GOLDEN
ROSEMERE
LA RUE
CALLE DE LA PALOMA
HEALD
ARROYO VISTA
OLD BRIDGE
SHADE TREE
WOODCREEK
WILLOW TREE
MCDONALD
MAGARIAN
LA PALMA
LA STRADA
DEBBY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NORWYNN
OAK GLADE
DALLAS
FALLBROOK
RECHE
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143
RECHE
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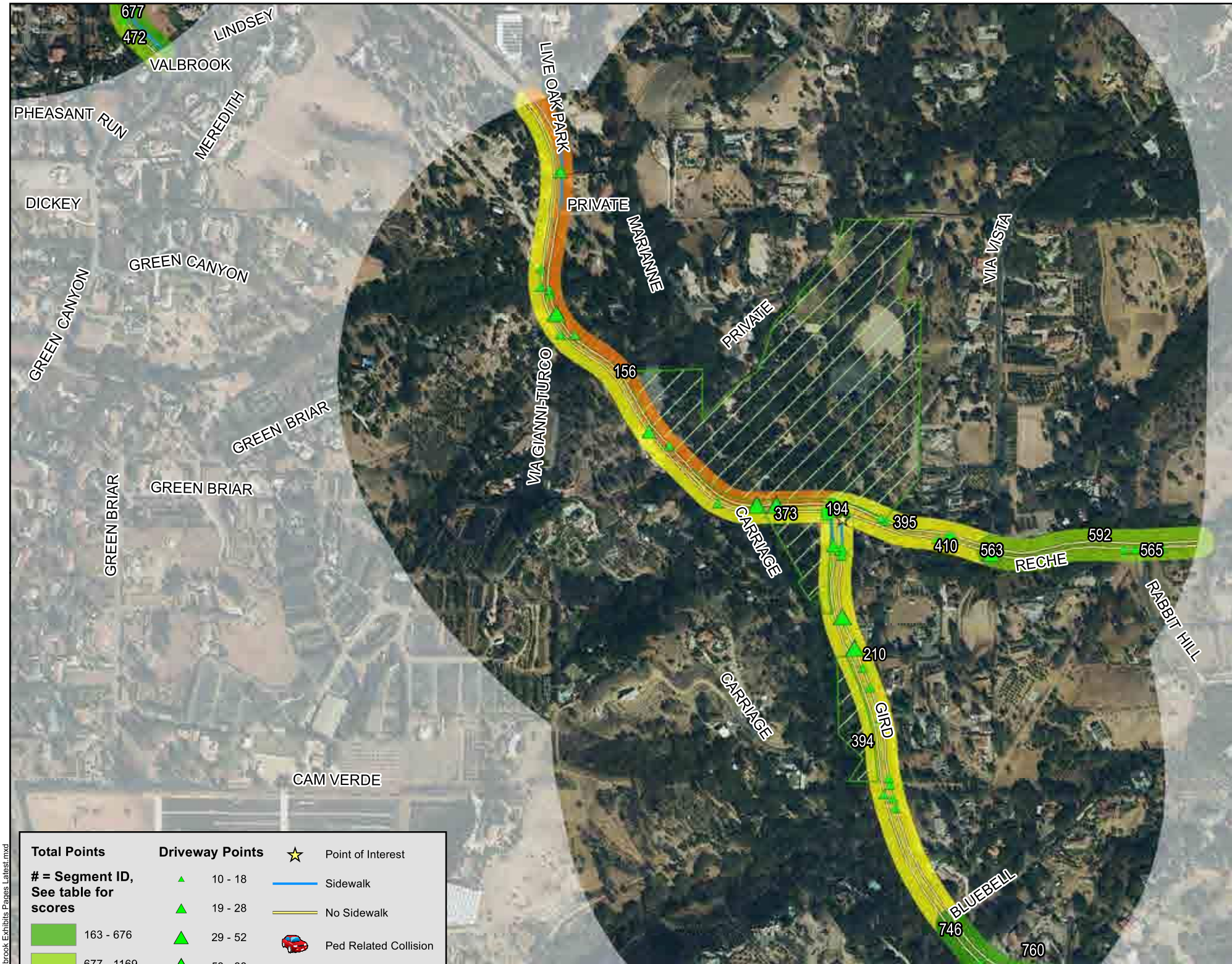
PRIVATE
PRIVATE
PASEO DEL ARROYO
LOS CONEJOS
Potter
PASEO DE LOS ARBOLES
LOS AMIGOS
CALMIN
CHAPULIN
LOS CONEJOS
STAGE COACH
LARSON
CALMIN
ADALANE
489
LINDA
483
DICKEY
Total Points
= Segment ID, See table for scores
163 - 676
677 - 1169
Driveway Points
10 - 18
19 - 28
29 - 52
Point of Interest
Sidewalk
No Sidewalk
Ped Related Collision
brook Exhibits Pages Latest.mxd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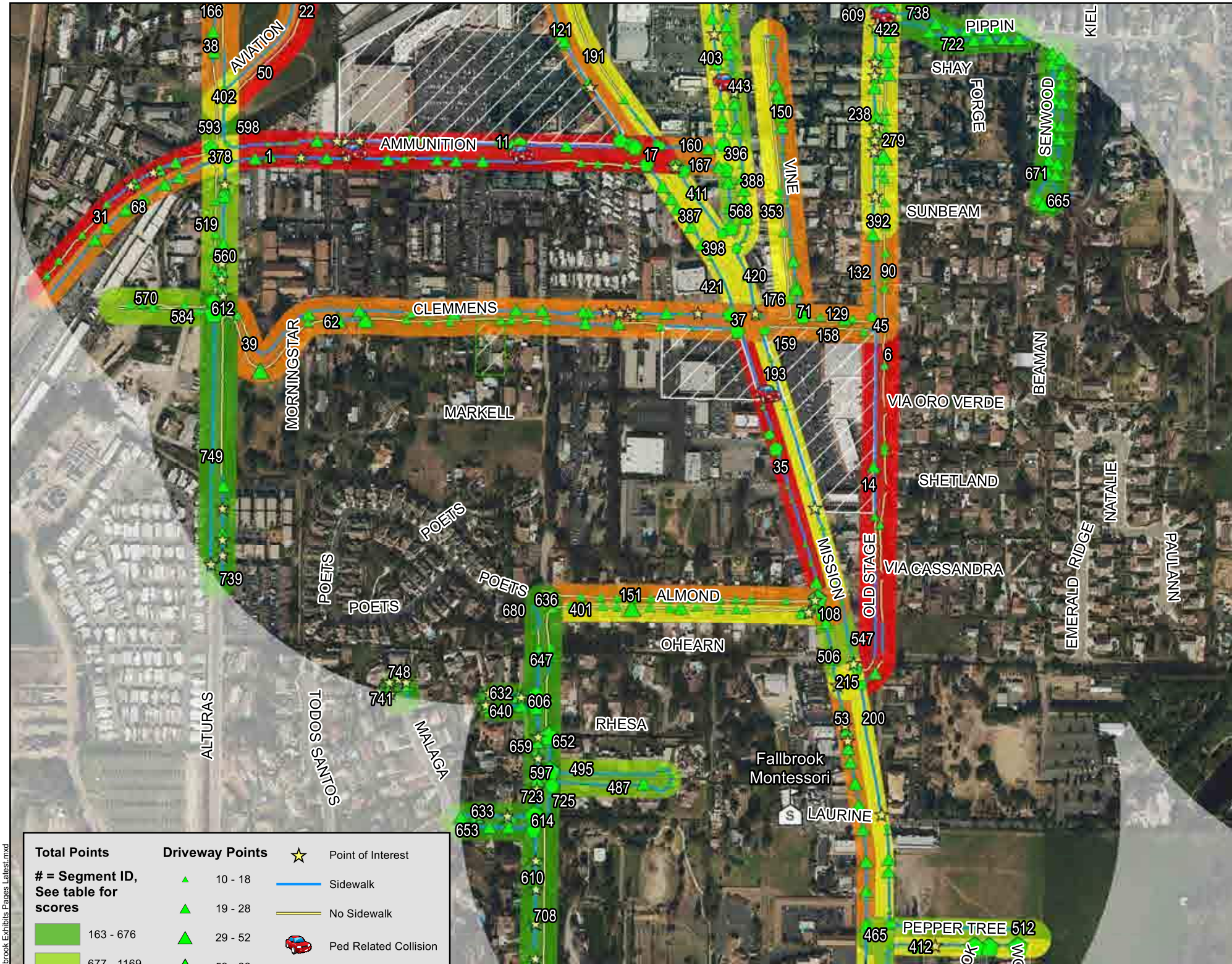
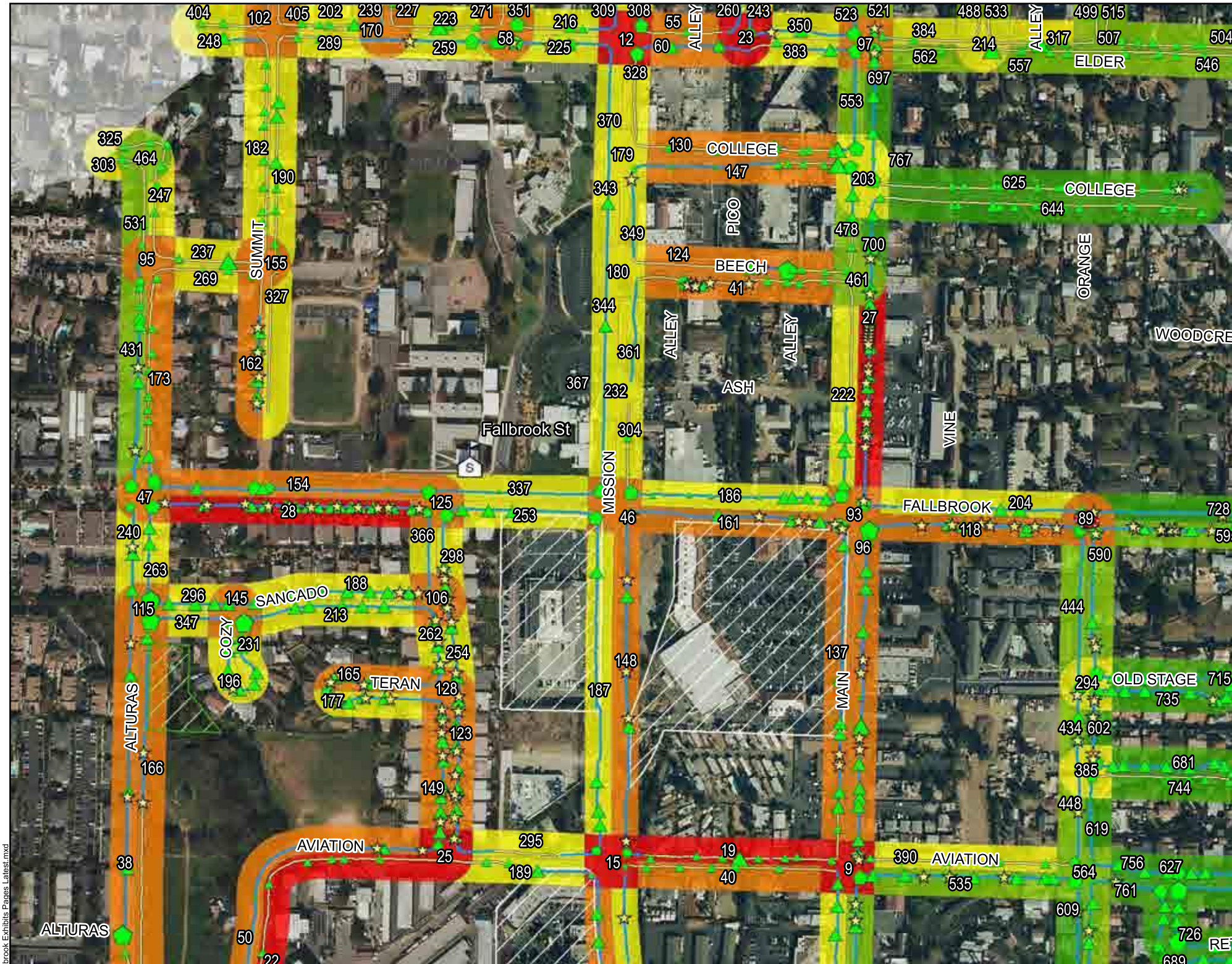
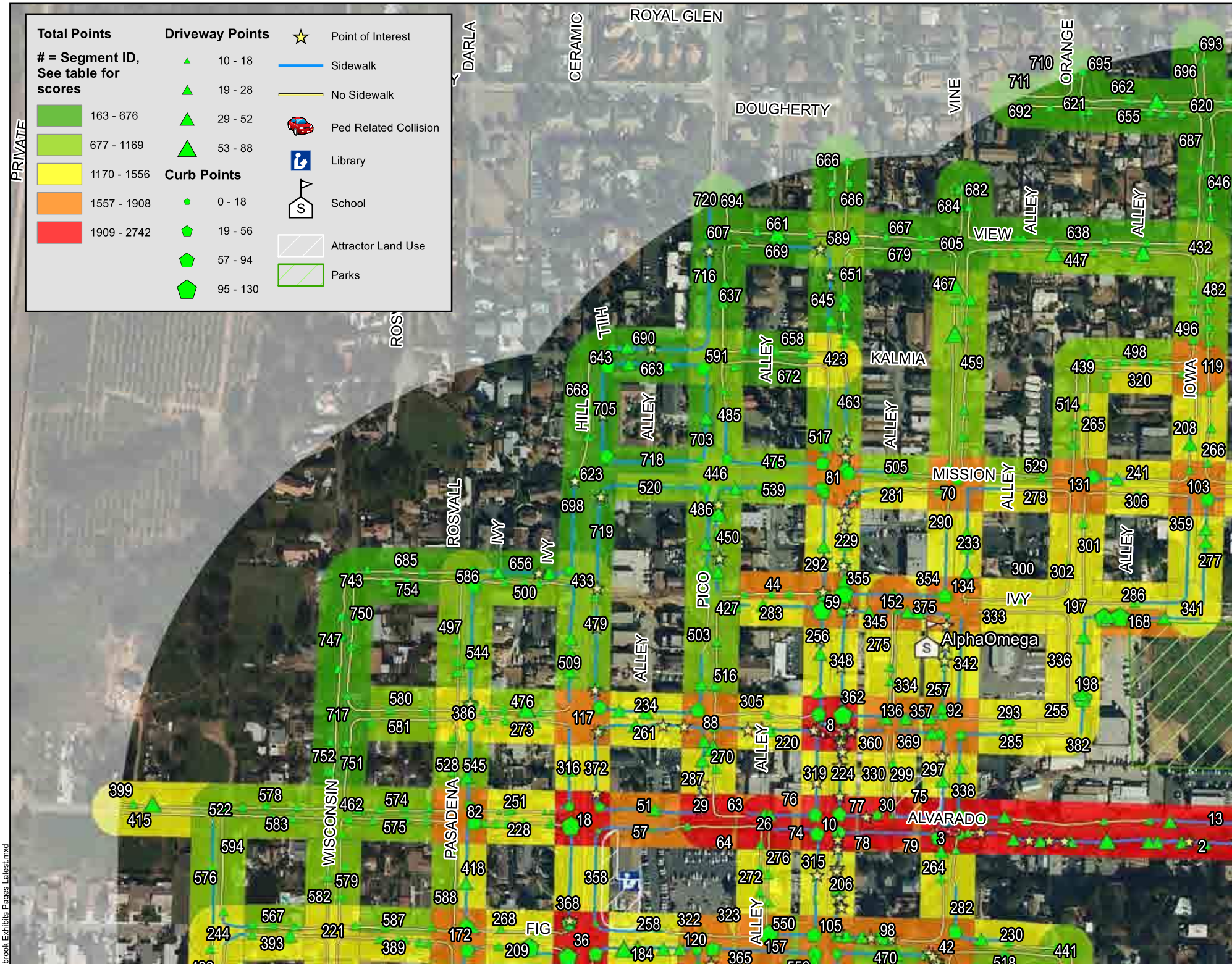
472
LINDSEY
VALBROOK
PHEASANT RUN
MEREDITH
LIVE OAK PARK
PRIVATE
MARIANNE
VIA VISTA
DICKEY
GREEN CANYON
GREEN CANYON
PRIVATE
156
VIA GIANNI-TURCO
GREEN BRIAR
GREEN BRIAR
GREEN BRIAR
373
194
395
410
563
592
565
RECHE
CARRIAGE
RABBIT HILL
210
CARRIAGE
GIRD
394
CAM VERDE
BLUEBELL
746
760
Total Points
= Segment ID, See table for scores
163 - 676
677 - 1169
Driveway Points
10 - 18
19 - 28
29 - 52
Point of Interest
Sidewalk
No Sidewalk
Ped Related Collision
brook Exhibits Pages Latest.mxd


MISSION CREEK
SUNSET
VIA ENCINOS
608
613
MISSION
Total Points
= Segment ID, See table for scores
163 - 676
677 - 1169
Driveway Points
10 - 18
19 - 28
29 - 52
Point of Interest
Sidewalk
No Sidewalk
Ped Related Collision
brook Exhibits Pages Latest.mxd

brook Exhibits Pages Latest.mxd


AVIATION
AMMUNITION
CLEMMENS
MORNINGSTAR
MARKELL
POETS
ALMOND
OHEARN
RHESA
LAURINE
PIPPIN
SHAY
FORGE
SENWOOD
KIEL
VINE
SUNBEAM
BEAMAN
VIA ORO VERDE
SHETLAND
NATALIE
PAULANN
EMERALD RIDGE
VIA CASSANDRA
OLD STAGE
MISSION
ALTURAS
TODOS SANTOS
MALAGA
Fallbrook Montessori
PEPPER TREE
Total Points
= Segment ID, See table for scores
163 - 676
677 - 1169
Driveway Points
10 - 18
19 - 28
29 - 52
Point of Interest
Sidewalk
No Sidewalk
Ped Related Collision


Fallbrook St
MISSION
MAIN
ALTURAS
SUMMIT
PICO
ALLEY
ALLEY
ALLEY
ALLEY
ORANGE
VINE
COLLEGE
COLLEGE
BEECH
ASH
ELDER
FALLBROOK
SANCADO
COZY
TERAN
AVIATION
AVIATION
OLD STAGE
ALTURAS
WOODCRE
404 102 405 202 239 227 223 271 351 216 309 308 55 260 243 523 521 488 533 499 515
248 289 170 259 58 225 12 60 23 350 383 97 384 562 214 317 507 504
557 546
328 697 553
370 325 303 464 182 190 247 531 179 130 147 767 203 625 644
343 349 478 700 124 180 461 41
95 237 269 155 327 162 431 173 344 361 367 232 27 222 304
154 337 47 28 125 253 186 161 93 204 728 240 366 298 263
46 118 89 590 96
296 145 188 106 115 347 213 262 231 254 196 165 177 128 123 166 149
148 187 137 444 294 735 434 602 385 681 744 448 619
38 295 25 189 15 19 40 9 390 535 564 756 627 761 609 726
50 22


Total Points
= Segment ID, See table for scores
163 - 676
677 - 1169
1170 - 1556
1557 - 1908
1909 - 2742
Driveway Points
10 - 18
19 - 28
29 - 52
53 - 88
Curb Points
0 - 18
19 - 56
57 - 94
95 - 130
Point of Interest
Sidewalk
No Sidewalk
Ped Related Collision
Library
School
Attractor Land Use
Parks
ROYAL GLEN
DARLA
CERAMIC
DOUGHERTY
VINE
ORANGE
PRIVATE
HILL
ROSVALL
IVY
PICO
KALMIA
VIEW
ALLEY
MISSION
IOWA
AlphaOmega
WISCONSIN
PASADENA
FIG
ALVARADO

Fallbrook Point Total

	100%	25%	25%	10%	15%	10%	10%	5%
Score ID	Total Points	Adjusted Field Points	Attractor Score	Diabetes Score	Crash Score	Socioeconomic Score	Project Priority Score	School Score
1	**2742**	579	1000	163	600	0	400	0
2	**2589**	826	1000	163	0	0	400	200
3	**2418**	355	1000	163	300	0	400	200
4	**2363**	1000	1000	163	0	0	0	200
5	**2320**	957	1000	163	0	0	0	200
6	**2263**	500	1000	163	0	0	400	200
7	**2242**	879	1000	163	0	0	0	200
8	**2164**	501	1000	163	300	0	0	200
9	**2159**	596	1000	163	0	0	400	0
10	**2158**	395	1000	163	0	0	400	200
11	**2140**	577	1000	163	0	0	400	0
12	**2130**	367	1000	163	0	0	400	200
13	**2130**	367	1000	163	0	0	400	200
14	**2126**	363	1000	163	0	0	400	200
15	**2107**	344	1000	163	0	0	400	200
16	**2105**	742	1000	163	0	0	0	200
17	**2100**	537	1000	163	0	0	400	0
18	**2093**	330	1000	163	0	0	400	200
19	**2092**	329	1000	163	0	0	400	200
20	**2064**	701	1000	163	0	0	0	200
21	**2063**	700	1000	163	0	0	0	200
22	**2035**	272	1000	163	0	0	400	200
23	**2020**	257	1000	163	0	0	400	200
24	**2017**	654	1000	163	0	0	0	200
25	**2016**	253	1000	163	0	0	400	200
26	**2016**	253	1000	163	0	0	400	200
27	**2003**	640	1000	163	0	0	0	200
28	**1992**	629	1000	163	0	0	0	200
29	**1986**	223	1000	163	0	0	400	200
30	**1983**	220	1000	163	0	0	400	200
31	**1956**	393	1000	163	0	0	400	0
32	**1952**	589	1000	163	0	0	0	200
33	**1945**	582	1000	163	0	0	0	200
34	**1944**	581	1000	163	0	0	0	200
35	**1937**	274	1000	163	300	0	0	200
36	**1921**	558	1000	163	0	0	0	200
37	**1909**	346	1000	163	0	0	400	0

Fallbrook Point Total

	100%	25%	25%	10%	15%	10%	10%	5%
Score ID	Total Points	Adjusted Field Points	Attractor Score	Diabetes Score	Crash Score	Socioeconomic Score	Project Priority Score	School Score
38	**1903**	540	1000	163	0	0	0	200
39	**1900**	737	1000	163	0	0	0	0
40	**1897**	134	1000	163	0	0	400	200
41	**1879**	516	1000	163	0	0	0	200
42	**1867**	504	1000	163	0	0	0	200
43	**1860**	497	1000	163	0	0	0	200
44	**1859**	96	1000	163	0	0	400	200
45	**1857**	294	1000	163	0	0	400	0
46	**1838**	475	1000	163	0	0	0	200
47	**1837**	474	1000	163	0	0	0	200
48	**1834**	471	1000	163	0	0	0	200
49	**1833**	470	1000	163	0	0	0	200
50	**1833**	70	1000	163	0	0	400	200
51	**1831**	68	1000	163	0	0	400	200
52	**1824**	461	1000	163	0	0	0	200
53	**1823**	460	1000	163	0	0	0	200
54	**1822**	459	1000	163	0	0	0	200
55	**1821**	58	1000	163	0	0	400	200
56	**1821**	458	1000	163	0	0	0	200
57	**1820**	57	1000	163	0	0	400	200
58	**1814**	451	1000	163	0	0	0	200
59	**1809**	446	1000	163	0	0	0	200
60	**1805**	42	1000	163	0	0	400	200
61	**1804**	441	1000	163	0	0	0	200
62	**1803**	640	1000	163	0	0	0	0
63	**1803**	40	1000	163	0	0	400	200
64	**1803**	40	1000	163	0	0	400	200
65	**1802**	439	1000	163	0	0	0	200
66	**1801**	438	1000	163	0	0	0	200
67	**1799**	436	1000	163	0	0	0	200
68	**1798**	235	1000	163	0	0	400	0
69	**1797**	134	1000	163	300	0	0	200
70	**1794**	431	1000	163	0	0	0	200
71	**1792**	229	1000	163	0	0	400	0
72	**1790**	427	1000	163	0	0	0	200
73	**1784**	421	1000	163	0	0	0	200
74	**1776**	13	1000	163	0	0	400	200

Fallbrook Point Total

	100%	25%	25%	10%	15%	10%	10%	5%
Score ID	Total Points	Adjusted Field Points	Attractor Score	Diabetes Score	Crash Score	Socioeconomic Score	Project Priority Score	School Score
75	**1776**	13	1000	163	0	0	400	200
76	**1774**	11	1000	163	0	0	400	200
77	**1774**	11	1000	163	0	0	400	200
78	**1774**	11	1000	163	0	0	400	200
79	**1774**	11	1000	163	0	0	400	200
80	**1773**	410	1000	163	0	0	0	200
81	**1766**	403	1000	163	0	0	0	200
82	**1757**	394	1000	163	0	0	0	200
83	**1754**	391	1000	163	0	0	0	200
84	**1753**	390	1000	163	0	0	0	200
85	**1751**	388	1000	163	0	0	0	200
86	**1750**	387	1000	163	0	0	0	200
87	**1750**	387	1000	163	0	0	0	200
88	**1742**	379	1000	163	0	0	0	200
89	**1742**	379	500	163	300	0	400	0
90	**1738**	175	1000	163	0	0	400	0
91	**1738**	375	1000	163	0	0	0	200
92	**1737**	374	1000	163	0	0	0	200
93	**1737**	374	1000	163	0	0	0	200
94	**1735**	372	1000	163	0	0	0	200
95	**1731**	368	1000	163	0	0	0	200
96	**1730**	367	1000	163	0	0	0	200
97	**1727**	464	500	163	0	0	400	200
98	**1720**	357	1000	163	0	0	0	200
99	**1718**	355	1000	163	0	0	0	200
100	**1718**	355	1000	163	0	0	0	200
101	**1718**	855	500	163	0	0	0	200
102	**1716**	353	1000	163	0	0	0	200
103	**1715**	352	1000	163	0	0	0	200
104	**1714**	351	1000	163	0	0	0	200
105	**1713**	350	1000	163	0	0	0	200
106	**1704**	341	1000	163	0	0	0	200
107	**1703**	340	1000	163	0	0	0	200
108	**1702**	339	1000	163	0	0	0	200
109	**1700**	337	1000	163	0	0	0	200
110	**1699**	336	1000	163	0	0	0	200
111	**1696**	333	1000	163	0	0	0	200

Fallbrook Point Total

	100%	25%	25%	10%	15%	10%	10%	5%
Score ID	Total Points	Adjusted Field Points	Attractor Score	Diabetes Score	Crash Score	Socioeconomic Score	Project Priority Score	School Score
112	**1692**	329	1000	163	0	0	0	200
113	**1690**	327	1000	163	0	0	0	200
114	**1688**	325	1000	163	0	0	0	200
115	**1687**	324	1000	163	0	0	0	200
116	**1687**	324	1000	163	0	0	0	200
117	**1686**	323	1000	163	0	0	0	200
118	**1685**	322	1000	163	0	0	0	200
119	**1685**	322	1000	163	0	0	0	200
120	**1682**	319	1000	163	0	0	0	200
121	**1681**	318	1000	163	0	0	0	200
122	**1677**	314	1000	163	0	0	0	200
123	**1676**	313	1000	163	0	0	0	200
124	**1676**	313	1000	163	0	0	0	200
125	**1672**	309	1000	163	0	0	0	200
126	**1672**	309	1000	163	0	0	0	200
127	**1669**	306	1000	163	0	0	0	200
128	**1666**	303	1000	163	0	0	0	200
129	**1664**	101	1000	163	0	0	400	0
130	**1663**	300	1000	163	0	0	0	200
131	**1661**	298	1000	163	0	0	0	200
132	**1656**	93	1000	163	0	0	400	0
133	**1654**	291	1000	163	0	0	0	200
134	**1653**	290	1000	163	0	0	0	200
135	**1647**	284	1000	163	0	0	0	200
136	**1647**	284	1000	163	0	0	0	200
137	**1642**	279	1000	163	0	0	0	200
138	**1638**	275	1000	163	0	0	0	200
139	**1636**	373	500	163	0	0	400	200
140	**1636**	273	1000	163	0	0	0	200
141	**1635**	272	1000	163	0	0	0	200
142	**1633**	270	1000	163	0	0	0	200
143	**1630**	267	1000	163	0	0	0	200
144	**1630**	267	1000	163	0	0	0	200
145	**1628**	265	1000	163	0	0	0	200
146	**1626**	263	1000	163	0	0	0	200
147	**1622**	259	1000	163	0	0	0	200
148	**1621**	258	1000	163	0	0	0	200

Fallbrook Point Total

	100%	25%	25%	10%	15%	10%	10%	5%
Score ID	Total Points	Adjusted Field Points	Attractor Score	Diabetes Score	Crash Score	Socioeconomic Score	Project Priority Score	School Score
149	**1620**	257	1000	163	0	0	0	200
150	**1612**	449	1000	163	0	0	0	0
151	**1611**	248	1000	163	0	0	0	200
152	**1611**	248	1000	163	0	0	0	200
153	**1610**	247	1000	163	0	0	0	200
154	**1610**	247	1000	163	0	0	0	200
155	**1607**	244	1000	163	0	0	0	200
156	**1607**	444	1000	163	0	0	0	0
157	**1603**	240	1000	163	0	0	0	200
158	**1603**	40	1000	163	0	0	400	0
159	**1603**	40	1000	163	0	0	400	0
160	**1598**	35	1000	163	0	0	400	0
161	**1598**	235	1000	163	0	0	0	200
162	**1596**	233	1000	163	0	0	0	200
163	**1590**	227	1000	163	0	0	0	200
164	**1587**	224	1000	163	0	0	0	200
165	**1581**	218	1000	163	0	0	0	200
166	**1578**	215	1000	163	0	0	0	200
167	**1576**	13	1000	163	0	0	400	0
168	**1575**	212	1000	163	0	0	0	200
169	**1569**	206	1000	163	0	0	0	200
170	**1569**	206	1000	163	0	0	0	200
171	**1569**	206	1000	163	0	0	0	200
172	**1568**	405	1000	163	0	0	0	0
173	**1567**	204	1000	163	0	0	0	200
174	**1565**	302	500	163	0	0	400	200
175	**1564**	201	1000	163	0	0	0	200
176	**1563**	0	1000	163	0	0	400	0
177	**1557**	194	1000	163	0	0	0	200
178	**1556**	293	500	163	0	0	400	200
179	**1556**	193	1000	163	0	0	0	200
180	**1554**	191	1000	163	0	0	0	200
181	**1554**	191	1000	163	0	0	0	200
182	**1554**	191	1000	163	0	0	0	200
183	**1553**	190	1000	163	0	0	0	200
184	**1553**	190	1000	163	0	0	0	200
185	**1549**	186	1000	163	0	0	0	200

Fallbrook Point Total

	100%	25%	25%	10%	15%	10%	10%	5%
Score ID	Total Points	Adjusted Field Points	Attractor Score	Diabetes Score	Crash Score	Socioeconomic Score	Project Priority Score	School Score
186	**1547**	184	1000	163	0	0	0	200
187	**1546**	183	1000	163	0	0	0	200
188	**1543**	180	1000	163	0	0	0	200
189	**1542**	179	1000	163	0	0	0	200
190	**1541**	178	1000	163	0	0	0	200
191	**1541**	178	1000	163	0	0	0	200
192	**1540**	177	1000	163	0	0	0	200
193	**1540**	177	1000	163	0	0	0	200
194	**1538**	375	1000	163	0	0	0	0
195	**1537**	174	1000	163	0	0	0	200
196	**1537**	174	1000	163	0	0	0	200
197	**1532**	169	1000	163	0	0	0	200
198	**1532**	169	1000	163	0	0	0	200
199	**1530**	167	1000	163	0	0	0	200
200	**1528**	165	1000	163	0	0	0	200
201	**1524**	161	1000	163	0	0	0	200
202	**1520**	157	1000	163	0	0	0	200
203	**1519**	656	500	163	0	0	0	200
204	**1518**	155	1000	163	0	0	0	200
205	**1516**	153	1000	163	0	0	0	200
206	**1514**	151	1000	163	0	0	0	200
207	**1514**	151	1000	163	0	0	0	200
208	**1509**	146	1000	163	0	0	0	200
209	**1506**	143	1000	163	0	0	0	200
210	**1505**	342	1000	163	0	0	0	0
211	**1503**	140	1000	163	0	0	0	200
212	**1497**	134	1000	163	0	0	0	200
213	**1497**	134	1000	163	0	0	0	200
214	**1496**	233	500	163	0	0	400	200
215	**1495**	232	500	163	0	0	400	200
216	**1492**	129	1000	163	0	0	0	200
217	**1492**	229	500	163	0	0	400	200
218	**1490**	127	1000	163	0	0	0	200
219	**1490**	127	1000	163	0	0	0	200
220	**1489**	126	1000	163	0	0	0	200
221	**1488**	325	1000	163	0	0	0	0
222	**1487**	124	1000	163	0	0	0	200

Fallbrook Point Total

	100%	25%	25%	10%	15%	10%	10%	5%
Score ID	Total Points	Adjusted Field Points	Attractor Score	Diabetes Score	Crash Score	Socioeconomic Score	Project Priority Score	School Score
223	**1487**	124	1000	163	0	0	0	200
224	**1484**	121	1000	163	0	0	0	200
225	**1483**	120	1000	163	0	0	0	200
226	**1480**	117	1000	163	0	0	0	200
227	**1478**	115	1000	163	0	0	0	200
228	**1478**	115	1000	163	0	0	0	200
229	**1476**	113	1000	163	0	0	0	200
230	**1475**	112	1000	163	0	0	0	200
231	**1475**	112	1000	163	0	0	0	200
232	**1473**	110	1000	163	0	0	0	200
233	**1471**	108	1000	163	0	0	0	200
234	**1471**	108	1000	163	0	0	0	200
235	**1470**	107	1000	163	0	0	0	200
236	**1470**	107	1000	163	0	0	0	200
237	**1468**	105	1000	163	0	0	0	200
238	**1468**	405	500	163	0	0	400	0
239	**1464**	101	1000	163	0	0	0	200
240	**1464**	101	1000	163	0	0	0	200
241	**1464**	101	1000	163	0	0	0	200
242	**1461**	98	1000	163	0	0	0	200
243	**1460**	97	1000	163	0	0	0	200
244	**1459**	296	1000	163	0	0	0	0
245	**1459**	96	1000	163	0	0	0	200
246	**1459**	96	1000	163	0	0	0	200
247	**1459**	96	1000	163	0	0	0	200
248	**1457**	94	1000	163	0	0	0	200
249	**1457**	194	500	163	0	0	400	200
250	**1457**	94	1000	163	0	0	0	200
251	**1454**	91	1000	163	0	0	0	200
252	**1454**	91	1000	163	0	0	0	200
253	**1453**	90	1000	163	0	0	0	200
254	**1453**	90	1000	163	0	0	0	200
255	**1453**	90	1000	163	0	0	0	200
256	**1451**	88	1000	163	0	0	0	200
257	**1447**	84	1000	163	0	0	0	200
258	**1447**	84	1000	163	0	0	0	200
259	**1447**	84	1000	163	0	0	0	200

Fallbrook Point Total

	100%	25%	25%	10%	15%	10%	10%	5%
Score ID	Total Points	Adjusted Field Points	Attractor Score	Diabetes Score	Crash Score	Socioeconomic Score	Project Priority Score	School Score
260	**1446**	83	1000	163	0	0	0	200
261	**1446**	83	1000	163	0	0	0	200
262	**1445**	82	1000	163	0	0	0	200
263	**1441**	78	1000	163	0	0	0	200
264	**1441**	78	1000	163	0	0	0	200
265	**1440**	77	1000	163	0	0	0	200
266	**1440**	77	1000	163	0	0	0	200
267	**1440**	77	1000	163	0	0	0	200
268	**1440**	77	1000	163	0	0	0	200
269	**1440**	77	1000	163	0	0	0	200
270	**1440**	77	1000	163	0	0	0	200
271	**1440**	77	1000	163	0	0	0	200
272	**1440**	77	1000	163	0	0	0	200
273	**1440**	77	1000	163	0	0	0	200
274	**1440**	77	1000	163	0	0	0	200
275	**1440**	77	1000	163	0	0	0	200
276	**1440**	77	1000	163	0	0	0	200
277	**1439**	76	1000	163	0	0	0	200
278	**1439**	76	1000	163	0	0	0	200
279	**1439**	376	500	163	0	0	400	0
280	**1438**	75	1000	163	0	0	0	200
281	**1437**	74	1000	163	0	0	0	200
282	**1437**	74	1000	163	0	0	0	200
283	**1436**	73	1000	163	0	0	0	200
284	**1435**	72	1000	163	0	0	0	200
285	**1435**	72	1000	163	0	0	0	200
286	**1435**	72	1000	163	0	0	0	200
287	**1433**	70	1000	163	0	0	0	200
288	**1433**	70	1000	163	0	0	0	200
289	**1432**	69	1000	163	0	0	0	200
290	**1432**	69	1000	163	0	0	0	200
291	**1432**	69	1000	163	0	0	0	200
292	**1430**	67	1000	163	0	0	0	200
293	**1426**	63	1000	163	0	0	0	200
294	**1424**	361	500	163	0	0	400	0
295	**1424**	61	1000	163	0	0	0	200
296	**1423**	60	1000	163	0	0	0	200

Fallbrook Point Total

	100%	25%	25%	10%	15%	10%	10%	5%
Score ID	Total Points	Adjusted Field Points	Attractor Score	Diabetes Score	Crash Score	Socioeconomic Score	Project Priority Score	School Score
297	**1422**	59	1000	163	0	0	0	200
298	**1422**	59	1000	163	0	0	0	200
299	**1421**	58	1000	163	0	0	0	200
300	**1421**	58	1000	163	0	0	0	200
301	**1421**	58	1000	163	0	0	0	200
302	**1421**	58	1000	163	0	0	0	200
303	**1421**	58	1000	163	0	0	0	200
304	**1421**	58	1000	163	0	0	0	200
305	**1421**	58	1000	163	0	0	0	200
306	**1421**	58	1000	163	0	0	0	200
307	**1421**	58	1000	163	0	0	0	200
308	**1420**	57	1000	163	0	0	0	200
309	**1418**	55	1000	163	0	0	0	200
310	**1417**	54	1000	163	0	0	0	200
311	**1417**	54	1000	163	0	0	0	200
312	**1413**	150	500	163	0	0	400	200
313	**1412**	549	500	163	0	0	0	200
314	**1410**	347	500	163	0	0	400	0
315	**1409**	46	1000	163	0	0	0	200
316	**1409**	46	1000	163	0	0	0	200
317	**1406**	143	500	163	0	0	400	200
318	**1405**	542	500	163	0	0	0	200
319	**1405**	42	1000	163	0	0	0	200
320	**1403**	40	1000	163	0	0	0	200
321	**1403**	40	1000	163	0	0	0	200
322	**1403**	40	1000	163	0	0	0	200
323	**1403**	40	1000	163	0	0	0	200
324	**1403**	40	1000	163	0	0	0	200
325	**1403**	40	1000	163	0	0	0	200
326	**1403**	40	1000	163	0	0	0	200
327	**1403**	40	1000	163	0	0	0	200
328	**1403**	40	1000	163	0	0	0	200
329	**1403**	40	1000	163	0	0	0	200
330	**1403**	40	1000	163	0	0	0	200
331	**1403**	40	1000	163	0	0	0	200
332	**1403**	40	1000	163	0	0	0	200
333	**1403**	40	1000	163	0	0	0	200

Fallbrook Point Total

	100%	25%	25%	10%	15%	10%	10%	5%
Score ID	Total Points	Adjusted Field Points	Attractor Score	Diabetes Score	Crash Score	Socioeconomic Score	Project Priority Score	School Score
334	**1403**	40	1000	163	0	0	0	200
335	**1403**	40	1000	163	0	0	0	200
336	**1403**	40	1000	163	0	0	0	200
337	**1402**	39	1000	163	0	0	0	200
338	**1401**	38	1000	163	0	0	0	200
339	**1401**	38	1000	163	0	0	0	200
340	**1401**	38	1000	163	0	0	0	200
341	**1401**	38	1000	163	0	0	0	200
342	**1400**	37	1000	163	0	0	0	200
343	**1398**	35	1000	163	0	0	0	200
344	**1398**	35	1000	163	0	0	0	200
345	**1393**	30	1000	163	0	0	0	200
346	**1387**	24	1000	163	0	0	0	200
347	**1387**	24	1000	163	0	0	0	200
348	**1387**	24	1000	163	0	0	0	200
349	**1383**	20	1000	163	0	0	0	200
350	**1380**	117	500	163	0	0	400	200
351	**1379**	16	1000	163	0	0	0	200
352	**1379**	16	1000	163	0	0	0	200
353	**1377**	214	1000	163	0	0	0	0
354	**1376**	13	1000	163	0	0	0	200
355	**1376**	13	1000	163	0	0	0	200
356	**1376**	13	1000	163	0	0	0	200
357	**1376**	13	1000	163	0	0	0	200
358	**1376**	13	1000	163	0	0	0	200
359	**1376**	13	1000	163	0	0	0	200
360	**1376**	13	1000	163	0	0	0	200
361	**1376**	13	1000	163	0	0	0	200
362	**1374**	11	1000	163	0	0	0	200
363	**1374**	11	1000	163	0	0	0	200
364	**1374**	11	1000	163	0	0	0	200
365	**1374**	11	1000	163	0	0	0	200
366	**1374**	11	1000	163	0	0	0	200
367	**1374**	11	1000	163	0	0	0	200
368	**1374**	11	1000	163	0	0	0	200
369	**1374**	11	1000	163	0	0	0	200
370	**1374**	11	1000	163	0	0	0	200

Fallbrook Point Total

	100%	25%	25%	10%	15%	10%	10%	5%
Score ID	Total Points	Adjusted Field Points	Attractor Score	Diabetes Score	Crash Score	Socioeconomic Score	Project Priority Score	School Score
371	**1374**	11	1000	163	0	0	0	200
372	**1374**	11	1000	163	0	0	0	200
373	**1371**	208	1000	163	0	0	0	0
374	**1371**	508	500	163	0	0	0	200
375	**1371**	8	1000	163	0	0	0	200
376	**1369**	506	500	163	0	0	0	200
377	**1367**	704	500	163	0	0	0	0
378	**1365**	302	500	163	0	0	400	0
379	**1363**	0	1000	163	0	0	0	200
380	**1363**	0	1000	163	0	0	0	200
381	**1363**	0	1000	163	0	0	0	200
382	**1363**	0	1000	163	0	0	0	200
383	**1359**	96	500	163	0	0	400	200
384	**1321**	58	500	163	0	0	400	200
385	**1320**	257	500	163	0	0	400	0
386	**1316**	453	500	163	0	0	0	200
387	**1315**	152	1000	163	0	0	0	0
388	**1307**	144	1000	163	0	0	0	0
389	**1297**	134	1000	163	0	0	0	0
390	**1297**	134	1000	163	0	0	0	0
391	**1287**	424	500	163	0	0	0	200
392	**1282**	219	500	163	0	0	400	0
393	**1282**	119	1000	163	0	0	0	0
394	**1280**	117	1000	163	0	0	0	0
395	**1278**	115	1000	163	0	0	0	0
396	**1275**	212	500	163	0	0	400	0
397	**1274**	11	500	163	0	0	400	200
398	**1271**	108	1000	163	0	0	0	0
399	**1268**	105	1000	163	0	0	0	0
400	**1259**	96	1000	163	0	0	0	0
401	**1258**	395	500	163	0	0	0	200
402	**1255**	192	500	163	0	0	400	0
403	**1247**	284	500	163	300	0	0	0
404	**1240**	77	1000	163	0	0	0	0
405	**1240**	77	1000	163	0	0	0	0
406	**1239**	376	500	163	0	0	0	200
407	**1238**	375	500	163	0	0	0	200

Fallbrook Point Total

	100%	25%	25%	10%	15%	10%	10%	5%
Score ID	Total Points	Adjusted Field Points	Attractor Score	Diabetes Score	Crash Score	Socioeconomic Score	Project Priority Score	School Score
408	**1227**	364	500	163	0	0	0	200
409	**1225**	362	500	163	0	0	0	200
410	**1221**	58	1000	163	0	0	0	0
411	**1218**	55	1000	163	0	0	0	0
412	**1217**	354	500	163	0	0	0	200
413	**1208**	345	500	163	0	0	0	200
414	**1205**	342	500	163	0	0	0	200
415	**1203**	40	1000	163	0	0	0	0
416	**1200**	337	500	163	0	0	0	200
417	**1199**	336	500	163	0	0	0	200
418	**1198**	35	1000	163	0	0	0	0
419	**1195**	532	500	163	0	0	0	0
420	**1192**	29	1000	163	0	0	0	0
421	**1189**	26	1000	163	0	0	0	0
422	**1188**	325	0	163	300	0	400	0
423	**1186**	323	500	163	0	0	0	200
424	**1183**	320	500	163	0	0	0	200
425	**1175**	312	500	163	0	0	0	200
426	**1169**	306	500	163	0	0	0	200
427	**1166**	303	500	163	0	0	0	200
428	**1163**	300	500	163	0	0	0	200
429	**1162**	299	500	163	0	0	0	200
430	**1156**	393	0	163	0	0	400	200
431	**1149**	286	500	163	0	0	0	200
432	**1148**	285	500	163	0	0	0	200
433	**1144**	281	500	163	0	0	0	200
434	**1144**	81	500	163	0	0	400	0
435	**1139**	276	500	163	0	0	0	200
436	**1130**	267	500	163	0	0	0	200
437	**1130**	267	500	163	0	0	0	200
438	**1113**	250	500	163	0	0	0	200
439	**1112**	249	500	163	0	0	0	200
440	**1109**	246	500	163	0	0	0	200
441	**1106**	243	500	163	0	0	0	200
442	**1104**	41	500	163	0	0	400	0
443	**1103**	440	500	163	0	0	0	0
444	**1102**	39	500	163	0	0	400	0

Fallbrook Point Total

	100%	25%	25%	10%	15%	10%	10%	5%
Score ID	Total Points	Adjusted Field Points	Attractor Score	Diabetes Score	Crash Score	Socioeconomic Score	Project Priority Score	School Score
445	**1099**	236	500	163	0	0	0	200
446	**1091**	228	500	163	0	0	0	200
447	**1090**	227	500	163	0	0	0	200
448	**1084**	21	500	163	0	0	400	0
449	**1083**	220	500	163	0	0	0	200
450	**1083**	220	500	163	0	0	0	200
451	**1081**	218	500	163	0	0	0	200
452	**1074**	211	500	163	0	0	0	200
453	**1074**	211	500	163	0	0	0	200
454	**1071**	208	500	163	0	0	0	200
455	**1060**	197	500	163	0	0	0	200
456	**1060**	497	0	163	0	0	400	0
457	**1055**	192	500	163	0	0	0	200
458	**1054**	191	500	163	0	0	0	200
459	**1052**	189	500	163	0	0	0	200
460	**1051**	188	500	163	0	0	0	200
461	**1047**	184	500	163	0	0	0	200
462	**1031**	368	500	163	0	0	0	0
463	**1021**	158	500	163	0	0	0	200
464	**1018**	155	500	163	0	0	0	200
465	**1018**	155	500	163	0	0	0	200
466	**1016**	153	500	163	0	0	0	200
467	**1014**	151	500	163	0	0	0	200
468	**1008**	145	500	163	0	0	0	200
469	**1006**	143	500	163	0	0	0	200
470	**1000**	137	500	163	0	0	0	200
471	**999**	136	500	163	0	0	0	200
472	**997**	134	500	163	0	0	0	200
473	**997**	134	500	163	0	0	0	200
474	**990**	127	500	163	0	0	0	200
475	**988**	125	500	163	0	0	0	200
476	**987**	124	500	163	0	0	0	200
477	**986**	123	500	163	0	0	0	200
478	**984**	121	500	163	0	0	0	200
479	**983**	120	500	163	0	0	0	200
480	**982**	119	500	163	0	0	0	200
481	**981**	218	0	163	0	0	400	200

Fallbrook Point Total

	100%	25%	25%	10%	15%	10%	10%	5%
Score ID	Total Points	Adjusted Field Points	Attractor Score	Diabetes Score	Crash Score	Socioeconomic Score	Project Priority Score	School Score
482	**978**	115	500	163	0	0	0	200
483	**978**	115	500	163	0	0	0	200
484	**975**	112	500	163	0	0	0	200
485	**974**	111	500	163	0	0	0	200
486	**973**	110	500	163	0	0	0	200
487	**973**	110	500	163	0	0	0	200
488	**973**	110	500	163	0	0	0	200
489	**970**	107	500	163	0	0	0	200
490	**968**	105	500	163	0	0	0	200
491	**967**	104	500	163	0	0	0	200
492	**966**	103	500	163	0	0	0	200
493	**966**	103	500	163	0	0	0	200
494	**963**	100	500	163	0	0	0	200
495	**960**	97	500	163	0	0	0	200
496	**959**	96	500	163	0	0	0	200
497	**959**	96	500	163	0	0	0	200
498	**959**	96	500	163	0	0	0	200
499	**959**	96	500	163	0	0	0	200
500	**959**	96	500	163	0	0	0	200
501	**958**	95	500	163	0	0	0	200
502	**958**	95	500	163	0	0	0	200
503	**956**	93	500	163	0	0	0	200
504	**954**	191	0	163	0	0	400	200
505	**951**	88	500	163	0	0	0	200
506	**950**	87	500	163	0	0	0	200
507	**949**	186	0	163	0	0	400	200
508	**948**	185	0	163	0	0	400	200
509	**946**	83	500	163	0	0	0	200
510	**946**	583	0	163	0	0	0	200
511	**943**	80	500	163	0	0	0	200
512	**943**	80	500	163	0	0	0	200
513	**943**	80	500	163	0	0	0	200
514	**940**	77	500	163	0	0	0	200
515	**940**	77	500	163	0	0	0	200
516	**940**	77	500	163	0	0	0	200
517	**940**	77	500	163	0	0	0	200
518	**940**	77	500	163	0	0	0	200

Fallbrook Point Total

	100%	25%	25%	10%	15%	10%	10%	5%
Score ID	Total Points	Adjusted Field Points	Attractor Score	Diabetes Score	Crash Score	Socioeconomic Score	Project Priority Score	School Score
519	**935**	272	500	163	0	0	0	0
520	**934**	71	500	163	0	0	0	200
521	**934**	71	500	163	0	0	0	200
522	**933**	270	500	163	0	0	0	0
523	**930**	67	500	163	0	0	0	200
524	**926**	63	500	163	0	0	0	200
525	**925**	62	500	163	0	0	0	200
526	**923**	60	500	163	0	0	0	200
527	**922**	59	500	163	0	0	0	200
528	**921**	58	500	163	0	0	0	200
529	**921**	58	500	163	0	0	0	200
530	**921**	58	500	163	0	0	0	200
531	**921**	58	500	163	0	0	0	200
532	**921**	58	500	163	0	0	0	200
533	**921**	58	500	163	0	0	0	200
534	**921**	58	500	163	0	0	0	200
535	**915**	252	500	163	0	0	0	0
536	**914**	51	500	163	0	0	0	200
537	**914**	51	500	163	0	0	0	200
538	**909**	46	500	163	0	0	0	200
539	**909**	46	500	163	0	0	0	200
540	**903**	40	500	163	0	0	0	200
541	**901**	38	500	163	0	0	0	200
542	**901**	38	500	163	0	0	0	200
543	**899**	36	500	163	0	0	0	200
544	**898**	35	500	163	0	0	0	200
545	**898**	35	500	163	0	0	0	200
546	**897**	134	0	163	0	0	400	200
547	**893**	30	500	163	0	0	0	200
548	**887**	24	500	163	0	0	0	200
549	**883**	20	500	163	0	0	0	200
550	**876**	13	500	163	0	0	0	200
551	**876**	13	500	163	0	0	0	200
552	**876**	13	500	163	0	0	0	200
553	**876**	13	500	163	0	0	0	200
554	**874**	11	500	163	0	0	0	200
555	**874**	11	500	163	0	0	0	200

Fallbrook Point Total

	100%	25%	25%	10%	15%	10%	10%	5%
Score ID	Total Points	Adjusted Field Points	Attractor Score	Diabetes Score	Crash Score	Socioeconomic Score	Project Priority Score	School Score
556	**874**	11	500	163	0	0	0	200
557	**859**	96	0	163	0	0	400	200
558	**858**	195	500	163	0	0	0	0
559	**854**	191	500	163	0	0	0	0
560	**848**	185	500	163	0	0	0	0
561	**832**	469	0	163	0	0	0	200
562	**821**	58	0	163	0	0	400	200
563	**817**	154	500	163	0	0	0	0
564	**815**	252	0	163	0	0	400	0
565	**808**	145	500	163	0	0	0	0
566	**803**	40	0	163	0	0	400	200
567	**796**	133	500	163	0	0	0	0
568	**786**	123	500	163	0	0	0	0
569	**782**	19	0	163	0	0	400	200
570	**778**	115	500	163	0	0	0	0
571	**774**	11	0	163	0	0	400	200
572	**768**	205	0	163	0	0	400	0
573	**760**	197	0	163	0	0	400	0
574	**759**	96	500	163	0	0	0	0
575	**759**	96	500	163	0	0	0	0
576	**758**	95	500	163	0	0	0	0
577	**744**	81	500	163	0	0	0	0
578	**740**	77	500	163	0	0	0	0
579	**740**	77	500	163	0	0	0	0
580	**740**	77	500	163	0	0	0	0
581	**740**	77	500	163	0	0	0	0
582	**740**	77	500	163	0	0	0	0
583	**740**	77	500	163	0	0	0	0
584	**740**	77	500	163	0	0	0	0
585	**734**	171	0	163	0	0	400	0
586	**725**	362	0	163	0	0	0	200
587	**721**	58	500	163	0	0	0	0
588	**721**	58	500	163	0	0	0	0
589	**721**	358	0	163	0	0	0	200
590	**715**	152	0	163	0	0	400	0
591	**710**	347	0	163	0	0	0	200
592	**703**	40	500	163	0	0	0	0

Fallbrook Point Total

	100%	25%	25%	10%	15%	10%	10%	5%
Score ID	Total Points	Adjusted Field Points	Attractor Score	Diabetes Score	Crash Score	Socioeconomic Score	Project Priority Score	School Score
593	**703**	40	500	163	0	0	0	0
594	**703**	40	500	163	0	0	0	0
595	**702**	539	0	163	0	0	0	0
596	**700**	37	500	163	0	0	0	0
597	**677**	314	0	163	0	0	0	200
598	**674**	11	500	163	0	0	0	0
599	**664**	101	0	163	0	0	400	0
600	**663**	300	0	163	0	0	0	200
601	**658**	95	0	163	0	0	400	0
602	**657**	94	0	163	0	0	400	0
603	**656**	293	0	163	0	0	0	200
604	**655**	492	0	163	0	0	0	0
605	**648**	285	0	163	0	0	0	200
606	**647**	284	0	163	0	0	0	200
607	**643**	280	0	163	0	0	0	200
608	**640**	277	0	163	0	0	0	200
609	**636**	73	0	163	0	0	400	0
610	**635**	272	0	163	0	0	0	200
611	**634**	271	0	163	0	0	0	200
612	**632**	469	0	163	0	0	0	0
613	**630**	267	0	163	0	0	0	200
614	**629**	266	0	163	0	0	0	200
615	**621**	58	0	163	0	0	400	0
616	**615**	252	0	163	0	0	0	200
617	**603**	40	0	163	0	0	400	0
618	**592**	229	0	163	0	0	0	200
619	**588**	25	0	163	0	0	400	0
620	**588**	225	0	163	0	0	0	200
621	**587**	224	0	163	0	0	0	200
622	**585**	422	0	163	0	0	0	0
623	**584**	221	0	163	0	0	0	200
624	**583**	220	0	163	0	0	0	200
625	**578**	415	0	163	0	0	0	0
626	**570**	207	0	163	0	0	0	200
627	**564**	401	0	163	0	0	0	0
628	**560**	197	0	163	0	0	0	200
629	**553**	390	0	163	0	0	0	0

Fallbrook Point Total

	100%	25%	25%	10%	15%	10%	10%	5%
Score ID	Total Points	Adjusted Field Points	Attractor Score	Diabetes Score	Crash Score	Socioeconomic Score	Project Priority Score	School Score
630	**550**	187	0	163	0	0	0	200
631	**550**	187	0	163	0	0	0	200
632	**535**	172	0	163	0	0	0	200
633	**532**	169	0	163	0	0	0	200
634	**528**	165	0	163	0	0	0	200
635	**524**	161	0	163	0	0	0	200
636	**520**	157	0	163	0	0	0	200
637	**520**	157	0	163	0	0	0	200
638	**516**	153	0	163	0	0	0	200
639	**516**	153	0	163	0	0	0	200
640	**514**	151	0	163	0	0	0	200
641	**510**	147	0	163	0	0	0	200
642	**506**	143	0	163	0	0	0	200
643	**502**	139	0	163	0	0	0	200
644	**502**	339	0	163	0	0	0	0
645	**501**	138	0	163	0	0	0	200
646	**497**	134	0	163	0	0	0	200
647	**493**	130	0	163	0	0	0	200
648	**491**	128	0	163	0	0	0	200
649	**490**	127	0	163	0	0	0	200
650	**490**	127	0	163	0	0	0	200
651	**488**	125	0	163	0	0	0	200
652	**481**	118	0	163	0	0	0	200
653	**480**	117	0	163	0	0	0	200
654	**478**	115	0	163	0	0	0	200
655	**478**	115	0	163	0	0	0	200
656	**473**	110	0	163	0	0	0	200
657	**473**	310	0	163	0	0	0	0
658	**470**	107	0	163	0	0	0	200
659	**468**	105	0	163	0	0	0	200
660	**468**	105	0	163	0	0	0	200
661	**468**	105	0	163	0	0	0	200
662	**468**	105	0	163	0	0	0	200
663	**465**	102	0	163	0	0	0	200
664	**464**	101	0	163	0	0	0	200
665	**464**	301	0	163	0	0	0	0
666	**459**	96	0	163	0	0	0	200

Fallbrook Point Total

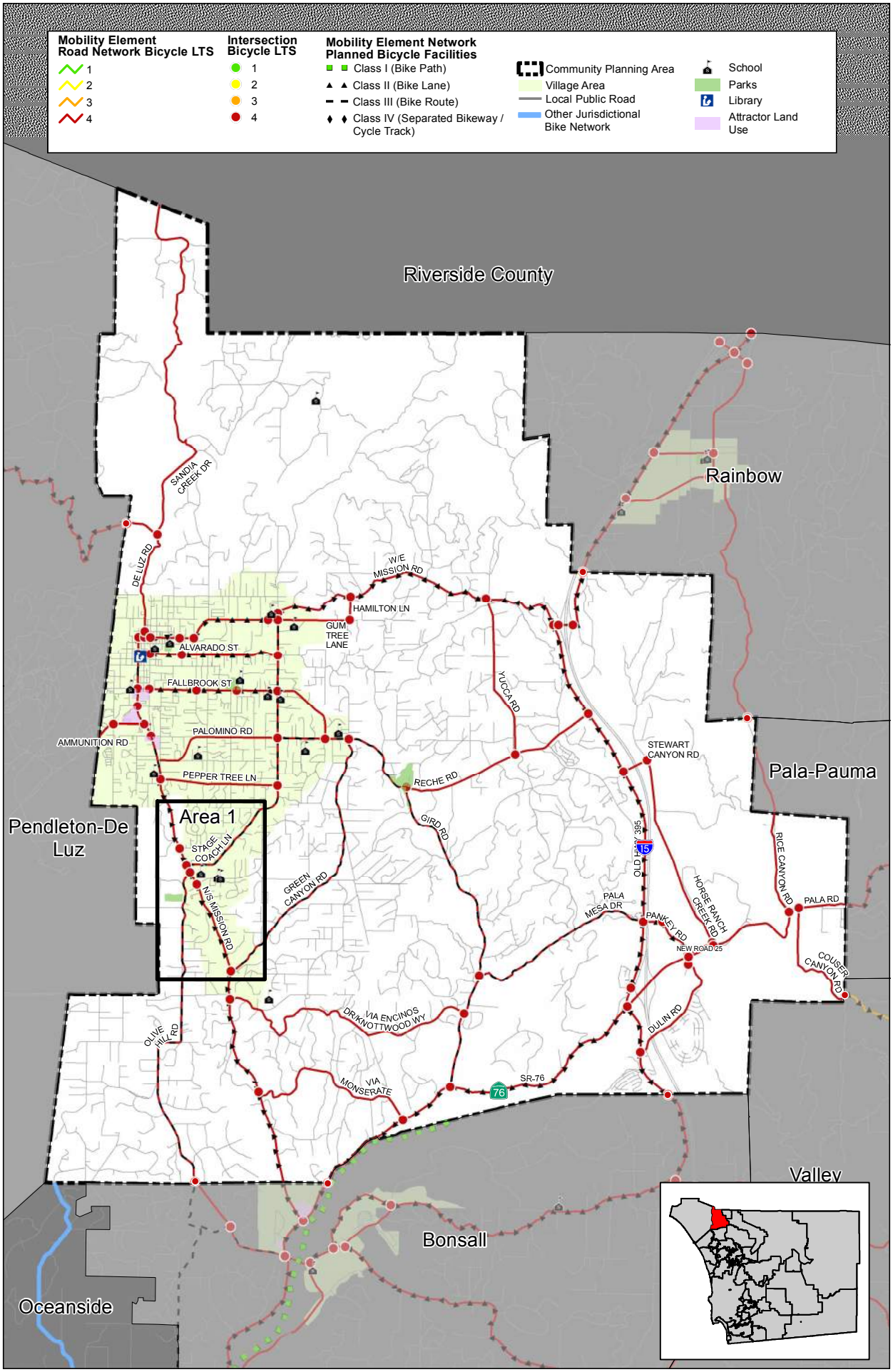
	100%	25%	25%	10%	15%	10%	10%	5%
Score ID	Total Points	Adjusted Field Points	Attractor Score	Diabetes Score	Crash Score	Socioeconomic Score	Project Priority Score	School Score
667	**459**	96	0	163	0	0	0	200
668	**459**	96	0	163	0	0	0	200
669	**455**	92	0	163	0	0	0	200
670	**455**	92	0	163	0	0	0	200
671	**454**	291	0	163	0	0	0	0
672	**451**	88	0	163	0	0	0	200
673	**450**	87	0	163	0	0	0	200
674	**450**	87	0	163	0	0	0	200
675	**450**	87	0	163	0	0	0	200
676	**450**	87	0	163	0	0	0	200
677	**449**	86	0	163	0	0	0	200
678	**448**	85	0	163	0	0	0	200
679	**445**	82	0	163	0	0	0	200
680	**445**	82	0	163	0	0	0	200
681	**441**	278	0	163	0	0	0	0
682	**440**	77	0	163	0	0	0	200
683	**440**	77	0	163	0	0	0	200
684	**440**	77	0	163	0	0	0	200
685	**440**	77	0	163	0	0	0	200
686	**440**	77	0	163	0	0	0	200
687	**440**	77	0	163	0	0	0	200
688	**439**	76	0	163	0	0	0	200
689	**429**	266	0	163	0	0	0	0
690	**429**	66	0	163	0	0	0	200
691	**426**	63	0	163	0	0	0	200
692	**421**	58	0	163	0	0	0	200
693	**421**	58	0	163	0	0	0	200
694	**421**	58	0	163	0	0	0	200
695	**421**	58	0	163	0	0	0	200
696	**421**	58	0	163	0	0	0	200
697	**421**	58	0	163	0	0	0	200
698	**421**	58	0	163	0	0	0	200
699	**420**	57	0	163	0	0	0	200
700	**419**	56	0	163	0	0	0	200
701	**417**	54	0	163	0	0	0	200
702	**417**	54	0	163	0	0	0	200
703	**411**	48	0	163	0	0	0	200

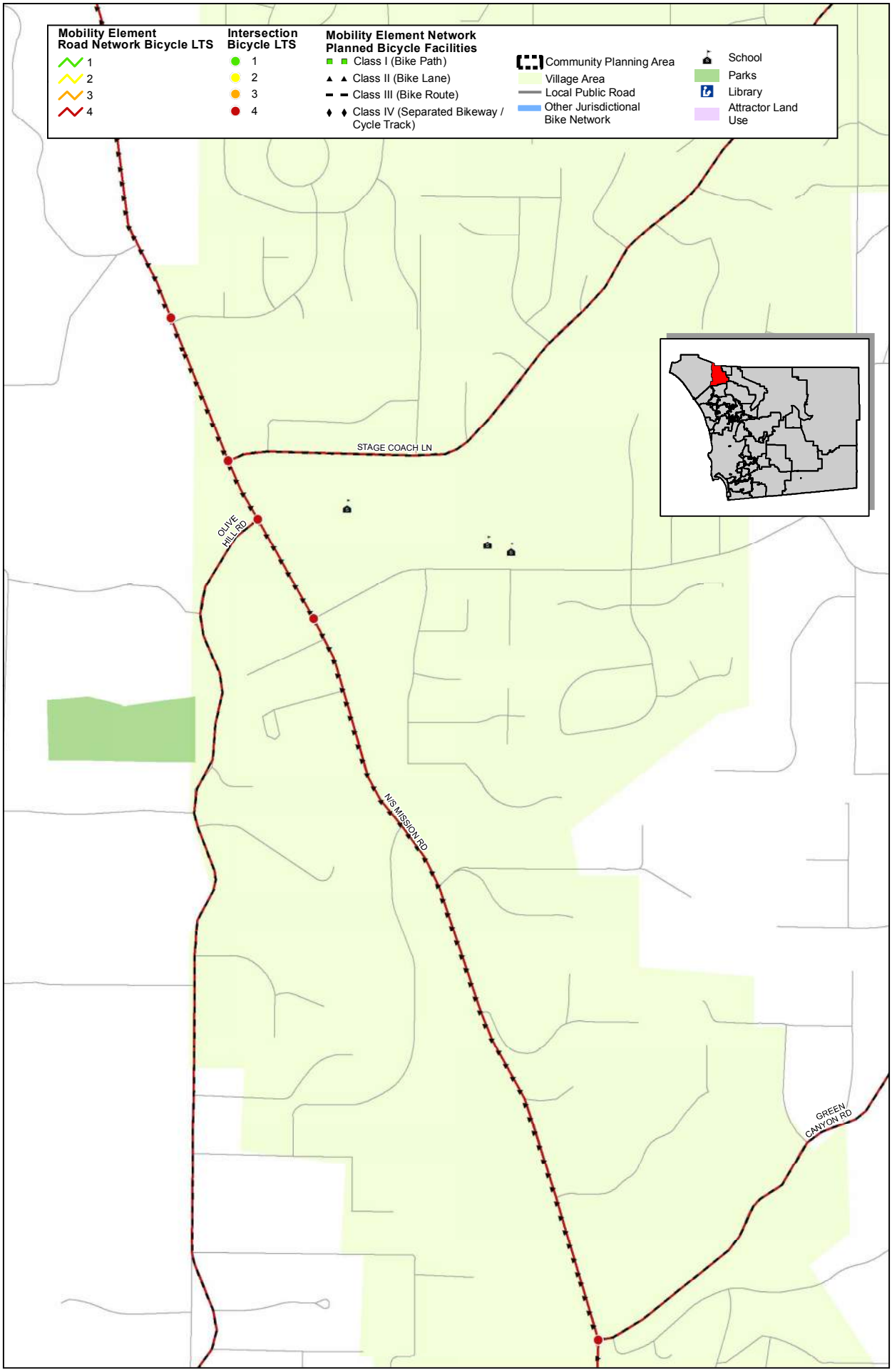
Fallbrook Point Total

	100%	25%	25%	10%	15%	10%	10%	5%
Score ID	Total Points	Adjusted Field Points	Attractor Score	Diabetes Score	Crash Score	Socioeconomic Score	Project Priority Score	School Score
704	**411**	248	0	163	0	0	0	0
705	**408**	45	0	163	0	0	0	200
706	**403**	240	0	163	0	0	0	0
707	**403**	240	0	163	0	0	0	0
708	**403**	40	0	163	0	0	0	200
709	**403**	40	0	163	0	0	0	200
710	**403**	40	0	163	0	0	0	200
711	**403**	40	0	163	0	0	0	200
712	**403**	40	0	163	0	0	0	200
713	**401**	38	0	163	0	0	0	200
714	**395**	232	0	163	0	0	0	0
715	**389**	226	0	163	0	0	0	0
716	**389**	26	0	163	0	0	0	200
717	**388**	225	0	163	0	0	0	0
718	**387**	24	0	163	0	0	0	200
719	**387**	24	0	163	0	0	0	200
720	**379**	16	0	163	0	0	0	200
721	**379**	16	0	163	0	0	0	200
722	**378**	215	0	163	0	0	0	0
723	**376**	13	0	163	0	0	0	200
724	**376**	13	0	163	0	0	0	200
725	**376**	13	0	163	0	0	0	200
726	**374**	211	0	163	0	0	0	0
727	**374**	11	0	163	0	0	0	200
728	**364**	201	0	163	0	0	0	0
608	**640**	277	0	163	0	0	0	200
730	**363**	0	0	163	0	0	0	200
613	**630**	267	0	163	0	0	0	200
732	**363**	0	0	163	0	0	0	200
733	**363**	0	0	163	0	0	0	200
734	**363**	0	0	163	0	0	0	200
735	**356**	193	0	163	0	0	0	0
736	**346**	183	0	163	0	0	0	0
737	**330**	167	0	163	0	0	0	0
738	**313**	150	0	163	0	0	0	0
739	**300**	137	0	163	0	0	0	0
740	**295**	132	0	163	0	0	0	0

Fallbrook Point Total

	100%	25%	25%	10%	15%	10%	10%	5%
Score ID	Total Points	Adjusted Field Points	Attractor Score	Diabetes Score	Crash Score	Socioeconomic Score	Project Priority Score	School Score
741	**293**	130	0	163	0	0	0	0
742	**286**	123	0	163	0	0	0	0
743	**280**	117	0	163	0	0	0	0
744	**278**	115	0	163	0	0	0	0
745	**272**	109	0	163	0	0	0	0
746	**271**	108	0	163	0	0	0	0
747	**259**	96	0	163	0	0	0	0
748	**243**	80	0	163	0	0	0	0
749	**242**	79	0	163	0	0	0	0
750	**240**	77	0	163	0	0	0	0
751	**240**	77	0	163	0	0	0	0
752	**240**	77	0	163	0	0	0	0
753	**240**	77	0	163	0	0	0	0
754	**240**	77	0	163	0	0	0	0
755	**235**	72	0	163	0	0	0	0
756	**226**	63	0	163	0	0	0	0
757	**224**	61	0	163	0	0	0	0
758	**221**	58	0	163	0	0	0	0
759	**221**	58	0	163	0	0	0	0
760	**221**	58	0	163	0	0	0	0
761	**221**	58	0	163	0	0	0	0
762	**218**	55	0	163	0	0	0	0
763	**209**	46	0	163	0	0	0	0
764	**203**	40	0	163	0	0	0	0
765	**180**	17	0	163	0	0	0	0
766	**176**	13	0	163	0	0	0	0
767	**163**	0	0	163	0	0	0	0
768	**163**	0	0	163	0	0	0	0
769	**163**	0	0	163	0	0	0	0
770	**163**	0	0	163	0	0	0	0
771	**163**	0	0	163	0	0	0	0
772	**163**	0	0	163	0	0	0	0
773	**163**	0	0	163	0	0	0	0
774	**163**	0	0	163	0	0	0	0


Mobility Element Road Network Bicycle LTS
1
2
3
4
Intersection Bicycle LTS
1
2
3
4
Mobility Element Network Planned Bicycle Facilities
Class I (Bike Path)
Class II (Bike Lane)
Class III (Bike Route)
Class IV (Separated Bikeway / Cycle Track)
Community Planning Area
Village Area
Local Public Road
Other Jurisdictional Bike Network
School
Parks
Library
Attractor Land Use
Riverside County
Rainbow
Pala-Pauma
Pendleton-De Luz
Area 1
Valley
Bonsall
Oceanside
SANDIA CREEK DR
DE LUZ RD
W/E MISSION RD
HAMILTON LN
GUM TREE LANE
ALVARADO ST
FALLBROOK ST
PALOMINO RD
AMMUNITION RD
PEPPER TREE LN
STAGE COACH LN
N/S MISSION RD
GREEN CANYON RD
OLIVE HILL RD
VIA ENCINOS
DR/KNOTTWOOD WY
VIA MONSERATE
SR-76
RECHE RD
GIRD RD
YUCCA RD
STEWART CANYON RD
OLD HWY 395
I-15
PALA MESA DR
PANKEY RD
HORSE RANCH CREEK RD
NEW ROAD 25
DULIN RD
RICE CANYON RD
PALA RD
COUSER CANYON RD
0
0.5
1
2
Miles
Source: San Diego County, SANDAG, SanGIS, ESRI
Michael Baker INTERNATIONAL
San Diego County ATP
Level of Traffic Stress (LTS) of Mobility Element
Build Out Conditions: Fallbrook



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Michael Baker INTERNATIONAL

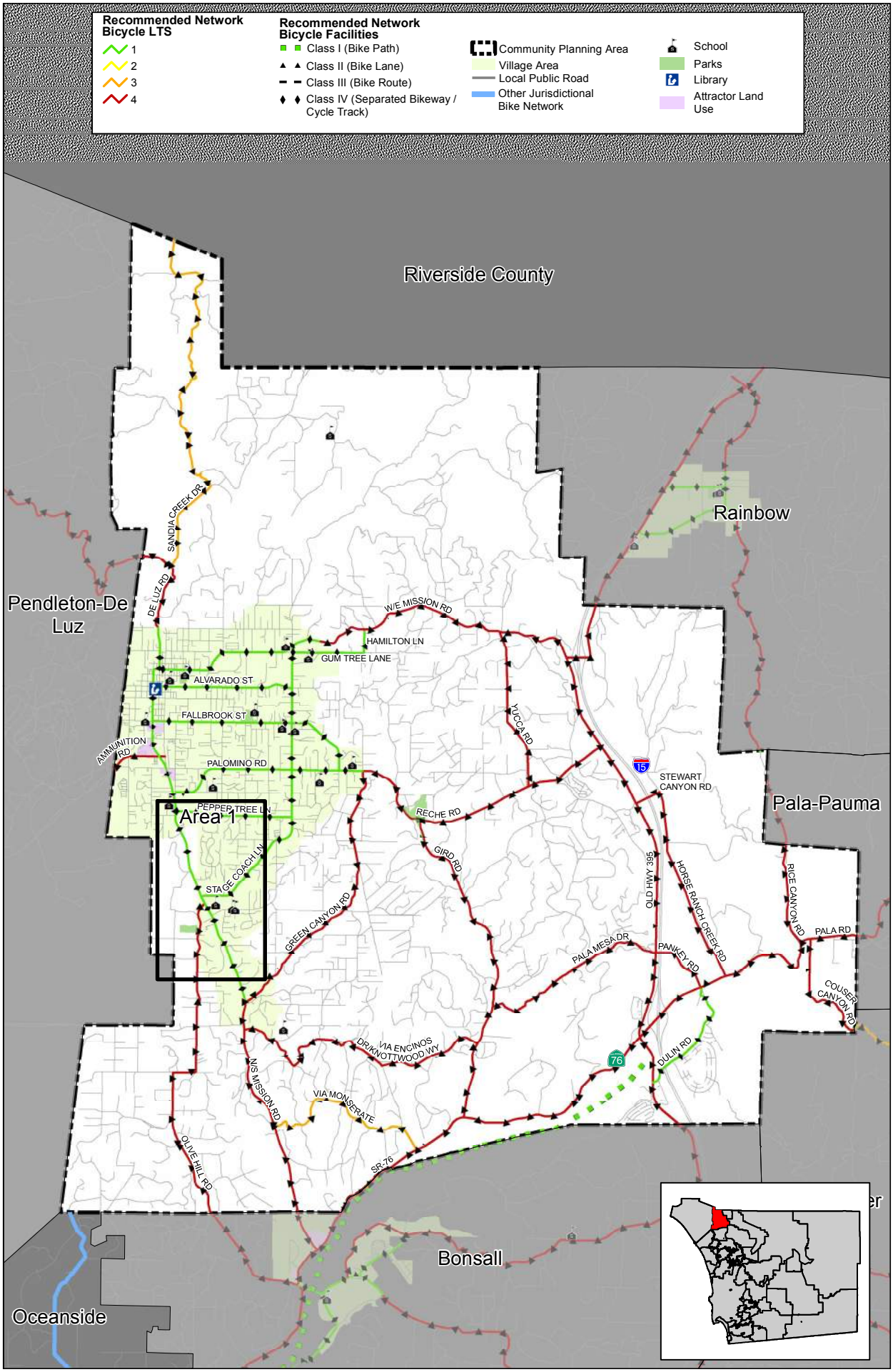
0 300 600 1,200 Feet

Source: San Diego County, SANDAG, SanGIS, ESRI

San Diego County ATP

Level of Traffic Stress (LTS) of Mobility Element

Buildout Conditions: Fallbrook Area 1

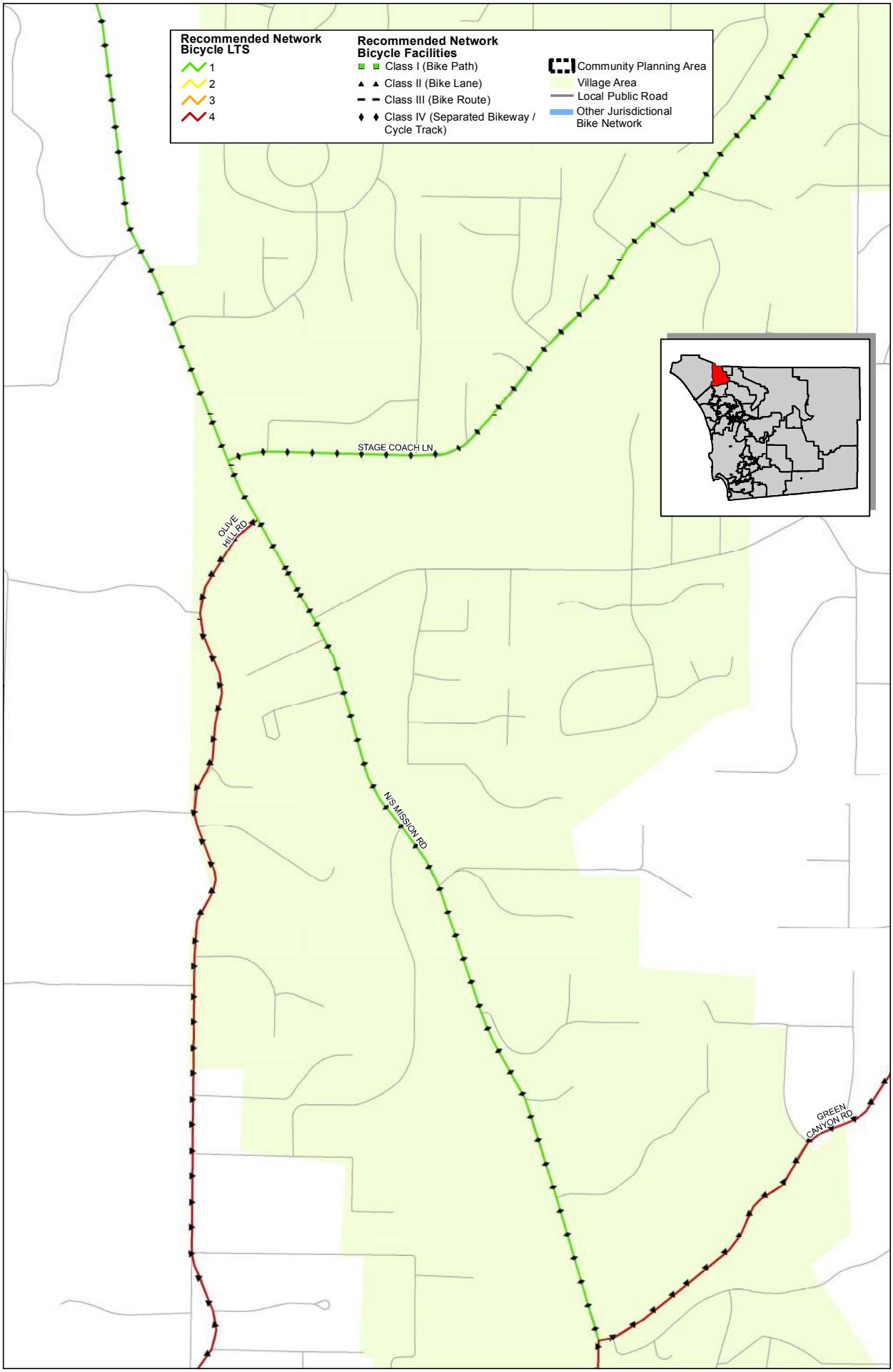


Michael Baker INTERNATIONAL

San Diego County ATP

Level of Traffic Stress (LTS) of Mobility Element

Build Out Conditions with Proposed Bikeway Classifications: Fallbrook



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Michael Baker INTERNATIONAL

0 300 600 1,200 Feet

Source: San Diego County, SANDAG, SanGIS, ESRI

San Diego County ATP

Level of Traffic Stress (LTS) of Mobility Element

Build Out Conditions with Proposed Bikeway Classifications: Fallbrook Area 1

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Appendix D:
LTS Analysis

Fallbrook GAP ASSESSMENT

LTS WORKSHEET

Street	From	To	Length (feet)	Direction	Facility Type	Number of Lanes	Speed	Median	Land Use	LTS
Mission Road	Clemmens	Alvarado	4,800	SB	None	2 Lanes	35+ mph	No Median	Non-Residential	LTS 4
				NB	None	2 Lanes	35+ mph	No Median	Non-Residential	LTS 4
Mission Road	Alvarado	West Mission	950	SB	None	2 Lanes	35+ mph	No Median	Non-Residential	LTS 4
				NB	None	2 Lanes	35+ mph	No Median	Non-Residential	LTS 4
South Pico Avenue	Elder	W Fig	300	SB	None	1 Lane	Up to 25 mph	No Median	Residential	LTS 4
				NB	None	1 Lane	Up to 25 mph	No Median	Residential	LTS 4
North Pico Avenue	W Alvardo	Mission	950	SB	None	1 Lane	Up to 25 mph	No Median	Residential	LTS 4
				NB	None	1 Lane	Up to 25 mph	No Median	Residential	LTS 4
North Pico Avenue	Mission	W Kalmia	300	SB	None	1 Lane	30 mph	No Median	Non-Residential	LTS 4
				NB	None	1 Lane	30 mph	No Median	Non-Residential	LTS 4
De Luz Road	W Kalmia	Dougherty	750	SB	None	1 Lane	30 mph	No Median	Non-Residential	LTS 4
				NB	None	1 Lane	30 mph	No Median	Non-Residential	LTS 4
Main Avenue	S Mission	Elder	3,700	SB	None	1 Lane	Up to 25 mph	No Median	Non-Residential	LTS 4
				NB	None	1 Lane	Up to 25 mph	No Median	Non-Residential	LTS 4
Main Avenue	Elder	Ivy	1,300	SB	None	1 Lane	Up to 25 mph	Median	Non-Residential	LTS 4
				NB	None	1 Lane	Up to 25 mph	Median	Non-Residential	LTS 4
Main Avenue	Ivy	W/E Mission	300	SB	None	1 Lane	Up to 25 mph	No Median	Non-Residential	LTS 4
				NB	None	1 Lane	Up to 25 mph	No Median	Non-Residential	LTS 4
Ammunition Road	La Galiana de Cortez Apartm	Alturas	350	EB	Class II Bike Lane	1 Lane	35+ mph	No Median	Non-Residential	LTS 2
				WB	Class II Bike Lane	1 Lane	35+ mph	No Median	Non-Residential	LTS 2
Ammunition Road	Alturas	Main	2,050	EB	Class II Bike Lane	2 Lanes	35+ mph	No Median	Non-Residential	LTS 3
				WB	Class II Bike Lane	2 Lanes	35+ mph	No Median	Non-Residential	LTS 3
Fallbrook Street	Mission	Main	700	EB	Class III - Shared	1 Lane	35+ mph	No Median	Non-Residential	LTS 4
				WB	Class III - Shared	1 Lane	35+ mph	No Median	Non-Residential	LTS 4
Fallbrook Street	Main	Morro	3,300	EB	Class II Bike Lane	1 Lane	35+ mph	No Median	Non-Residential	LTS 2
				WB	Class II Bike Lane	1 Lane	35+ mph	No Median	Non-Residential	LTS 2
Beech Street	Mission	Main	700	EB	None	1 Lane	Up to 25 mph	No Median	Non-Residential	LTS 4
				WB	None	1 Lane	Up to 25 mph	No Median	Non-Residential	LTS 4
Elder Street	Mission	Morro	4,000	EB	None	1 Lane	Up to 25 mph	No Median	Non-Residential	LTS 4
				WB	None	1 Lane	Up to 25 mph	No Median	Non-Residential	LTS 4
Alvarado Street	Mission	Morro	4,000	EB	None	1 Lane	30 mph	No Median	Non-Residential	LTS 4
				WB	None	1 Lane	30 mph	No Median	Non-Residential	LTS 4
Mission Road	N Hill	N Main	600	EB	None	1 Lane	35+ mph	No Median	Non-Residential	LTS 4
				WB	None	2 Lanes	35+ mph	No Median	Non-Residential	LTS 4
Mission Road	N Main	Iowa	1,000	EB	None	1 Lane	Up to 25 mph	No Median	Non-Residential	LTS 4
				WB	None	1 Lane	Up to 25 mph	No Median	Non-Residential	LTS 4
Mission Road	Iowa	Olive	350	EB	Class II Bike Lane	1 Lane	35+ mph	No Median	Non-Residential	LTS 2
				WB	Class II Bike Lane	1 Lane	35+ mph	No Median	Non-Residential	LTS 2
Mission Road	Olive	Catalpa	1,150	EB	Class III - Shared	1 Lane	35+ mph	No Median	Non-Residential	LTS 4
				WB	Class II Bike Lane	1 Lane	35+ mph	No Median	Non-Residential	LTS 2
Mission Road	Catalpa	Santa Margarita	1,400	EB	Class II Bike Lane	1 Lane	35+ mph	No Median	Non-Residential	LTS 2
				WB	Class II Bike Lane	1 Lane	35+ mph	No Median	Non-Residential	LTS 2

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Appendix E:
CIP Excerpts

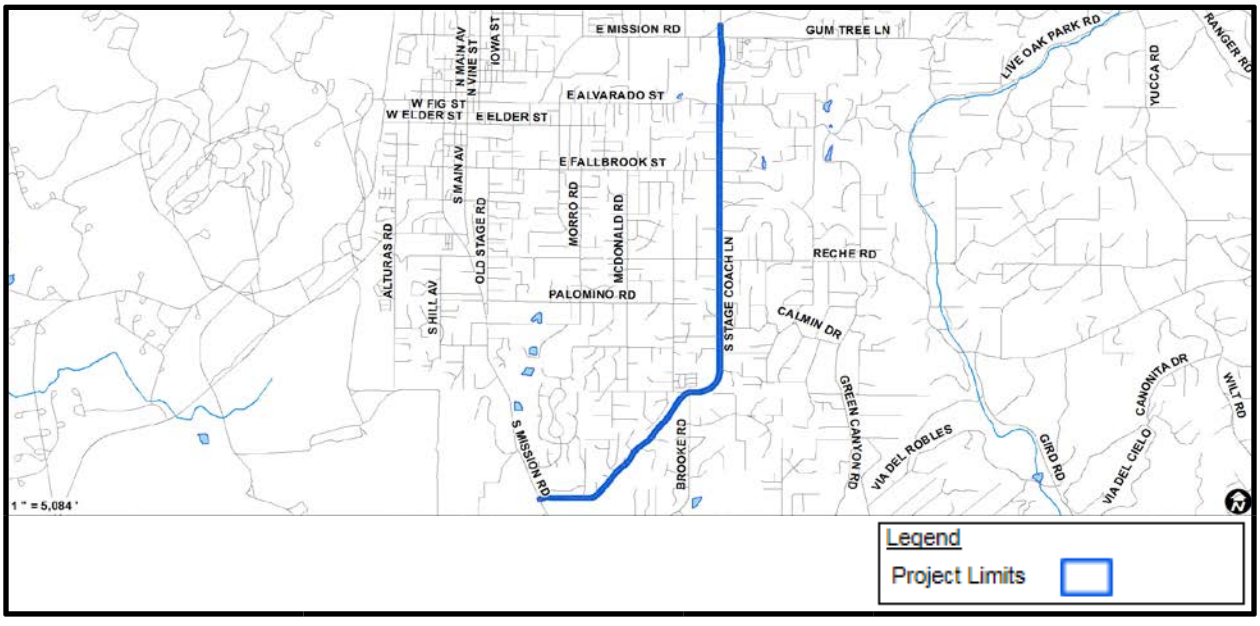
Fallbrook

Stage Coach Lane Widening

This project will widen Stage Coach Lane from S. Mission Road to Reche Road. This project was requested by Community Planning Group.

Total Length	1.33 miles
Estimate Completion	TBD
Planning Group	Fallbrook
Project Manager	Chris Hanger
District	5
Estimated Project Cost	$5,290,000
Funding/Funding Status	TBD / Not Funded
Oracle Number	N/A

	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26
Preliminary Engineering	$0	$0	$0	$0	$0
Project Development	$0	$0	$0	$0	$0
Right-of-Way	$0	$0	$0	$0	$0
Construction	$0	$0	$0	$0	$0
Totals	**$0**	**$0**	**$0**	**$0**	**$0**



Road Reconstruction

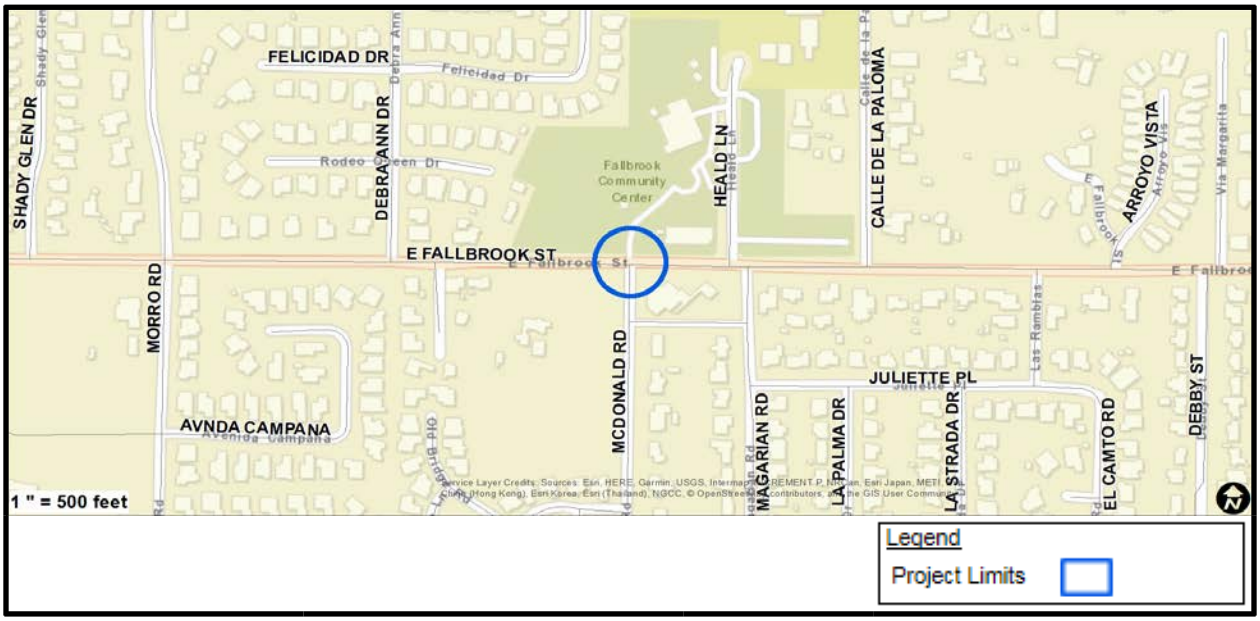
Fallbrook

Fallbrook St / McDonald Rd

This project will install a new traffic signal at Fallbrook Street and McDonald Road.

Total Length	N/A
Estimate Completion	Summer 2024
Planning Group	Fallbrook
Project Manager	Richard Chin
District	5
Estimated Project Cost	$1,000,000
Funding/Funding Status	Road Fund Fund Balance
Oracle Number	TBD

	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26
Preliminary Engineering	$0	$0	$0	$0	$0
Project Development	$250,000	$0	$0	$0	$0
Right-of-Way	$0	$0	$0	$0	$0
Construction	$0	$750,000	$0	$0	$0
Totals	**$250,000**	**$750,000**	**$0**	**$0**	**$0**



Traffic Signals

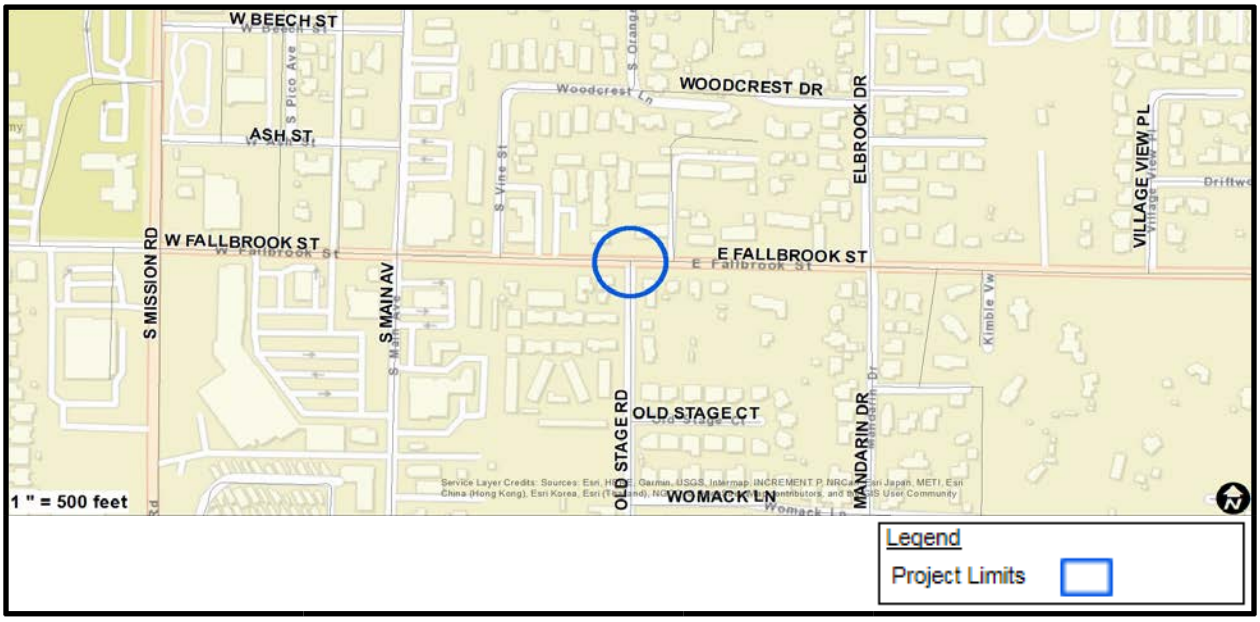
Fallbrook

Fallbrook St / Old Stage Rd

This project will install a new traffic signal at Fallbrook Street and Old Stage Road.

Total Length	N/A
Estimate Completion	Summer 2024
Planning Group	Fallbrook
Project Manager	Richard Chin
District	5
Estimated Project Cost	$1,000,000
Funding/Funding Status	Road Fund Fund Balance
Oracle Number	TBD

	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26
Preliminary Engineering	$0	$0	$0	$0	$0
Project Development	$250,000	$0	$0	$0	$0
Right-of-Way	$0	$0	$0	$0	$0
Construction	$0	$750,000	$0	$0	$0
Totals	**$250,000**	**$750,000**	**$0**	**$0**	**$0**



Traffic Signals

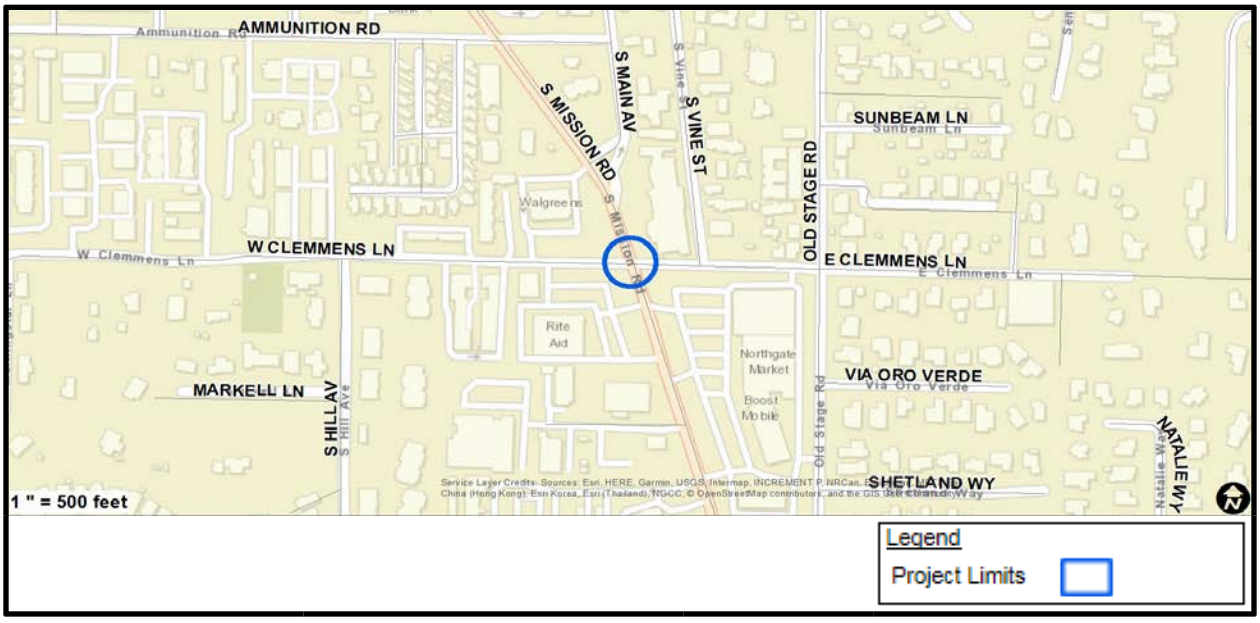
Fallbrook

South Mission Road & Clemmens Lane Pedestrian Enhancements

This project will install Pedestrian Countdown Signal Heads, pushbuttons, curb ramps, and continental crosswalks at this location.

Total Length	N/A
Estimate Completion	TBD
Planning Group	Fallbrook
Project Manager	Richard Chin
District	5
Estimated Project Cost	$168,925
Funding/Funding Status	FHWA and Gas Tax / Funded
Oracle Number	TBD

	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26
Preliminary Engineering	$0	$0	$10,000	$0	$0
Project Development	$5,000	$13,000	$0	$0	$0
Right-of-Way	$0	$11,250	$0	$0	$0
Construction	$0	$0	$129,675	$0	$0
Totals	**$5,000**	**$24,250**	**$139,675**	**$0**	**$0**



Traffic Signals

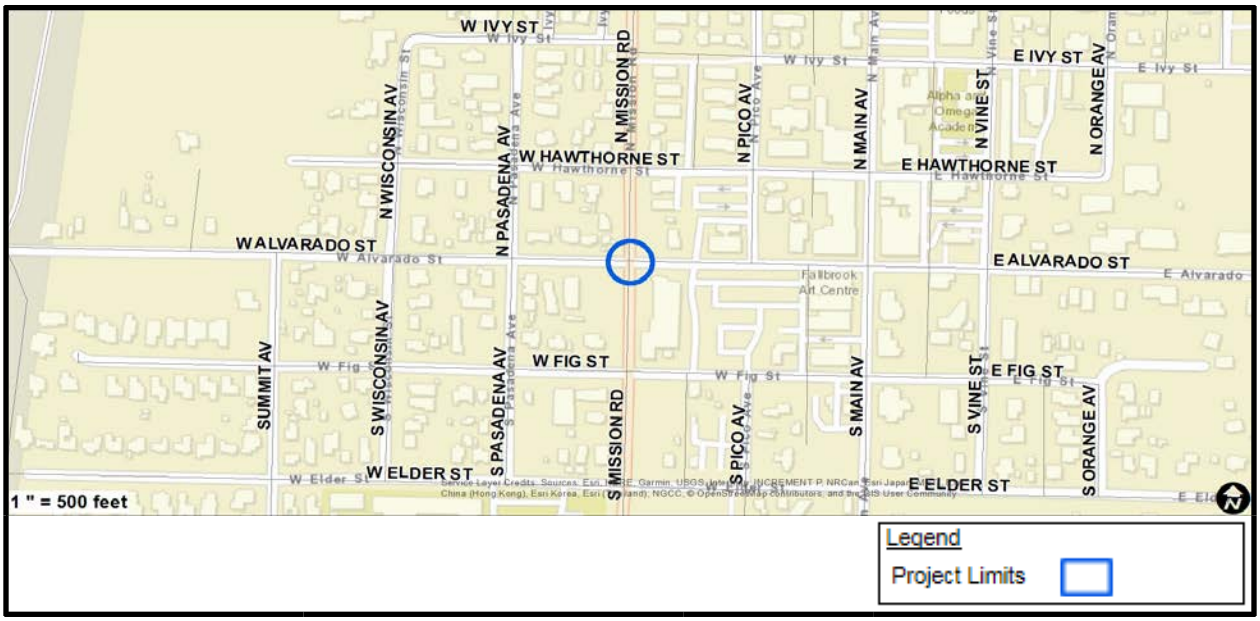
Fallbrook

South Mission Road and Alvarado Street Pedestrian Enhancements

This project will install Pedestrian Countdown Signal Heads, pushbuttons, curb ramps, and continental crosswalks at this location.

Total Length	N/A
Estimate Completion	TBD
Planning Group	Fallbrook
Project Manager	Richard Chin
District	5
Estimated Project Cost	$168,925
Funding/Funding Status	FHWA and Gas Tax / Funded
Oracle Number	TBD

	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26
Preliminary Engineering	$0	$0	$10,000	$0	$0
Project Development	$5,000	$13,000	$0	$0	$0
Right-of-Way	$0	$11,250	$0	$0	$0
Construction	$0	$0	$129,675	$0	$0
Totals	**$5,000**	**$24,250**	**$139,675**	**$0**	**$0**



Traffic Signals

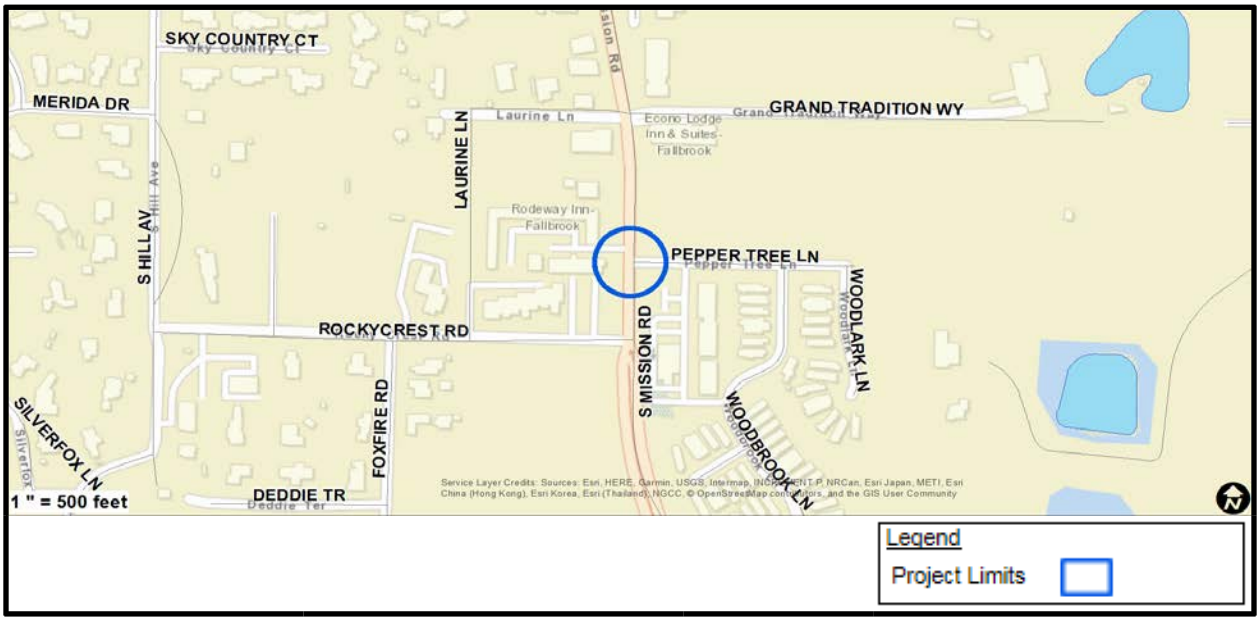
Fallbrook

South Mission Road at Peppertree Lane

This project will install a new traffic signal South Mission Road at Peppertree Lane.

Total Length	N/A
Estimate Completion	Summer 2024
Planning Group	Fallbrook
Project Manager	Richard Chin
District	5
Estimated Project Cost	$1,000,000
Funding/Funding Status	County General Fund / Funded
Oracle Number	TBD

	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26
Preliminary Engineering	$0	$0	$0	$0	$0
Project Development	$250,000	$0	$0	$0	$0
Right-of-Way	$0	$0	$0	$0	$0
Construction	$0	$750,000	$0	$0	$0
Totals	**$250,000**	**$750,000**	**$0**	**$0**	**$0**



Traffic Signals

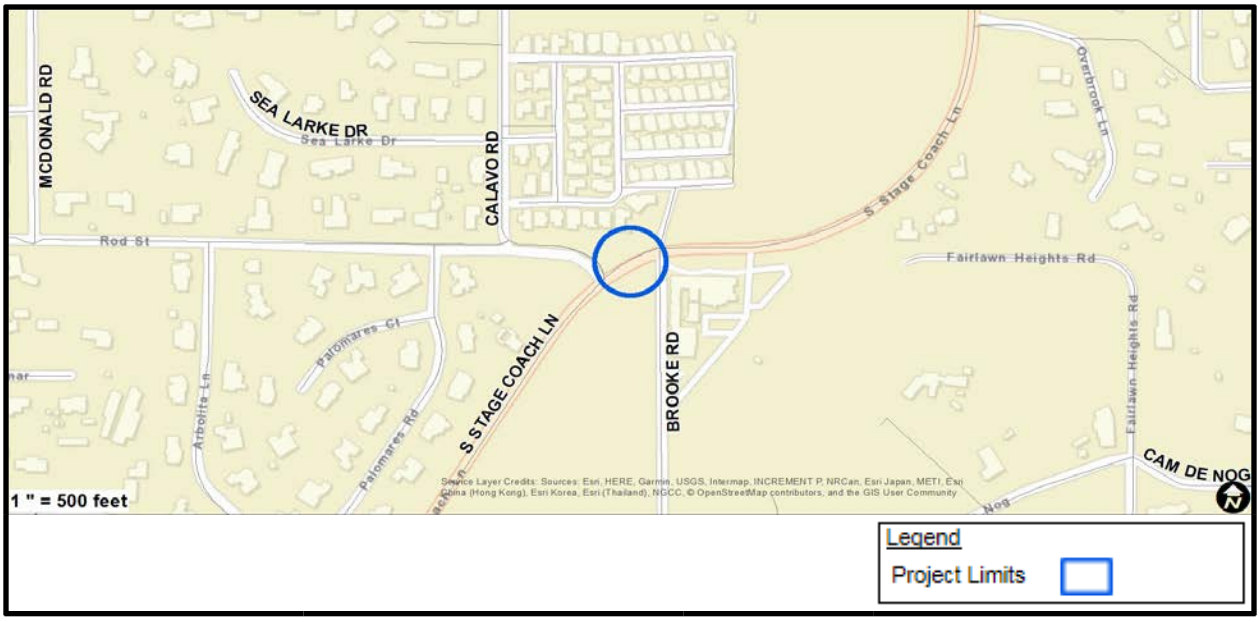
Fallbrook

Stage Coach Ln / Brooke Rd / Calavo Rd

This project will install a new traffic signal Stage Coach Lane, Brooke Road and Calavo Road.

Total Length	N/A
Estimate Completion	Summer 2024
Planning Group	Fallbrook
Project Manager	Richard Chin
District	5
Estimated Project Cost	$1,000,000
Funding/Funding Status	Road Fund Fund Balance
Oracle Number	TBD

	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26
Preliminary Engineering	$0	$0	$0	$0	$0
Project Development	$250,000	$0	$0	$0	$0
Right-of-Way	$0	$0	$0	$0	$0
Construction	$0	$750,000	$0	$0	$0
Totals	**$250,000**	**$750,000**	**$0**	**$0**	**$0**



Traffic Signals

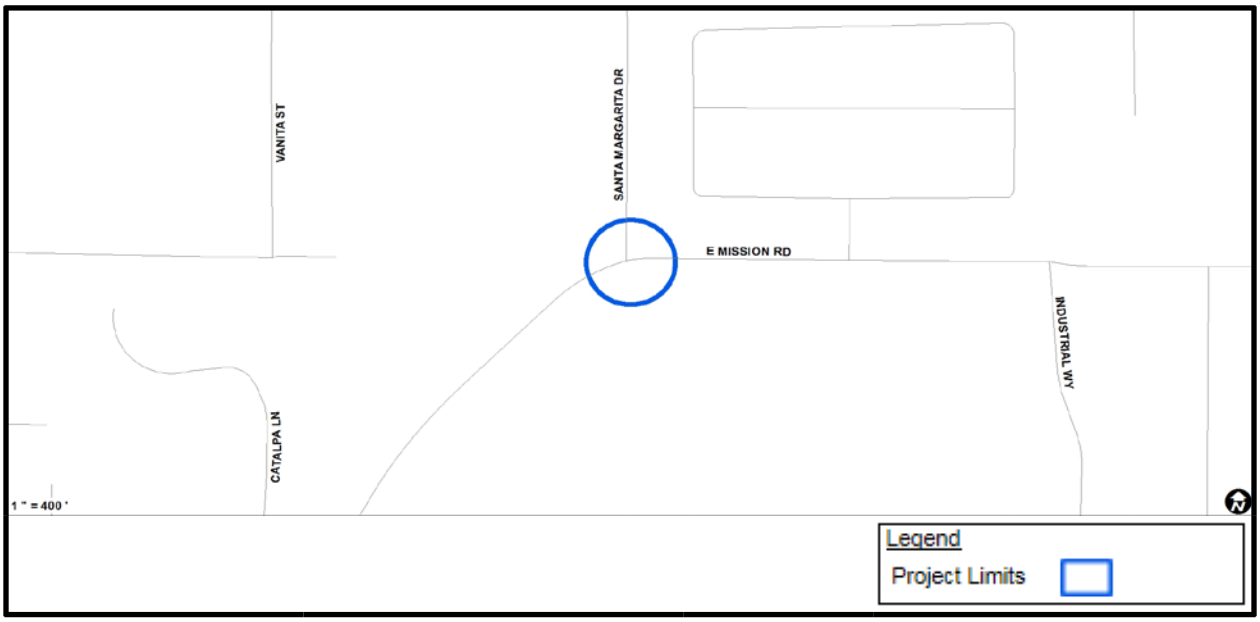
Fallbrook

Mission Road and Santa Margarita

This project will install a traffic signal at the intersection of Mission Road and Santa Margarita Road. This project was requested by Community Planning Group.

Total Length	600 feet
Estimate Completion	Mid Late 2023
Planning Group	Fallbrook
Project Manager	Richard Chin
District	5
Estimated Project Cost	$630,000
Funding/Funding Status	Road Fund Fund Balance
Oracle Number	1023463

	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26
Preliminary Engineering	$0	$0	$0	$0	$0
Project Development	$0	$0	$0	$0	$0
Right-of-Way	$0	$0	$0	$0	$0
Construction	$0	$630,000	$0	$0	$0
Totals	**$0**	**$630,000**	**$0**	**$0**	**$0**



Traffic Signals

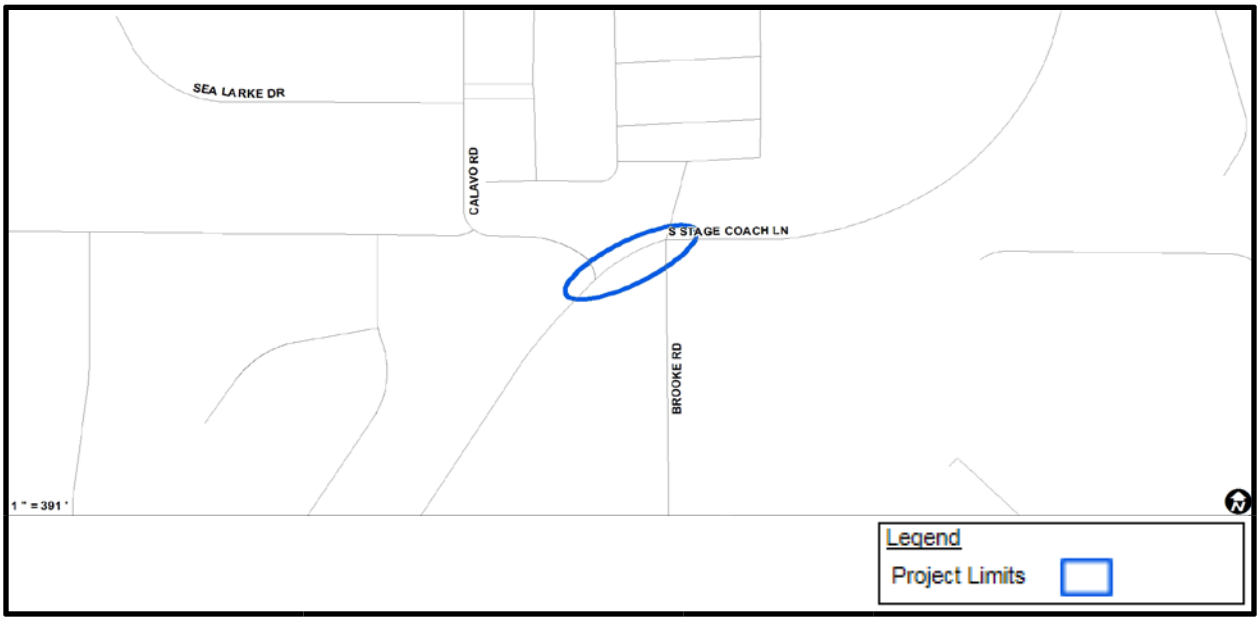
Fallbrook

Intersection Improvements at Calavo Road, Brook Road and Stage Coach Lane

This project will construct traffic signal and other intersection improvements at Calavo Rd, Brook Rd and Stage Coach Lane. This project was requested by Community Planning Group.

Total Length	N/A
Estimate Completion	TBD
Planning Group	Fallbrook
Project Manager	Chris Hanger
District	5
Estimated Project Cost	TBD
Funding/Funding Status	Gas Tax / Not Funded
Oracle Number	1019845

	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26
Preliminary Engineering	$0	$0	$0	$0	$0
Project Development	$0	$0	$0	$0	$0
Right-of-Way	$0	$0	$0	$0	$0
Construction	$0	$0	$0	$0	$0
Totals	**$0**	**$0**	**$0**	**$0**	**$0**



Intersection Improvements

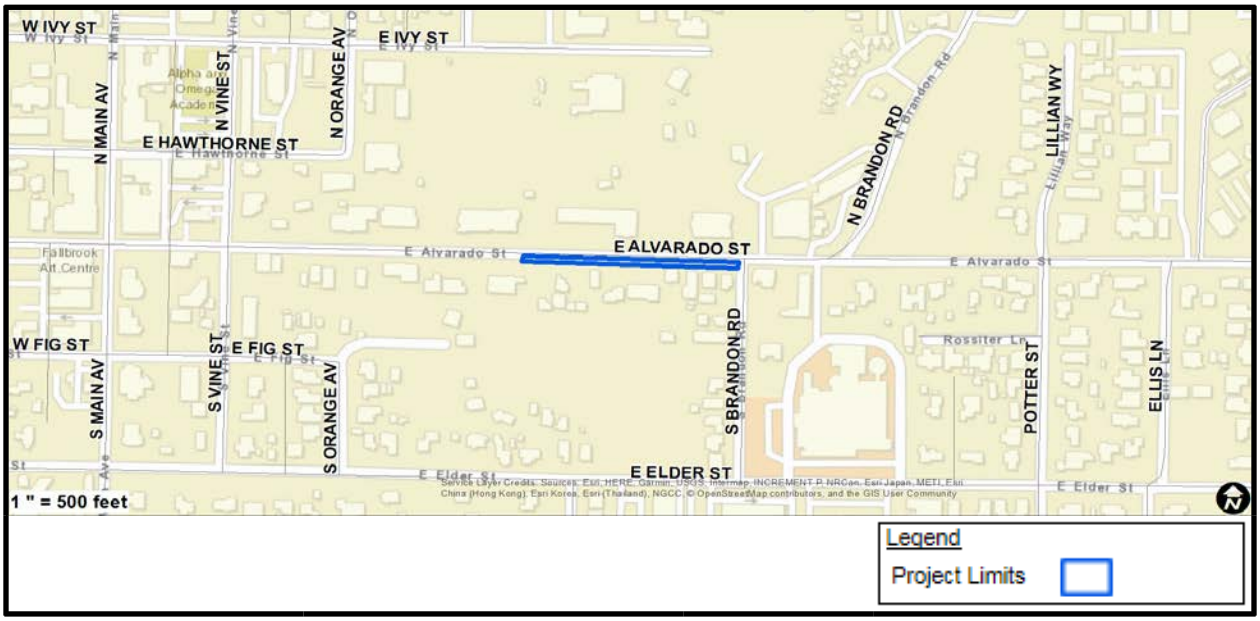
Fallbrook

East Alvarado Street

This project will construct 500 feet of sidewalk including ped ramps and drainage facilities on the south side of East Alvarado Street at South Brandon Street.

Total Length	500 feet
Estimate Completion	Fall 2022
Planning Group	Fallbrook
Project Manager	Cynthia Curtis
District	5
Estimated Project Cost	$500,000
Funding/Funding Status	Community Development Block Grant / Funded
Oracle Number	TBD

	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26
Preliminary Engineering	$0	$0	$0	$0	$0
Project Development	$140,000	$0	$0	$0	$0
Right-of-Way	$0	$0	$0	$0	$0
Construction	$360,000	$0	$0	$0	$0
Totals	**$500,000**	**$0**	**$0**	**$0**	**$0**



Sidewalks

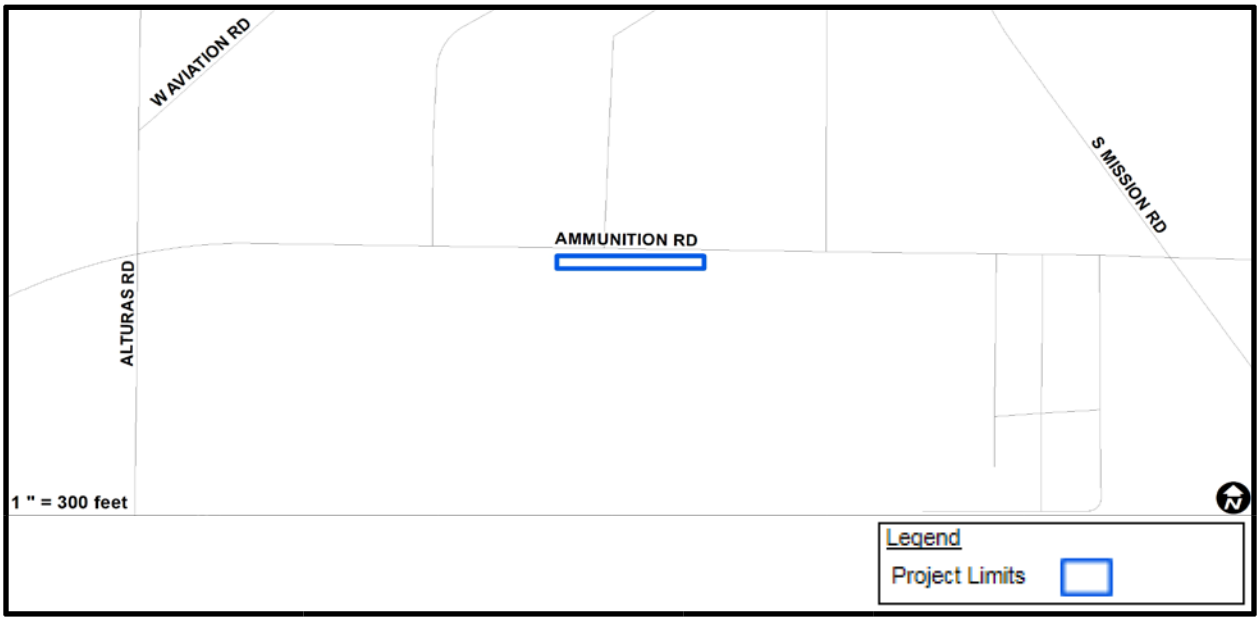
Fallbrook

Ammunition Road Missing Sidewalk

This project will construct 230 feet of sidewalk and ADA compliant pedestrian ramps.

Total Length	230 feet
Estimate Completion	Fall 2021
Planning Group	Fallbrook
Project Manager	Cynthia Curtis
District	5
Estimated Project Cost	$340,000
Funding/Funding Status	Community Development Block Grant / Funded
Oracle Number	1023588

	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26
Preliminary Engineering	$0	$0	$0	$0	$0
Project Development	$0	$0	$0	$0	$0
Right-of-Way	$10,000	$0	$0	$0	$0
Construction	$121,000	$0	$0	$0	$0
Totals	**$131,500**	**$0**	**$0**	**$0**	**$0**



Sidewalks

Fallbrook

West Alvarado Street Sidewalk IDIS 3184

This project will construct 450 feet of concrete sidewalk between South Mission Road and South Main Avenue.

Total Length	450 feet
Estimate Completion	Fall 2021
Planning Group	Fallbrook
Project Manager	Cynthia Curtis
District	5
Estimated Project Cost	$430,000
Funding/Funding Status	Community Development Block Grant / Funded
Oracle Number	1023596

	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26
Preliminary Engineering	$0	$0	$0	$0	$0
Project Development	$0	$0	$0	$0	$0
Right-of-Way	$10,000	$0	$0	$0	$0
Construction	$121,000	$0	$0	$0	$0
Totals	**$131,500**	**$0**	**$0**	**$0**	**$0**

Sidewalks

Fallbrook

West Aviation Sidewalk IDIS 3186

This project will construct 600 feet of sidewalk improvements along the north side of West Aviation Road between South Mission Road and South Main Avenue.

Total Length	600 feet
Estimate Completion	Fall 2021
Planning Group	Fallbrook
Project Manager	Cynthia Curtis
District	5
Estimated Project Cost	$550,000
Funding/Funding Status	Community Development Block Grant / Funded
Oracle Number	1023595

	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26
Preliminary Engineering	$0	$0	$0	$0	$0
Project Development	$0	$0	$0	$0	$0
Right-of-Way	$10,000	$0	$0	$0	$0
Construction	$121,000	$0	$0	$0	$0
Totals	**$131,500**	**$0**	**$0**	**$0**	**$0**

Sidewalks

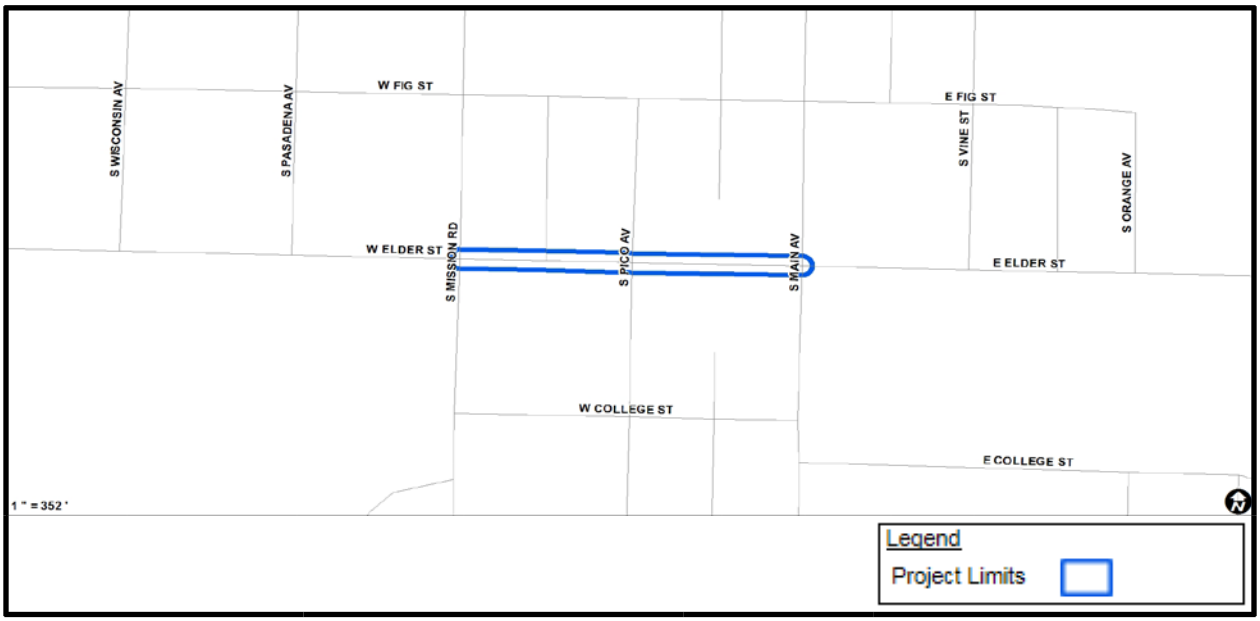
Fallbrook

Elder Street Sidewalks

This project will construct sidewalks on Elder Street between Main Avenue and Mission Road. This project was requested by Community Planning Group.

Total Length	700 feet
Estimate Completion	TBD
Planning Group	Fallbrook
Project Manager	Chris Hanger
District	5
Estimated Project Cost	$875,000
Funding/Funding Status	TBD / Not Funded
Oracle Number	N/A

	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26
Preliminary Engineering	$0	$0	$0	$0	$0
Project Development	$0	$0	$0	$0	$0
Right-of-Way	$0	$0	$0	$0	$0
Construction	$0	$0	$0	$0	$0
Totals	**$0**	**$0**	**$0**	**$0**	**$0**



Sidewalks

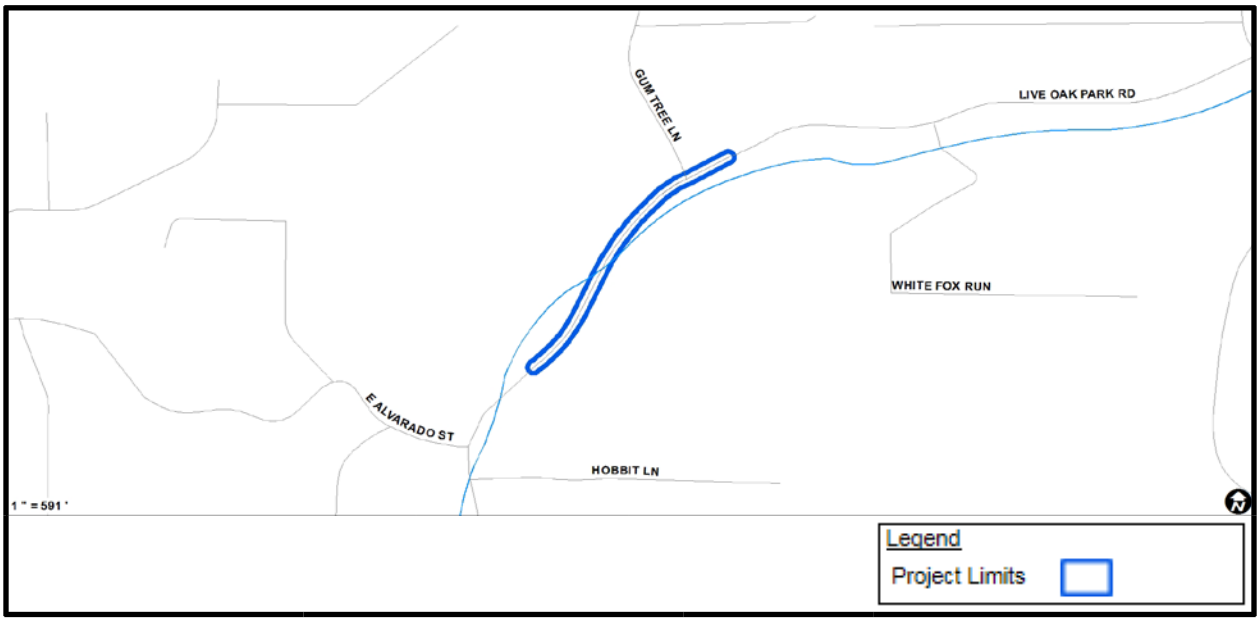
Fallbrook

Live Oak Park Road Bridge Replacement

This project will replace the bridge on Live Oak Park Road over a San Luis Rey River tributary with a new bridge. This project was requested to meet federal bridge requirements.

Total Length	1,000 feet
Estimate Completion	Fall 2022
Planning Group	Fallbrook
Project Manager	Chris Hanger
District	5
Estimated Project Cost	$5,100,000
Funding/Funding Status	Federal Grant and Gas Tax / Funded
Oracle Number	1017001

	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26
Preliminary Engineering	$0	$0	$0	$0	$0
Project Development	$0	$0	$0	$0	$0
Right-of-Way	$0	$0	$0	$0	$0
Construction	$1,117,367	$3,482,633	$0	$0	$0
Totals	**$1,117,367**	**$3,482,633**	**$0**	**$0**	**$0**



Bridge

the visibility of pedestrians. As an extra layer of protection, yield striping could be applied in advance of the crosswalks to bring additional awareness for drivers.

Improve Transit Facilities

Through collaboration with North County Transit District (NCTD), there have been four bus stop locations identified for proposed improvements. Any future improvements to these bus stop locations shall meet the requirements of the NCTD Bus Stop Development Handbook including approximately 40-60 feet of red curb located 10-15 feet from the intersection and a minimum ADA accessible pad of at least 8-feet by 5-feet at each bus stop.

There are five existing bus stops that have been identified as opportunities to relocate the stop closer to an intersection for improved access by the riders and to take advantage of streetscapes improvements such as curb extensions for these stops. The five proposed relocated bus stops include Ivy Street & Vine Stret (Stop ID 24865), Main Avenue & Fallbrook Street (Stop ID 24866), Main Avenue & Elder Street (Stop ID 24867), S Mission Road & Beech Street (Stop ID 24868), and S Mission Road & Fallbrook Street (Stop ID 24837).

One proposed new stop is located at the north-east corner of Maine Avenue and Alvarado Street. This new stop would provide better access to the Town Center of Fallbrook as well as the Fallbrook Library and has been requested by local transit-dependent riders.