
Existing Mobility Assessment

College Area Community Plan Update

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1.0 Introduction

The College Community Planning Area (College Area) is located in the eastern part of the City of San Diego, south of the Navajo Community, north of the Mid-City: Eastern Area Community and west of the City of La Mesa. The College Area is bounded by Interstate 8 to the north, Fairmount Avenue to the west, Montezuma/Collwood Boulevard on the south-west, and El Cajon Boulevard to the south-east. The community is approximately five square miles in area and is home to the campus of San Diego State University (SDSU).

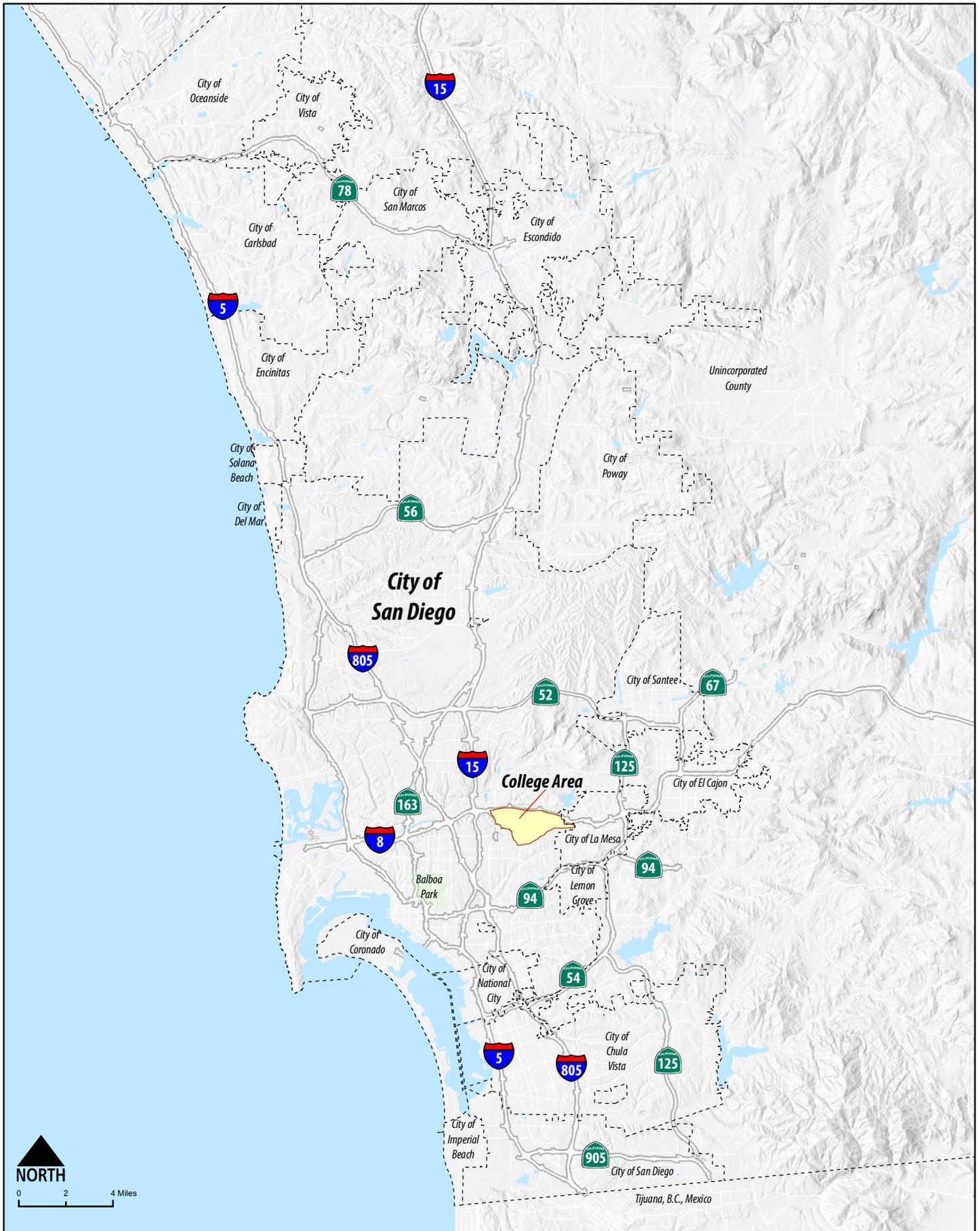
The previous College Area Community Plan was originally adopted in 1989 and has been amended three times: in 1993 for the College Community Redevelopment Plan, in 2000 for the Mission Valley East Trolley Extension, and in 2019 for the Montezuma Hotel. This effort is to prepare for the College Area Community Plan Update.



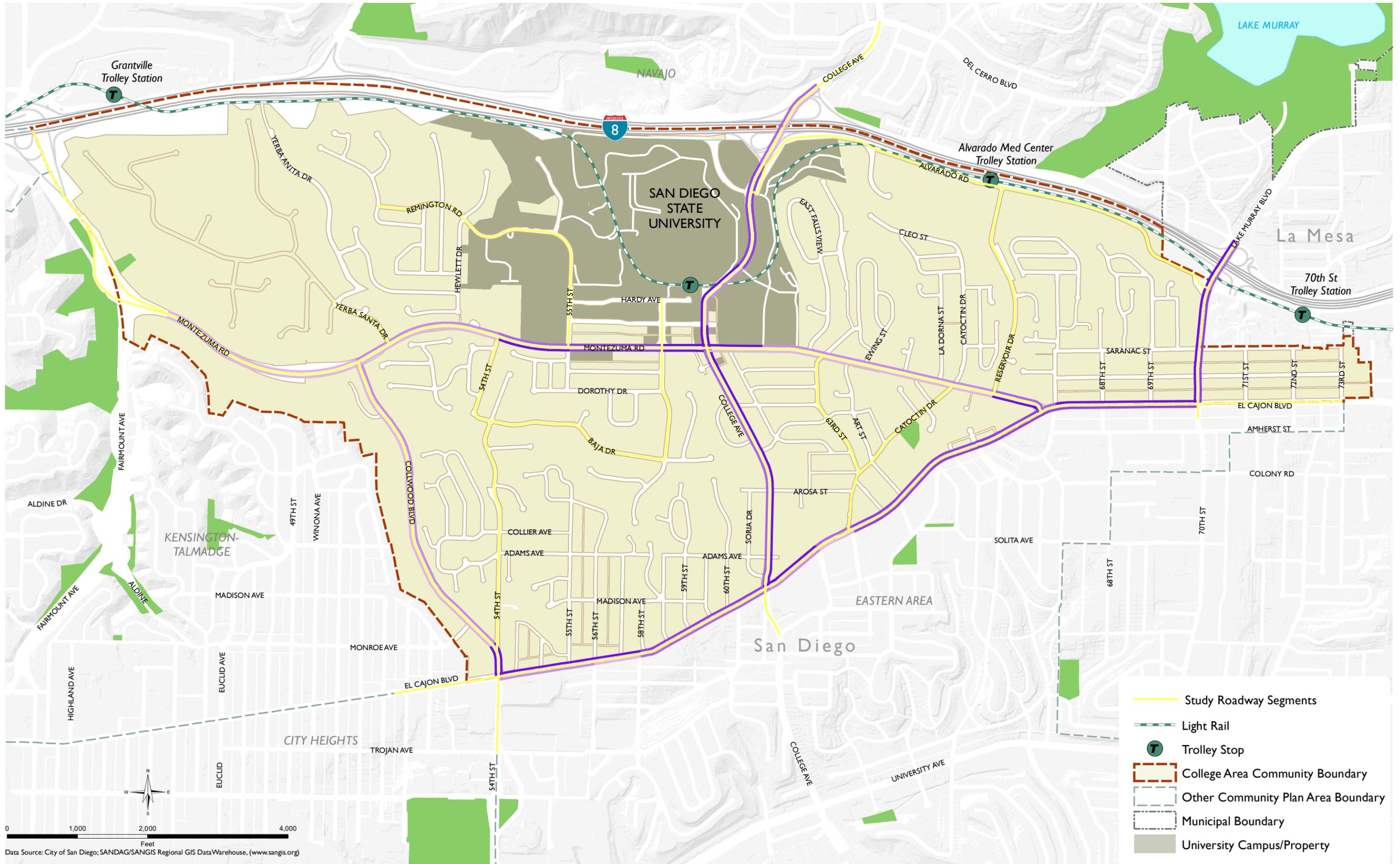
As part of this effort, planning documents which pertain to the study area were reviewed. Those documents are listed below. The complete review of these documents can be found in **Appendix A**.

- College Area Community Plan (1989)
- SDSU Bike and Skateboard Access Safety Study (2009)
- Bicycle Master Plan (2013)
- College Area Pedestrian Master Plan – Phase 4 (2013)
- SANDAG Preliminary Draft Report Interstate 8 Corridor Study (2016)
- El Cajon Boulevard Specific Plan (2017)
- SDSU Campus Master Plan/Transportation Impact Analysis (DAA 2018)
- SANDAG’s San Diego Forward: The 2019 Federal Regional Transportation Plan (2019)
- Mission Valley Community Plan (2019)
- College Area Community Plan Update by the College Area Community Council (2020)

Figure 1-1 shows the location of the College Area within the context of the San Diego region, while **Figure 1-2** illustrates the study area extent, as well as the location of the study roadway segments.



I-2: Vehicular Study Area



- Study Roadway Segments
- Light Rail
- T Trolley Stop
- College Area Community Boundary
- Other Community Plan Area Boundary
- Municipal Boundary
- University Campus/Property

Data Source: City of San Diego; SANDAG/SANGIS Regional GIS Data Warehouse, (www.sangis.org)

2.0 Existing Conditions

This chapter describes activity patterns and analyzes the quality and performance of facilities for all core modes of transportation in the College Area, including pedestrian, bicycling, public transportation, and vehicular. The contributions provided by various emerging mobility products such as shared micro-mobility, ride-hailing services, and dynamic curbside management will also be assessed as a part of this planning effort. The various methodologies utilized to analyze the study area mobility network are included in **Appendix B**. Since the adoption of the 2008 California Complete Streets Act (AB 1358), the City of San Diego has employed multimodal analysis procedures to assess mobility needs for pedestrians, cyclists, and transit users.

This report was written after the global COVID-19 pandemic of 2020 took effect in the United States. In response to the pandemic, SDSU has closed its campus and many businesses have either closed or drastically altered their operations. These changes have had a significant effect on the travel patterns within the area during the time in which this report was developed. Therefore, this report does not contain vehicular, pedestrian or bicycle counts as is customary within the City's Community Plan Existing Mobility Assessments, as new counts would not be reflective of typical conditions. Historic vehicular counts and travel speed data were utilized to evaluate vehicular operations for this report. The dates of these counts are documented further in Section 1.4.1. A comprehensive traffic data collection effort will be conducted in the future when travel patterns return to normal conditions.

2.1 Pedestrian Mobility

Every trip taken, regardless of primary travel mode, begins and ends as a pedestrian. Ensuring adequate pedestrian access and quality facilities helps contribute to a safe and comfortable walking environment. The degree to which people walk for transportation and leisure is influenced by the comfort, safety, and pleasantness of the walking environment. Pedestrian comfort is influenced by factors including separation from vehicular traffic, adequate and accessible facilities, topography, and climate. Safety is influenced by factors including speed and volume of vehicular traffic, crossing distances and street widths, traffic control, number of conflict points, and infrastructure design. A pleasant walking environment may be influenced by many subjective factors, however directness and proximity to destinations are also objectively influential.

2008 City of San Diego General Plan Mobility Element – Walkability Goals:

- *A city where walking is a viable travel choice, particularly for trips of less than one-half mile.*
- *A safe and comfortable pedestrian environment.*
- *A complete, functional, and interconnected pedestrian network, that is accessible to pedestrians of all abilities.*
- *Greater walkability achieved through pedestrian friendly streets, sites and building design.*

The City of San Diego increased its emphasis on the role of pedestrian mobility with the adoption of its Climate Action Plan (CAP) in December 2015 and was reaffirmed in the June 2022 CAP update. The 2022 CAP sets a target to achieve a walking mode share of 19% by 2030 and 25% by 2035 for all San Diego residents’ trips. Additionally, about 91% of the College area is within a Transit Priority Area (TPA). These areas are within one-half mile of existing or planned rail stations or bus stops served by two or more high frequency bus routes, each having a frequency of service of 15 minutes or less during the morning and afternoon peak commute periods.

2.1.1 Pedestrian Demand

A snapshot of pedestrian demand within the College Area was developed utilizing the City of San Diego Pedestrian Priority Model and commute mode share data from the American Community Survey.

Figure 2-1A displays the City’s Pedestrian Priority Model (PPM) within the College Area, as well as within the adjacent portions of the surrounding communities. The PPM is a composite of three submodels, including trip attractors, trip generators, and trip detractors. The pedestrian attractor and generator submodels approximate latent demand for pedestrian activity. The demand submodels combine with the detractor submodel (approximating barriers to walking), to signify areas in the City of the greatest pedestrian priority or need.

The PPM figure is displayed as a heat map with the lowest priority in blue and the highest in red. The College Area is made up of the full spectrum of colors – blue, green, yellow, orange, and red, indicating that pedestrian priority comprises of low, medium, and high all throughout the community. However, the eastern portion of the San Diego State University (SDSU) campus and the area immediately south-east of SDSU is red, orange, and yellow, meaning it has the highest categories of the model, signifying these areas of greatest priority (i.e., they have both a high number of attractors from SDSU and fronting commercial uses, despite high detractor effects of large traffic volumes on Montezuma Road). The western and north-eastern portions of the community have fewer commercial attractors and the topography presents greater barriers to walking. **Figure 2.1B** displays the AM and PM peak hours pedestrian counts at the study area intersections. Individual intersection count sheets and graphics are provided in Appendix B. The pedestrian count data supports the pedestrian demand model output as well as the pedestrian commute mode share data.

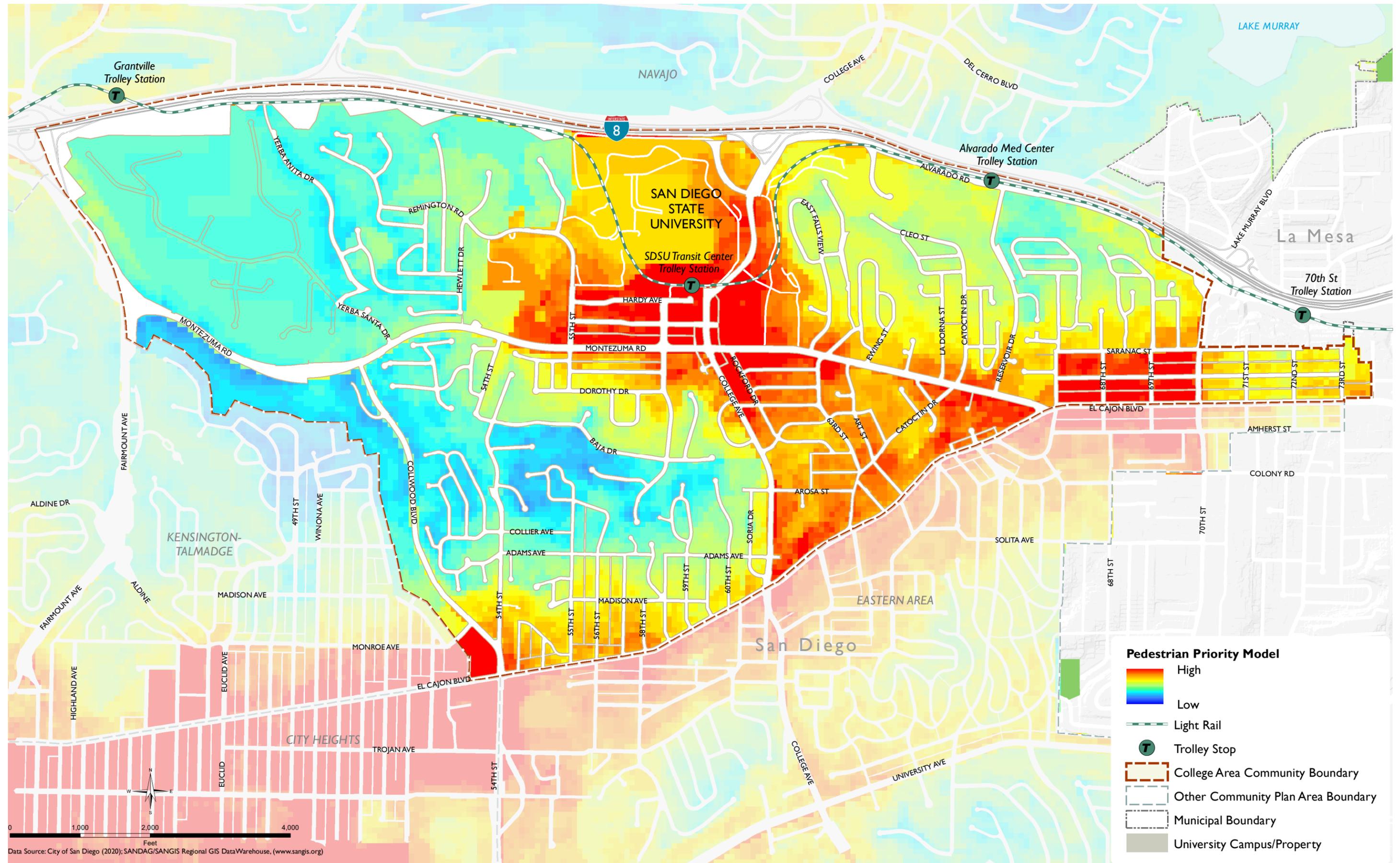
Table 2-1 provides a comparison of pedestrian commute mode share between the College Area, the City and the San Diego County region. The College Area has a pedestrian commute mode share of 9.3%, which is three-times higher than the citywide pedestrian commute mode share in 2018. This high pedestrian mode share is likely due to the SDSU campus as well as the local employment and commercial opportunities (bars, restaurants, and other retail) for students.

Table 2-1 Pedestrian Commute Mode Share Comparison 2018

	College Area	City of San Diego	San Diego County
Total Pedestrian Commuters	993	21,680	46,313
Total Workers	10,719	714,312	1,603,486
Pedestrian Commute Mode Share	9.3%	3.0%	2.9%

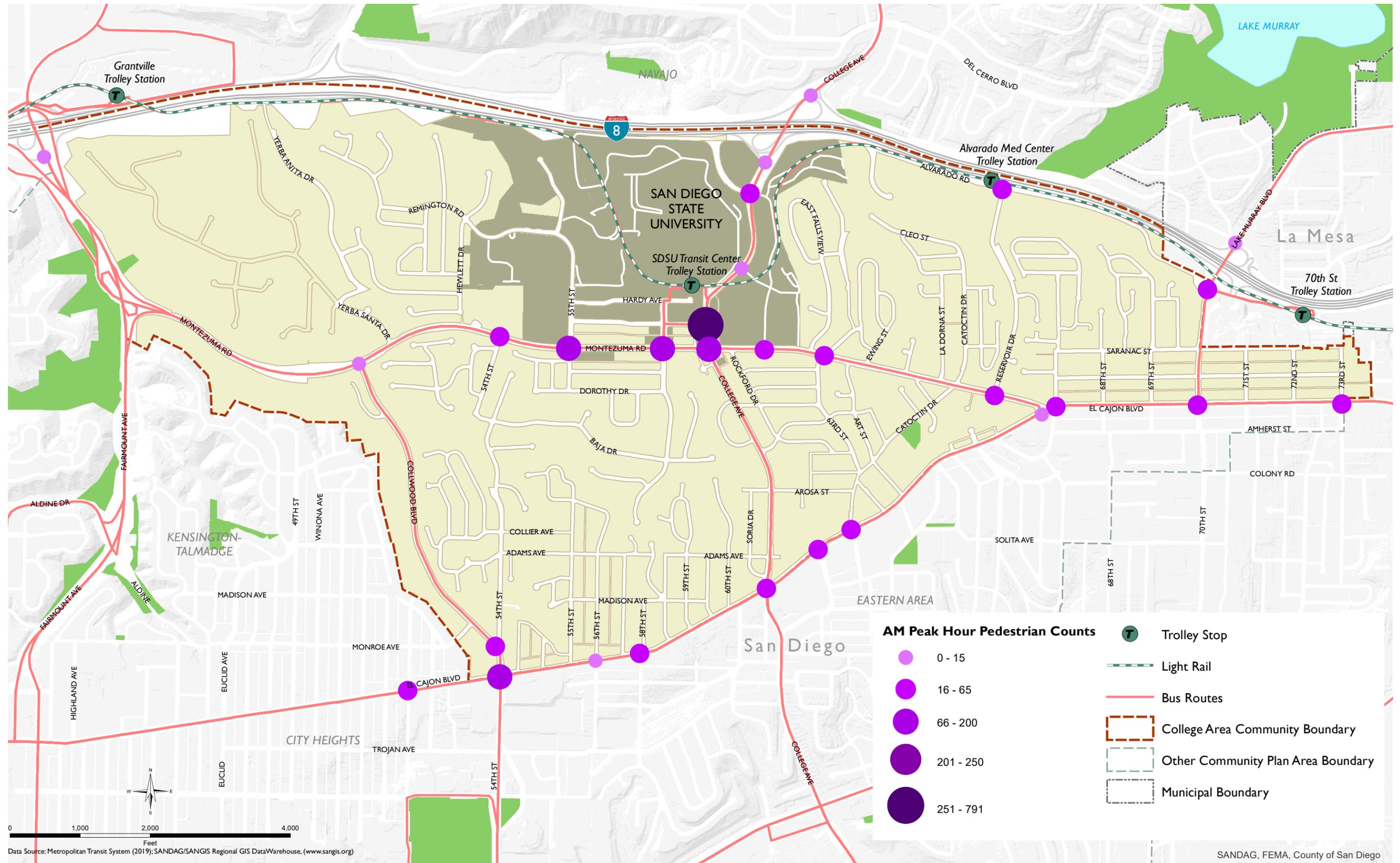
Source: US Census, 2018 American Community Survey 5-Year Estimates

Figure 2-1: Pedestrian Priority Model



Data Source: City of San Diego (2020); SANDAG/SANGIS Regional GIS DataWarehouse, (www.sangis.org)

Figure 2-1B.1 AM Peak Hour Pedestrian Counts



Data Source: Metropolitan Transit System (2019); SANDAG/SANGIS Regional GIS DataWarehouse, (www.sangis.org)

2.1.2 Pedestrian Safety

The City of San Diego is implementing a Safe Systems approach to help achieve the Vision Zero initiative. The Safe Systems approach is to evaluate, plan, and design a transportation system which eliminates fatalities and severe injuries despite human mistakes. This approach applies to each of the core transportation modes. The pedestrian collision history (five-year period) within the College Area was examined to evaluate pedestrian safety. A collision dataset was obtained from the Transportation Injury Mapping System (TIMS), an open data service provided by Safe Transportation Research and Education Center at University of California, Berkeley, for injury traffic collisions occurring between the years between 2014 and 2018.

A total of 59 pedestrian-involved collisions resulting in injury were reported during this five-year period. **Figure 2-2** displays the where the collision locations occurred and where the pedestrian systemic safety hotspots are located. **Table 2-2** identifies the intersections with the most collision locations within the community.

Table 2-2 Most Frequent Pedestrian Collision Locations: 2014 – 2018

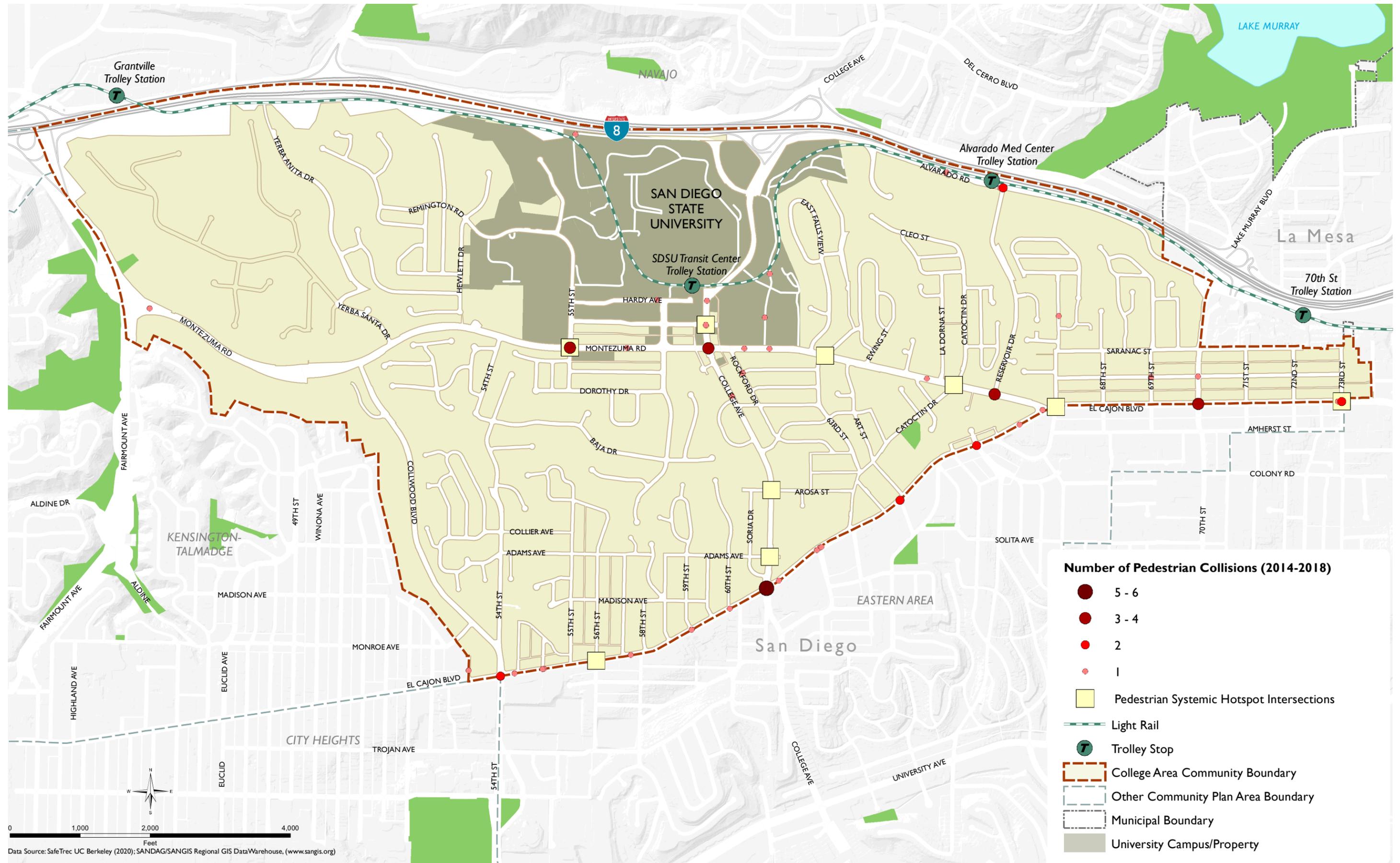
Rank	Intersection	Frequency
1	College Avenue & El Cajon Boulevard	6
2	College Avenue & Montezuma Road	4
3	55 th Street & Montezuma Road	3
4	Reservoir Drive & Montezuma Road	3
5	70 th Street & El Cajon Boulevard	3

Source: Transportation Injury Mapping System (TIMS)

The corridors with the most pedestrian-involved collisions occurring within the community were:

- El Cajon Boulevard – 22 pedestrian-involved collisions
- Montezuma Road – 12 pedestrian-involved collisions
- College Avenue – 7 pedestrian-involved collisions

Figure 2-2: Pedestrian Collisions (2014-2018)



Data Source: SafeTrec UC Berkeley (2020); SANDAG/SANGIS Regional GIS Data Warehouse, (www.sangis.org)

Table 2-3 summarizes the primary causes for the 59 pedestrian-involved injury collisions in the College Area. Over the course of the five-year period, the most common cause of pedestrian involved collisions were pedestrian violating the motorist’s right-of-way (“pedestrian violation”), causing 44% of the collisions. Motorists violating the pedestrian’s right-of-way was the second most common cause, causing 22% of the collisions. The third leading cause was unsafe starting or backing, causing about 8.5% of the collisions.

Table 2-3 Pedestrian Collision Primary Causes: 2014 –2018

Collision Primary Cause	Frequency	Percent of Total
Pedestrian Violation	26	44.1%
Pedestrian Right-of-Way Violation	13	22.0%
Unsafe Starting or Backing	5	8.5%
Not Stated	4	6.8%
Traffic Signals or Signs	3	5.1%
Automobile Right-of-Way Violation	2	3.4%
Improper Turning	2	3.4%
Other Improper Driving	2	3.4%
Unknown	1	1.7%
Unsafe Speed	1	1.7%
Total	59	100%

Source: Transportation Injury Mapping System (TIMS)

Table 2-4 categorizes the 59 collisions by their worst injury outcome. As shown, during the five-year period, 52 of the collisions had visible injuries or complaint of pain, while seven (7) were severe injury collisions. No pedestrian fatalities were reported over the five-year period.

Table 2-4 Pedestrian Injury Severity by Outcome: 2014 – 2018

Collision Severity	Frequency	Percent of Total
Other Visible Injury	26	44.1%
Complaint of Pain	26	44.1%
Severe Injury	7	11.8%
Total	59	100%

Source: Transportation Injury Mapping System (TIMS)

Collisions resulting in severe pedestrian injuries occurred at the following locations, over the five-year study period:

- Alvarado Road and Reservoir Drive
- Alvarado Road and Alvarado Court
- College Avenue and El Cajon Boulevard (2 severe injury collisions)
- El Cajon Boulevard, approximately 390’ west of Montezuma Road
- Montezuma Road, approximately 210’ east of Rockford Drive

Table 2-5 summarizes pedestrian-involved collisions by party-at-fault. As shown, the driver was at-fault in 47% of the reported collisions during the five-year period. Pedestrians were at-fault in 44% of the reported collisions. Of the 59 pedestrian-involved collisions, one collision was between a cyclist and a pedestrian. In that instance, the cyclist was at fault.

Table 2-5 Pedestrian Collision Party Fault: 2014 – 2018

Party	Frequency	Percent of Total
Driver	28	47.4%
Pedestrian	26	44.1%
Unknown	4	6.8%
Bicyclist	1	1.7%
Total	59	100%

Source: Transportation Injury Mapping System (TIMS)

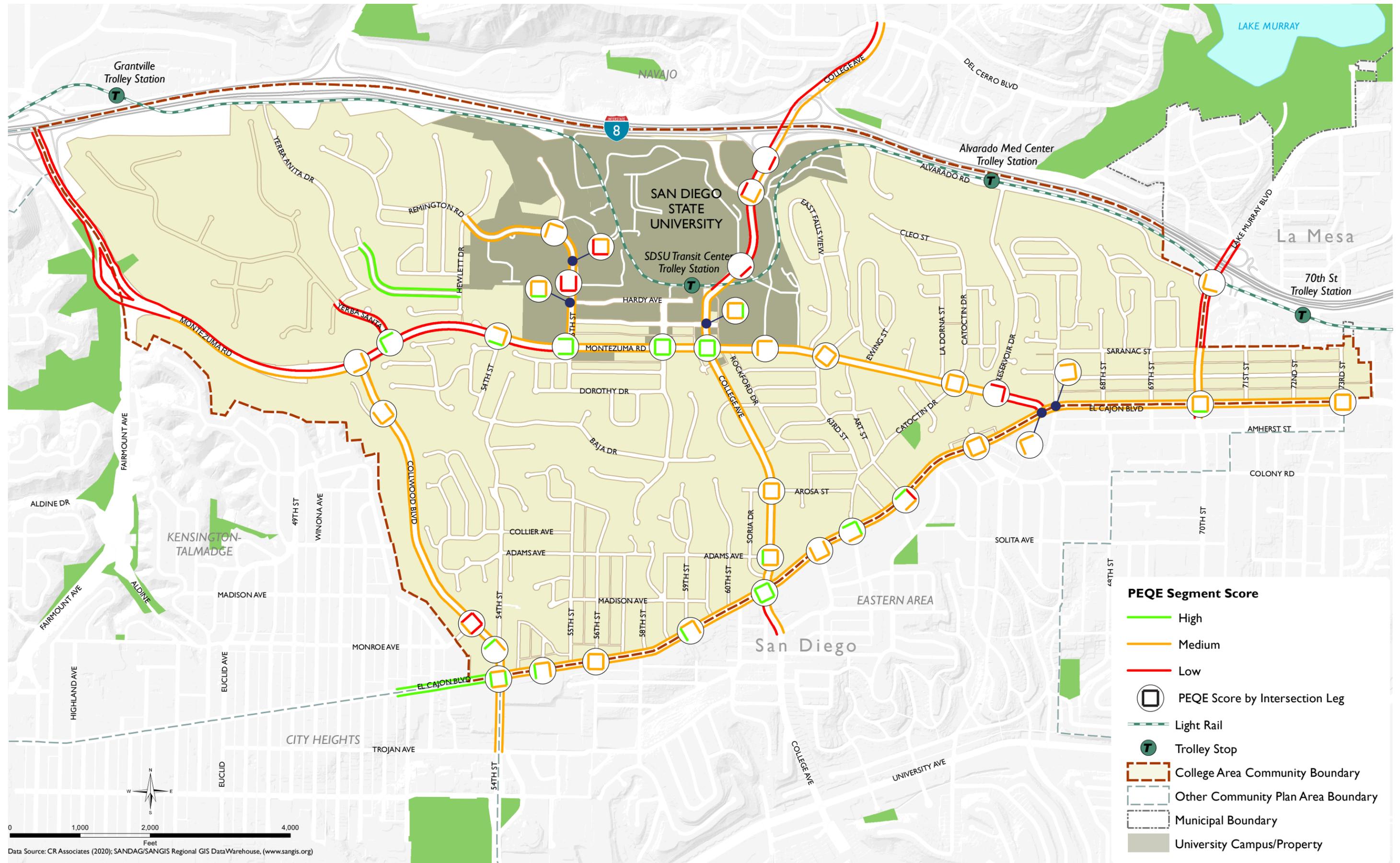
2.1.3 Pedestrian Environment Quality Evaluation (PEQE)

Pedestrian Environment Quality Evaluation (PEQE) provides an assessment of pedestrian facilities within the study area, measuring the quality of pedestrian conditions along roadway (midblock) segments and at select intersection crossings. PEQE segment evaluation and crossing evaluation each consider different inputs that are specific to those realms. Segment analysis criteria includes horizontal and vertical separation between the pedestrian and vehicular traffic, presence and type of street lighting, walkway accessibility, and the posted speed limit of the adjacent roadway. Intersection analysis criteria includes types of traffic control, physical features that serve as safety mechanisms (e.g., crosswalk features, curb extensions, advanced stop bars), types of operational features at the intersection (e.g., pedestrian countdown signals, pedestrian lead intervals, right turn on red restrictions, additional pedestrian signage), and presence of ADA standard curb ramps. A detailed methodology in how PEQE is calculated is provided in Appendix B.

PEQE results for the Mobility Element roadways within the College Area are shown in **Figure 2-3**. The pedestrian environmental quality along roadway segments and select crossing locations are classified as Low, Medium, or High quality based on the characteristics as applied using PEQE methodology, described above.

As shown in the figure, low-scoring roadway segments were identified along three corridors in the community, each at a locations that intersect with Interstate-8 (I-8): Fairmount Avenue/Montezuma Road from I-8 to 55th Street, College Avenue from north of the community to Montezuma Road, and 70th Street from I-8 to Saranac Street. Additionally, there are a few isolated segments with low-scoring roadway segments. Most of the major corridors in the community were identified to have a medium score. PEQE criteria input tables for the College Area are provided in **Appendix C**.

Figure 2-3: Pedestrian Environmental Quality Evaluation (PEQE)



Data Source: CR Associates (2020); SANDAG/SANGIS Regional GIS Data Warehouse, (www.sangis.org)

PEQE analysis results for roadway segments are presented in **Table 2-6**. Segments with low scores were typically influenced by lack of walkway accessibility (missing sidewalk or obstructions of the clear pedestrian zone).

Table 2-6 PEQE Roadway Segment Analysis Results

Roadway	To	From	Northside/Eastside		Southside/Westside	
			Score	Grade	Score	Grade
Fairmount Avenue	I-8 EB Off Ramp	Montezuma Road	2	Low	1	Low
Collwood Boulevard	Montezuma Road	Monroe Avenue	4	Medium	6	Medium
Collwood Boulevard	54th Street	El Cajon Boulevard	6	Medium	6	Medium
College Avenue	Northern Boundary	I-8 EB Ramps	4	Medium	2	Low
College Avenue	I-8 EB Ramps	Canyon Crest Drive	4	Medium	2	Low
College Avenue	Canyon Crest Drive	Zura Way	3	Low	1	Low
College Avenue	Zura Way	SDSU Transit Center/Aztec Walk	5	Medium	2	Low
College Avenue	SDSU Transit Center/Aztec Walk	Montezuma Road	5	Medium	5	Medium
College Avenue	Montezuma Road	Mesita Drive	4	Medium	4	Medium
College Avenue	Mesita Drive	El Cajon Boulevard	6	Medium	6	Medium
Lake Murray Boulevard	I-8 WB Ramps	I-8 EB Ramps	1	Low	3	Low
70th Street	Alvarado Road	Saranac Street	3	Low	2	Low
70th Street	Saranac Street	El Cajon Boulevard	4	Medium	5	Medium
55th Street	Canyon Crest Drive	Montezuma Road	5	Medium	5	Medium
Yerba Santa Drive	Mesquite Road	Montezuma Road	3	Low	3	Low
Montezuma Road	Fairmont Avenue	Collwood Boulevard	0	Low	5	Medium
Montezuma Road	Collwood Boulevard	54th Street	2	Low	1	Low
Montezuma Road	54th Street	55th Street	5	Medium	2	Low
Montezuma Road	55th Street	College Avenue	6	Medium	6	Medium
Montezuma Road	College Avenue	East Campus Drive	6	Medium	5	Medium
Montezuma Road	East Campus Drive	Reservoir Drive	5	Medium	6	Medium
Montezuma Road	Reservoir Drive	El Cajon Boulevard	3	Low	3	Low
El Cajon Boulevard	Western Boundary	54th Street	7	High	7	High
El Cajon Boulevard	54th Street	58th Street	6	Medium	6	Medium
El Cajon Boulevard	58th Street	College Avenue	6	Medium	6	Medium
El Cajon Boulevard	College Avenue	Montezuma Road	6	Medium	6	Medium
El Cajon Boulevard	Montezuma Road	70th Street	6	Medium	6	Medium
El Cajon Boulevard	70th Street	73rd Street	6	Medium	6	Medium
Remington Road	Hewlett Drive	Canyon Crest Drive	5	Medium	5	Medium
College Garden Court	Yerba Anita Way	Hewlett Drive	7	High	7	High

Table 2-7 summarizes the PEQE scoring by mileage of roadway segment (including both sides of the roadway) within the College Area. Most of the College Area Mobility Element roadways, approximately 71%, scored in the medium category, approximately 24% scored low, and 5% of the roadways had a high score.

Table 2-7 PEQE Roadway Segment Analysis Results by Linear Mile

Grade	Linear Mileage	Percent
High	0.9	4.8%
Medium	13.4	70.9%
Low	4.6	24.3%
Total Mileage	18.9	100%

Intersection PEQE analysis results are provided in **Table 2-8**. The intersection legs that are marked “N/A” are locations where it is not legal to cross or if the respective leg is part of a “T-intersection” and does not exist. Only four of the studied intersections had high scores for all legs of the intersection. High score crossings, where they occurred, were aided by physical or operational features at the intersection, such as high-visibility continental crosswalks, advanced stop bars, or pedestrian countdown signals. Low scoring crossings occurred in locations with no upgraded physical or operational crossing features present, or non-ADA-compliant curb ramps.

Table 2-8 PEQE Intersection Analysis Results

Intersection	North Leg		South Leg		East Leg		West Leg	
	Score	Grade	Score	Grade	Score	Grade	Score	Grade
Fairmount Avenue & I-8 EB Ramps	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Collwood Boulevard & Montezuma Road	N/A	N/A	6	Medium	5	Medium	N/A	N/A
Yerba Santa Drive & Montezuma Road	7	High	N/A	N/A	N/A	N/A	7	High
54th Street & Montezuma Road	5	Medium	7	High	6	Medium	N/A	N/A
55th Street & Montezuma Road	7	High	7	High	7	High	N/A	N/A
Campanile Drive & Montezuma Road	7	High	7	High	7	High	7	High
College Avenue & Montezuma Road	7	High	7	High	7	High	7	High
East Campus Drive & Montezuma Road	4	Medium	N/A	N/A	N/A	N/A	5	Medium
63rd Street & Montezuma Road	4	Medium	4	Medium	4	Medium	4	Medium
Catoctin Drive & Montezuma Road	5	Medium	6	Medium	4	Medium	4	Medium
Reservoir Drive & Montezuma Road	3	Low	N/A	N/A	3	Low	N/A	N/A
Collwood Boulevard & El Cajon Boulevard	6	Medium	6	Medium	7	High	7	High
Dayton Street & El Cajon Boulevard	6	Medium	N/A	N/A	6	Medium	7	High
56th Street & El Cajon Boulevard	6	Medium	4	Medium	6	Medium	6	Medium
59th Street & El Cajon Boulevard	6	Medium	N/A	N/A	6	Medium	7	High
College Avenue & El Cajon Boulevard	7	High	7	High	7	High	7	High
62nd Street & El Cajon Boulevard	N/A	N/A	5	Medium	5	Medium	4	Medium
63rd Street & El Cajon Boulevard	7	High	6	Medium	7	High	N/A	N/A
Art Street & El Cajon Boulevard	7	High	4	Medium	3	Low	N/A	N/A
Rolando Boulevard & El Cajon Boulevard	4	Medium	6	Medium	4	Medium	4	Medium

Table 2-8 PEQE Intersection Analysis Results

Intersection	North Leg		South Leg		East Leg		West Leg	
	Score	Grade	Score	Grade	Score	Grade	Score	Grade
Montezuma Road & El Cajon Boulevard	5	Medium	N/A	N/A	N/A	N/A	5	Medium
67th Street & El Cajon Boulevard	5	Medium	5	Medium	4	Medium	N/A	N/A
70th Street & El Cajon Boulevard	5	Medium	7	High	5	Medium	5	Medium
73rd Street & El Cajon Boulevard	5	Medium	6	Medium	4	Medium	5	Medium
Collwood Boulevard & Collwood Way	N/A	N/A	6	Medium	5	Medium	5	Medium
Collwood Boulevard & Monroe Avenue	2	Low	2	Low	2	Low	5	Medium
Collwood Boulevard & 54th Street	7	High	N/A	N/A	5	Medium	N/A	N/A
College Avenue & I-8 EB Ramps	N/A	N/A	N/A	N/A	1	Low	N/A	N/A
College Avenue & Canyon Crest Drive	N/A	N/A	5	Medium	5	Medium	3	Low
College Avenue & Zura Way	N/A	N/A	N/A	N/A	3	Low	N/A	N/A
College Avenue & Lindo Paseo	5	Medium	5	Medium	7	High	6	Medium
College Avenue & Arosa Street	6	Medium	4	Medium	5	Medium	5	Medium
College Avenue & Adams Avenue	4	Medium	4	Medium	5	Medium	7	High
70th Street & Alvarado Road	N/A	N/A	4	Medium	N/A	N/A	4	Medium
Canyon Crest Drive & Remington Road/55th Street	4	Medium	N/A	N/A	N/A	N/A	4	Medium
55th Street & Peterson Gym	5	Medium	1	Low	4	Medium	3	Low
55th Street & Aztec Walk	N/A	N/A	3	Low	2	Low	3	Low
55th Street & Hardy Avenue	5	Medium	8	High	4	Medium	4	Medium

Table 2-9 summarizes the number of intersection approaches studied by their PEQE score. Almost 90% of the intersection approaches scored either medium or high.

Table 2-9 PEQE Intersection Analysis Results by Approach

Grade	Number of Approaches	Percent
High	30	26.1%
Medium	71	61.7%
Low	14	12.2%
Total Approaches	115	100%

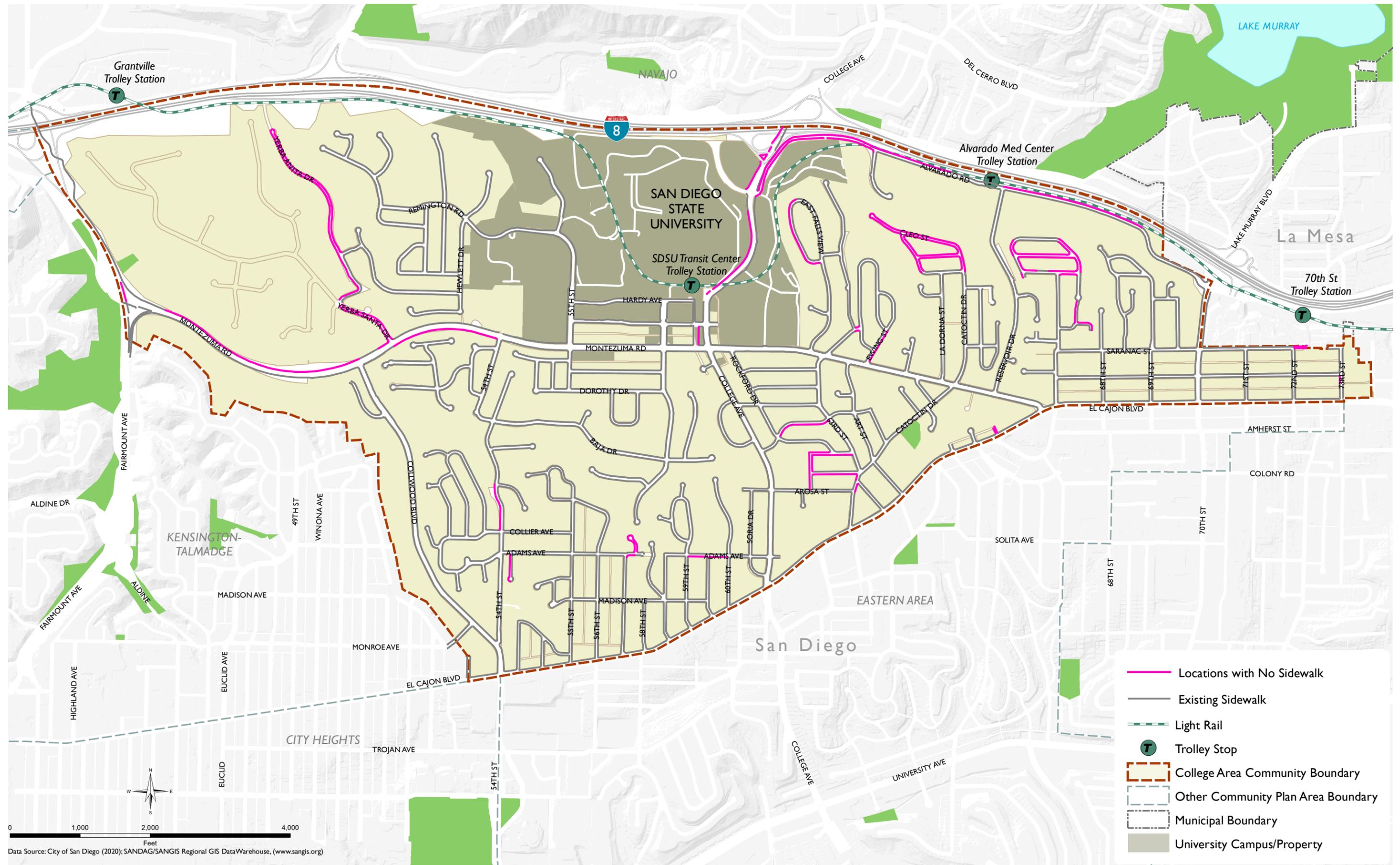
2.1.4 Pedestrian Connectivity

Figure 2-4 displays the roadway locations with missing sidewalks within the College Area. As shown, on the main corridors, the longest stretch of missing sidewalk is along Montezuma Road. The northern side of the missing sidewalk on Montezuma Road stretches from just east of Fairmount Avenue to Collwood Boulevard, while the missing sidewalk on the southern portion of Montezuma Road stretches from Yerba Santa Drive to 54th Street. There are also missing sidewalks on College Avenue on the west side of the roadway between I-8 and Aztec Circle Drive. Sidewalks are also missing on the northside Alvarado Road between College Avenue and the restaurant plaza on the eastern portion of the roadway adjacent to Lake Murray Boulevard. However, sidewalks are provided along this section at the Alvarado Trolley Station, which comprises approximately 850 feet of in length of sidewalk.

Figure 2-5 shows the pedestrian connectivity ratio of each study intersection in the College Area. The pedestrian connectivity ratio is a measure of street network connectivity calculated by dividing the area of a half-mile walkshed from an origin by the area of a half-mile circle. The methodology is described in more detail in Appendix B. A higher ratio reflects better street connectivity. Ratios of 50% or better are typically reflective of grid street network conditions with short block lengths in all directions. Lower ratios are typically reflective of cul-de-sac street network patterns, superblocks, or physical barriers in the proximity to the origin.

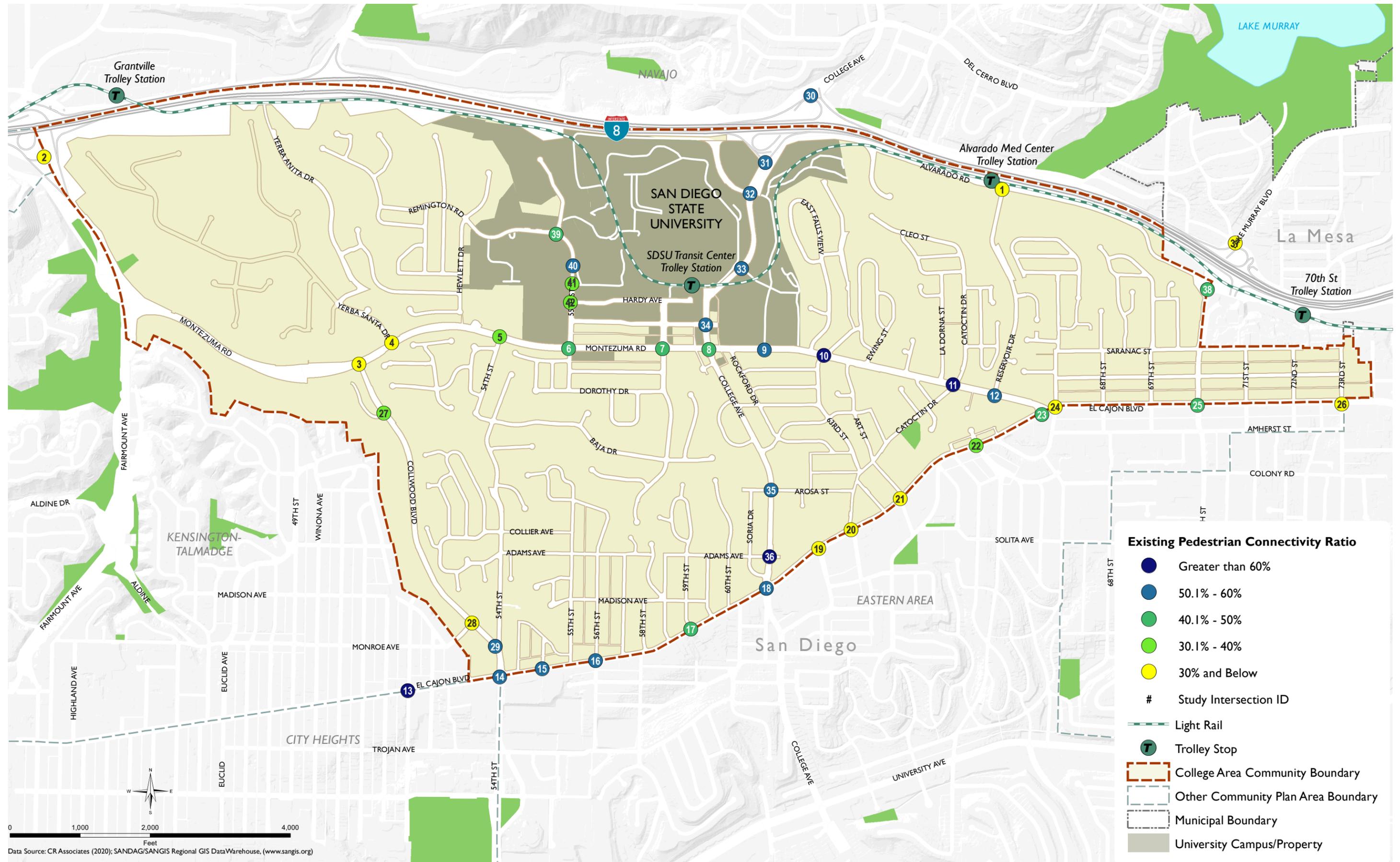
Most of the intersections within the College have high pedestrian connectivity ratios, indicating good network connectivity. The highest connectivity intersections occur along College Avenue, the eastern-half of Montezuma Road and the western-half of El Cajon Boulevard. The lowest connectivity ratios are found predominately along the periphery of the community, primarily along the western portion of Montezuma Road due to the canyons, and eastern portion of El Cajon Boulevard.

Figure 2-4: Locations with No Sidewalk



0 1,000 2,000 4,000
 Feet
 Data Source: City of San Diego (2020); SANDAG/SANGIS Regional GIS Data Warehouse, (www.sangis.org)

Figure 2-5: Pedestrian Connectivity Ratio



2.2 Bicycle Mobility

Increasing the number of people who ride bicycles for daily trips is viewed as one potential solution to many of the issues facing urban environments, such as greenhouse gas emissions, concern for public health, transportation costs and creating alternatives to sitting in vehicular traffic congestion. The establishment of a safe and well-connected bicycle network can help bicycling to become a more viable transportation option.

2008 City of San Diego General Plan Mobility Element – Bicycling Goals:

- *A city where bicycling is a viable travel choice, particularly for trips of less than five miles.*
- *A safe and comprehensive local and regional bikeway network.*
- *Environmental quality, public health, recreation, and mobility benefits through increased bicycling.*

The City of San Diego has increased its emphasis on the role of bicycle mobility with the adoption of the Climate Action Plan (CAP) in December 2015 and was reaffirmed in the June 2022 CAP update. The CAP sets a target to achieve a 7% bicycle mode share by 2030 and 10% mode share by 2035 for all City of San Diego residents' trips.

Figure 2-6 shows existing and planned bicycle facilities within the College Area. The existing bicycle network is comprised of Class I multi-use paths, Class II bike lanes, and Class III bike routes. Planned facilities, identified in the Bicycle Master Plan (2013) include additional bike lanes and routes.

East-west bicycling connectivity within the community is complicated by the topography of the College Area and the interrupted Class II bike lanes on Montezuma Road. The existing Class II bike lanes on Montezuma Road have a gap between Campanile Drive and 55th Street, a busy roadway section with four-lanes of traffic, parking, and heavy turning movements at the intersections; however, the Bicycle Master Plan does include the addition of Class-II bike lanes along this segment to fill this gap.

East-west travel is also possible on the southern boundary of the College Area via a Class-III bike route on El Cajon Boulevard which starts at 73rd Street and ends at 54th Street.

There are no existing bicycle facilities that runs the length of the community from north to south. Currently, Collwood Boulevard and a small portion of College Avenue – from Montezuma Road to Zura Way – have Class II bike lanes. However, the Bicycle Master Plan, contains planned facilities that would allow for continuous north-south connectivity. Class II bike lanes are planned on College Avenue and a Class III bike route is planned on 54th Street, 55th Street/Canyon Crest Drive, Catoctin Drive, and Reservoir Drive.

Table 2-10 describes the typical characteristics of each bicycle facility classification and summarizes their total mileage within the community. Class II bike lanes and Class III bike routes are the most common type of bicycle facility in the College Area. There are two Class I multi-use paths on the SDSU Campus, and one path parallel to Fairmount Avenue on the east side which provides a grade separated crossing for bicyclists and pedestrians over the Interstate 8 on-ramps.

Figure 2-6: Existing and Planned Bicycle Facilities

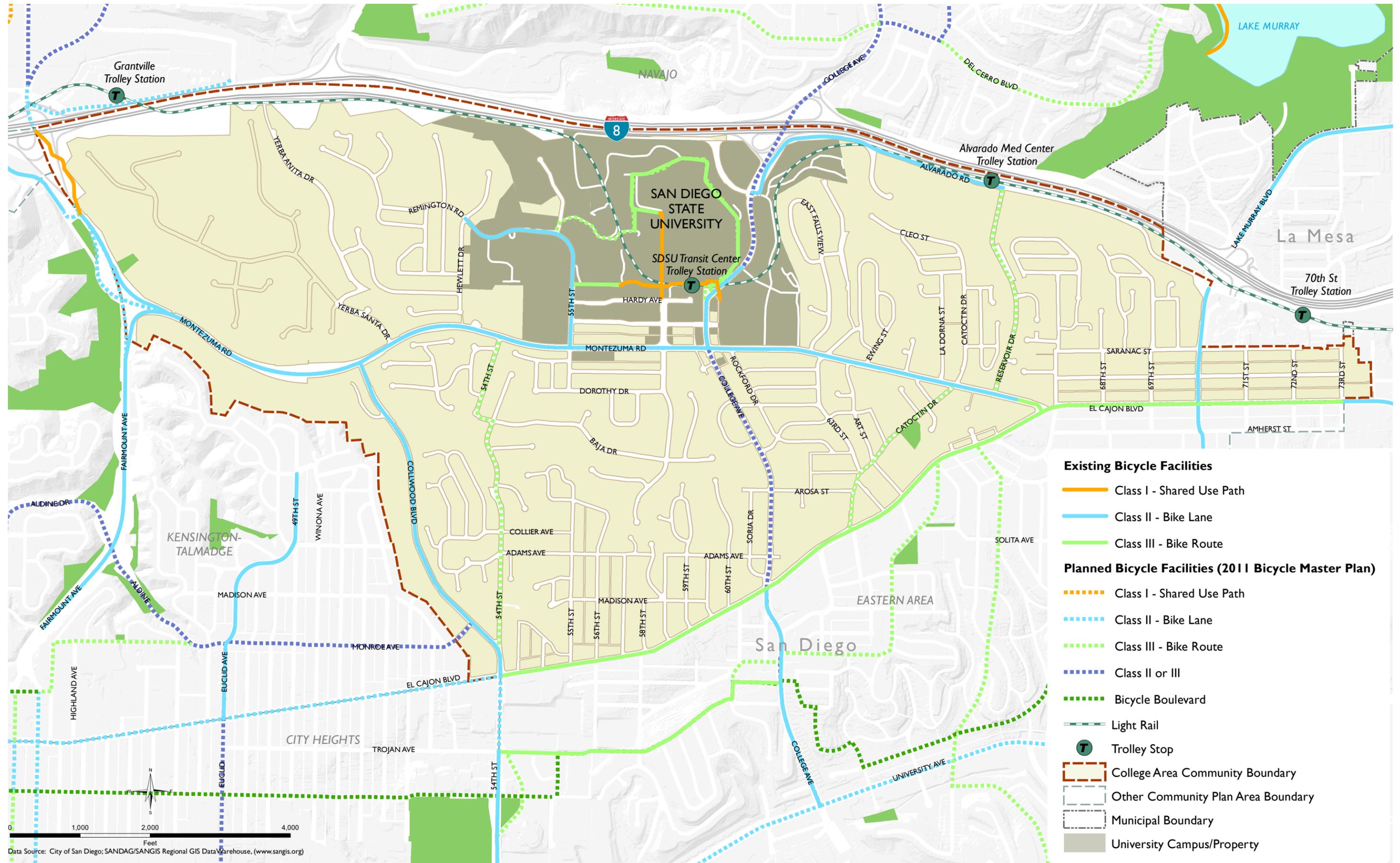


Table 2-10 Bicycle Facility Classifications and Existing Network Mileage

Description of Facility	Example	Existing Mileage
<p>Class I Multi-Use Path – Also referred to as bike paths or shared-use paths, Class I facilities provide a completely separated right-of-way designed for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized. Multi-use paths can provide connections where roadways are non-existent or unable to support bicycle travel. The minimum paved width for a two-way multi-use path is eight feet, with a two-foot-wide graded area adjacent to the pavement.</p>	 <p><i>SDSU Multi-Use Path</i></p>	<p>0.81</p>
<p>Class II Bike Lane – Provides a striped lane designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited. Bike lanes are one-way facilities located on either side of a roadway. Pedestrian and motorist crossflows are permitted. Additional enhancements such as painted buffers and signage may be applied. The minimum bike lane width is five feet.</p>	 <p><i>College Avenue</i></p>	<p>6.37</p>
<p>Class III Bike Route – Provides shared use of traffic lanes with cyclists and motor vehicles, identified by signage and shared lane markings called “sharrows.” Bike routes are best suited for low-speed, low-volume roadways with an outside lane of 14 feet or greater. Bike routes provide network continuity or designate preferred routes through corridors with high demand.</p>	 <p><i>Trojan Avenue</i></p>	<p>3.56</p>
<p>TOTAL MILEAGE</p>		<p>10.74</p>

The following sections of Class II bike lanes traverse the College Area (with their origin or destination area noted, if outside the College Area boundary), including:

- Yerba Santa Drive from Palo Verde Trail to Mesquite Road
- Remington Rd/55th Street from Hewlett Drive to Montezuma Road
- Alvarado Road from College Avenue to Reservoir Drive
- Montezuma Road from Camino Del Rio South to 55th Street
- Montezuma Road from Campanile Drive to Reservoir Drive
- Fairmount Avenue from Montezuma Road to Burnham Place (Kensington-Talmadge)
- Collwood Way from Montezuma Road to El Cajon Boulevard
- College Avenue from Zura Way to Montezuma Road
- 70th Street from Alvarado Road to University Avenue (La Mesa)

Sections of Class-III bike routes within the College Area, include:

- Scripps Trail from 300' South of Hilltop Way to Avenue of Arts
- Avenue of Arts from Scripps Trail to Aztec Circle Drive
- Aztec Circle Drive from Avenue of Arts to College Avenue
- Aztec Walk from 55th Street to Aztec Bowl
- Montezuma Road from Reservoir Drive to El Cajon Boulevard
- El Cajon Boulevard from Collwood Boulevard to 73rd Street

2.2.1 Bicycle Demand

A composite understanding of bicycling demand in the College Area was assembled for this study, informed by the City of San Diego Bicycle Priority Model (BPM) and commute mode share data from the American Community Survey.

Figure 2-7A shows the BPM scores across the College Area. The model considers demand-based factors: inter-community demand, explained by the presence of or proximity and centrality to major activity centers such as smart growth areas and employment centers; and intra-community demand, based on concentrations of land uses and varieties of demographic populations. High detractors, based on collision history, traffic volumes, posted speeds, travel lanes, and slope, are combined with demand to determine priority. All the Mobility Element roadways within the College Area have high bicycle demand and priority characteristics based on the BPM. **Figure 2-7B** displays the AM and PM peak hours bicycle volumes at the study area intersections. Peak hours bicycle movements and individual count sheets are provided in Appendix B.

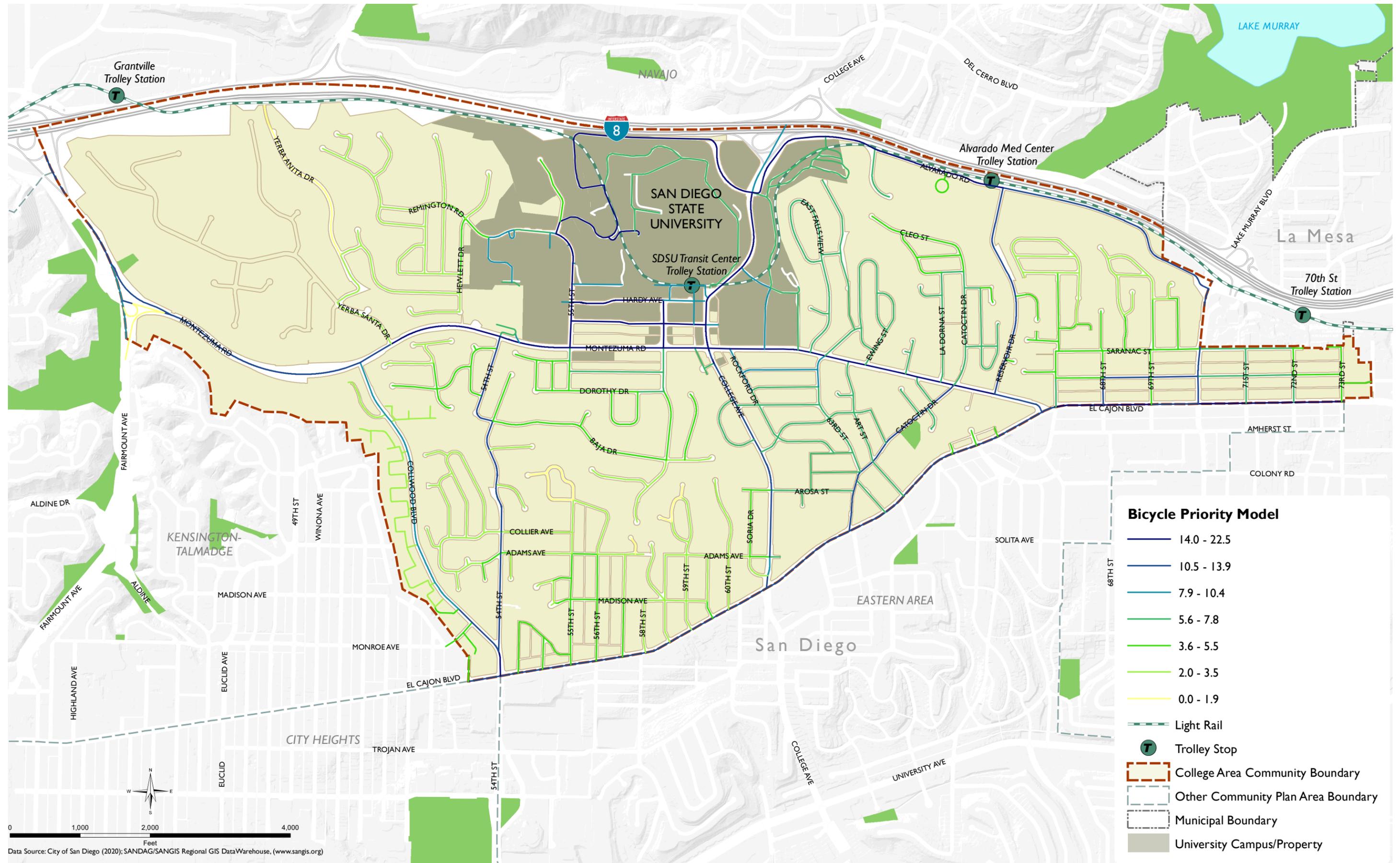
Table 2-11 compares the bicycling commute mode share of the College Area to the City and the San Diego County region. Notably, the College community has a bicycle commute mode share of 1.2%, which is slightly higher than the citywide and region bicycling mode share in 2018.

Table 2-11 Bicycle Commute Mode Share Comparison 2018

	College Area	City of San Diego	San Diego County
Total Bicycle Commuters	131	6,714	10,494
Total Workers	10,719	714,312	1,603,486
Bicycle Commute Mode Share	1.2%	0.9%	0.7%

Source: US Census, 2018 American Community Survey 5-Year Estimates

Figure 2-7: Bicycle Priority Model



Data Source: City of San Diego (2020); SANDAG/SANGIS Regional GIS Data Warehouse, (www.sangis.org)

Figure 2-7B.1 AM Peak Hour Bicycle Counts

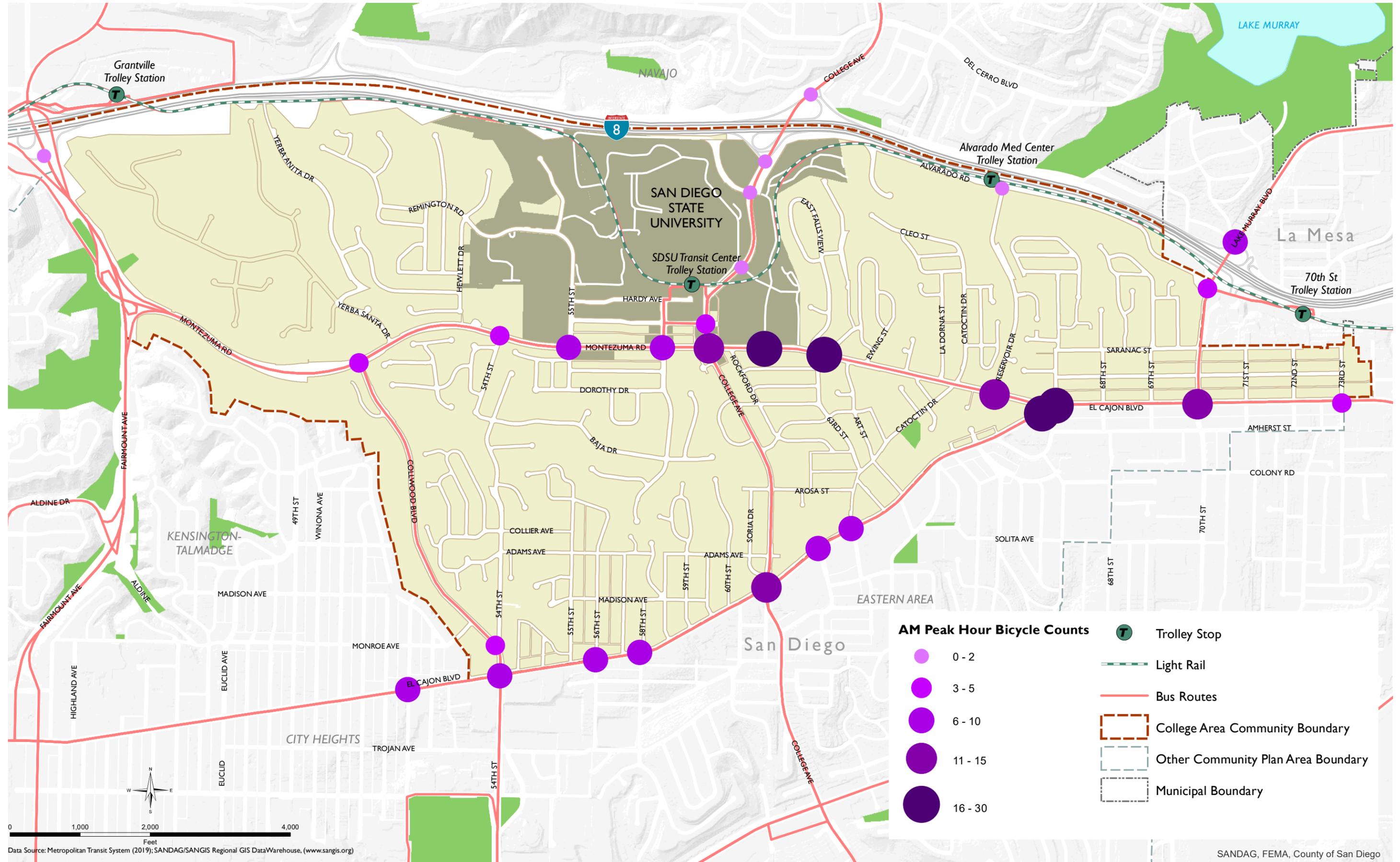
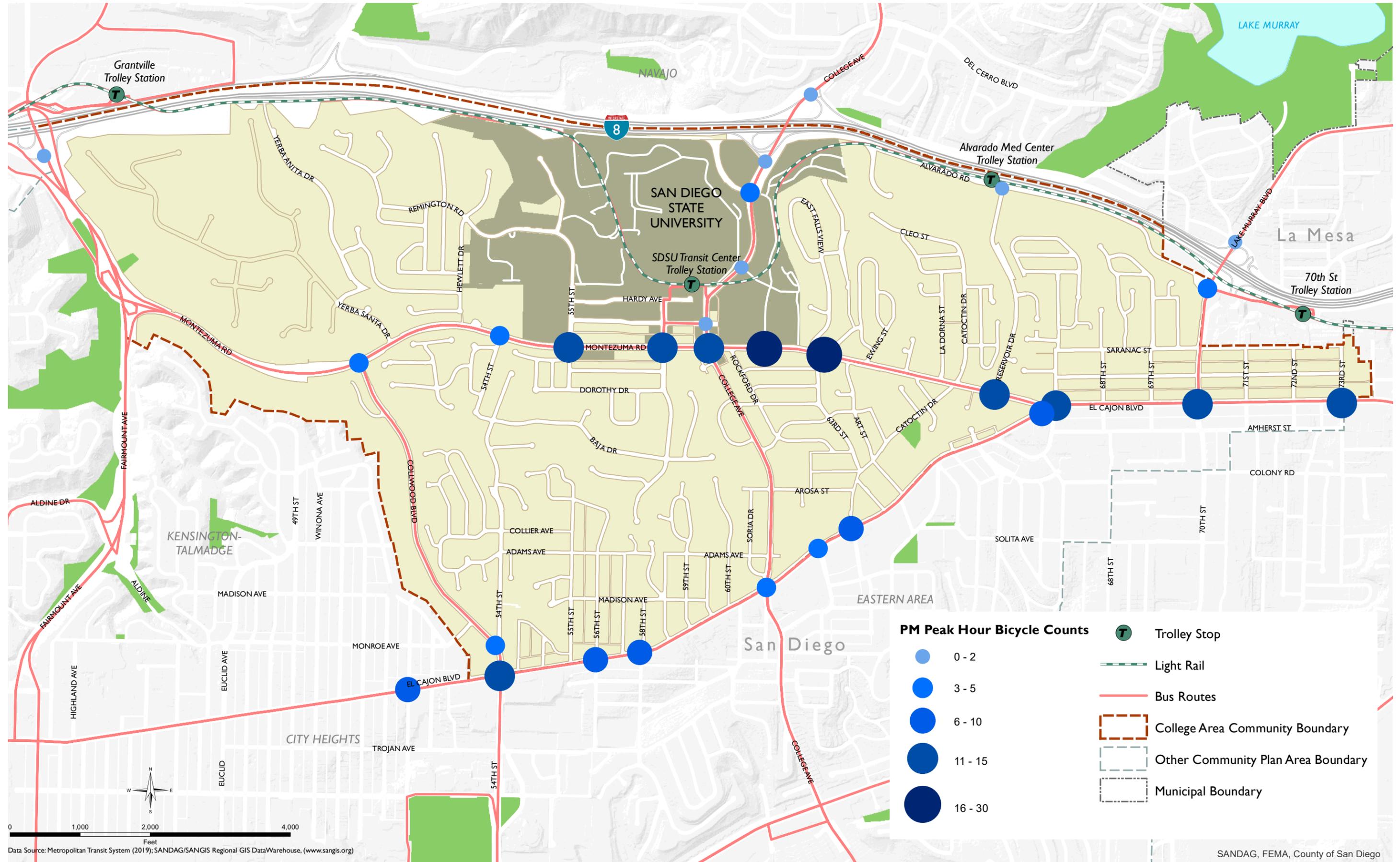


Figure 2-7B.2 PM Peak Hour Bicycle Counts



Data Source: Metropolitan Transit System (2019); SANDAG/SANGIS Regional GIS DataWarehouse, (www.sangis.org)

2.2.2 Bicycle Safety

The Bicycle collision history within College Area was examined over a five-year period to evaluate bicycle safety. A collision dataset was obtained from the Transportation Injury Mapping System (TIMS), an open data service provided by Safe Transportation Research and Education Center at University of California, Berkeley, for injury collisions between the years between 2014 and 2018.

A total of 50 bicycle-involved collisions resulting in injury were reported during the five-year study period. **Figure 2-8** displays where the identified collisions occurred and where the bicycling systemic safety hotspots are located. **Table 2-12** summarizes the location within the roadway network in which bicycle-involved collisions occurred. As shown, 56% of bicycle collisions occurred at intersections and 44% occurred mid-block. **Table 2-13** lists the intersection locations where more than one bicycle-involved collision occurred during the five-year period.

Table 2-12 Bicycle Collision Locations within the Roadway: 2014 – 2018

Location within the Roadway	Frequency	Percent of Total
Intersection	28	56%
Midblock	22	44%
Total	50	100%

Source: Transportation Injury Mapping System (TIMS)

Table 2-13 Most Frequent Bicycle Collision Locations: 2014 – 2018

Rank	Intersection	Frequency
1	54 th Street & El Cajon Boulevard	4
2	College Avenue & Montezuma Road	2

Source: Transportation Injury Mapping System (TIMS)

As displayed in Figure 2-8, the corridor with the greatest number of bicycle-involved collisions is El Cajon Boulevard with 18 bicycle-involved collisions. Additionally, Montezuma Road has the second highest number of bicycle-involved collisions with 17 bicycle-involved collisions.

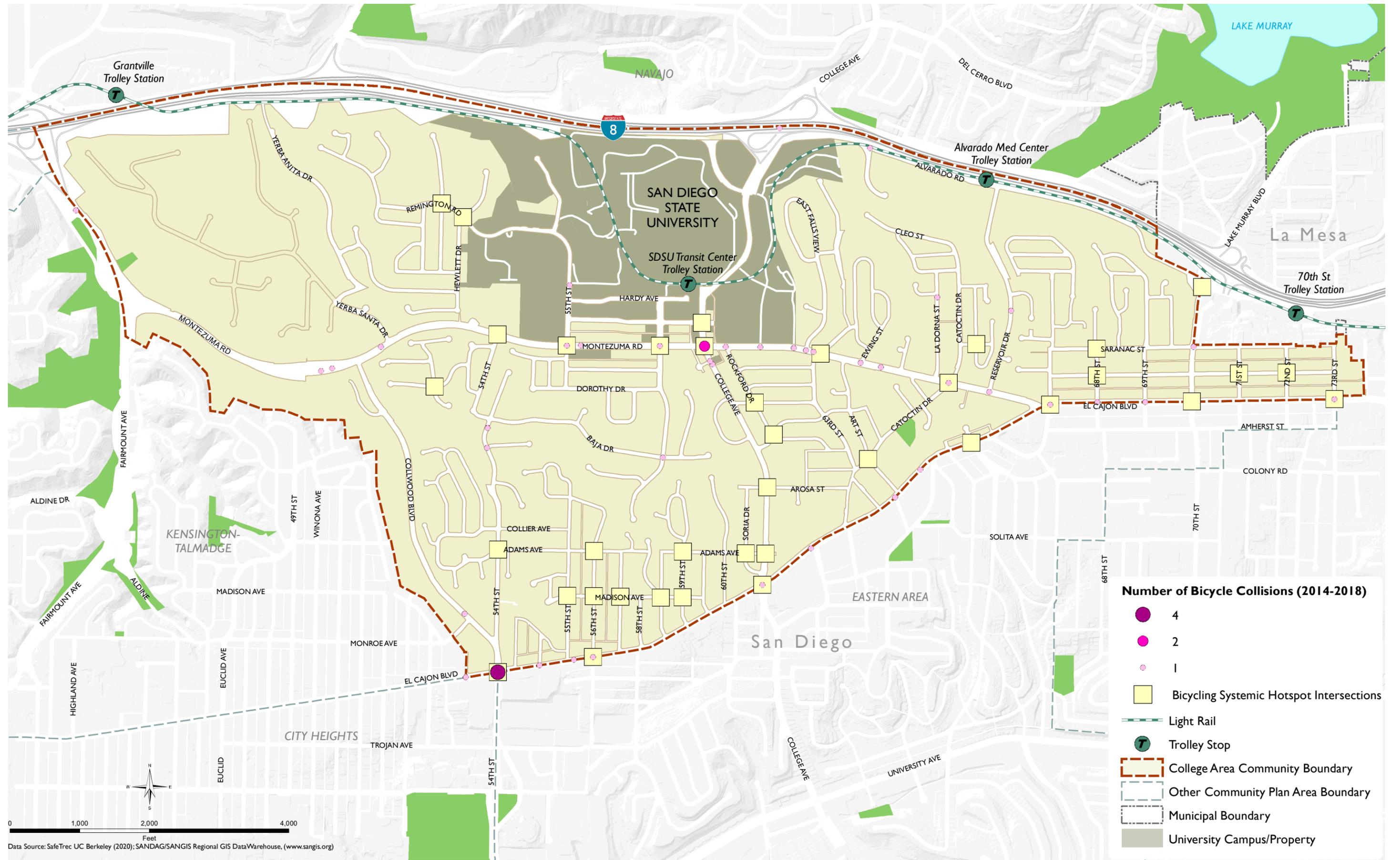
Table 2-14 summarizes the party-at-fault for each of the 50 bicycle-involved collisions. As shown, the bicyclists were at fault for more than half of the collisions which occurred (63%). One of the 49 bicyclist-involved collisions was between a cyclist and a pedestrian. In that instance, the cyclist was at fault.

Table 2-14 Bicycle Collision Party Fault: 2014 – 2018

Party-At-Fault	Frequency	Percent of Total
Bicyclist	31	63%
Driver	12	24%
Unknown	6	12%
Parked Vehicle	1	2%
Total	50	100%

Source: Transportation Injury Mapping System (TIMS)

Figure 2-8: Bicycle Collisions (2014-2018)



0 1,000 2,000 4,000
 Feet
 Data Source: SafeTrec UC Berkeley (2020); SANDAG/SANGIS Regional GIS Data Warehouse, (www.sangis.org)

Table 2-15 lists the various primary causes for the 50 bicycle-involved collisions in the College Area. The most frequent primary cause was that the cyclists intruded on the vehicles right-of-way (16%), followed by the cyclist traveling on the wrong side of the road and violation of traffic signals and signs (14% each).

Table 2-15 Bicycle Collision Primary Causes: 2014 – 2018

Collision Primary Cause	Frequency	Percent of Total
Automobile Right-of-Way	8	16%
Wrong Side of Road	7	14%
Traffic Signals or Signs	7	14%
Improper Turning	5	10%
Unsafe Speed	5	10%
Other Hazardous Violation	4	8%
Lights	3	6%
Not Stated	3	6%
Unknown	2	4%
Following Too Closely	1	2%
Improper Passing	1	2%
Other Improper Driving	1	2%
Other than Driver (or Pedestrian)	1	2%
Pedestrian Right of Way	1	2%
Pedestrian Violation	1	2%
Total	50	100%

Source: Transportation Injury Mapping System (TIMS)

Table 2-16 categorizes the 50 collisions by their worst injury outcome. As shown, there was one (1) fatal collision at College Avenue and College Place, and one (1) collision resulting in severe injury which took place about 92 feet east of El Cajon Boulevard and 55th Street during the five-year period.

Table 2-16 Bicycle Collision Injury Severity by Outcome: 2014 – 2018

Severity of Collision	Frequency	Percent of Total
Other Visible Injury	29	58%
Complaint of Pain	19	38%
Severe Injury	1	2%
Fatal	1	2%
Total	50	100%

Source: Transportation Injury Mapping System (TIMS)

2.2.3 Bicycle Facility Quality

Bicycle Level of Traffic Stress (LTS) classifies the street network according to the estimated level of stress it causes cyclists. The measure takes into consideration a cyclist’s physical separation from vehicular traffic, posted speed limits and number of travel lanes along a roadway, in addition to factors which may be present at intersection approaches such as right-turn only lanes and uncontrolled crossings. LTS scores range from 1 (lowest stress) to 4 (highest stress) and correspond to roadway conditions that different cycling demographics would find suitable for riding based on stress tolerance. LTS 2 or lower is considered suitable for most user groups. A detailed methodology on how LTS is calculated is provided in Appendix B. **Table 2-17** identifies the four LTS categories and describes the traffic stress experienced by the cyclist and the environmental characteristics consistent with the category.

Table 2-17 Level of Traffic Stress Classifications and Descriptions

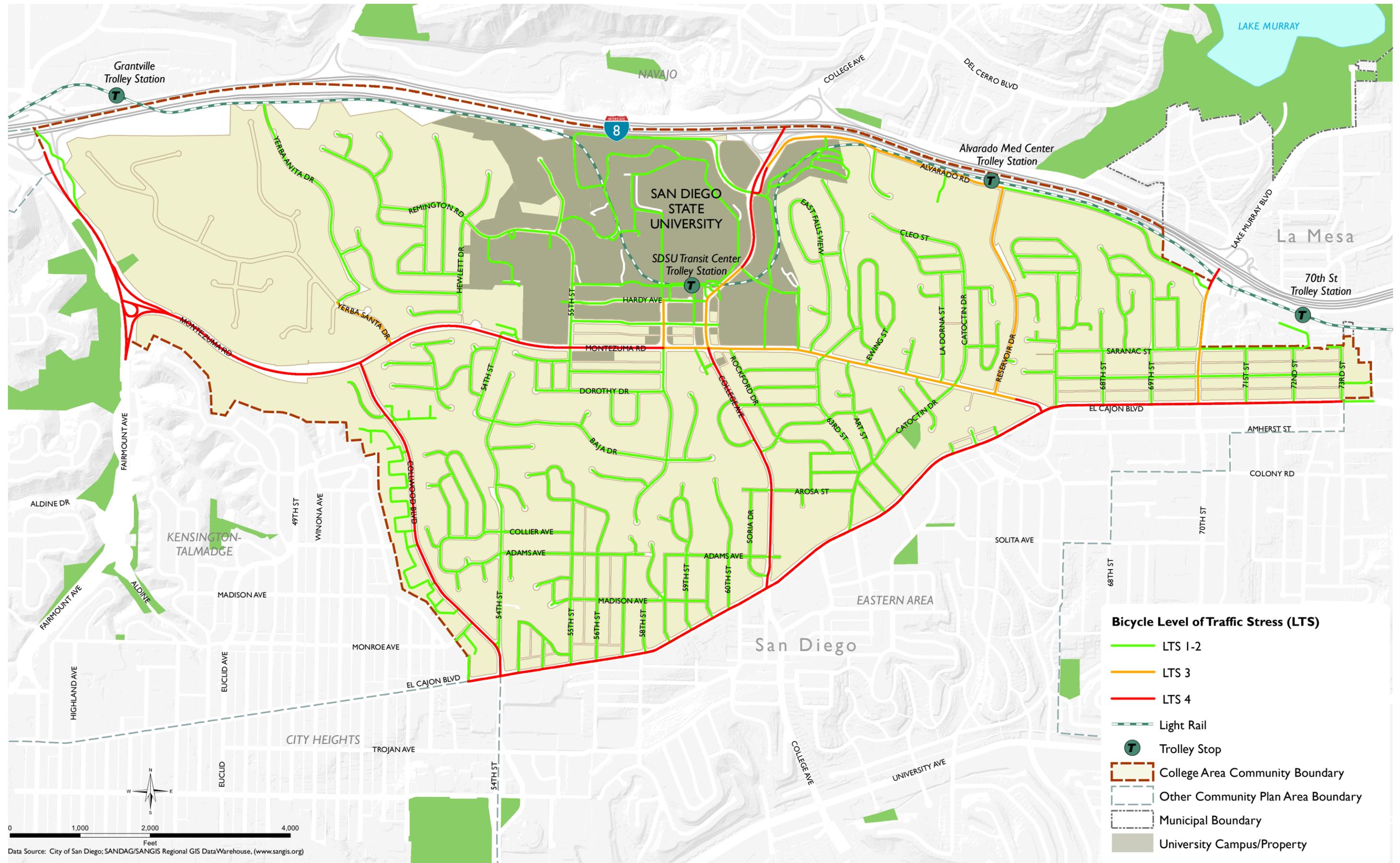
LTS Category	LTS Description	Description of Environment	Acceptability to Populations
LTS 1	Presenting little traffic stress and demanding little attention from cyclists; suitable for almost all cyclists, including children trained to safely cross intersections.	<ul style="list-style-type: none"> • Facility that is physically separated from traffic or an exclusive cycling zone next to a slow traffic stream with no more than one lane per direction • A shared roadway where cyclists only interact with the occasional motor vehicle with a low-speed differential • Ample space for cyclist when alongside a parking lane • Intersections are easy to approach and cross 	Interested but Concerned – Vulnerable Populations
LTS 2	Presenting little traffic stress but demanding more attention that might be expected from children.	<ul style="list-style-type: none"> • Facility that is physically separated from traffic or an exclusive cycling zone next to a well-confined traffic stream with adequate clearance from parking lanes • A shared roadway where cyclists only interact with the occasional motor vehicle (as opposed to a stream of traffic) with a low-speed differential • Unambiguous priority to the cyclist where cars must cross bike lanes (e.g., at dedicated right-turn lanes); design speed for right-turn lanes comparable to bicycling speeds • Crossings not difficult for most adults 	Interested but Concerned – Mainstream Adult Populations
LTS 3	Presenting enough traffic stress to deter the Interested but Concerned demographic	<ul style="list-style-type: none"> • An exclusive cyclin zone (lane) next to moderate-speed vehicular traffic 	Enthused & Confident

LTS 4	Presenting enough traffic stress to deter all but the Strong & Fearless demographic	<ul style="list-style-type: none"> • A shared roadway that is not multilane and has moderately low automobile travel speeds • Crossings may be longer or across higher-speed roadways than allowed by LTS 2, but are still considered acceptably safe to most adult pedestrians • An exclusive cycling zone (lane) next to high-speed and multilane vehicular traffic • A shared roadway with multiple lanes per direction with high traffic speeds • Cyclist must maneuver through dedicated right-turn lanes containing no dedicated bicycling space and designed for turning speeds faster than bicycling speeds 	Strong & Fearless
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Source: Mekuria, et al. (2012)

Figure 2-9 shows the LTS for all bikeable roadway links within the College Area. **Appendix D** includes all LTS scoring criteria look-up tables. All the major corridors within the College Area are LTS 3 or LTS 4 in their entirety through the community, including Montezuma Road, College Avenue, Collwood Boulevard, and El Cajon Boulevard. The majority of the low stress roadways within the community are discontinuous residential streets. Therefore, there are currently no low-stress routes that span the community in either direction (North/South or East/West).

Figure 2-9: Bicycle Level of Traffic Stress



Data Source: City of San Diego; SANDAG/SANGIS Regional GIS Data Warehouse, (www.sangis.org)

2.2.4 Bicycle Network Connectivity

Bicycle connectivity within the community was evaluated using two metrics: existing bicycle connectivity ratio – a measurement of travelshed connectivity for bicycling from each study intersection; and Low-Stress Bicycle Connectivity, which measures the connectivity between sets of origins and destinations within the community using only low-stress bicycling network links. The methodologies used for both analyses are described in Appendix B.

Bicycle Connectivity Ratio

Figure 2-10 shows the bicycle connectivity ratio of each signalized intersection in the College Area. The ratio is an indicator of street network connectivity calculated by dividing the area of a one-mile bicycle travelshed from an origin by the area of a one-mile circle. A higher ratio reflects better street connectivity. Ratios of 40% or better are typically reflective of grid street network conditions with short block lengths in all directions. In comparison to pedestrian connectivity ratio scores, bicycle connectivity ratio scores are less sensitive to barriers because of the larger one-mile distance used for the analysis. Scores will typically have a lower range and be distributed closer to the mean. Ratios below 40% are typically reflective of major physical barriers with few network alternatives in proximity to the origin.

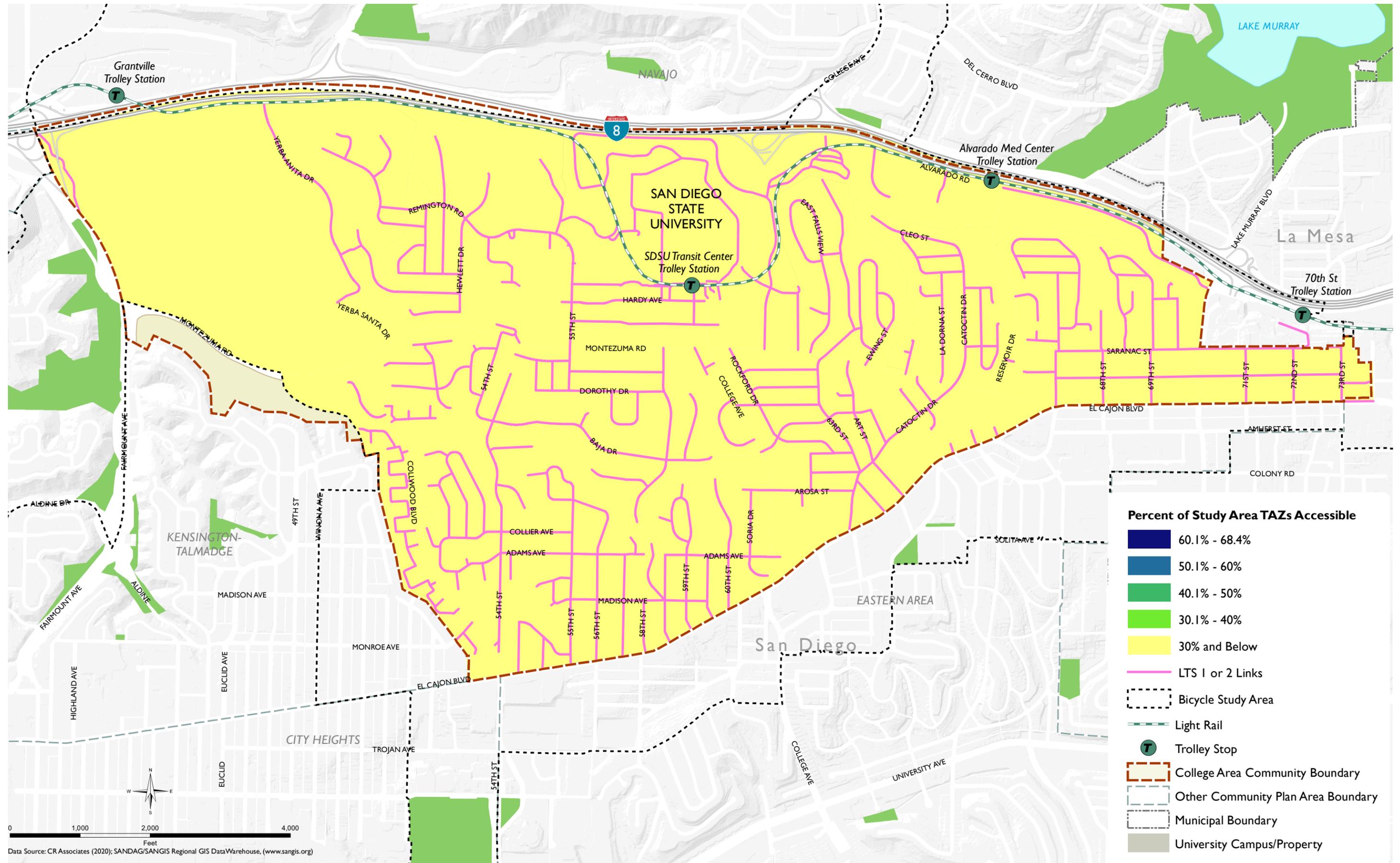
Most of the signalized intersections within the College Area have high bicycle connectivity ratios, indicating good network connectivity. The intersections in the core of the College Area tend to have higher connectivity ratios because they are removed from the topographical barriers which exist on the periphery of the community.

Low-Stress Bicycle Connectivity

Low-Stress Bicycle Connectivity is an analysis which measures the percentage of destinations within the community and surrounding area that are accessible from a set of origins within the community without significant detour by only using low-stress (LTS 1 or 2) network links. Traffic Analysis Zones (TAZs) centroid points were utilized as origins and destinations. Within College there are 21 TAZs and an additional 15 TAZs surrounding the community were supplemented to the set of destinations analyzed.

Figure 2-11 presents the results of this analysis. As shown, the entire College Area has low connectivity within the community and low connectivity to neighboring destinations using low-stress links. The exception is there are several low stress connections across El Cajon Boulevard into the neighborhoods on the south-eastern edge of the College community. The poor Low-Stress Bicycle Connectivity within the community can be directly attributed to the high stress (LTS 4) score on the majority of the Mobility Element facilities within the College Area, as displayed in Figure 2-9.

Figure 2-11: Low-Stress Bicycle Connectivity Analysis



2.3 Public Transportation Mobility

A prosperous public transportation system has many virtues for society. When public transportation works effectively it can provide a population with a viable lower cost mobility alternative to driving. Spatially, it is the most efficient way of moving large numbers of people around a city. It is also one of the least environmentally harmful modes of transportation. For public transportation to work most effectively, it requires increased service frequencies, reliable service patterns, protection from vehicular traffic congestion, and supportive surrounding population and employment density. Public transportation infrastructure is planned, designed, and built by SANDAG due to its regional significance. For the College Area, transit service is planned and operated by the Metropolitan Transit System (MTS) and consists of trolley and bus services.

2008 City of San Diego General Plan Mobility Element – Transit Goals:

- *An attractive and convenient transit system that is the first choice of travel for many of the trips made in the City.*
- *Increased transit ridership.*

The City of San Diego increased emphasis on the role of transit with the adoption of the Climate Action Plan (CAP) in December 2015 and was reaffirmed in the June 2022 update. The CAP sets a target to achieve a mass transit commute mode share of 10% by 2030 and 15% by 2035 for all San Diego residents' trips. As previously stated, approximately 91% of the College area is within an existing Transit Priority Area (TPA). These are areas within one-half mile of existing or planned rail stations or bus stops served by two or more high frequency bus routes, each having a frequency of service of 15 minutes or less during the morning and afternoon peak commute periods.



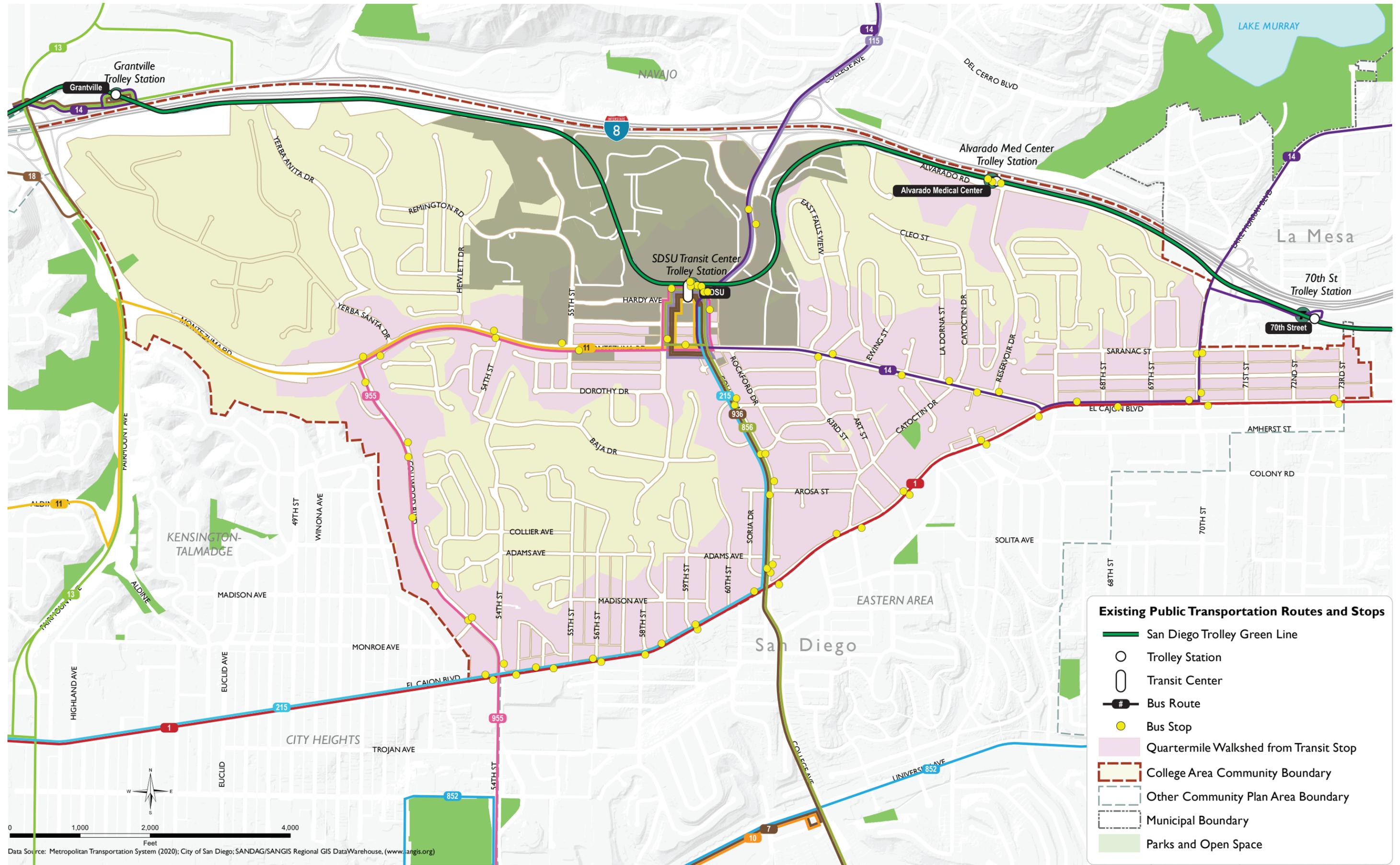
Figure 2-12 displays the existing public transportation routes within College Area and the surrounding communities. The College Area is served by eight (8) MTS bus routes, including one *Rapid* bus route (215) and five (5) routes that have 15-minute or better frequencies during base hours. MTS bus routes 13 and 18 traverse through the College Area without stopping. The College Area is also served by the Green Line trolley, with a station on the SDSU campus and on Alvarado Road. Two of the bus lines, Route 11 and *Rapid* 215 connect the SDSU Campus with downtown San Diego.

In addition to the Green Line Trolley, the following bus lines have stops at the SDSU Transit Center allowing for connections or transfers:

- Route 1
- Route 11
- Route 14
- Route 115
- *Rapid* 215
- Route 856
- Route 936
- Route 955

These routes are described in detail in the subsequent section.

Figure 2-12: Existing Public Transportation Routes and Stops



Existing Public Transportation Routes and Stops

- San Diego Trolley Green Line
- Trolley Station
- Transit Center
- Bus Route
- Bus Stop
- Quartermile Walkshed from Transit Stop
- College Area Community Boundary
- Other Community Plan Area Boundary
- Municipal Boundary
- Parks and Open Space

0 1,000 2,000 4,000
Feet
Data Source: Metropolitan Transportation System (2020); City of San Diego; SANDAG/SANGIS Regional GIS DataWarehouse, (www.sangis.org)

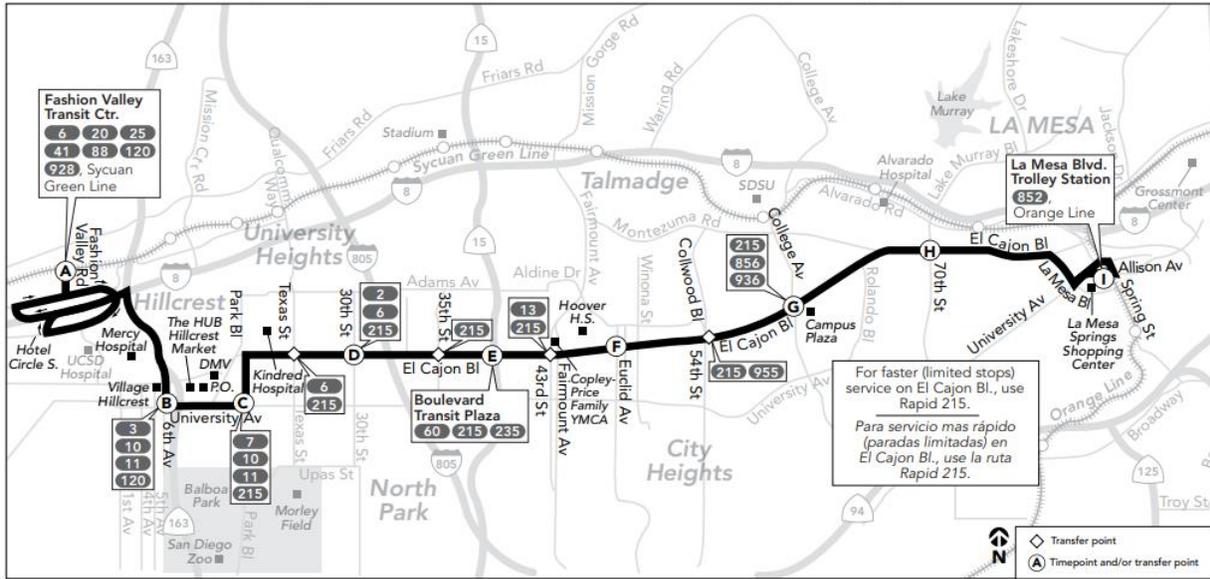
2.3.1 Transit Routes

Each of the transit routes serving the College Area are described in the following section, including the areas and destinations they serve, their general alignments, service patterns, frequency, and span. Local bus services utilize the shortest stop spacing, typically about 1/8 mile apart. Rapid Routes (Route 215) utilize stop spacing that is typically between ¼ and ½ mile apart. The latter service with wider stop spacing is intended to facilitate faster and longer distance service than local routes.

San Diego Trolley Green Line – is a light rail transit service which operates between Downtown San Diego (12th and Imperial Transit Center) and Santee. The Green Line run on tracks separated from traffic on a mix of grade separated and at-grade with transit priority sections. The College Area is served by four Green Line stations either within the community or just outside the boundary at: Grantville (in the Navajo community), SDSU, Alvarado Medical Center, and 70th Street (in La Mesa). To the west of College Area, the Green Line runs through Mission Valley until Old Town, where its alignment then runs parallel with the LOSSAN corridor to Downtown. To the east of College Area, the Green Line crosses into La Mesa and El Cajon before terminating in Santee at Santee Town Center.

Subject to change, the headways are 15 minutes throughout the day during weekdays. Weekend and holiday headways are 15-minutes throughout the day west of SDSU and 15-minutes for midday and 30-minutes during mornings and evenings east of SDSU. Service span is approximately 20-hours (5 AM to 1 AM) on all days.

ROUTE 1



Source: MTS (2020)

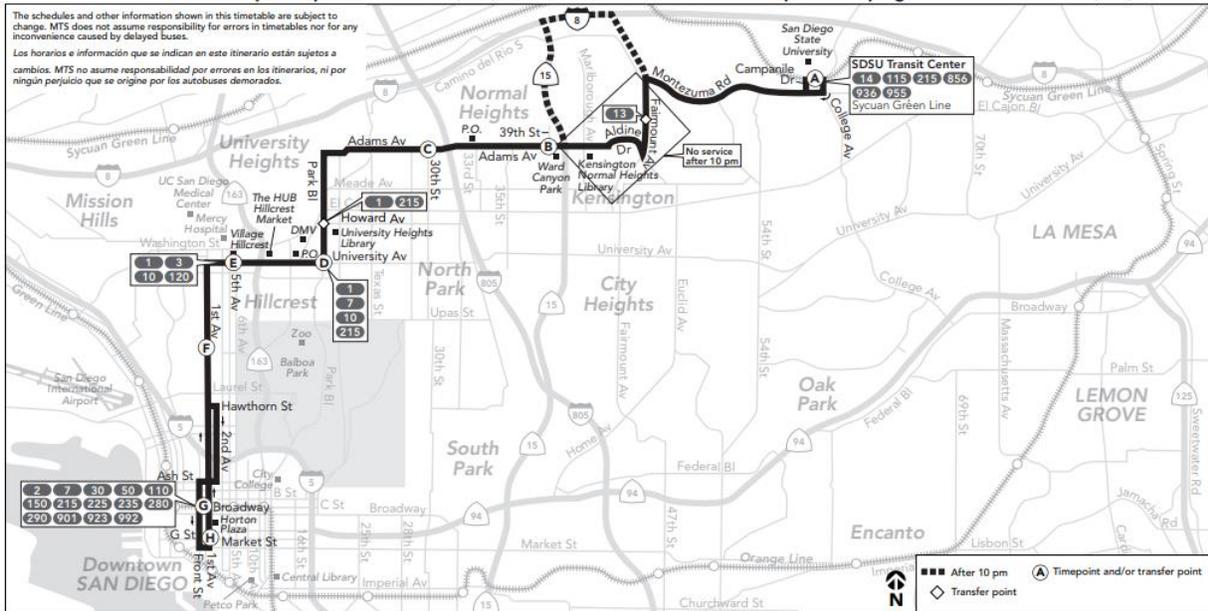
Route 1 – Operates as a local bus service between Fashion Valley shopping center in Mission Valley and Downtown La Mesa. The western end of the route uses SR-163 (via University Avenue) for its alignment between Hillcrest and Mission Valley. To the east, this route utilizes University Avenue, Park Boulevard and El Cajon Boulevard to reach La Mesa, passing North Park and the Mid-City communities of San Diego in between. Side-running bus only lanes along El Cajon Boulevard between Park Boulevard and 43rd Street are used by this route through North Park and Mid-City. This route serves the College Area along El Cajon Boulevard.

Subject to change, the headways are 15 minutes throughout the day during weekdays. Weekend and holiday headways are 30-minutes throughout the day. Service span is approximately 19-hours (5 AM to 12 AM) on weekdays and Saturdays, with a shorter 15-hour (6 AM to 9 PM) service span in effect on Sundays and holidays.

ROUTE 11

The schedules and other information shown in this timetable are subject to change. MTS does not assume responsibility for errors in timetables nor for any inconvenience caused by delayed buses.

Los horarios e información que se indican en este itinerario están sujetos a cambios. MTS no asume responsabilidad por errores en los itinerarios, ni por ningún perjuicio que se origine por los autobuses demorados.

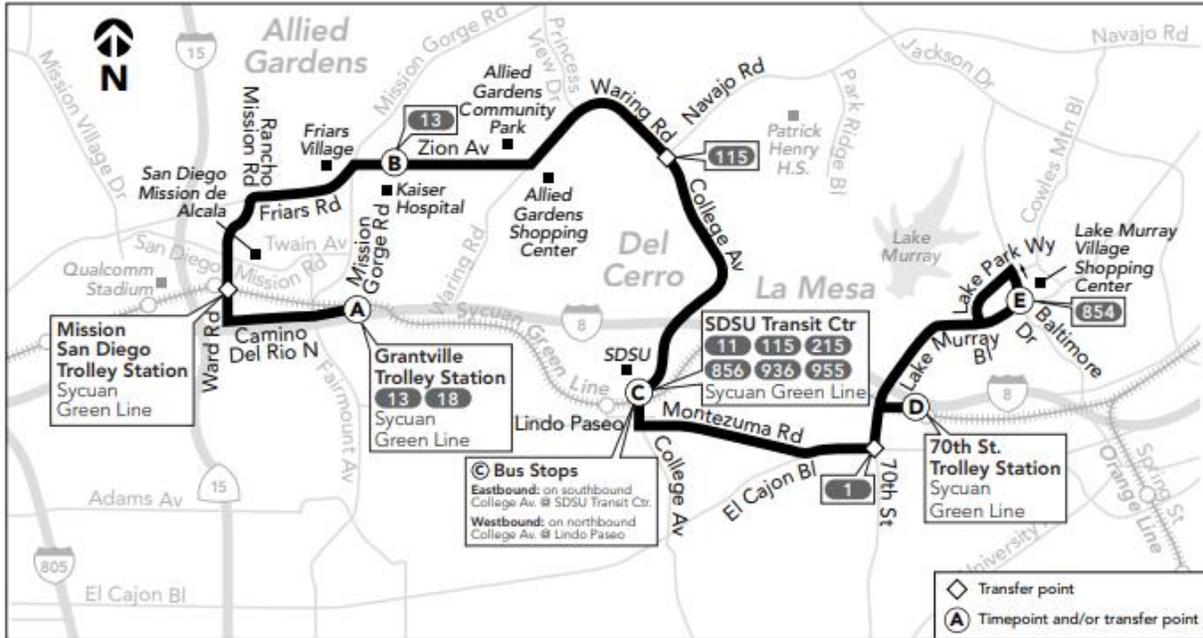


Source: MTS (2020)

Route 11 – Operates as a local bus service between Downtown San Diego and SDSU. The route passes through Hillcrest on First Avenue (to and from Downtown), University Avenue and Park Boulevard. To the east of Hillcrest, Route 11 traverses Adams Avenue, Fairmount Avenue and Montezuma Road to reach its terminus at SDSU, passing University Heights, North Park, Normal Heights, Kensington, and the College Area along the way.

Subject to change, the headways are 15-minutes throughout the day during weekdays and 30-minutes on weekends and holidays. Weekdays and Saturdays service span 18-hours (5 AM to 11 PM), while Sundays and holidays service span lasts approximately 14-hours (6:30 AM to 8:30 PM).

ROUTE 14

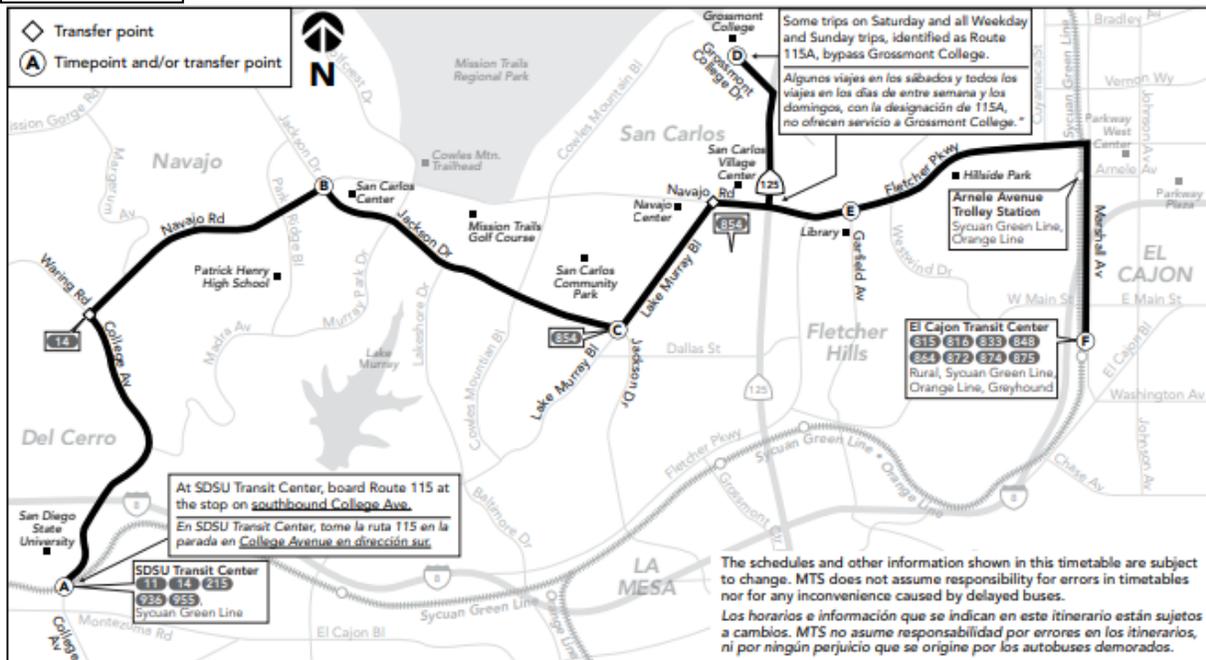


Source: MTS (2020)

Route 14 – Operates as a local bus service between Grantville Trolley Station in Grantville and La Mesa. The western end of the route passes through Grantville and Allied Gardens neighborhoods via Camino Del Rio North, Rancho Mission Road, Friars Road, Zion Ave, and Waring Road. To the east, the route passes through Del Cerro and College Area via College Avenue, Montezuma Road, and El Cajon Boulevard, before reaching its eastern terminus near Lake Murray Village Shopping Center in La Mesa by way of 70th Street and Lake Murray Boulevard.

Subject to change, the headways are 60-minutes throughout the day during weekdays with an approximate service span of 12.5-hours (6:30 AM to 7AM). This bus route does not operate during weekends or holidays.

ROUTE 115

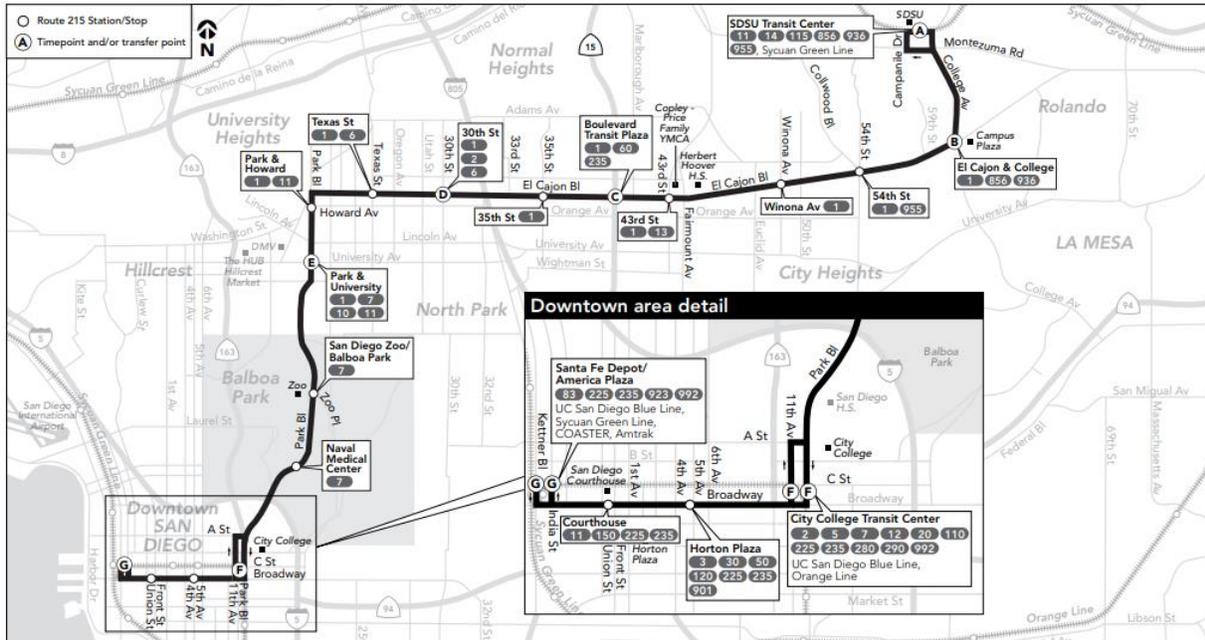


Source: MTS (2020)

Route 115 – Operates as a local bus service between SDSU and the El Cajon Transit Center. The route is serviced within the College Area by way of College Avenue, leading into Del Cerro. The route traverses Navajo Road, Jackson Drive, Lake Murray Boulevard, Fletcher Parkway, and Marshall Avenue, passing San Carlos to its eastern destination at El Cajon Transit Center in El Cajon.

Subject to change, the headways are 30-minutes throughout the day during weekdays and 60-minutes on weekends and holidays. Service span is approximately 16.5-hours (6 AM to 10:30 PM) during weekdays, 14.5-hours (6:30 AM to 9:00 PM) on Saturdays, and 12.5-hours (6:30 AM to 7 PM) on Sundays. Saturday or Sunday schedules are utilized during holidays.

ROUTE 115

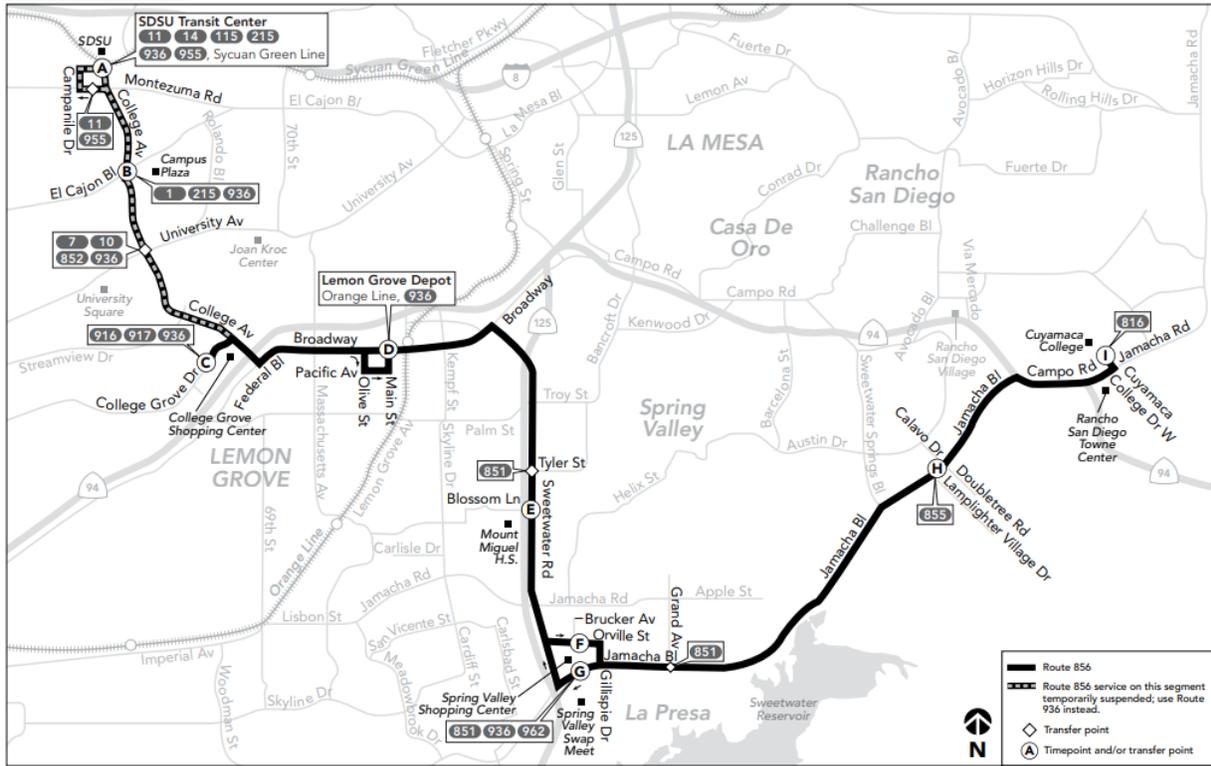


Source: MTS (2020)

Rapid Route 215 – Route 215 is an MTS *Rapid* branded service. *Rapid* buses operate with a limited stop service pattern typical of mass transit lines. The route travels between Downtown San Diego and SDSU, serving North Park and Mid-City in between. This route features transit priority infrastructure for approximately one-third of its alignment. Within Hillcrest, it operates within center-running bus lanes separated by a median along Park Boulevard between University Avenue and El Cajon Boulevard, and along El Cajon Boulevard between Park Boulevard and 43rd Street through North Park and Mid-City, it operates in side-running bus lanes (shared with cyclists and motorists needing to make right-turns or access parking or driveways).

Subject to change, headways are 10-minutes throughout the weekdays, and 15-minutes during weekends and holidays. Service spans on weekdays for approximately 21-hours (4:30 AM to 1:30 AM), and 20-hours (5 AM to 1 AM) on weekends and holidays.

ROUTE 856

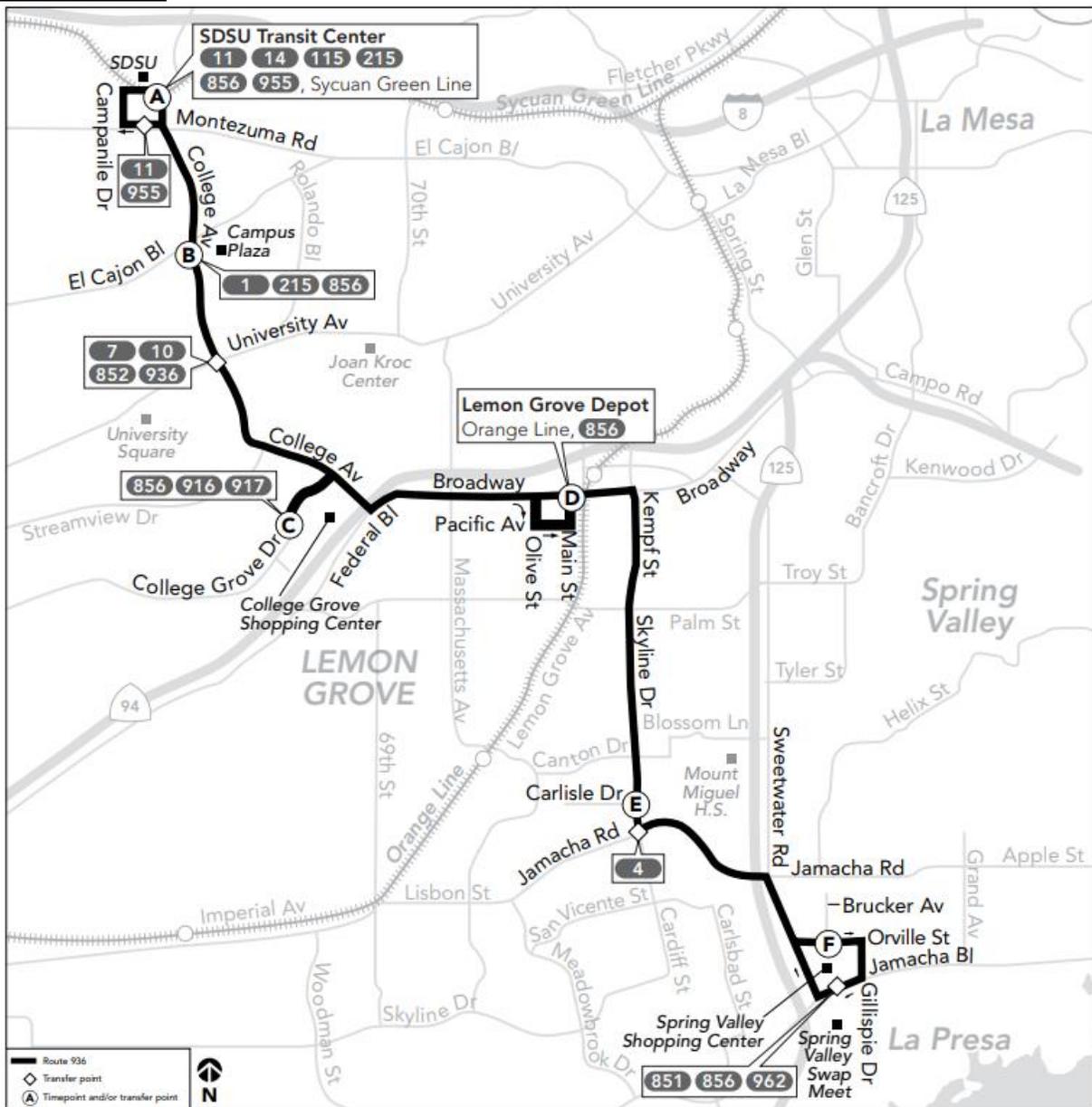


Source: MTS (2020)

Route 856 – Operates as a local bus service between SDSU Transit Center in the College Area and Cuyamaca College in Rancho San Diego to the east. The route is serviced along College Avenue within the College Area and traverses southbound towards the Mid-City Eastern Area communities. To the southeast, the route traverses Broadway, Sweetwater Road, Jamacha Boulevard, and Campo Road passing through Lemon Gove and Spring Valley before reaching its eastern terminus in Cuyamaca College in Rancho San Diego.

Subject to change, the headways are 30-minutes throughout the weekdays and 60-minutes on weekends and holidays. Service span is approximately 18-hours (5AM to 11 PM) on weekdays, 16.5-hours (5:30 AM to 10 PM) on Saturdays, and 12.5-hours (6:30 AM to 7 PM) on Sundays. Saturday or Sunday schedules are utilized during holidays.

ROUTE 936

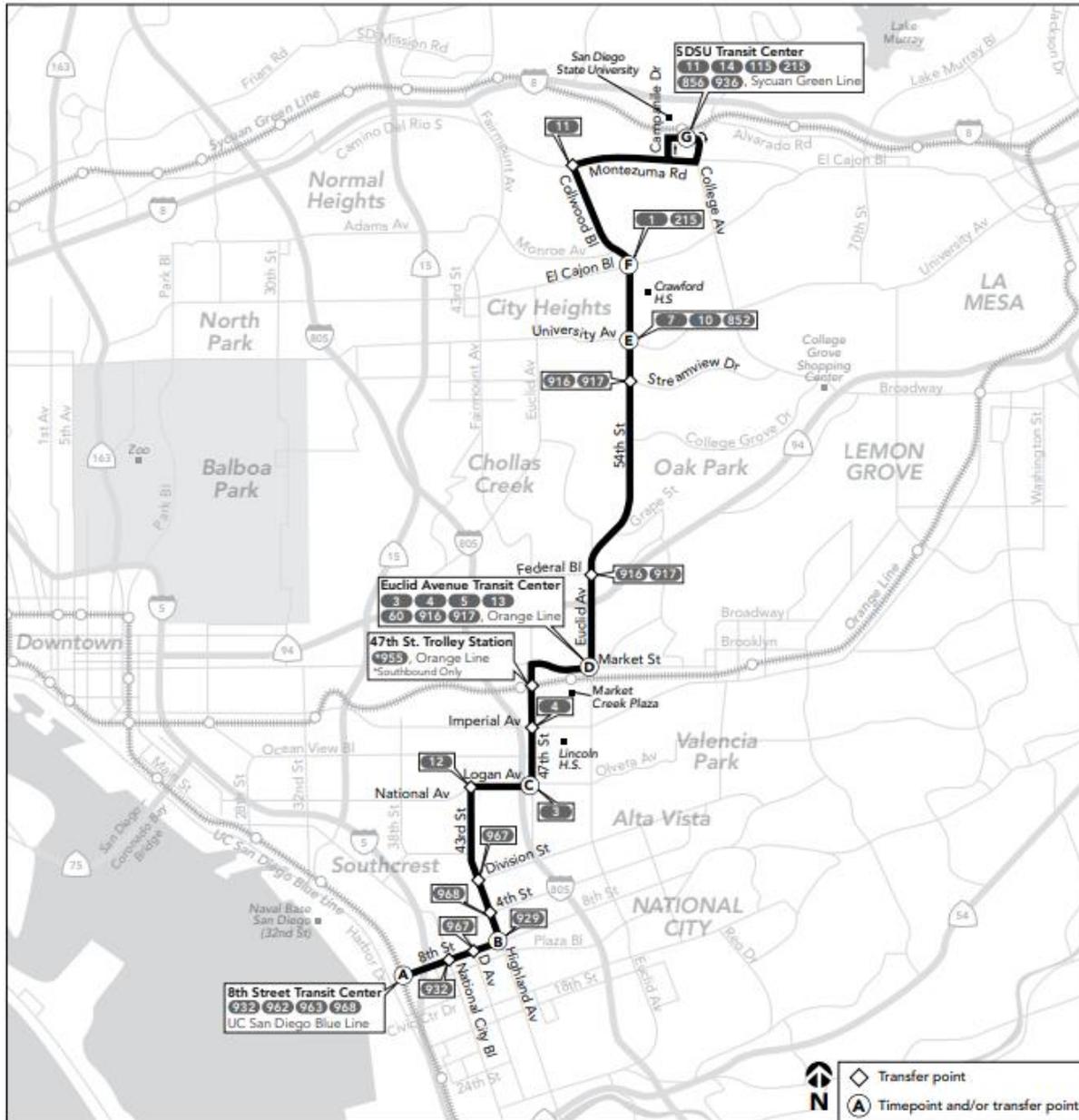


Source: MTS (2020)

Route 936 – Operates as a local bus service between the SDSU Transit Center in the College Area and Spring Valley Shopping Center in Spring Valley to the south. The route is serviced along College Avenue within College Area and traverses southbound towards the Mid-City Eastern Area communities. In southeast, the route traverses Broadway, Skyline Drive, Jamacha Road, and Sweetwater Road passing through Lemon Grove before reaching the eastern terminus at the Spring Valley Shopping Center in Spring Valley.

Subject to change, the headways are 30-minutes throughout the day during weekdays and Saturdays, and 60-minute headways on Sundays. Service span is approximately 17.5-hours (5 AM to 10:30 PM) on weekdays and Saturdays, and 15-hours (5 AM to 8 PM) on Sundays. Saturday or Sunday schedules are utilized during holidays.

ROUTE 955



Source: MTS (2020)

Route 955 – Operates as a local bus service between the SDSU Transit Center in the College Area and 8th Street Transit Center in National City. The route is serviced along College Avenue and Collwood Boulevard within the College Area. The route traverses 54th Street, Euclid Avenue, Logan Avenue, and 43rd Street passing through the Mid-City Eastern Area, Encanto Neighborhood, and Southeastern San Diego communities before reaching National City. Within National City, the route travels along Highland Avenue and 8th Street to the southern terminus at the 8th Street Transit Center.

Subject to change, the headways are 12-minutes throughout the weekdays, 20-minutes on Saturdays, and 30-minutes on Sundays. Service span is approximately 18.5-hours (5 AM to 11:30 PM) on weekdays, 18-hours (5:30 AM to 11:30 PM) on Saturdays, and 15.5-hours (6 AM to 9:30 PM) on Sundays. Saturday or Sunday schedules are utilized during holidays.

2.3.2 Transit Demand

The College Area transit demand was approximated by analysis of boardings and alightings for every bus stop within the community by route and through comparison of transit commute mode share to the City and region.

Table 2-18 presents the average daily boardings and alightings in 2019 by route and direction for each bus stop in the College Area. **Figure 2-13** shows combined average boardings and alightings for each bus stop in 2020. As shown, the SDSU Transit Center has the highest transit passenger activity with a combined 7,908 average daily boardings and alightings between the six transit stops at this location. The second busiest location is El Cajon Boulevard and 54th Street, where a combined 1,151 average daily boardings and alightings occur between the intersection’s three separate bus stops. The busiest standalone transit stop is the Green Line at the SDSU Transit Center, which averaged 4,082 combined daily boardings and alightings.

Table 2-18 Average Daily Boardings and Alightings by Route (2020)

Stop ID	Location	Direction	Boardings	Alightings	Total
Green Line					
75063	SDSU Transit Center	EB	784	1,245	2,028
75064	Alvarado Station	EB	100	325	425
75065	Alvarado Station	WB	360	86	446
75062	SDSU Transit Center	WB	1,283	770	2,053
Route 1					
10257	El Cajon Boulevard & 54th Street	EB	86	137	223
10260	El Cajon Boulevard & Dayton Street	EB	20	20	39
10655	El Cajon Boulevard & 56th Street	EB	11	18	29
10659	El Cajon Boulevard & 58th Street	EB	3	17	19
10665	El Cajon Boulevard & 59th Street	EB	8	35	43
10673	El Cajon Boulevard & College Avenue	EB	98	98	196
10679	El Cajon Boulevard & 63rd Street	EB	18	35	53
10682	El Cajon Boulevard & Art Street	EB	22	49	70
10688	El Cajon Boulevard & Rolando Boulevard	EB	10	20	30
10290	El Cajon Boulevard & Montezuma Road	EB	15	57	72
10691	El Cajon Boulevard & 68th Street	EB	13	36	49
10697	El Cajon Boulevard & 70th Street	EB	36	73	109
10303	73rd Street & El Cajon Boulevard	EB	N/A	N/A	N/A
11445	73rd Street & El Cajon Boulevard	WB	N/A	N/A	N/A
11438	El Cajon Boulevard & 70th Street	WB	79	31	110
11053	El Cajon Boulevard & 67th Street	WB	65	26	92
11049	El Cajon Boulevard & Rolando Boulevard	WB	41	11	52
11044	El Cajon Boulevard & Art Street	WB	52	19	71
11418	El Cajon Boulevard & 63rd Street	WB	42	23	65
11412	El Cajon Boulevard & College Avenue	WB	111	79	189

Table 2-18 Average Daily Boardings and Alightings by Route (2020)

Stop ID	Location	Direction	Boardings	Alightings	Total
11033	El Cajon Boulevard & 59th Street	WB	20	6	27
11406	El Cajon Boulevard & Alice Street	WB	9	6	14
11399	El Cajon Boulevard & 56th Street	WB	19	17	36
11025	El Cajon Boulevard & Dayton Street	WB	15	21	35
11389	El Cajon Boulevard & 54th Street	WB	152	79	230
Route 11					
10634	Montezuma Road & Collwood Boulevard	NB	4	7	11
10258	Montezuma Road & 54th Street	NB	4	4	8
10654	Montezuma Road & 55th Street	NB	1	9	10
13158	Campanile Drive & Montezuma Road	NB	1	21	22
99094	SDSU Transit Center	NB	0	224	224
99094	SDSU Transit Center	SB	225	0	225
11031	Montezuma Road & College Avenue	SB	14	1	15
11395	Montezuma Road & 55th Street	SB	7	2	9
11390	Montezuma Road & 54th Street	SB	5	3	8
11009	Montezuma Road & Collwood Boulevard	SB	5	5	10
Route 14					
12205	College Avenue & Alvarado Road	EB	0	0	0
99097	College Avenue & SDSU Transit Center	EB	22	35	57
10274	Montezuma Road & 63rd Street	EB	1	1	2
13331	Montezuma Road & Gary Street	EB	1	4	4
10284	Montezuma Road & Reservoir Drive	EB	3	6	9
10691	El Cajon Boulevard & 68th Street	EB	2	5	7
12966	70th Street & El Cajon Boulevard	EB	5	5	9
12573	70th Street & Saranac Street	EB	0	0	0
12232	70th Street & Saranac Street	WB	0	0	0
11438	El Cajon Boulevard & 70th Street	WB	3	5	8
11053	El Cajon Boulevard & 67th Street	WB	4	2	7
11050	Montezuma Road & Reservoir Drive	WB	6	1	6
11013	52nd Street & El Cajon Boulevard	WB	N/A	N/A	N/A
10639	52nd Street & El Cajon Boulevard	EB	N/A	N/A	N/A
13332	Montezuma Road & Catocin Drive	WB	6	1	8
11039	Montezuma Road & 63rd Street	WB	1	0	1
12929	College Avenue & Lindo Paseo	WB	21	17	38
12562	College Avenue & Alvarado Road	WB	0	0	0
Route 115					
99097	College Avenue & SDSU Transit Center	EB	227	0	227
13158	Campanile Drive & Montezuma Road	EB	14	0	15

Table 2-18 Average Daily Boardings and Alightings by Route (2020)

Stop ID	Location	Direction	Boardings	Alightings	Total
12929	College Avenue & Lindo Paseo	EB	53	0	54
12205	College Avenue & Alvarado Road	WB	0	3	3
99097	College Avenue & SDSU Transit Center	WB	0	328	328
Rapid Route 215					
10250	El Cajon Boulevard & 54th Street	EB	112	221	333
10262	College Avenue & El Cajon Boulevard	EB	112	265	377
99017	SDSU Transit Center	EB	0	793	793
99017	SDSU Transit Center	WB	893	0	893
11412	El Cajon Boulevard & College Avenue	WB	267	153	420
11389	El Cajon Boulevard & 54th Street	WB	240	125	365
Route 856					
12564	College Avenue & El Cajon Boulevard	NB	5	53	58
99040	College Avenue & El Cajon Boulevard	NB	19	22	41
12934	College Avenue & Arosa Street	NB	2	1	3
12563	College Avenue & Mesita Drive	NB	1	0	1
12931	College Avenue & Pontiac Street	NB	0	1	1
13158	Campanile Drive & Montezuma Road	NB	1	15	15
99096	SDSU Transit Center	NB	0	253	253
99096	SDSU Transit Center	SB	192	0	192
12203	College Avenue & Cresita Drive	SB	3	0	3
12206	College Avenue & Mesita Drive	SB	0	0	1
12209	College Avenue & Arosa Street	SB	1	3	4
11778	College Avenue & Soria Drive	SB	9	5	14
12207	College Avenue & El Cajon Boulevard	SB	65	9	74
Route 936					
12564	College Avenue & El Cajon Boulevard	NB	7	46	53
99040	College Avenue & El Cajon Boulevard	NB	19	22	41
12934	College Avenue & Arosa Street	NB	2	1	3
12563	College Avenue & Mesita Drive	NB	0	0	0
12931	College Avenue & Pontiac Street	NB	0	1	1
13158	Campanile Drive & Montezuma Road	NB	1	13	14
99096	SDSU Transit Center	NB	0	213	213
99096	SDSU Transit Center	SB	174	0	174
12203	College Avenue & Cresita Drive	SB	2	0	2
12206	College Avenue & Mesita Drive	SB	0	0	1
12209	College Avenue & Arosa Street	SB	1	3	4
11778	College Avenue & Soria Drive	SB	9	6	15
12207	College Avenue & El Cajon Boulevard	SB	63	9	72

Table 2-18 Average Daily Boardings and Alightings by Route (2020)

Stop ID	Location	Direction	Boardings	Alightings	Total
Route 955					
12914	54th Street & El Cajon Boulevard	NB	39	226	265
12904	Collwood Boulevard & Monroe Avenue	NB	11	9	20
12896	Collwood Boulevard & 4819	NB	7	7	14
10634	Montezuma Road & Collwood Boulevard	NB	5	6	11
10654	Montezuma Road & 55th Street	NB	1	6	8
13158	Campanile Drive & Montezuma Road	NB	0	29	29
99095	SDSU Transit Center	NB	0	507	507
99095	SDSU Transit Center	SB	352	0	352
11031	Montezuma Road & College Avenue	SB	13	1	14
11395	Montezuma Road & 55th Street	SB	7	2	9
11390	Montezuma Road & 54th Street	SB	12	5	17
60771	Collwood Boulevard & Montezuma Road	SB	11	9	19
12170	Collwood Boulevard & 4600	SB	5	1	6
12171	Collwood Boulevard & 4400	SB	0	0	0
12176	Collwood Boulevard & 4200	SB	1	1	1
11755	Collwood Boulevard & Monroe Avenue	SB	13	8	21
12187	54th Street & El Cajon Boulevard	SB	230	34	265

Source: MTS (2020)

Note:

N/A = Data Unavailable

Figure 2-13: 2019 Average Daily Transit Boardings and Alightings

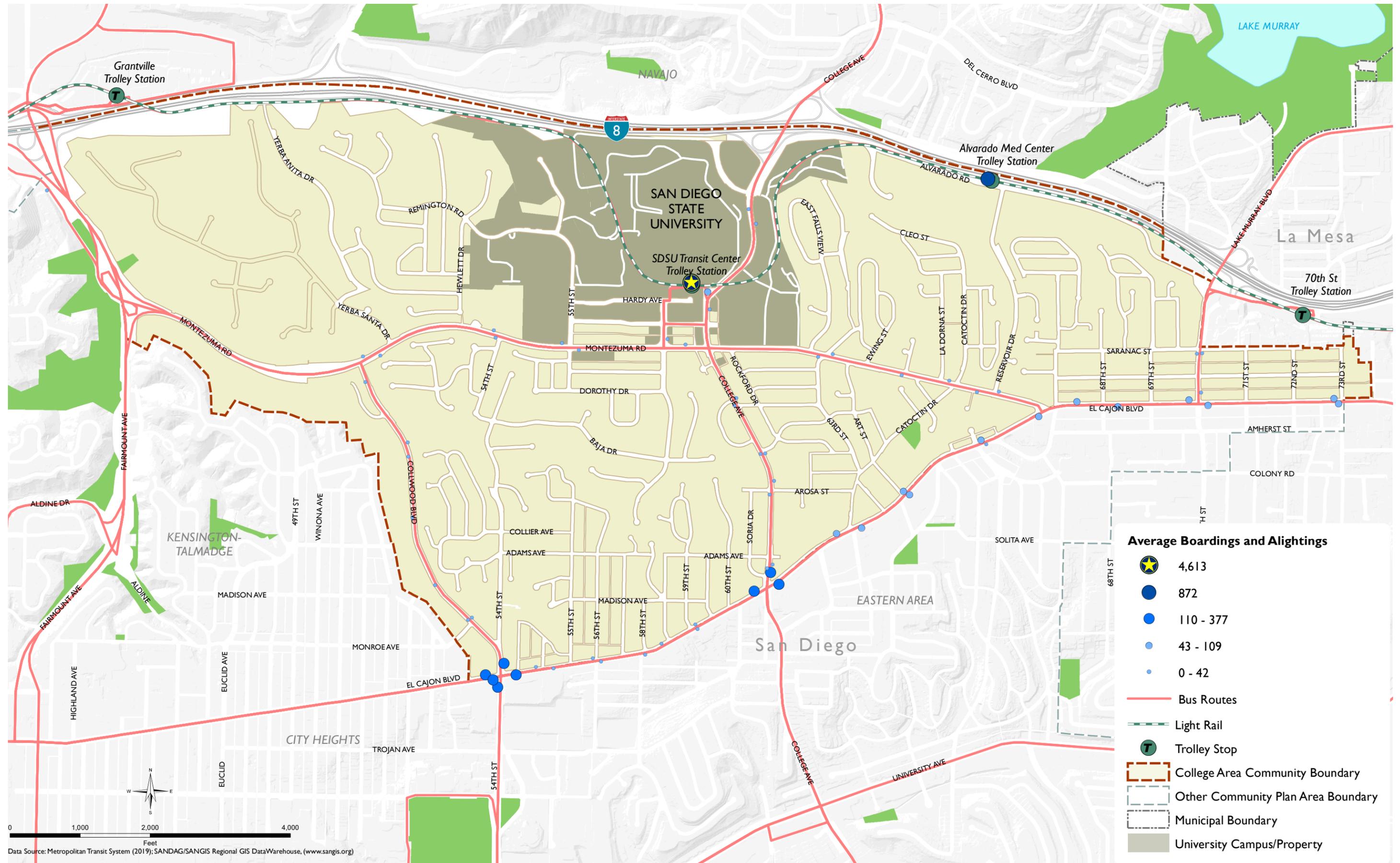


Table 2-19 compares public transportation commute mode share between College Area, the City, and the San Diego County region. As shown, the College Area has a public transportation commute mode share of 6.2%, which is higher than the citywide mode share and more than double the regional transit mode share for 2018.

Table 2-19 Public Transportation Commute Mode Share Comparison

	College Area	City of San Diego	San Diego County
Total Public Transportation Commuters	663	27,446	46,506
Total Workers	10,719	714,312	1,603,486
Public Transportation Commute Mode Share	6.2%	3.8%	2.9%

Source: US Census, 2018 American Community Survey 5-Year Estimates

2.3.3 Pedestrian and Cyclist Safety Near Bus Stops

Pedestrian and bicycle-involved collisions between 2014 and 2018 were spatially summarized to within 500 feet of each bus stop in the College Area. As many bus stops are close together, this spatial summary will typically assign collisions to multiple bus stop locations. Of the 108 pedestrian and bicycle involved collisions in the College Area, 83 occurred within 500' of a transit stop.

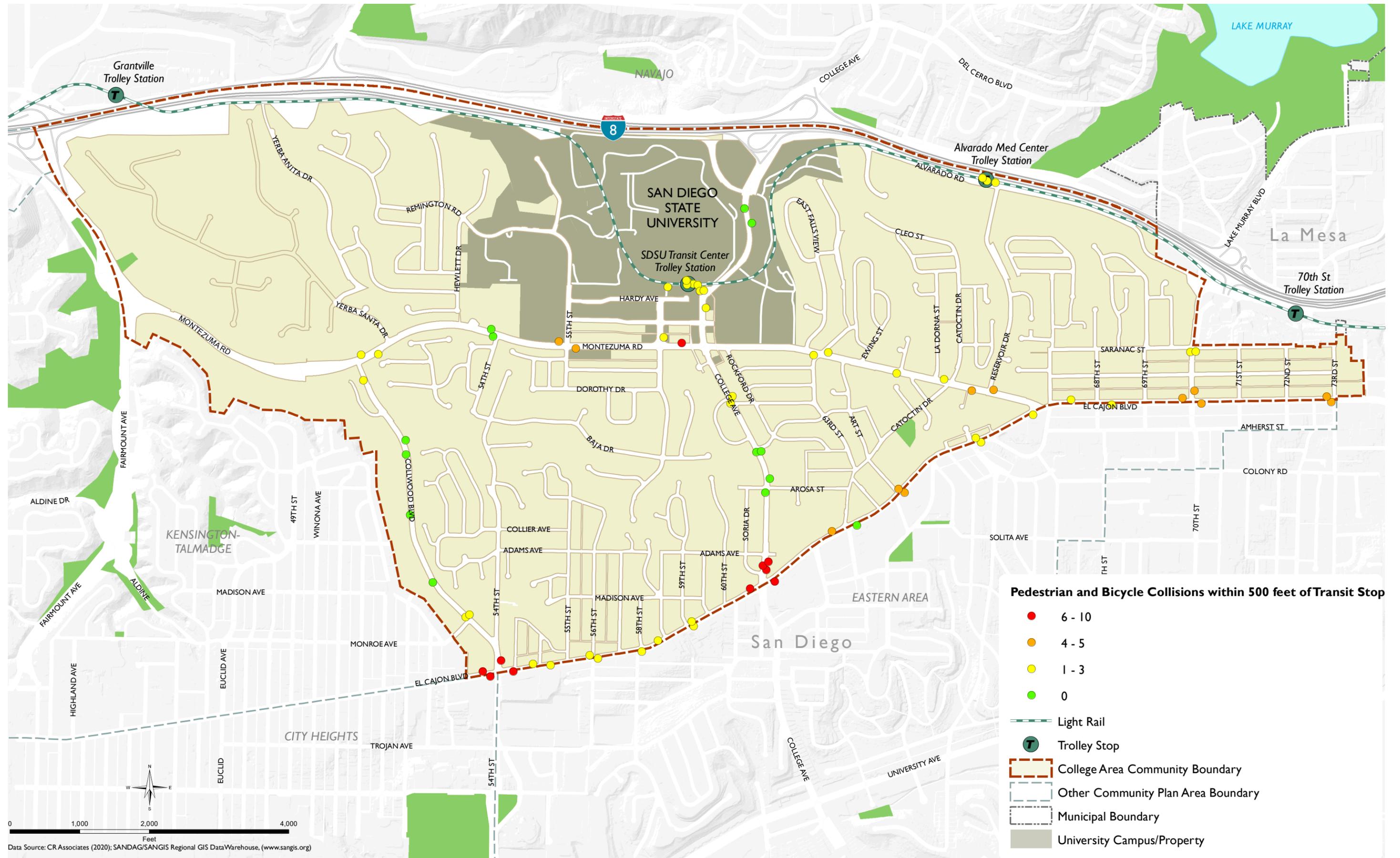
Figure 2-14 displays the location of bus stops within College Area and the number of pedestrian and bicycle-involved collisions occurring within 500 feet of those stops. The highest number of pedestrian and bicycle-involved collisions occurred around the bus stops on College Avenue and Soria Drive.

Within the College Area, there are five (5) bus stops where as many as 47 pedestrian or bicycle-injury collisions occurred within 500 feet of (between 2014-2018). These bus stop locations are shown in **Table 2-20** below. As shown, most of the bus stops in which several pedestrian or bicycle collisions occurred within 500 feet of, are located along El Cajon Boulevard.

Table 2-20 Bus stops within 500 feet of the Most Collisions

Bus Stop ID	Location	Number of Collisions
10257	El Cajon Bl & 54th St	10
11389	El Cajon Bl & 54th St	10
10250	El Cajon Bl & 54th St	9
11412	El Cajon Bl & College Av	9
11031	Montezuma Rd & College Av	9

Figure 2-14: Pedestrian and Bicycle Collisions Near Public Transit (2014-2018)



Data Source: CR Associates (2020); SANDAG/SANGIS Regional GIS Data Warehouse, (www.sangis.org)

2.3.4 Transit Station Quality

Table 2-21 identifies the amenities provided and the 2020 average daily boardings and alightings at each stop. The MTS Design for Transit Manual (2018) was referenced to identify required amenities based on the number of average daily boardings, and to determine any amenity-related deficiencies. As shown, about a quarter of stops were found to be deficient in ADA compliancy, resulting in 16 non-ADA compliant stops within the community. There are 32 bus stops missing at least one amenity that is required based on the average daily boardings and alightings. In other words, almost half of the bus stops are inconsistent with the MTS Design for Transit Manual. Of these 32 bus stops, 11 are inconsistent solely due to the non-ADA compliance mentioned previously. The remaining 21 bus stops are inconsistent primarily because of the lack of shelter, schedule displays, and route maps.

On the other hand, there are 48 bus stops with more amenities than required in the MTS Design for Transit Manual, of which expanded sidewalks (25), seating (17), and trash receptacles (26) are the most frequent additional amenities. As is the case along El Cajon Boulevard – the corridor in which the second busiest route, *Rapid* Route 215, operates – where the highest concentration of additional amenities is present. Almost all bus stops within the community include sign and poles, as well as route designations, and only 4 stops do not have red curbs.

2.3.5 Transit Service Quality – Bus Operating Speeds

All existing bus routes operating in the community share roadway space with vehicular traffic. Therefore, on-time bus performance can be directly affected by vehicular traffic congestion along those roadways, especially during peak commute hours.

Average travel speeds were collected for study roadway segments for the AM, Midday, and PM peak periods to determine points of congestion. This analysis is presented in the forthcoming Vehicular mobility section (in Section 2.4.3).

Based on the analysis in Section 2.4.3, the following sections of roadways with bus operations experience congestion:

AM Peak

- Montezuma Road (westbound), between 55th Street and East Campus Drive
- El Cajon Boulevard (eastbound), between 67th Street and 70th Street
- College Avenue (southbound), between I-5 Westbound Ramps and Zura Way
- Lake Murray Boulevard (northbound and southbound), between Parkway Drive and Alvarado Road
- 70th Street (northbound), between Alvarado Road and El Cajon Boulevard

Midday Peak

- Montezuma Road (eastbound), between 54th Street and College Avenue
- Montezuma Road (westbound), between 55th Street and East Campus Drive
- El Cajon Boulevard (westbound), between 54th Street and 62nd Street
- College Avenue (southbound), between I-8 Eastbound Ramps and Montezuma Road
- College Avenue (northbound), between Lindo Paseo and El Cajon Boulevard
- Lake Murray Boulevard (southbound), between Parkway Drive and Alvarado Road
- 70th Street (southbound), between Alvarado Road and El Cajon Boulevard

PM Peak

- Montezuma Road (westbound), between Collwood Boulevard and Reservoir Drive
- Montezuma Road (eastbound), between 55th Street and East Campus Drive
- Collwood Boulevard (northbound), between Montezuma Road and El Cajon Boulevard
- College Avenue (northbound and southbound), between I-8 Westbound ramps and Montezuma Road
- College Avenue (northbound), between Montezuma Road and El Cajon Boulevard
- 70th Street (southbound), between Alvarado Road and El Cajon Boulevard

2.3.6 Quality Connectivity from Major Transit Stops

Quality pedestrian and bicycle connectivity was analyzed accessing major transit stops. The assessments measure the ratio of quality travelshed (0.25 miles for walking and 0.75 miles for bicycling) based on PEQE and Bicycle LTS assessment to the area of a crow flies buffer of the same distance. Those threshold distances to transit, based on SANDAG Regional Transit Oriented Development Strategy¹, represent a five-minute travel time for pedestrians and cyclists, respectively. Major transit stop locations included in this analysis are those which are served by two or more high frequency bus routes (minimum of 15-minute headways during the peak hour).

Figure 2-15 displays the results of the Quality Walkshed Ratio from major transit stops. As shown, most transit stops in the community have adequate quality walkshed. Only four transit stops have a poor existing quality walkshed of 30% or less, all of these stops are located on the western portion of Montezuma Road, which is a busy corridor with limited connections from side streets. One transit stop, located at Reservoir Drive and Alvarado Road has a score of 30.1% - 40%.

Figure 2-16 displays the results of the Quality Bikeshed Ratio from major transit stops. As shown, there are no major transit stops with a bikeshed ratio greater than 50%. In fact, there is only one major transit stop with a bikeshed ratio between 40.1 – 50%. The rest of the major transit stops reflect a bikeshed ratio of less than 30%. The results are in part due to the major transit stop locations along high stress roadways with limited connections from low-stress side streets.

¹ San Diego Forward: The Regional Plan, Appendix U4

Table 2-21 Transit Stop Amenities

Stop ID	Stop Location	Routes	Direction of Travel	Boardings	Alightings	Boardings and Alightings	Far Side / Near Side	Sign and Pole	Built-in Sign	Expanded Sidewalk	Accessible	Seating	Passenger Shelter	Route Designations	Schedule Display	Route Map	System Map	Trash Receptacle	Real Time Display	Bus Pads	Red Curbs	ADA Compliant	
11009	Collwood Boulevard & Montezuma Road	11	W	5	5	10	N	✓			✓	✓		✓									
10634	Collwood Boulevard & Montezuma Road	11 & 955	E	9	13	22	F	✓			✓			✓				✓				✓	
60771	Collwood Boulevard & Montezuma Road	955	S	11	9	19	N	✓			✓	✓		✓								✓	✓
12896	4819 Collwood Boulevard	955	N	7	7	14	F	✓			✓			✓								✓	
12170	4600 Collwood Boulevard	955	S	5	1	6	F	✓			✓			✓								✓	✓
12171	4400 Collwood Boulevard	955	S	0	0	0	F	✓			✓			✓								✓	✓
12176	4200 Collwood Boulevard	955	S	1	1	1	F	✓			✓			✓								✓	✓
11755	Collwood Boulevard & Monroe Avenue	955	S	13	8	21	N	✓			✓	✓		✓								✓	✓
12904	Collwood Boulevard & Monroe Avenue	955	N	11	9	20	F	✓			✓			✓								✓	✓
12914	54th Street & El Cajon Boulevard	955	N	39	226	265	F	✓		✓	✓	✓	✓	✓		✓		✓		✓	✓	✓	✓
12187	54th Street & El Cajon Boulevard	955	S	230	34	265	F	✓		✓	✓			✓				✓				✓	

Table 2-21 Transit Stop Amenities

Stop ID	Stop Location	Routes	Direction of Travel	Boardings	Alightings	Boardings and Alightings	Far Side / Near Side	Sign and Pole	Built-in Sign	Expanded Sidewalk	Accessible	Seating	Passenger Shelter	Route Designations	Schedule Display	Route Map	System Map	Trash Receptacle	Real Time Display	Bus Pads	Red Curbs	ADA Compliant
12205	College Avenue & Alvarado Road	14 & 115	S	0	4	4	F	✓		✓	✓	✓		✓							✓	✓
12562	College Avenue & Alvarado Road	14	N	0	0	0	N															
99097	College Avenue & SDSU Transit Center	14 & 115	S	249	364	612	F	✓			✓	✓	✓	✓		✓		✓		✓	✓	✓
12929	College Avenue & Lindo Paseo	14 & 115	N	74	17	91	F	✓		✓	✓	✓		✓							✓	✓
12931	College Avenue & Pontiac Street	856 & 936	N	0	2	3	F	✓			✓			✓							✓	✓
12203	College Avenue & Pontiac Street	856 & 936	S	5	0	5	N	✓			✓			✓							✓	✓
12563	College Avenue & Mesita Drive	856 & 936	N	1	0	1	N	✓			✓	✓		✓				✓			✓	
12206	College Avenue & Mesita Drive	856 & 936	S	1	1	1	F	✓			✓			✓							✓	
12934	College Avenue & Arosa Street	856 & 936	N	4	3	7	F	✓			✓	✓		✓							✓	✓
12209	College Avenue & Arosa Street	856 & 936	S	2	6	9	F	✓			✓			✓							✓	
99040	College Avenue & El Cajon Boulevard	856 & 936	N	38	44	82	F	✓		✓	✓	✓		✓				✓			✓	✓

Table 2-21 Transit Stop Amenities

Stop ID	Stop Location	Routes	Direction of Travel	Boardings	Alightings	Boardings and Alightings	Far Side / Near Side	Sign and Pole	Built-in Sign	Expanded Sidewalk	Accessible	Seating	Passenger Shelter	Route Designations	Schedule Display	Route Map	System Map	Trash Receptacle	Real Time Display	Bus Pads	Red Curbs	ADA Compliant	
10262	College Avenue & El Cajon Boulevard	215	N	112	265	377	F	✓		✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓
11778	College Avenue & Soria Drive	856 & 936	S	18	10	28	N	✓			✓			✓								✓	
12207	College Avenue & El Cajon Boulevard	856 & 936	S	128	18	146	F	✓		✓	✓	✓	✓	✓		✓		✓				✓	✓
12564	College Avenue & El Cajon Boulevard	856 & 936	N	12	99	111	N	✓			✓	✓		✓									
12573	70th Street & Saranac Street	14	N	0	0	0	N	✓			✓			✓								✓	
12232	70th Street & Saranac Street	14	S	0	0	0	F	✓			✓			✓								✓	
12966	70th Street & El Cajon Boulevard	14	N	5	5	9	F	✓			✓	✓		✓				✓				✓	
10258	54th Street & Montezuma Road	11 & 955	E	4	4	8	N	✓						✓								✓	
11390	54th Street & Montezuma Road	11 & 955	W	17	8	25	F	✓			✓	✓		✓								✓	
11395	55th Street & Montezuma Road	11 & 955	W	14	4	18	F	✓		✓	✓	✓	✓	✓		✓		✓					✓
10654	55th Street & Montezuma Road	11 & 955	E	3	15	18	F	✓			✓	✓		✓								✓	✓

Table 2-21 Transit Stop Amenities

Stop ID	Stop Location	Routes	Direction of Travel	Boardings	Alightings	Boardings and Alightings	Far Side / Near Side	Sign and Pole	Built-in Sign	Expanded Sidewalk	Accessible	Seating	Passenger Shelter	Route Designations	Schedule Display	Route Map	System Map	Trash Receptacle	Real Time Display	Bus Pads	Red Curbs	ADA Compliant
13158	Campanile Drive & Montezuma Road	11, 115, 856, 936, & 955	N	17	78	95	N	✓		✓	✓			✓							✓	✓
11031	College Avenue & Montezuma Road	11 & 955	W	27	2	29	F	✓		✓	✓			✓							✓	✓
10274	63rd Street & Montezuma Road	14	E	1	1	2	N	✓			✓			✓							✓	✓
11039	63rd Street & Montezuma Road	14	W	1	0	1	N	✓			✓			✓							✓	
13331	Gary Street & Montezuma Road	14	E	1	4	4	N	✓			✓			✓							✓	✓
13332	Catoctin Drive & Montezuma Road	14	W	6	1	8	F	✓			✓			✓							✓	✓
10284	Reservoir Drive & Montezuma Road	14	E	3	6	9	N	✓			✓			✓							✓	✓
11050	Reservoir Drive & Montezuma Road	14	W	6	1	6	N	✓		✓	✓			✓							✓	✓
11013	52nd Street & El Cajon Boulevard	1	W	N/A	N/A	N/A	N	✓		✓	✓	✓		✓							✓	
10639	52nd Street & El Cajon Boulevard	1	E	N/A	N/A	N/A	F	✓		✓	✓	✓		✓							✓	
11389	54th Street & El Cajon Boulevard	1 & 215	W	391	204	595	F	✓		✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓

Table 2-21 Transit Stop Amenities

Stop ID	Stop Location	Routes	Direction of Travel	Boardings	Alightings	Boardings and Alightings	Far Side / Near Side	Sign and Pole	Built-in Sign	Expanded Sidewalk	Accessible	Seating	Passenger Shelter	Route Designations	Schedule Display	Route Map	System Map	Trash Receptacle	Real Time Display	Bus Pads	Red Curbs	ADA Compliant	
10257	54th Street & El Cajon Boulevard	1	E	86	137	223	N	✓		✓	✓	✓		✓				✓			✓	✓	
10250	54th Street & El Cajon Boulevard	215	E	112	221	333	F	✓		✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓
11025	Dayton Street & El Cajon Boulevard	1	W	15	21	35	F	✓		✓	✓			✓								✓	✓
10260	Dayton Street & El Cajon Boulevard	1	E	20	20	39	F	✓		✓	✓	✓		✓				✓				✓	✓
11399	56th Street & El Cajon Boulevard	1	W	19	17	36	F	✓		✓	✓	✓		✓				✓				✓	✓
10655	56th Street & El Cajon Boulevard	1	E	11	18	29	F	✓		✓	✓	✓		✓				✓				✓	✓
10659	58th Street & El Cajon Boulevard	1	E	3	17	19	N	✓		✓	✓			✓				✓				✓	✓
11406	Alice Street & El Cajon Boulevard	1	W	9	6	14	F	✓		✓	✓	✓		✓				✓				✓	✓
11033	59th Street & El Cajon Boulevard	1	W	20	6	27	N	✓		✓	✓	✓		✓				✓				✓	✓
10665	59th Street & El Cajon Boulevard	1	E	8	35	43	F	✓		✓	✓	✓		✓								✓	✓
11412	College Avenue & El Cajon Boulevard	1 & 215	W	378	231	609	F	✓		✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓

Table 2-21 Transit Stop Amenities

Stop ID	Stop Location	Routes	Direction of Travel	Boardings	Alightings	Boardings and Alightings	Far Side / Near Side	Sign and Pole	Built-in Sign	Expanded Sidewalk	Accessible	Seating	Passenger Shelter	Route Designations	Schedule Display	Route Map	System Map	Trash Receptacle	Real Time Display	Bus Pads	Red Curbs	ADA Compliant
10673	College Avenue & El Cajon Boulevard	1	E	98	98	196	F	✓		✓	✓	✓	✓	✓		✓					✓	✓
11418	63rd Street & El Cajon Boulevard	1	W	42	23	65	F	✓		✓	✓	✓		✓				✓			✓	✓
10679	63rd Street & El Cajon Boulevard	1	E	18	35	53	F	✓		✓	✓	✓		✓				✓			✓	✓
11044	Art Street & El Cajon Boulevard	1	W	52	19	71	N	✓		✓	✓	✓		✓				✓			✓	✓
10682	Art Street & El Cajon Boulevard	1	E	22	49	70	F	✓		✓	✓	✓	✓	✓		✓		✓			✓	✓
11049	Rolando Boulevard & El Cajon Boulevard	1	W	41	11	52	N	✓		✓	✓	✓		✓				✓			✓	✓
10688	Rolando Boulevard & El Cajon Boulevard	1	E	10	20	30	F	✓		✓	✓	✓		✓				✓			✓	✓
10290	Montezuma Road & El Cajon Boulevard	1	E	15	57	72	N	✓		✓	✓	✓		✓				✓			✓	✓
11053	67th Street & El Cajon Boulevard	1 & 14	W	70	29	99	N	✓		✓	✓	✓		✓				✓			✓	✓
10691	68th Street & El Cajon Boulevard	1 & 14	E	15	41	56	F	✓		✓	✓	✓		✓				✓			✓	✓
11438	70th Street & El Cajon Boulevard	1 & 14	W	82	36	118	F	✓		✓	✓	✓		✓				✓			✓	✓

Table 2-21 Transit Stop Amenities

Stop ID	Stop Location	Routes	Direction of Travel	Boardings	Alightings	Boardings and Alightings	Far Side / Near Side	Sign and Pole	Built-in Sign	Expanded Sidewalk	Accessible	Seating	Passenger Shelter	Route Designations	Schedule Display	Route Map	System Map	Trash Receptacle	Real Time Display	Bus Pads	Red Curbs	ADA Compliant
10697	70th Street & El Cajon Boulevard	1	E	36	73	109	F	✓		✓	✓	✓		✓				✓			✓	✓
11445	73rd Street & El Cajon Boulevard	1	W	N/A	N/A	N/A	F	✓			✓	✓		✓				✓			✓	✓
10303	73rd Street & El Cajon Boulevard	1	E	N/A	N/A	N/A	N	✓		✓	✓	✓		✓				✓			✓	✓
99096	SDSU Transit Center	856 & 936	-	366	466	833	-	✓	✓	✓	✓	✓	✓	✓		✓		✓		✓	✓	✓
99017	SDSU Transit Center	215	-	893	793	1685	-	✓	✓	✓	✓	✓	✓	✓		✓		✓	✓	✓	✓	✓
99094	SDSU Transit Center	11	-	225	224	449	-	✓	✓	✓	✓	✓	✓	✓		✓		✓		✓	✓	✓
99095	SDSU Transit Center	955	-	352	507	859	-	✓	✓	✓	✓	✓	✓	✓		✓		✓		✓	✓	✓

Source: MTS (2020)

Note:
N/A = Data Unavailable

Figure 2-15: Existing Quality Walkshed Ratio from Major Transit Stations

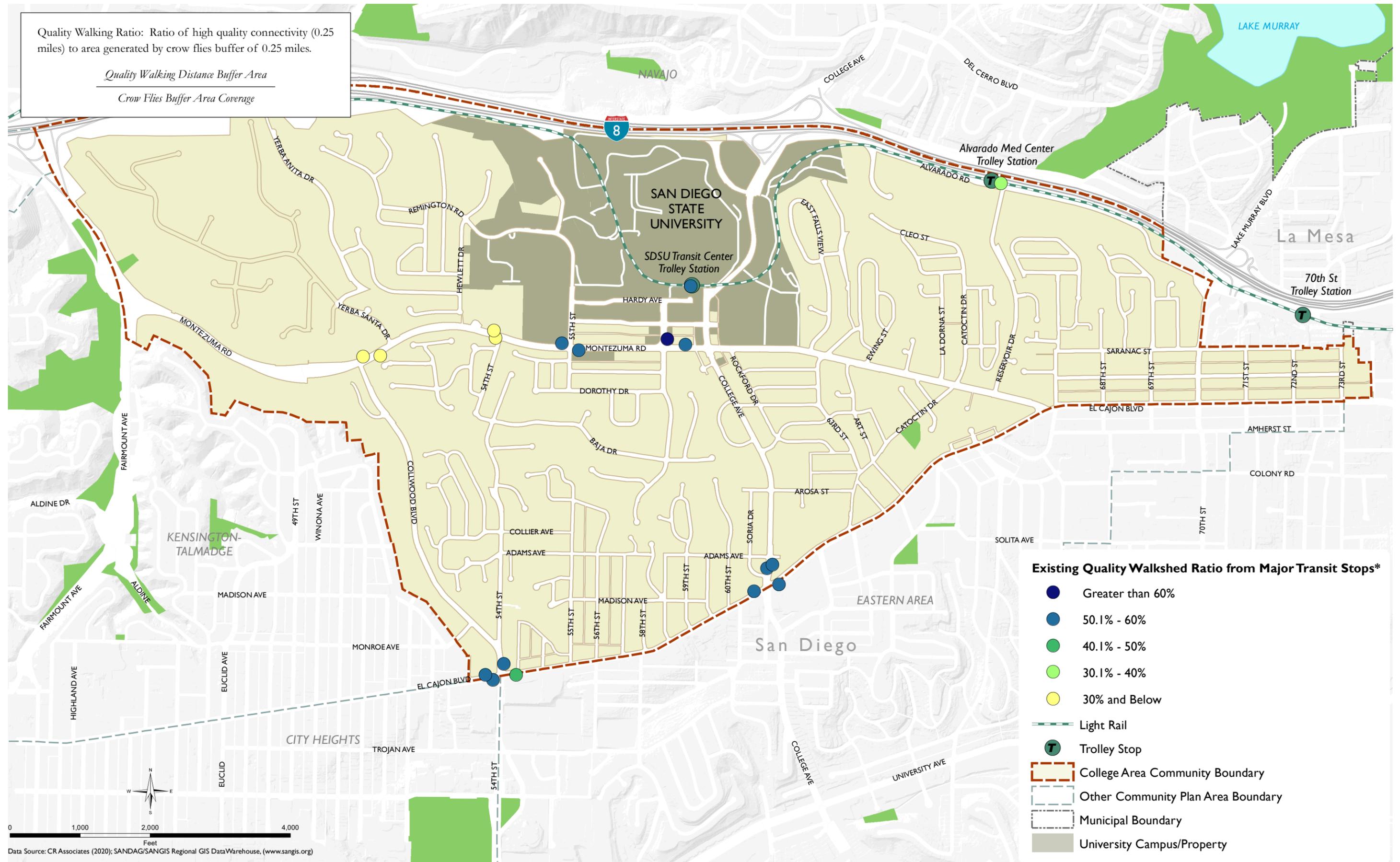
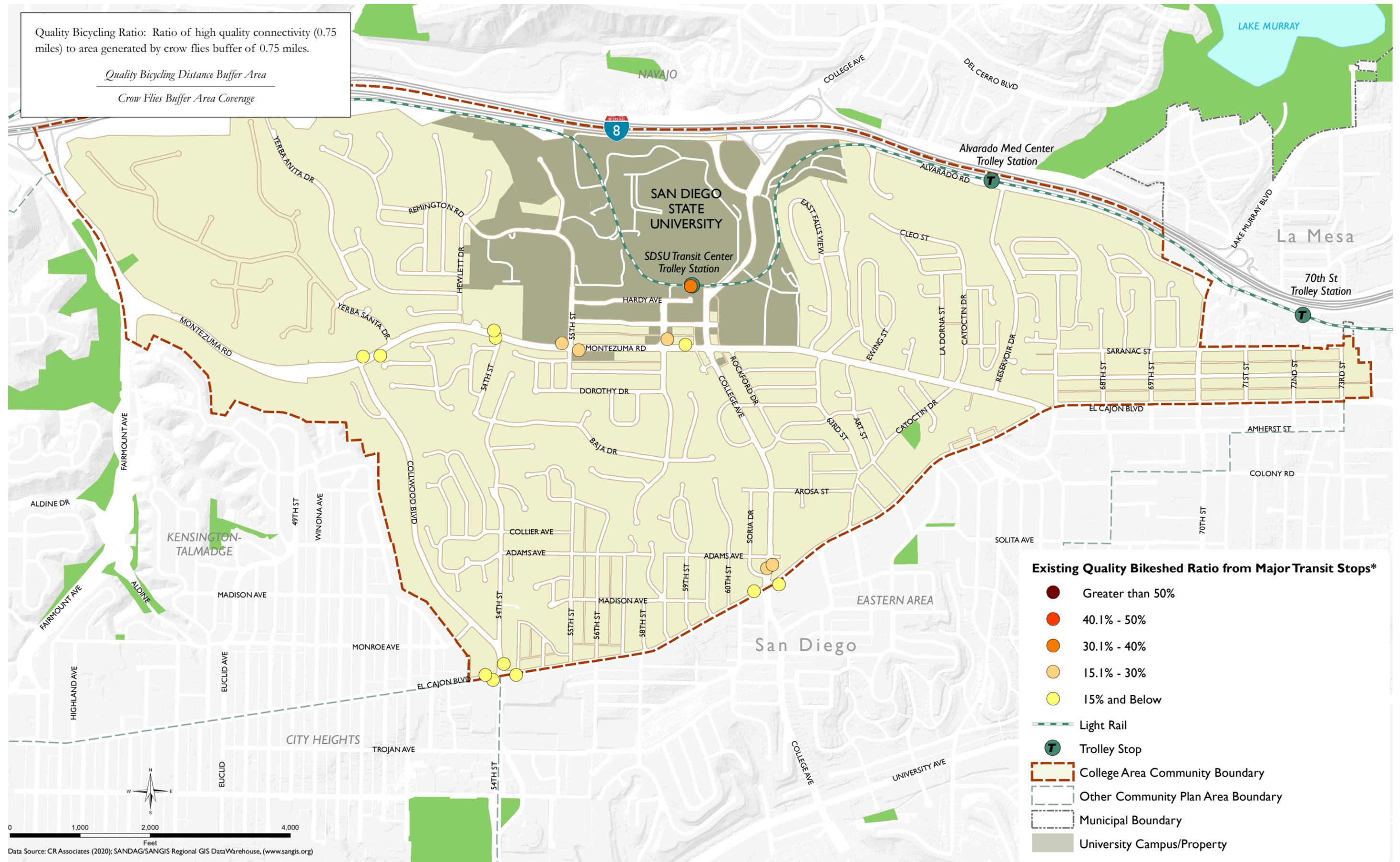


Figure 2-16: Existing Quality Bikedshed Ratio from Major Transit Stations



2.4 Vehicular Mobility

Maintaining efficient vehicular operations is vital to the economy. Local roadways and the regional freeway system provide an interconnected network used to move people and goods throughout the region.

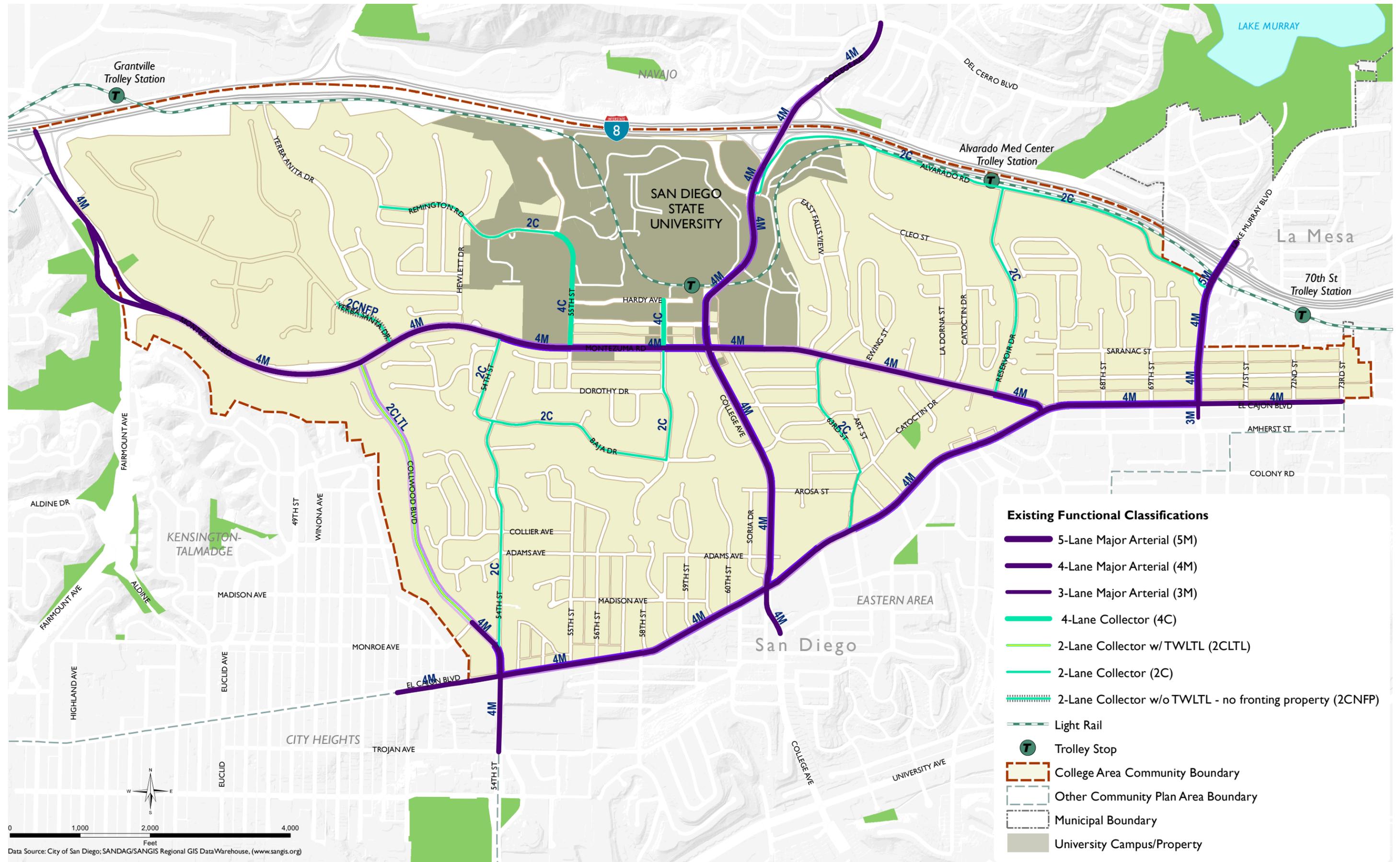
2008 City of San Diego General Plan Mobility Element – Street & Freeway System Goals:

- *A street and freeway system that balances the needs of multiple users of the public right-of-way.*
- *An interconnected street system that provides multiple linkages within and between communities.*
- *Vehicle congestion relief.*
- *Safe and efficient street design that minimizes environmental and neighborhood impacts.*
- *Well maintained streets.*



Figure 2-17 shows the existing functional classifications of the roadways within the College Area.

2-17: Existing Functional Roadway Classifications



- Existing Functional Classifications**
- 5-Lane Major Arterial (5M)
 - 4-Lane Major Arterial (4M)
 - 3-Lane Major Arterial (3M)
 - 4-Lane Collector (4C)
 - 2-Lane Collector w/ TWLTL (2CLTL)
 - 2-Lane Collector (2C)
 - 2-Lane Collector w/o TWLTL - no fronting property (2CNFP)
 - Light Rail
 - Trolley Stop
 - College Area Community Boundary
 - Other Community Plan Area Boundary
 - Municipal Boundary
 - University Campus/Property

East-West Roadways

Montezuma Road is comprised of the following segments:

- Fairmount Avenue to 54th Street – a 4-lane major arterial with 2 eastbound lanes and 2 westbound lanes. A raised median is present between Fairmount Avenue and 54th Street. There is a posted speed limit of 50 mph from Fairmount Avenue to Collwood Boulevard which reduces to 40 mph from Collwood Boulevard to 54th Street. Parking is typically permitted on either side of the street for the entire segment with the exception of roughly 100 feet of parking is allowed on the south side of the street east of Collwood Boulevard. Contiguous sidewalk on the south side is present from Fairmount to Yerba Santa Drive then switches to the north side from Yerba Santa Drive to 54th Street. Class II bicycle lanes exist along the eastbound and westbound lanes. The bike lanes buffered from Fairmount Avenue to Collwood Boulevard in the eastbound direction and from Yerba Santa Drive to Fairmount Avenue in the westbound direction.
- 54th Street to 55th Street – a 4-lane major arterial roadway, with 2 eastbound lanes, 2 westbound lanes, and a raised median. The posted speed limit is 35 mph. Parking is prohibited on both sides of the street and sidewalks are contiguous. A Class II bicycle lane exists along the eastbound lane only.
- 55th Street to East Campus Drive – a 4-lane major arterial with 2 eastbound lanes and 2 westbound lanes. The posted speed limit is 35 mph with contiguous sidewalks on both sides of the road. Parking is prohibited on both sides of the street. From 55th Street to College Avenue, there is a striped median with raised medians at the intersections and buffered Class II bicycle lanes on both sides of the street.
- East Campus Drive to El Cajon Boulevard – a 4-lane major arterial with 2 eastbound lanes and 2 westbound lanes. The posted speed limit is 35 mph with contiguous sidewalks on both sides of the road. From East campus Drive to Reservoir Drive, parallel parking is allowed but a permit is required. The road is undivided with Class II bicycle lanes along the eastbound and westbound lanes. East of Reservoir Drive, the striped median changes to a two-way left-turn lane, with parking prohibited, and combination of Class II and Class III bicycle facilities along the eastbound and westbound lanes.

El Cajon Boulevard is a 4-lane major arterial roadway with 2 eastbound lanes and 2 westbound lanes between 52nd Street and 73rd Street. The posted speed limit is 35 mph with parallel parking allowed and contiguous sidewalks on both sides of the roadway. A raised median exists between 52nd Street and 54th Street as well as between College Avenue and 73rd Street. The roadway is undivided between 54th Street and College Avenue. This segment of El Cajon Boulevard is a Class III bicycle facility.

Remington Road is a 2-lane undivided collector roadway between Hewlett Drive and 55th Street. The posted speed limit is 25 mph. On-street parking is prohibited, and contiguous sidewalks are present along both sides of the roadway. Class II bicycle lanes exists along both sides of the roadway.

College Garden Court is a 2-lane undivided collector roadway between Yerba Anita Way and Hewlett Drive. The posted limit is 25 mph. On-street parallel parking is allowed with a residential parking permit, and contiguous sidewalks are present along both sides of the roadway. No bicycle facilities present.

North-South Roadways

Fairmount Avenue is a 4-lane major arterial, with 2 northbound lanes and 2 southbound lanes, configured with a raised median, from I-8 Eastbound Off-Ramps to Montezuma Road. The posted speed limit is 50 mph. A contiguous sidewalk is present on most of the east side of the roadway. A Class II bicycle lane exists along both sides of the roadway. Parking is prohibited.

Collwood Boulevard is comprised of the following segments:

- Montezuma Road to Monroe Avenue – South of Collwood Way is a 2-lane collector roadway with a two-way left-turn lane. Contiguous sidewalks exist on both sides of the roadway and is continuous on the west side, south of Collwood Way to Collwood Lane there is no sidewalk on the east side. Class II bike lanes exist along both sides of the roadway. Parallel parking is allowed, and the posted speed limit is 40 mph.
- 54th Street to El Cajon Boulevard – 4-lane undivided major arterial roadway with 2 northbound lanes and 2 southbound lanes. The posted speed limit is 40 mph. Contiguous sidewalks and Class II bike lanes exist along both sides of the roadway. Parallel parking is permitted.
- El Cajon Boulevard to Trojan Avenue – 4-lane undivided major arterial roadway with 2 northbound lanes and 2 southbound lanes configured with a raised median. The posted speed limit is 25 mph. Contiguous sidewalks exist along both sides of the roadway. No bicycle facilities present. Parallel parking is allowed.

College Avenue is comprised of the following segments:

- Del Cerro Boulevard to Zura Way – a 4-lane major arterial roadway with 2 northbound lanes and 2 southbound lanes. The posted speed limit is 40 mph. A raised median exists between Del Cerro Boulevard and I-8 Westbound Ramps and between the I-8 Eastbound Ramps and Canyon Crest Drive. A striped median exists between the I-8 Westbound ramp and I-8 Eastbound Ramps and between Canyon Crest Drive and Zura Way. Contiguous sidewalk exists on the east side of the roadway and partially on the west side south of Canyon Crest Drive. No bicycle facilities are present, and parking is prohibited.
- Zura Way to Montezuma Road – a 4-lane major arterial with 2 northbound lanes and 2 southbound lanes configured with a raised median. The posted speed is 35 mph. Contiguous sidewalks and Class II bicycle lanes exist along both sides of the roadway. Parking is prohibited.
- Montezuma Road to El Cajon Boulevard – a 4-lane undivided major arterial roadway with 2 northbound lanes and 2 southbound lanes. The posted speed limit is 35 mph. Contiguous sidewalks exist along both sides of the roadway. Parking allowed on both sides of the street, between Montezuma Road and Mesita Drive, with a permit required for parking between 130' north of Cresita Drive and Mesita Drive. No bicycle facilities are present.
- El Cajon Boulevard to Acorn Street – a 4-lane major arterial roadway with 2 northbound lanes and 2 southbound lanes configured with a raised median. The posted speed limit is 35 mph. Contiguous sidewalks and Class II bicycle exist along both sides of the roadway. Parking is prohibited.

Lake Murray Boulevard is a 5-lane major arterial roadway with 3 northbound lanes and 2 southbound lanes and a striped median between the I-8 westbound and eastbound ramps. The posted speed limit is 35 mph. Contiguous sidewalk exists on the west side of the roadway. Parking is prohibited and no bicycle facilities are present.

70th Street is comprised of the following segments:

- Alvarado Road to Saranac Street – 4-lane major arterial roadway with 2 northbound lanes and 2 southbound lanes configured with a raised median. The posted speed limit is 35 mph. Contiguous sidewalks exist continually on the east side of the roadway and only in front of the houses on the west side of the roadway. A Class II bicycle lane exists along the southbound side of the roadway only. Parking is prohibited.
- Saranac Street to El Cajon Boulevard – 4-lane undivided major arterial roadway with 2 northbound lanes and 1 southbound lane. The posted speed limit is 35 mph. Contiguous sidewalks and Class II bicycle lanes exist along both sides of the roadway. Parking is prohibited.
- El Cajon Boulevard to Amherst Street – 3-lane undivided major arterial roadway with 2 northbound lanes and 2 southbound lanes. The posted speed limit is 35 mph. Contiguous sidewalks and Class II bicycle lanes exist along both sides of the roadway. Parking is prohibited.

55th Street is a 4-lane undivided collector roadway with 2 northbound lanes and 2 southbound lanes between Canyon Crest Drive and Montezuma Road. A raised median is present at the intersection with Lindo Paseo. The posted speed limit is 25 mph. Contiguous sidewalks and Class II bicycle lanes exist along both sides of the roadway. Parking is prohibited.

Yerba Santa Drive is a 2-lane undivided collector roadway with no fronting property between Mesquite Road and Montezuma Road. The posted speed limit is 30 mph. Parallel parking is allowed on both sides of the roadway. Sidewalk and bicycle facilities are not present.

Table 2-22 provides a summary of the roadway descriptions provided above which include the roadway lane geometry, posted speed limit, the presence/type of median, on-street parking, sidewalks, and bicycle facilities.

Table 2-22 Existing Roadway Characteristics

Roadway	From	To	Functional Classification	Lane Directions	Presence of Median	Posted Speed (mph)	Presence of On-Street Parking	On-Street Parking is Metered / Permit	Presence of Sidewalk	Presence of Bicycle Facility
East/West Roadway										
Montezuma Road	Fairmont Avenue	Collwood Boulevard	4-Lane Major Arterial	2 EB / 2 WB	Raised	50 MPH	None	N/A	Contiguous (south side only)	EB: Class II WB: Class II
Montezuma Road	Collwood Boulevard	54th Street	4-Lane Major Arterial	2 EB / 2 WB	Raised	40 MPH	None	N/A	Contiguous (south side west of Yerba Santa Drive and northside east of Yerba Santa Drive)	EB: Class II WB: Class II
Montezuma Road	54th Street	55th Street	4-Lane Major Arterial	2 EB / 2 WB	Raised	35 MPH	None	N/A	Contiguous	EB: Class II WB: None
Montezuma Road	55th Street	College Avenue	4-Lane Major Arterial	2 EB / 2 WB	Striped	35 MPH	Parallel	-	Contiguous	EB: None WB: Class II
Montezuma Road	College Avenue	East Campus Drive	4-Lane Major Arterial	2 EB / 2 WB	Raised	35 MPH	Parallel	-	Contiguous	EB: Class II WB: Class II
Montezuma Road	East Campus Drive	Reservoir Drive	4-Lane Major Arterial	2 EB / 2 WB	Undivided	35 MPH	Parallel	Permit Parking	Contiguous	EB: Class II WB: Class II
Montezuma Road	Reservoir Drive	El Cajon Boulevard	4-Lane Major Arterial	2 EB / 2 WB	TWLTL	35 MPH	None	N/A	Contiguous	EB: Class II / III WB: Class II / III

Table 2-22 Existing Roadway Characteristics

Roadway	From	To	Functional Classification	Lane Directions	Presence of Median	Posted Speed (mph)	Presence of On-Street Parking	On-Street Parking is Metered / Permit	Presence of Sidewalk	Presence of Bicycle Facility
El Cajon Boulevard	52nd Street	54th Street	4-Lane Major Arterial	2 EB / 2 WB	Raised	35 MPH	Parallel	-	Contiguous	None
El Cajon Boulevard	54th Street	58th Street	4-Lane Major Arterial	2 EB / 2 WB	Undivided	35 MPH	Parallel	-	Contiguous	Class III
El Cajon Boulevard	58th Street	College Avenue	4-Lane Major Arterial	2 EB / 2 WB	Undivided	35 MPH	Parallel	-	Contiguous	Class III
El Cajon Boulevard	College Avenue	Montezuma Road	4-Lane Major Arterial	2 EB / 2 WB	Raised	35 MPH	Parallel	-	Contiguous	Class III
El Cajon Boulevard	Montezuma Road	70th Street	4-Lane Major Arterial	2 EB / 2 WB	Raised	35 MPH	Parallel	-	Contiguous	Class III
El Cajon Boulevard	70th Street	73rd Street	4-Lane Major Arterial	2 EB / 2 WB	Raised	35 MPH	Parallel	-	Contiguous	Class III
Remington Road	Hewlett Drive	Canyon Crest Drive	2-Lane Collector	1 EB / 1 WB	Undivided	25 MPH	None	N/A	Contiguous	EB: Class II WB: Class II
College Garden Court	Yerba Anita Way	Hewlett Drive	2-Lane Collector	1 EB / 1 WB	Undivided	25 MPH	Parallel	Permit Parking	Contiguous	None
North/South Roadway										
Fairmount Avenue	I-8 EB Off Ramp	Montezuma Road	4-Lane Major Arterial	2 NB / 2 SB	Raised	50 MPH	None	N/A	Contiguous (east side only)	NB: Class II SB: None
Collwood Boulevard	Montezuma Road	Monroe Avenue	2-Lane Collector w/ TWLTL	1 NB / 1 SB	TWLTL	40 MPH	Parallel	-	Contiguous (No east side sidewalk from Collwood Way to)	NB: Class II SB: Class II

Table 2-22 Existing Roadway Characteristics

Roadway	From	To	Functional Classification	Lane Directions	Presence of Median	Posted Speed (mph)	Presence of On-Street Parking	On-Street Parking is Metered / Permit	Presence of Sidewalk	Presence of Bicycle Facility
Collwood Boulevard	54th Street	El Cajon Boulevard	4-Lane Major Arterial	2 NB / 2 SB	Undivided	40 MPH	Parallel	-	Collwood Lane) Contiguous	NB: Class II SB: Class II
Collwood Boulevard	El Cajon Boulevard	Trojan Avenue	4-Lane Major Arterial	2 NB / 2 SB	Raised	25 MPH	Parallel	-	Contiguous	None
College Avenue	Del Cerro Boulevard	I-8 WB Ramps	4-Lane Major Arterial	2 NB / 2 SB	Raised	40 MPH	None	N/A	Contiguous (East side only)	None
College Avenue	I-8 WB Ramps	I-8 EB Ramps	4-Lane Major Arterial	2 NB / 2 SB	Striped	40 MPH	None	N/A	Contiguous (East side only)	None
College Avenue	I-8 EB Ramps	Canyon Crest Drive	4-Lane Major Arterial	2 NB / 2 SB	Raised	40 MPH	None	N/A	Contiguous (East side only)	None
College Avenue	Canyon Crest Drive	Zura Way	4-Lane Major Arterial	2 NB / 2 SB	Striped	40 MPH	None	N/A	Contiguous	None
College Avenue	Zura Way	Montezuma Road	4-Lane Major Arterial	2 NB / 2 SB	Raised	35 MPH	None	N/A	Contiguous	NB: Class II SB: Class II
College Avenue	Montezuma Road	Mesita Drive	4-Lane Major Arterial	2 NB / 2 SB	Undivided	35 MPH	Parallel	Permit Parking	Contiguous	None
College Avenue	Mesita Drive	El Cajon Boulevard	4-Lane Major Arterial	2 NB / 2 SB	Undivided	35 MPH	Parallel	-	Contiguous	None

Table 2-22 Existing Roadway Characteristics

Roadway	From	To	Functional Classification	Lane Directions	Presence of Median	Posted Speed (mph)	Presence of On-Street Parking	On-Street Parking is Metered / Permit	Presence of Sidewalk	Presence of Bicycle Facility
College Avenue	El Cajon Boulevard	Acorn Street	4-Lane Major Arterial	2 NB / 2 SB	Raised	35 MPH	None	N/A	Contiguous	NB: Class II SB: Class II
Lake Murray Boulevard	I-8 WB Ramps	I-8 EB Ramps	5-Lane Major Arterial	3 NB / 2 SB	Striped	35 MPH	None	N/A	Contiguous (West side only)	None
70th Street	Alvarado Road	Saranac Street	4-Lane Major Arterial	2 NB / 2 SB	Raised	35 MPH	None	N/A	Contiguous	NB: None SB: Class II
70th Street	Saranac Street	El Cajon Boulevard	4-Lane Major Arterial	2 NB / 2 SB	Undivided	35 MPH	None	N/A	Contiguous	NB: Class II SB: Class II
70th Street	El Cajon Boulevard	Amherst Street	3-Lane Major Arterial	2 NB / 1 SB	Undivided	35 MPH	None	N/A	Contiguous	NB: Class II SB: Class II
55th Street	Canyon Crest Drive	Montezuma Road	4-Lane Collector	2 NB / 2 SB	Undivided	25 MPH	None	N/A	Contiguous	NB: Class II SB: Class II
Yerba Santa Drive	Mesquite Road	Montezuma Road	2-Lane Collector - no fronting property (NFP)	1 NB / 1 SB	Undivided	30 MPH	Parallel	-	None	None

Note:

TWLTL = Two-Way Left-Turn Lane.

N/A = No parking provided, thus not applicable.

- = Parking Non-Metered / Non-Permit.

2.4.1 Vehicular Demand

Commute mode share data and daily traffic volume counts were analyzed to assess demand for vehicular travel within the College Area.

Table 2-23 shows the vehicular commute mode share within the community, citywide and countywide. As shown, vehicular mode share for commuting within the College Area is about 10% lower than the City and about 12% lower than the region.

Table 2-23 Vehicular Commute Mode Share Comparison 2018

	College Area	City of San Diego	San Diego County
Total Vehicular Commuters	7,799	596,295	1,361,907
Total Workers	10,720	714,312	1,603,486
Vehicular Commute Mode Share	72.8%	83.5%	84.9%

Source: US Census, 2018 American Community Survey 5-Year Estimates (2020)

Figure 2-18 displays daily traffic volumes within the study area. Traffic counts for each study roadway segment are provided in Appendix B.

2.4.2 Vehicular Safety

Motorist injury collision history was examined to evaluate safety conditions within the College Area. Collision datasets were obtained from the Transportation Injury Mapping System (TIMS), an open data service provided by Safe Transportation Research and Education Center at University of California, Berkeley, for injury collisions between the years between 2014 and 2018. A total of 416 traffic collisions occurred resulting in injury were reported during this five-year period. **Figure 2-19** displays the where the identified collisions occurred and where the vehicular systemic safety hotspots are located. **Table 2-24** identifies the leading collision locations within the community. As shown, many of the highest collision locations occurred along the Montezuma Road and El Cajon Boulevard corridors.

Table 2-24 Most Frequent Automobile Collision Locations: 2014 – 2018

Rank	Intersection	Frequency
1	Collwood Boulevard & Montezuma Road	12
2	54th Street & El Cajon Boulevard	11
3	56th Street & El Cajon Boulevard	10
3	College Avenue & Montezuma Road	10
3	College Avenue & Campus Drive	10
6	Dayton Street & El Cajon Boulevard	8
7	Catocin Drive & Montezuma Road	8

Source: Transportation Injury Mapping System (TIMS)

Table 2-25 summarizes the frequency of motorist injury collisions by the type of impact. Rear end collisions were the most common occurrence, comprising 33% of all records. Broadsides were the second most common type, occurring 31% of the time.

Table 2-25 Automobile Collision Type: 2014 – 2018

Collision Location	Frequency	Percent
Rear End	138	33.2%
Broadside	130	31.3%
Sideswipe	63	15.1%
Head-On	38	9.1%
Hit Object	22	5.3%
Not Stated	11	2.6%
Overtaken	7	1.7%
Other	6	1.4%
Vehicle/Pedestrian	1	0.2%
Total	416	100%

Source: Transportation Injury Mapping System (TIMS)

Figure 2-19: Vehicular Collisions (2014-2018)

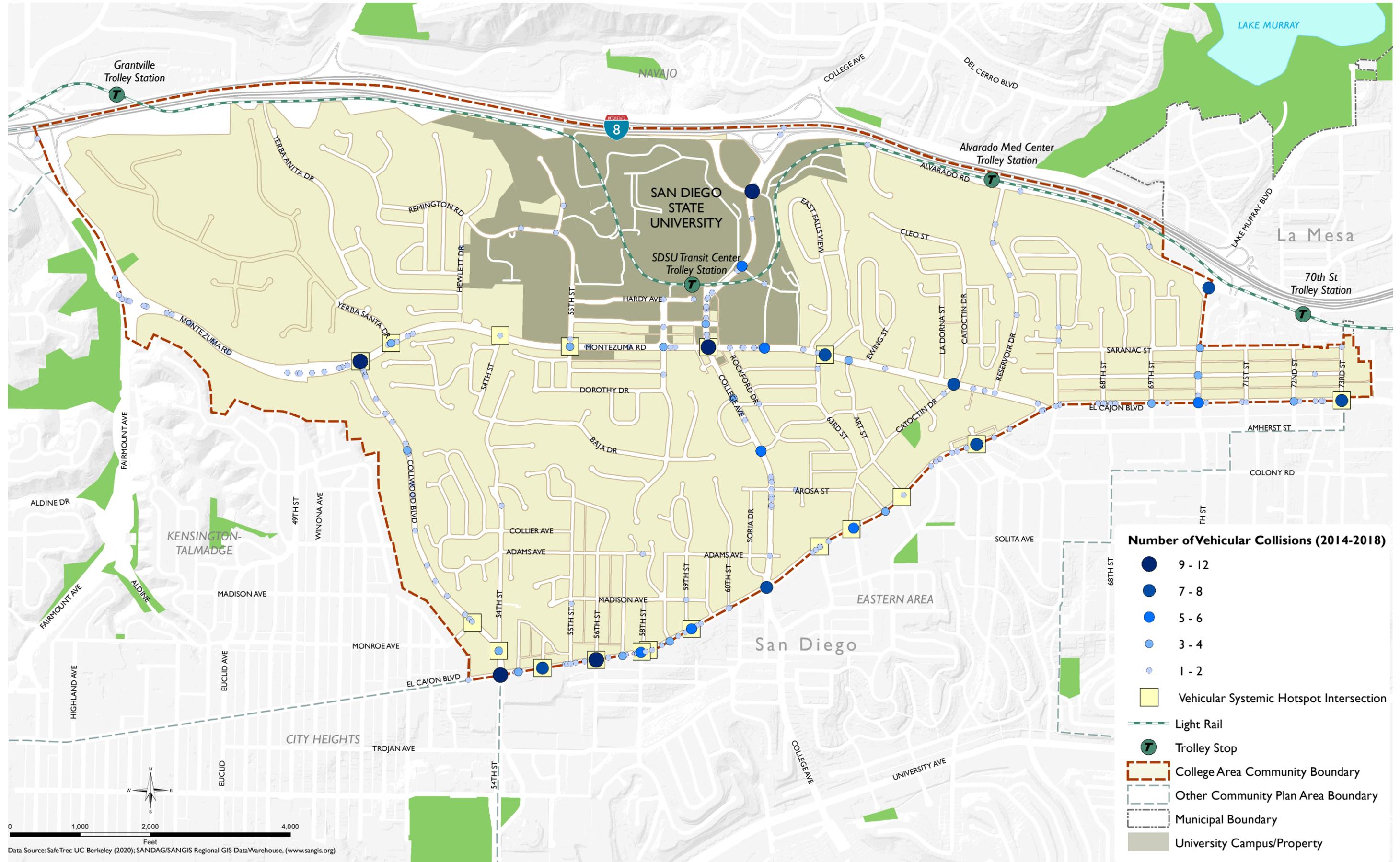


Table 2-26 summarizes the primary collision causes for the 416 motorist injury collisions in the College Area. The leading primary causes were improper turning and violation of the motorist’s right of way, each cause separately resulting in 22% of cases. Unsafe speed was attributed as the primary cause in 20% of motorist injury collisions.

Table 2-26 Automobile Collision Primary Causes: 2014 – 2018

Primary Collision Cause	Frequency	Percent
Improper Turning	93	22.4%
Automobile Right of Way	92	22.1%
Unsafe Speed	84	20.2%
Following Too Closely	47	11.3%
Traffic Signals and Signs	47	11.3%
Unknown	13	3.1%
Unsafe Starting or Backing	11	2.6%
Not Stated	6	1.4%
Wrong Side of Road	6	1.4%
Other Improper Driving	5	1.2%
Other Hazardous Violation	4	1.0%
Improper Passing	3	0.7%
Unsafe Lane Change	2	0.5%
Driving or Bicycling Under the Influence of Alcohol or Drug	1	0.2%
Hazardous Parking	1	0.2%
Other Than Driver (or Pedestrian)	1	0.2%
Total	416	100%

Source: Transportation Injury Mapping System (TIMS)

Table 2-27 categorizes the 416 collisions by their worst injury outcome. As shown, 63% of injury collisions were minor (complaint of pain). Severe injury collisions were fewer than 3% of cases. Additionally, four (4) traffic collisions resulting in a fatality, which occurred at or were immediately adjacent to the following intersections:

- College Avenue & Canyon Crest Drive
- 54th Street & Collwood Boulevard
- Fairmount Avenue & Montezuma Road
- Rose Place & Arosa Street, 91' west of the intersection

Table 2-27 Motorist Injury Collision Severity Worst Outcome: 2014 – 2018

Severity of Collision	Collisions	Percent of Total
Complaint of Pain	260	62.5%
Other Visible Injury	140	33.7%
Severe Injury	12	2.8%
Fatal	4	1.0%
Total	416	100%

Source: Transportation Injury Mapping System (TIMS)

2.4.3 Vehicular Quality – Roadway Segment Level of Service

The vehicular analysis evaluated vehicular operations for study area roadway segments. The analysis results are reported in terms of level of service (LOS), a quantitative measure representing the quality of service from the driver’s perspective.

Table 2-28 presents the functional classification for each roadway, substandard volume threshold, average daily traffic volume, volume to capacity ratio and resulting level of service.

Table 2-28 Existing Roadway Level of Service

Roadway	Segment	Functional Classification	Capacity (LOS E)	ADT	V/C	LOS
Fairmount Avenue	I-8 Ramps to Montezuma Road	4-Lane Major Arterial	40,000	83,000	2.075	F
Collwood Boulevard	Montezuma Road to 54th Street	2-Lane Collector w/ TWLTL	15,000	23,600	1.573	F
Collwood Boulevard	54th Street to El Cajon Boulevard	4-Lane Major Arterial	40,000	23,800	0.595	C
Collwood Boulevard	El Cajon Boulevard to Trojan Avenue	4-Lane Major Arterial	40,000	25,900	0.648	C
Yerba Santa Drive	Yerba Anita Drive to Montezuma Road	2-Lane Collector w/o TWLTL - (NFP)	10,000	2,600	0.260	A
55th Street	Canyon Crest Drive to Montezuma Road	4-Lane Collector w/o TWLTL	15,000	17,500	1.167	F
College Avenue	Del Cerro Boulevard to I-8 WB Ramps	4-Lane Major Arterial	40,000	29,600	0.740	C
College Avenue	I-8 WB Ramps to I-8 EB Ramps	4-Lane Major Arterial	40,000	38,000	0.950	E
College Avenue	I-8 EB Ramps to Canyon Crest Drive	4-Lane Major Arterial	40,000	48,800	1.220	F
College Avenue	Canyon Crest Drive to Zura Way	4-Lane Major Arterial	40,000	37,800	0.945	E
College Avenue	Zura Way Lindo Paseo	4-Lane Major Arterial	40,000	29,800	0.745	C
College Avenue	Lindo Paseo to Montezuma Road	4-Lane Major Arterial	40,000	29,800	0.745	C
College Avenue	Montezuma Road to El Cajon Boulevard	4-Lane Major Arterial	40,000	28,250	0.706	C
College Avenue	El Cajon Boulevard to Acorn Street	4-Lane Major Arterial	40,000	24,500	0.613	C
Lake Murray Blvd	Wisconsin Avenue/Parkway Drive to Alvarado Road	5-Lane Major Arterial	45,000	37,700	0.838	D

Table 2-28 Existing Roadway Level of Service

Roadway	Segment	Functional Classification	Capacity (LOS E)	ADT	V/C	LOS
70th Street	Alvarado Road to Saranac Street	4-Lane Major Arterial	40,000	35,100	0.878	E
70th Street	Saranac Street to El Cajon Boulevard	4-Lane Major Arterial	40,000	31,300	0.783	D
70th Street	El Cajon Boulevard to Amherst Street	3-Lane Major Arterial	30,000	24,600	0.820	D
Remington Road	Hewlett Drive to 55th Street	2-Lane Collector w/o TWLTL	8,000	3,000	0.375	B
College Garden Court	Yerba Anita Way to Hewlett Drive	2-Lane Collector w/o TWLTL	8,000	1,400	0.175	A
Montezuma Road	Fairmount Avenue to Collwood Boulevard	4-Lane Major Arterial	40,000	48,700	1.218	F
Montezuma Road	Collwood Boulevard to 54th Street	4-Lane Major Arterial	40,000	29,000	0.725	C
Montezuma Road	54th Street to 55th Street	4-Lane Major Arterial	40,000	24,800	0.620	C
Montezuma Road	55th Street to Campanile Drive	4-Lane Major Arterial	40,000	32,500	0.813	D
Montezuma Road	Campanile Drive to College Avenue	4-Lane Major Arterial	40,000	32,500	0.813	D
Montezuma Road	College Avenue to East Campus Drive	4-Lane Major Arterial	40,000	21,300	0.533	C
Montezuma Road	East Campus Drive to Reservoir Drive	4-Lane Major Arterial	40,000	12,500	0.313	A
Montezuma Road	Reservoir Drive to El Cajon Boulevard	4-Lane Major Arterial	40,000	12,900	0.323	A
El Cajon Blvd	52nd Street to 54th Street	4-Lane Major Arterial	40,000	22,100	0.553	C
El Cajon Blvd	54th Street to 58th Street	4-Lane Major Arterial	40,000	24,000	0.600	C
El Cajon Blvd	58th Street to College Avenue	4-Lane Major Arterial	40,000	21,200	0.530	C
El Cajon Blvd	College Avenue to 62nd Street	4-Lane Major Arterial	40,000	25,500	0.638	C
El Cajon Blvd	62nd Street to Montezuma Road	4-Lane Major Arterial	40,000	16,500	0.413	B
El Cajon Blvd	Montezuma Road to 70th Street	4-Lane Major Arterial	40,000	20,900	0.523	B
El Cajon Blvd	70th Street to 73rd Street	4-Lane Major Arterial	40,000	15,900	0.398	B

Source: CR Associates (2022)

Notes:

Bold letter indicates substandard LOS E or F.

ADT = Average Daily Traffic

V/C = Volume/Capacity

LOS = Level of Service

TWLTL = Two-Way Left-Turn Lane

NFP = No Fronting Property

As shown, eight of the 35 study roadway segments currently operate at a substandard level of service (LOS E or F), including the following:

- Fairmont Avenue, between I-8 Ramps and Montezuma Road (LOS F)
- Collwood Boulevard, between Montezuma Road and 54th Street (LOS F)
- 55th Street, between Canyon Crest Drive and Montezuma Road (LOS F)
- College Avenue, between I-8 Westbound Ramps and I-8 Eastbound Ramps (LOS E)
- College Avenue, between I-8 Eastbound Ramps and Canyon Crest Drive (LOS F)
- College Avenue, between Canyon Crest Drive and Zura Way (LOS E)
- 70th Street, between Alvarado Road and Saranac Street (LOS E)
- Montezuma Road, between Fairmount Avenue and Collwood Boulevard (LOS F)

2.4.4 Vehicular Quality – Peak Hour Arterial Analysis

AM and PM peak hour arterial analysis was performed for study area roadway segments, in both directions, based on average travel speeds. Peak Hour arterial analysis output worksheets are provided in **Appendix E**. The AM and PM peak hour level of service results are provided in **Table 2-29**.

As shown, 17 of the 26 arterial study roadway segments operate at a substandard level of service (LOS E or F) during either the AM or PM peak hour.

Table 2-29 Existing Peak Hour Roadway Arterial Analysis

Roadway	Segment	AM Peak Hour				PM Peak Hour			
		EB/NB		WB/SB		EB/NB		WB/SB	
		Speed (mph)	LOS	Speed (mph)	LOS	Speed (mph)	LOS	Speed (mph)	LOS
Montezuma Road	Collwood Boulevard to 54th Street	24.7	C	20.4	D	26.0	C	26.4	C
	54th Street to 55th Street	21.0	D	26.5	C	17.8	D	23.9	C
	55th Street to Campanile Drive	18.4	D	18.3	D	12.2	F	14.4	E
	Campanile Drive to College Avenue	7.3	F	8.3	F	8.4	F	8.5	F
	College Avenue to East Campus Drive	25.2	C	5.6	F	21.9	D	8.3	F
	East Campus Drive to 63rd Street	20.3	D	21.3	D	21.9	D	19.6	D
	63rd Street to Reservoir Drive	33.7	B	32.8	B	32.4	B	31.1	B
El Cajon Boulevard	Reservoir Drive to El Cajon Boulevard	5.8	F	19.3	D	8.3	F	18.9	D
	52nd Street to 54th Street	11.5	E	25.1	B	11.5	E	26.1	B
	54th Street to 56th Street	25.7	B	12.9	E	26.3	B	13.7	E
	56th Street to 59th Street	22.3	C	25.5	B	20.3	C	26.4	B
	59th Street to College Avenue	15.0	D	20.8	C	12.0	E	19.8	C
	College Avenue to 62nd Street	17.2	D	12.5	E	17.3	D	11.1	E
	62nd Street to 63rd Street	16.6	D	18.3	C	13.2	E	18.5	C
	63rd Street to Montezuma Road	23.5	C	26.0	B	21.7	C	24.5	B
	Montezuma Road to 67th Street	20.5	C	18.1	C	18.8	C	14.5	D
Collwood Boulevard/54 th Street	67th Street to 70th Street	16.6	D	13.8	E	15.7	D	15.3	D
	70th Street to 73rd Street	21.6	C	13.3	E	21.6	C	12.8	E
	Montezuma Road to 54th Street	25.5	C	41.4	A	21.2	D	41.0	A
College Avenue	Collwood Boulevard to El Cajon Boulevard	29.4	B	8.6	E	29.1	B	6.7	F
	I-8 WB Ramps to I-8 EB Ramps	20.0	D	11.6	F	20.4	D	20.7	D
	I-8 EB Ramps to Canyon Crest Drive	6.8	F	8.4	F	11.1	F	10.9	F
	Canyon Crest Drive to Lindo Paseo	16.8	E	28.7	B	16.9	E	27.7	C
	Lindo Paseo to Montezuma Road	12.2	F	2.6	F	10.9	F	3.5	F
70 th Street	Montezuma Road to El Cajon Boulevard	19.3	D	22.0	C	23.0	C	18.6	D
	Alvarado Road to El Cajon Boulevard	13.9	E	11.3	E	11.7	E	7.1	F

Source: CR Associates (2022)

Note:

LOS = Level of Service

Bold letter indicates substandard LOS E or F.

2.4.5 Vehicular Quality – Roadway Segment Average Travel Speed

Traffic flow during the AM, midday, and PM peak periods (7 AM to 9 AM, 11 AM to 1 PM, and 4 PM to 6PM, respectively) was represented by a ratio of average travel speed to posted speed limit. Average travel speeds were measured on vehicle runs during the three time periods using Global Positioning System (GPS) data. The data was collected on three consecutive weekdays (Tuesday, Wednesday, and Thursday). The following segments were analyzed with this method:

- Montezuma Road, between Fairmount Avenue and El Cajon Boulevard
- El Cajon Boulevard, between 54th Street and 70th Street
- Collwood Boulevard, between Montezuma Road and El Cajon Boulevard
- College Avenue, between I-8 WB Ramps and El Cajon Boulevard
- Lake Murray Boulevard, between Parkway Drive and Alvarado Road
- 70th Street, between Alvarado Road and El Cajon Boulevard

Table 2-30 displays the ratio of average travel speed by direction to posted speed limit for each segment analyzed. **Figures 2-20A, 2-20B, and 2-20C** display those ratios within the study area for the AM, midday, and PM peak periods, respectively.

As shown, ratios are the lowest throughout the study area during the PM peak period. Segments with ratios near or below 50% have average travel speed conditions that are less than half its posted speed limit, signifying locations of congestion. The congested segments during each peak period are listed below:

AM Peak

- Montezuma Road (westbound), between 55th Street and East Campus Drive
- El Cajon Boulevard (eastbound), between 67th Street and 70th Street
- Collwood Boulevard (southbound), between 54th Street and El Cajon Boulevard
- College Avenue (southbound), between I-5 Westbound Ramps and Zura Way
- College Avenue (southbound), between Lindo Paseo and Montezuma Road
- Lake Murray Boulevard (northbound and southbound), between Parkway Drive and Alvarado Road
- 70th Street (northbound), between Alvarado Road and El Cajon Boulevard

Midday Peak

- Montezuma Road (eastbound), between 54th Street and College Avenue
- Montezuma Road (westbound), between 55th Street and East Campus Drive
- Montezuma Road (eastbound), between Reservoir Drive and El Cajon Boulevard
- El Cajon Boulevard (westbound), between 54th Street and 62nd Street
- Collwood Boulevard (northbound and southbound), between 54th Street and El Cajon Boulevard
- College Avenue (southbound), between I-8 Eastbound Ramps and Montezuma Road
- College Avenue (northbound), between Lindo Paseo and El Cajon Boulevard
- Lake Murray Boulevard (southbound), between Parkway Drive and Alvarado Road
- 70th Street (southbound), between Alvarado Road and El Cajon Boulevard

PM Peak

- Montezuma Road (westbound), between Collwood Boulevard and Reservoir Drive
- Montezuma Road (eastbound), between 55th Street and East Campus Drive
- Montezuma Road (eastbound), between Reservoir Drive and El Cajon Boulevard
- El Cajon Boulevard (eastbound), between College Avenue and 63rd Street
- Collwood Boulevard (northbound), between Montezuma Road and El Cajon Boulevard
- Collwood Boulevard (southbound), between 54th Street and El Cajon Boulevard
- College Avenue (northbound and southbound), between I-8 Westbound ramps and Montezuma Road
- College Avenue (northbound), between Montezuma Road and El Cajon Boulevard
- 70th Street (southbound), between Alvarado Road and El Cajon Boulevard

College Avenue was congested throughout the community, particularly near the SDSU campus, between the I-8 freeway ramps and Montezuma Road. The several entry/exit points to SDSU campus facilities, proximity to the I-8 on and off ramps, closely spaced traffic signals, and overall heavy vehicular and pedestrian traffic volumes each contribute to congestion along this corridor. During the morning and midday peak period, several study roadway segments were observed to have ratios above 100% – traffic along these segments traveled at higher speeds than the posted speed limit. However, during all peak periods, only two segments were observed to exceed 5 MPH more than the posted speed limit.

Table 2-30 Ratio of Average Travel Speeds

Roadway	From	To	Direction	Posted Speed (mph)	AM Average Speed (mph)	AM Average Speed/Posted Speed Ratio	Midday Average Speed (mph)	Midday Average Speed/Posted Speed Ratio	PM Average Speed (mph)	PM Average Speed/Posted Speed Ratio
East/West Roadway										
Montezuma Road	Fairmount Avenue	Collwood Boulevard	EB	50	38.3	0.77	39.8	0.80	33.3	0.67
			WB	50	43.5	0.87	49.1	0.98	42.5	0.85
Montezuma Road	Collwood Boulevard	54th Street	EB	40	29.0	0.73	37.4	0.94	37.1	0.93
			WB	40	31.8	0.80	31.3	0.78	23.7	0.59
Montezuma Road	54th Street	55th Street	EB	35	21.2	0.61	17.2	0.49	23.2	0.66
			WB	35	23.2	0.66	27.1	0.77	19.6	0.56
Montezuma Road	55th Street	College Avenue	EB	35	22.9	0.65	11.5	0.33	11.9	0.34
			WB	35	18.3	0.52	18.6	0.53	16.2	0.46
Montezuma Road	College Avenue	East Campus Drive	EB	35	35.5	1.01	37.3	1.07	18.0	0.51
			WB	35	19.1	0.55	18.9	0.54	12.0	0.34
Montezuma Road	East Campus Drive	Reservoir Drive	EB	35	37.8	1.08	39.7	1.13	30.3	0.87
			WB	35	23.5	0.67	33.2	0.95	20.3	0.58
Montezuma Road	Reservoir Drive	63rd Street	EB	35	37.2	1.06	39.6	1.13	29.4	0.84
			WB	35	32.6	0.93	34.6	0.99	32.3	0.92
Montezuma Road	Reservoir Drive	El Cajon Boulevard	EB	35	28.1	0.80	18.1	0.52	17.1	0.49
			WB	35	23.5	0.67	27.6	0.79	25.7	0.73
El Cajon Boulevard	54th Street	56th Street	EB	35	35.6	1.02	30.6	0.87	19.8	0.57
			WB	35	24.0	0.69	18.9	0.54	26.6	0.76
El Cajon Boulevard	56th Street	58th Street	EB	35	36.3	1.04	36.2	1.03	30.0	0.86
			WB	35	23.8	0.68	16.0	0.46	34.9	1.00

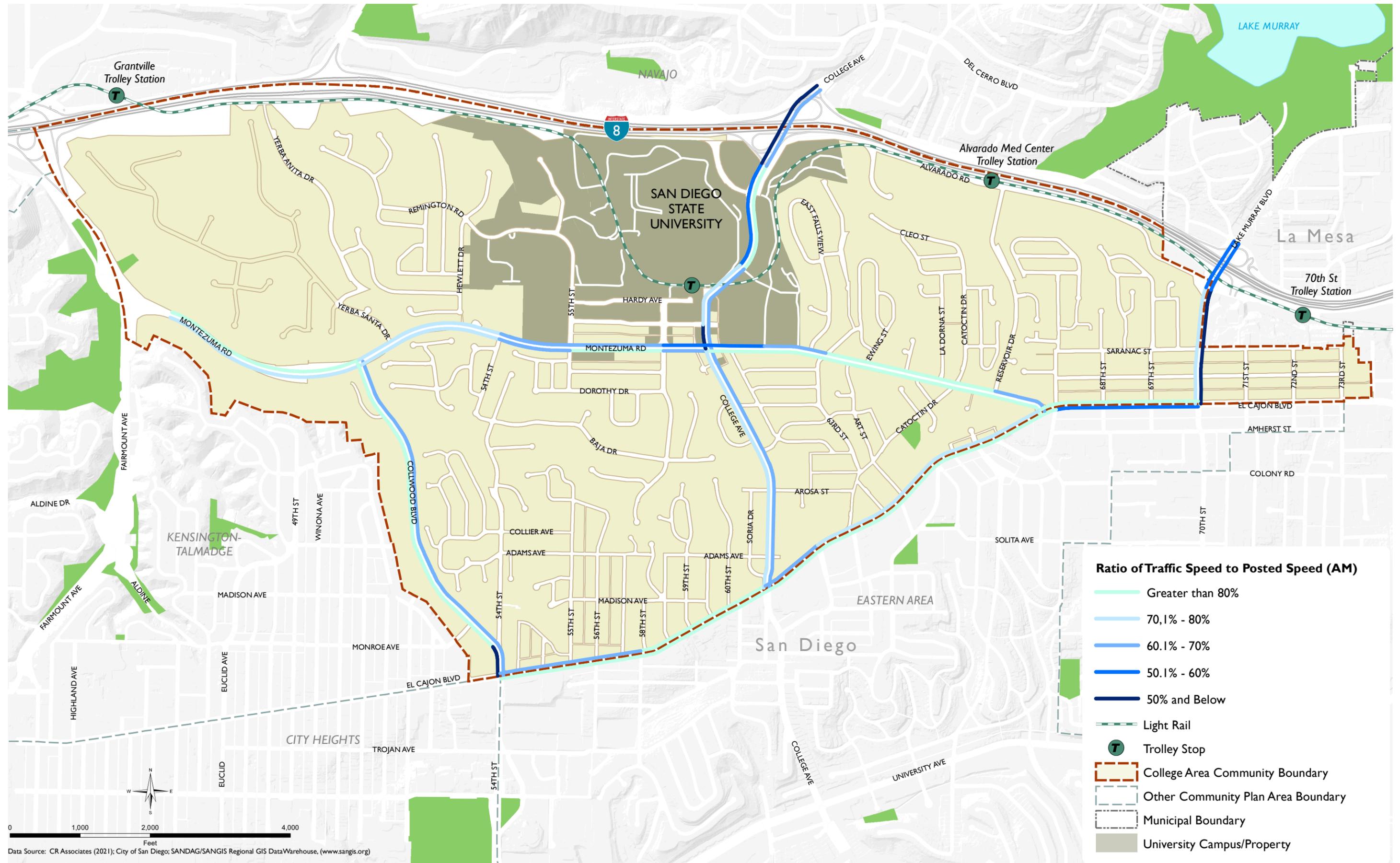
Table 2-30 Ratio of Average Travel Speeds

Roadway	From	To	Direction	Posted Speed (mph)	AM Average Speed (mph)	AM Average Speed/Posted Speed Ratio	Midday Average Speed (mph)	Midday Average Speed/Posted Speed Ratio	PM Average Speed (mph)	PM Average Speed/Posted Speed Ratio
El Cajon Boulevard	58th Street	College Avenue	EB	35	31.0	0.89	28.2	0.81	24.9	0.71
			WB	35	35.6	1.02	23.2	0.66	34.4	0.98
El Cajon Boulevard	College Avenue	62nd Street	EB	35	28.9	0.83	30.6	0.87	19.3	0.55
			WB	35	24.3	0.69	16.2	0.46	21.2	0.61
El Cajon Boulevard	62nd Street	63rd Street	EB	35	41.4	1.18	37.8	1.08	16.9	0.48
			WB	35	26.1	0.75	25.2	0.72	33.2	0.95
El Cajon Boulevard	63rd Street	Montezuma Road	EB	35	41.4	1.18	24.7	0.71	21.7	0.62
			WB	35	25.0	0.71	22.9	0.65	28.4	0.81
El Cajon Boulevard	Montezuma Road	67th Street	EB	35	34.6	0.99	22.1	0.63	26.6	0.76
			WB	35	39.7	1.13	25.4	0.73	24.9	0.71
El Cajon Boulevard	67th Street	70th Street	EB	35	20.6	0.59	21.0	0.60	22.4	0.64
			WB	35	29.7	0.85	19.9	0.57	24.7	0.71
North/South Roadway										
Collwood Boulevard	Montezuma Road	54th Street	NB	40	27.9	0.70	34.6	0.87	21.3	0.53
			SB	40	37.1	0.93	35.1	0.88	28.8	0.72
Collwood Boulevard	54th Street	El Cajon Boulevard	NB	40	26.0	0.65	13.9	0.35	10.1	0.25
			SB	40	20.0	0.50	16.2	0.41	13.4	0.34
College Avenue	I-8 WB Ramps	I-8 EB Ramps	NB	40	26.2	0.66	40.6	1.02	17.7	0.44
			SB	40	15.5	0.39	27.5	0.69	20.7	0.52
College Avenue	I-8 EB Ramps	Zura Way	NB	40	36.2	0.91	23.8	0.60	13.2	0.33
			SB	40	22.3	0.56	23.6	0.59	10.6	0.27

Table 2-30 Ratio of Average Travel Speeds

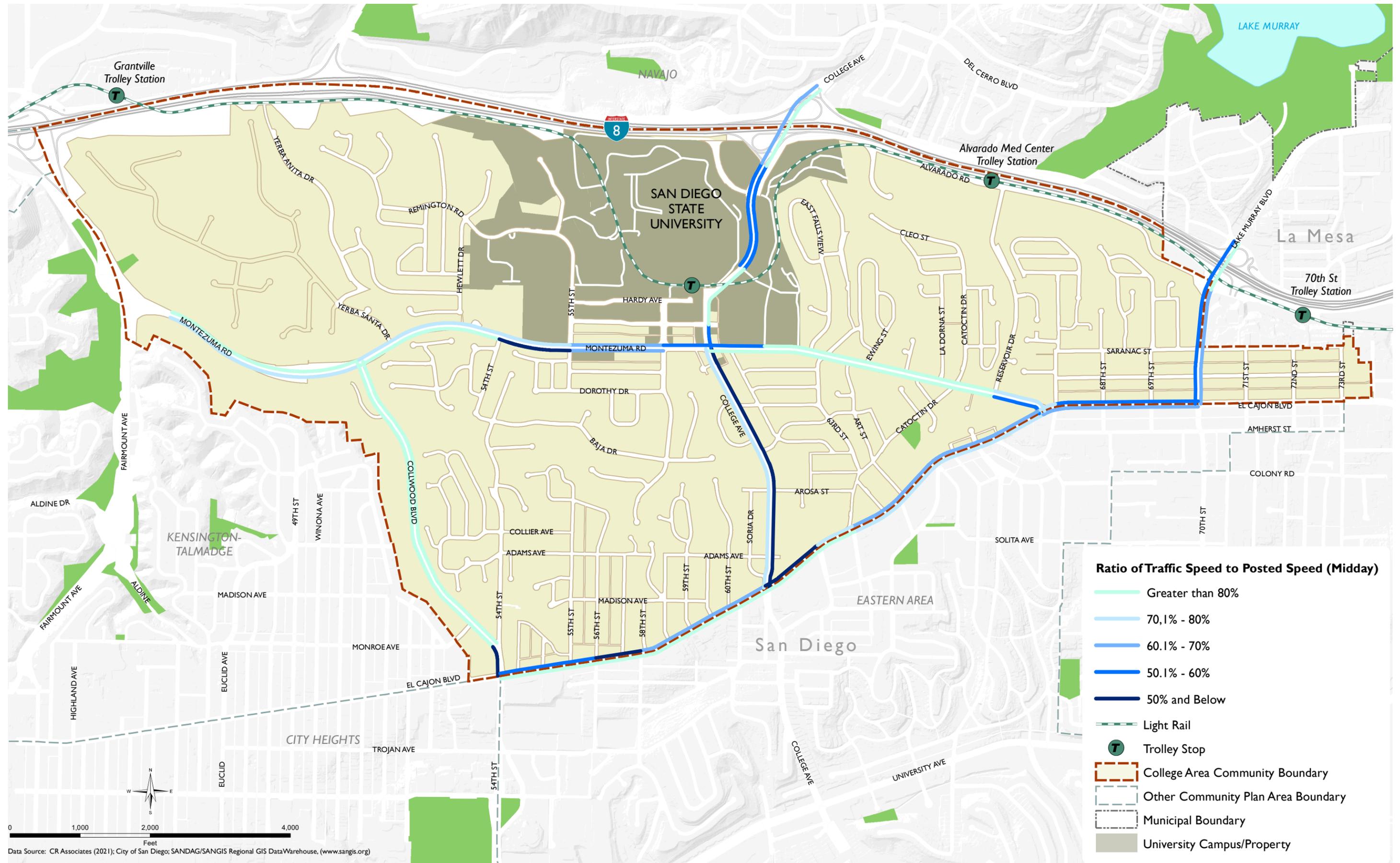
Roadway	From	To	Direction	Posted Speed (mph)	AM Average Speed (mph)	AM Average Speed/Posted Speed Ratio	Midday Average Speed (mph)	Midday Average Speed/Posted Speed Ratio	PM Average Speed (mph)	PM Average Speed/Posted Speed Ratio
College Avenue	Zura Way	Lindo Paseo	NB	35	24.2	0.69	30.5	0.87	13.9	0.40
			SB	35	26.6	0.76	11.8	0.34	6.2	0.18
College Avenue	Lindo Paseo	Montezuma Road	NB	35	22.8	0.65	18.2	0.52	10.8	0.31
			SB	35	16.6	0.47	10.5	0.30	9.6	0.27
College Avenue	Montezuma Road	El Cajon Boulevard	NB	35	24.0	0.69	17.2	0.49	19.4	0.55
			SB	35	26.3	0.75	25.7	0.73	28.4	0.81
Lake Murray Boulevard	Parkway Drive	Alvarado Road	NB	35	17.8	0.51	28.6	0.82	31.0	0.89
			SB	35	20.8	0.59	18.4	0.53	No Data	No Data
70th Street	Alvarado Road	El Cajon Boulevard	NB	35	15.7	0.45	22.0	0.63	25.6	0.73
			SB	35	26.0	0.74	19.7	0.56	18.2	0.52

2-20A: Ratio of Traffic Speed to Posted Speed (AM)



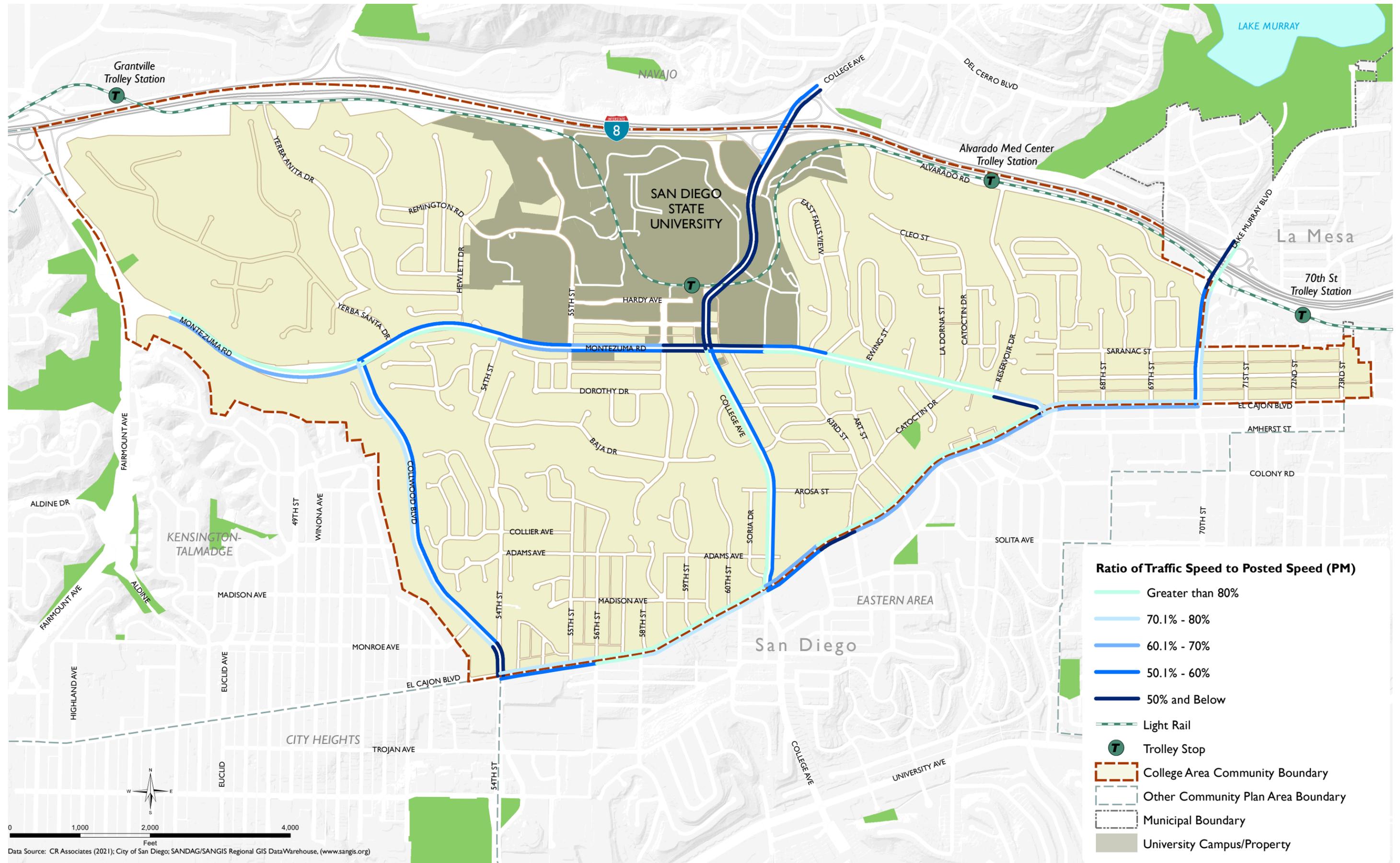
Data Source: CR Associates (2021); City of San Diego; SANDAG/SANGIS Regional GIS Data Warehouse, (www.sangis.org)

2-20B: Ratio of Traffic Speed to Posted Speed (Midday)



Data Source: CR Associates (2021); City of San Diego; SANDAG/SANGIS Regional GIS Data Warehouse, (www.sangis.org)

2-20C: Ratio of Traffic Speed to Posted Speed (PM)

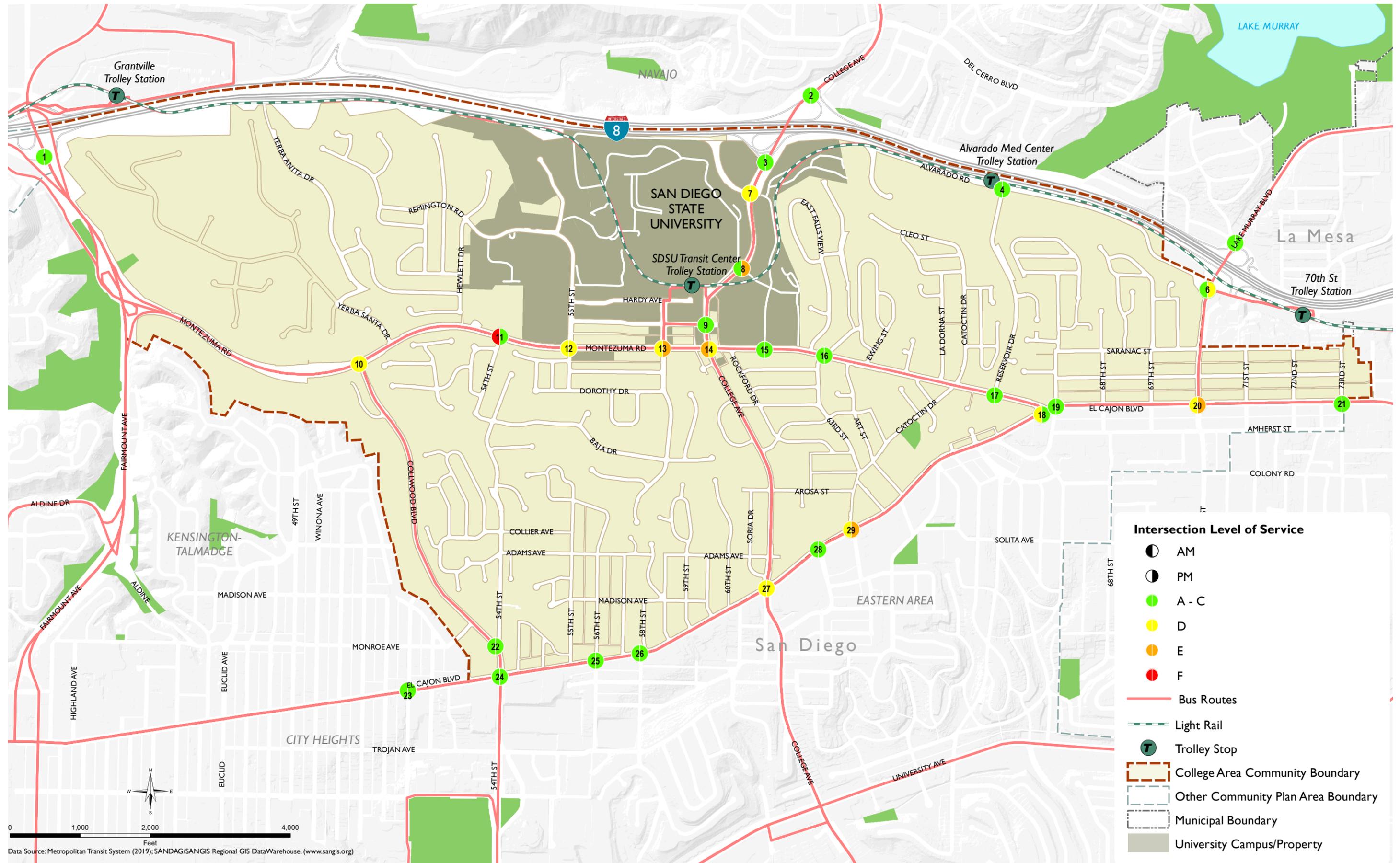


Data Source: CR Associates (2021); City of San Diego; SANDAG/SANGIS Regional GIS Data Warehouse, (www.sangis.org)

2.4.6 Vehicular Quality – Intersection Analysis

The vehicular analysis evaluated vehicular operations for study area intersections. The intersection analysis results are presented in **Figure 2-21** for all 29 study intersections, during the AM and PM peak hours. **Table 2-31** identifies the traffic control type, provides the intersection level of service results, and presents the average intersection delay for AM and PM peak hours for all study intersections. Analysis methodology for intersection analysis is provided in Appendix B. Intersection volume figures and intersection level of service calculation worksheets are provided in **Appendix F**.

Figure 2-21:AM & PM Intersection Level of Service



Data Source: Metropolitan Transit System (2019); SANDAG/SANGIS Regional GIS DataWarehouse, (www.sangis.org)

Table 2-31 Existing Peak Hour Intersection Analysis

#	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Avg. Delay (sec.)	LOS	Avg. Delay (sec.)	LOS
1.	Fairmount Ave & I-8 EB Ramps	Signal	12.2	B	25.1	C
2.	College Avenue & I-8 WB Ramps	Signal	9.0	A	8.4	A
3.	College Avenue & I-8 EB Ramps	Signal	22.9	C	16.0	B
4.	Reservoir Drive & Alvarado Road	Signal	9.8	A	10.8	B
5.	Lake Murray Boulevard & Parkway Drive	Signal	34.8	C	28.3	C
6.	70th Street & Alvarado Road	Signal	29.7	C	37.3	D
7.	College Avenue & Canyon Crest Drive	Signal	40.2	D	46.4	D
8.	College Avenue & Zura Way	TWSC	16.7	C	47.8	E
9.	College Avenue & Lindo Paseo	Signal	17.4	B	18.4	B
10.	Collwood Boulevard & Montezuma Road	Signal	35.2	D	36.8	D
11.	54th Street & Montezuma Road	Signal	209.7	F	12.0	B
12.	55th Street & Montezuma Road	Signal	43.2	D	53.0	D
13.	Campanile Drive & Montezuma Road	Signal	47.9	D	55.7	E
14.	College Avenue & Montezuma Road	Signal	70.7	E	49.8	D
15.	East Campus Drive & Montezuma Road	Signal	5.6	A	10.5	B
16.	63rd Street & Montezuma Road	Signal	12.7	B	8.0	A
17.	Reservoir Road & Montezuma Road	Signal	8.2	A	7.5	A
18.	Montezuma Road & El Cajon Boulevard	Signal	42.6	D	25.0	C
19.	67th Street & El Cajon Boulevard	Signal	34.9	C	19.1	B
20.	70th Street & El Cajon Blvd	Signal	47.1	D	58.9	E
21.	73rd Street & El Cajon Boulevard	Signal	11.8	B	11.9	B
22.	54th Street & Collwood Boulevard	Signal	7.1	A	6.0	A
23.	52nd Street & El Cajon Boulevard	Signal	14.2	B	11.5	B
24.	54th Street & El Cajon Boulevard	Signal	32.9	C	31.8	C
25.	56th Street & El Cajon Boulevard	Signal	12.5	B	8.5	A
26.	58th Street & El Cajon Boulevard	TWSC	19.7	C	20.0	C
27.	College Avenue & El Cajon Boulevard	Signal	45.9	D	54.2	D
28.	62nd Street & El Cajon Boulevard	Signal	12.9	B	20.7	C
29.	63rd Street & El Cajon Boulevard	Signal	45.9	D	64.9	E

Source: CR Associates (2022)

Notes:

LOS = Level of Service

TWSC = Two-Way Stop-Control

Bold letter indicates substandard LOS E or E.

The following six intersections were found to operate at substandard (LOS E or F) levels of service during the AM or PM peak hour:

- 8. College Avenue & Zura Way – LOS E during the PM peak hour
- 11. 54th Street & Montezuma Road – LOS F during the AM peak hour
- 13. Campanile Drive & Montezuma Road – LOS E during the PM peak hour
- 14. College Avenue & Montezuma Road – LOS E during the AM peak hour
- 20. 70th Street & El Cajon Boulevard – LOS E during the PM peak hour
- 29. 63rd Street & El Cajon Boulevard – LOS E during the PM peak hour

2.5 Parking

2008 City of San Diego General Plan Mobility Element – Parking Management:

- *Parking that is reasonably available when and where it is needed through management.*
- *Solutions to community-specific parking issues through implementation of a broad range of parking management tools and strategies.*
- *New development with adequate parking through the application of innovative citywide parking regulations.*
- *Increased land use efficiencies in the provision of parking.*

Along major roadways in the community, on-street parking is generally permitted along Collwood Boulevard, most portions of El Cajon Boulevard, and a few roadway segments along Montezuma Road and College Avenue. On-street parking within the community is typically without restrictions, except for a few locations where residential parking permits are required. These on-street permit parking spots front single-family homes, providing residents exclusive access to on-street parking spaces and deter short-term parking by university students. Except for SDSU’s parking structures, there are no other privately operated off-street facilities that allow for paid public parking.

On-street parking occupancy was collected along major roadways in the community in September 2021. Parking counts worksheets are provided in Appendix B. The peak weekday conditions observed for on-street parking occurred during the PM peak period, between 4:00 PM and 6:00 PM. Between those hours, the majority of the on-street parking (where on-street parking is not time restricted) had parking utilization exceeding 75%. On-street parking occupancy on primarily residential-fronted roadways peaks during late evening/early morning periods. For example, Collwood Boulevard between Montezuma Road and El Cajon Boulevard is almost exclusively fronting multi-family residential properties (i.e., apartments, condominiums, townhomes). Although most of these properties have an off-street parking supply, parking occupancy was observed to be higher in the adjacent on-street locations. Greater parking occupancies observed in this location is likely due to higher densities generating more parking demand and because the on-street parking supply is unrestricted – absent of parking costs and time limits – which makes visitors, commuters, and residents more inclined to park and store their vehicles in those locations for extended periods of time.

In contrast, on-street parking along business-fronting roadway segments have generally lower occupancies due to abundance of off-street parking supply available. Additionally, the presence of time restrictions for on-street parking discourages long term car storage at these locations. Comparatively, to the eastern side of the community, where off-street parking is generally less available for business-fronting properties (i.e., El Cajon Boulevard east of Montezuma Road), on-street demand is much higher.

Based on existing occupancy patterns, future development of the community should consider developing alternative strategies to decrease parking demand and encourage mode shift to alternative transportation.

2.6 Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) use technology to improve the movement of people and goods. ITS can provide many benefits to local and regional roadway networks, including improved roadway traffic operations, improved transit operations, relaying valuable traffic-related information, and providing guidance to drivers through dynamic message signs (ex. locations of available parking, traffic congestion points, and accident locations).

2008 City of San Diego General Plan Mobility Element – Intelligent Transportation Systems:

- *A transportation system which operated efficiently, saves energy, and reduces negative environmental impacts.*
- *A safe transportation system.*
- *A transportation system that effectively uses appropriate technologies.*

In 2014, the City of San Diego completed the Traffic Signal Communication Master Plan as a means to modernize the traffic signal system. The resulting improved coordination will increase public safety, shorten commutes, reduce greenhouse gas emissions, and increase mobility at intersections for all modes of travel. The Traffic Signal Communication Master Plan identified traffic signal communication gaps – signals without an existing communication line to connect with – effectively preventing coordination. Only the intersection of College Avenue & Canyon Crest Drive is identified as having communication gaps. Signals at the following 18 intersections were identified as having communication repair issues:

1. 55th Street & Hardy Avenue
2. 55th Street & Remington Road
3. 55th Street & SDSU Activity Center
4. College Avenue & Lindo Paseo
5. Collwood Boulevard & Collwood Way
6. El Cajon Boulevard & 70th Street
7. El Cajon Boulevard & 73rd Street
8. El Cajon Boulevard & Art Street
9. El Cajon Boulevard & Montezuma Road
10. El Cajon Boulevard & Rolando Boulevard
11. Montezuma Road & 54th Street
12. Montezuma Road & 63rd Street
13. Montezuma Road & Catoctin Drive
14. Montezuma Road & College Avenue
15. Montezuma Road & Collwood Boulevard
16. Montezuma Road & East Campus Drive
17. Montezuma Road & Reservoir Drive
18. Montezuma Road & Yerba Santa Drive

Signal Coordination

Signal coordination can improve the operations of a roadway corridor by allowing more motorists to travel with reduced delays and fewer stops at red lights. This is achieved by linking signals and coordinating the signal timing to account for the time it takes a motorist to drive from one signal to the next while traveling at a set speed.

The City of San Diego Climate Action Plan (2022) includes the following measure and actions related to intersections and traffic signals:

Measure 3.4: Reduce Traffic Congestion to Improve Air Quality

Actions:

- *Install traffic circles and roundabouts.*

- *Retime traffic signals to reduce vehicle fuel consumption through improving the flow of traffic.*

Transit Priority

Transit priority treatments are designed to improve transit operations and overall schedule adherence. The Transit priority treatments including dedicated transit lane and transit priority signals should be consider and incorporate into both the Kumeyaay Corridor CMCP and the College Area Community Plan.

2.7 Transportation Demand Management

Transportation Demand Management (TDM) programs and strategies aim to improve transportation system efficiency by reducing peak hour vehicular trips.

2008 City of San Diego General Plan Mobility Element – Transportation Demand Management Goals:

- *Reduced single-occupant vehicle traffic on congested streets and freeways.*
- *Improved performance and efficiency of the street and freeway system, by means other than roadway widening or construction.*
- *Expanded travel options and improved personal mobility.*

The City of San Diego’s TDM program specifically serves to improve mobility, reduce congestion and air pollution, and provide options for employees and residents to commute to and from work. Typical TDM strategies include promoting the following:

- Teleworking
- Alternative Work Schedules
- Walking
- Bicycling
- Carpooling
- Vanpooling
- Transit
- Car-Share
- Mixed-use Development
- Other Transportation Options

The City of San Diego collaborates with SANDAG to encourage participation in citywide and regional TDM measures due to the regional significance of commuting. SANDAG administers the regional TDM program known as iCommute, which provides the following programs and services:

- **Employer Services Program** – Free assistance to local business to help them develop and implement employee commuter benefit programs that lower costs, increase productivity, and help the environment.
- **Vanpool Program** – SANDAG contracts with vanpool vendors that provide vehicles, maintenance, and insurance. SANDAG also provides up to a \$500 monthly subsidy to qualified vanpools.
- **Guaranteed Ride Home (GRH)** – Serves as a safety net for commuters who carpool, vanpool, ride transit, walk, or bike to work three or more times per work. GRH provides a free taxi ride or 24-hour car rental up to three times per year in the event of a family emergency, unscheduled overtime, or being stranded from a carpool or vanpool.

-
- **Bike Encouragement Program** – Supports bike commuting by providing Bike Month and Bike to Work Day events, and the San Diego Regional Bike Map. iCommute manages more than 600 bike lockers at more than 60 transit stations and Park & Ride lots throughout San Diego County.
 - **Walk, Ride, and Roll to School** – Education and outreach program to increase the number of students who walk, bike, skate, or ride a scooter to school.
 - **Park & Ride Map** – Map identifying the location of approximately 90 Park & Ride lots in the San Diego Region and southern Riverside County.

The iCommute program markets its various offerings through a variety of promotional campaigns, such as Bike Month and Rideshare Month. The iCommute website (www.icommutesd.com) provides links to additional resources and information that encourage alternatives to single-occupant vehicle commutes.

The City of San Diego's land development policies requires new developments to provide sufficient bicycle parking, employee showers and lockers, carpool parking, pedestrian paths, and a display of alternative transportation information. The City's Mobility Management section also serves as a resource to assist employers and developers in identifying and pursuing opportunities to implement TDM measures.

Zipcar operates a car-share program in the College Area near SDSU campus, allowing commuters, residents, SDSU faculty, SDSU staff, and SDSU students to rent vehicles within the designated service area. Discount membership and hourly rates are available for SDSU faculty, student, and staff.

3.0 Mobility Needs and Future Direction

This chapter provides a discussion of pedestrian, bicycle, transit, roadway, and freeway mobility needs synthesized from findings from the existing conditions analyses presented in the previous chapter.

3.1 Pedestrian Needs

The pedestrian environment affects us all whether we are walking to transit, a store, school, or simply walking from a parked car to a building. Most people prefer walking in places where there are sidewalks shaded with trees, lighting, interesting buildings, or scenery to look at, other people outside, neighborhood destinations and a feeling of safety. Pedestrian improvements in areas with land uses that promote pedestrian activities can help to increase walking as a means of transportation and recreation. Land use and street design recommendations that benefit pedestrians also contribute to the overall quality, vitality, and sense of community within a neighborhood.

Pedestrian needs identified in the College Area include locations with high pedestrian collisions, sidewalk connectivity issues, high existing pedestrian activity, and high pedestrian priority as reported by the update City of San Diego's PPM. These needs are depicted in **Figure 3-1**.

Pedestrian Priority Model

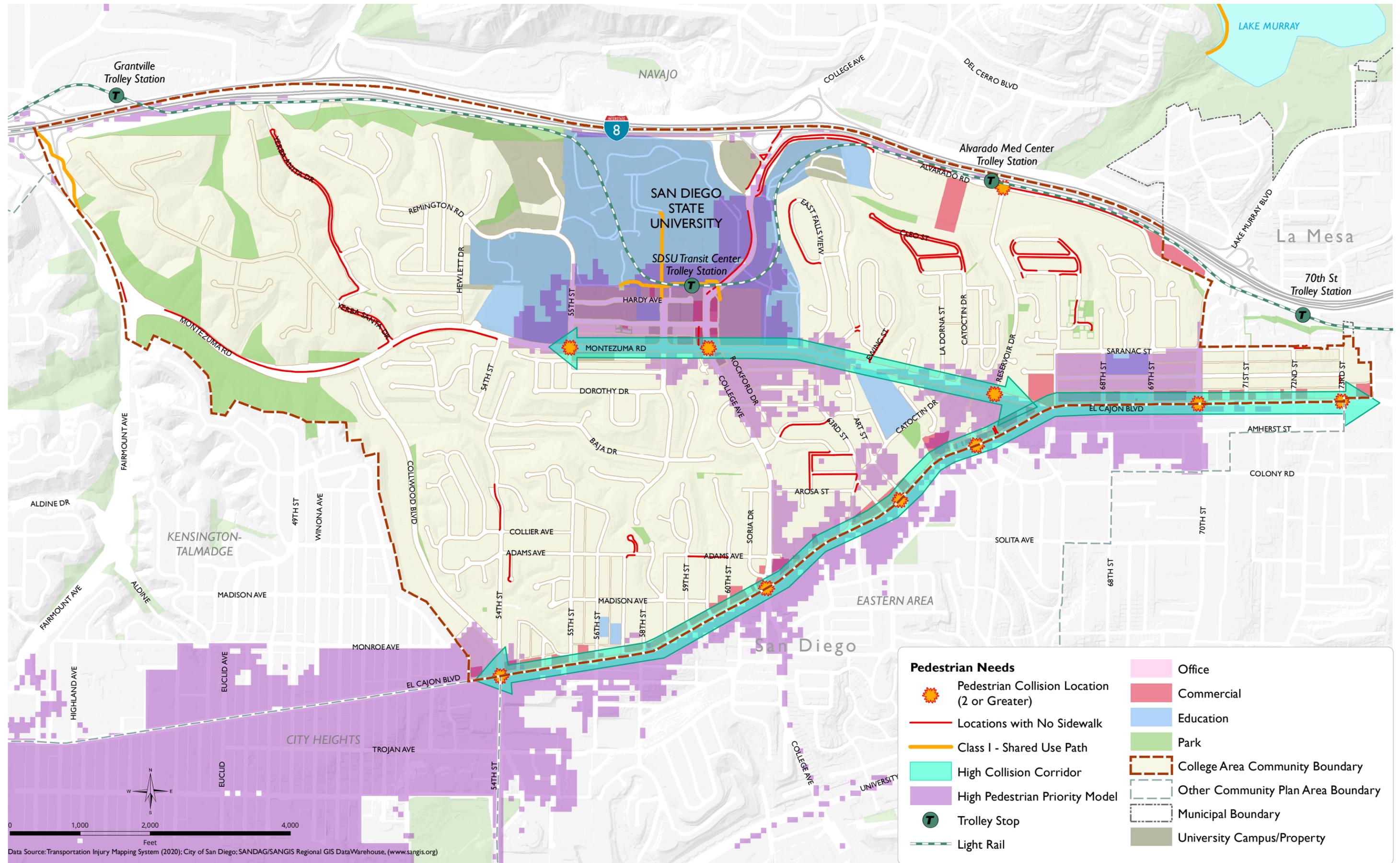
The Pedestrian Priority Model is used by the City to identify focus areas of the highest need for pedestrian improvements. The model is a composite based on an overlay of characteristics which include pedestrian-trip attracting land uses, types of demographic concentrations, and roadway characteristics. The model determines the areas where pedestrian demand and barriers are highest within communities, where improvements may be most beneficial.

In the College Area, the highest pedestrian priority was identified in the southeast area of the community, which is the triangle between College Avenue, Montezuma Road, and El Cajon Boulevard, as well as the area bounded by 67th Street, Saranac Street, 70th Street and El Cajon Boulevard. This is a result of both a high number of attractors from SDSU, fronting commercial uses and multi-family residences, and high detractor effects of large traffic volumes on Montezuma Road

Pedestrian Safety

Several roadway environmental characteristics influence pedestrian comfort, including width, high traffic volumes and travel speeds, and adequate separation from traffic. Comfort and safety at intersection crossings is influenced by visibility from motorists, exposure within the roadway and presence of intersection traffic control features. Comfort is also aided by amenities within the pedestrian environment, including landscaping, shading and street furniture. These factors combined play a significant role in determining a person's willingness to make a trip by walking.

Figure 3-1: Pedestrian Needs



Data Source: Transportation Injury Mapping System (2020); City of San Diego; SANDAG/SANGIS Regional GIS Data Warehouse, (www.sangis.org)

Pedestrian-injury collisions are predominately clustered around the SDSU campus and along El Cajon Boulevard. There are five intersections where three (3) or more collisions occurred during the five-year study period (2014 – 2018). These intersections include:

- College Avenue & El Cajon Boulevard
- College Avenue & Montezuma Road
- 55th Street & Montezuma Road
- Reservoir Drive & Montezuma Road
- 70th Street & El Cajon Boulevard

Within College Area there were a combined six pedestrian-involved collisions which occurred at three intersections with the roadway environment characteristics of a pedestrian collision systemic hotspot identified in the 2018 SSAR. Two of the six collisions which occurred matched the crash profile accompanying those hotspot intersection environments in the study. In those two collisions a pedestrian was crossing in the crosswalk with the right-of-way and was hit by a turning motorist.

Sidewalk Accessibility and Connectivity

Sidewalk connectivity and accessibility are important features to consider for increasing walking activity levels across a community. A disconnected pedestrian network discourages people choosing to walk or bicycle to their destination. Furthermore, a discontinuous network with low-quality or unsafe segments may cause a potential active traveler to choose driving instead of walking. Understanding barriers to connectivity, such low-quality or missing sidewalk, is important for guiding long range planning recommendations.

Within the College Area, there are 75 miles of roadway, which includes both sides of the street. In the College Area, there are 7.72 miles of missing sidewalk and 67.28 miles of existing sidewalk. Though only approximately 10% of the roadways are missing sidewalks, it includes portions of significant corridors within the community, such as Montezuma Road, College Avenue, and Alvarado Road. All three corridors provide direction connection to the SDSU campus, as well as to adjacent communities, such as Grantville, Del Cerro, and City of La Mesa.

Planned Pedestrian Improvements

The City of San Diego's *Pedestrian Master Plan – City-Wide Implementation Framework Report* (2006) established pedestrian route typologies to categorize sidewalks by function and environment. Specifically, the pedestrian route typologies are based on the roadway classification, planned village propensity, and adjacent land uses.

Figure 3-2 displays the seven pedestrian route typologies as defined in the Pedestrian Master Plan. The route type purpose, corresponding street classifications, and adjacent land uses are identified for each typology.

Figure 3-2 City of San Diego Pedestrian Route Typologies

Table 26: Route Types

ROUTE TYPE:	1. District Sidewalks	2. Corridor Sidewalks	3. Connector Sidewalks	4. Neighborhood Sidewalks	5. Ancillary Pedestrian Facilities	6. Path	7. Trail (Included for Reference Only, not a Focus of this Plan)
Purpose	Sidewalks Along Roads that Support Heavy Pedestrian Levels in Mixed-use Concentrated Urban Areas	Sidewalks Along Roads that Support Moderate Density Business & Shopping Districts with Moderate Pedestrian Levels	Sidewalks Along Roads that Support Institutional, Industrial or Business Complexes with Limited Lateral Access & Low Pedestrian Levels	Sidewalks Along Roads that Support Low to Moderate Density Housing with Low to Moderate Pedestrian Levels	Facilities Away or Crossing Over Streets such as Plazas, Paseos, Promenades, Courtyards or Pedestrian Bridges & Stairways	Walkways and Paved Paths that are not Adjacent to Roads that Support Recreational and Transportation Purposes	Unpaved Walk Not Adjacent to Roads Used for Recreational Purposes
Typical Adjacent "Street Design Manual" Classifications	All types of adjacent streets are possible	Commercial, Urban Collector, Urban Major & Arterial	Commercial, Industrial, Urban Major, Rural Collector & Arterial	Rural, Low Volume Residential, Residential Local & Sub-collector	Not associated with a street	Not associated with a street	Not associated with a street
Cross Reference to Related "Strategic Framework Plan" Definitions	Existing: Regional Centers, Urban Villages & Neighborhood Villages	Existing: Sub-regional Districts and Transit Corridors	Existing: Sub-regional Districts, Transit Corridors, & Suburban Residential along Major Arterials	All other Residential Areas not Classified under the Strategic Framework Plan	Most common in Regional Centers, Urban or Neighborhood Villages but can be in any area	Can occur in any area, but most often found in Recreation, Tourist or Open Space Areas	Can occur in any area, but most often found in Recreation or Open Space Areas
Typical Adjacent Land Uses	Mixed-use Housing, Commercial, Office & Entertainment with Urban Densities	Multiple Land Uses but may be Separated. Often Strip Commercial or Office Complex.	Open Space, Industrial Uses, Institutional Uses or other Pedestrian Restricted Uses	Single-family and Moderate Density Multi-Family with Limited Supporting Neighborhood Commercial	Adjacent Land Uses Vary	Adjacent Uses Vary, Often Recreational or Open Space or Housing	Open Space, Parks and Natural Areas

Source: City of San Diego Pedestrian Master Plan – City-Wide Implementation Framework Report (2006)

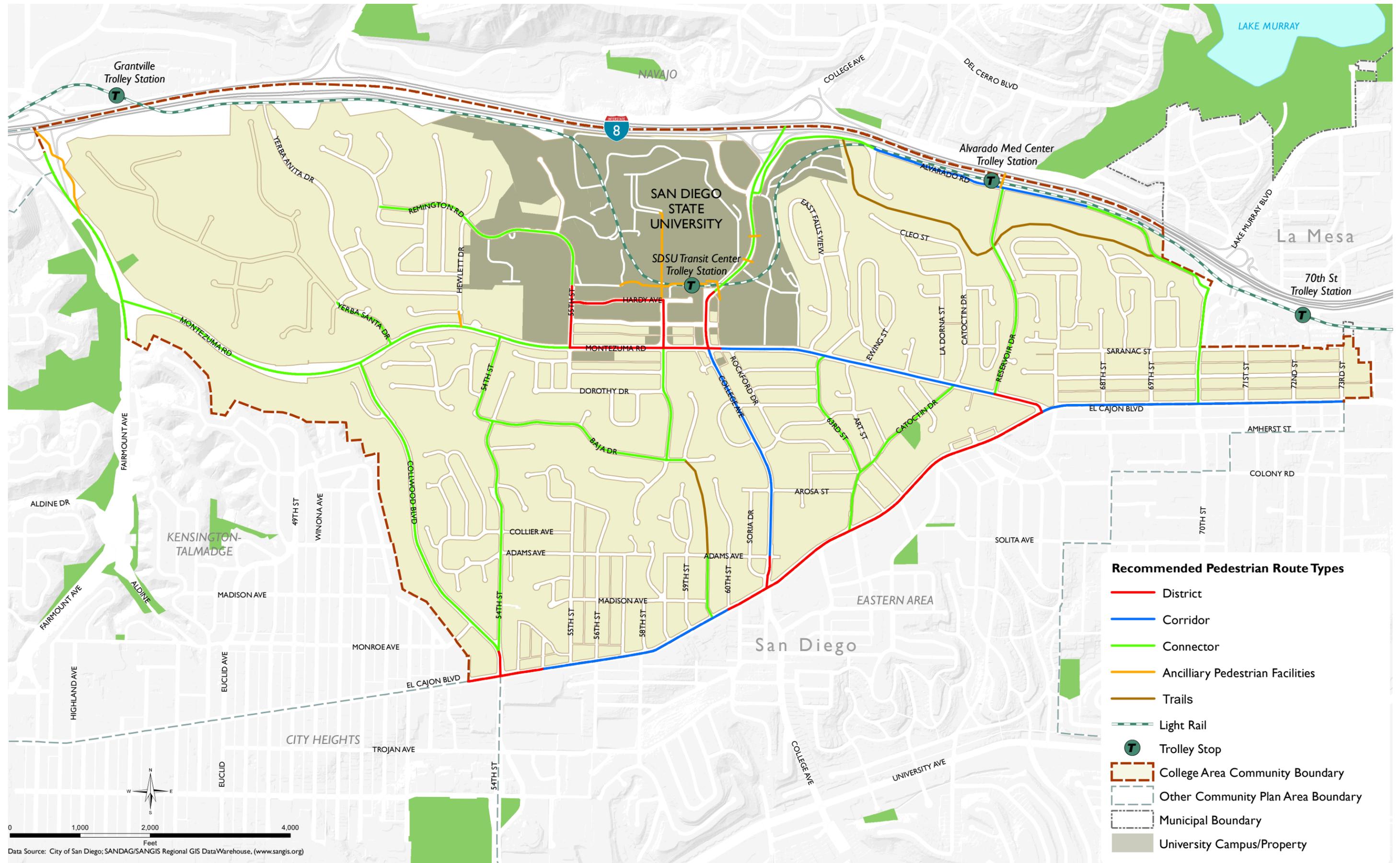
The *Pedestrian Master Plan* acknowledges there should be flexibility in the treatments and amenities for pedestrian facilities. **Figure 3-3** describes four treatment levels to consider for pedestrian facilities, including premium, enhanced, basic, and special use walkway improvements. Each feature is labeled as required, suggested, suggested if conditions or standards met, or not applicable.

Figure 3-4 displays the planned pedestrian route types for the College Area in the *Pedestrian Master Plan*. As shown, the College community is comprised of district, corridor, connector, and neighborhood route types.

Figure 3-3 Treatment Levels and Potential Improvements

TREATMENT LEVEL:	Treatment Level 1 "Premium" Walkway Improvements	Treatment Level 2 "Enhanced" Walkway Improvements	Treatment Level 3 "Basic" Walkway Improvements	Treatment Level 4 "Special Use" Walkway Improvements
Route Types Receiving These Treatment Levels (Unless Special Circumstances Exist*)	District Route Type / Special Pedestrian Zone	Corridor Route Type	Connector and Neighborhood Route Type	Path & Ancillary Route Types
*Special Circumstances that Warrant a Higher Treatment Level than Normal. Requirements in Each Column would Increase to the Column on its Left	Already Uses Highest Treatment Level	If within 1/4 mile of Transit/ School/ Ped. High Use/ Major Arterial	If within 1/4 mile of Transit/ School/ Maj. Commercial Facilities/ Maj. Arterials	Case-by-Case Basis
Provide Accessible Facilities Such As:				
1A) Curb ramps	!	!	!	?
2A) Audible/visual crosswalk signals	!	!	?	?
3A) Walkways & ramps free of damage or trip hazards	!	!	!	✓
4A) Pedestrian paths free of obstructions and barriers	!	!	!	✓
5A) Sidewalks with limited driveways and minimal cross-slope	!	✓	✓	✓
6A) Re-grade slope of walkway to meet ADA / Title 24 standards	?	?	?	?
7A) Repair, slice or patch lifts on walk surfaces or reset utility boxes to be flush	?	?	?	?
Provide Safety Features Such As:				
1S) Median refuges (a safe place to stand in the street)	!	✓	-	-
2S) Pedestrian popouts (curb / sidewalk extensions into street)	✓	✓	-	-
3S) High visibility crosswalk striping	!	✓	-	?
4S) Raised crosswalks or special paving materials to denote crosswalks	✓	✓	-	?
5S) Advance stop bars >10 feet from crosswalk	✓	✓	!	?
6S) Radar Speed Monitor & Display	?	?	?	?
7S) Reduced curb radii	✓	✓	✓	-
8S) Early pedestrian start at crossing signal (Lead Pedestrian Interval)	✓	?	-	?
9S) No Turn on Red at Intersection	?	?	?	?
10S) Mid-block crosswalks with ped. flashers but no traffic control	-	-	✓	-
11S) Automatic pedestrian detection & signal control	✓	-	-	?
12S) Mid-block crossing with signs, median or curb ext. & flashing lights in road	?	?	-	?
13S) Mid-block crosswalks with ped. actuated traffic control device	✓	?	-	-
14S) 1-Lane Mid-block with high contrast crossings, signs & center lane marker	?	?	✓	?
15S) Parkway planting for buffer between sidewalk and cars	!	!	!	?
16S) On-street parking for buffer between sidewalk and cars	!	✓	✓	-
17S) Adequate levels of pedestrian lighting	!	!	✓	✓
18S) Various traffic calming measures	✓	✓	✓	-
19S) Enforcement, education or encouragement solutions	?	?	?	?
20S) Missing sidewalks added or provide adeq. walk width clear of obstructions	?	?	?	?
Improve Walkability by Providing:				
1W) Above minimum walkway widths (> 5')	!	✓	?	?
2W) Trees that provide shade on walkways	!	!	✓	✓
3W) Street furnishings for comfort and enjoyment	!	✓	?	✓
4W) Countdown display crosswalk signals	✓	?	?	-
5W) Traffic control for crossings such as traffic signals or "All way stops"	!	✓	✓	✓
6W) Pedestrian scrambles (cross all directions of street)	?	-	-	?
Ensure Connectivity by Adding:				
1C) Missing sidewalk segments in areas where sidewalks mostly exist	!	!	✓	✓
2c) Missing sidewalks in areas where no sidewalks exist at all	!	✓	?	✓
3C) Connection pathways between streets	!	✓	✓	✓
4C) Narrow street widths or adding features to narrow for pedestrians	!	✓	✓	✓
5C) Destinations within walking distance of origins	!	✓	✓	✓
6C) Pedestrian bridges that avoid excessive ramp lengths	?	-	-	?
7C) Pedestrian crossing opportunities for all sides (legs) of an intersection	!	✓	✓	-
8C) Verify that pedestrian distances between land uses are reasonable & direct	?	?	?	?
LEGEND (!" = required, "4" = suggested, "?" = suggested if conditions or standards met & "*" = not applicable)				

Figure 3-4: College Recommended Pedestrian Route Typologies



0 1,000 2,000 4,000
Feet
Data Source: City of San Diego; SANDAG/SANGIS Regional GIS Data Warehouse, (www.sangis.org)

The *College Area Pedestrian Master Plan* provided the above referenced pedestrian route typology and contains recommendations focused on ten improvement areas. The outstanding recommendations range in nature from repainting school pavement markings and re-stripping crosswalks to adding streetlights and curb extensions. There are six specific projects that address pedestrian needs with improvements such as curb extensions, countdown timers, streetlights, and raised medians. The specific details of these improvements are included in Appendix A.

The City's TUNL program includes 18 pedestrian projects for the College Area, consisting primarily of sidewalk infill and curb ramp installation projects.

Pedestrian Opportunities / Future Direction

Based on the metrics of demand analyzed for this study, the College Area is one of the most active pedestrian neighborhoods in the City. The pedestrian commute mode share is 9.3%, under the City's horizon year 2035 Climate Action Plan mode share target of 25%.

Despite having all the components of high pedestrian demand, the neighborhood must also contend with barriers and conflicts generated by the vehicular environment. In the five-year period from 2014 – 2018, there were seven pedestrian-involved collisions resulting in severe injuries. Safety countermeasures identified in the Vision Zero Safety Initiatives include measures such as Lead Pedestrian Intervals at select traffic signals, Rectangular Rapid Flash Beacon (RRFB) crossings, and High Visibility Crosswalks could improve pedestrian safety.

Future improvements to the pedestrian environment in College Area should focus on areas where the need is the greatest. Pedestrian areas for improvement identified in College Area include locations with high pedestrian activity and collisions, sidewalk connectivity issues, anticipated increases in pedestrian activity based on future land use, and high pedestrian priority as identified by the City of San Diego's Pedestrian Priority Model (PPM). While pedestrian improvements would apply to the entire College Area, the improvements should prioritize the following area/recommendations:

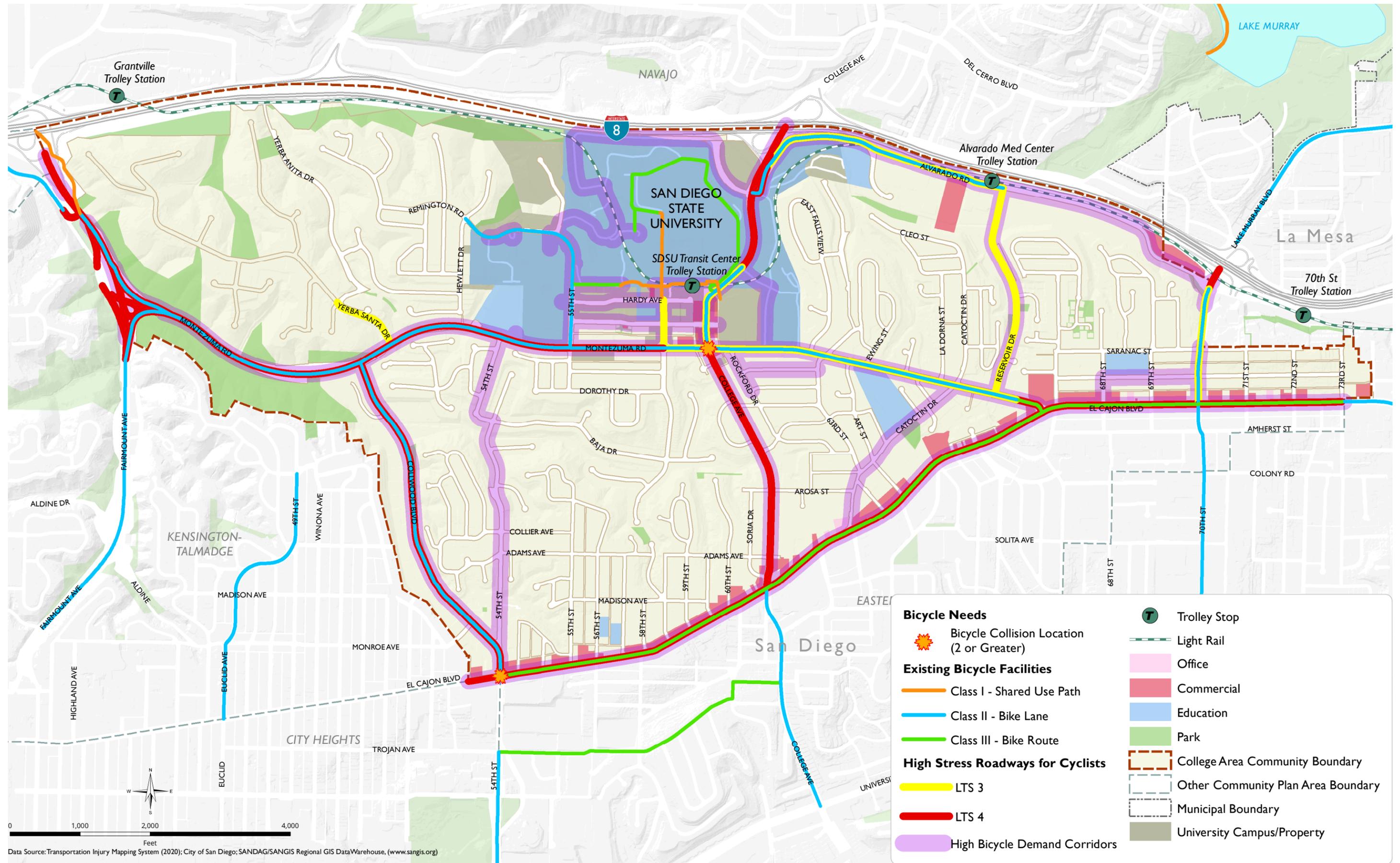
- Provide protective intersection designs to increase safety at locations with high pedestrian demand and major transit stops such as Montezuma Road, between 55th Street and East Campus Drive, El Cajon Boulevard, between 54th Street and College Avenue, and College Avenue, between Lindo Paseo and El Cajon Boulevard.
- Aim to reduce barriers by developing a comprehensive trails network.

3.2 Bicycle Needs

Bicycle infrastructure should provide for the safety and comfort of its users, and the bicycle network should facilitate connectivity within and between communities. Safety and comfort are of paramount consideration to cyclists, since by nature, they are more sensitive to how they experience the characteristics of the roadway environment compared to other types of travelers. A slight gap in comfortable roadway conditions within a system or along a route can often be detrimental enough to deter the choice of making a trip by that mode. The bicycle network should be made up of a combination of short-haul and long-haul facilities to encourage internal trips in the community as well as regional trips to adjacent communities.

Figure 3-5 shows areas of cycling needs within the College Area, identified by high-crash locations, and high bicycling stress roadway.

Figure 3-5: Bicycle Needs



Data Source: Transportation Injury Mapping System (2020); City of San Diego; SANDAG/SANGIS Regional GIS Data Warehouse, (www.sangis.org)

Bicycle Priority Model

The BPM considers demand-based factors: inter-community demand, explained by the presence of or proximity and centrality to major activity centers such as smart growth areas and employment centers; and intra-community demand, based on concentrations of land uses and varieties of demographic populations. High detractors, based on collision history, traffic volumes, posted speeds, travel lanes, and slope, are combined with demand to determine priority.

All of the major corridors in the College Area have high bicycle demand and priority characteristics based on the BPM.

Bicycle Safety

As shown in Table 2-15, there were 50 collisions within the College Area during the five-year period between 2014 and 2018. There was one fatal collision which occurred at the intersection of College Avenue and College Place, and one collision resulting in severe injury which occurred at 55th Street and El Cajon Boulevard.

The two corridors in the community where the most bicycle-involved collisions occurred were El Cajon Boulevard (18 collisions) and Montezuma Road (17 collisions). The intersections with the most bicycle-involved collisions were:

- 54th Street & El Cajon Boulevard (4 collisions)
- College Avenue & Montezuma Road (2 collisions)

Within College Area there were a combined 13 bicycle-involved collisions which occurred at nine intersections with the roadway environment characteristics of a bicycle collision systemic hotspot identified in the 2018 SSAR. None of the collisions which occurred at those locations conclusively matched the crash profile accompanying those hotspot intersection environments identified in the study (where a bicyclist's violation of traffic control at an intersection resulted in a broadside collision).

Bicycle Level of Traffic Stress

Bicycle Level of Traffic Stress (LTS) classifies the street network according to the estimated level of stress it causes cyclists. The measure takes into consideration a cyclist's physical separation from vehicular traffic, posted speed limits and number of travel lanes along a roadway, in addition to factors which may be present at intersection approaches such as right-turn only lanes and uncontrolled crossings. LTS scores range from 1 (lowest stress) to 4 (highest stress) and correspond to roadway conditions that different cycling demographics would find suitable for riding based on stress tolerance. LTS 2 or lower is considered suitable for most user groups.

Most major corridors are LTS 4 through the College Area, including most of Montezuma Road, Collwood Boulevard, College Avenue and El Cajon Boulevard. While most of these roadways provide Class II bike facilities, they still have a low score of LTS 4 due to the high roadway volumes and vehicular speeds. The segment of Montezuma Road between College Avenue and just east of Reservoir Drive is LTS 3, as is the section of College Avenue between Montezuma Road and Zura Way, and all of Reservoir Drive and 70th Street. Additionally, Montezuma Avenue currently has a gap in the bicycle network between Campanile Street and 55th Street. All neighborhood streets are LTS 1-2 due to the low traffic volumes and lower speed limits.

Planned Bicycle Improvements

Planned bicycle facilities were referenced from the City of San Diego's Bicycle Master Plan (2013) and the City of San Diego's TUNL program.

Recommendations contained in the Bicycle Master Plan, which have not yet been implemented are:

- Class-II:
 - College Avenue from El Cajon Boulevard to Montezuma Road
 - College Avenue from Zura Way to Canyon Crest Drive
- Class-III:
 - 54th Street from Montezuma Road to El Cajon Boulevard
 - Catoctin Drive from El Cajon Boulevard to Montezuma Road
 - Reservoir Drive from Montezuma Road to Alvarado Road
 - Canyon Crest from 55th Street to Scripps Terrace
- High Conflict Treatment: Fairmount Avenue and Montezuma Road

Recommendations contained in the City's TUNL program, include:

- Class II-bike lanes as part of the intersection improvements/widening at:
 - College Avenue at Montezuma Road
 - College Avenue at Lindo Paseo Road
 - College Avenue at El Cajon Boulevard
 - El Cajon Boulevard at 70th Street
 - College Avenue and Canyon Crest Drive

Bicycle Opportunities / Future Direction

The College Area is a neighborhood with a fair number of cyclists. There is potential for cycling growth based on its demographics, existing bicycle infrastructure and the planned recommendations. Probably the biggest challenge for this community is the topography and high traffic volumes on the corridors. By strengthening the internal connections via the planned recommendations, the community could realize more growth in cycling.

3.3 Transit Needs

The City of Villages strategy supports better utilization of the region's transit system by directing the development of urban villages, employment centers, and other higher intensity land uses in areas that can be well served by transit. This will allow more people to live and work within walking distance of transit.

The College Area is served by eight bus routes, including one *Rapid* bus route (#215), as well as the Green Line trolley. About half of the community is within a quarter mile walking distance of a bus stop. Destinations and places reached by the College-serving bus routes include Mission Valley, La Mesa, Downtown San Diego, El Cajon, Spring Valley, as well as the neighborhoods of North Park and Mid-City. As shown previously in Figure 2-13, outside of the San Diego State University Trolley Station and the Alvarado Medical Center Trolley Station, the remaining transit stops with high ridership are concentrated around the following locations:

Collwood Boulevard/54th Street & El Cajon Boulevard – This area is the meeting point of bus routes 1, 215, and 955 in addition to being surrounded by high-density residential and commercial land uses. Thus, future improvements should consider a mobility hub or a micro-mobility hub to support the high ridership.

College Avenue & El Cajon Boulevard – This area is the meeting point of bus routes 1, 215, 856, and 936, in addition to being surrounded by high-density residential and commercial land uses. Thus, future improvements should consider a mobility hub or a micro-mobility hub to support the high ridership.

These transit needs are illustrated in **Figure 3-6**.

Transit Ridership

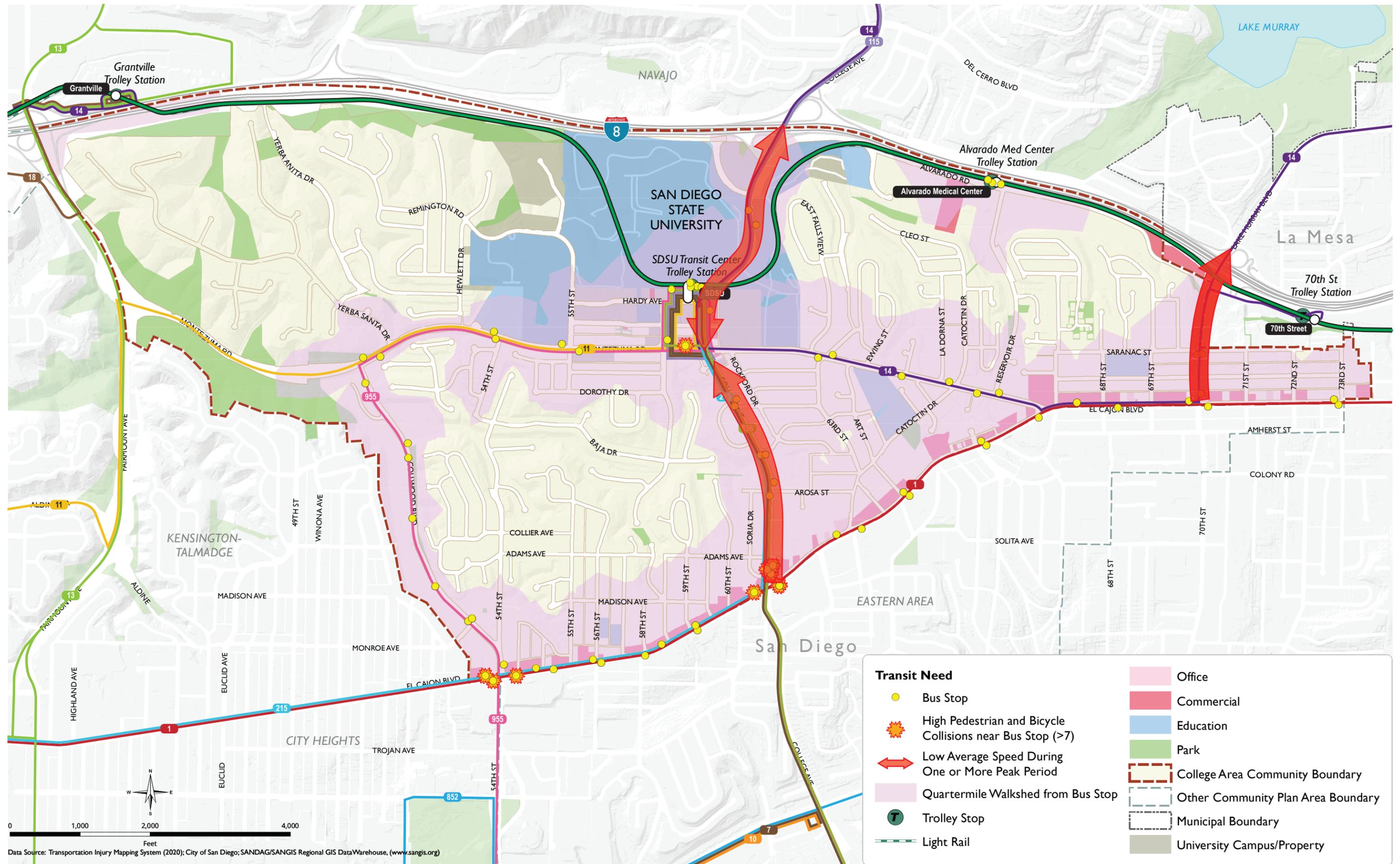
Transit ridership was obtained from MTS’s 2019 ridership database. The SDSU Transit Center has the highest transit passenger activity in College Area, with a combined 4,438 daily boardings and alightings. The 54th Street and El Cajon Boulevard intersection has the highest transit passenger activity in the College Area outside of the SDSU Transit Center, with a combined 1,681 average daily boardings and alightings occurring between the bus stops at the intersection. The second busiest location is College Avenue and El Cajon Boulevard, where a combined 1,550 average daily boardings and alightings occur between the intersection’s bus stops. The busiest standalone bus stop is the Rapid Route 215 westbound terminus at College Avenue and El Cajon Boulevard, which averaged 420 combined daily boardings and alightings.

Transit Rider Safety

Nearly all transit users access transit stops by walking and some users access transit by bicycling. Frequent occurrences of pedestrian and bicycle collisions near a transit stop may indicate potential safety risk for transit users. The most pedestrian and bicycling collisions near a transit stop occurred at 54th Street and El Cajon Boulevard, where 10 collisions occurred within 500 feet of the bus stops at that intersection between 2014 and 2018.

Many pedestrian and bicycling collisions have also occurred along College Avenue and Montezuma Road in the vicinity of SDSU; however, most campus visitors are insulated from those roadways because the SDSU Transit Center is located between the campus (which is to the north) and those roadways. Transit users accessing the SDSU Transit Center from other directions have options to avoid College Avenue and Montezuma Road, including by way of parallel streets Campanile Drive and Hardy Avenue (from the south and west) and Aztec Walk (from the west and east), which includes a pedestrian and bicycle grade separated crossing of College Avenue near the transit center.

Figure 3-6: Transit Needs



Data Source: Transportation Injury Mapping System (2020); City of San Diego; SANDAG/SANGIS Regional GIS Data Warehouse, (www.sangis.org)

On-time Performance

As discussed in Section 2.3.5, all existing bus routes operating in the community share roadway space with vehicular traffic. Therefore, on-time bus performance can be directly affected by vehicular traffic congestion along those roadways, especially during peak commute hours. The following sections with bus operations experience congestion:

AM Peak

- Montezuma Road (westbound), between 55th Street and East Campus Drive
- El Cajon Boulevard (eastbound), between 67th Street and 70th Street
- College Avenue (southbound), between I-5 Westbound Ramps and Zura Way
- Lake Murray Boulevard (northbound and southbound), between Parkway Drive and Alvarado Road
- 70th Street (northbound), between Alvarado Road and El Cajon Boulevard

Midday Peak

- Montezuma Road (eastbound), between 54th Street and College Avenue
- Montezuma Road (westbound), between 55th Street and East Campus Drive
- El Cajon Boulevard (westbound), between 54th Street and 62nd Street
- College Avenue (southbound), between I-8 Eastbound Ramps and Montezuma Road
- College Avenue (northbound), between Lindo Paseo and El Cajon Boulevard
- Lake Murray Boulevard (southbound), between Parkway Drive and Alvarado Road
- 70th Street (southbound), between Alvarado Road and El Cajon Boulevard

PM Peak

- Montezuma Road (westbound), between Collwood Boulevard and Reservoir Drive
- Montezuma Road (eastbound), between 55th Street and East Campus Drive
- Collwood Boulevard (northbound), between Montezuma Road and El Cajon Boulevard
- College Avenue (northbound and southbound), between I-8 Westbound ramps and Montezuma Road
- College Avenue (northbound), between Montezuma Road and El Cajon Boulevard
- 70th Street (southbound), between Alvarado Road and El Cajon Boulevard

The SANDAG 2021 Regional Plan (RP) calls for a network of *Next Gen Rapid* Bus routes by 2035 (described in further detail in the following section). The alignments of these routes, which in the College Area, use all of Montezuma Road, and portions of El Cajon Boulevard (west of College Avenue and east of Montezuma Road), and College Avenue (south of Montezuma Road), will have transit priority treatments which may include transit priority treatments and treatments to reduce station dwell time. These enhancements, where implemented, will improve bus transit on-time performance.

Planned Transit Improvements

The SANDAG 2021 RP revolves around the agency's *5 Big Moves* transportation strategy. The strategy aims to design the region's future transportation system around high-speed transit, multimodal corridors, mobility hubs, first and last mile mobility options, and transportation systems technology.

SANDAG is seeking to boost transit is with the recommendation of high-speed regional rail alignments (dubbed "commuter rail" in the RTP), with wider station spacing and complete separation from vehicular traffic and other sources of friction, and *Next Gen Rapid* buses – which will include features of

Bus Rapid Transit, including bus only lanes and other transit priority treatments, wider stop spacing and treatments to reduce station dwell time. The College Area is located within the Kumeyaay Corridor - Comprehensive Multimodal Corridor Plan (CMCP). The Kumeyaay Corridor CMCP aims to guide the development of an innovative transportation network, transforming the way people and goods move through the central San Diego region. This CMCP evaluates all travel modes and transportation facilities in the study area using real-time travel data and incorporating public input. Some of the key planned transit improvements are described below.

SANDAG's commuter rail network recommendations link the major employment centers of region (Downtown, Kearny Mesa, and University City) to most cities in the region. It includes an east-west commuter rail link which roughly parallels the existing San Diego Trolley Green Line to the south, instead serving the denser built environments of the Mid-City San Diego communities missed by the Trolley. In the College Area, this line would have a station at the existing SDSU Transit Center, and from this station would connect the College Area to City Heights, North Park, Uptown and Midway to the west, and La Mesa and El Cajon to the east. A transfer hub at the North Park station would enable passengers to access different lines serving University City, Kearny Mesa, Downtown, and South Bay cities.

Two new *Next Gen Rapid* bus routes would connect College Area to other parts of the region with higher quality bus service, including the Route 295, which via Montezuma Avenue will link College Area to Clairemont, Mission Valley and Kearny Mesa to the northwest, and La Mesa, Lemon Grove, and Spring Valley to the southeast, and Route 625, which connects College Area to City Heights, Encanto, National City and Chula Vista via College Avenue, El Cajon Boulevard and 54th Street. The existing Rapid 215 bus route, in its current alignment from Downtown to SDSU Transit Center, via El Cajon Boulevard and College Avenue, would also be upgraded to *Next Gen* under the plan's recommendations.

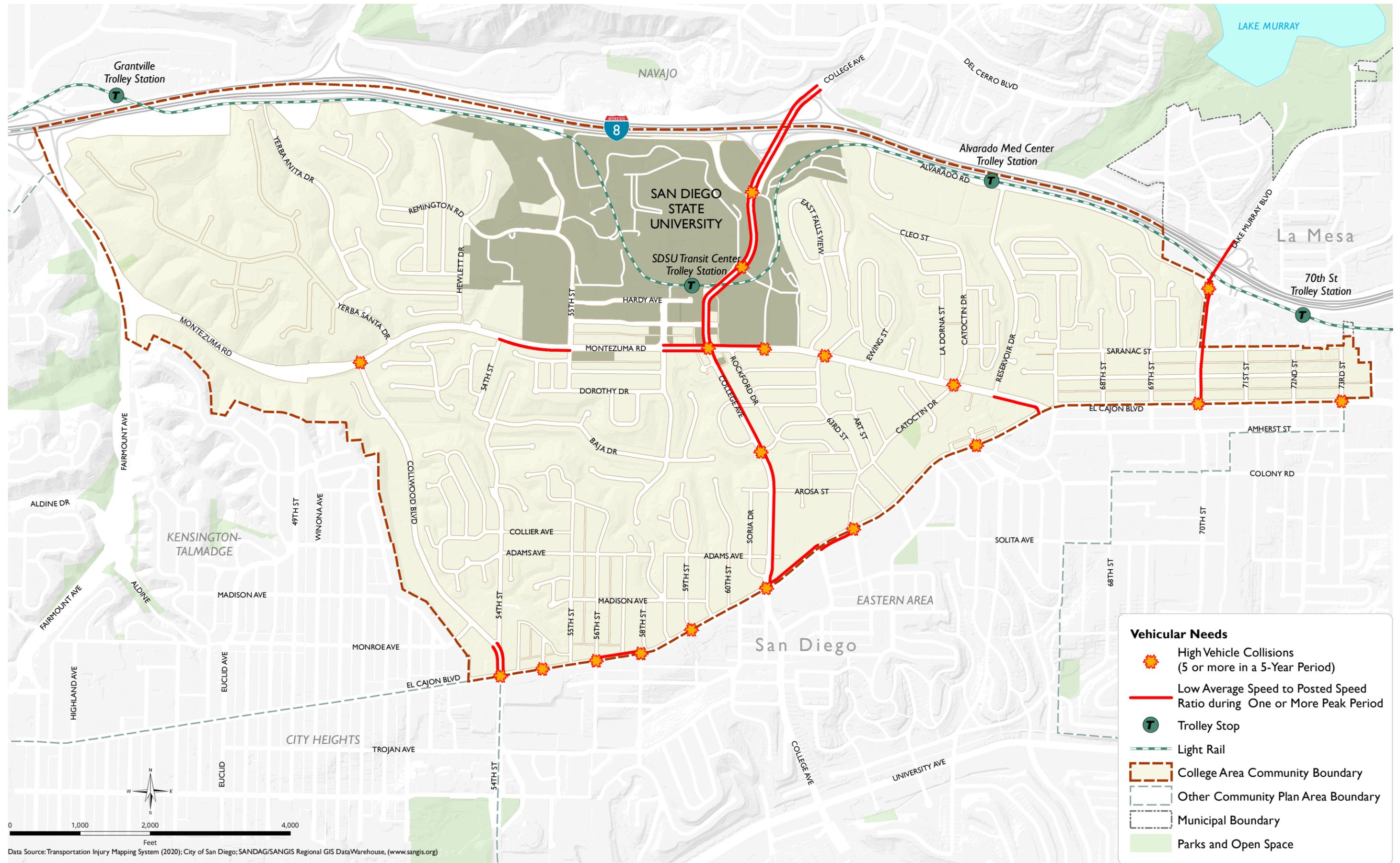
Transit Opportunities / Future Direction

The RP's planned east-west commuter rail line and three planned *Next Gen Rapid* routes that will serve College Area in the future will significantly enhance accessibility to the entire region from College Area by transit and dramatically reduce the current transit travel times along the El Cajon Boulevard axis. The improved transit mobility to the College Area should stimulate significant mode shift among visitors to SDSU, which is the community's most significant traffic generator and attracts commuters from all over the region.

3.4 Vehicular Needs

Streets and freeways comprise the framework of our transportation system and play a major role in shaping the form of and quality of life within the community. When the street system is congested and has poor traffic safety, it can have a major impact on the community. The roadways affected by congestion during peak periods and intersections with the highest frequency of traffic collisions are shown in **Figure 3-7**.

Figure 3-7: Vehicular Needs



Data Source: Transportation Injury Mapping System (2020); City of San Diego; SANDAG/SANGIS Regional GIS Data Warehouse, (www.sangis.org)

Traffic Volumes

There are several major arterial corridors in the community: Fairmount Avenue/Montezuma Road, College Avenue, El Cajon Boulevard, and 70th Street. College Avenue between Interstate 8 and Montezuma Road experiences congestion during Midday and PM peak periods. This congestion is primarily caused by the heavy traffic volumes, closely spaced signalized intersections (450 feet between Canyon Crest Avenue and Interstate 8 westbound ramps), and unbalanced lane utilization attributed to the interchange configuration (i.e., both eastbound and westbound on-ramps are on the east side).

The heaviest volumes are carried by Fairmount Avenue, north of Montezuma Road (87,000 daily trips). This section of roadway facilitates heavy demand for access to the Interstate 8 freeway from most of the College Area as well as neighboring Mid-City communities. Fairmount Avenue, north of Montezuma Road and Montezuma Road west of SDSU experience slow travel speeds during the AM peak period due to the heavy demand for access to Interstate 8 during that time and the freeway's congested conditions spilling over onto those roadways.

70th Street carries between 22,000 and 30,000 daily trips between Interstate 8 and El Cajon Boulevard, and experiences congestion in the direction of the freeway during the AM and PM commute peak periods by peak direction. El Cajon Boulevard, along the southern boundary of College Area, carries 18,000 to 25,000 daily trips.

Vehicular Safety

As shown in Table 2-26, within the College Area, there were five (5) intersections with 10 or more motorist injury collisions between 2014 and 2018.

- Collwood Boulevard & Montezuma Road (12)
- Collwood Boulevard & El Cajon Boulevard (11)
- College Avenue & Canyon Crest Drive (10)
- College Avenue & Montezuma Road (10)
- 56th Street & El Cajon Boulevard (10)

Three of the intersections with 10 or more collisions (Collwood Boulevard & Montezuma Road, College Avenue & Montezuma Road, and 56th Street & El Cajon Boulevard) met the criteria of a vehicular collision systemic hotspot roadway environment identified in the 2018 SSAR. Of the combined 32 collisions at those locations, there were six which matched the crash profile accompanying that hotspot intersection environment (where a through movement control violation results in a broadside collision).

Vehicular Travel Speeds

The primary congestion areas within the College Area are in the western and northern boundaries of the study area. The congestion on the western end is due to the high volumes at the Fairmount Avenue and Montezuma Avenue interchange, and the northern congestion at the I-8 and College Avenue interchange is similarly cause by high traffic volumes and closely spaced intersections. These areas of congestion notably occur during all three peak periods.

Planned Street Improvements

College Area Community Public Facilities Financing Plan

The *College Area Community Public Facilities Financing Plan* (PFFP), approved February 25, 2014, identifies specific projects, locations, and funding sources for implementation in the community. Projects span a period of approximately 20 years, which is when full community development is anticipated.

Among other public facilities, the PFFP identifies transportation-related future needs for the community, which are funded through a combination of Development Impact Fees (DIF), subdivider-paid fees, TransNet revenue, or other, currently unidentified funding sources.

The PFFP identifies the following transportation-related improvements in the College Area. This list does not include projects that have been completed. Note that some of the facilities identified below are no longer feasible since the approval of the 2014 PFFP, due to development patterns, changes in state law, right-of-way (ROW) constraints, and other factors. Funded and unfunded projects are listed along with project costs and funding sources, if known:

- Widen College Avenue to a Six-Lane Major Street at the I-8 Bridge and Provide Class II Bike Lanes (\$7,000,000 Total – \$6,847,600 Unfunded, \$152,400 Developer Funded)
- Realign Alvarado Road Approximately 1,600' East of College Avenue and Add Class II Bike Lanes (\$4,650,000 Total – \$4,332,000 Unfunded, \$318,000 Developer Funded)
- Montezuma Road and Collwood Boulevard Intersection Feasibility Study and Improvements (\$1,100,000, Unfunded)
- Hardy Avenue and Campanile Drive Traffic Signals Improvement (\$275,000, Unfunded)
- Lindo Paseo and Campanile Drive (\$275,000, Unfunded)
- Traffic Signal Interconnect Throughout the Community (\$460,000, Unfunded)
- Construct Left-Turn Lanes on El Cajon Boulevard Between 68th Street and 69th Street (\$90,000, Unfunded)
- Implement ADA Improvements Throughout the Community (\$1,000,000, Unfunded)
- Widen College Avenue from Lindo Paseo to Canyon Crest Drive Intersection to a Modified Six-Lane Major Street (\$11,500,000, Unfunded)
- Widen Alvarado Road to a Three-Lane Collector from 1600' East of College Avenue to 300' West of 70th Street with Class III Bike Lanes (\$4,800,000 Total – \$4,614,400 Unfunded, \$185,600 Developer Funded)
- Widen College Avenue to a Six-Lane Major with Separate Right-Turn Lanes and Class II Bike Lanes at the Intersections of Lindo Paseo and Montezuma Road (\$6,000,000 Total – \$5,653,000 Unfunded, \$347,000 Developer Funded)
- Widen College Avenue to a Six-Lane Major with Separate Right-Turn Lanes and Class II Bike Lanes at the El Cajon Boulevard Intersection (\$4,100,000 Unfunded)
- Widen El Cajon Boulevard at 70th Street to Provide Dual Eastbound Left-Turn Lanes and a Single Westbound Left-Turn Lane. Add Class II Bike Lanes (\$1,600,000 Unfunded)
- Widen El Cajon Boulevard to a Modified Four-Lane Major Street with Class III Bike Routes From 57th Street to 58th Street (\$1,800,000 Unfunded)
- Modify Existing Traffic Signal at Montezuma Road and Campanile Drive Intersection (\$222,000 Total – \$115,000 Unfunded, \$107,000 TRANSNET)
- Provide a Separate Right-Turn Lane from Eastbound Alvarado Road to Southbound 70th Street (\$885,000 Total – \$763,400 Unfunded, \$121,600 TRANSNET)

-
- Mission Valley Light Rail Transit Line – Includes a Loop Alignment Through SDSU Campus (\$94,000,000 Total – \$84,320,000 Unfunded, \$5,060,000 State, \$4,620,000 TRANSNET)

Freeways

SANDAG's *San Diego Forward: The Regional Plan (2019)* identifies the following freeway improvements within the College Area:

- I-8 – Operational improvements along segments that traverse the College Area

Transportation Unfunded Needs List

The City of San Diego's *Transportation Unfunded Needs List (TUNL)* has identified the following g intersection improvement:

- Implement Protected Left-Turn Phasing for Eastbound and Westbound Traffic at El Cajon Boulevard and Rolando Boulevard Intersection

Parking

Commercial and retail land uses along Montezuma Road, El Cajon Boulevard, and College Avenue typically attract single-destination trips and time restrictions along most of the business-fronting blocks encourage high turnover. Most land uses along El Cajon Boulevard have their own dedicated off-street parking supply, which generally keeps on-street parking occupancy low.

More than two-thirds of the College Area is comprised of residential land uses and these residential-fronted blocks generally have higher parking utilization than the non-residential blocks. Furthermore, areas with multi-family apartment buildings have higher on-street parking utilization than single-family blocks. Most of the observed single-family residential blocks have “permit only” restrictions that prohibit non-residents from parking during certain times. These homes also typically already have at least one off-street parking space, further increasing the available parking supply for single-family residential blocks. In multi-family residential areas, however, higher on-street parking occupancies were observed. As is the case along Collwood Boulevard, where the fronting land uses are almost exclusively multi-family apartment buildings. In this case, the available on-street supply serves only the residents and does not limit access to nearby businesses or other land uses. However, given the College Area's likelihood of developing more residential and mixed-use villages, as well as the prospective growth of the business district, careful consideration should be taken when determining the adequacy of parking such that residents in need of on-street parking do not hinder access to businesses.

Although the existing supply meets the existing demand for parking, future developments will likely lead to an increase in parking demand and needs. Effective parking management practices supplemented with the facilitation of alternative forms of mobility can maximize the use of the College Area's future parking supply and alleviate parking dependency. Improving transit within the College Area may encourage some mode shift away from driving and decrease the necessity for more parking. Improvements to the bicycle and pedestrian network within the College Area can also result in a higher number of non-motorized trips which do not require on-street parking upon arrival to their destinations. Similarly, the emergence of shared electric-assist micro-mobility devices mitigates the disadvantages of parking remotely and enables some vehicular trips to be replaced altogether. The proliferation of ride-hailing services has also reduced the demand for long-term parking; however, these services can disrupt the operations of the roadway for other users if not appropriately managed. The allocation of space for staging and loading/unloading activities are necessary considerations to maximize the benefits of these services.

Appendix A - Document Review

TO: Emanuel Alforja, City of San Diego
FROM: Katja Dillmann and Stephen Cook, PE, Chen Ryan Associates
DATE: June 25, 2020
RE: College Area Community Plan Update – Existing Mobility Assessment : Document Review re Outstanding Improvements and Connections

Overview

This document review is one of the initial steps in the planning process. Planning documents that are related to transportation and mobility within the College Community Planning Area or impacting the immediate vicinity were reviewed for recommendations, and in particular for outstanding improvements, as well as connections to the College Community.

The following documents were reviewed for the recommended infrastructure improvements contained therein:

- SANDAG’s San Diego Forward: The 2019 Federal Regional Transportation Plan (2019)
- Mission Valley Community Plan (2019)
- SDSU Campus Master Plan/Transportation Impact Analysis (DAA 2018)
- El Cajon Boulevard Specific Plan (2017)
- SANDAG Preliminary Draft Report Interstate 8 Corridor Study (2016)
- College Area Pedestrian Master Plan
- Bicycle Master Plan (2013)
- SDSU Bike and Skateboard Access Safety Study (2009)
- College Area Community Plan (1989)

The following document was reviewed holistically for its goals and policies, as well as recommendations as they pertain to the College Community:

- Community Plan Update Report by the College Area Community Council (2020)

The City of San Diego’s TUNL program has identified 220 transportation projects in the College Area Community, the document listing each project is attached as an appendix.

SANDAG’s San Diego Forward: The 2019 Federal Regional Transportation Plan (2019)

Every four years, SANDAG prepares a long-range regional transportation plan with the 18 cities and County of San Diego, along with regional, state, and federal partners. The 2019 Federal Regional Transportation Plan (2019 Federal RTP) is the San Diego region’s current plan. The 2019 Federal RTP complies with federal requirements, including air quality conformity, and preserves state and federal funding eligibility for SANDAG and its member agencies.

Topic areas covered by the 2019 Federal RTP include:

- Air quality
- Borders, including Baja California, our tribal nations, and our neighboring counties
- Climate change mitigation and adaptation
- Economic prosperity

- Emerging technologies
- Energy and fuels
- Habitat preservation
- Healthy communities
- Mobility and transportation
- Open space and agriculture
- Public facilities
- Public safety
- Shoreline preservation
- Water quality

The 2019 Federal RTP will be implemented with a combination of both near-term actions and continuing actions. Eleven near-term actions are intended to be completed before adoption of the 2021 Regional Plan, while continuing actions support longer-term implementation of projects and programs.

The most important transportation related near-term action is to implement the Regional Transportation Improvement Program (RTIP). The RTIP includes transportation projects and improvements scheduled to receive funding in the region over the next five years. The following 11 items are considered the Near-Term Actions:

1. Implement the RTIP as detailed above.
2. Develop a long-term specialized transportation strategy through 2050, as part of the next biennial update of the SANDAG Coordinated Plan, to address the increasing specialized service needs of seniors and people with disabilities.
3. Implement the San Diego Regional Alternative Fuel Readiness Plan.
4. Promote Vehicle Mile Travel (VMT) reduction by applying the Regional Complete Streets Policy to relevant SANDAG plans, programs, and projects.
5. Incorporate regional transportation model enhancements to provide more robust data regarding bike and pedestrian travel, carpools, vanpools, carshare, and public health.
6. Expand the Integrated Corridor Management Concept and design for up to three corridors.
7. Complete the implementation of the ten-year TransNet Program review recommendations.
8. Develop innovative financing tools to self-finance near-term projects for the new border crossing at Otay Mesa East.
9. Participate in the target-setting process and monitoring for federal performance measures and report on progress toward the achievement of these federal performance measure targets in the new System Performance Report.
10. Support the implementation of the Intraregional Tribal Transportation Strategy with tribal nations in the region.
11. Develop a regional military base access plan and implementation program.

The development of the 2019 Federal RTP has mirrored the development of San Diego Forward: The 2015 Regional Plan (2015 Regional Plan). Updated revenue projections were developed for the likely amount of funding that would be available for transportation purposes, and in what time periods the funds would be available between now and 2050. Project costs were also updated to include the latest information on construction and material prices. As such, the RTP looked at the elements of the Transportation Network, this included transit, active transportation, route choices which includes local streets and roads, managed lanes on the highway system, highway improvements, toll roads, technology which includes Intelligent Transportation Systems (ITS), and transportation demand. Projects relevant to College are listed below.

The following is a summary of relevant major transit project included in the 2019 Federal RTP:

- **Trolley/SPRINTER/Rapid service:** These routes serve as the trunk lines of the regional transit system. Together, they offer fast and reliable rail and bus travel with limited stops in key travel corridors. The Trolley and SPRINTER operate on their own dedicated rail lines, while Rapid service operates on freeway Managed Lanes and on local streets. Planned improvements include (as relevant to the College Area):
 - A new Trolley line from San Ysidro to Carmel Valley along the I-805/I-15 corridors via Chula Vista, National City, Southeastern San Diego, Mid-City, Mission Valley, Kearny Mesa, University City, and Sorrento Valley.
 - A new Trolley line from Pacific Beach to the El Cajon Transit Center via Clairemont, Kearny Mesa, Mission Valley, and San Diego State University (SDSU).
 - A new Trolley line from Downtown San Diego to SDSU along the Park Boulevard and El Cajon Boulevard corridors via Balboa Park, North Park, and City Heights.

The following is a summary of relevant to the College Area with regard highway improvements:

- Operational improvements along the Interstate 8

Mission Valley Community Plan (2019)

The Mission Valley Community Plan was adopted in 2019. The plan contains recommendations to address some of the existing challenges within Mission Valley with an eye-toward making Mission Valley more of a complete community for its residents, as well as for the people who work and visit the area.

This plan was reviewed for connections between Mission Valley and the College Area Community.

- **Implemented:** Class II Bike Lane Camino Del Rio North, from I-15 to eastern community boundary
 - Existing Class II Bike Lane on Fairmount leaving Mission Valley shown Figure 9 p. 49, could not confirm via google
- **Proposed:** Class II Bike Lane Camino Del Rio South from I-15 northbound ramps to eastern community boundary
- No new connections for
 - Pedestrians
 - Transit

College Area Community Plan (1989)

This is the predecessor to the current planning effort. This plan was reviewed for infrastructure recommendations which still have not been completed.

- Incomplete: Improve Fairmont Avenue between Montezuma Road and I-8 to fill six-lane primary arterial standards
- Incomplete: Reconstruct the Fairmount Avenue/Montezuma Road interchange, including widening the bridge structure to provide two eastbound lanes and one westbound lane plus bike lanes and sidewalk. The westbound-to-northbound ramp may need to be widened to two lanes plus bike lane. This reconstruction project should improve bicycle access through this intersection by a redesign of the interchanges for the provision of separate facilities for bicycles and pedestrians.

- Incomplete: College Avenue between Montezuma Road and Interstate 8 should be widened to six lanes with parking prohibited. The bridge across I-8 should be widened to five lanes (three northbound and two southbound). Alvarado Road will subsequently need to be realigned east of College Avenue. These projects will require additional right-of-way and should occur only under the following conditions:
 - As part of a comprehensive redevelopment (Note: This is abbreviated)
 - Pedestrian facilities which link the university, the commercial development along College Avenue, the parking facilities east and west of College Avenue, the housing along Alvarado Road, and the Alvarado Medical Centre must be provided as part of these projects. The existing pedestrian bridge must be maintained or replaced.
 - Landscaping, should be provided along College Avenue, must include pine and eucalyptus trees similar to existing species. Landscaping should be placed between pedestrian area and street. Distinctive landscaping should be used to maintain SDSU's identity. (Note: This is abbreviated)
- El Cajon Boulevard
 - Incomplete
 - 54th Street to 58th Street – As redevelopment occurs, require additional right-of-way and widen to modified four-lane major street standards.
 - Partially Complete:
 - Montezuma Road to 70th Street – Modify raised median to create left-turn pockets at intervening intersections. No new traffic signals should be installed except at Catocin Drive and Montezuma Road, and increased traffic conflicts may require closing the median at some intervening intersections.
 - Partially Complete:
 - Seventieth Street from I-8 to Amherst Street (one block south of El Cajon Boulevard in the Mid-City community) should be the subject of special treatment such as lane restriping, turn lanes, parking and access restrictions. Lane improvements at the Saranac Street and the Mohawk Street intersections should be included. The bridge across I-8 should be widened to six-lanes.
 - Incomplete One-way couplets on El Cajon between:
 - 55th Street and 56th Street
 - El Cerrito Drive and 58th Street
 - Alice Street and 59th Street
- Incomplete: The feasibility of Waring Road running along the south side of Interstate 8 (beginning at the existing I-8/Waring Road interchange) and connecting to Canyon Crest Drive should be studied. This connection may offer relief for some of the congestion at the I-8 College Avenue interchange. The study could be accomplished as part of an evaluation of an LRT review of the College Area circulation system.
- Transit
 - Incomplete: Expand express commuter service between the community and business centers in downtown, Kearney Mesa, Sorrento Valley, University City and student housing centers in the beach area, Greater North Park and the Navajo communities. This expansion should include the addition of new routes as well as increased frequency of service on existing routes.

- Incomplete: Develop a “special event” transit system which provides service both to Cox Arena and between the university and other popular regional destinations. This should be a joint effort between the university and the Metropolitan Transit Development Board. Its use would occur only at specific times for specific events and should not be in operation on an everyday basis.
- Partially Complete: Bus shelters should be installed throughout the community
- Bicycles
 - Incomplete: Class II lane along College Avenue
 - Incomplete: Class II lane along El Cajon Boulevard, east from College Avenue
 - Incomplete: Class III route along Alvarado Road from College Avenue to 70th Street
 - Incomplete: Class III route on Remington Drive to Drover Drive
- Pedestrian
 - Still Incomplete: Complete missing sidewalk on southern portion of Montezuma Road and Collwood Boulevard
 - Complete missing portions of sidewalk on northern portion of Montezuma Road between 54th and Collwood Boulevard
 - Incomplete Section: From Yerba Santa Road and Collwood Boulevard
 - Complete missing sidewalk on Alvarado Road from College Avenue to Alvarado Court

El Cajon Boulevard Specific Plan (2017)

The El Cajon Boulevard Specific Plan stops short of the College Area Community, however, due to the obvious adjacency, this plan was reviewed for proposed recommendations.

- Near Term proposal – Incomplete
 - Euclid Ave to 50th Street, eastbound buffered bicycle lane, westbound Sharrows
- Long term vision – Incomplete
 - Raised cycle track for length of corridor requires ROW acquisition.

Preliminary Draft Report Interstate 8 Corridor Study (2016)

In September 2013, the San Diego Association of Governments (SANDAG) initiated the Interstate 8 (I-8) Corridor Study (Corridor Study) in collaboration with Caltrans District 11, the City of San Diego, the Metropolitan Transit System (MTS), and other stakeholders. As a primary east-west corridor located centrally within San Diego County, the Corridor Study examined multimodal transportation alternatives to address future regional and local travel demand within this area. The Corridor Study area is generally bounded by Ocean Beach to the west, 70th Street in the City of La Mesa to the east, Friars Road to the north, and University Avenue and El Cajon Boulevard to the south. The study considers major multimodal transportation facilities with the goal of identifying both long-range planning, and near-term implementation projects and strategies.

The plan was only reviewed for information as it pertains to the College Area.

Transit Systems

The plan reviewed the transit systems, including transit centers. The transit center at SDSU was identified as providing connections to the Green Line LRT and seven local bus routes.

Station	Average Weekday LRT Boardings (2010)	Connecting Services
SDSU TC	3,944	Bus Routes 11, 14, 15, 115, 856, 936, 955

Route 11 (connecting SDSU, Mid-City, Downtown, and Southeast San Diego) has the highest bus ridership of the local bus routes with 8,166 riders (2010 average weekday boardings).

Many transit stations and infrastructure in the corridor are nearing their maximum capacities for transit vehicles, which greatly limits the ability to expand transit service. Finding space at corridor transit centers to increase bus connections is the largest concern, but capacity issues also extend to the Green Line.

Examples include:

- Old Town Transit Center and SDSU Transit Center Bus Services: Both of these busy transit centers are nearly at capacity for bus operations, with very little space remaining to add more routes or even increase frequencies on existing routes. With both population and transit use on the rise, it will be increasingly important to find new ways to increase bus services at these transit centers and deal with growing capacity problems elsewhere.

Active Transportation Network

The corridor’s bicycle and pedestrian facilities vary in quality and connectivity, with some areas fairly well developed (e.g., SDSU) and other areas hampered by poor connections and lower-density land uses (e.g., shopping centers in Mission Valley).

The majority of the bicycle and pedestrian challenges in the corridor can be sorted into the following general categories: Discontinuous Facilities, Physical Barriers, Less Transit Supportive Land Use/Urban Design Features, Safety Hazards, Inadequate Wayfinding Resources, Lack of Supporting Infrastructure and Safe Routes to Transit.

Though the College Area Active Transportation Network suffers from several of these challenges, the plan specifically calls out the following for the College Area:

- Discontinuous Facilities: No bicycle facilities present along College Avenue south of Montezuma Road near the SDSU Transit Center
- Physical Barriers: I-8 is a physical barrier that hinders connectivity to several LRT stations throughout the corridor, including SDSU Transit Center and Grantville.

Arterial Street System

The corridor study area contains numerous arterial roadways which were designated for detailed analysis by the PST, many of which are oriented west-to-east and can serve as alternatives to the I-8 freeway.

The segments identified within College are:

Roadway	1 st Cross Street	2 nd Cross Street
College Avenue	Del Cerro Boulevard	Montezuma Road
Montezuma Road:	Fairmount Avenue	College Avenue

Existing Roadway Segment Conditions, as they pertain to the College Area:

Roadway	1 st Cross Street	2 nd Cross Street	Classification	Existing Conditions			
				LOS E Capacity	ADT Count	V/C	LOS
College Avenue	Del Cerro Blvd	I-8	4-Lane Major	40,000	37,900	0.95	E
	I-8	Alvarado Rd	4-Lane Major	40,000	28,500	0.71	C
	Alvarado Rd	Montezuma Rd	4-Lane Major	40,000	28,500	0.71	C
Montezuma Road	Fairmount Ave	Collwood Blvd	4-Lane Major	40,000	49,300	1.23	F
	Collwood Blvd	54th St	4-Lane Major	40,000	28,600	0.72	C
	54th St	55th St	4-Lane Major	40,000	28,600	0.72	C
	55th St	Campanile Dr	4-Lane Collector	30,000	27,600	0.92	E
Fairmount Avenue	Campanile Dr	College Ave	4-Lane Collector	30,000	20,500	0.68	D
	Mission Gorge Rd	I-8	4-Lane Major	40,000	47,700	1.19	F
	I-8	Camino del Rio South	6-Lane Primary	60,000	66,000	1.10	F
	Camino del Rio South	Montezuma Rd	6-Lane Primary	60,000	66,000	1.10	F

Intersection Volumes/LOS (AM/PM Peak Hour)

Existing conditions at signalized and un-signalized intersections were analyzed at key locations throughout the study corridor, in particular at locations at and adjacent to critical interchanges along I-8 and SR 163. Intersection capacity analysis was done using thresholds and methodologies defined in the City of San Diego's Traffic Impact Study Manual and the 2000 HCM.

Existing Intersection Level of Service, for intersections relevant to the College Area

	INTERSECTION	TRAFFIC CONTROL	PEAK HOUR	EXISTING	
				DELAY (a)	LOS (b)
1	College Avenue @ I-8 WB Ramps	Signal	AM	8.0	A
			PM	9.5	A
2	College Avenue @ I-8 EB Ramps	Signal	AM	23.2	C
			PM	21.7	C
3	College Avenue @ Alvarado Road	Signal	AM	22.5	C
			PM	44.1	D
4	Fairmount Avenue @ Mission Gorge Road	Signal	AM	17.3	B
			PM	20.3	C
5	Fairmount Avenue @ Camino Del Rio N	Signal	AM	35.9	D
			PM	76.6	E
6	Fairmount Avenue @ I-8 EB Off Ramp	Signal	AM	31.0	C
			PM	50.8	D

Future Corridor Conditions

Future Year Arterial Roadway System Performance: Roadway Segment Volumes/LOS (Daily V/C)

For the purposes of this study, future growth was calculated by comparing the 2008 Series 12 model volumes to the Series 12 model volumes for 2050. Growth rates for 2050 were then applied to the existing roadway counts to derive future no-build daily volumes.

Between existing and future year 2050 No-Build conditions, arterial roadway volumes within the corridor study area are projected to grow on some segments by as little as 9 percent, on others as much as 136 percent, and by approximately 50 percent overall. Volumes are projected to grow less near areas that are more built out, such as near Mission Gorge and select areas near SDSU.

2050 Roadway Segment Conditions (SANDAG Series 12)

Roadway	1st Cross Street	2nd Cross Street	Classification	LOS E Capacity	2050 No-Build		
					ADT	V/C	LOS
College Avenue	Del Cerro Boulevard	I-8	4-Lane Major	40,000	47,400	1.19	F
	I-8	Alvarado Road	4-Lane Major	40,000	39,000	0.98	E
	Alvarado Road	Montezuma Road	4-Lane Major	40,000	44,800	1.12	F
Montezuma Road	Fairmount Avenue	Collwood Boulevard	4-Lane Major	40,000	68,200	1.71	F
	Collwood Boulevard	54th Street	4-Lane Major	40,000	38,400	0.96	E
	54th Street	55th Street	4-Lane Major	40,000	38,800	0.97	E
	55th Street	Campanile Drive	4-Lane Collector	30,000	35,800	1.19	F
Fairmount Avenue	Campanile Drive	College Avenue	4-Lane Collector	30,000	26,500	0.88	E
	Mission Gorge Road	I-8	4-Lane Collector	30,000	76,500	2.55	F
	I-8	Camino del Rio South	6-Lane Primary	60,000	98,200	1.64	F
	Camino del Rio South	Montezuma Road	6-Lane Primary	60,000	93,900	1.57	F

2050 No-Build Intersection Level of Service

INTERSECTION		TRAFFIC CONTROL	PEAK HOUR	2050 No-Build DELAY (a)	LOS (b)
1	College Avenue @ I-8 Westbound Ramps	Signal	AM	11.8	B
			PM	21.9	C
2	College Avenue @ I-8 Eastbound Ramps	Signal	AM	86.9	F
			PM	30.8	C
3	College Avenue @ Alvarado Road	Signal	AM	34.3	C
			PM	140.9	F
4	Fairmount Avenue @ Mission Gorge Road	Signal	AM	23.0	C
			PM	82.9	F
5	Fairmount Avenue @ Camino Del Rio North	Signal	AM	ECL	F
			PM	ECL	F
6	Fairmount Avenue @ I-8 Eastbound Off Ramp	Signal	AM	121.1	F
			PM	ECL	F

Development and Evaluation of Transit and Roadway Improvement Alternatives

Transit Network

By 2050, the 2050 RTP/SCS envisions the Green Line Light Rail Transit (LRT) at a 7.5-minute peak frequency (upgraded from the current 15-minute frequency). SANDAG is also planning for a new LRT line to traverse the corridor from north to south, connecting Kearny Mesa to Mid-City and the South Bay cities, roughly along the I-15 corridor. It would connect with the Green Line at the existing Mission San Diego station. Finally, a new LRT line is planned through Mid-City, connecting SDSU to Downtown San Diego via El Cajon Boulevard.

Roadway Network

The 2050 RTP/SCS network also includes City of San Diego plans for new and expanded roads in the corridor, including segments in the College area or relevant as a connection to the College Area:

- College Avenue: I-8 to Montezuma Road
- Fairmount Avenue: I-8 to Mission Gorge Road

City of San Diego Planned Roadway Capacity Improvements, as relevant to the College Area

Roadway	1st Cross Street	2nd Cross Street	2050 RTP Planned Improvement
College Avenue	I-8	Montezuma Road	Widen from 4 to 6 lanes. Construct raised median.
70th Street	I-8	I-8	Widen from 5 to 6 lanes
	El Cajon Boulevard	Colony	Widen from 2 to 6 lanes
	Colony	University Avenue	Widen from 2 to 4 lanes

The remaining projects were then assigned to two alternatives:

- Alternative A: The planned improvements from the 2050 RTP/SCS, plus additional improvement concepts focused on the Green Line LRT and key I-8 and local arterial interchanges.
- Alternative B: The planned improvements from the 2050 RTP/SCS, plus new transit routes and even more improvement concepts at key I-8 and local arterial interchange locations.

Relative to Alternative A, Alternative B generally features more extensive improvement concepts that are aimed at achieving greater benefits—but also carry higher costs.

Alternative A presumes the full suite of 2050 RTP/SCS transit improvements, in addition to upgrading the Green Line LRT to a 5-minute peak frequency (versus 7.5 minutes in the 2050 RTP/SCS).

Alternative A also features improvement concepts at the following I-8 locations, which were not envisioned by the 2050 RTP/SCS:

- College Avenue (Figure B-5)

Alternative B presumes the full suite of 2050 RTP/SCS transit improvements, in addition to two new transit routes I-8 Express Bus (Route 170) and Friars Road Rapid Bus (Route 630).

Alternative B presumes most the same I-8 operational improvements proposed for the I-8 freeway under the 2050 RTP/SCS and Alternative A. However, it features more extensive improvement concepts at the following I-8 locations (as they pertain to the College Area):

- College Avenue (Figure B-16)

The following roadway segments did not see significant improvements in LOS under Alternative A or B, relative to the No-Build Scenario. Therefore, they may be candidates for additional capacity enhancements or other improvements such as TDM/TSM:

- College Avenue
 - I-8 to Del Cerro Boulevard: Four-Lane Major at LOS F (Alts A/B)

Table 3-9: Projected 2050 Roadway Segment Conditions⁹

Roadway	1st Cross Street	2nd Cross Street	Existing Classification		2050 No-Build				2050 Alt A			2050 Alt B					
			Class	LOS E Capacity	ADT	V/C	LOS	LOS E Cap	AVOL	V/C	LOS	ADT Delta	LOS E Cap	AVOL	V/C	LOS	ADT Delta
College Ave	Del Cerro Boulevard	I-8	4-Lane Major	40000	47400	1.19	F	40000	45900	1.15	F	-1500	40000	47000	1.18	F	-400
	I-8	Alvarado Rd	4-Lane Major	40000	39000	0.98	E	60000	40800	0.68	C	1800	60000	35500	0.59	C	-3500
	Alvarado Rd	Montezuma Road	4-Lane Major	40000	44800	1.12	F	60000	47100	0.79	C	2300	60000	52800	0.88	D	8000
Montezuma Rd	Fairmount Avenue	Collwood Blvd	4-Lane Major	40000	68200	1.71	F	40000	67600	1.69	F	-600	40000	65000	1.63	F	-3200
	Collwood Blvd	54th St	4-Lane Major	40000	38400	0.96	E	40000	37900	0.95	E	-500	40000	36300	0.91	E	-2100
	54th St	55th St	4-Lane Major	40000	38800	0.97	E	40000	38700	0.97	E	-100	40000	36400	0.91	E	-2400
	55th St	Campanile Dr	4-Lane Major	40000	35800	0.90	E	40000	35700	0.89	E	-100	40000	33200	0.83	D	-2600
	Campanile Dr	College Avenue	4-Lane Major	40000	26500	0.66	C	40000	26300	0.66	C	-200	40000	24900	0.62	C	-1600
Fairmount Ave*	Mission Gorge Road	I-8	4-Lane Collector	30000	80000	2.67	F	60000	80000	1.33	F	0	60000	76100	1.27	F	-3900
	I-8	Camino del Rio S	6-Lane Primary	60000	98200	1.64	F	60000	96500	1.61	F	-1700	60000	93300	1.56	F	-4900
	Camino del Rio S	Montezuma Road	6-Lane Primary	60000	93900	1.57	F	60000	92800	1.55	F	-1100	60000	97300	1.62	F	3400

Active Transportation Project Identification and Prioritization

The I-8 Corridor Study is unique in that it represents SANDAG’s first attempt to incorporate a truly multi-modal analysis—including active transportation—into the study of a freeway corridor. The Study includes an appendix dedicated to active transportation considerations: the I-8 Corridor Study Active Transportation Analysis and Recommendations.

There were six focus areas, one of which included San Diego State University. In addition to the six focus areas, additional emphases were placed on Safe Routes to Transit, and (not as relevant to our efforts here) Connections to and from the San Diego River Trail and Friars Road.

A list of high-priority active transportation projects was developed taking into account the results of the performance metrics analysis, stakeholder feedback, opportunities to leverage concurrent projects, and connectivity throughout the corridor.

For the San Diego State University Focus Area, the following were identified as high-priority:

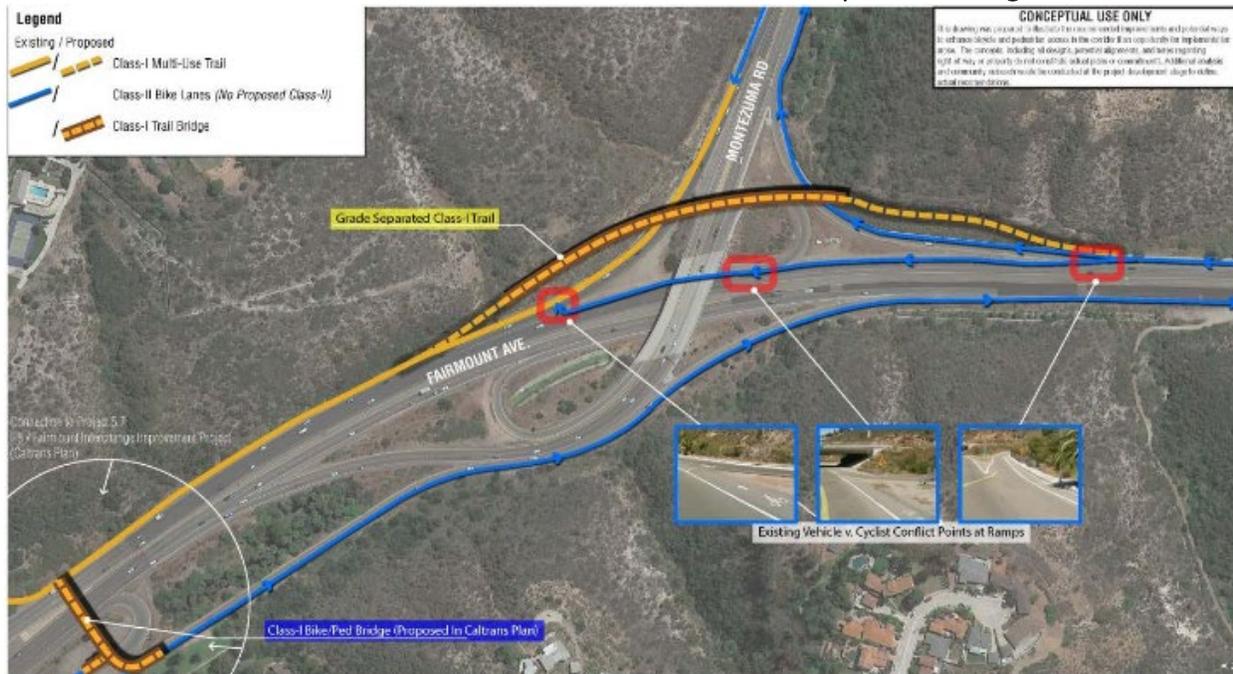
- Montezuma Class-II Bike Lanes: Construct Class-II Bike Lanes on Montezuma Road where missing.
- SDSU Bicycle/Pedestrian Bridge at I-8: Construct a multimodal connection between SDSU and the neighborhood north of I-8 including an alternative for a pedestrian bridge over I-8 at the campus.
- Transit Station Access Improvements: Multimodal access improvements to the SDSU and Alvarado Trolley Stations.

Project Concepts

The plan presents conceptual renderings. Those relevant to the College Area, either because of the location within the community or due to offering connections to the College Area, are shown below.

The Fairmount Avenue and Montezuma Road active transportation project conceptual drawing below including access to regional bicycle and pedestrian path facilities. The active transportation project concept's goal was to enhance bicycle and pedestrian facilities connecting with regional facilities. Based on the benefits of connecting to regional facilities, it is recommended that this project concept be considered in the next Regional Bike Plan update – other Active Transportation planning such as Safe Routes to Transit.

Fairmount Avenue and Montezuma Road Conceptual Drawing



Notes: The purpose of this project concept is to provide improved bicycle facilities at the interchange of Fairmount Avenue and Montezuma Road. This project concept proposes a grade separated Class-I trail with connectors to the Class-II facilities on Montezuma Road and the proposed bike/pedestrian bridge south of the I-8/Fairmount Interchange. The grade separated portion will allow northbound cyclists to avoid the existing high speed conflicts at the three ramp location on the east side of Fairmount Avenue as highlighted in red above.

College Avenue and I-8 pedestrian/bicycle bridge roadway project and active transportation concepts (rendered below) include transit components. The goal was to enhance active transportation facilities providing connections to existing regional facilities, allow for direct transit access to the SDSU Trolley Station, and improve vehicular mobility. Modeled results did show moderate benefits in travel demand, and estimated roadway capital project costs were the second lowest out of all of the interchange project concepts. The roadway project merits further analysis within the ATDM Plan to provide input for alternatives development for project implementation. Despite high estimated capital costs for the pedestrian/bicycle bridge, any residential SDSU-based development to the north of I-8 would highly benefit from having direct access to the SDSU campus and would serve as mitigation potentially offsetting vehicular travel demand. Based on these circumstances the PST recommended that the roadway project concept be considered in the next Regional Plan update and that the active transportation project concepts be considered in the next Regional Bike Plan update – other Active Transportation planning such as Safe Routes to Transit.

College Avenue and I-8 Pedestrian-Bicycle Bridge at San Diego State University Conceptual Drawing



Notes: The purpose of this project concept is to provide a pedestrian and bicycle connection between SDSU and the residential neighborhood to the north of I-8 as an alternative route to the College Avenue overpass at I-8. The proposed project concept includes a Class-I trail bridge between SDSU and the proposed Adobe Falls at SDSU housing project with linkages through the SDSU campus internal bike and pedestrian network.

College Area Pedestrian Master Plan

The College Area Pedestrian Master Plan focused specifically on ten Improvement Areas. The Improvement Areas and recommended projects within each improvement evaluated against priority ranking criteria established during Phase I of the Pedestrian Master Plan. Priority scores were based on connectivity and accessibility. This review did not take the priority scoring into consideration, but rather reviewed the recommended improvements to see whether they had been implemented.

- C1 is El Cajon Blvd from 54th to College – Incomplete Recommendations:
 - El Cajon/56th - Curb Extensions
 - El Cajon/58th: Marked Crosswalk on 58th
 - Curb Extensions on El Cajon at 58th
 - Crosswalk on 58th
 - ADA Driveway on El Cajon (in front of dealership)
- C2 is El Cajon Blvd from 63rd to 73rd – Incomplete Recommendations:
 - El Cajon/67th: Countdown Timers - Looks Incomplete
 - "Turning Vehicles Yield to Pedestrians" Sign
 - El Cajon/73rd Countdown Timers - Looks Incomplete
- C3 is 69th from El Cajon to Saranac St:
 - 69th/El Cajon: Curb Extensions – Incomplete
 - Marked Crosswalk at 69th (south leg) – Incomplete
 - Marked Crosswalk & ADA Ramps at 69th (north leg) – Incomplete
 - Extend raised median along El Cajon Blvd. to prohibit northbound and southbound left turns – Incomplete
 - Install additional street lights – Incomplete
 - ADA Curb ramps at Alley/69th – Incomplete
 - Repaint all faded school pavement markings on 69th St - Incomplete
 - Curb Extensions at Mohawk & 69th St - Incomplete, Raised School Crosswalk at Mohawk & 69th - Incomplete
- C4 is 54th & Montezuma Rd (Hardy Elementary School):
 - Restripe Crosswalk across eastern school driveway & Install ADA Curb ramps - Incomplete
- C5 is Montezuma Place from Hardy Ave to College Place:
 - NOTE: This area has been completely redeveloped since the Ped Plan
- C8 is 70th Street from El Cajon Blvd to I-8:
 - Implement new sidewalk on eastern side of Alvarado Road from Intersection with 70th to where sidewalk exists – Incomplete
- C9 is Saranac Street Bowman lane to 70th St:
 - Curb Extensions on north leg of 69th & Saranac – Incomplete
 - Marked School Crosswalk across south leg of Saranac St and 69th Intersection - Incomplete

Bicycle Master Plan (2013)

The City of San Diego's Bicycle Master Plan was reviewed specifically for improvements within the College Area, and whether the recommendations have been implemented.

The outstanding recommendations are listed below:

- Class II:

- College Avenue from El Cajon Boulevard to Montezuma Road
- College Avenue from Zura Way to Canyon Crest Drive
- Class III:
 - 54th Street from Montezuma Road to El Cajon Boulevard
 - Catoctin Drive from El Cajon Boulevard to Montezuma Road
 - Reservoir Drive from Montezuma Road to Alvarado Road
 - Canyon Crest from 55th Street to Scripps Terrace
- High Conflict Treatment: Fairmount Avenue and Montezuma Road

SDSU Bike and Skateboard Access Safety Study (2009)

This plan is specific to the SDSU Campus, focusing primarily on internal roadways and paths. This review only reviewed suggestions which applied to public roadways.

- Recommended Class 2 Bicycle Lanes on each side of the road on Campline Drive from Montezuma Road to Hardy Avenue - still missing streetview
- Class 2 Bicycle Lane recommended from Del Cerro to south of Montezuma - bicycle lanes missing from north of Interstate 8 to Zura Way and missing south of Montezuma Road.
- From Del Cerro to Zura Way Signage: "Share the Road," "Watch for Bikes" and "Begin Right Turn - Yield to Bikes" recommended - missing.

SDSU Campus Master Plan/Transportation Impact Analysis (DAA 2018)

This document was reviewed for the mitigation measures as they apply to surface streets; however, it was not verified whether the mitigation measures had been implemented or not. The mitigation measures regarding the freeway mainline were not reviewed and have not been included here.

- Near Term Mitigation – Intersections
 - College Avenue/I-8 Eastbound Ramps
 - Widen northbound College Avenue approach to the on-ramp to provide an additional lane on College Avenue between Canyon Crest Drive and the I-8 EB on-ramp
 - College Avenue/Canyon Crest Drive
 - Widen the northbound College Avenue approach to the intersection to provide an additional lane
 - College Avenue/Zura Way
 - Install a traffic signal at the intersection.
 - Signal warrant included in Appendix P, concludes signal is warranted
 - College Avenue/Montezuma Road
 - Re-stripe the eastbound Montezuma Road approach to the intersection to provide an additional (second) eastbound left-turn lane on Montezuma Road to northbound College Avenue, and also to install an overlap phase for the eastbound right-turn to southbound College Avenue at the intersection traffic signal
 - I-8 Westbound Ramp/Parkway Drive

- à Therefore, the road widening, and installation of a raised median is infeasible and, as a result, this impact is considered significant and unavoidable.
- As an alternate strategy, SDSU could widen the sidewalks on the segment of College Avenue between Montezuma Road and Cresita Drive to facilitate increased pedestrian travel, and/or restripe the road to provide for bicycle lanes, although this latter improvement would require removal of the limited existing curbside parking.
 - Neither bicycle lanes nor widened sidewalks would reduce the identified vehicular level of service impact to less than significant.
- Horizon Year 2035 Mitigation – Intersection Mitigation
 - Fairmount Avenue / I-8 Westbound Off Ramp / Camino Del Rio N.
 - Widen the eastbound approach to provide an additional (second) eastbound exclusive right-turn lane on Camino Del Rio N. to southbound Fairmount Avenue at this intersection
 - Infeasible:
 - However, there is no plan or program in place to provide the necessary funding in combination with the Project’s fair-share (0.9%), nor is there a plan or program in place to construct the necessary improvements at this intersection.
 - à This impact is considered significant and unavoidable.
 - 55th Street / Montezuma Road
 - Modify the traffic signal and restripe the 55th Street southbound approach to include: one (1) dedicated southbound right-turn lane; one (1) shared southbound right/thru/left-turn lane; and one (1) dedicated southbound left-turn lane.
 - SDSU has agreed to fully fund and implement the necessary improvements
 - Campanile Drive / Montezuma Road
 - Restripe the Montezuma Road westbound approach at the intersection to provide an exclusive westbound right-turn lane on Montezuma Road to northbound Campanile Drive
 - SDSU has agreed to fully fund and implement the necessary improvements
 - College Avenue / I-8 Eastbound Ramp
 - The improvements to be implemented as mitigation for the Project’s direct impact to the College Avenue / I-8 Eastbound Ramp intersection (provide a third northbound lane on College Avenue between Canyon Crest Drive and I-8 [A-1]) would also mitigate the Project’s significant cumulative impact and no further mitigation is necessary
 - College Avenue / Canyon Crest Drive
 - The improvements to be implemented as mitigation for the Project’s direct impact to the College Avenue / Canyon Crest Drive intersection (widen the intersection to provide an additional (third) northbound lane [A-2]) would also

- mitigate the Project’s significant cumulative impact at this location and no further mitigation is necessary
- College Avenue / Zura Way
 - The improvements to be implemented as mitigation for the Project’s direct impact to the College Avenue / Zura Way intersection (install a traffic signal [A-3]) would also mitigate the Project’s significant cumulative impact at this location and no further mitigation is necessary
- College Avenue / Montezuma Road
 - The improvements to be implemented as mitigation for the Project’s direct impact to the College Avenue / Montezuma Road intersection (restripe the eastbound approach to include an additional (second) eastbound left-turn lane on Montezuma Road to northbound College Avenue and install a right-turn overlap phase [A-4]) would also mitigate the Project’s significant cumulative impact at this location and no further mitigation is necessary
- Alvarado Court / Alvarado Road
 - Install a traffic signal at the intersection
 - A signal warrant analysis is included in Appendix P, which concludes that a signal is warranted at the Alvarado Court / Alvarado Road intersection.
 - There is no plan or program in place to provide the necessary funding in combination with the Project’s fair-share (59.8%), nor is there a plan or program in place to construct the necessary improvements at this intersection.
 - Therefore, the identified improvement is infeasible and, as a result, this impact is considered significant and unavoidable
- 70th Street / Alvarado Road
 - Install an overlap phase on the northbound right-turn to eastbound Alvarado Road at the intersection traffic signal
 - SDSU has agreed to fully fund and implement the necessary improvements
- Interstate 8 Westbound Ramps / Parkway Drive
 - The improvements to be implemented as mitigation for the Project’s direct impact at the I-8 Westbound Ramps / Parkway Drive intersection (install a traffic signal or a roundabout) would also mitigate the Project’s significant cumulative impact at this location and no further mitigation is necessary
- Montezuma Road / Collwood Boulevard
 - Right-turn overlap phase on the northbound approach
 - SDSU has agreed to fully fund and implement the necessary improvements.
- Horizon Year 2035 Mitigation – Street Segments Mitigation
 - Alvarado Road: E. Campus Drive to Reservoir Drive
 - The improvements identified to mitigate the Project’s direct impact to the segment of Alvarado Road from E. Campus Drive to Reservoir Drive (widen and restripe Alvarado Road to construct a two-way center left-turn lane or add left-turn pockets) would, if implemented, also mitigate the Project’s significant cumulative impact at this location
 - However, as previously explained in B-1, the improvements identified to mitigate the direct impacts at this location may be infeasible. If that is the case,

cumulative impacts at this location would be considered significant and unavoidable.

- Alvarado Road: Reservoir Drive to 70th Street
 - The improvements identified to mitigate the Project’s direct impact to the segment of Alvarado Road from Reservoir Drive to 70th Street (restripe Alvarado Road to construct a two-way center left-turn lane or add left-turn pockets) would, if implemented, also mitigate the Project’s significant cumulative impact at this location.
 - However, as previously explained in B-2, the improvements identified to mitigate the direct impacts at this location may be infeasible. If that is the case, cumulative impacts at this location would be considered significant and unavoidable.
- College Avenue: Del Cerro Boulevard to I-8 WB off-Ramp
 - Restripe northbound College Avenue to provide an additional lane
 - There is no plan or program in place to provide the necessary funding
 - The addition of a lane to this segment of College Avenue would conflict with the Navajo Community Plan designation
 - à Therefore, the identified improvements are infeasible and, as a result, this impact is considered significant and unavoidable.
- College Avenue: I-8 Eastbound Ramps to Zura Way
 - The improvements to be implemented as mitigation for the Project’s direct impact to the segment of College Avenue from the I-8 Eastbound Ramps to Zura Way (widen College Avenue to provide an additional (third) northbound lane [B-3]) would also mitigate the Project’s significant cumulative impact at this location and no further mitigation is necessary.
- College Avenue: Zura Way to Montezuma Road
 - Widen the four-lane portion of College Avenue to provide an additional travel lane
 - Infeasible because the right-of-way necessary to add a fifth lane is not available due to the proximity of buildings fronting College Avenue at this location
 - There is no plan or program in place to provide the necessary funding
 - à Therefore, the addition of a fifth lane is infeasible and, as a result, this impact is considered significant and unavoidable
- College Avenue: Montezuma Road to Cresita Drive
 - The improvements identified to mitigate the Project’s direct impact to the segment of College Avenue from Montezuma Road to Cresita Drive (widen College Avenue to construct a raised median) would, if implemented, also mitigate the Project’s significant cumulative impact at this location.
 - à However, as previously explained in B-4, the improvements identified to the direct impacts at this location are infeasible and, therefore, the cumulative impact mitigation also is infeasible and, as a result, cumulative impacts at this location are considered significant and unavoidable
- Montezuma Road: Fairmount Avenue to Collwood Boulevard

- Widen this segment of Montezuma Road to provide an additional eastbound travel lane
 - However, implementation of the necessary improvement is infeasible because:
 - (i) the right-of-way necessary to add a lane is not available due to the existing topography; and
 - (ii) there is no plan or program in place to provide the necessary funding in combination with the Project’s fair-share (8.2%), nor is there a plan or program in place to construct the necessary improvements at this location.
 - Therefore, the identified improvements are infeasible and, as a result, this impact is considered significant and unavoidable.
 - Montezuma Road: Collwood Boulevard to 55th Street
 - Widen this segment of Montezuma Road to provide an additional travel lane
 - However, implementation of the necessary improvements is infeasible because:
 - (i) the right-of-way necessary to add a lane is not available due to the existing topography; and
 - (ii) there is no plan or program in place to provide the necessary funding in combination with the Project’s fair-share (9.1%), nor is there a plan or program in place to construct the necessary improvements at this location.
 - Therefore, the identified improvements are infeasible and, as a result, this impact is considered significant and unavoidable.
 - Montezuma Road: 55th Street to College Avenue
 - Install a raised median along this segment of Montezuma Road
 - However, there is no plan or program in place to provide the necessary funding in combination with the Project’s fair-share (21.9%), nor is there a plan or program in place to construct the necessary improvements at this location.
 - Therefore, the identified improvement is infeasible and, as a result, this impact is considered significant and unavoidable.
- Ramp Meter Mitigation
 - Northbound College Avenue to I-8 Westbound
 - Provide additional capacity on the I-8 westbound mainline
 - Support Caltrans in its efforts to obtain funding from the state Legislature for the costs to prepare a Project Study Report-Project Development Support Project Initiation Document
 - However, as there presently are no capacity improvements planned for this on-ramp, mitigation to reduce the identified significant impact to less than significant is infeasible and the impact is considered significant and unavoidable.
 - Southbound College Avenue to I-8 Westbound
 - Provide additional capacity on the I-8 westbound mainline
 - Support Caltrans in its efforts to obtain funding from the state Legislature for the costs to prepare a Project Study Report-Project Development Support Project Initiation Document

- à However, as there presently are no capacity improvements planned for this on-ramp, mitigation to reduce the identified significant impact to less than significant is infeasible and the impact is considered significant and unavoidable.

Community Plan Update Report by the College Area Community Council (2020)

The plan was written by the Community Council with support from SDSU, as well as, the New School of Architecture and Design. The plan proposes that it function as a foundational document for the San Diego Planning Department.

The plan examines the community's past and the present via an existing conditions analysis. The plan describes the planning process, including the Community Council's efforts, the help received from educational institutions and the outreach efforts conducted.

In support of its desire to function as a foundation document for the City of San Diego, the plan lays out the seven following visions for the community:

1. To meet the community's future housing needs by adding residential and mixed-use density along the community's major corridors and at the three main intersections (nodes).
2. To reduce traffic congestion and improve local mobility.
3. To encourage development of a "campus town" on Montezuma Road on the southern edge of SDSU.
4. To convert Montezuma Road east of College Avenue into a linear park and an extension of the "campus town."
5. To create a sense of identity and place.
6. To establish connections between the community and SDSU.
7. To protect the integrity of the community's single-family neighborhoods.

Each of the seven visions is supported by an itemized list of details.

Vision 1: Meet the community's future housing needs by adding residential and mixed-use density along the community's major corridors and at the three main intersections (nodes).

Identifies the intersection of El Cajon Boulevard/Montezuma Road intersection as a location for a cluster of 6-8 story mixed-use buildings. The intersection of College Avenue/El Cajon Boulevard is identified as a family-centric node that could accommodate middle income and working families, faculty and staff from SDSU, and seniors in new housing. It also identifies Alvarado Road as a candidate for increased density depending on SDSU's future plans.

Contained within Vision 1 is the proposal that community's zoning should be reviewed and revised to allow multistory and mixed-use developments. It also proposes that enforceable design guidelines should be adopted.

Vision II: Reduce traffic congestion and improve local mobility. Due to the focus of this vision on transportation, several of the supporting points are listed in full detail.

As part of the second vision, the plan suggests that a comprehensive traffic and mobility study should be undertaken for the College Area and provides supporting detail as ideas which should be considered in

the analysis. Since this vision focuses on transportation and mobility, the itemized points are included below.

- 2. Traffic needs to flow effectively. Construction of a second off-ramp lane from Montezuma to northbound Fairmount would improve traffic flow and reduce congestion on Montezuma itself, plus on College Avenue and 70th Street. A consideration in studying this issue is whether increased residential density in the College Area would reduce the rush-hour demand on Montezuma Road.
- 3. A traffic circle at 63rd and Montezuma would reduce the speedway that that sector currently is and would make it more amenable to the type of park-like environment described later. The round-about itself could be the site of physical amenities that contribute to creating a sense of place.
- 4. Montezuma Road east of College Avenue to El Cajon Boulevard should be reduced to one lane of traffic in each direction. The street should also include generous bike lanes (with painted islands) on both sides of the street, widened sidewalks on each side, and the two separated from each other by a parkway with trees, benches, and other pedestrian amenities.”
- 5. The traffic and mobility study should also evaluate whether a stop-and-turn light at Zura Way on College Avenue, with an automated, synchronized traffic light timing system, would make it easier for SDSU students to enter and leave SDSU parking structures and possibly provide traffic relief on other corridors.
- 6. El Cajon Boulevard needs to be reduced to a single lane for automobiles in each direction along with micro-mobility lanes, and with other amenities such as wide sidewalks, bike racks, scooter stables, benches, trees, ample street lighting, etc. to encourage pedestrians and boost economic vitality.
- 7. The traffic and mobility study should consider whether College Area streets can be more pedestrian-friendly with pedestrian crossings using push button-activated flashing yellow lights on each side of a designated crosswalk.
- 8. Dedicated bus lanes would improve public transit.
- 9. A shuttle system should be implemented to link the residential areas with the campus. This could be an expansion of the private shuttle services that some of the larger housing complexes currently provide for their tenants, a public-private partnership between them and SDSU’s on-campus shuttle system, or a SANDAG-initiated system.
- 10. Despite the trend toward non-automotive mobility, the reality is that many people will continue to use their cars to shop or visit the College Area. Adaptable parking structures that can be readily modified for other uses could make sense as parking demands shift. Also, SDSU should consider opening portions of its campus parking structures to the public.
- 11. Closed streets in a master-planned area, as described later, could be an opportunity to develop parks or hardscaped plazas for gathering or walking.
- 12. The heavy Montezuma traffic west of College Avenue walls off the community south of Montezuma from Hardy Elementary School and the SDSU campus on the north. The community for many years has requested a pedestrian bridge over Montezuma at or near 54th Street.

Vision III: Encourage development of a “campus town” on Montezuma Road on the southern edge of SDSU.

Included in the third vision are improvements to Montezuma Road starting at Collwood Boulevard, including sidewalks on both sides of the street, lighting, signage, art installations or other place identifiers

that foretell entry into the campus town. Additionally, further improvements such as more trees and other landscaping, with protected bicycle lanes as also suggested.

The vision includes a suggestion for rezoning the south side of Montezuma from 55th Street east to College to allow for mixed-use development up to 4-6 stories with the ground floors containing businesses that serve the expanded student population.

This vision also focuses on the node at College Avenue and Montezuma Road as a redevelopment opportunity with mixed-use buildings containing housing, with ground floor commercial spaces that support residents. The vision continues further east and includes existing single-family residences being redeveloped as mixed use or residential project with buildings up to 5 stories.

Vision IV: Convert Montezuma Road east of College Avenue into a linear park and an extension of the “campus town.”

The vision of the Linear Park is one which features separate lanes for cyclists/skateboarders/scooters, widened sidewalks, and landscaped parkways separating the two. Among other things, the vision includes design guidelines which encourage development of small open spaces disbursed throughout the area with an abundance of trees, seating areas, and designated spaces for community art. Additionally, a gateway feature is suggested for the intersection of Montezuma Road/College Avenue Intersection. Likewise, gateway features are suggested for consideration at the intersections of Montezuma Road/El Cajon Boulevard, El Cajon Boulevard/70th Street, and on College Avenue north of Montezuma Road.

Image from the plan regarding the Linear Park:



Vision V: Create a sense of identity and place.

This vision carries forward several ideas and suggestions from earlier visions such as gateway features, public spaces, slowing traffic on El Cajon Boulevard and be establishing a sense of place through lighting, signs and place identifiers. This vision also provides new ideas such as suggesting a Maintenance Assessment District could be formed, in particular to plant trees, and proposing the idea of exploring master planned neighborhoods of townhomes on Mary Lane Drive and Dorothy Drive and down the hill on 54th Street (between Montezuma Road and Baja Drive).

Vision VI: Establish connections between the community and SDSU.

This vision includes several suggestions for SDSU directly. These suggestions range from discounted parking permits for residents, to scheduling events at times more favorable to residents, to relocating the farmers market and to providing more educational opportunities for residents among others.

The vision also includes the suggestion of convening SDSU, business leaders, developers, students, and the community to develop zoning, design guidelines, and development incentives to encourage eco-friendly, affordable student housing based on unique dormitory and co-living designs. As well as, the suggestion of SANDAG establishing a tram or shuttle service, or cooperate with existing private shuttle services, to provide transit to and from the university on an established schedule along a regular route for students and residents as well.

Vision VII: Protect the integrity of the community’s single-family neighborhoods.

The final vision addresses neighborhood lighting concerns, the suggestion of adopting urban design guidelines specific to each neighborhood, re-purposing mini-dorms for senior housing and adopting design guidelines to buffer the impact of taller developments on adjacent single-family homes.

Appendix B - Analysis Methodology and Existing Traffic Counts

Analysis Methodology

Table 1 summarizes performance measures for each mode, while the remaining sections outline methodologies employed to analyze facility demand, safety, network quality, operations, and connectivity associated with each of the four major modes of travel (pedestrian, bicycle, transit and auto) in the Hillcrest Focused Plan Amendment study area.

Table 1 Multimodal Performance Measure Matrix

Performance Measure	Pedestrian	Bicycle	Transit	Vehicular System
Demand	Primary: San Diego Pedestrian Priority Model	Primary: San Diego Bicycle Demand Model	Primary: Latent Demand at Major Transit Stops*	Existing: Travel Survey Data & Auto Related Counts
	Existing Conditions Only: Travel Survey Data & Peak Period Pedestrian Counts	Existing Conditions Only: Travel Survey Data & Peak Period Bicycle Counts	Existing Conditions Only: Boardings and Alightings information from MTS	Future: SANDAG Model Forecast
Safety <i>(Existing Conditions Only)</i>	Historic Pedestrian Collisions (5-Yr)	Historic Bicycle Collisions (5-Yr)	Historic Collisions near Transit Stations/Stops (5-Yr)	Historic Auto Collisions (5-Yr)
Quality	Pedestrian Environment Quality Evaluation (PEQE)	Bicycle Level of Traffic Stress (LTS)	Station Quality – Presence of Amenities; Service Quality – Transit Speeds	Level of Service - Freeway and Roadway Segments, Intersections, and Peak Hour Arterial Analysis
Connectivity	Primary: Travelshed Analysis Existing Conditions Only: Missing Sidewalk	Primary: Low-Stress Connectivity Existing Conditions Only: Mileage of Bicycle Facilities by Facility Type	Quality Walk and Bicycle Ratios from Major Transit Stops*	Vehicle Miles Traveled (VMT) Per Capita (Resident or Employee)

Note:

* Major transit stops are defined as stations containing a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15-minutes or less during the peak commute periods.

Pedestrian

Pedestrian Demand

The Pedestrian Priority Model (PPM) was used to document relative pedestrian demands across the study area. The model consists of three submodels – trip attractors, generators, and detractors – reflecting high pedestrian propensity land uses and population concentrations, along with factors indicating potential pedestrian barriers or safety issues. The high pedestrian demand areas identified through the Pedestrian Priority Model evaluation were used to define the Pedestrian Study Area which then becomes the focus of quality and connectivity assessments. Thresholds for high demand/need across the community were established relative to the community itself and not relative to the City as a whole.

Pedestrian Safety (Informational, Analyzed for Existing Conditions only)

Historic vehicular-pedestrian collision data was obtained from the Transportation Injury Mapping System (TIMS), an open data service provided by Safe Transportation Research and Education Center at University of California, Berkeley for the period from 2014 to 2018. This data was mapped to display pedestrian-involved collision locations in the study area. Additional focus will be placed on these locations when considering pedestrian-related improvements. Collision causes were tabulated to further understand pedestrian safety and trends.

Pedestrian Environment Quality Evaluation (PEQE)

The quality of all pedestrian facilities (roadway segments, intersections and mid-block crossings) within the study area were evaluated using the Pedestrian Environment Quality Evaluation (PEQE) tool under existing conditions. **Table 2** outlines the evaluation scale. The quality of the pedestrian environment quality is categorized as High, Medium or Low, based upon the following scoring system:

<i>High</i>	> 6 points
<i>Medium</i>	= 4 – 6 points
<i>Low</i>	< 4 points

The PEQE analysis results (score and rating) are presented in tabular and mapped formats for each individual pedestrian facility within the Pedestrian Study Area, including Circulation Element roadway segments (both sides of the road), study intersections, and mid-block crossings.

Table 2 Pedestrian Environment Quality Ranking System

Facility Type	Measure	Description/Feature	Scoring
Segment between two intersections	1. Horizontal Buffer	Between the edge of auto travel way and the edge of clear pedestrian zone	0 point: < 6 feet 1 point: 6 - 14 feet 2 points: > 14 feet or vertical buffer
	2. Lighting		0 point: below standard/requirement 1 point: meet standard/requirement 2 points: exceed standard/requirement
	3. Clear Pedestrian Zone	5' minimum	0 point: has obstructions 2 points: no obstruction
	4. Posted Speed Limit		0 point: > 40 mph 1 point: 30 - 40 mph 2 points: < 30 mph
Maximum			8 points
Intersection by Leg	1. Physical Feature	<ul style="list-style-type: none"> Enhanced/High Visibility Crosswalk Raised Crosswalk/Speed Table Advanced Stop Bar Bulb out/Curb Extension 	0 point: < 1 feature per ped crossing 1 point: 1 – 2 features per ped crossing 2 points: > 2 features per ped crossing
	2. Operational Feature	<ul style="list-style-type: none"> Pedestrian Countdown Signal Pedestrian Lead Interval No-Turn On Red Sign/Signal Additional Pedestrian Signage 	0 point: < 1 feature per ped crossing 1 point: 1 – 2 features per ped crossing 2 points: > 2 features per ped crossing
	3. ADA Curb Ramp		0 point: no ramps and no truncated domes 1 point: ramps only, no truncated domes 2 points: meet standard/requirement
	4. Traffic Control		0 point: no control 1 point: stop sign controlled 2 points: signal/roundabout/traffic circle
Maximum			8 points
Mid-block Crossing	1. Visibility		0 point: w/o high visibility crosswalk 2 points: with high visibility crosswalk
	2. Crossing Distance		0 point: no treatment 2 points: with bulb out or median pedestrian refuge
	3. ADA		0 point: no ramps and no truncated domes 1 point: ramps only, no truncated domes 2 points: meet standard/requirement
	4. Traffic Control		0 point: no control 1 point: flashing beacon (In-pavement, RRFB, etc.) 2 points: signal/pedestrian hybrid beacon (HAWK)
Maximum			8 points

Pedestrian Network Connectivity

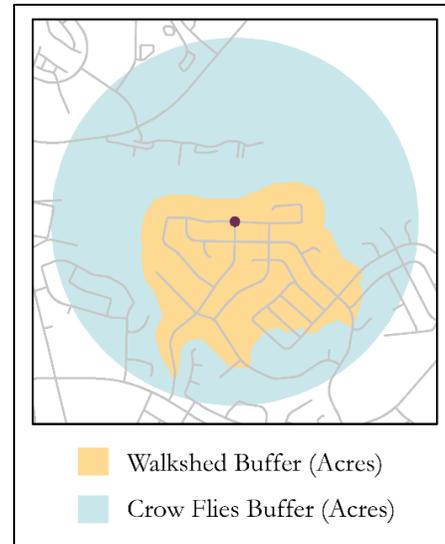
Pedestrian network connectivity was assessed using a two-step process: 1) develop the pedestrian network; and 2) perform a pedestrian travelshed analysis for the network. A description of these steps is provided below.

Developing the Pedestrian Network

The SANDAG “Roads_All” shapefile is the base network for the pedestrian travelshed analysis. However, since the Roads_All shapefile does not include all pedestrian connections – such as trolley stations where people accessing stations may traverse large parking lots, universities, parks, shopping centers or other large institutions – they were manually added to the shapefile to reflect the actual pedestrian network within the study area, prior to conducting the travelshed analysis. In addition, all roadway segments in the Roads_All shapefile that do not allow pedestrians are removed from the analysis, including freeway segments and freeway ramps.

Travelshed Analysis

The pedestrian travelshed analysis assesses the level of connectivity provided at each study intersection within the study area. The travelshed analysis requires first creating a 0.25-mile pedestrian network buffer at each study intersection. That area is then compared to the area of a 0.25-mile as-the-crow-flies buffer (125 acres) to develop a Pedestrian Connectivity Ratio for each intersection. The higher the Pedestrian Connectivity Ratio, the better the overall connectivity is at the intersection.



The Pedestrian Connectivity Ratio is presented in a mapped format, displaying results for each intersection. Each intersection is represented by a color-symbolized dot, with the color reflecting the Connectivity Ratio scale shown in the legend to the right¹.



Bicycle

Bicycle Demand

The Bicycle Priority Model (BPM) was used to document relative bicycling demands throughout the study area. The BPM consists of a demand and detractor submodels. The demand submodel assesses two forms of cycling demand: inter-community – long trips, typically occurring on higher classification mobility element roads, and intra-community – shorter, utility-driven trips which may occur on a variety of streets. The detractor submodel considers barriers to bicycling comfort and safety, such as posted speed limits, traffic volumes and collisions. The submodels are combined to generate a priority point score for every roadway segment in the community.

¹ 65% is typically the highest connectivity ratio that can be achieved in even the most ideal communities (i.e. urban downtown settings with tight street grid networks). Therefore, any community with a connectivity ratio over 50% should be considered ideal.

Bicycle Safety (Informational, Analyzed for Existing Conditions only)

Historic vehicular-bicycle collision data was obtained from TIMS for the period from 2014 to 2018. This data was mapped to display bicycle-involved collision locations in the study area. Additional focus will be placed on these locations when considering bicycle-related improvements. Collision causes were tabulated to further understand bicycle safety and trends.

Bicycle Facility Quality

The Bicycle Level of Traffic Stress (LTS) tool, as documented in the Mineta Transportation Institute Report entitled “Low Stress Bicycling and Network Connectivity”, was utilized to assess the cycling environment quality (Mekuria et al., 2012). All roadways in the study area were assessed using the LTS tool. Results were tabulated and graphically displayed on a map for every roadway segment.

Bicycle Network Connectivity

Bicycle Connectivity Analysis – Bicycle Ratio

A bicycle travelshed analysis was performed to assess the level of connectivity provided at each intersection within the study area. A Bicycle Connectivity Ratio was calculated by comparing the area of a 0.75-mile bicycle network buffer (using all bikeable roadways plus bike paths) at each intersection to the area of a 1.0-mile as-the-crow-flies buffer (or 2,010.6 acres). A higher Connectivity Ratio indicates better overall bicycle connectivity from the individual intersection. The Bicycle Connectivity Ratio results for each intersection within the study area are reported for existing conditions and displayed in a mapped format.

Low-Stress Bicycle Connectivity Analysis

This approach integrates demand, safety, connectivity and quality into two composite evaluation metrics. The three steps used in this evaluation process include the following:

Step 1: Identifying Bicycle Land Uses

Table 3 presents land use types identified as bicycle trip generators and attractors, as well as land uses that should not be considered in this evaluation. These land uses are consistent with the BDM’s Intra-Community Bicycle Demand submodel, unless noted otherwise.

All TAZs containing Bicycle Land Uses were evaluated in Steps 2 and 3.

Step 2: Create Shortest Paths between all TAZs with Bicycle Land Uses

An analysis was performed to develop a community-wide network of shortest paths along bikeable roadways to/from all TAZs containing Bicycle Land Uses. These paths are referred to as the “Unconstrained Paths”. Paths less than 0.25 miles were removed since they are likely to be made by foot. These results reflect the total number of potential bicycle trip paths.

Step 3: Assess the Level of Connectivity and Quality of the Bicycle Paths

This assessment quantifies the connectivity of low stress bicycle facilities (LTS score 1 or 2) between TAZs. This measure results in each TAZ being assigned a percentage reflecting the number of total TAZ reachable via low stress bicycle facilities within the study area.

Table 3 Bicycle Land Use Categories

Generators	Attractors	Not Included as Bicycle Land Uses
<ul style="list-style-type: none"> Residential Land Uses¹ 	<ul style="list-style-type: none"> Retail Office² Class I Bike Path Access Points Transit Stations Parks/Recreational Uses/Beaches Schools/College/Universities Neighborhood Civic Uses Inter-community Access Points³ 	<ul style="list-style-type: none"> Retail Catering to Automobiles/Automobile Services (car dealers, service stations, etc.) Passive or Low-Intensity Recreation (Golf Courses, etc.)/Open Space/Preserves Communications/Utilities Infrastructure Industrial/Warehousing/Junkyards/Landfills Agricultural Police/Fire Stations Military Bases

Notes:

1. The Intra-Community Bicycle Demand submodel includes population densities by various types, such as youth, bicycle commuters, and zero-vehicle households. This input has been simplified as “residential land use” for the purposes of the connectivity assessment since having all inputs by TAZs will facilitate GIS analyses.
2. Office land uses were not included in the PPM or the BDM, but were deemed as possibly important at the community level.
3. Inter-community Access Points were not included in the Intra-Community Bicycle Demand submodel since that facet of travel was modeled via the Inter-Community Bicycle Demand submodel. These connection points just outside the community were deemed as important attractions for this community-level connectivity assessment.

The Composite Cycling Evaluation results in the low-stress bicycle connectivity map in this report.

Transit

Transit Demand

Transit demand was evaluated for all stations/stops within the study area by examining ridership data obtained from MTS and by researching commute mode share as reported in recent US Census Bureau data.

Safety Near a Transit Stop/Station (Informational, Analyzed for Existing Conditions only)

Historic collision data within 500 feet of a transit stop or station was obtained from TIMS for the period from 2014 to 2018. This data was mapped to display collision locations in the study area. Additional focus will be placed on these locations when considering improvements near transit stops or stations.

Transit Quality

Station Quality – Presence of Amenities

Each transit station/stop was reviewed for the presence of the following amenities:

- Shelters
- Benches
- Trash Receptacles
- Station Signs
- Maps/Wayfinding
- Lighting
- ADA compliancy

The San Diego MTS designates minimum amenity standards for transit stops based on the average number of daily boardings that occur at each stop per the *MTS Designing for Transit* manual (2018). **Table 4** outlines the standard amenities that should be provided at transit stations/stops based on the projected daily passenger boardings (across all routes), according to MTS.

Table 4 Transit Amenity Standards by Ridership Levels

Amenity	Daily Passenger Boardings by Stop/Station				
	< 50	50 - 100	101 - 200	201 – 500	> 500
Sign and Pole	✓	✓	✓	✓	○
Built-in Sign	-	-	-	○	✓
Expanded Sidewalk	○	○	✓	✓	✓
Accessible	✓	✓	✓	✓	✓
Seating	○	✓	✓	✓	✓
Passenger Shelter	○	○	✓	✓	✓
Route Designations	✓	✓	✓	✓	✓
Schedule Display	○	○	○	✓	✓
Route Map	○	○	○	✓	✓
System Map	-	-	○	○	✓
Trash/Recycling	○	○	○	✓	✓
Real Time Digital Display	-	-	○	○	○
Bus Pads (Street)*	*	*	*	*	✓
Red Curbs	✓	✓	✓	✓	✓

Source: Designing for Transit, MTS (2018)

Notes:

✓ Standard feature

○ Optional feature

* Required for stops with four or more buses per hour. Bus pads (street) are a specification of the jurisdiction that controls the right-of-way.

- Not applicable

Amenities at all stations/stops in the study area are reported in a table, indicating station ridership levels and whether station amenities are sufficient.

Transit Service Quality – Transit Speeds

On-time bus performance can be directly affected by vehicular traffic congestion along roadways serving bus routes. A roadway arterial speed analysis was used to identify locations where on-time performance is currently, or may be impacted under future conditions, due to vehicular traffic congestion. To identify areas where roadway congestions affects transit on-time performance, an HCM arterial speed analysis was performed for all bus route serving roadways.

Existing and future peak hour (AM and PM) arterial speeds and LOS are reported, by direction, for all study roadways serving bus routes. The information is presented in tabular and map formats.

Quality Connections to Transit

The latent demand evaluation described under “Transit Demand” indicates the number of potential transit users (residents and employees) within the vicinity of each major stop/station, using a 0.25-mile pedestrian network walkshed and a 0.75-mile bicycle network travelshed.

The quality connections assessment draws from the quality walking analysis and quality cycling analysis results to identify quality 0.25-mile pedestrian and 0.75-mile bicycle networks surround major transit stations/stops. These distances were defined in based upon information in the San Diego Forward: The Regional Plan, Appendix U4 – SANDAG Regional Transit Oriented Development Strategy, and represent a five-minute travel distance for pedestrians and cyclists.

A Quality Walk Ratio and a Quality Bicycle Ratio was then developed for each major transit station/stop and presented on a map using the following equations:

$$\text{Quality Walk Ratio from Transit} = \frac{\text{Quality Walking Distance from Transit}}{\text{Crow Flies Buffer from Transit}}$$

$$\text{Quality Bicycle Ratio from Transit} = \frac{\text{Quality Cycling Distance from Transit}}{\text{Crow Flies Buffer from Transit}}$$

The resulting Quality Walk Ratio from Transit and Quality Bicycle Ratio from Transit are presented on separate maps, for each major transit station/stop in this report.

Vehicular System

Freeways, natural topographical barriers, and community boundary were used as general study area boundaries for the purposes of this existing conditions assessment.

Vehicular Demand

Data Collection

Existing vehicular demand was determined using a combination of historical and existing (Year 2021) vehicular traffic counts. Roadway segment counts were collected using tubes during a typical weekday over a 24-hour period. Intersection turning movement counts were collected using video counters to capture the total number of vehicles entering and exiting an intersection by movement (e.g., turning, through). These counts were also collected during a typical weekday with morning, peak period from 7:00 AM to 9:00 AM, midday peak period from XXXX to XXXX, and evening peak period from 4:00 PM to 6:00 PM. All existing traffic counts were conducted on XXXX, by Counts Unlimited, Inc.

Existing Conditions

A count validation, using historical traffic counts, was conducted to compare current travel patterns to traffic conditions prior to the COVID-19 pandemic. Existing traffic counts were adjusted based on the results of the count validation. In general, existing traffic counts were lower than historical traffic counts. Thus, existing traffic counts were generally adjusted to reflect similar or higher traffic volumes than pre-pandemic conditions. Historical traffic counts were obtained from the following sources:

- Montezuma Hotel TIS (2018)
- SDSU New Student Housing EIR (2016)
- City of San Diego Historical Database (2016, 2018, 2019)

Vehicular Safety (Informational, Analyzed for Existing Conditions only)

Historic vehicular collision data was obtained from TIMS for the period from 2014 to 2018. This data was mapped to display vehicular collision locations in the study area. Additional focus will be placed on these locations when considering vehicle-related improvements. Collision causes were tabulated to further understand trends in these occurrences.

Vehicular System Operations

Analysis of the vehicular systems – roadways travel time/speed and intersections analysis were prepared for this study based on local knowledge, previous finding, and discussion with City’s staff. The vehicular analysis provides an evaluation vehicular operation at intersections and along roadway segments. A description of the methodologies employed to evaluate vehicular travel is outlined throughout this section. Level of Service (LOS) is a quantitative measure representing the quality of service from the driver’s perspective. LOS A represents primarily free-flow conditions whereas LOS F represent low speed, typically 30% or less than the base free-flow speed. **Table 5** describes generalized definitions of auto LOS A through F.

Table 5 Vehicular Level of Service Definitions

LOS	Characteristics
A	Primarily free-flow operation. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Controlled delay at the boundary intersections is minimal. The travel speed exceeds 85% of the base free-flow speed.
B	Reasonably unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted and control delay at the boundary intersections is not significant. The travel speed is between 67% and 85% of the base free-flow speed.
C	Stable operation. The ability to maneuver and change lanes at mid-segment locations may be more restricted than at LOS B. Longer queues at the boundary intersections may contribute to lower travel speeds. The travel speed is between 50% and 67% of the base free-flow speed.
D	Less stable condition in which small increases in flow may cause substantial increases in delay and decreases in travel speed. This operation may be due to adverse signal progression, high volume, or inappropriate signal timing at the boundary intersections. The travel speed is between 40% and 50% of the base free-flow speed.
E	Unstable operation and significant delay. Such operations may be due to some combination of adverse signal progression, high volume, and inappropriate signal timing at the boundary intersections. The travel speed is between 30% and 40% of the base free-flow speed.
F	Flow at extremely low speed. Congestion is likely occurring at the boundary intersections, as indicated by high delay and extensive queuing. The travel speed is 30% or less of the base free-flow speed. Also, LOS F is assigned to the subject direction of travel if the through movement at one or more boundary intersections have a volume-to-capacity ratio greater than 1.0.

Source: Highway Capacity Manual 6th Edition, Transportation Research Board (2016)

Peak Hour Intersection Level of Service Standards and Thresholds

This section presents the methodologies used to perform peak hour intersection capacity analysis, for both signalized and unsignalized intersections. The following assumptions were utilized in conducting all intersection level of service analyses:

- *Pedestrian Calls per Hour:* Obtained from existing pedestrian counts.
- *Heavy Vehicle Factor:* 2% heavy vehicle factor
- *Peak Hour Factor:* Obtained from existing peak hour counts.
- *Signal Timing:* Obtained from existing signal timing plans (as of September 2021)

Signalized Intersection Analysis

The signalized intersection analysis utilized in this study conforms to the operational analysis methodology outlined in *Highway Capacity Manual 6th Edition (HCM6)*. This method defines LOS in terms of delay, or more specifically, average control delay per vehicle (seconds/vehicle).

The *HCM6* methodology sets 1,900 passenger-cars per hour per lane (pcphpl) as the ideal saturation flow rate at signalized intersections based upon the minimum headway that can be sustained between departing vehicles at a signalized intersection. The service saturation flow rate, which reflects the saturation flow rate specific to the study facility, is determined by adjusting the ideal saturation flow rate for lane width, on-street parking, bus stops, pedestrian volume, traffic composition (or percentage of heavy vehicles), and shared lane movements (e.g. through and right-turn movements sharing the same lane). The LOS criteria used for this technique are described in **Table 6**. The computerized analysis of intersection operations was performed utilizing the *Synchro 10.0 (HCM6 methodology)* traffic analysis software (by Trafficware, 2018).

Table 6 Signalized Intersection Level of Service HCM Operational Analysis Method

Average Control Delay Per Vehicle (seconds)	Level of Service (LOS) Characteristics
≤10.0	<i>LOS A</i> occurs when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.
10.1 – 20.0	<i>LOS B</i> occurs when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with <i>LOS A</i> .
20.1 – 35.0	<i>LOS C</i> occurs when progression is favorable or the cycle length is moderate. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.
35.1 – 55.0	<i>LOS D</i> occurs when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.
55.1 – 80.0	<i>LOS E</i> occurs when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.
>80.0	<i>LOS F</i> occurs when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Source: Highway Capacity Manual, Transportation Research Board (2016)

Roadway Arterial Travel Time/Traffic Speed:

Travel time and traffic speeds during the morning, mid-day, and evening peak hours of the day, were collected and analyzed for all Circulation Element designated roads that provide access to/from and through the study area. Data was collected for the following Circulation Element:

- Montezuma Road
- El Cajon Boulevard
- Collwood Boulevard
- College Avenue
- Lake Murray Boulevard
- 70th Street

The purpose of the roadway arterial travel time/traffic speed is to provide a baseline to compare with and without project conditions. Roadway arterial travel time/traffic speed provide a more accurate representation of traffic conditions to the general public. The general public typically associates project effects on congestion or traffic to how long it takes to get from an origin to a destination.

VMT

Senate Bill 743 (SB 743) was signed into law in September 2013, modifying the existing California Environmental Quality Act (CEQA) by removing auto delay, level of service (LOS), parking and other vehicular capacity measures as metrics of transportation system impacts for mixed-use, infill or transit oriented development projects. Vehicle miles traveled (VMT) per capita is considered the new analysis metric used to measure transportation impacts. VMT is a reflection of the type, intensity and location of land uses in relation to the capacity of the vehicular transportation network. It is also influenced by the availability and quality of multimodal facilities, roadway connectivity, and system operations.

Traffic Counts - Average Daily Traffic

ADT Count Validation - Comparison of Existing, Historical, and Adjusted Counts

Roadway	Segment	Existing	City of SD Machine			SDSU Housing EIR	% Difference	Average	Adjusted
		2021	2019	2018	2016	2016	(Existing to Historical)		2021
Montezuma Road	Collwood Boulevard to 54th Street	27,682				28,950	-4.4%	-10.3%	29,000
	55th Street to College Avenue	21,336				32,570	-34.5%		32,500
	East of College Avenue	20,780				21,500	-3.3%		21,300
	Reservoir Drive to El Cajon Boulevard	12,879		12,763			0.9%		12,879
College Avenue	Canyon Crest Drive to Zura Way	37,744				35,850	5.3%	8.9%	37,744
	Zura Way to Montezuma Road	29,092				29,790	-2.3%		29,800
	Montezuma Road to Lindo Paseo	29,092	23,629				23.1%		29,092
	Montezuma Road to Arosa Street	28,250				27,500	2.7%		28,250
	Arosa Street to Mesita Drive	28,250		24,448			15.6%		28,250
El Cajon Boulevard	Euclid Avenue to 54th Street	22,014	21,183				3.9%	-10.6%	22,014
	54th Street to 55th Street	20,598			24,164		-14.8%		24,000
	College Avenue to Montezuma Road	15,647	16,440				-4.8%		16,500
	College Avenue to 62nd Street	15,647		25,501			-38.6%		25,500
	Montezuma Road to City Limit	20,881	20,570				1.5%		20,881
Collwood Boulevard	Collwood Way to Montezuma Road	23,635		22,693			4.2%	4.2%	23,635
54th Street	Collwood Boulevard to El Cajon Boulevard	23,714		23,777			-0.3%	-0.3%	23,800
55th Street	North of Montezuma Road	10,893	17,486				-37.7%	-37.7%	17,500
Remington Road	West of 55th Street	2,929				3,110	-5.8%	-5.8%	3,100
							Average	-5.0%	

Counts Unlimited, Inc.

City of San Diego
 Collwood Boulevard
 B/ Montezuma Road - Monroe Avenue
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SDG009
 Site Code: 221-21409A

Start Time	15-Sep-21 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		12	170			28	173				
12:15		14	167			26	173				
12:30		14	193			25	159				
12:45		10	175	50	705	25	160	104	665	154	1370
01:00		7	154			19	183				
01:15		8	154			19	179				
01:30		9	185			20	201				
01:45		6	180	30	673	18	201	76	764	106	1437
02:00		10	167			12	205				
02:15		5	151			10	233				
02:30		7	193			18	235				
02:45		8	144	30	655	13	252	53	925	83	1580
03:00		4	184			21	259				
03:15		19	179			10	225				
03:30		20	170			5	271				
03:45		23	157	66	690	6	269	42	1024	108	1714
04:00		19	182			10	266				
04:15		30	168			7	289				
04:30		62	188			15	274				
04:45		49	184	160	722	11	296	43	1125	203	1847
05:00		76	190			14	281				
05:15		88	166			15	264				
05:30		123	170			29	249				
05:45		145	148	432	674	37	255	95	1049	527	1723
06:00		119	175			33	249				
06:15		144	147			50	248				
06:30		201	153			65	235				
06:45		213	129	677	604	64	204	212	936	889	1540
07:00		238	135			67	200				
07:15		221	108			91	209				
07:30		352	98			116	194				
07:45		289	99	1100	440	160	186	434	789	1534	1229
08:00		262	99			133	162				
08:15		266	108			133	141				
08:30		231	91			142	134				
08:45		234	65	993	363	149	158	557	595	1550	958
09:00		191	68			139	94				
09:15		168	68			101	118				
09:30		193	71			128	126				
09:45		169	53	721	260	140	93	508	431	1229	691
10:00		171	50			130	110				
10:15		158	34			133	65				
10:30		153	26			123	86				
10:45		132	32	614	142	113	96	499	357	1113	499
11:00		142	21			158	55				
11:15		151	24			126	57				
11:30		182	24			167	41				
11:45		178	18	653	87	161	46	612	199	1265	286
Total		5526	6015	5526	6015	3235	8859	3235	8859	8761	14874
Combined Total		11541		11541		12094		12094		23635	
AM Peak	-	07:30	-	-	-	11:00	-	-	-	-	-
Vol.	-	1169	-	-	-	612	-	-	-	-	-
P.H.F.	-	0.830	-	-	-	0.916	-	-	-	-	-
PM Peak	-	-	04:15	-	-	-	04:15	-	-	-	-
Vol.	-	-	730	-	-	-	1140	-	-	-	-
P.H.F.	-	-	0.961	-	-	-	0.963	-	-	-	-
Percentage		47.9%	52.1%			26.7%	73.3%				
ADT/AADT		ADT 23,635		AADT 23,635							

Counts Unlimited, Inc.

City of San Diego
 Collwood Boulevard
 B/ 54th Street - El Cajon Boulevard
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SDG010
 Site Code: 221-21409A

Start Time	15-Sep-21 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		13	165			28	179				
12:15		13	149			24	177				
12:30		14	193			26	153				
12:45		10	172	50	679	20	171	98	680	148	1359
01:00		10	164			13	185				
01:15		7	174			17	171				
01:30		7	187			18	217				
01:45		9	197	33	722	16	197	64	770	97	1492
02:00		9	171			12	214				
02:15		5	154			10	225				
02:30		11	184			18	238				
02:45		6	166	31	675	11	271	51	948	82	1623
03:00		7	195			16	279				
03:15		18	197			13	221				
03:30		16	189			4	269				
03:45		16	188	57	769	7	290	40	1059	97	1828
04:00		17	170			6	285				
04:15		27	177			10	284				
04:30		61	186			15	293				
04:45		43	211	148	744	14	287	45	1149	193	1893
05:00		66	179			15	268				
05:15		88	172			20	284				
05:30		102	160			29	240				
05:45		133	174	389	685	40	279	104	1071	493	1756
06:00		103	201			34	259				
06:15		136	156			49	240				
06:30		176	153			71	244				
06:45		180	154	595	664	76	205	230	948	825	1612
07:00		207	175			67	186				
07:15		237	115			106	216				
07:30		315	119			119	159				
07:45		249	91	1008	500	173	176	465	737	1473	1237
08:00		210	99			163	143				
08:15		237	111			150	135				
08:30		213	98			140	117				
08:45		222	71	882	379	142	142	595	537	1477	916
09:00		181	84			145	88				
09:15		170	75			119	101				
09:30		183	69			137	116				
09:45		142	58	676	286	140	81	541	386	1217	672
10:00		163	46			135	91				
10:15		138	36			122	68				
10:30		140	34			122	76				
10:45		133	36	574	152	134	87	513	322	1087	474
11:00		142	36			150	77				
11:15		149	26			144	53				
11:30		188	32			185	45				
11:45		191	17	670	111	190	38	669	213	1339	324
Total		5113	6366	5113	6366	3415	8820	3415	8820	8528	15186
Combined Total		11479		11479		12235		12235		23714	
AM Peak	-	07:15	-	-	-	11:00	-	-	-	-	-
Vol.	-	1011	-	-	-	669	-	-	-	-	-
P.H.F.	-	0.802	-	-	-	0.880	-	-	-	-	-
PM Peak	-	-	03:00	-	-	-	03:45	-	-	-	-
Vol.	-	-	769	-	-	-	1152	-	-	-	-
P.H.F.	-	-	0.976	-	-	-	0.983	-	-	-	-
Percentage		44.5%	55.5%			27.9%	72.1%				
ADT/AADT		ADT 23,714		AADT 23,714							

Counts Unlimited, Inc.

City of San Diego
 Collwood Boulevard
 B/ El Cajon Boulevard - Trojan Avenue
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SDG011
 Site Code: 221-21409A

Start Time	15-Sep-21 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		14	184			34	213				
12:15		11	163			30	202				
12:30		12	197			32	177				
12:45		10	164	47	708	24	203	120	795	167	1503
01:00		13	181			20	204				
01:15		7	145			23	183				
01:30		6	183			15	205				
01:45		6	181	32	690	14	206	72	798	104	1488
02:00		10	165			12	228				
02:15		10	157			12	232				
02:30		13	213			18	268				
02:45		12	232	45	767	12	279	54	1007	99	1774
03:00		11	272			18	333				
03:15		14	257			15	298				
03:30		15	206			7	353				
03:45		9	190	49	925	12	354	52	1338	101	2263
04:00		16	175			10	291				
04:15		27	183			8	296				
04:30		46	184			15	320				
04:45		41	203	130	745	17	324	50	1231	180	1976
05:00		54	212			15	323				
05:15		85	153			17	318				
05:30		109	159			32	276				
05:45		107	172	355	696	36	331	100	1248	455	1944
06:00		91	165			38	279				
06:15		128	152			49	278				
06:30		205	155			65	240				
06:45		189	156	613	628	70	207	222	1004	835	1632
07:00		220	133			71	181				
07:15		261	140			105	216				
07:30		356	130			123	173				
07:45		299	83	1136	486	178	186	477	756	1613	1242
08:00		276	106			172	137				
08:15		295	103			181	132				
08:30		271	86			212	113				
08:45		266	85	1108	380	234	129	799	511	1907	891
09:00		228	59			177	90				
09:15		240	76			204	113				
09:30		212	65			169	103				
09:45		216	41	896	241	142	97	692	403	1588	644
10:00		178	47			173	81				
10:15		182	45			144	77				
10:30		138	36			159	70				
10:45		139	34	637	162	167	88	643	316	1280	478
11:00		176	37			170	66				
11:15		145	24			146	65				
11:30		196	24			168	40				
11:45		177	17	694	102	159	36	643	207	1337	309
Total		5742	6530	5742	6530	3924	9614	3924	9614	9666	16144
Combined Total		12272		12272		13538		13538		25810	
AM Peak	-	07:30	-	-	-	08:30	-	-	-	-	-
Vol.	-	1226	-	-	-	827	-	-	-	-	-
P.H.F.		0.861				0.884					
PM Peak	-	-	02:30	-	-	-	03:00	-	-	-	-
Vol.	-	-	974	-	-	-	1338	-	-	-	-
P.H.F.			0.895				0.945				
Percentage		46.8%	53.2%			29.0%	71.0%				
ADT/AADT		ADT 25,810		AADT 25,810							

Counts Unlimited, Inc.

City of San Diego
 Yerba Santa Drive
 B/ Yerba Anita Way - Montezuma Road
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SDG025
 Site Code: 221-21409A

Start Time	15-Sep-21 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	26			0	20				
12:15		4	24			1	22				
12:30		5	22			1	32				
12:45		4	23	15	95	4	21	6	95	21	190
01:00		0	12			3	26				
01:15		3	27			1	14				
01:30		0	31			1	31				
01:45		0	19	3	89	0	17	5	88	8	177
02:00		0	15			0	28				
02:15		0	26			1	23				
02:30		0	20			1	23				
02:45		0	20	0	81	0	22	2	96	2	177
03:00		0	22			0	37				
03:15		0	15			1	26				
03:30		1	20			0	29				
03:45		0	22	1	79	0	14	1	106	2	185
04:00		0	26			1	16				
04:15		0	36			2	23				
04:30		1	24			0	27				
04:45		0	22	1	108	1	31	4	97	5	205
05:00		0	23			3	27				
05:15		0	25			5	17				
05:30		1	17			6	30				
05:45		1	22	2	87	3	12	17	86	19	173
06:00		1	28			11	16				
06:15		3	18			9	13				
06:30		7	21			12	19				
06:45		17	25	28	92	14	18	46	66	74	158
07:00		8	13			16	14				
07:15		14	16			21	20				
07:30		10	20			28	14				
07:45		13	13	45	62	35	5	100	53	145	115
08:00		22	13			27	15				
08:15		12	10			15	8				
08:30		13	12			23	10				
08:45		26	15	73	50	18	4	83	37	156	87
09:00		20	7			18	8				
09:15		12	9			27	5				
09:30		16	10			24	5				
09:45		16	7	64	33	14	8	83	26	147	59
10:00		18	9			20	6				
10:15		20	7			13	4				
10:30		16	4			25	4				
10:45		9	8	63	28	25	3	83	17	146	45
11:00		16	2			22	9				
11:15		12	2			18	8				
11:30		23	3			40	4				
11:45		25	1	76	8	19	1	99	22	175	30
Total		371	812	371	812	529	789	529	789	900	1601
Combined Total		1183		1183		1318		1318		2501	
AM Peak	-	11:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	76	-	-	-	111	-	-	-	-	-
P.H.F.		0.760				0.793					
PM Peak	-	-	03:45	-	-	-	02:45	-	-	-	-
Vol.	-	-	108	-	-	-	114	-	-	-	-
P.H.F.			0.750				0.770				
Percentage		31.4%	68.6%			40.1%	59.9%				
ADT/AADT		ADT 2,501		AADT 2,501							

Counts Unlimited, Inc.

City of San Diego
 55th Street
 B/ Canyon Crest Drive - Montezuma Road
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SDG021
 Site Code: 221-21409A

Start Time	15-Sep-21 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		14	94			16	186				
12:15		14	80			14	86				
12:30		13	82			13	54				
12:45		6	115	47	371	12	104	55	430	102	801
01:00		10	89			7	112				
01:15		6	99			9	85				
01:30		6	123			6	93				
01:45		7	96	29	407	5	119	27	409	56	816
02:00		6	77			7	170				
02:15		4	73			6	80				
02:30		5	90			6	96				
02:45		2	78	17	318	1	93	20	439	37	757
03:00		1	113			0	127				
03:15		3	113			2	181				
03:30		1	116			2	175				
03:45		1	135	6	477	1	118	5	601	11	1078
04:00		3	82			2	133				
04:15		3	65			1	80				
04:30		5	67			0	82				
04:45		3	76	14	290	2	87	5	382	19	672
05:00		7	80			2	105				
05:15		12	76			9	106				
05:30		22	68			5	81				
05:45		20	62	61	286	7	85	23	377	84	663
06:00		22	74			12	108				
06:15		14	72			12	134				
06:30		24	92			21	124				
06:45		26	100	86	338	19	177	64	543	150	881
07:00		35	70			28	114				
07:15		71	39			25	59				
07:30		77	52			35	52				
07:45		101	49	284	210	39	58	127	283	411	493
08:00		80	62			29	56				
08:15		92	52			37	80				
08:30		150	60			39	62				
08:45		144	52	466	226	52	43	157	241	623	467
09:00		78	60			64	79				
09:15		82	39			37	68				
09:30		119	49			52	77				
09:45		109	53	388	201	81	56	234	280	622	481
10:00		70	34			84	55				
10:15		52	29			53	24				
10:30		94	25			62	33				
10:45		76	17	292	105	107	12	306	124	598	229
11:00		73	19			101	19				
11:15		76	26			61	22				
11:30		89	18			83	19				
11:45		84	15	322	78	117	20	362	80	684	158
Total		2012	3307	2012	3307	1385	4189	1385	4189	3397	7496
Combined Total		5319		5319		5574		5574		10893	
AM Peak	-	08:00	-	-	-	11:00	-	-	-	-	-
Vol.	-	466	-	-	-	362	-	-	-	-	-
P.H.F.	-	0.777	-	-	-	0.774	-	-	-	-	-
PM Peak	-	-	03:00	-	-	-	03:15	-	-	-	-
Vol.	-	-	477	-	-	-	607	-	-	-	-
P.H.F.	-	-	0.883	-	-	-	0.838	-	-	-	-
Percentage		37.8%	62.2%			24.8%	75.2%				
ADT/AADT		ADT 10,893		AADT 10,893							

Counts Unlimited, Inc.

City of San Diego
College Avenue

PO Box 1178
Corona, CA 92878

B/ Interstate 8 Eastbound Ramps - Canyon Crest Drive
24 Hour Directional Volume Count

Phone: (951) 268-6268
email: counts@countsunlimited.com

SDG014
Site Code: 229-21409A

Start Time	15-Sep-21 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		49	466			41	370				
12:15		38	326			43	416				
12:30		49	352			46	426				
12:45		29	313	165	1457	34	406	164	1618	329	3075
01:00		32	445			35	422				
01:15		26	341			36	498				
01:30		23	307			33	594				
01:45		13	381	94	1474	25	470	129	1984	223	3458
02:00		22	506			16	309				
02:15		39	412			17	391				
02:30		15	394			25	360				
02:45		17	377	93	1689	26	401	84	1461	177	3150
03:00		12	447			21	468				
03:15		25	445			34	439				
03:30		18	493			12	406				
03:45		16	471	71	1856	24	455	91	1768	162	3624
04:00		17	493			15	325				
04:15		29	407			19	316				
04:30		27	469			20	366				
04:45		42	432	115	1801	28	368	82	1375	197	3176
05:00		45	451			43	350				
05:15		46	487			50	333				
05:30		95	471			83	301				
05:45		100	409	286	1818	93	406	269	1390	555	3208
06:00		108	423			103	402				
06:15		115	451			108	373				
06:30		182	472			101	466				
06:45		176	512	581	1858	220	353	532	1594	1113	3452
07:00		262	490			224	272				
07:15		254	323			372	277				
07:30		289	269			507	283				
07:45		236	236	1041	1318	631	277	1734	1109	2775	2427
08:00		291	248			478	272				
08:15		296	303			553	266				
08:30		263	242			712	245				
08:45		296	224	1146	1017	674	200	2417	983	3563	2000
09:00		250	210			425	191				
09:15		228	243			457	212				
09:30		244	231			542	175				
09:45		267	288	989	972	556	184	1980	762	2969	1734
10:00		316	124			327	141				
10:15		264	113			414	140				
10:30		239	102			456	143				
10:45		313	83	1132	422	408	127	1605	551	2737	973
11:00		388	71			351	99				
11:15		295	66			397	81				
11:30		288	66			480	83				
11:45		415	50	1386	253	479	67	1707	330	3093	583
Total		7099	15935	7099	15935	10794	14925	10794	14925	17893	30860
Combined Total		23034		23034		25719		25719		48753	
AM Peak	-	11:00	-	-	-	08:00	-	-	-	-	-
Vol.	-	1386	-	-	-	2417	-	-	-	-	-
P.H.F.	-	0.835	-	-	-	0.849	-	-	-	-	-
PM Peak	-	-	06:15	-	-	-	01:00	-	-	-	-
Vol.	-	-	1925	-	-	-	1984	-	-	-	-
P.H.F.	-	-	0.940	-	-	-	0.835	-	-	-	-
Percentage		30.8%	69.2%			42.0%	58.0%				
ADT/AADT		ADT 48,753		AADT 48,753							

Counts Unlimited, Inc.

City of San Diego
 College Avenue
 B/ Canyon Crest Drive - Zura Way
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SDG015
 Site Code: 229-21409A

Start Time	15-Sep-21 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		47	328			41	296				
12:15		35	271			36	313				
12:30		43	299			43	293				
12:45		31	251	156	1149	30	293	150	1195	306	2344
01:00		32	336			30	329				
01:15		25	301			33	311				
01:30		24	257			30	375				
01:45		12	306	93	1200	22	312	115	1327	208	2527
02:00		24	342			16	248				
02:15		29	354			20	321				
02:30		11	262			22	283				
02:45		18	296	82	1254	22	303	80	1155	162	2409
03:00		13	316			13	330				
03:15		30	325			23	314				
03:30		16	307			20	286				
03:45		16	361	75	1309	19	291	75	1221	150	2530
04:00		16	363			10	223				
04:15		29	329			13	268				
04:30		27	359			19	287				
04:45		37	303	109	1354	25	292	67	1070	176	2424
05:00		42	333			35	284				
05:15		42	373			36	282				
05:30		85	380			44	266				
05:45		100	343	269	1429	48	339	163	1171	432	2600
06:00		92	299			76	354				
06:15		106	332			81	287				
06:30		156	355			68	370				
06:45		167	353	521	1339	151	284	376	1295	897	2634
07:00		231	364			156	251				
07:15		232	280			240	263				
07:30		271	239			324	260				
07:45		228	203	962	1086	387	264	1107	1038	2069	2124
08:00		272	214			307	236				
08:15		293	255			326	251				
08:30		261	230			386	221				
08:45		295	209	1121	908	366	178	1385	886	2506	1794
09:00		214	184			233	188				
09:15		205	219			263	193				
09:30		223	197			327	167				
09:45		248	249	890	849	347	168	1170	716	2060	1565
10:00		247	117			217	133				
10:15		238	105			283	129				
10:30		181	94			276	136				
10:45		278	83	944	399	285	121	1061	519	2005	918
11:00		291	73			276	85				
11:15		250	61			298	84				
11:30		255	68			306	77				
11:45		336	44	1132	246	339	61	1219	307	2351	553
Total		6354	12522	6354	12522	6968	11900	6968	11900	13322	24422
Combined Total		18876		18876		18868		18868		37744	
AM Peak	-	11:00	-	-	-	07:45	-	-	-	-	-
Vol.	-	1132	-	-	-	1406	-	-	-	-	-
P.H.F.	-	0.842	-	-	-	0.908	-	-	-	-	-
PM Peak	-	-	05:00	-	-	-	05:45	-	-	-	-
Vol.	-	-	1429	-	-	-	1350	-	-	-	-
P.H.F.	-	-	0.940	-	-	-	0.900	-	-	-	-
Percentage		33.7%	66.3%			36.9%	63.1%				
ADT/AADT		ADT 37,744		AADT 37,744							

Counts Unlimited, Inc.

City of San Diego
 College Avenue
 B/ Zura Way - Montezuma Road
 24 Hour Directional Classification Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SDG026
 Site Code: 229-21409B

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/15/21	0	130	10	0	1	0	0	0	1	0	0	0	0	142
01:00	0	76	2	0	1	0	0	0	0	0	0	0	0	79
02:00	1	56	4	0	1	0	0	0	1	0	0	0	0	63
03:00	0	56	3	1	1	0	0	0	0	0	0	0	0	61
04:00	0	92	7	0	2	2	0	0	1	0	0	0	0	104
05:00	1	216	34	0	4	2	0	1	1	0	0	0	0	259
06:00	1	423	67	1	8	2	0	0	0	0	0	0	0	502
07:00	6	865	101	2	10	1	0	2	3	0	0	0	0	990
08:00	5	1057	95	3	24	1	0	0	1	0	0	0	0	1186
09:00	1	755	78	1	16	1	1	0	3	0	0	0	0	856
10:00	1	712	103	0	11	1	1	0	0	0	0	0	0	829
11:00	8	729	103	0	12	1	0	1	1	0	0	0	0	855
12 PM	2	772	111	3	14	0	1	0	2	0	0	0	0	905
13:00	2	827	90	2	17	6	0	2	0	0	0	0	0	946
14:00	2	766	81	1	16	0	0	2	0	0	0	0	0	868
15:00	5	914	98	4	12	0	0	0	0	0	0	0	0	1033
16:00	3	806	89	2	6	0	0	0	1	0	0	0	0	907
17:00	4	841	67	4	7	0	0	0	0	0	0	0	0	923
18:00	5	766	61	4	6	0	0	2	0	0	0	0	0	844
19:00	5	617	42	2	0	0	0	0	0	0	0	0	0	666
20:00	1	605	36	1	3	0	0	0	0	0	0	0	0	646
21:00	0	435	23	0	0	0	0	0	0	0	0	0	0	458
22:00	2	300	15	3	1	0	0	0	0	0	0	0	0	321
23:00	1	186	14	2	1	0	0	0	0	0	0	0	0	204
Total	56	13002	1334	36	174	17	3	10	15	0	0	0	0	14647
Percent	0.4%	88.8%	9.1%	0.2%	1.2%	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	08:00	10:00	08:00	08:00	04:00	09:00	07:00	07:00					08:00
Vol.	8	1057	103	3	24	2	1	2	3					1186
PM Peak	15:00	15:00	12:00	15:00	13:00	13:00	12:00	13:00	12:00					15:00
Vol.	5	914	111	4	17	6	1	2	2					1033
Grand Total	56	13002	1334	36	174	17	3	10	15	0	0	0	0	14647
Percent	0.4%	88.8%	9.1%	0.2%	1.2%	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of San Diego
 College Avenue
 B/ Zura Way - Montezuma Road
 24 Hour Directional Classification Count
 Southbound

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SDG026
 Site Code: 229-21409B

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/15/21	0	143	11	3	3	0	0	0	0	0	0	0	0	160
01:00	1	101	5	2	1	0	0	0	0	0	0	0	0	110
02:00	0	62	8	0	4	0	0	1	0	0	0	0	0	75
03:00	0	37	1	0	2	0	0	0	1	0	0	0	0	41
04:00	0	43	6	4	3	0	0	1	1	0	0	0	0	58
05:00	0	79	17	11	4	0	0	1	1	0	0	0	0	113
06:00	1	197	41	19	10	3	0	3	1	0	0	0	0	275
07:00	4	520	81	27	12	4	0	1	0	0	0	0	0	649
08:00	1	714	94	21	21	1	0	2	2	0	0	0	0	856
09:00	0	601	97	22	20	3	0	0	3	0	0	0	0	746
10:00	2	586	106	18	17	3	0	2	2	0	0	0	0	736
11:00	2	705	117	22	18	1	1	1	1	1	0	0	0	869
12 PM	3	787	97	21	12	3	0	1	1	0	0	0	0	925
13:00	1	813	83	21	11	3	0	0	1	0	0	0	0	933
14:00	3	836	124	24	15	0	0	1	1	0	0	0	0	1004
15:00	2	790	76	23	12	1	0	1	1	0	0	0	0	906
16:00	2	812	80	21	5	0	0	2	0	0	0	0	0	922
17:00	5	872	84	23	6	0	0	1	0	0	0	0	0	991
18:00	8	904	77	20	6	0	0	1	1	0	0	0	0	1017
19:00	4	842	49	16	4	0	0	0	0	0	0	0	0	915
20:00	3	716	35	15	2	0	0	1	0	0	0	0	0	772
21:00	6	579	27	10	1	0	0	0	0	0	0	0	0	623
22:00	4	432	27	8	2	0	0	0	2	0	0	0	0	475
23:00	1	254	13	6	0	0	0	0	0	0	0	0	0	274
Total	53	12425	1356	357	191	22	1	20	19	1	0	0	0	14445
Percent	0.4%	86.0%	9.4%	2.5%	1.3%	0.2%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	11:00	07:00	08:00	07:00	11:00	06:00	09:00	11:00				11:00
Vol.	4	714	117	27	21	4	1	3	3	1				869
PM Peak	18:00	18:00	14:00	14:00	14:00	12:00		16:00	22:00					18:00
Vol.	8	904	124	24	15	3		2	2					1017
Grand Total	53	12425	1356	357	191	22	1	20	19	1	0	0	0	14445
Percent	0.4%	86.0%	9.4%	2.5%	1.3%	0.2%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of San Diego
 College Avenue
 B/ Zura Way - Montezuma Road
 24 Hour Directional Classification Count
 Northbound, Southbound

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SDG026
 Site Code: 229-21409B

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/15/21	0	273	21	3	4	0	0	0	1	0	0	0	0	302
01:00	1	177	7	2	2	0	0	0	0	0	0	0	0	189
02:00	1	118	12	0	5	0	0	1	1	0	0	0	0	138
03:00	0	93	4	1	3	0	0	0	1	0	0	0	0	102
04:00	0	135	13	4	5	2	0	1	2	0	0	0	0	162
05:00	1	295	51	11	8	2	0	2	2	0	0	0	0	372
06:00	2	620	108	20	18	5	0	3	1	0	0	0	0	777
07:00	10	1385	182	29	22	5	0	3	3	0	0	0	0	1639
08:00	6	1771	189	24	45	2	0	2	3	0	0	0	0	2042
09:00	1	1356	175	23	36	4	1	0	6	0	0	0	0	1602
10:00	3	1298	209	18	28	4	1	2	2	0	0	0	0	1565
11:00	10	1434	220	22	30	2	1	2	2	1	0	0	0	1724
12 PM	5	1559	208	24	26	3	1	1	3	0	0	0	0	1830
13:00	3	1640	173	23	28	9	0	2	1	0	0	0	0	1879
14:00	5	1602	205	25	31	0	0	3	1	0	0	0	0	1872
15:00	7	1704	174	27	24	1	0	1	1	0	0	0	0	1939
16:00	5	1618	169	23	11	0	0	2	1	0	0	0	0	1829
17:00	9	1713	151	27	13	0	0	1	0	0	0	0	0	1914
18:00	13	1670	138	24	12	0	0	3	1	0	0	0	0	1861
19:00	9	1459	91	18	4	0	0	0	0	0	0	0	0	1581
20:00	4	1321	71	16	5	0	0	1	0	0	0	0	0	1418
21:00	6	1014	50	10	1	0	0	0	0	0	0	0	0	1081
22:00	6	732	42	11	3	0	0	0	2	0	0	0	0	796
23:00	2	440	27	8	1	0	0	0	0	0	0	0	0	478
Total	109	25427	2690	393	365	39	4	30	34	1	0	0	0	29092
Percent	0.4%	87.4%	9.2%	1.4%	1.3%	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	11:00	07:00	08:00	06:00	09:00	06:00	09:00	11:00				08:00
Vol.	10	1771	220	29	45	5	1	3	6	1				2042
PM Peak	18:00	17:00	12:00	15:00	14:00	13:00	12:00	14:00	12:00					15:00
Vol.	13	1713	208	27	31	9	1	3	3					1939
Grand Total	109	25427	2690	393	365	39	4	30	34	1	0	0	0	29092
Percent	0.4%	87.4%	9.2%	1.4%	1.3%	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of San Diego
 College Avenue
 B/ Montezuma Road - Mesita Drive
 24 Hour Directional Classification Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SDG027
 Site Code: 229-21409B

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/15/21	0	110	9	2	2	0	0	0	1	0	0	0	0	124
01:00	0	77	3	2	1	0	0	0	0	0	0	0	0	83
02:00	0	58	1	0	1	0	0	0	0	0	0	0	0	60
03:00	0	41	4	0	1	0	0	0	1	0	0	0	0	47
04:00	0	68	9	0	1	1	0	0	1	0	0	0	0	80
05:00	2	175	34	6	4	2	0	0	1	0	0	0	0	224
06:00	1	377	70	8	7	1	0	0	0	0	0	0	0	464
07:00	5	932	135	10	9	1	0	3	3	0	0	0	0	1098
08:00	2	1177	96	13	22	3	0	2	2	0	0	0	0	1317
09:00	1	745	63	7	17	3	1	1	2	0	0	0	0	840
10:00	1	689	81	9	10	1	0	1	0	0	0	0	0	792
11:00	7	688	81	8	10	1	0	1	1	0	0	0	0	797
12 PM	4	742	90	11	15	0	0	0	2	0	0	0	0	864
13:00	4	829	92	9	13	5	0	1	0	0	0	0	0	953
14:00	0	685	70	9	13	0	0	2	0	0	0	0	0	779
15:00	4	908	87	12	11	0	0	0	0	0	0	0	0	1022
16:00	3	720	75	14	6	0	0	0	1	0	0	0	0	819
17:00	5	727	59	14	6	0	0	0	0	0	0	0	0	811
18:00	7	705	53	12	2	0	0	1	0	0	0	0	0	780
19:00	3	529	41	9	3	0	0	0	0	0	0	0	0	585
20:00	1	544	33	9	0	0	0	0	0	0	0	0	0	587
21:00	1	413	16	6	2	0	0	0	0	0	0	0	0	438
22:00	0	278	13	7	1	0	0	0	0	0	0	0	0	299
23:00	0	156	12	4	1	0	0	0	0	0	0	0	0	173
Total	51	12373	1227	181	158	18	1	12	15	0	0	0	0	14036
Percent	0.4%	88.2%	8.7%	1.3%	1.1%	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	08:00	07:00	08:00	08:00	08:00	08:00	09:00	07:00	07:00				08:00
Vol.	7	1177	135	13	22	3	1	3	3					1317
PM Peak	18:00	15:00	13:00	16:00	12:00	13:00		14:00	12:00					15:00
Vol.	7	908	92	14	15	5		2	2					1022
Grand Total	51	12373	1227	181	158	18	1	12	15	0	0	0	0	14036
Percent	0.4%	88.2%	8.7%	1.3%	1.1%	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878

Phone: (951) 268-6268

email: counts@countsunlimited.com

SDG027

Site Code: 229-21409B

City of San Diego
College Avenue
B/ Montezuma Road - Mesita Drive
24 Hour Directional Classification Count
Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/15/21	0	148	10	2	2	0	0	0	0	0	0	0	0	162
01:00	1	93	1	0	1	0	0	0	0	0	0	0	0	96
02:00	0	51	4	0	4	0	0	1	0	0	0	0	0	60
03:00	0	32	4	0	2	0	0	0	1	0	0	0	0	39
04:00	0	29	5	4	2	0	0	0	1	0	0	0	0	41
05:00	0	58	15	7	2	0	0	0	0	0	0	0	0	82
06:00	1	157	33	10	7	4	0	2	1	0	0	0	0	215
07:00	2	442	54	14	10	0	0	2	0	0	0	0	0	524
08:00	1	556	82	10	15	0	0	3	2	0	0	0	0	669
09:00	2	518	75	9	18	2	0	0	4	0	0	0	0	628
10:00	3	567	89	8	15	3	0	2	1	0	0	0	0	688
11:00	2	701	87	9	10	1	1	1	1	0	0	0	0	813
12 PM	1	763	73	9	14	2	0	2	1	0	0	0	0	865
13:00	2	796	84	9	18	2	0	1	2	0	0	0	0	914
14:00	3	884	105	11	16	0	0	1	1	0	0	0	0	1021
15:00	5	983	94	10	12	0	0	1	0	0	0	0	0	1105
16:00	4	1068	115	10	4	0	0	4	0	0	0	0	0	1205
17:00	6	1087	103	11	7	0	0	1	0	0	0	0	0	1215
18:00	7	992	85	9	5	0	0	1	1	0	0	0	0	1100
19:00	4	756	48	8	5	0	0	0	0	0	0	0	0	821
20:00	2	716	31	7	1	0	0	1	0	0	0	0	0	758
21:00	4	556	26	4	1	0	0	0	0	0	0	0	0	591
22:00	3	340	23	4	1	0	0	0	2	0	0	0	0	373
23:00	3	214	9	2	1	0	0	0	0	0	0	0	0	229
Total	56	12507	1255	167	173	14	1	23	18	0	0	0	0	14214
Percent	0.4%	88.0%	8.8%	1.2%	1.2%	0.1%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	10:00	07:00	09:00	06:00	11:00	08:00	09:00					11:00
Vol.	3	701	89	14	18	4	1	3	4					813
PM Peak	18:00	17:00	16:00	14:00	13:00	12:00		16:00	13:00					17:00
Vol.	7	1087	115	11	18	2		4	2					1215
Grand Total	56	12507	1255	167	173	14	1	23	18	0	0	0	0	14214
Percent	0.4%	88.0%	8.8%	1.2%	1.2%	0.1%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of San Diego
 College Avenue
 B/ Montezuma Road - Mesita Drive
 24 Hour Directional Classification Count
 Northbound, Southbound

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SDG027
 Site Code: 229-21409B

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/15/21	0	258	19	4	4	0	0	0	1	0	0	0	0	286
01:00	1	170	4	2	2	0	0	0	0	0	0	0	0	179
02:00	0	109	5	0	5	0	0	1	0	0	0	0	0	120
03:00	0	73	8	0	3	0	0	0	2	0	0	0	0	86
04:00	0	97	14	4	3	1	0	0	2	0	0	0	0	121
05:00	2	233	49	13	6	2	0	0	1	0	0	0	0	306
06:00	2	534	103	18	14	5	0	2	1	0	0	0	0	679
07:00	7	1374	189	24	19	1	0	5	3	0	0	0	0	1622
08:00	3	1733	178	23	37	3	0	5	4	0	0	0	0	1986
09:00	3	1263	138	16	35	5	1	1	6	0	0	0	0	1468
10:00	4	1256	170	17	25	4	0	3	1	0	0	0	0	1480
11:00	9	1389	168	17	20	2	1	2	2	0	0	0	0	1610
12 PM	5	1505	163	20	29	2	0	2	3	0	0	0	0	1729
13:00	6	1625	176	18	31	7	0	2	2	0	0	0	0	1867
14:00	3	1569	175	20	29	0	0	3	1	0	0	0	0	1800
15:00	9	1891	181	22	23	0	0	1	0	0	0	0	0	2127
16:00	7	1788	190	24	10	0	0	4	1	0	0	0	0	2024
17:00	11	1814	162	25	13	0	0	1	0	0	0	0	0	2026
18:00	14	1697	138	21	7	0	0	2	1	0	0	0	0	1880
19:00	7	1285	89	17	8	0	0	0	0	0	0	0	0	1406
20:00	3	1260	64	16	1	0	0	1	0	0	0	0	0	1345
21:00	5	969	42	10	3	0	0	0	0	0	0	0	0	1029
22:00	3	618	36	11	2	0	0	0	2	0	0	0	0	672
23:00	3	370	21	6	2	0	0	0	0	0	0	0	0	402
Total	107	24880	2482	348	331	32	2	35	33	0	0	0	0	28250
Percent	0.4%	88.1%	8.8%	1.2%	1.2%	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	08:00	07:00	07:00	08:00	06:00	09:00	07:00	09:00					08:00
Vol.	9	1733	189	24	37	5	1	5	6					1986
PM Peak	18:00	15:00	16:00	17:00	13:00	13:00		16:00	12:00					15:00
Vol.	14	1891	190	25	31	7		4	3					2127
Grand Total	107	24880	2482	348	331	32	2	35	33	0	0	0	0	28250
Percent	0.4%	88.1%	8.8%	1.2%	1.2%	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of San Diego
 College Avenue
 B/ El Cajon Boulevard - 62nd Street
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SDG017
 Site Code: 229-21409A

Start Time	15-Sep-21 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		40	181			26	220				
12:15		41	157			28	179				
12:30		34	176			22	171				
12:45		29	174	144	688	16	178	92	748	236	1436
01:00		27	184			9	204				
01:15		25	202			16	186				
01:30		11	195			11	170				
01:45		15	175	78	756	15	182	51	742	129	1498
02:00		8	158			11	220				
02:15		11	168			8	190				
02:30		8	145			17	194				
02:45		7	188	34	659	13	239	49	843	83	1502
03:00		9	217			6	229				
03:15		13	252			10	271				
03:30		10	240			10	285				
03:45		11	178	43	887	7	289	33	1074	76	1961
04:00		9	171			7	283				
04:15		19	180			10	303				
04:30		10	184			8	294				
04:45		10	180	48	715	12	258	37	1138	85	1853
05:00		23	190			14	336				
05:15		31	186			26	265				
05:30		47	195			19	271				
05:45		47	159	148	730	35	240	94	1112	242	1842
06:00		51	171			26	248				
06:15		68	166			45	247				
06:30		108	184			36	212				
06:45		141	152	368	673	56	262	163	969	531	1642
07:00		172	189			82	203				
07:15		221	124			107	191				
07:30		265	115			95	173				
07:45		309	140	967	568	119	188	403	755	1370	1323
08:00		274	132			143	154				
08:15		338	202			116	139				
08:30		293	177			142	110				
08:45		247	161	1152	672	177	107	578	510	1730	1182
09:00		171	154			151	106				
09:15		170	139			109	100				
09:30		206	133			140	93				
09:45		162	125	709	551	136	94	536	393	1245	944
10:00		161	103			169	64				
10:15		149	98			123	84				
10:30		146	90			139	74				
10:45		149	69	605	360	155	68	586	290	1191	650
11:00		132	61			191	49				
11:15		162	66			162	50				
11:30		193	49			142	35				
11:45		162	36	649	212	163	32	658	166	1307	378
Total		4945	7471	4945	7471	3280	8740	3280	8740	8225	16211
Combined Total		12416		12416		12020		12020		24436	
AM Peak	-	07:45	-	-	-	11:00	-	-	-	-	-
Vol.	-	1214	-	-	-	658	-	-	-	-	-
P.H.F.	-	0.898	-	-	-	0.861	-	-	-	-	-
PM Peak	-	-	02:45	-	-	-	04:15	-	-	-	-
Vol.	-	-	897	-	-	-	1191	-	-	-	-
P.H.F.	-	-	0.890	-	-	-	0.886	-	-	-	-
Percentage		39.8%	60.2%			27.3%	72.7%				
ADT/AADT		ADT 24,436		AADT 24,436							

Counts Unlimited, Inc.

City of San Diego
 Lake Murray Boulevard
 B/ I-8 Westbound Ramps - I-8 Eastbound Ramps
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SDG018
 Site Code: 221-21409A

Start Time	16-Sep-21 Thu	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		39	348			12	216				
12:15		35	294			20	257				
12:30		32	353			20	210				
12:45		17	333	123	1328	19	267	71	950	194	2278
01:00		18	286			12	210				
01:15		30	310			8	229				
01:30		21	333			8	227				
01:45		17	388	86	1317	6	212	34	878	120	2195
02:00		23	415			5	234				
02:15		17	352			7	288				
02:30		14	394			5	320				
02:45		13	414	67	1575	10	333	27	1175	94	2750
03:00		19	365			10	280				
03:15		11	387			3	270				
03:30		27	362			4	300				
03:45		27	386	84	1500	11	322	28	1172	112	2672
04:00		23	348			8	302				
04:15		35	324			8	294				
04:30		56	370			13	248				
04:45		66	411	180	1453	23	229	52	1073	232	2526
05:00		75	367			19	290				
05:15		108	439			23	266				
05:30		148	393			41	275				
05:45		200	383	531	1582	56	250	139	1081	670	2663
06:00		182	336			51	256				
06:15		204	293			50	206				
06:30		317	360			36	192				
06:45		354	310	1057	1299	98	189	235	843	1292	2142
07:00		383	284			111	174				
07:15		418	304			142	152				
07:30		342	253			197	148				
07:45		393	226	1536	1067	290	156	740	630	2276	1697
08:00		426	193			236	140				
08:15		402	232			255	98				
08:30		432	224			248	98				
08:45		382	198	1642	847	251	117	990	453	2632	1300
09:00		402	218			185	102				
09:15		343	151			172	94				
09:30		305	152			206	63				
09:45		310	120	1360	641	213	65	776	324	2136	965
10:00		314	119			170	70				
10:15		285	105			189	30				
10:30		324	105			200	37				
10:45		294	88	1217	417	205	38	764	175	1981	592
11:00		324	85			198	34				
11:15		300	72			191	27				
11:30		278	60			214	45				
11:45		323	50	1225	267	220	29	823	135	2048	402
Total		9108	13293	9108	13293	4679	8889	4679	8889	13787	22182
Combined Total		22401		22401		13568		13568		35969	
AM Peak	-	07:45	-	-	-	07:45	-	-	-	-	-
Vol.	-	1653	-	-	-	1029	-	-	-	-	-
P.H.F.	-	0.957	-	-	-	0.887	-	-	-	-	-
PM Peak	-	-	04:45	-	-	-	02:15	-	-	-	-
Vol.	-	-	1610	-	-	-	1221	-	-	-	-
P.H.F.	-	-	0.917	-	-	-	0.917	-	-	-	-
Percentage		40.7%	59.3%			34.5%	65.5%				
ADT/AADT		ADT 35,969		AADT 35,969							

Counts Unlimited, Inc.

City of San Diego
 70th Street
 B/ Alvarado Road - Saranac Street
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SDG022
 Site Code: 221-21409A

Start Time	16-Sep-21 Thu	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		33	294			29	224				
12:15		23	245			36	246				
12:30		26	274			25	231				
12:45		15	316	97	1129	33	247	123	948	220	2077
01:00		20	268			26	190				
01:15		19	274			25	211				
01:30		14	280			13	214				
01:45		18	297	71	1119	15	233	79	848	150	1967
02:00		20	328			13	238				
02:15		10	309			11	282				
02:30		18	324			9	309				
02:45		14	353	62	1314	12	325	45	1154	107	2468
03:00		12	331			10	300				
03:15		11	339			12	284				
03:30		28	334			8	293				
03:45		30	334	81	1338	12	353	42	1230	123	2568
04:00		12	399			10	282				
04:15		31	324			13	291				
04:30		46	319			11	253				
04:45		59	326	148	1368	18	298	52	1124	200	2492
05:00		70	324			15	303				
05:15		98	341			18	309				
05:30		132	306			31	293				
05:45		155	283	455	1254	32	332	96	1237	551	2491
06:00		158	262			36	258				
06:15		192	224			52	268				
06:30		278	275			61	267				
06:45		320	253	948	1014	96	257	245	1050	1193	2064
07:00		359	237			111	237				
07:15		380	218			130	218				
07:30		330	176			162	191				
07:45		375	155	1444	786	250	203	653	849	2097	1635
08:00		403	136			233	187				
08:15		376	146			211	145				
08:30		387	156			194	154				
08:45		323	170	1489	608	229	149	867	635	2356	1243
09:00		362	161			150	146				
09:15		321	107			164	127				
09:30		309	100			180	112				
09:45		255	71	1247	439	178	101	672	486	1919	925
10:00		291	95			154	99				
10:15		272	82			178	61				
10:30		261	61			166	81				
10:45		259	61	1083	299	204	58	702	299	1785	598
11:00		305	39			208	68				
11:15		242	45			179	48				
11:30		246	46			203	55				
11:45		279	39	1072	169	213	44	803	215	1875	384
Total		8197	10837	8197	10837	4379	10075	4379	10075	12576	20912
Combined Total		19034		19034		14454		14454		33488	
AM Peak	-	07:45	-	-	-	07:45	-	-	-	-	-
Vol.	-	1541	-	-	-	888	-	-	-	-	-
P.H.F.	-	0.956	-	-	-	0.888	-	-	-	-	-
PM Peak	-	-	03:15	-	-	-	05:00	-	-	-	-
Vol.	-	-	1406	-	-	-	1237	-	-	-	-
P.H.F.	-	-	0.881	-	-	-	0.876	-	-	-	-
Percentage		43.1%	56.9%			30.3%	69.7%				
ADT/AADT		ADT 33,488		AADT 33,488							

Counts Unlimited, Inc.

City of San Diego
 70th Street
 B/ Saranac Street - El Cajon Boulevard
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SDG019
 Site Code: 221-21409A

Start Time	16-Sep-21 Thu	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		30	253			28	217				
12:15		23	223			31	228				
12:30		22	238			23	204				
12:45		14	275	89	989	30	229	112	878	201	1867
01:00		19	240			21	170				
01:15		15	241			21	195				
01:30		12	259			12	189				
01:45		18	267	64	1007	14	221	68	775	132	1782
02:00		18	286			11	219				
02:15		10	269			9	247				
02:30		17	301			8	281				
02:45		13	275	58	1131	11	288	39	1035	97	2166
03:00		10	301			10	269				
03:15		11	282			12	256				
03:30		28	282			7	258				
03:45		29	326	78	1191	11	294	40	1077	118	2268
04:00		9	326			11	236				
04:15		29	279			10	261				
04:30		41	296			9	226				
04:45		53	276	132	1177	16	274	46	997	178	2174
05:00		60	280			13	263				
05:15		90	295			17	260				
05:30		114	260			25	258				
05:45		146	238	410	1073	32	258	87	1039	497	2112
06:00		132	237			34	256				
06:15		162	208			48	235				
06:30		236	231			54	245				
06:45		266	233	796	909	94	219	230	955	1026	1864
07:00		327	213			97	197				
07:15		329	195			133	208				
07:30		303	165			163	165				
07:45		288	153	1247	726	233	184	626	754	1873	1480
08:00		325	124			234	167				
08:15		292	143			214	132				
08:30		339	145			175	129				
08:45		282	161	1238	573	225	136	848	564	2086	1137
09:00		303	154			135	133				
09:15		279	98			156	113				
09:30		264	93			166	103				
09:45		230	70	1076	415	163	86	620	435	1696	850
10:00		241	87			154	87				
10:15		247	82			157	61				
10:30		239	60			150	75				
10:45		234	55	961	284	189	55	650	278	1611	562
11:00		251	38			191	56				
11:15		210	44			178	36				
11:30		224	43			170	46				
11:45		251	39	936	164	202	36	741	174	1677	338
Total		7085	9639	7085	9639	4107	8961	4107	8961	11192	18600
Combined Total		16724		16724		13068		13068		29792	
AM Peak	-	07:00	-	-	-	07:45	-	-	-	-	-
Vol.	-	1247	-	-	-	856	-	-	-	-	-
P.H.F.		0.948				0.915					
PM Peak	-	-	03:45	-	-	-	02:30	-	-	-	-
Vol.	-	-	1227	-	-	-	1094	-	-	-	-
P.H.F.			0.941				0.950				
Percentage		42.4%	57.6%			31.4%	68.6%				
ADT/AADT		ADT 29,792		AADT 29,792							

Counts Unlimited, Inc.

City of San Diego
 70th Street
 B/ El Cajon Boulevard - Amherst Street
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SDG020
 Site Code: 221-21409A

Start Time	15-Sep-21 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		28	167			16	170				
12:15		16	171			30	151				
12:30		14	173			23	179				
12:45		12	144	70	655	29	167	98	667	168	1322
01:00		9	175			21	191				
01:15		13	176			15	164				
01:30		9	164			14	155				
01:45		13	174	44	689	6	193	56	703	100	1392
02:00		3	166			13	196				
02:15		3	179			10	272				
02:30		13	164			11	234				
02:45		4	175	23	684	10	251	44	953	67	1637
03:00		6	221			2	219				
03:15		12	222			3	241				
03:30		14	230			6	268				
03:45		15	199	47	872	6	311	17	1039	64	1911
04:00		13	178			7	330				
04:15		23	175			9	299				
04:30		29	198			8	262				
04:45		31	216	96	767	16	317	40	1208	136	1975
05:00		41	201			17	279				
05:15		60	200			16	302				
05:30		65	191			30	279				
05:45		79	203	245	795	25	255	88	1115	333	1910
06:00		79	197			24	243				
06:15		114	183			50	244				
06:30		164	164			56	254				
06:45		197	151	554	695	80	239	210	980	764	1675
07:00		215	142			108	214				
07:15		242	118			112	177				
07:30		216	118			122	194				
07:45		220	98	893	476	163	145	505	730	1398	1206
08:00		229	93			207	136				
08:15		249	69			166	145				
08:30		249	111			136	144				
08:45		227	77	954	350	166	99	675	524	1629	874
09:00		210	72			133	101				
09:15		191	63			104	98				
09:30		198	59			126	83				
09:45		186	48	785	242	146	66	509	348	1294	590
10:00		136	47			141	72				
10:15		160	38			119	56				
10:30		147	34			117	55				
10:45		147	31	590	150	151	42	528	225	1118	375
11:00		168	27			107	47				
11:15		166	24			141	50				
11:30		174	31			153	32				
11:45		164	27	672	109	187	32	588	161	1260	270
Total		4973	6484	4973	6484	3358	8653	3358	8653	8331	15137
Combined Total		11457		11457		12011		12011		23468	
AM Peak	-	08:00	-	-	-	08:00	-	-	-	-	-
Vol.	-	954	-	-	-	675	-	-	-	-	-
P.H.F.	-	0.958	-	-	-	0.815	-	-	-	-	-
PM Peak	-	-	03:00	-	-	-	03:30	-	-	-	-
Vol.	-	-	872	-	-	-	1208	-	-	-	-
P.H.F.	-	-	0.948	-	-	-	0.915	-	-	-	-
Percentage		43.4%	56.6%			28.0%	72.0%				
ADT/AADT		ADT 23,468		AADT 23,468							

Counts Unlimited, Inc.

City of San Diego
 College Gardens Court
 B/ Yerba Anita Way - Hewlett Drive
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SDG024
 Site Code: 221-21409A

Start Time	15-Sep-21 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	17			0	9				
12:15		0	6			0	15				
12:30		2	4			0	14				
12:45		2	16	5	43	0	12	0	50	5	93
01:00		0	13			1	14				
01:15		4	12			4	7				
01:30		0	19			0	16				
01:45		0	6	4	50	0	6	5	43	9	93
02:00		0	8			0	11				
02:15		0	13			0	11				
02:30		0	5			1	12				
02:45		0	8	0	34	0	13	1	47	1	81
03:00		0	9			0	17				
03:15		0	8			0	13				
03:30		1	12			0	14				
03:45		0	14	1	43	1	13	1	57	2	100
04:00		0	17			0	12				
04:15		0	13			2	12				
04:30		0	14			0	14				
04:45		0	10	0	54	0	13	2	51	2	105
05:00		0	11			3	16				
05:15		0	11			5	8				
05:30		2	14			4	20				
05:45		1	10	3	46	5	6	17	50	20	96
06:00		0	18			5	10				
06:15		1	9			5	9				
06:30		4	12			7	10				
06:45		6	13	11	52	7	8	24	37	35	89
07:00		1	8			12	9				
07:15		5	8			10	9				
07:30		3	22			19	16				
07:45		5	9	14	47	18	6	59	40	73	87
08:00		7	9			12	7				
08:15		2	6			5	6				
08:30		8	10			13	5				
08:45		6	7	23	32	10	4	40	22	63	54
09:00		5	5			10	4				
09:15		6	7			12	3				
09:30		10	7			7	8				
09:45		8	4	29	23	8	7	37	22	66	45
10:00		5	4			11	5				
10:15		10	4			6	3				
10:30		3	5			7	3				
10:45		5	3	23	16	12	6	36	17	59	33
11:00		5	6			14	6				
11:15		7	2			10	9				
11:30		8	1			18	3				
11:45		10	1	30	10	12	1	54	19	84	29
Total		143	450	143	450	276	455	276	455	419	905
Combined Total		593		593		731		731		1324	
AM Peak	-	09:30	-	-	-	07:00	-	-	-	-	-
Vol.	-	33	-	-	-	59	-	-	-	-	-
P.H.F.		0.825				0.776					
PM Peak	-	-	00:45	-	-	-	02:45	-	-	-	-
Vol.	-	-	60	-	-	-	57	-	-	-	-
P.H.F.			0.789				0.838				
Percentage		24.1%	75.9%			37.8%	62.2%				
ADT/AADT		ADT 1,324		AADT 1,324							

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878

Phone: (951) 268-6268

email: counts@countsunlimited.com

SDG033

Site Code: 229-21409B

City of San Diego
Montezuma Road
B/ Fairmount Avenue - Collwood Boulevard
24 Hour Directional Classification Count

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/15/21	1	184	8	0	3	0	0	0	0	0	0	0	0	196
01:00	0	115	6	0	2	0	0	0	0	0	0	0	0	123
02:00	0	64	3	0	1	0	0	0	0	0	0	0	0	68
03:00	0	44	3	0	1	0	0	0	0	0	0	0	0	48
04:00	0	65	4	3	2	0	0	0	0	0	0	0	0	74
05:00	0	178	7	3	2	0	0	0	0	0	0	0	0	190
06:00	0	326	49	5	13	2	0	1	0	0	0	0	0	396
07:00	2	771	74	12	8	1	0	1	1	0	0	0	0	870
08:00	4	1178	121	15	19	2	0	2	1	0	0	0	0	1342
09:00	6	956	121	5	19	2	0	0	1	0	0	0	0	1110
10:00	4	918	107	5	17	4	0	1	1	0	0	0	0	1057
11:00	4	1036	121	3	19	2	0	0	5	0	0	0	0	1190
12 PM	9	1225	123	6	16	2	1	1	3	0	0	0	0	1386
13:00	4	1360	124	9	29	9	0	1	0	0	0	0	0	1536
14:00	11	1409	180	5	17	3	0	1	0	0	0	0	0	1626
15:00	16	1865	209	10	12	4	0	3	1	0	0	0	0	2120
16:00	9	1971	234	7	10	1	1	0	1	0	0	0	0	2234
17:00	11	1972	174	5	11	2	0	0	1	0	0	0	0	2176
18:00	4	1614	124	4	5	1	0	0	0	0	0	0	0	1752
19:00	4	1302	55	2	6	0	0	0	0	0	0	0	0	1369
20:00	4	1053	32	2	1	1	0	0	0	0	0	0	0	1093
21:00	1	780	20	3	4	0	0	0	0	0	0	0	0	808
22:00	3	582	17	2	2	0	0	0	0	0	0	0	0	606
23:00	1	362	9	1	1	0	0	0	0	0	0	0	0	374
Total	98	21330	1925	107	220	36	2	11	15	0	0	0	0	23744
Percent	0.4%	89.8%	8.1%	0.5%	0.9%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	08:00	08:00	08:00	08:00	10:00		08:00	11:00					08:00
Vol.	6	1178	121	15	19	4		2	5					1342
PM Peak	15:00	17:00	16:00	15:00	13:00	13:00	12:00	15:00	12:00					16:00
Vol.	16	1972	234	10	29	9	1	3	3					2234
Grand Total	98	21330	1925	107	220	36	2	11	15	0	0	0	0	23744
Percent	0.4%	89.8%	8.1%	0.5%	0.9%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of San Diego
 Montezuma Road
 B/ Fairmount Avenue - Collwood Boulevard
 24 Hour Directional Classification Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SDG033
 Site Code: 229-21409B

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/15/21	0	104	7	1	0	0	0	0	0	0	0	0	0	112
01:00	0	78	4	2	1	0	0	0	0	0	0	0	0	85
02:00	0	65	3	0	0	0	0	2	0	0	0	0	0	70
03:00	0	73	5	0	1	0	0	1	0	0	0	0	0	80
04:00	0	181	6	0	2	0	0	0	0	0	0	0	0	189
05:00	1	554	14	0	1	0	0	0	0	0	0	0	0	570
06:00	3	910	117	2	9	2	0	0	1	0	0	0	0	1044
07:00	11	1596	211	6	15	1	3	7	0	0	0	0	0	1850
08:00	9	1661	145	7	13	5	3	3	1	0	0	0	0	1847
09:00	7	1085	133	9	18	3	1	5	3	0	0	0	0	1264
10:00	2	1117	110	7	15	1	3	0	0	0	0	0	0	1255
11:00	4	1162	104	4	16	0	3	3	3	0	0	0	0	1299
12 PM	7	1330	128	5	24	2	5	0	4	0	0	0	0	1505
13:00	2	1271	126	6	22	3	0	0	0	0	0	0	0	1430
14:00	6	1384	149	5	16	3	3	2	0	0	0	0	0	1568
15:00	6	1705	165	5	17	3	0	1	0	0	0	0	0	1902
16:00	8	1553	125	10	13	1	1	0	1	0	0	0	0	1712
17:00	13	1532	109	6	2	1	0	1	1	0	0	0	0	1665
18:00	10	1407	87	8	4	0	0	0	1	0	0	0	0	1517
19:00	1	1031	39	3	6	0	0	0	0	0	0	0	0	1080
20:00	0	775	12	3	2	1	1	0	0	0	0	0	0	794
21:00	3	632	14	4	0	0	1	0	0	0	0	0	0	654
22:00	1	342	9	2	0	1	0	0	0	0	0	0	0	355
23:00	0	212	11	1	1	0	1	0	0	0	0	0	0	226
Total	94	21760	1833	96	198	27	25	25	15	0	0	0	0	24073
Percent	0.4%	90.4%	7.6%	0.4%	0.8%	0.1%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	07:00	09:00	09:00	08:00	07:00	07:00	09:00					07:00
Vol.	11	1661	211	9	18	5	3	7	3					1850
PM Peak	17:00	15:00	15:00	16:00	12:00	13:00	12:00	14:00	12:00					15:00
Vol.	13	1705	165	10	24	3	5	2	4					1902
Grand Total	94	21760	1833	96	198	27	25	25	15	0	0	0	0	24073
Percent	0.4%	90.4%	7.6%	0.4%	0.8%	0.1%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of San Diego
 Montezuma Road
 B/ Fairmount Avenue - Collwood Boulevard
 24 Hour Directional Classification Count
 Eastbound, Westbound

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SDG033
 Site Code: 229-21409B

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/15/21	1	288	15	1	3	0	0	0	0	0	0	0	0	308
01:00	0	193	10	2	3	0	0	0	0	0	0	0	0	208
02:00	0	129	6	0	1	0	0	2	0	0	0	0	0	138
03:00	0	117	8	0	2	0	0	1	0	0	0	0	0	128
04:00	0	246	10	3	4	0	0	0	0	0	0	0	0	263
05:00	1	732	21	3	3	0	0	0	0	0	0	0	0	760
06:00	3	1236	166	7	22	4	0	1	1	0	0	0	0	1440
07:00	13	2367	285	18	23	2	3	8	1	0	0	0	0	2720
08:00	13	2839	266	22	32	7	3	5	2	0	0	0	0	3189
09:00	13	2041	254	14	37	5	1	5	4	0	0	0	0	2374
10:00	6	2035	217	12	32	5	3	1	1	0	0	0	0	2312
11:00	8	2198	225	7	35	2	3	3	8	0	0	0	0	2489
12 PM	16	2555	251	11	40	4	6	1	7	0	0	0	0	2891
13:00	6	2631	250	15	51	12	0	1	0	0	0	0	0	2966
14:00	17	2793	329	10	33	6	3	3	0	0	0	0	0	3194
15:00	22	3570	374	15	29	7	0	4	1	0	0	0	0	4022
16:00	17	3524	359	17	23	2	2	0	2	0	0	0	0	3946
17:00	24	3504	283	11	13	3	0	1	2	0	0	0	0	3841
18:00	14	3021	211	12	9	1	0	0	1	0	0	0	0	3269
19:00	5	2333	94	5	12	0	0	0	0	0	0	0	0	2449
20:00	4	1828	44	5	3	2	1	0	0	0	0	0	0	1887
21:00	4	1412	34	7	4	0	1	0	0	0	0	0	0	1462
22:00	4	924	26	4	2	1	0	0	0	0	0	0	0	961
23:00	1	574	20	2	2	0	1	0	0	0	0	0	0	600
Total	192	43090	3758	203	418	63	27	36	30	0	0	0	0	47817
Percent	0.4%	90.1%	7.9%	0.4%	0.9%	0.1%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	07:00	08:00	09:00	08:00	07:00	07:00	11:00					08:00
Vol.	13	2839	285	22	37	7	3	8	8					3189
PM Peak	17:00	15:00	15:00	16:00	13:00	13:00	12:00	15:00	12:00					15:00
Vol.	24	3570	374	17	51	12	6	4	7					4022
Grand Total	192	43090	3758	203	418	63	27	36	30	0	0	0	0	47817
Percent	0.4%	90.1%	7.9%	0.4%	0.9%	0.1%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of San Diego
 Montezuma Road
 B/ Collwood Boulevard - 54th Street
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SDG002
 Site Code: 229-21409A

Start Time	15-Sep-21 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		26	206			27	288				
12:15		25	217			24	243				
12:30		30	204			21	192				
12:45		27	205	108	832	20	208	92	931	200	1763
01:00		15	180			20	243				
01:15		16	258			16	225				
01:30		8	277			17	204				
01:45		8	186	47	901	11	202	64	874	111	1775
02:00		8	153			8	307				
02:15		6	185			12	261				
02:30		6	235			15	248				
02:45		4	223	24	796	11	200	46	1016	70	1812
03:00		2	279			7	294				
03:15		5	301			3	357				
03:30		4	332			4	383				
03:45		5	325	16	1237	6	324	20	1358	36	2595
04:00		4	300			8	309				
04:15		5	354			11	285				
04:30		16	286			7	260				
04:45		9	315	34	1255	8	282	34	1136	68	2391
05:00		11	314			20	291				
05:15		22	305			40	263				
05:30		43	286			44	298				
05:45		45	314	121	1219	52	264	156	1116	277	2335
06:00		52	268			68	230				
06:15		49	226			69	235				
06:30		52	229			104	287				
06:45		78	200	231	923	123	269	364	1021	595	1944
07:00		84	164			137	273				
07:15		127	177			183	188				
07:30		156	163			248	156				
07:45		164	156	531	660	267	143	835	760	1366	1420
08:00		183	150			262	140				
08:15		223	123			163	159				
08:30		303	142			229	116				
08:45		207	138	916	553	245	112	899	527	1815	1080
09:00		141	114			138	123				
09:15		195	97			141	130				
09:30		232	96			154	110				
09:45		163	89	731	396	195	115	628	478	1359	874
10:00		149	80			184	79				
10:15		163	69			155	63				
10:30		219	63			176	70				
10:45		152	51	683	263	190	51	705	263	1388	526
11:00		181	61			226	51				
11:15		184	51			149	39				
11:30		208	45			225	32				
11:45		166	29	739	186	200	35	800	157	1539	343
Total		4181	9221	4181	9221	4643	9637	4643	9637	8824	18858
Combined Total		13402		13402		14280		14280		27682	
AM Peak	-	08:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	916	-	-	-	960	-	-	-	-	-
P.H.F.	-	0.756	-	-	-	0.899	-	-	-	-	-
PM Peak	-	-	03:30	-	-	-	03:15	-	-	-	-
Vol.	-	-	1311	-	-	-	1373	-	-	-	-
P.H.F.	-	-	0.926	-	-	-	0.896	-	-	-	-
Percentage		31.2%	68.8%			32.5%	67.5%				
ADT/AADT		ADT 27,682		AADT 27,682							

Counts Unlimited, Inc.

City of San Diego
 Montezuma Road
 B/ 54th Street - 55th Street
 24 Hour Directional Classification Count
 Eastbound

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SDG032
 Site Code: 229-21409B

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/15/21	0	96	4	0	0	0	0	0	0	0	0	0	0	100
01:00	0	55	1	0	0	0	0	0	0	0	0	0	0	56
02:00	0	25	0	0	0	0	0	0	0	0	0	0	0	25
03:00	0	37	0	0	0	0	0	0	0	0	0	0	0	37
04:00	0	28	1	1	1	0	0	0	0	0	0	0	0	31
05:00	0	98	16	6	1	0	0	0	0	0	0	0	0	121
06:00	1	156	21	9	3	1	0	0	0	0	0	0	0	191
07:00	0	476	44	9	5	1	0	0	0	0	0	0	0	535
08:00	5	816	56	11	5	1	0	1	1	0	0	0	0	896
09:00	3	612	53	12	14	0	0	0	0	0	0	0	0	694
10:00	3	565	41	8	14	0	0	0	0	0	0	0	0	631
11:00	3	571	56	8	10	0	0	0	2	0	0	0	0	650
12 PM	6	639	50	10	7	2	0	1	1	0	0	0	0	716
13:00	3	733	49	12	20	5	0	0	0	0	0	0	0	822
14:00	5	570	59	9	8	2	0	0	0	0	0	0	0	653
15:00	6	961	87	11	13	0	0	1	0	0	0	0	0	1079
16:00	3	919	104	8	5	0	0	1	2	0	0	0	0	1042
17:00	4	933	71	8	5	0	0	0	0	0	0	0	0	1021
18:00	3	702	39	9	5	0	0	0	0	0	0	0	0	758
19:00	1	501	11	7	4	0	0	0	0	0	0	0	0	524
20:00	3	425	7	4	2	0	0	0	0	0	0	0	0	441
21:00	1	349	11	4	3	0	0	0	0	0	0	0	0	368
22:00	2	209	3	5	1	0	0	0	0	0	0	0	0	220
23:00	0	151	3	2	1	0	0	0	0	0	0	0	0	157
Total	52	10627	787	153	127	12	0	4	6	0	0	0	0	11768
Percent	0.4%	90.3%	6.7%	1.3%	1.1%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	08:00	09:00	09:00	06:00		08:00	11:00					08:00
Vol.	5	816	56	12	14	1		1	2					896
PM Peak	12:00	15:00	16:00	13:00	13:00	13:00		12:00	16:00					15:00
Vol.	6	961	104	12	20	5		1	2					1079
Grand Total	52	10627	787	153	127	12	0	4	6	0	0	0	0	11768
Percent	0.4%	90.3%	6.7%	1.3%	1.1%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of San Diego
 Montezuma Road
 B/ 54th Street - 55th Street
 24 Hour Directional Classification Count
 Westbound

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SDG032
 Site Code: 229-21409B

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/15/21	0	88	1	1	0	0	0	0	0	0	0	0	0	90
01:00	0	64	1	2	0	0	0	0	0	0	0	0	0	67
02:00	0	33	0	0	0	0	0	0	0	0	0	0	0	33
03:00	0	26	0	0	0	0	0	0	1	0	0	0	0	27
04:00	0	28	0	0	0	0	0	0	0	0	0	0	0	28
05:00	0	131	5	4	0	0	0	0	0	0	0	0	0	140
06:00	0	238	33	5	4	1	0	0	0	0	0	0	0	281
07:00	1	673	81	11	6	0	3	1	0	0	0	0	0	776
08:00	3	727	47	7	13	3	3	0	1	0	0	0	0	804
09:00	2	477	60	13	17	2	0	1	0	0	0	0	0	572
10:00	1	557	46	7	8	1	3	0	0	0	0	0	0	623
11:00	4	634	54	10	13	1	2	0	3	0	0	0	0	721
12 PM	6	665	64	11	15	3	3	0	2	0	0	0	0	769
13:00	3	712	50	9	13	1	0	0	0	0	0	0	0	788
14:00	2	754	61	9	9	2	3	0	0	0	0	0	0	840
15:00	4	1062	94	9	11	1	0	0	0	0	0	0	0	1181
16:00	3	886	50	10	4	0	0	1	1	0	0	0	0	955
17:00	10	883	50	10	5	1	0	0	1	0	0	0	0	960
18:00	7	861	32	9	4	0	0	0	0	0	0	0	0	913
19:00	1	631	22	6	5	0	0	0	0	0	0	0	0	665
20:00	0	445	18	5	2	0	0	0	1	0	0	0	0	471
21:00	1	457	11	3	1	0	0	0	1	0	0	0	0	474
22:00	1	219	4	5	3	0	0	0	0	0	0	0	0	232
23:00	0	148	8	3	0	0	0	0	0	0	0	0	0	159
Total	49	11399	792	149	133	16	17	3	11	0	0	0	0	12569
Percent	0.4%	90.7%	6.3%	1.2%	1.1%	0.1%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	08:00	07:00	09:00	09:00	08:00	07:00	07:00	11:00					08:00
Vol.	4	727	81	13	17	3	3	1	3					804
PM Peak	17:00	15:00	15:00	12:00	12:00	12:00	12:00	16:00	12:00					15:00
Vol.	10	1062	94	11	15	3	3	1	2					1181
Grand Total	49	11399	792	149	133	16	17	3	11	0	0	0	0	12569
Percent	0.4%	90.7%	6.3%	1.2%	1.1%	0.1%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of San Diego
 Montezuma Road
 B/ 54th Street - 55th Street
 24 Hour Directional Classification Count
 Eastbound, Westbound

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SDG032
 Site Code: 229-21409B

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/15/21	0	184	5	1	0	0	0	0	0	0	0	0	0	190
01:00	0	119	2	2	0	0	0	0	0	0	0	0	0	123
02:00	0	58	0	0	0	0	0	0	0	0	0	0	0	58
03:00	0	63	0	0	0	0	0	0	1	0	0	0	0	64
04:00	0	56	1	1	1	0	0	0	0	0	0	0	0	59
05:00	0	229	21	10	1	0	0	0	0	0	0	0	0	261
06:00	1	394	54	14	7	2	0	0	0	0	0	0	0	472
07:00	1	1149	125	20	11	1	3	1	0	0	0	0	0	1311
08:00	8	1543	103	18	18	4	3	1	2	0	0	0	0	1700
09:00	5	1089	113	25	31	2	0	1	0	0	0	0	0	1266
10:00	4	1122	87	15	22	1	3	0	0	0	0	0	0	1254
11:00	7	1205	110	18	23	1	2	0	5	0	0	0	0	1371
12 PM	12	1304	114	21	22	5	3	1	3	0	0	0	0	1485
13:00	6	1445	99	21	33	6	0	0	0	0	0	0	0	1610
14:00	7	1324	120	18	17	4	3	0	0	0	0	0	0	1493
15:00	10	2023	181	20	24	1	0	1	0	0	0	0	0	2260
16:00	6	1805	154	18	9	0	0	2	3	0	0	0	0	1997
17:00	14	1816	121	18	10	1	0	0	1	0	0	0	0	1981
18:00	10	1563	71	18	9	0	0	0	0	0	0	0	0	1671
19:00	2	1132	33	13	9	0	0	0	0	0	0	0	0	1189
20:00	3	870	25	9	4	0	0	0	1	0	0	0	0	912
21:00	2	806	22	7	4	0	0	0	1	0	0	0	0	842
22:00	3	428	7	10	4	0	0	0	0	0	0	0	0	452
23:00	0	299	11	5	1	0	0	0	0	0	0	0	0	316
Total	101	22026	1579	302	260	28	17	7	17	0	0	0	0	24337
Percent	0.4%	90.5%	6.5%	1.2%	1.1%	0.1%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	07:00	09:00	09:00	08:00	07:00	07:00	11:00					08:00
Vol.	8	1543	125	25	31	4	3	1	5					1700
PM Peak	17:00	15:00	15:00	12:00	13:00	13:00	12:00	16:00	12:00					15:00
Vol.	14	2023	181	21	33	6	3	2	3					2260
Grand Total	101	22026	1579	302	260	28	17	7	17	0	0	0	0	24337
Percent	0.4%	90.5%	6.5%	1.2%	1.1%	0.1%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of San Diego
 Montezuma Road
 B/ College Avenue - Campus Drive
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SDG004
 Site Code: 221-21409A

Start Time	16-Sep-21 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		23	197			31	142				
12:15		20	208			25	213				
12:30		29	173			21	217				
12:45		22	162	94	740	19	175	96	747	190	1487
01:00		20	125			15	131				
01:15		27	142			14	147				
01:30		10	156			10	195				
01:45		12	203	69	626	12	219	51	692	120	1318
02:00		9	170			11	274				
02:15		12	150			4	199				
02:30		5	113			6	131				
02:45		7	141	33	574	5	154	26	758	59	1332
03:00		9	150			9	174				
03:15		6	175			5	231				
03:30		6	193			6	294				
03:45		5	221	26	739	8	247	28	946	54	1685
04:00		7	198			9	194				
04:15		4	221			10	139				
04:30		7	218			12	182				
04:45		5	224	23	861	15	197	46	712	69	1573
05:00		10	235			20	208				
05:15		7	245			24	184				
05:30		5	242			32	152				
05:45		10	220	32	942	36	145	112	689	144	1631
06:00		10	179			39	151				
06:15		19	201			56	155				
06:30		20	224			69	205				
06:45		36	195	85	799	76	244	240	755	325	1554
07:00		39	173			94	244				
07:15		70	163			159	155				
07:30		101	148			218	122				
07:45		130	142	340	626	154	114	625	635	965	1261
08:00		96	117			159	126				
08:15		109	133			132	87				
08:30		166	114			181	104				
08:45		155	129	526	493	140	110	612	427	1138	920
09:00		152	114			128	130				
09:15		144	121			131	114				
09:30		102	117			126	95				
09:45		101	88	499	440	102	100	487	439	986	879
10:00		111	98			102	74				
10:15		126	100			102	81				
10:30		174	102			152	70				
10:45		149	91	560	391	155	69	511	294	1071	685
11:00		129	49			118	66				
11:15		111	56			111	49				
11:30		116	46			113	38				
11:45		146	34	502	185	122	30	464	183	966	368
Total		2789	7416	2789	7416	3298	7277	3298	7277	6087	14693
Combined Total		10205		10205		10575		10575		20780	
AM Peak	-	08:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	617	-	-	-	690	-	-	-	-	-
P.H.F.	-	0.929	-	-	-	0.791	-	-	-	-	-
PM Peak	-	-	04:45	-	-	-	03:15	-	-	-	-
Vol.	-	-	946	-	-	-	966	-	-	-	-
P.H.F.	-	-	0.965	-	-	-	0.821	-	-	-	-
Percentage		27.3%	72.7%			31.2%	68.8%				
ADT/AADT		ADT 20,780		AADT 20,780							

Counts Unlimited, Inc.

City of San Diego
 Montezuma Road
 B/ Campus Drive - Reservoir Drive
 24 Hour Directional Classification Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SDG031
 Site Code: 221-21409B

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/16/21	0	38	3	0	0	0	0	0	0	0	0	0	0	41
01:00	0	32	1	0	2	0	0	0	0	0	0	0	0	35
02:00	0	15	1	0	0	0	0	0	0	0	0	0	0	16
03:00	0	17	1	0	0	0	0	0	0	0	0	0	0	18
04:00	0	19	3	0	1	0	0	0	0	0	0	0	0	23
05:00	0	14	4	1	2	0	0	0	1	0	0	0	0	22
06:00	1	51	13	0	5	0	0	0	0	0	0	0	0	70
07:00	2	138	30	1	9	0	0	3	0	0	0	0	0	183
08:00	1	369	59	1	14	1	0	1	0	0	0	0	0	446
09:00	0	220	28	0	7	0	0	2	0	0	0	0	0	257
10:00	4	253	28	2	12	3	1	2	1	0	0	0	0	306
11:00	3	263	43	0	9	1	0	5	0	0	0	0	0	324
12 PM	3	419	54	3	13	0	0	2	0	0	0	0	0	494
13:00	4	394	52	0	15	1	0	3	0	0	0	2	0	471
14:00	2	357	54	1	6	1	0	4	1	1	0	0	0	427
15:00	6	498	58	2	15	1	0	4	0	0	0	0	0	584
16:00	6	564	87	0	8	1	3	8	0	2	0	0	0	679
17:00	6	561	55	1	8	3	0	7	0	0	0	0	0	641
18:00	6	456	50	0	6	0	0	2	0	0	0	0	0	520
19:00	7	391	39	0	7	1	0	2	0	0	0	0	0	447
20:00	4	279	28	0	4	0	0	0	0	1	0	0	0	316
21:00	1	245	22	0	5	0	1	1	0	0	0	0	0	275
22:00	1	170	17	0	1	1	0	0	1	0	0	0	0	191
23:00	0	90	3	0	1	0	0	0	0	0	0	0	0	94
Total	57	5853	733	12	150	14	5	46	4	4	0	2	0	6880
Percent	0.8%	85.1%	10.7%	0.2%	2.2%	0.2%	0.1%	0.7%	0.1%	0.1%	0.0%	0.0%	0.0%	
AM Peak	10:00	08:00	08:00	10:00	08:00	10:00	10:00	11:00	05:00					08:00
Vol.	4	369	59	2	14	3	1	5	1					446
PM Peak	19:00	16:00	16:00	12:00	13:00	17:00	16:00	16:00	14:00	16:00		13:00		16:00
Vol.	7	564	87	3	15	3	3	8	1	2		2		679
Grand Total	57	5853	733	12	150	14	5	46	4	4	0	2	0	6880
Percent	0.8%	85.1%	10.7%	0.2%	2.2%	0.2%	0.1%	0.7%	0.1%	0.1%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of San Diego
 Montezuma Road
 B/ Campus Drive - Reservoir Drive
 24 Hour Directional Classification Count
 Westbound

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SDG031
 Site Code: 221-21409B

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/16/21	0	38	1	0	0	0	0	0	0	0	0	0	0	39
01:00	0	24	1	0	0	0	0	0	0	0	0	0	0	25
02:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
03:00	0	19	1	0	0	0	0	0	0	0	0	0	0	20
04:00	0	28	5	0	0	0	0	1	0	0	0	0	0	34
05:00	0	63	15	1	1	0	0	0	0	0	0	0	0	80
06:00	0	160	28	0	3	1	0	0	0	0	0	0	0	192
07:00	1	425	51	1	9	2	1	2	0	1	0	0	0	493
08:00	9	395	54	4	13	1	1	5	0	0	0	0	0	482
09:00	2	292	27	0	11	1	0	2	0	0	0	0	0	335
10:00	2	321	27	1	6	1	1	0	0	1	0	0	0	360
11:00	2	226	34	0	12	0	0	2	0	0	0	0	0	276
12 PM	4	365	42	0	11	0	0	1	0	0	0	0	0	423
13:00	3	309	36	0	4	1	1	1	0	0	0	0	0	355
14:00	2	225	35	1	5	2	1	5	0	0	0	0	0	276
15:00	2	308	38	0	9	0	1	1	0	0	1	0	0	360
16:00	3	265	35	0	6	0	1	1	0	0	0	0	0	311
17:00	3	295	23	0	5	0	0	1	0	0	0	0	0	327
18:00	2	294	27	0	5	1	0	1	0	0	0	0	0	330
19:00	1	235	16	0	3	0	0	0	0	0	0	0	0	255
20:00	1	185	19	0	2	2	0	1	0	0	0	0	0	210
21:00	2	185	14	0	4	0	0	0	0	0	0	0	0	205
22:00	0	134	9	0	1	0	0	0	0	0	0	0	0	144
23:00	1	60	1	0	0	0	0	0	0	0	0	0	0	62
Total	40	4860	540	8	110	12	7	24	0	2	1	0	0	5604
Percent	0.7%	86.7%	9.6%	0.1%	2.0%	0.2%	0.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	07:00	08:00	08:00	08:00	07:00	07:00	08:00		07:00				07:00
Vol.	9	425	54	4	13	2	1	5		1				493
PM Peak	12:00	12:00	12:00	14:00	12:00	14:00	13:00	14:00			15:00			12:00
Vol.	4	365	42	1	11	2	1	5			1			423
Grand Total	40	4860	540	8	110	12	7	24	0	2	1	0	0	5604
Percent	0.7%	86.7%	9.6%	0.1%	2.0%	0.2%	0.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of San Diego
 Montezuma Road
 B/ Campus Drive - Reservoir Drive
 24 Hour Directional Classification Count
 Eastbound, Westbound

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SDG031
 Site Code: 221-21409B

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/16/21	0	76	4	0	0	0	0	0	0	0	0	0	0	80
01:00	0	56	2	0	2	0	0	0	0	0	0	0	0	60
02:00	0	24	2	0	0	0	0	0	0	0	0	0	0	26
03:00	0	36	2	0	0	0	0	0	0	0	0	0	0	38
04:00	0	47	8	0	1	0	0	1	0	0	0	0	0	57
05:00	0	77	19	2	3	0	0	0	1	0	0	0	0	102
06:00	1	211	41	0	8	1	0	0	0	0	0	0	0	262
07:00	3	563	81	2	18	2	1	5	0	1	0	0	0	676
08:00	10	764	113	5	27	2	1	6	0	0	0	0	0	928
09:00	2	512	55	0	18	1	0	4	0	0	0	0	0	592
10:00	6	574	55	3	18	4	2	2	1	1	0	0	0	666
11:00	5	489	77	0	21	1	0	7	0	0	0	0	0	600
12 PM	7	784	96	3	24	0	0	3	0	0	0	0	0	917
13:00	7	703	88	0	19	2	1	4	0	0	0	2	0	826
14:00	4	582	89	2	11	3	1	9	1	1	0	0	0	703
15:00	8	806	96	2	24	1	1	5	0	0	1	0	0	944
16:00	9	829	122	0	14	1	4	9	0	2	0	0	0	990
17:00	9	856	78	1	13	3	0	8	0	0	0	0	0	968
18:00	8	750	77	0	11	1	0	3	0	0	0	0	0	850
19:00	8	626	55	0	10	1	0	2	0	0	0	0	0	702
20:00	5	464	47	0	6	2	0	1	0	1	0	0	0	526
21:00	3	430	36	0	9	0	1	1	0	0	0	0	0	480
22:00	1	304	26	0	2	1	0	0	1	0	0	0	0	335
23:00	1	150	4	0	1	0	0	0	0	0	0	0	0	156
Total	97	10713	1273	20	260	26	12	70	4	6	1	2	0	12484
Percent	0.8%	85.8%	10.2%	0.2%	2.1%	0.2%	0.1%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	08:00	08:00	08:00	10:00	10:00	11:00	05:00	07:00				08:00
Vol.	10	764	113	5	27	4	2	7	1	1				928
PM Peak	16:00	17:00	16:00	12:00	12:00	14:00	16:00	14:00	14:00	16:00	15:00	13:00		16:00
Vol.	9	856	122	3	24	3	4	9	1	2	1	2		990
Grand Total	97	10713	1273	20	260	26	12	70	4	6	1	2	0	12484
Percent	0.8%	85.8%	10.2%	0.2%	2.1%	0.2%	0.1%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of San Diego
 Montezuma Road
 B/ Reservoir Drive - El Cajon Boulevard
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SDG005
 Site Code: 221-21409A

Start Time	16-Sep-21 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		14	112			14	98				
12:15		8	133			11	95				
12:30		9	134			6	107				
12:45		11	192	42	571	3	96	34	396	76	967
01:00		6	139			9	92				
01:15		8	155			3	65				
01:30		7	121			3	99				
01:45		5	136	26	551	8	76	23	332	49	883
02:00		6	170			2	66				
02:15		4	137			2	67				
02:30		4	106			0	57				
02:45		1	133	15	546	2	77	6	267	21	813
03:00		6	113			5	93				
03:15		8	170			2	81				
03:30		3	192			3	84				
03:45		7	214	24	689	1	94	11	352	35	1041
04:00		6	205			4	82				
04:15		3	229			4	72				
04:30		5	215			3	75				
04:45		8	201	22	850	7	74	18	303	40	1153
05:00		5	217			9	91				
05:15		8	195			14	85				
05:30		10	166			14	84				
05:45		16	183	39	761	11	87	48	347	87	1108
06:00		12	123			19	71				
06:15		24	137			23	73				
06:30		24	139			29	94				
06:45		17	139	77	538	52	81	123	319	200	857
07:00		21	129			67	73				
07:15		50	128			96	65				
07:30		65	87			123	59				
07:45		59	82	195	426	121	65	407	262	602	688
08:00		78	76			114	48				
08:15		66	72			105	64				
08:30		125	74			136	60				
08:45		124	80	393	302	91	50	446	222	839	524
09:00		90	66			102	66				
09:15		84	69			79	53				
09:30		91	50			75	41				
09:45		68	48	333	233	56	43	312	203	645	436
10:00		85	50			62	46				
10:15		82	52			75	44				
10:30		91	36			87	32				
10:45		102	39	360	177	71	24	295	146	655	323
11:00		101	21			62	21				
11:15		105	30			62	15				
11:30		92	17			75	17				
11:45		110	25	408	93	72	12	271	65	679	158
Total		1934	5737	1934	5737	1994	3214	1994	3214	3928	8951
Combined Total		7671		7671		5208		5208		12879	
AM Peak	-	08:30	-	-	-	07:45	-	-	-	-	-
Vol.	-	423	-	-	-	476	-	-	-	-	-
P.H.F.	-	0.846	-	-	-	0.875	-	-	-	-	-
PM Peak	-	-	03:45	-	-	-	12:00	-	-	-	-
Vol.	-	-	863	-	-	-	396	-	-	-	-
P.H.F.	-	-	0.942	-	-	-	0.925	-	-	-	-
Percentage		25.2%	74.8%			38.3%	61.7%				
ADT/AADT		ADT 12,879		AADT 12,879							

Counts Unlimited, Inc.

City of San Diego
 El Cajon Boulevard
 B/ 52nd Street - 54th Street
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SDG006
 Site Code: 221-21409A

Start Time	15-Sep-21 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		30	164			24	202				
12:15		36	182			38	200				
12:30		28	194			29	166				
12:45		26	214	120	754	24	158	115	726	235	1480
01:00		25	214			22	198				
01:15		19	167			19	170				
01:30		20	153			19	164				
01:45		15	177	79	711	13	165	73	697	152	1408
02:00		16	178			21	185				
02:15		10	198			14	155				
02:30		12	216			14	180				
02:45		11	222	49	814	18	194	67	714	116	1528
03:00		6	210			14	184				
03:15		16	199			5	188				
03:30		10	226			6	207				
03:45		15	220	47	855	6	233	31	812	78	1667
04:00		11	205			7	217				
04:15		11	226			9	175				
04:30		16	211			10	191				
04:45		20	253	58	895	28	196	54	779	112	1674
05:00		24	233			31	198				
05:15		26	212			25	182				
05:30		41	196			30	174				
05:45		49	220	140	861	31	176	117	730	257	1591
06:00		40	201			38	190				
06:15		37	198			61	176				
06:30		54	185			67	190				
06:45		74	165	205	749	90	153	256	709	461	1458
07:00		79	138			95	146				
07:15		106	151			90	169				
07:30		132	124			155	139				
07:45		171	144	488	557	180	139	520	593	1008	1150
08:00		167	100			221	121				
08:15		136	121			178	129				
08:30		138	101			180	100				
08:45		156	94	597	416	170	115	749	465	1346	881
09:00		137	96			170	98				
09:15		160	75			190	87				
09:30		155	74			171	90				
09:45		144	94	596	339	174	81	705	356	1301	695
10:00		182	67			166	62				
10:15		157	56			147	75				
10:30		162	41			126	48				
10:45		160	66	661	230	160	66	599	251	1260	481
11:00		155	37			182	52				
11:15		145	38			163	47				
11:30		172	44			166	36				
11:45		179	32	651	151	185	42	696	177	1347	328
Total		3691	7332	3691	7332	3982	7009	3982	7009	7673	14341
Combined Total		11023		11023		10991		10991		22014	
AM Peak	-	10:00	-	-	-	07:45	-	-	-	-	-
Vol.	-	661	-	-	-	759	-	-	-	-	-
P.H.F.	-	0.908	-	-	-	0.859	-	-	-	-	-
PM Peak	-	-	04:15	-	-	-	03:15	-	-	-	-
Vol.	-	-	923	-	-	-	845	-	-	-	-
P.H.F.	-	-	0.912	-	-	-	0.907	-	-	-	-
Percentage		33.5%	66.5%			36.2%	63.8%				
ADT/AADT		ADT 22,014		AADT 22,014							

Counts Unlimited, Inc.

City of San Diego
 El Cajon Boulevard
 B/ 54th Street - 58th Street
 24 Hour Directional Classification Count
Eastbound

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SDG029
 Site Code: 221-21409B

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/16/21	1	77	4	0	0	0	0	2	0	0	0	0	0	84
01:00	0	59	7	0	1	0	0	1	0	0	0	0	0	68
02:00	1	43	5	0	0	0	0	0	0	0	0	0	0	49
03:00	0	36	5	0	0	0	0	0	0	0	0	0	0	41
04:00	0	29	3	1	1	0	0	0	1	0	0	0	0	35
05:00	1	73	11	1	4	0	0	2	0	0	0	0	0	92
06:00	3	157	27	3	2	0	0	4	0	0	0	0	0	196
07:00	5	324	43	7	14	1	2	6	0	1	1	0	0	404
08:00	5	488	53	3	5	2	2	6	1	0	0	0	0	565
09:00	5	418	49	7	6	4	0	7	2	0	1	1	1	501
10:00	6	476	38	5	4	2	1	4	1	1	0	1	0	539
11:00	3	460	38	3	18	1	3	6	2	1	1	1	1	538
12 PM	7	579	56	3	11	1	1	7	0	0	0	0	0	665
13:00	4	555	56	4	10	1	1	5	0	0	0	0	0	636
14:00	4	589	65	5	18	2	1	6	0	0	1	0	0	691
15:00	11	664	73	4	6	3	5	10	0	0	0	0	0	776
16:00	12	714	99	5	15	2	2	8	1	0	1	1	0	860
17:00	7	708	62	4	5	3	0	7	0	1	0	0	0	797
18:00	8	689	50	5	2	1	0	9	0	1	0	0	0	765
19:00	3	445	38	3	4	0	0	6	0	1	0	0	0	500
20:00	0	428	31	3	3	1	0	4	0	0	0	0	1	471
21:00	4	300	29	2	0	0	0	4	0	0	0	0	0	339
22:00	1	206	22	2	1	1	0	2	0	0	0	0	0	235
23:00	1	153	11	2	2	0	0	1	0	0	0	0	0	170
Total	92	8670	875	72	132	25	18	107	8	6	5	4	3	10017
Percent	0.9%	86.6%	8.7%	0.7%	1.3%	0.2%	0.2%	1.1%	0.1%	0.1%	0.0%	0.0%	0.0%	
AM Peak	10:00	08:00	08:00	07:00	11:00	09:00	11:00	09:00	09:00	07:00	07:00	09:00	09:00	08:00
Vol.	6	488	53	7	18	4	3	7	2	1	1	1	1	565
PM Peak	16:00	16:00	16:00	14:00	14:00	15:00	15:00	15:00	16:00	17:00	14:00	16:00	20:00	16:00
Vol.	12	714	99	5	18	3	5	10	1	1	1	1	1	860
Grand Total	92	8670	875	72	132	25	18	107	8	6	5	4	3	10017
Percent	0.9%	86.6%	8.7%	0.7%	1.3%	0.2%	0.2%	1.1%	0.1%	0.1%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of San Diego
 El Cajon Boulevard
 B/ 54th Street - 58th Street
 24 Hour Directional Classification Count
 Westbound

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SDG029
 Site Code: 221-21409B

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/16/21	0	95	11	1	2	0	0	1	0	0	0	0	0	110
01:00	0	58	9	0	1	0	0	0	0	0	0	0	0	68
02:00	0	45	3	0	1	0	0	0	0	0	0	0	0	49
03:00	1	35	3	1	4	0	0	0	0	0	0	0	0	44
04:00	0	52	9	2	3	0	0	1	0	0	0	0	0	67
05:00	2	94	25	3	8	0	0	4	1	0	0	0	0	137
06:00	3	202	46	4	8	5	0	7	0	0	0	0	0	275
07:00	5	475	108	7	28	2	2	8	0	1	2	1	0	639
08:00	5	557	121	9	21	3	2	17	0	1	0	1	0	737
09:00	4	443	94	9	26	0	0	9	3	0	0	0	1	589
10:00	3	440	94	5	27	3	1	7	1	0	1	0	0	582
11:00	7	467	91	9	30	5	1	11	0	1	0	0	1	623
12 PM	4	530	86	6	23	4	1	15	0	3	0	2	0	674
13:00	4	524	101	6	22	3	2	15	0	0	0	1	0	678
14:00	4	563	90	8	20	3	4	10	0	0	1	0	0	703
15:00	9	603	109	14	21	2	1	17	0	4	0	1	0	781
16:00	7	565	101	5	19	2	0	12	1	4	0	0	0	716
17:00	5	563	96	6	21	3	3	18	0	2	1	1	0	719
18:00	7	524	76	6	11	1	0	10	1	1	0	0	0	637
19:00	3	453	84	5	12	0	1	6	0	0	1	0	0	565
20:00	2	392	37	3	10	0	0	5	0	0	0	0	0	449
21:00	6	293	40	2	8	0	1	4	0	0	0	0	0	354
22:00	1	204	21	4	4	0	0	0	0	0	0	0	0	234
23:00	0	130	14	4	1	0	0	2	0	0	0	0	0	151
Total	82	8307	1469	119	331	36	19	179	7	17	6	7	2	10581
Percent	0.8%	78.5%	13.9%	1.1%	3.1%	0.3%	0.2%	1.7%	0.1%	0.2%	0.1%	0.1%	0.0%	
AM Peak	11:00	08:00	08:00	08:00	11:00	06:00	07:00	08:00	09:00	07:00	07:00	07:00	09:00	08:00
Vol.	7	557	121	9	30	5	2	17	3	1	2	1	1	737
PM Peak	15:00	15:00	15:00	15:00	12:00	12:00	14:00	17:00	16:00	15:00	14:00	12:00		15:00
Vol.	9	603	109	14	23	4	4	18	1	4	1	2		781
Grand Total	82	8307	1469	119	331	36	19	179	7	17	6	7	2	10581
Percent	0.8%	78.5%	13.9%	1.1%	3.1%	0.3%	0.2%	1.7%	0.1%	0.2%	0.1%	0.1%	0.0%	

Counts Unlimited, Inc.

PO Box 1178
 Corona, CA 92878

Phone: (951) 268-6268

email: counts@countsunlimited.com

SDG029

Site Code: 221-21409B

City of San Diego
 El Cajon Boulevard
 B/ 54th Street - 58th Street
 24 Hour Directional Classification Count
 Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/16/21	1	172	15	1	2	0	0	3	0	0	0	0	0	194
01:00	0	117	16	0	2	0	0	1	0	0	0	0	0	136
02:00	1	88	8	0	1	0	0	0	0	0	0	0	0	98
03:00	1	71	8	1	4	0	0	0	0	0	0	0	0	85
04:00	0	81	12	3	4	0	0	1	1	0	0	0	0	102
05:00	3	167	36	4	12	0	0	6	1	0	0	0	0	229
06:00	6	359	73	7	10	5	0	11	0	0	0	0	0	471
07:00	10	799	151	14	42	3	4	14	0	2	3	1	0	1043
08:00	10	1045	174	12	26	5	4	23	1	1	0	1	0	1302
09:00	9	861	143	16	32	4	0	16	5	0	1	1	2	1090
10:00	9	916	132	10	31	5	2	11	2	1	1	1	0	1121
11:00	10	927	129	12	48	6	4	17	2	2	1	1	2	1161
12 PM	11	1109	142	9	34	5	2	22	0	3	0	2	0	1339
13:00	8	1079	157	10	32	4	3	20	0	0	0	1	0	1314
14:00	8	1152	155	13	38	5	5	16	0	0	2	0	0	1394
15:00	20	1267	182	18	27	5	6	27	0	4	0	1	0	1557
16:00	19	1279	200	10	34	4	2	20	2	4	1	1	0	1576
17:00	12	1271	158	10	26	6	3	25	0	3	1	1	0	1516
18:00	15	1213	126	11	13	2	0	19	1	2	0	0	0	1402
19:00	6	898	122	8	16	0	1	12	0	1	1	0	0	1065
20:00	2	820	68	6	13	1	0	9	0	0	0	0	1	920
21:00	10	593	69	4	8	0	1	8	0	0	0	0	0	693
22:00	2	410	43	6	5	1	0	2	0	0	0	0	0	469
23:00	1	283	25	6	3	0	0	3	0	0	0	0	0	321
Total	174	16977	2344	191	463	61	37	286	15	23	11	11	5	20598
Percent	0.8%	82.4%	11.4%	0.9%	2.2%	0.3%	0.2%	1.4%	0.1%	0.1%	0.1%	0.1%	0.0%	
AM Peak	07:00	08:00	08:00	09:00	11:00	11:00	07:00	08:00	09:00	07:00	07:00	07:00	09:00	08:00
Vol.	10	1045	174	16	48	6	4	23	5	2	3	1	2	1302
PM Peak	15:00	16:00	16:00	15:00	14:00	17:00	15:00	15:00	16:00	15:00	14:00	12:00	20:00	16:00
Vol.	20	1279	200	18	38	6	6	27	2	4	2	2	1	1576
Grand Total	174	16977	2344	191	463	61	37	286	15	23	11	11	5	20598
Percent	0.8%	82.4%	11.4%	0.9%	2.2%	0.3%	0.2%	1.4%	0.1%	0.1%	0.1%	0.1%	0.0%	

Counts Unlimited, Inc.

City of San Diego
 El Cajon Boulevard
 B/ College Avenue - Montezuma Road
 24 Hour Directional Classification Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SDG028
 Site Code: 221-21409B

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/15/21	0	58	13	0	1	0	0	0	0	0	0	0	0	72
01:00	0	33	16	0	0	0	0	0	0	0	0	0	0	49
02:00	0	32	1	1	2	0	0	0	0	0	0	0	0	36
03:00	0	14	6	1	2	0	0	0	0	0	0	0	0	23
04:00	0	32	9	0	1	0	0	0	0	0	0	0	0	42
05:00	0	59	9	1	6	0	0	0	0	0	0	0	0	75
06:00	0	103	24	2	4	1	0	2	0	0	0	0	0	136
07:00	2	200	51	5	16	2	1	4	0	0	0	0	0	281
08:00	1	294	68	3	17	3	1	3	0	0	0	0	0	390
09:00	2	276	71	4	20	3	1	13	0	1	1	2	0	394
10:00	2	288	82	4	21	0	2	17	1	1	0	0	0	418
11:00	3	367	81	5	20	0	2	13	1	4	0	0	0	496
12 PM	4	396	102	2	29	4	1	13	1	3	0	1	1	557
13:00	2	351	109	3	23	1	2	18	0	1	0	0	0	510
14:00	5	393	104	6	24	2	0	6	0	2	1	0	0	543
15:00	9	496	99	6	24	5	2	20	0	2	0	0	0	663
16:00	8	480	105	4	16	5	3	18	0	1	0	0	0	640
17:00	10	433	77	5	19	3	2	18	1	1	0	0	0	569
18:00	5	421	79	6	21	2	2	18	0	2	0	1	0	557
19:00	8	400	71	2	11	3	3	7	1	0	1	1	0	508
20:00	4	336	48	2	8	1	0	4	0	0	0	0	0	403
21:00	2	215	37	1	5	0	0	5	0	0	0	0	0	265
22:00	3	127	25	2	8	0	0	1	0	0	0	0	0	166
23:00	1	109	24	2	4	1	0	0	0	0	0	0	0	141
Total	71	5913	1311	67	302	36	22	180	5	18	3	5	1	7934
Percent	0.9%	74.5%	16.5%	0.8%	3.8%	0.5%	0.3%	2.3%	0.1%	0.2%	0.0%	0.1%	0.0%	
AM Peak	11:00	11:00	10:00	07:00	10:00	08:00	10:00	10:00	10:00	11:00	09:00	09:00		11:00
Vol.	3	367	82	5	21	3	2	17	1	4	1	2		496
PM Peak	17:00	15:00	13:00	14:00	12:00	15:00	16:00	15:00	12:00	12:00	14:00	12:00	12:00	15:00
Vol.	10	496	109	6	29	5	3	20	1	3	1	1	1	663
Grand Total	71	5913	1311	67	302	36	22	180	5	18	3	5	1	7934
Percent	0.9%	74.5%	16.5%	0.8%	3.8%	0.5%	0.3%	2.3%	0.1%	0.2%	0.0%	0.1%	0.0%	

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878

Phone: (951) 268-6268

email: counts@countsunlimited.com

SDG028

Site Code: 221-21409B

City of San Diego
El Cajon Boulevard
B/ College Avenue - Montezuma Road
24 Hour Directional Classification Count
Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/15/21	0	68	4	0	0	0	0	0	0	0	0	0	0	72
01:00	0	47	8	0	0	0	0	0	0	0	0	0	0	55
02:00	0	30	4	0	0	0	0	0	0	0	0	0	0	34
03:00	0	29	3	0	1	0	0	0	0	0	0	0	0	33
04:00	0	28	5	0	0	0	0	0	0	0	0	0	0	33
05:00	0	59	11	3	1	0	1	1	0	0	0	0	0	76
06:00	1	111	19	3	2	1	1	0	0	0	0	0	0	138
07:00	5	245	44	4	6	2	0	4	0	0	0	0	1	311
08:00	4	437	54	5	10	1	0	3	1	0	0	0	0	515
09:00	2	325	50	5	7	2	1	2	0	0	0	0	0	394
10:00	3	341	40	5	4	2	1	0	0	0	0	0	0	396
11:00	4	394	54	5	7	0	1	3	0	0	0	1	0	469
12 PM	5	422	62	3	6	2	0	4	1	2	0	0	0	507
13:00	4	425	58	4	7	3	1	4	1	2	0	0	0	509
14:00	4	436	63	6	4	0	2	2	0	1	0	0	0	518
15:00	6	548	66	5	2	1	1	4	0	2	0	0	0	635
16:00	4	477	61	5	7	1	2	4	0	1	0	0	0	562
17:00	8	452	62	3	6	0	0	4	0	0	0	0	0	535
18:00	3	465	46	2	2	1	2	3	0	0	0	0	1	525
19:00	6	418	42	2	3	0	3	3	0	0	0	0	0	477
20:00	2	284	29	2	6	0	0	0	0	0	0	0	0	323
21:00	5	261	24	1	3	0	0	0	0	0	0	0	0	294
22:00	1	164	13	2	0	1	0	0	0	0	0	0	0	181
23:00	0	109	9	2	1	0	0	0	0	0	0	0	0	121
Total	67	6575	831	67	85	17	16	41	3	8	0	1	2	7713
Percent	0.9%	85.2%	10.8%	0.9%	1.1%	0.2%	0.2%	0.5%	0.0%	0.1%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	08:00	08:00	08:00	07:00	05:00	07:00	08:00			11:00	07:00	08:00
Vol.	5	437	54	5	10	2	1	4	1			1	1	515
PM Peak	17:00	15:00	15:00	14:00	13:00	13:00	19:00	12:00	12:00	12:00			18:00	15:00
Vol.	8	548	66	6	7	3	3	4	1	2			1	635
Grand Total	67	6575	831	67	85	17	16	41	3	8	0	1	2	7713
Percent	0.9%	85.2%	10.8%	0.9%	1.1%	0.2%	0.2%	0.5%	0.0%	0.1%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of San Diego
 El Cajon Boulevard
 B/ College Avenue - Montezuma Road
 24 Hour Directional Classification Count
 Eastbound, Westbound

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SDG028
 Site Code: 221-21409B

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/15/21	0	126	17	0	1	0	0	0	0	0	0	0	0	144
01:00	0	80	24	0	0	0	0	0	0	0	0	0	0	104
02:00	0	62	5	1	2	0	0	0	0	0	0	0	0	70
03:00	0	43	9	1	3	0	0	0	0	0	0	0	0	56
04:00	0	60	14	0	1	0	0	0	0	0	0	0	0	75
05:00	0	118	20	4	7	0	1	1	0	0	0	0	0	151
06:00	1	214	43	5	6	2	1	2	0	0	0	0	0	274
07:00	7	445	95	9	22	4	1	8	0	0	0	0	1	592
08:00	5	731	122	8	27	4	1	6	1	0	0	0	0	905
09:00	4	601	121	9	27	5	2	15	0	1	1	2	0	788
10:00	5	629	122	9	25	2	3	17	1	1	0	0	0	814
11:00	7	761	135	10	27	0	3	16	1	4	0	1	0	965
12 PM	9	818	164	5	35	6	1	17	2	5	0	1	1	1064
13:00	6	776	167	7	30	4	3	22	1	3	0	0	0	1019
14:00	9	829	167	12	28	2	2	8	0	3	1	0	0	1061
15:00	15	1044	165	11	26	6	3	24	0	4	0	0	0	1298
16:00	12	957	166	9	23	6	5	22	0	2	0	0	0	1202
17:00	18	885	139	8	25	3	2	22	1	1	0	0	0	1104
18:00	8	886	125	8	23	3	4	21	0	2	0	1	1	1082
19:00	14	818	113	4	14	3	6	10	1	0	1	1	0	985
20:00	6	620	77	4	14	1	0	4	0	0	0	0	0	726
21:00	7	476	61	2	8	0	0	5	0	0	0	0	0	559
22:00	4	291	38	4	8	1	0	1	0	0	0	0	0	347
23:00	1	218	33	4	5	1	0	0	0	0	0	0	0	262
Total	138	12488	2142	134	387	53	38	221	8	26	3	6	3	15647
Percent	0.9%	79.8%	13.7%	0.9%	2.5%	0.3%	0.2%	1.4%	0.1%	0.2%	0.0%	0.0%	0.0%	
AM Peak	07:00	11:00	11:00	11:00	08:00	09:00	10:00	10:00	08:00	11:00	09:00	09:00	07:00	11:00
Vol.	7	761	135	10	27	5	3	17	1	4	1	2	1	965
PM Peak	17:00	15:00	13:00	14:00	12:00	12:00	19:00	15:00	12:00	12:00	14:00	12:00	12:00	15:00
Vol.	18	1044	167	12	35	6	6	24	2	5	1	1	1	1298
Grand Total	138	12488	2142	134	387	53	38	221	8	26	3	6	3	15647
Percent	0.9%	79.8%	13.7%	0.9%	2.5%	0.3%	0.2%	1.4%	0.1%	0.2%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of San Diego
 El Cajon Boulevard
 B/ Montezuma Road - 70th Street
 24 Hour Directional Classification Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SDG030
 Site Code: 221-21409B

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/15/21	0	81	20	0	2	0	0	1	0	0	0	0	0	104
01:00	0	57	16	0	0	0	0	0	0	0	0	0	0	73
02:00	0	33	7	0	2	0	0	0	0	0	0	0	0	42
03:00	0	25	7	0	3	0	0	0	0	0	0	0	0	35
04:00	0	52	6	0	2	0	0	0	0	0	0	0	0	60
05:00	1	94	21	2	11	0	0	0	1	0	0	0	0	130
06:00	2	191	46	4	15	0	0	1	0	1	0	0	0	260
07:00	2	325	100	4	23	0	0	5	1	1	0	0	0	461
08:00	5	521	110	3	19	0	0	8	1	1	1	0	0	669
09:00	3	437	123	4	30	1	1	11	0	0	1	0	0	611
10:00	5	429	97	10	44	3	0	13	0	1	0	0	0	602
11:00	4	509	124	6	36	2	2	7	1	5	0	1	0	697
12 PM	4	546	134	5	36	2	1	11	1	3	0	0	1	744
13:00	7	547	123	2	34	1	2	21	0	2	0	1	0	740
14:00	13	587	131	2	56	2	2	22	0	1	0	0	0	816
15:00	8	710	160	4	54	5	5	17	2	0	1	1	0	967
16:00	10	725	178	2	33	4	3	20	0	1	0	1	0	977
17:00	7	675	135	6	30	3	0	22	2	1	0	0	0	881
18:00	6	586	140	3	32	2	2	14	1	2	0	0	0	788
19:00	11	517	106	2	15	1	1	9	1	0	0	0	1	664
20:00	3	365	63	1	15	0	0	5	0	0	0	0	0	452
21:00	0	291	54	1	11	1	1	2	0	0	0	0	0	361
22:00	2	184	30	1	7	1	0	1	0	0	0	0	0	226
23:00	1	128	17	2	6	0	1	0	0	0	0	0	0	155
Total	94	8615	1948	64	516	28	21	190	11	19	3	4	2	11515
Percent	0.8%	74.8%	16.9%	0.6%	4.5%	0.2%	0.2%	1.7%	0.1%	0.2%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	11:00	10:00	10:00	10:00	11:00	10:00	05:00	11:00	08:00	11:00		11:00
Vol.	5	521	124	10	44	3	2	13	1	5	1	1		697
PM Peak	14:00	16:00	16:00	17:00	14:00	15:00	15:00	14:00	15:00	12:00	15:00	13:00	12:00	16:00
Vol.	13	725	178	6	56	5	5	22	2	3	1	1	1	977
Grand Total	94	8615	1948	64	516	28	21	190	11	19	3	4	2	11515
Percent	0.8%	74.8%	16.9%	0.6%	4.5%	0.2%	0.2%	1.7%	0.1%	0.2%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of San Diego
 El Cajon Boulevard
 B/ Montezuma Road - 70th Street
 24 Hour Directional Classification Count
 Westbound

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SDG030
 Site Code: 221-21409B

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/15/21	1	77	8	0	1	0	0	0	0	0	0	0	0	87
01:00	0	43	14	0	1	0	0	0	0	0	0	0	0	58
02:00	0	36	6	0	0	0	0	0	0	0	0	0	0	42
03:00	0	30	5	0	0	0	0	0	0	0	0	0	0	35
04:00	0	34	5	0	2	0	0	0	0	0	0	0	0	41
05:00	0	54	11	2	4	1	0	0	0	0	0	0	0	72
06:00	1	109	32	5	13	1	1	2	2	0	0	0	0	166
07:00	5	338	77	5	22	5	2	6	2	0	0	0	0	462
08:00	3	536	93	7	22	2	1	13	0	2	0	0	0	679
09:00	9	387	92	9	25	3	1	2	0	0	0	1	0	529
10:00	4	402	82	4	25	2	0	6	0	1	0	0	0	526
11:00	5	384	84	4	23	1	0	11	0	1	0	1	0	514
12 PM	5	524	99	7	22	0	1	6	2	1	0	0	0	667
13:00	5	468	69	6	24	3	1	12	1	0	0	0	0	589
14:00	7	473	72	4	24	1	2	7	1	0	0	0	0	591
15:00	9	611	97	6	26	0	2	11	2	0	0	0	0	764
16:00	6	557	79	6	26	0	0	8	0	0	1	0	0	683
17:00	5	540	88	6	20	1	2	12	0	0	0	1	0	675
18:00	8	507	88	4	15	1	0	7	1	0	0	0	0	631
19:00	5	466	75	2	11	0	1	5	0	0	1	0	0	566
20:00	1	307	37	2	9	0	2	0	0	0	0	0	0	358
21:00	3	257	39	2	8	2	0	2	0	0	0	0	0	313
22:00	0	165	23	2	3	0	0	0	0	0	0	0	0	193
23:00	1	106	15	2	1	0	0	0	0	0	0	0	0	125
Total	83	7411	1290	85	327	23	16	110	11	5	2	3	0	9366
Percent	0.9%	79.1%	13.8%	0.9%	3.5%	0.2%	0.2%	1.2%	0.1%	0.1%	0.0%	0.0%	0.0%	
AM Peak	09:00	08:00	08:00	09:00	09:00	07:00	07:00	08:00	06:00	08:00		09:00		08:00
Vol.	9	536	93	9	25	5	2	13	2	2		1		679
PM Peak	15:00	15:00	12:00	12:00	15:00	13:00	14:00	13:00	12:00	12:00	16:00	17:00		15:00
Vol.	9	611	99	7	26	3	2	12	2	1	1	1		764
Grand Total	83	7411	1290	85	327	23	16	110	11	5	2	3	0	9366
Percent	0.9%	79.1%	13.8%	0.9%	3.5%	0.2%	0.2%	1.2%	0.1%	0.1%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of San Diego
 El Cajon Boulevard
 B/ Montezuma Road - 70th Street
 24 Hour Directional Classification Count
 Eastbound, Westbound

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SDG030
 Site Code: 221-21409B

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/15/21	1	158	28	0	3	0	0	1	0	0	0	0	0	191
01:00	0	100	30	0	1	0	0	0	0	0	0	0	0	131
02:00	0	69	13	0	2	0	0	0	0	0	0	0	0	84
03:00	0	55	12	0	3	0	0	0	0	0	0	0	0	70
04:00	0	86	11	0	4	0	0	0	0	0	0	0	0	101
05:00	1	148	32	4	15	1	0	0	1	0	0	0	0	202
06:00	3	300	78	9	28	1	1	3	2	1	0	0	0	426
07:00	7	663	177	9	45	5	2	11	3	1	0	0	0	923
08:00	8	1057	203	10	41	2	1	21	1	3	1	0	0	1348
09:00	12	824	215	13	55	4	2	13	0	0	1	1	0	1140
10:00	9	831	179	14	69	5	0	19	0	2	0	0	0	1128
11:00	9	893	208	10	59	3	2	18	1	6	0	2	0	1211
12 PM	9	1070	233	12	58	2	2	17	3	4	0	0	1	1411
13:00	12	1015	192	8	58	4	3	33	1	2	0	1	0	1329
14:00	20	1060	203	6	80	3	4	29	1	1	0	0	0	1407
15:00	17	1321	257	10	80	5	7	28	4	0	1	1	0	1731
16:00	16	1282	257	8	59	4	3	28	0	1	1	1	0	1660
17:00	12	1215	223	12	50	4	2	34	2	1	0	1	0	1556
18:00	14	1093	228	7	47	3	2	21	2	2	0	0	0	1419
19:00	16	983	181	4	26	1	2	14	1	0	1	0	1	1230
20:00	4	672	100	3	24	0	2	5	0	0	0	0	0	810
21:00	3	548	93	3	19	3	1	4	0	0	0	0	0	674
22:00	2	349	53	3	10	1	0	1	0	0	0	0	0	419
23:00	2	234	32	4	7	0	1	0	0	0	0	0	0	280
Total	177	16026	3238	149	843	51	37	300	22	24	5	7	2	20881
Percent	0.8%	76.7%	15.5%	0.7%	4.0%	0.2%	0.2%	1.4%	0.1%	0.1%	0.0%	0.0%	0.0%	
AM Peak	09:00	08:00	09:00	10:00	10:00	07:00	07:00	08:00	07:00	11:00	08:00	11:00		08:00
Vol.	12	1057	215	14	69	5	2	21	3	6	1	2		1348
PM Peak	14:00	15:00	15:00	12:00	14:00	15:00	15:00	17:00	15:00	12:00	15:00	13:00	12:00	15:00
Vol.	20	1321	257	12	80	5	7	34	4	4	1	1	1	1731
Grand Total	177	16026	3238	149	843	51	37	300	22	24	5	7	2	20881
Percent	0.8%	76.7%	15.5%	0.7%	4.0%	0.2%	0.2%	1.4%	0.1%	0.1%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

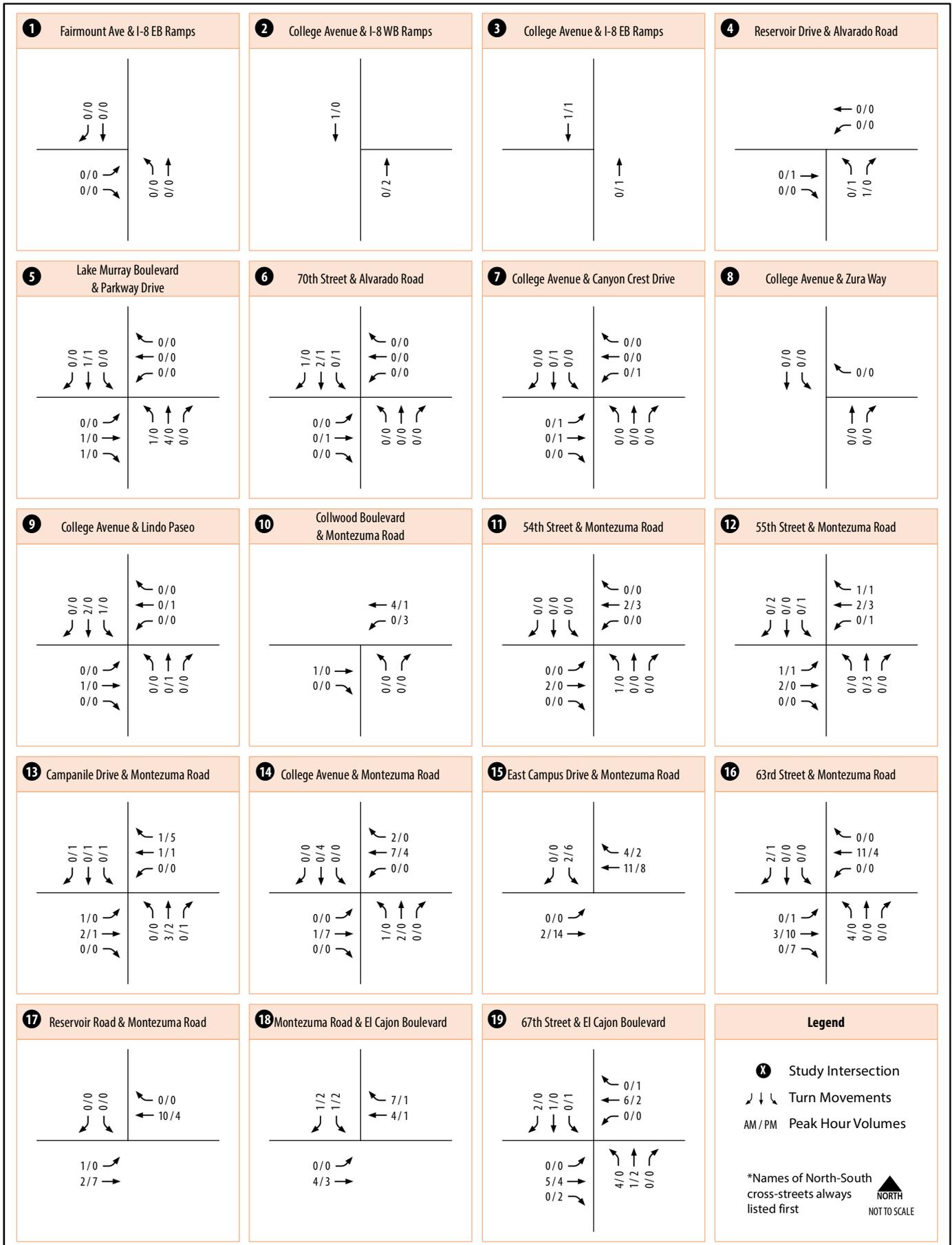
City of San Diego
 El Cajon Boulevard
 B/ 70th Street - 73rd Street
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

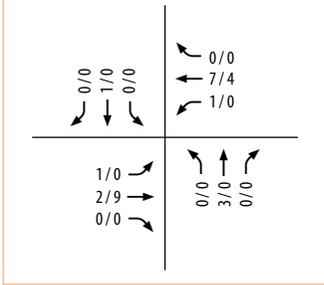
SDG008
 Site Code: 221-21409A

Start Time	15-Sep-21 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		22	87			19	154				
12:15		17	104			16	137				
12:30		9	113			12	162				
12:45		7	118	55	422	12	141	59	594	114	1016
01:00		11	123			9	134				
01:15		9	113			11	135				
01:30		5	132			14	131				
01:45		6	115	31	483	4	120	38	520	69	1003
02:00		6	142			10	124				
02:15		6	110			10	139				
02:30		5	114			6	160				
02:45		6	155	23	521	6	157	32	580	55	1101
03:00		4	141			7	170				
03:15		7	163			7	176				
03:30		9	139			12	160				
03:45		5	176	25	619	10	149	36	655	61	1274
04:00		5	181			6	181				
04:15		9	154			13	168				
04:30		8	163			20	137				
04:45		6	144	28	642	21	156	60	642	88	1284
05:00		8	131			20	160				
05:15		9	149			18	195				
05:30		26	158			44	165				
05:45		14	148	57	586	51	141	133	661	190	1247
06:00		9	143			36	123				
06:15		15	118			63	130				
06:30		28	122			67	137				
06:45		39	103	91	486	89	126	255	516	346	1002
07:00		44	117			103	121				
07:15		42	99			133	100				
07:30		103	87			116	110				
07:45		89	92	278	395	131	89	483	420	761	815
08:00		85	61			151	73				
08:15		115	85			176	74				
08:30		107	66			150	85				
08:45		117	61	424	273	138	81	615	313	1039	586
09:00		95	63			132	80				
09:15		86	48			121	51				
09:30		88	41			117	50				
09:45		88	45	357	197	124	43	494	224	851	421
10:00		104	33			115	42				
10:15		97	37			107	36				
10:30		86	38			109	28				
10:45		96	29	383	137	115	33	446	139	829	276
11:00		109	35			124	22				
11:15		92	23			126	26				
11:30		115	31			141	24				
11:45		103	14	419	103	143	16	534	88	953	191
Total		2171	4864	2171	4864	3185	5352	3185	5352	5356	10216
Combined Total		7035		7035		8537		8537		15572	
AM Peak	-	08:15	-	-	-	08:00	-	-	-	-	-
Vol.	-	434	-	-	-	615	-	-	-	-	-
P.H.F.	-	0.927	-	-	-	0.874	-	-	-	-	-
PM Peak	-	-	03:45	-	-	-	04:45	-	-	-	-
Vol.	-	-	674	-	-	-	676	-	-	-	-
P.H.F.	-	-	0.931	-	-	-	0.867	-	-	-	-
Percentage		30.9%	69.1%			37.3%	62.7%				
ADT/AADT		ADT 15,572		AADT 15,572							

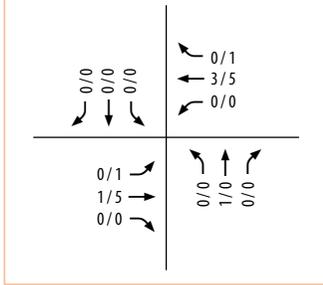
Traffic Counts - Intersection Turning Movements



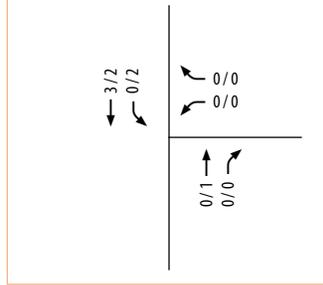
20 70th Street & El Cajon Blvd



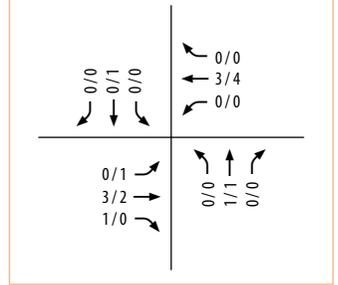
21 73rd Street & El Cajon Boulevard



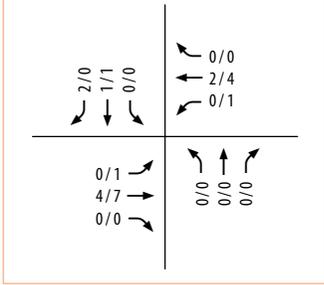
22 54th Street & Collwood Boulevard



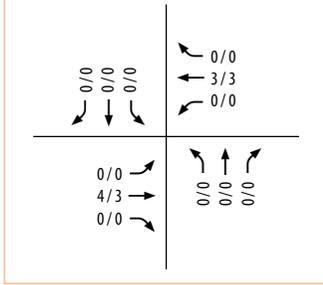
23 52nd Street & El Cajon Boulevard



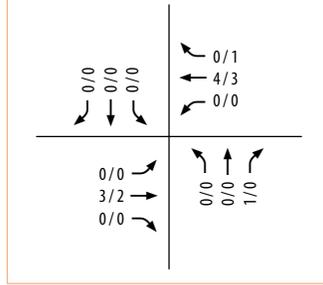
24 54th Street & El Cajon Boulevard



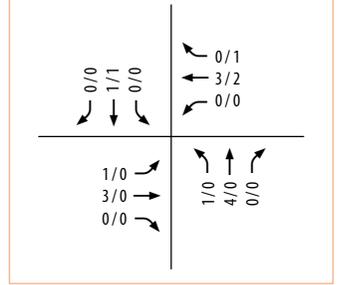
25 56th Street & El Cajon Boulevard



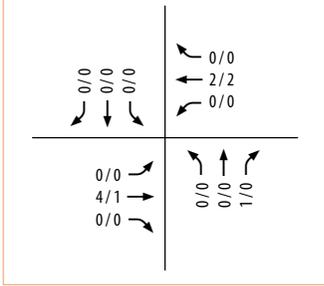
26 58th Street & El Cajon Boulevard



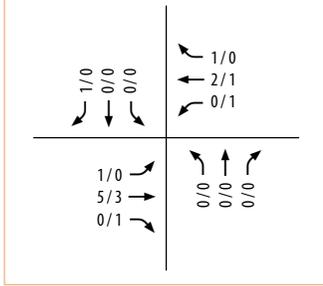
27 College Avenue & El Cajon Boulevard



28 62nd Street & El Cajon Boulevard



29 63rd Street & El Cajon Boulevard

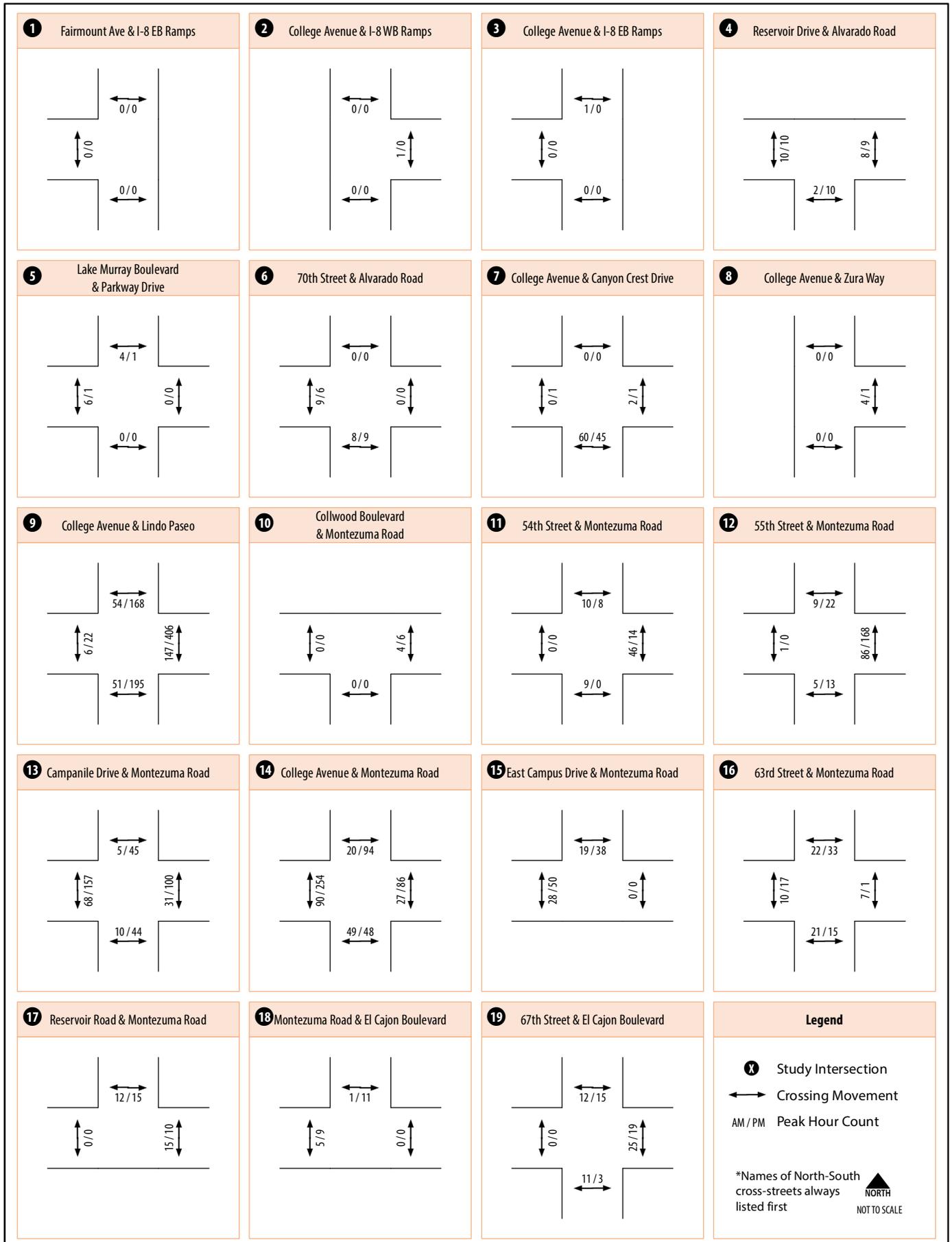


Legend

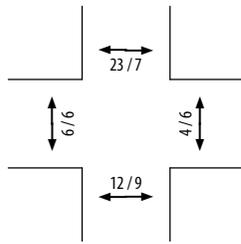
- Study Intersection
- Turn Movements
- AM / PM Peak Hour Volumes

*Names of North-South cross-streets always listed first

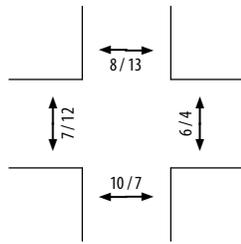




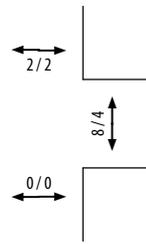
20 70th Street & El Cajon Blvd



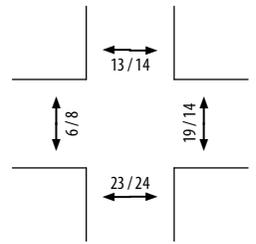
21 73rd Street & El Cajon Boulevard



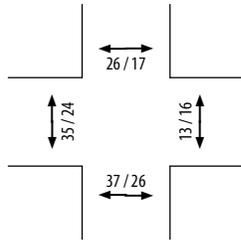
22 54th Street & Collwood Boulevard



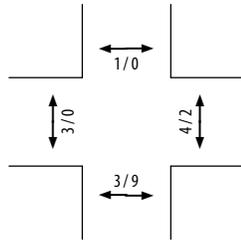
23 52nd Street & El Cajon Boulevard



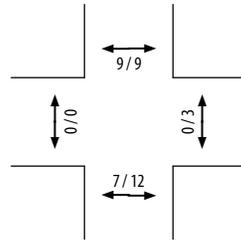
24 54th Street & El Cajon Boulevard



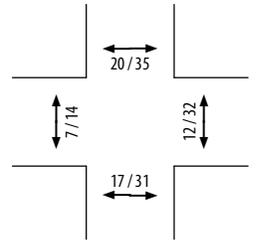
25 56th Street & El Cajon Boulevard



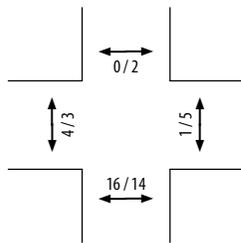
26 58th Street & El Cajon Boulevard



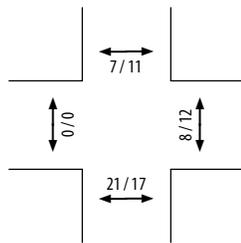
27 College Avenue & El Cajon Boulevard



28 62nd Street & El Cajon Boulevard



29 63rd Street & El Cajon Boulevard

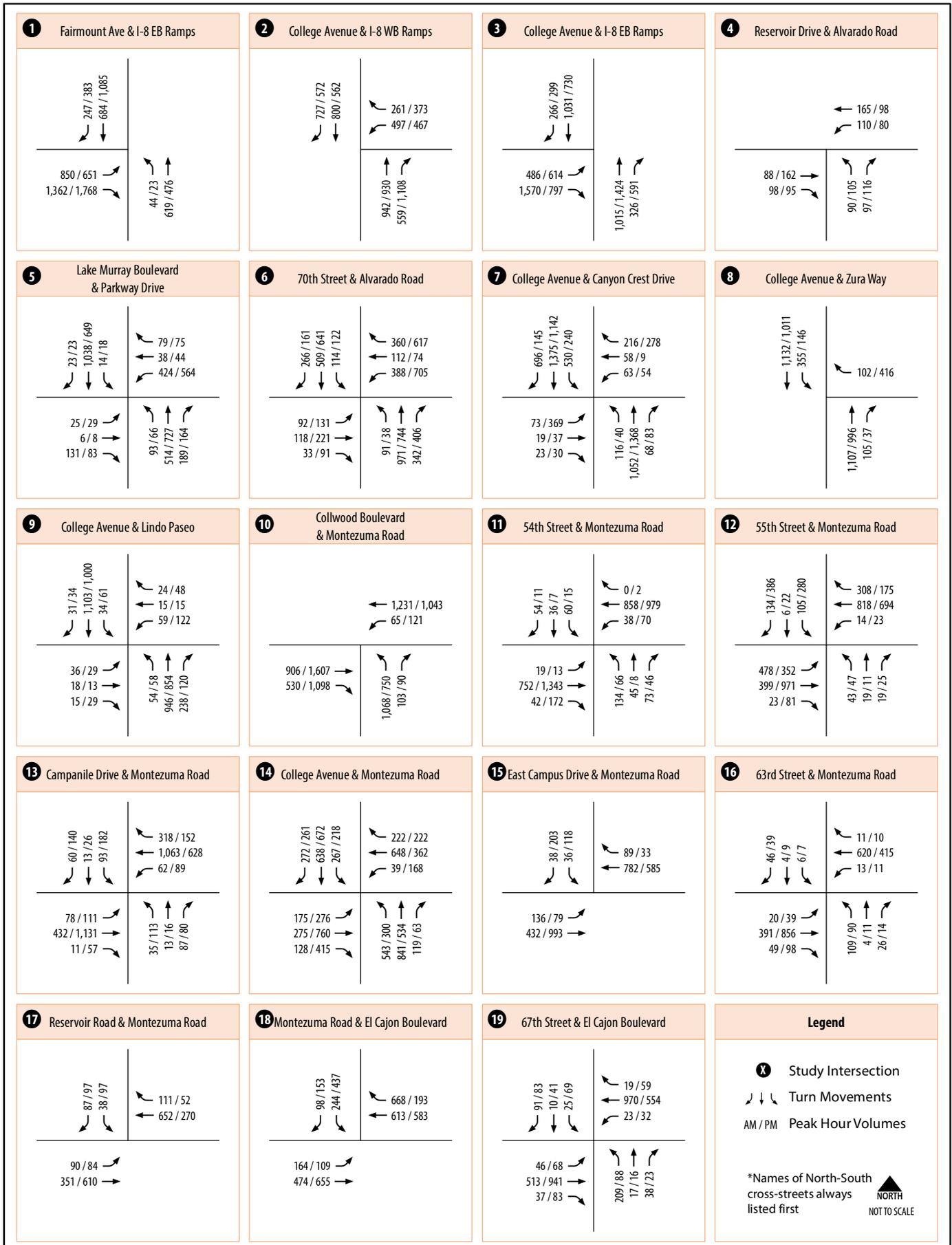


Legend

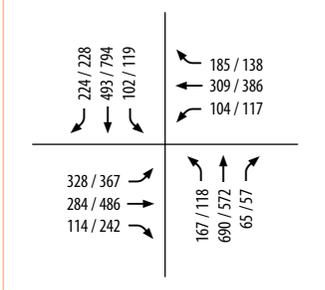
- Study Intersection
- Crossing Movement
- AM / PM Peak Hour Count

*Names of North-South cross-streets always listed first

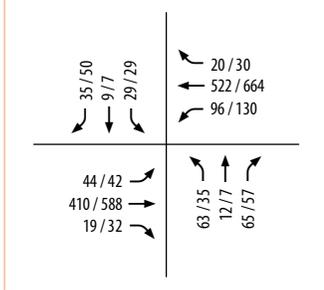




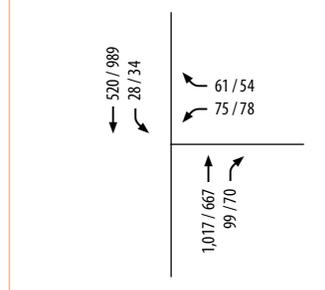
20 70th Street & El Cajon Blvd



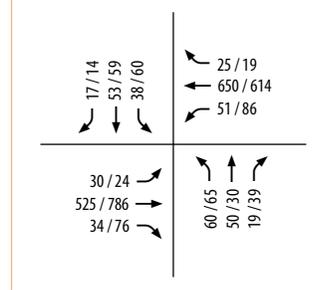
21 73rd Street & El Cajon Boulevard



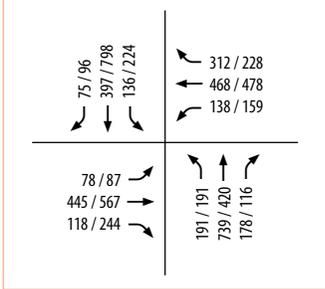
22 54th Street & Collwood Boulevard



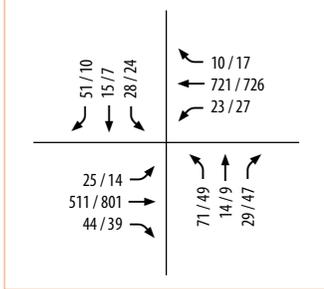
23 52nd Street & El Cajon Boulevard



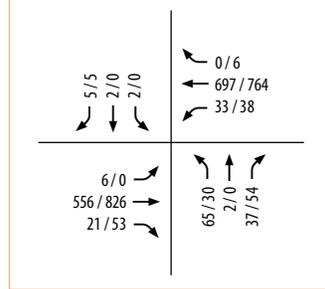
24 54th Street & El Cajon Boulevard



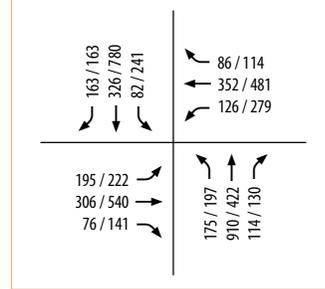
25 56th Street & El Cajon Boulevard



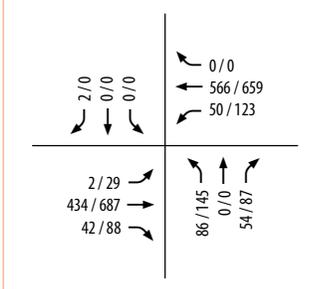
26 58th Street & El Cajon Boulevard



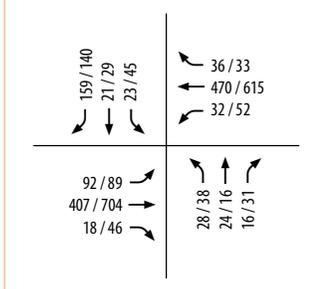
27 College Avenue & El Cajon Boulevard



28 62nd Street & El Cajon Boulevard



29 63rd Street & El Cajon Boulevard



Legend

- X** Study Intersection
- ↙ ↓ ↘ Turn Movements
- AM / PM Peak Hour Volumes

*Names of North-South cross-streets always listed first

NORTH
▲
NOT TO SCALE

Intersection Count Validation - Comparison of Existing and Adjusted Counts

ID	Intersection	September 2021												Adjusted 2021												
		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
		1	Fairmount Ave & I-8 EB Ramps	41	589	2212	0	651	235	809	0	1297	0	0	0	44	619	2350	684	247	890	1362				
2	College Avenue & I-8 WB Ramps	0	865	456	0	733	692	0	0	0	532	0	248		942	559	800	727				497		261		
3	College Avenue & I-8 EB Ramps	0	871	298	0	981	258	462	0	1501	0	0	0		1015	326	1031	266	486			1570				
4	Reservoir Drive & Alvarado Road	85	0	92	0	0	0	0	83	93	104	157	0	90		97				88	98	110	165			
5	Lake Murray Blvd & Parkway Dr	88	489	180	13	988	21	23	5	124	403	36	75	93	514	189	14	1038	23	25	6	131	424	38	79	
6	70th St & Alvarado Rd	86	924	325	108	484	253	87	112	31	369	106	342	91	971	342	114	509	266	92	118	33	388	112	360	
7	College & Canyon Crest Dr	110	1001	64	504	1309	662	69	14	21	46	42	127	116	1052	68	530	1375	696	73	19	23	63	58	216	
8	College Ave & Zura Way	0	1054	100	338	1078	0	0	0	0	0	0	97		1107	105	355	1132							102	
9	College Ave & Lindo Paseo	51	799	217	32	1085	29	34	17	14	56	14	22	54	946	238	34	1103	31	36	18	15	59	15	24	
10	Collwood Blvd & Montezuma Rd	1017	0	98	0	0	0	0	763	504	58	807	0	1068		103				906	530	65	1231			
11	54th St & Montezuma Rd	127	42	50	57	34	51	18	620	40	36	663	0	134	45	73	60	38	54	19	752	42	38	858		
12	55th St & Montezuma Rd	40	5	13	100	5	127	464	380	21	13	533	256	43	19	19	105	6	134	478	399	23	14	818	308	
13	Campanile Dr & Montezuma Rd	26	9	58	44	12	57	75	411	9	44	868	124	35	13	87	93	13	60	78	432	11	62	1063	318	
14	College Ave & Montezuma Rd	384	720	113	254	607	175	166	235	121	37	417	211	543	841	119	267	638	272	175	275	128	39	648	222	
15	East Campus Dr & Montezuma Rd	0	0	0	34	0	36	129	411	0	0	617	84						38	136	432			782	89	
16	63rd St & Montezuma Rd	103	3	24	5	3	43	19	372	46	12	561	10	109	4	26	6	4	46	20	391	49	13	620	11	
17	Reservoir Rd & Montezuma Rd	0	0	0	36	0	70	85	334	0	0	391	82						38	87	90	351			652	111
18	Montezuma Rd & El Cajon Blvd	0	0	0	232	0	93	105	401	0	0	432	349						244	98	164	474			613	668
19	67th Street & El Cajon Boulevard													209	17	38	25	10	91	46	513	37	23	970	19	
20	70th St & El Cajon Blvd	159	657	61	97	469	213	312	270	108	99	294	176	167	690	65	102	493	224	328	284	114	104	309	185	
21	73rd St & El Cajon Blvd	60	11	61	27	8	33	41	390	18	91	497	19	63	12	65	29	9	35	44	410	19	96	522	20	
22	54th St & Colwood Blvd	0	968	94	26	495	0	0	0	9	71	0	58		1017	99	28	520							75	61
23	52nd St & El Cajon Blvd	57	47	18	36	59	16	28	500	32	48	619	23	60	59	18	38	53	17	30	525	34	51	650	25	
24	54th St & El Cajon Blvd	181	703	169	129	378	71	74	423	112	131	445	297	191	739	178	136	397	75	78	445	118	138	468	312	
25	56th St & El Cajon Blvd	67	13	27	26	14	48	23	486	41	21	686	9	71	14	29	28	15	51	25	511	44	23	721	10	
26	58th Street & El Cajon Boulevard	61	1	35	1	1	4	5	529	20	31	663	0	65	2	37	2	2	5	6	556	21	33	697		
27	College Ave & El Cajon Blvd	166	866	108	78	310	155	185	291	72	120	335	81	175	910	114	82	326	163	195	306	76	126	352	86	
28	62nd Street & El Cajon Boulevard	81	0	51	0	0	1	1	413	40	47	539	0	86		54			2	2	434	42	50	566		
29	63rd St & El Cajon Blvd	26	22	15	21	20	151	87	387	17	30	447	34	28	24	16	23	21	159	92	407	18	32	470	36	

ID	Intersection	September 2021												Adjusted 2021												
		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
		1	Fairmount Ave & I-8 EB Ramps	21	453	1945	0	1033	364	620	0	1683	0	0	0	23	476	1085	383	651	1768					
2	College Avenue & I-8 WB Ramps	0	885	930	0	907	544	0	0	0	444	0	355		930	1108	562	572				467	335	373		
3	College Avenue & I-8 EB Ramps	0	1247	562	0	686	268	584	0	759	0	0	0		1424	591	730	299	614			797				
4	Reservoir Drive & Alvarado Road	100	0	110	0	0	0	0	154	90	76	93	0	105		116				162	95	80	98			
5	Lake Murray Blvd & Parkway Dr	62	692	156	17	618	21	27	7	79	537	41	71	66	727	164	18	649	23	29	8	83	564	44	75	
6	70th St & Alvarado Rd	36	708	386	116	610	153	124	210	86	671	70	587	38	744	406	122	641	161	131	221	91	705	74	617	
7	College & Canyon Crest Dr	38	1229	79	210	1072	138	351	19	28	41	7	232	40	1368	83	240	1142	145	369	37	30	54	9	278	
8	College Ave & Zura Way	0	1046	30	118	1047	0	0	0	0	0	0	278		996	37	146	1011							416	
9	College Ave & Lindo Paseo	55	863	114	58	791	32	27	12	27	116	14	45	58	854	120	61	1000	34	29	13	29	122	15	48	
10	Collwood Blvd & Montezuma Rd	714	0	85	0	0	0	0	1178	1045	115	968	0	750		90				1607	1098	121	1043			
11	54th St & Montezuma Rd	62	7	43	14	6	10	12	993	163	66	932	1	66	8	46	15	7	11	13	1343	172	70	979	2	
12	55th St & Montezuma Rd	34	8	23	266	12	375	241	745	38	21	519	172	47	11	25	280	22	386	352	971	81	23	694	175	
13	Campanile Dr & Montezuma Rd	32	15	76	105	24	136	105	981	26	89	598	135	113	16	80	182	26	140	111	1131	57	89	628	152	
14	College Ave & Montezuma Rd	218	553	60	207	627	131	197	507	418	154	360	211	300	534	63	218	672	261	276	760	415	168	362	222	
15	East Campus Dr & Montezuma Rd	0	0	0	112	0	193	75	660	0	0	557	31						118	203	79	993			585	33
16	63rd St & Montezuma Rd	85	10	13	6	8	37	37	624	93	10	365	9	90	11	14	7	9	39	39	856	98	11	415	10	
17	Reservoir Rd & Montezuma Rd	0	0	0	59	0	92	77	527	0	0	264	46						97	84	610			270	52	
18	Montezuma Rd & El Cajon Blvd	0	0	0	404	0	150	101	601	0	0	555	199						437	153	109	655			583	193
19	67th Street & El Cajon Boulevard													88	16	23	69	41	83	68	941	83	32	554	59	
20	70th St & El Cajon Blvd	112	544	54	113	756	217	349	462	230	111	367	131	118	572	57	119	794	228	367	486	242	117	386	138	
21	73rd St & El Cajon Blvd	33	6	54	27	6	47	40	560	30	123	632	28	35	7	57	29	7	50	42	588	32	130	664	30	
22	54th St & Colwood Blvd	0	635	66	32	941	0	0	0	0	74	0	51		667	70	34	989				78			54	
23	52nd St & El Cajon Blvd	61	28	37	57	56	13	22	748	72	81	584	18	65	30	39	60	59	14	24	786	76	86	614	19	
24	54th St & El Cajon Blvd	181	400	110	213	760	91	82	540	232	151	455	217	191	420	116	224	798	96	87	567	244	159	478	228	
25	56th St & El Cajon Blvd	46	8	44	22	6	9	13	752	37	25	691	16	49	9	47	24	7	10	14	801	39	27	726	17	
26	58th Street & El Cajon Boulevard	28	0	51	0	0	4	0	786	50	36	727	5	30		54			5		826	53	38	764	6	
27	College Ave & El Cajon Blvd	187	401	123	229	742	155	211	514	134	285	458	108	197	422	130	241	780	163	222	540	141	279	481	114	
28	62nd Street & El Cajon Boulevard	138	0	82	0	0	0	27	654	83	117	627	0	145		87			29	687	88	123	659			
29	63rd St & El Cajon Blvd	36	15	29	42	27	133	84	670	43	49	585	31	38	16	31	45	29	140	89	704	46	52	615	33	

City of San Diego
 N/S: Fairmount Avenue
 E/W: I-8 Eastbound Ramps
 Weather: Clear

File Name : 01_SDG_Fairmount_8E AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

Groups Printed- Total Volume

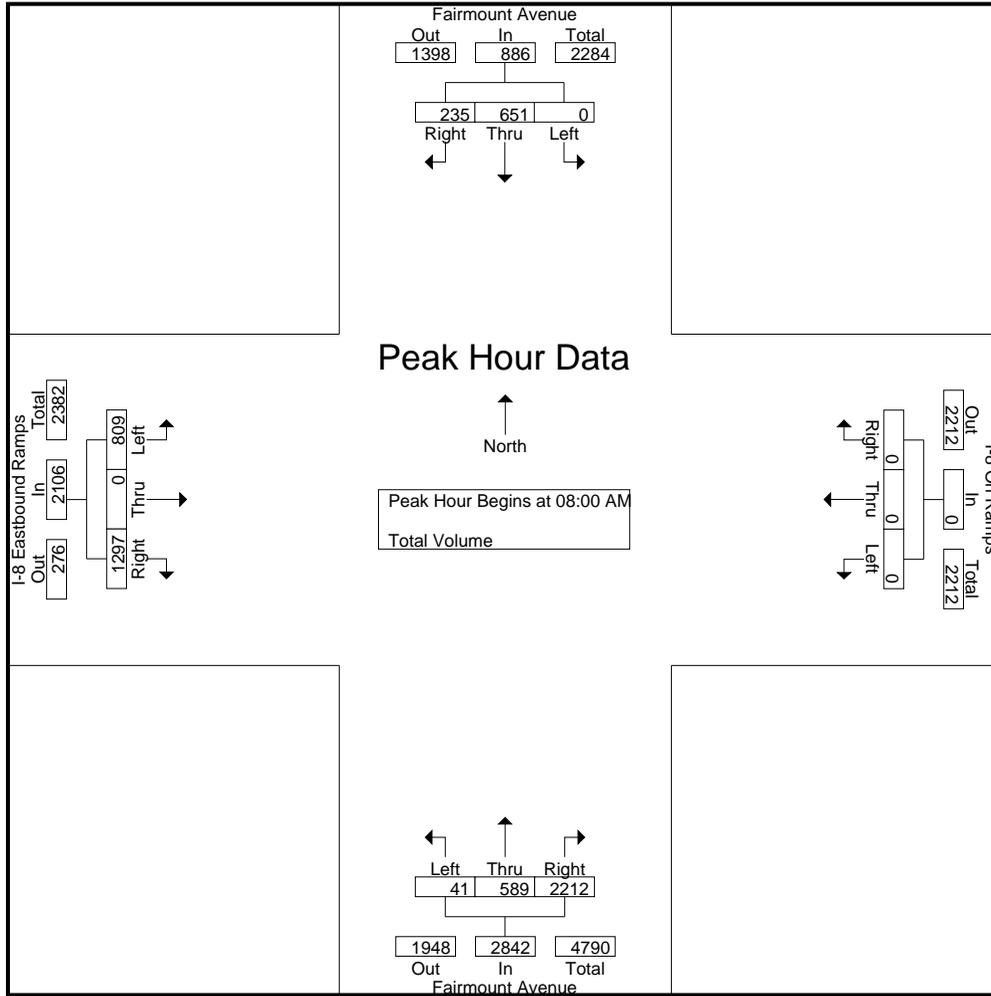
Start Time	Fairmount Avenue Southbound				I-8 On Ramps Westbound				Fairmount Avenue Northbound				I-8 Eastbound Ramps Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	118	35	153	0	0	0	0	3	102	565	670	149	0	142	291	1114
07:15 AM	0	125	49	174	0	0	0	0	5	91	516	612	152	0	224	376	1162
07:30 AM	0	139	51	190	0	0	0	0	1	110	546	657	205	0	259	464	1311
07:45 AM	0	149	61	210	0	0	0	0	17	161	545	723	222	0	263	485	1418
Total	0	531	196	727	0	0	0	0	26	464	2172	2662	728	0	888	1616	5005
08:00 AM	0	138	56	194	0	0	0	0	5	136	569	710	182	0	274	456	1360
08:15 AM	0	177	57	234	0	0	0	0	16	178	546	740	184	0	326	510	1484
08:30 AM	0	170	50	220	0	0	0	0	4	118	574	696	231	0	361	592	1508
08:45 AM	0	166	72	238	0	0	0	0	16	157	523	696	212	0	336	548	1482
Total	0	651	235	886	0	0	0	0	41	589	2212	2842	809	0	1297	2106	5834
Grand Total	0	1182	431	1613	0	0	0	0	67	1053	4384	5504	1537	0	2185	3722	10839
Apprch %	0	73.3	26.7		0	0	0		1.2	19.1	79.7		41.3	0	58.7		
Total %	0	10.9	4	14.9	0	0	0		0.6	9.7	40.4	50.8	14.2	0	20.2	34.3	

Start Time	Fairmount Avenue Southbound				I-8 On Ramps Westbound				Fairmount Avenue Northbound				I-8 Eastbound Ramps Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:00 AM	0	138	56	194	0	0	0	0	5	136	569	710	182	0	274	456	1360
08:15 AM	0	177	57	234	0	0	0	0	16	178	546	740	184	0	326	510	1484
08:30 AM	0	170	50	220	0	0	0	0	4	118	574	696	231	0	361	592	1508
08:45 AM	0	166	72	238	0	0	0	0	16	157	523	696	212	0	336	548	1482
Total Volume	0	651	235	886	0	0	0	0	41	589	2212	2842	809	0	1297	2106	5834
% App. Total	0	73.5	26.5		0	0	0		1.4	20.7	77.8		38.4	0	61.6		
PHF	.000	.919	.816	.931	.000	.000	.000	.000	.641	.827	.963	.960	.876	.000	.898	.889	.967

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:00 AM

City of San Diego
 N/S: Fairmount Avenue
 E/W: I-8 Eastbound Ramps
 Weather: Clear

File Name : 01_SDG_Fairmount_8E AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				07:00 AM				07:45 AM				08:00 AM			
+0 mins.	0	138	56	194	0	0	0	0	17	161	545	723	182	0	274	456
+15 mins.	0	177	57	234	0	0	0	0	5	136	569	710	184	0	326	510
+30 mins.	0	170	50	220	0	0	0	0	16	178	546	740	231	0	361	592
+45 mins.	0	166	72	238	0	0	0	0	4	118	574	696	212	0	336	548
Total Volume	0	651	235	886	0	0	0	0	42	593	2234	2869	809	0	1297	2106
% App. Total	0	73.5	26.5		0	0	0		1.5	20.7	77.9		38.4	0	61.6	
PHF	.000	.919	.816	.931	.000	.000	.000	.000	.618	.833	.973	.969	.876	.000	.898	.889

City of San Diego
 N/S: Fairmount Avenue
 E/W: I-8 Eastbound Ramps
 Weather: Clear

File Name : 01_SDG_Fairmount_8E PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

Groups Printed- Total Volume

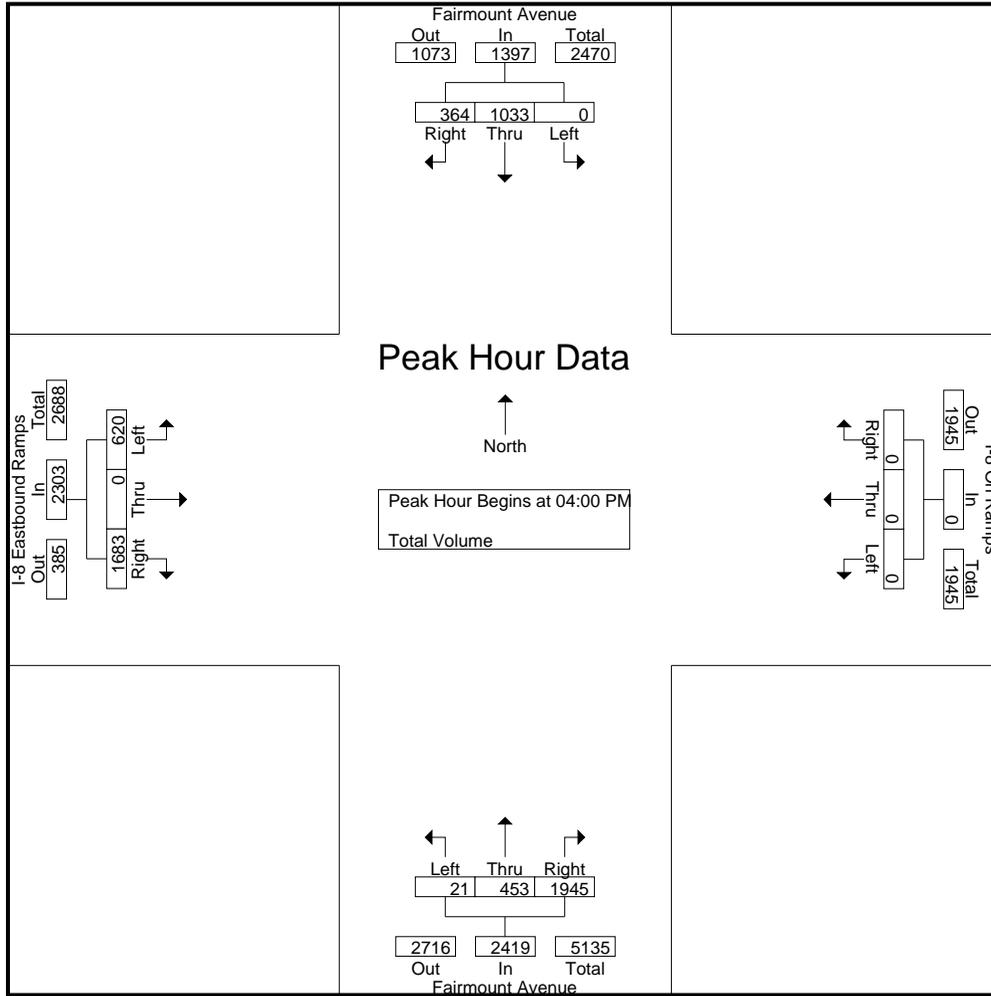
Start Time	Fairmount Avenue Southbound				I-8 On Ramps Westbound				Fairmount Avenue Northbound				I-8 Eastbound Ramps Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	267	87	354	0	0	0	0	6	122	544	672	128	0	398	526	1552
04:15 PM	0	225	89	314	0	0	0	0	5	107	495	607	181	0	432	613	1534
04:30 PM	0	285	106	391	0	0	0	0	7	111	472	590	157	0	422	579	1560
04:45 PM	0	256	82	338	0	0	0	0	3	113	434	550	154	0	431	585	1473
Total	0	1033	364	1397	0	0	0	0	21	453	1945	2419	620	0	1683	2303	6119
05:00 PM	0	246	86	332	0	0	0	0	10	103	520	633	161	0	398	559	1524
05:15 PM	0	252	105	357	0	0	0	0	3	100	408	511	134	0	394	528	1396
05:30 PM	0	234	81	315	0	0	0	0	7	101	457	565	182	0	405	587	1467
05:45 PM	0	206	76	282	0	0	0	0	0	111	391	502	131	0	431	562	1346
Total	0	938	348	1286	0	0	0	0	20	415	1776	2211	608	0	1628	2236	5733
Grand Total	0	1971	712	2683	0	0	0	0	41	868	3721	4630	1228	0	3311	4539	11852
Apprch %	0	73.5	26.5		0	0	0		0.9	18.7	80.4		27.1	0	72.9		
Total %	0	16.6	6	22.6	0	0	0		0.3	7.3	31.4	39.1	10.4	0	27.9	38.3	

Start Time	Fairmount Avenue Southbound				I-8 On Ramps Westbound				Fairmount Avenue Northbound				I-8 Eastbound Ramps Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	267	87	354	0	0	0	0	6	122	544	672	128	0	398	526	1552
04:15 PM	0	225	89	314	0	0	0	0	5	107	495	607	181	0	432	613	1534
04:30 PM	0	285	106	391	0	0	0	0	7	111	472	590	157	0	422	579	1560
04:45 PM	0	256	82	338	0	0	0	0	3	113	434	550	154	0	431	585	1473
Total Volume	0	1033	364	1397	0	0	0	0	21	453	1945	2419	620	0	1683	2303	6119
% App. Total	0	73.9	26.1		0	0	0		0.9	18.7	80.4		26.9	0	73.1		
PHF	.000	.906	.858	.893	.000	.000	.000	.000	.750	.928	.894	.900	.856	.000	.974	.939	.981

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of San Diego
 N/S: Fairmount Avenue
 E/W: I-8 Eastbound Ramps
 Weather: Clear

File Name : 01_SDG_Fairmount_8E PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				04:00 PM				04:15 PM			
+0 mins.	0	285	106	391	0	0	0	0	6	122	544	672	181	0	432	613
+15 mins.	0	256	82	338	0	0	0	0	5	107	495	607	157	0	422	579
+30 mins.	0	246	86	332	0	0	0	0	7	111	472	590	154	0	431	585
+45 mins.	0	252	105	357	0	0	0	0	3	113	434	550	161	0	398	559
Total Volume	0	1039	379	1418	0	0	0	0	21	453	1945	2419	653	0	1683	2336
% App. Total	0	73.3	26.7		0	0	0	0	0.9	18.7	80.4		28	0	72	
PHF	.000	.911	.894	.907	.000	.000	.000	.000	.750	.928	.894	.900	.902	.000	.974	.953

Location: San Diego
 N/S: Fairmont Avenue
 E/W: I-8 EB Ramps



Date: 9/15/2021
 Day: Wednesday

PEDESTRIANS

	North Leg Fairmont Avenue	East Leg I-8 EB Ramps	South Leg Fairmont Avenue	West Leg I-8 EB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Fairmont Avenue	East Leg I-8 EB Ramps	South Leg Fairmont Avenue	West Leg I-8 EB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: San Diego
 N/S: Fairmont Avenue
 E/W: I-8 EB Ramps



Date: 9/15/2021
 Day: Wednesday

BICYCLES

	Southbound Fairmont Avenue			Westbound I-8 EB Ramps			Northbound Fairmont Avenue			Eastbound I-8 EB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Fairmont Avenue			Westbound I-8 EB Ramps			Northbound Fairmont Avenue			Eastbound I-8 EB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	3	0	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	6	0	0	0	0	0	1	0	7

City of San Diego
 N/S: College Avenue
 E/W: I-8 Westbound Ramps
 Weather: Clear

File Name : 10_SDG_College_8W AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

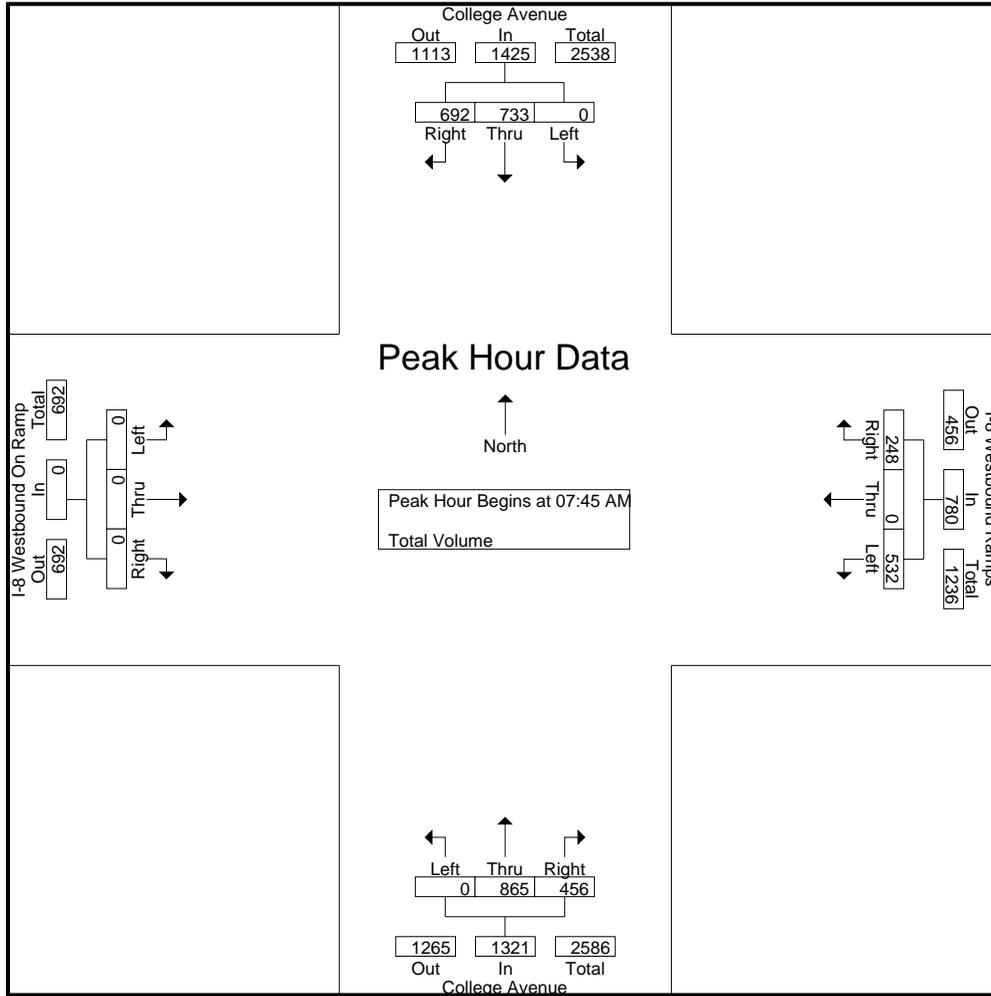
Groups Printed- Total Volume

Start Time	College Avenue Southbound				I-8 Westbound Ramps Westbound				College Avenue Northbound				I-8 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	99	182	281	59	0	39	98	0	186	100	286	0	0	0	0	665
07:15 AM	0	135	199	334	97	0	46	143	0	192	106	298	0	0	0	0	775
07:30 AM	0	163	174	337	141	0	56	197	0	202	100	302	0	0	0	0	836
07:45 AM	0	212	152	364	130	0	68	198	0	190	116	306	0	0	0	0	868
Total	0	609	707	1316	427	0	209	636	0	770	422	1192	0	0	0	0	3144
08:00 AM	0	161	175	336	107	0	71	178	0	221	110	331	0	0	0	0	845
08:15 AM	0	160	149	309	142	0	61	203	0	299	122	421	0	0	0	0	933
08:30 AM	0	200	216	416	153	0	48	201	0	155	108	263	0	0	0	0	880
08:45 AM	0	185	163	348	128	0	52	180	0	178	126	304	0	0	0	0	832
Total	0	706	703	1409	530	0	232	762	0	853	466	1319	0	0	0	0	3490
Grand Total	0	1315	1410	2725	957	0	441	1398	0	1623	888	2511	0	0	0	0	6634
Apprch %	0	48.3	51.7		68.5	0	31.5		0	64.6	35.4		0	0	0		
Total %	0	19.8	21.3	41.1	14.4	0	6.6	21.1	0	24.5	13.4	37.9	0	0	0	0	

Start Time	College Avenue Southbound				I-8 Westbound Ramps Westbound				College Avenue Northbound				I-8 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	0	212	152	364	130	0	68	198	0	190	116	306	0	0	0	0	868
08:00 AM	0	161	175	336	107	0	71	178	0	221	110	331	0	0	0	0	845
08:15 AM	0	160	149	309	142	0	61	203	0	299	122	421	0	0	0	0	933
08:30 AM	0	200	216	416	153	0	48	201	0	155	108	263	0	0	0	0	880
Total Volume	0	733	692	1425	532	0	248	780	0	865	456	1321	0	0	0	0	3526
% App. Total	0	51.4	48.6		68.2	0	31.8		0	65.5	34.5		0	0	0		
PHF	.000	.864	.801	.856	.869	.000	.873	.961	.000	.723	.934	.784	.000	.000	.000	.000	.945

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:30 AM				07:00 AM			
+0 mins.	0	212	152	364	130	0	68	198	0	202	100	302	0	0	0	0
+15 mins.	0	161	175	336	107	0	71	178	0	190	116	306	0	0	0	0
+30 mins.	0	160	149	309	142	0	61	203	0	221	110	331	0	0	0	0
+45 mins.	0	200	216	416	153	0	48	201	0	299	122	421	0	0	0	0
Total Volume	0	733	692	1425	532	0	248	780	0	912	448	1360	0	0	0	0
% App. Total	0	51.4	48.6		68.2	0	31.8		0	67.1	32.9		0	0	0	
PHF	.000	.864	.801	.856	.869	.000	.873	.961	.000	.763	.918	.808	.000	.000	.000	.000

City of San Diego
 N/S: College Avenue
 E/W: I-8 Westbound Ramps
 Weather: Clear

File Name : 10_SDG_College_8W PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

Groups Printed- Total Volume

Start Time	College Avenue Southbound				I-8 Westbound Ramps Westbound				College Avenue Northbound				I-8 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	119	145	264	76	0	77	153	0	220	251	471	0	0	0	0	888
04:15 PM	0	133	127	260	92	0	88	180	0	213	197	410	0	0	0	0	850
04:30 PM	0	143	126	269	107	0	83	190	0	232	225	457	0	0	0	0	916
04:45 PM	0	125	152	277	128	0	88	216	0	229	225	454	0	0	0	0	947
Total	0	520	550	1070	403	0	336	739	0	894	898	1792	0	0	0	0	3601
05:00 PM	0	131	131	262	99	0	88	187	0	207	236	443	0	0	0	0	892
05:15 PM	0	108	135	243	110	0	96	206	0	217	244	461	0	0	0	0	910
05:30 PM	0	129	132	261	79	0	95	174	0	245	231	476	0	0	0	0	911
05:45 PM	0	116	129	245	94	0	69	163	0	227	214	441	0	0	0	0	849
Total	0	484	527	1011	382	0	348	730	0	896	925	1821	0	0	0	0	3562
Grand Total	0	1004	1077	2081	785	0	684	1469	0	1790	1823	3613	0	0	0	0	7163
Apprch %	0	48.2	51.8		53.4	0	46.6		0	49.5	50.5		0	0	0		
Total %	0	14	15	29.1	11	0	9.5	20.5	0	25	25.5	50.4	0	0	0	0	

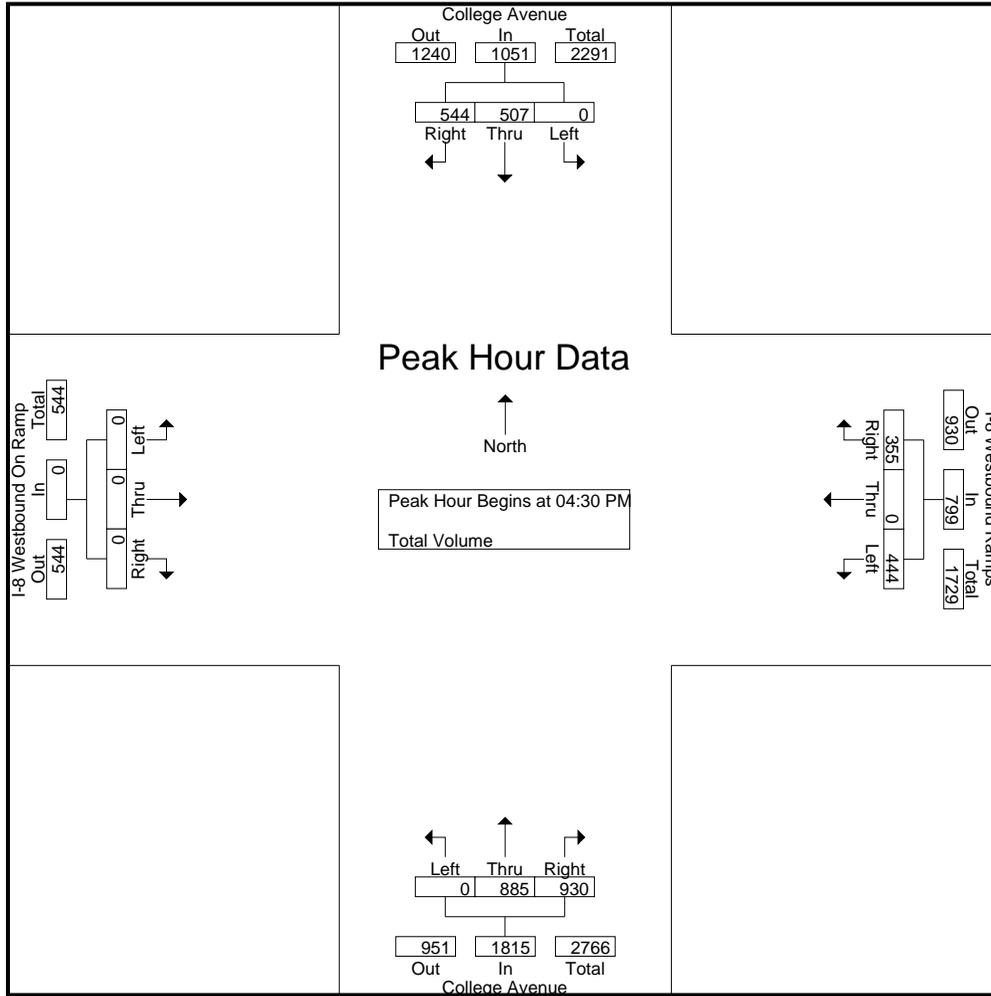
Start Time	College Avenue Southbound				I-8 Westbound Ramps Westbound				College Avenue Northbound				I-8 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	0	143	126	269	107	0	83	190	0	232	225	457	0	0	0	0	916
04:45 PM	0	125	152	277	128	0	88	216	0	229	225	454	0	0	0	0	947
05:00 PM	0	131	131	262	99	0	88	187	0	207	236	443	0	0	0	0	892
05:15 PM	0	108	135	243	110	0	96	206	0	217	244	461	0	0	0	0	910
Total Volume	0	507	544	1051	444	0	355	799	0	885	930	1815	0	0	0	0	3665
% App. Total	0	48.2	51.8		55.6	0	44.4		0	48.8	51.2		0	0	0		
PHF	.000	.886	.895	.949	.867	.000	.924	.925	.000	.954	.953	.984	.000	.000	.000	.000	.968

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

City of San Diego
 N/S: College Avenue
 E/W: I-8 Westbound Ramps
 Weather: Clear

File Name : 10_SDG_College_8W PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:45 PM				04:00 PM			
+0 mins.	0	119	145	264	107	0	83	190	0	229	225	454	0	0	0	0
+15 mins.	0	133	127	260	128	0	88	216	0	207	236	443	0	0	0	0
+30 mins.	0	143	126	269	99	0	88	187	0	217	244	461	0	0	0	0
+45 mins.	0	125	152	277	110	0	96	206	0	245	231	476	0	0	0	0
Total Volume	0	520	550	1070	444	0	355	799	0	898	936	1834	0	0	0	0
% App. Total	0	48.6	51.4		55.6	0	44.4		0	49	51		0	0	0	
PHF	.000	.909	.905	.966	.867	.000	.924	.925	.000	.916	.959	.963	.000	.000	.000	.000

Location: San Diego
 N/S: College Avenue
 E/W: I-8 WB Ramps



Date: 9/15/2021
 Day: Wednesday

PEDESTRIANS

	North Leg College Avenue	East Leg I-8 WB Ramps	South Leg College Avenue	West Leg I-8 WB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	1	0	0	1
8:45 AM	0	1	0	0	1
TOTAL VOLUMES:	0	2	0	0	2

	North Leg College Avenue	East Leg I-8 WB Ramps	South Leg College Avenue	West Leg I-8 WB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	1	0	0	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	1	0	0	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	2

Location: San Diego
 N/S: College Avenue
 E/W: I-8 WB Ramps



Date: 9/15/2021
 Day: Wednesday

BICYCLES

	Southbound College Avenue			Westbound I-8 WB Ramps			Northbound College Avenue			Eastbound I-8 WB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	0	0	0	0	0	0	0	0	2

	Southbound College Avenue			Westbound I-8 WB Ramps			Northbound College Avenue			Eastbound I-8 WB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	2	0	0	0	0	2

City of San Diego
 N/S: College Avenue
 E/W: I-8 Eastbound Ramps
 Weather: Clear

File Name : 11_SDG_College_8E AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

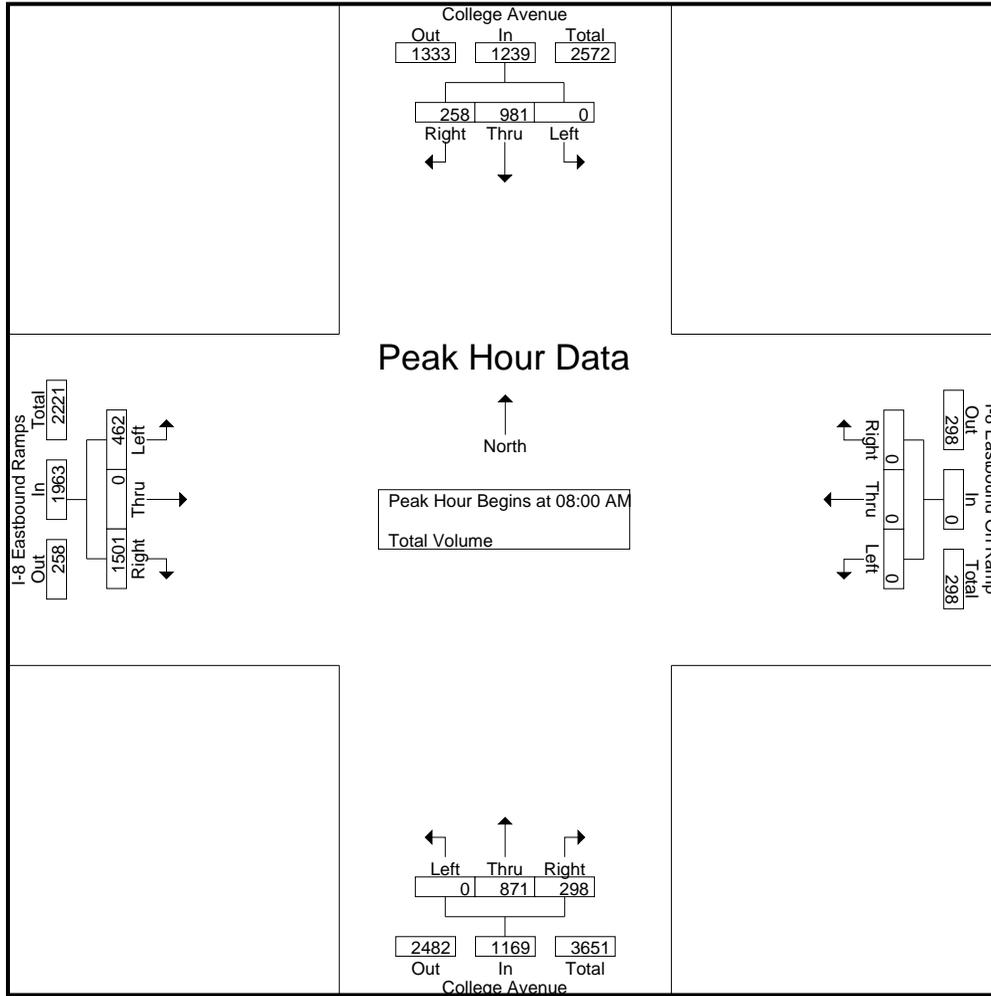
Groups Printed- Total Volume

Start Time	College Avenue Southbound				I-8 Eastbound On Ramp Westbound				College Avenue Northbound				I-8 Eastbound Ramps Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	96	52	148	0	0	0	0	0	221	31	252	79	0	139	218	618
07:15 AM	0	170	61	231	0	0	0	0	0	202	64	266	109	0	214	323	820
07:30 AM	0	223	76	299	0	0	0	0	0	185	87	272	101	0	274	375	946
07:45 AM	0	257	87	344	0	0	0	0	0	201	73	274	102	0	341	443	1061
Total	0	746	276	1022	0	0	0	0	0	809	255	1064	391	0	968	1359	3445
08:00 AM	0	204	61	265	0	0	0	0	0	215	76	291	117	0	277	394	950
08:15 AM	0	237	64	301	0	0	0	0	0	248	64	312	164	0	378	542	1155
08:30 AM	0	280	63	343	0	0	0	0	0	190	75	265	86	0	437	523	1131
08:45 AM	0	260	70	330	0	0	0	0	0	218	83	301	95	0	409	504	1135
Total	0	981	258	1239	0	0	0	0	0	871	298	1169	462	0	1501	1963	4371
Grand Total	0	1727	534	2261	0	0	0	0	0	1680	553	2233	853	0	2469	3322	7816
Apprch %	0	76.4	23.6		0	0	0		0	75.2	24.8		25.7	0	74.3		
Total %	0	22.1	6.8	28.9	0	0	0		0	21.5	7.1	28.6	10.9	0	31.6	42.5	

Start Time	College Avenue Southbound				I-8 Eastbound On Ramp Westbound				College Avenue Northbound				I-8 Eastbound Ramps Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:00 AM	0	204	61	265	0	0	0	0	0	215	76	291	117	0	277	394	950
08:15 AM	0	237	64	301	0	0	0	0	0	248	64	312	164	0	378	542	1155
08:30 AM	0	280	63	343	0	0	0	0	0	190	75	265	86	0	437	523	1131
08:45 AM	0	260	70	330	0	0	0	0	0	218	83	301	95	0	409	504	1135
Total Volume	0	981	258	1239	0	0	0	0	0	871	298	1169	462	0	1501	1963	4371
% App. Total	0	79.2	20.8		0	0	0		0	74.5	25.5		23.5	0	76.5		
PHF	.000	.876	.921	.903	.000	.000	.000	.000	.000	.878	.898	.937	.704	.000	.859	.905	.946

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	257	87	344	0	0	0	0	0	215	76	291	117	0	277	394
+15 mins.	0	204	61	265	0	0	0	0	0	248	64	312	164	0	378	542
+30 mins.	0	237	64	301	0	0	0	0	0	190	75	265	86	0	437	523
+45 mins.	0	280	63	343	0	0	0	0	0	218	83	301	95	0	409	504
Total Volume	0	978	275	1253	0	0	0	0	0	871	298	1169	462	0	1501	1963
% App. Total	0	78.1	21.9		0	0	0	0	0	74.5	25.5		23.5	0	76.5	
PHF	.000	.873	.790	.911	.000	.000	.000	.000	.000	.878	.898	.937	.704	.000	.859	.905

City of San Diego
 N/S: College Avenue
 E/W: I-8 Eastbound Ramps
 Weather: Clear

File Name : 11_SDG_College_8E PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

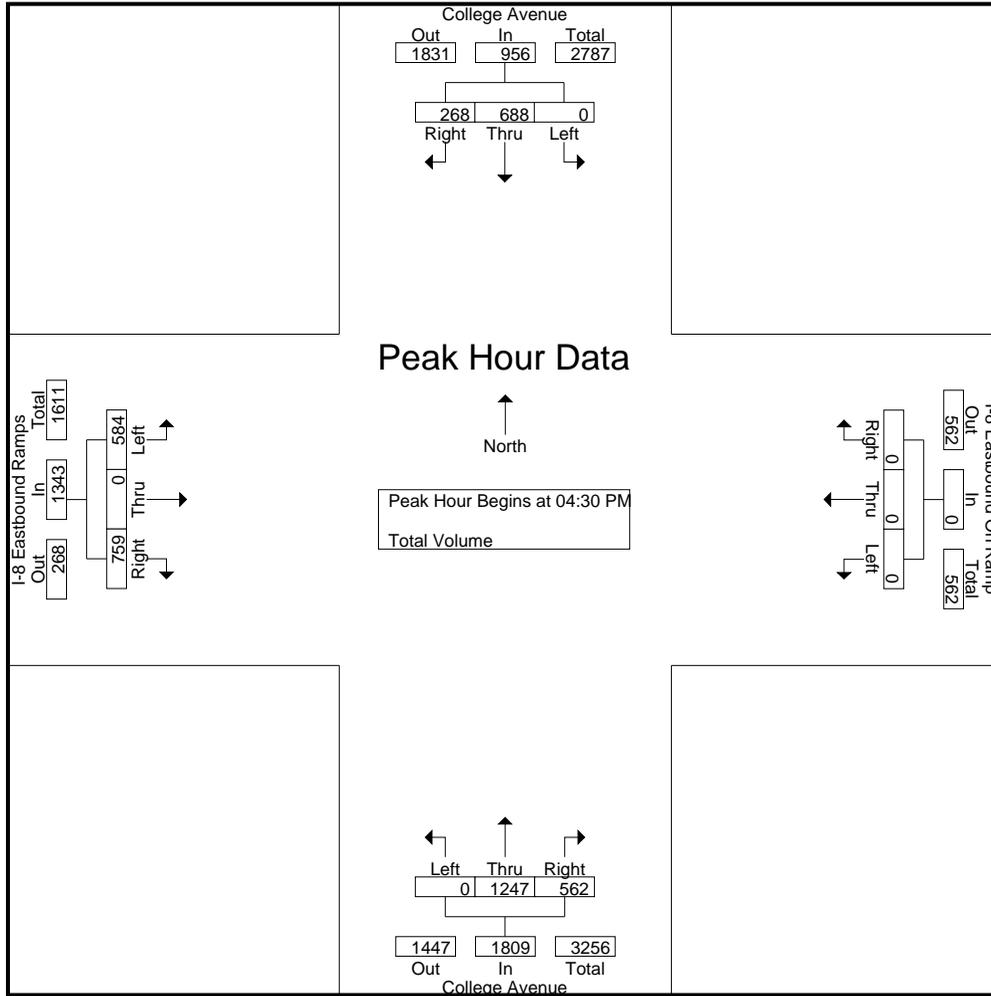
Groups Printed- Total Volume

Start Time	College Avenue Southbound				I-8 Eastbound On Ramp Westbound				College Avenue Northbound				I-8 Eastbound Ramps Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	142	63	205	0	0	0	0	0	351	144	495	122	0	160	282	982
04:15 PM	0	151	75	226	0	0	0	0	0	283	132	415	131	0	170	301	942
04:30 PM	0	196	66	262	0	0	0	0	0	304	142	446	156	0	191	347	1055
04:45 PM	0	181	62	243	0	0	0	0	0	298	137	435	156	0	205	361	1039
Total	0	670	266	936	0	0	0	0	0	1236	555	1791	565	0	726	1291	4018
05:00 PM	0	165	60	225	0	0	0	0	0	307	136	443	138	0	188	326	994
05:15 PM	0	146	80	226	0	0	0	0	0	338	147	485	134	0	175	309	1020
05:30 PM	0	144	73	217	0	0	0	0	0	331	149	480	150	0	186	336	1033
05:45 PM	0	175	57	232	0	0	0	0	0	313	104	417	137	0	229	366	1015
Total	0	630	270	900	0	0	0	0	0	1289	536	1825	559	0	778	1337	4062
Grand Total	0	1300	536	1836	0	0	0	0	0	2525	1091	3616	1124	0	1504	2628	8080
Apprch %	0	70.8	29.2		0	0	0		0	69.8	30.2		42.8	0	57.2		
Total %	0	16.1	6.6	22.7	0	0	0		0	31.2	13.5	44.8	13.9	0	18.6	32.5	

Start Time	College Avenue Southbound				I-8 Eastbound On Ramp Westbound				College Avenue Northbound				I-8 Eastbound Ramps Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	0	196	66	262	0	0	0	0	0	304	142	446	156	0	191	347	1055
04:45 PM	0	181	62	243	0	0	0	0	0	298	137	435	156	0	205	361	1039
05:00 PM	0	165	60	225	0	0	0	0	0	307	136	443	138	0	188	326	994
05:15 PM	0	146	80	226	0	0	0	0	0	338	147	485	134	0	175	309	1020
Total Volume	0	688	268	956	0	0	0	0	0	1247	562	1809	584	0	759	1343	4108
% App. Total	0	72	28		0	0	0		0	68.9	31.1		43.5	0	56.5		
PHF	.000	.878	.838	.912	.000	.000	.000	.000	.000	.922	.956	.932	.936	.000	.926	.930	.973

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:00 PM				04:45 PM				04:30 PM			
+0 mins.	0	151	75	226	0	0	0	0	0	298	137	435	156	0	191	347
+15 mins.	0	196	66	262	0	0	0	0	0	307	136	443	156	0	205	361
+30 mins.	0	181	62	243	0	0	0	0	0	338	147	485	138	0	188	326
+45 mins.	0	165	60	225	0	0	0	0	0	331	149	480	134	0	175	309
Total Volume	0	693	263	956	0	0	0	0	0	1274	569	1843	584	0	759	1343
% App. Total	0	72.5	27.5		0	0	0		0	69.1	30.9		43.5	0	56.5	
PHF	.000	.884	.877	.912	.000	.000	.000	.000	.000	.942	.955	.950	.936	.000	.926	.930

Location: San Diego
 N/S: College Avenue
 E/W: I-8 EB Ramps



Date: 9/15/2021
 Day: Wednesday

PEDESTRIANS

	North Leg College Avenue	East Leg I-8 EB Ramps	South Leg College Avenue	West Leg I-8 EB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	0	0	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	1	0	0	0	1
8:45 AM	1	0	0	0	1
TOTAL VOLUMES:	3	0	0	0	3

	North Leg College Avenue	East Leg I-8 EB Ramps	South Leg College Avenue	West Leg I-8 EB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	0	0	0	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	1	0	0	0	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	2	0	0	0	2

Location: San Diego
 N/S: College Avenue
 E/W: I-8 EB Ramps



Date: 9/15/2021
 Day: Wednesday

BICYCLES

	Southbound College Avenue			Westbound I-8 EB Ramps			Northbound College Avenue			Eastbound I-8 EB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	2	1	0	0	0	0	0	0	0	0	0	0	3

	Southbound College Avenue			Westbound I-8 EB Ramps			Northbound College Avenue			Eastbound I-8 EB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	2	0	0	0	0	0	2	0	0	0	0	4

City of San Diego
 N/S: Reservoir Drive
 E/W: Alvarado Road
 Weather: Clear

File Name : 19_SDG_Reservoir_Alvarado AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

Groups Printed- Total Volume

Start Time	Alvarado Road Westbound			Reservoir Drive Northbound			Alvarado Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	5	19	24	18	12	30	7	6	13	67
07:15 AM	12	13	25	15	18	33	17	10	27	85
07:30 AM	10	21	31	16	15	31	11	10	21	83
07:45 AM	18	34	52	24	14	38	18	26	44	134
Total	45	87	132	73	59	132	53	52	105	369
08:00 AM	22	41	63	13	17	30	18	26	44	137
08:15 AM	28	35	63	22	22	44	16	21	37	144
08:30 AM	32	41	73	20	27	47	24	22	46	166
08:45 AM	22	40	62	30	26	56	25	24	49	167
Total	104	157	261	85	92	177	83	93	176	614
Grand Total	149	244	393	158	151	309	136	145	281	983
Apprch %	37.9	62.1		51.1	48.9		48.4	51.6		
Total %	15.2	24.8	40	16.1	15.4	31.4	13.8	14.8	28.6	

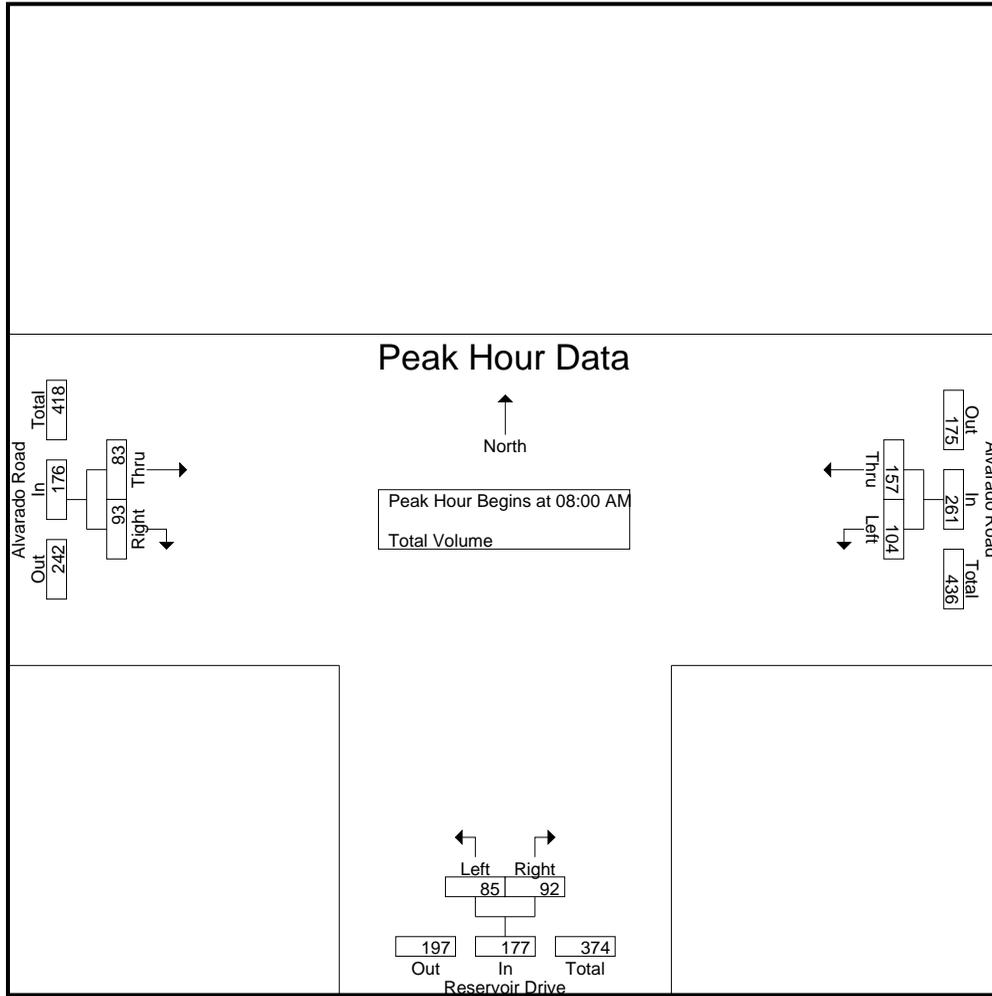
Start Time	Alvarado Road Westbound			Reservoir Drive Northbound			Alvarado Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
08:00 AM	22	41	63	13	17	30	18	26	44	137
08:15 AM	28	35	63	22	22	44	16	21	37	144
08:30 AM	32	41	73	20	27	47	24	22	46	166
08:45 AM	22	40	62	30	26	56	25	24	49	167
Total Volume	104	157	261	85	92	177	83	93	176	614
% App. Total	39.8	60.2		48	52		47.2	52.8		
PHF	.813	.957	.894	.708	.852	.790	.830	.894	.898	.919

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM

City of San Diego
 N/S: Reservoir Drive
 E/W: Alvarado Road
 Weather: Clear

File Name : 19_SDG_Reservoir_Alvarado AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	22	41	63	13	17	30	18	26	44
+15 mins.	28	35	63	22	22	44	16	21	37
+30 mins.	32	41	73	20	27	47	24	22	46
+45 mins.	22	40	62	30	26	56	25	24	49
Total Volume	104	157	261	85	92	177	83	93	176
% App. Total	39.8	60.2		48	52		47.2	52.8	
PHF	.813	.957	.894	.708	.852	.790	.830	.894	.898

City of San Diego
 N/S: Reservoir Drive
 E/W: Alvarado Road
 Weather: Clear

File Name : 19_SDG_Reservoir_Alvarado PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

Groups Printed- Total Volume

Start Time	Alvarado Road Westbound			Reservoir Drive Northbound			Alvarado Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	22	31	53	33	39	72	49	25	74	199
04:15 PM	23	20	43	16	26	42	30	20	50	135
04:30 PM	21	23	44	32	24	56	41	24	65	165
04:45 PM	10	19	29	19	21	40	34	21	55	124
Total	76	93	169	100	110	210	154	90	244	623
05:00 PM	13	29	42	25	33	58	44	21	65	165
05:15 PM	13	24	37	21	24	45	35	24	59	141
05:30 PM	19	25	44	25	18	43	28	29	57	144
05:45 PM	20	15	35	16	19	35	36	28	64	134
Total	65	93	158	87	94	181	143	102	245	584
Grand Total	141	186	327	187	204	391	297	192	489	1207
Apprch %	43.1	56.9		47.8	52.2		60.7	39.3		
Total %	11.7	15.4	27.1	15.5	16.9	32.4	24.6	15.9	40.5	

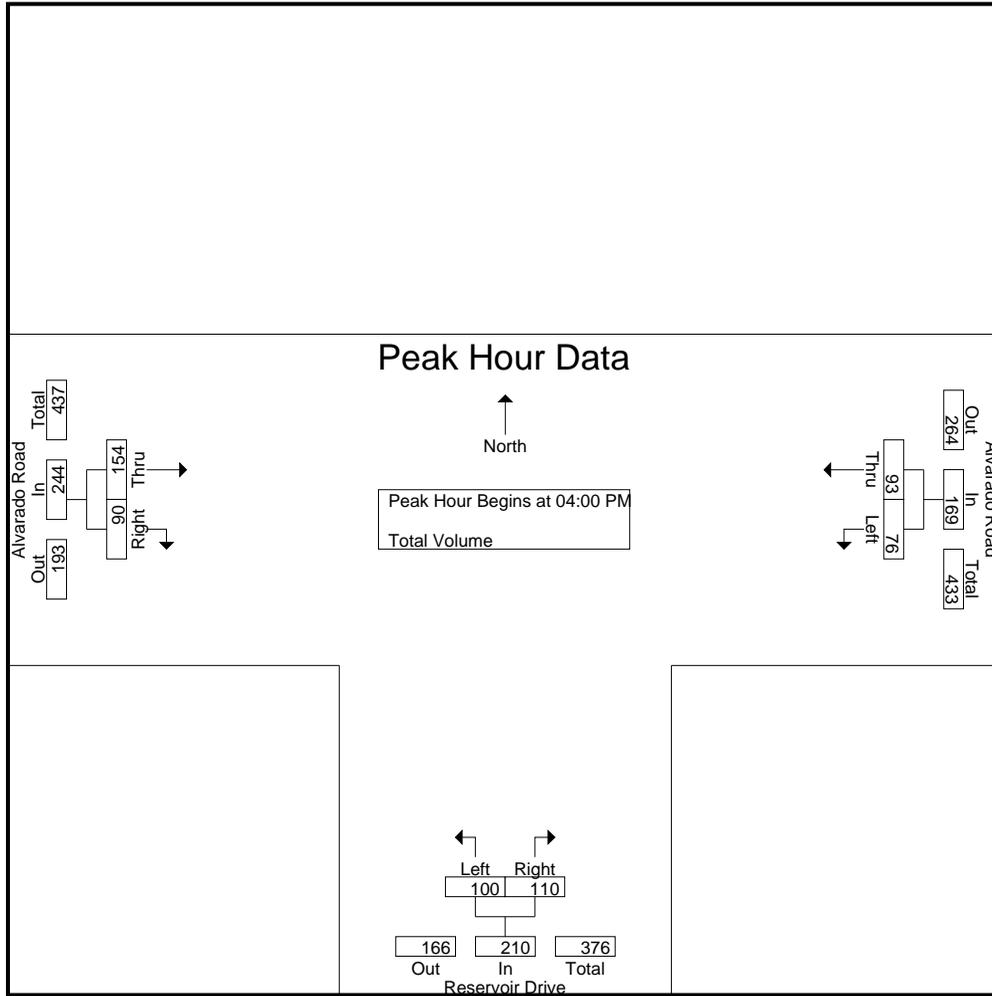
Start Time	Alvarado Road Westbound			Reservoir Drive Northbound			Alvarado Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	22	31	53	33	39	72	49	25	74	199
04:15 PM	23	20	43	16	26	42	30	20	50	135
04:30 PM	21	23	44	32	24	56	41	24	65	165
04:45 PM	10	19	29	19	21	40	34	21	55	124
Total Volume	76	93	169	100	110	210	154	90	244	623
% App. Total	45	55		47.6	52.4		63.1	36.9		
PHF	.826	.750	.797	.758	.705	.729	.786	.900	.824	.783

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

City of San Diego
 N/S: Reservoir Drive
 E/W: Alvarado Road
 Weather: Clear

File Name : 19_SDG_Reservoir_Alvarado PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			05:00 PM		
+0 mins.	22	31	53	33	39	72	44	21	65
+15 mins.	23	20	43	16	26	42	35	24	59
+30 mins.	21	23	44	32	24	56	28	29	57
+45 mins.	10	19	29	19	21	40	36	28	64
Total Volume	76	93	169	100	110	210	143	102	245
% App. Total	45	55		47.6	52.4		58.4	41.6	
PHF	.826	.750	.797	.758	.705	.729	.813	.879	.942

Location: San Diego
 N/S: Reservoir Dr
 E/W: Alvarado Rd



Date: 9/15/2021
 Day: Wednesday

PEDESTRIANS

	North Leg Dead End	East Leg Alvarado Rd	South Leg Reservoir Dr	West Leg Alvarado Rd	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	1	1
7:15 AM	0	3	1	1	5
7:30 AM	0	4	0	2	6
7:45 AM	0	1	2	0	3
8:00 AM	0	0	0	0	0
8:15 AM	0	4	0	2	6
8:30 AM	0	2	1	3	6
8:45 AM	0	2	1	5	8
TOTAL VOLUMES:	0	16	5	14	35

	North Leg Dead End	East Leg Alvarado Rd	South Leg Reservoir Dr	West Leg Alvarado Rd	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	6	3	0	9
4:15 PM	0	0	0	5	5
4:30 PM	0	1	7	5	13
4:45 PM	0	2	0	0	2
5:00 PM	0	3	0	4	7
5:15 PM	0	3	0	1	4
5:30 PM	0	2	0	2	4
5:45 PM	0	1	1	2	4
TOTAL VOLUMES:	0	18	11	19	48

Location: San Diego
 N/S: Reservoir Dr
 E/W: Alvarado Rd



Date: 9/15/2021
 Day: Wednesday

BICYCLES

	Southbound Dead End			Westbound Alvarado Rd			Northbound Reservoir Dr			Eastbound Alvarado Rd			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	0	0	0	1	1	0	0	0	3

	Southbound Dead End			Westbound Alvarado Rd			Northbound Reservoir Dr			Eastbound Alvarado Rd			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
TOTAL VOLUMES:	0	0	0	0	0	0	1	0	0	0	2	1	4

City of San Diego
 N/S: Lake Murray Boulevard
 E/W: Wisconsin Avenue/Parkway Drive
 Weather: Clear

File Name : 22_SDG_Lake M_Wisconsin AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

Groups Printed- Total Volume

Start Time	Lake Murray Boulevard Southbound				Parkway Drive Westbound				Lake Murray Boulevard Northbound				Wisconsin Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	201	3	206	49	3	6	58	16	85	24	125	5	0	23	28	417
07:15 AM	2	225	2	229	69	9	9	87	14	133	26	173	4	3	21	28	517
07:30 AM	3	283	5	291	66	12	17	95	22	122	55	199	5	2	37	44	629
07:45 AM	0	279	5	284	101	9	18	128	33	142	65	240	7	3	29	39	691
Total	7	988	15	1010	285	33	50	368	85	482	170	737	21	8	110	139	2254
08:00 AM	7	222	4	233	129	6	22	157	16	115	23	154	7	0	34	41	585
08:15 AM	3	204	7	214	107	9	18	134	17	110	37	164	4	0	24	28	540
08:30 AM	4	200	6	210	115	10	24	149	17	108	27	152	8	3	24	35	546
08:45 AM	1	189	6	196	117	8	31	156	16	156	20	192	6	1	23	30	574
Total	15	815	23	853	468	33	95	596	66	489	107	662	25	4	105	134	2245
Grand Total	22	1803	38	1863	753	66	145	964	151	971	277	1399	46	12	215	273	4499
Apprch %	1.2	96.8	2		78.1	6.8	15		10.8	69.4	19.8		16.8	4.4	78.8		
Total %	0.5	40.1	0.8	41.4	16.7	1.5	3.2	21.4	3.4	21.6	6.2	31.1	1	0.3	4.8	6.1	

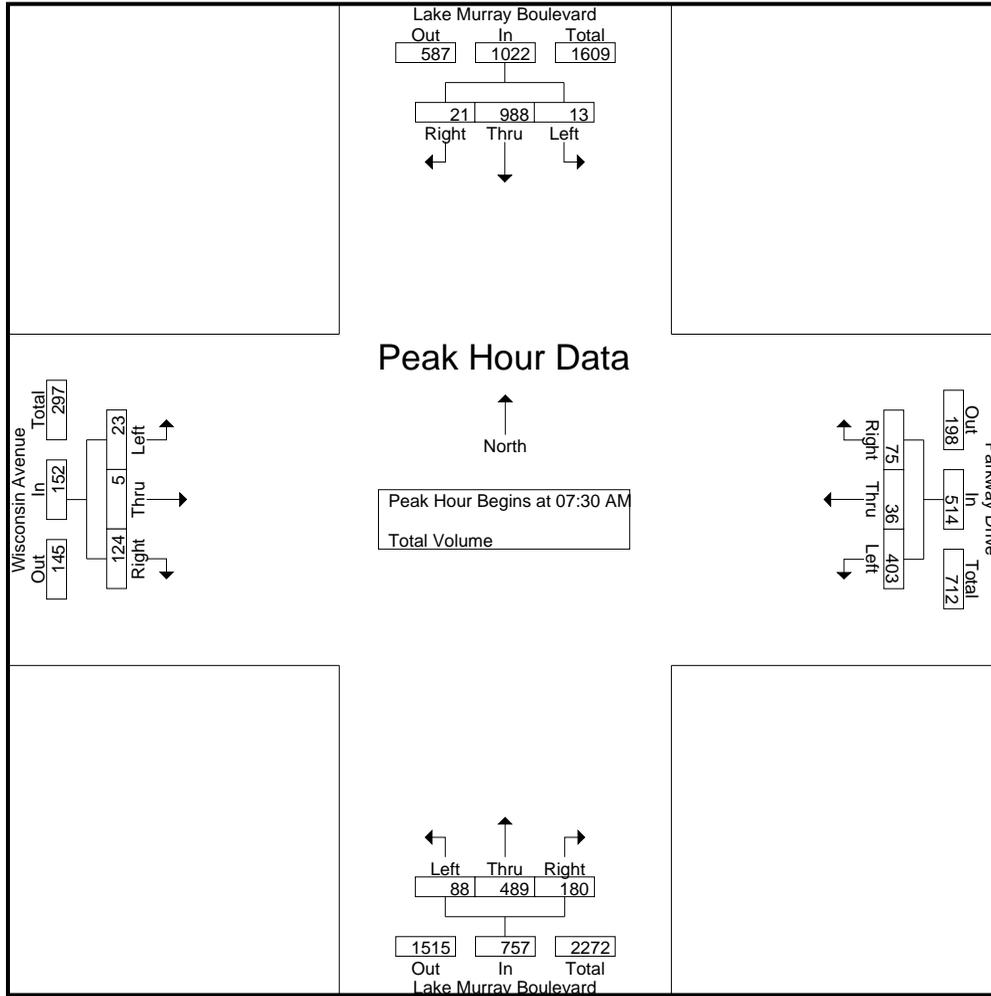
Start Time	Lake Murray Boulevard Southbound				Parkway Drive Westbound				Lake Murray Boulevard Northbound				Wisconsin Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	3	283	5	291	66	12	17	95	22	122	55	199	5	2	37	44	629
07:45 AM	0	279	5	284	101	9	18	128	33	142	65	240	7	3	29	39	691
08:00 AM	7	222	4	233	129	6	22	157	16	115	23	154	7	0	34	41	585
08:15 AM	3	204	7	214	107	9	18	134	17	110	37	164	4	0	24	28	540
Total Volume	13	988	21	1022	403	36	75	514	88	489	180	757	23	5	124	152	2445
% App. Total	1.3	96.7	2.1		78.4	7	14.6		11.6	64.6	23.8		15.1	3.3	81.6		
PHF	.464	.873	.750	.878	.781	.750	.852	.818	.667	.861	.692	.789	.821	.417	.838	.864	.885

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

City of San Diego
 N/S: Lake Murray Boulevard
 E/W: Wisconsin Avenue/Parkway Drive
 Weather: Clear

File Name : 22_SDG_Lake M_Wisconsin AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				08:00 AM				07:15 AM				07:15 AM			
+0 mins.	2	225	2	229	129	6	22	157	14	133	26	173	4	3	21	28
+15 mins.	3	283	5	291	107	9	18	134	22	122	55	199	5	2	37	44
+30 mins.	0	279	5	284	115	10	24	149	33	142	65	240	7	3	29	39
+45 mins.	7	222	4	233	117	8	31	156	16	115	23	154	7	0	34	41
Total Volume	12	1009	16	1037	468	33	95	596	85	512	169	766	23	8	121	152
% App. Total	1.2	97.3	1.5		78.5	5.5	15.9		11.1	66.8	22.1		15.1	5.3	79.6	
PHF	.429	.891	.800	.891	.907	.825	.766	.949	.644	.901	.650	.798	.821	.667	.818	.864

City of San Diego
 N/S: Lake Murray Boulevard
 E/W: Wisconsin Avenue/Parkway Drive
 Weather: Clear

File Name : 22_SDG_Lake M_Wisconsin PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

Groups Printed- Total Volume

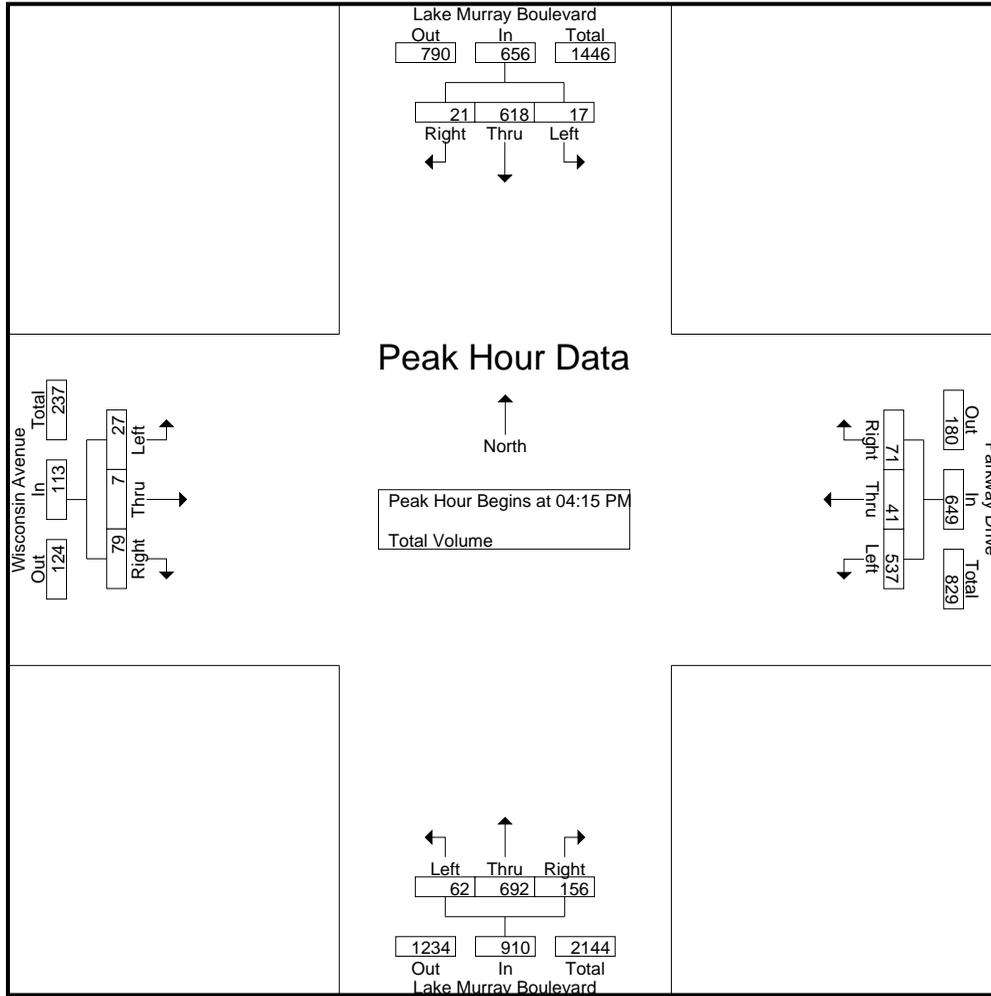
Start Time	Lake Murray Boulevard Southbound				Parkway Drive Westbound				Lake Murray Boulevard Northbound				Wisconsin Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	8	137	3	148	133	9	24	166	15	179	36	230	5	2	20	27	571
04:15 PM	4	170	6	180	144	6	13	163	19	158	50	227	8	1	16	25	595
04:30 PM	1	138	3	142	136	16	15	167	16	166	30	212	5	3	19	27	548
04:45 PM	8	158	8	174	122	5	17	144	16	183	44	243	5	1	20	26	587
Total	21	603	20	644	535	36	69	640	66	686	160	912	23	7	75	105	2301
05:00 PM	4	152	4	160	135	14	26	175	11	185	32	228	9	2	24	35	598
05:15 PM	4	135	4	143	114	10	26	150	13	151	49	213	11	2	8	21	527
05:30 PM	10	145	5	160	134	3	25	162	13	156	41	210	4	0	19	23	555
05:45 PM	5	130	6	141	109	9	19	137	14	197	38	249	4	0	15	19	546
Total	23	562	19	604	492	36	96	624	51	689	160	900	28	4	66	98	2226
Grand Total	44	1165	39	1248	1027	72	165	1264	117	1375	320	1812	51	11	141	203	4527
Apprch %	3.5	93.3	3.1		81.2	5.7	13.1		6.5	75.9	17.7		25.1	5.4	69.5		
Total %	1	25.7	0.9	27.6	22.7	1.6	3.6	27.9	2.6	30.4	7.1	40	1.1	0.2	3.1	4.5	

Start Time	Lake Murray Boulevard Southbound				Parkway Drive Westbound				Lake Murray Boulevard Northbound				Wisconsin Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:15 PM	4	170	6	180	144	6	13	163	19	158	50	227	8	1	16	25	595
04:30 PM	1	138	3	142	136	16	15	167	16	166	30	212	5	3	19	27	548
04:45 PM	8	158	8	174	122	5	17	144	16	183	44	243	5	1	20	26	587
05:00 PM	4	152	4	160	135	14	26	175	11	185	32	228	9	2	24	35	598
Total Volume	17	618	21	656	537	41	71	649	62	692	156	910	27	7	79	113	2328
% App. Total	2.6	94.2	3.2		82.7	6.3	10.9		6.8	76	17.1		23.9	6.2	69.9		
PHF	.531	.909	.656	.911	.932	.641	.683	.927	.816	.935	.780	.936	.750	.583	.823	.807	.973

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:15 PM

City of San Diego
 N/S: Lake Murray Boulevard
 E/W: Wisconsin Avenue/Parkway Drive
 Weather: Clear

File Name : 22_SDG_Lake M_Wisconsin PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:00 PM				04:15 PM			
+0 mins.	4	170	6	180	144	6	13	163	15	179	36	230	8	1	16	25
+15 mins.	1	138	3	142	136	16	15	167	19	158	50	227	5	3	19	27
+30 mins.	8	158	8	174	122	5	17	144	16	166	30	212	5	1	20	26
+45 mins.	4	152	4	160	135	14	26	175	16	183	44	243	9	2	24	35
Total Volume	17	618	21	656	537	41	71	649	66	686	160	912	27	7	79	113
% App. Total	2.6	94.2	3.2		82.7	6.3	10.9		7.2	75.2	17.5		23.9	6.2	69.9	
PHF	.531	.909	.656	.911	.932	.641	.683	.927	.868	.937	.800	.938	.750	.583	.823	.807

Location: San Diego
 N/S: Lake Murray Blvd
 E/W: Wisconsin Ave/Parkway Dr



Date: 9/15/2021
 Day: Wednesday

PEDESTRIANS

	North Leg Lake Murray Blvd	East Leg Parkway Dr	South Leg Dead End	West Leg Wisconsin Ave	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	0	0	1	2
7:15 AM	0	0	0	0	0
7:30 AM	1	0	0	1	2
7:45 AM	0	0	0	3	3
8:00 AM	2	0	0	2	4
8:15 AM	1	0	0	0	1
8:30 AM	0	0	0	1	1
8:45 AM	0	0	0	3	3
TOTAL VOLUMES:	5	0	0	11	16

	North Leg Lake Murray Blvd	East Leg Parkway Dr	South Leg Dead End	West Leg Wisconsin Ave	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	0	0	3	4
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	1	0	0	1	2
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	2	2
TOTAL VOLUMES:	2	0	0	6	8

Location: San Diego
 N/S: Lake Murray Blvd
 E/W: Wisconsin Ave/Parkway Dr



Date: 9/15/2021
 Day: Wednesday

BICYCLES

	Southbound Lake Murray Blvd			Westbound Parkway Dr			Northbound Dead End			Eastbound Wisconsin Ave			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	2	0	0	0	1	3
7:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
8:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
8:15 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	1	5	0	0	1	1	9

	Southbound Lake Murray Blvd			Westbound Parkway Dr			Northbound Dead End			Eastbound Wisconsin Ave			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	1	2	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	2	1	0	0	0	1	2	0	0	0	1	7

City of San Diego
 N/S: Lake Murray Boulevard/70th Street
 E/W: Alvarado Road
 Weather: Clear

File Name : 23_SDG_Lake M_Alvarado AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

Groups Printed- Total Volume

Start Time	Lake Murray Boulevard Southbound				Alvarado Road Westbound				70th Street Northbound				Alvarado Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	18	57	25	100	61	9	63	133	8	236	64	308	8	17	3	28	569
07:15 AM	26	60	32	118	56	9	80	145	9	273	55	337	23	16	5	44	644
07:30 AM	31	70	22	123	82	17	86	185	11	228	52	291	22	17	5	44	643
07:45 AM	26	136	48	210	88	20	116	224	16	264	72	352	17	19	5	41	827
Total	101	323	127	551	287	55	345	687	44	1001	243	1288	70	69	18	157	2683
08:00 AM	28	151	64	243	102	23	73	198	18	241	90	349	19	24	10	53	843
08:15 AM	22	106	52	180	100	17	87	204	12	246	79	337	17	22	7	46	767
08:30 AM	34	102	80	216	67	27	82	176	29	231	69	329	25	31	3	59	780
08:45 AM	24	125	57	206	100	39	100	239	27	206	87	320	26	35	11	72	837
Total	108	484	253	845	369	106	342	817	86	924	325	1335	87	112	31	230	3227
Grand Total	209	807	380	1396	656	161	687	1504	130	1925	568	2623	157	181	49	387	5910
Apprch %	15	57.8	27.2		43.6	10.7	45.7		5	73.4	21.7		40.6	46.8	12.7		
Total %	3.5	13.7	6.4	23.6	11.1	2.7	11.6	25.4	2.2	32.6	9.6	44.4	2.7	3.1	0.8	6.5	

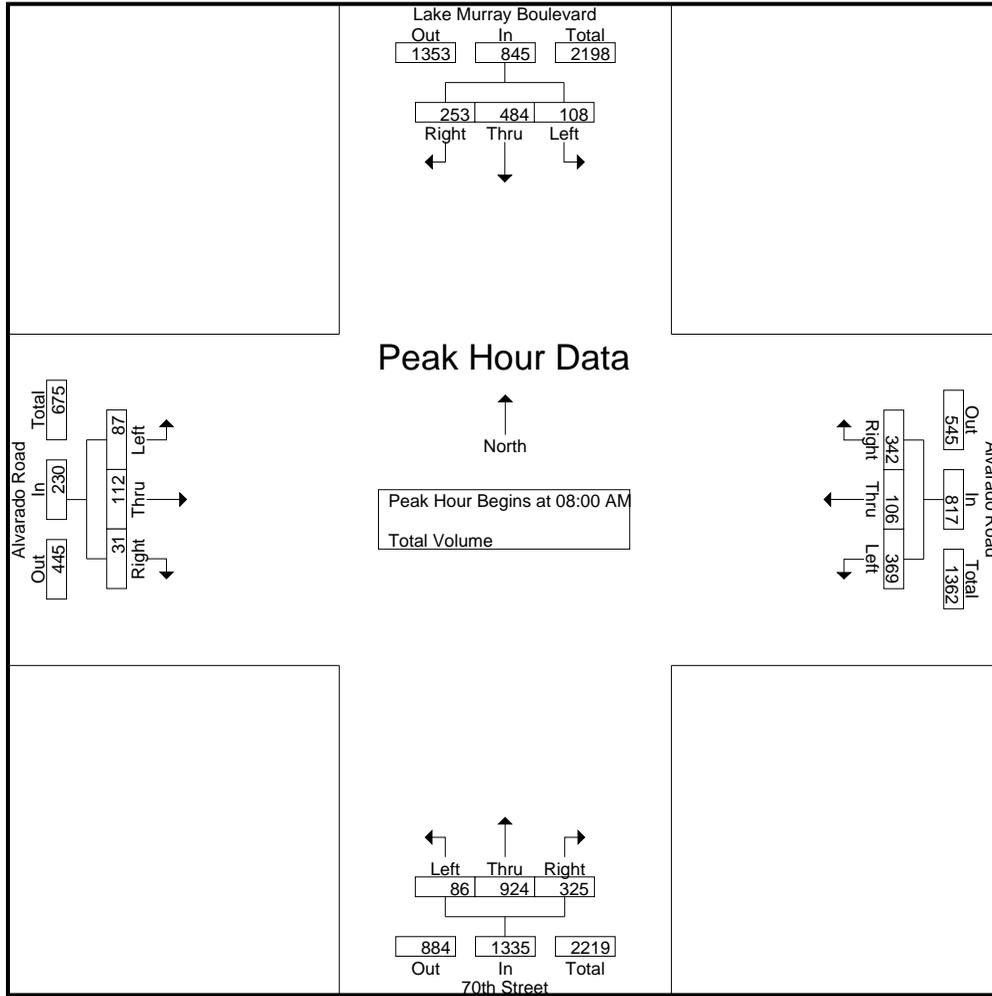
Start Time	Lake Murray Boulevard Southbound				Alvarado Road Westbound				70th Street Northbound				Alvarado Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:00 AM	28	151	64	243	102	23	73	198	18	241	90	349	19	24	10	53	843
08:15 AM	22	106	52	180	100	17	87	204	12	246	79	337	17	22	7	46	767
08:30 AM	34	102	80	216	67	27	82	176	29	231	69	329	25	31	3	59	780
08:45 AM	24	125	57	206	100	39	100	239	27	206	87	320	26	35	11	72	837
Total Volume	108	484	253	845	369	106	342	817	86	924	325	1335	87	112	31	230	3227
% App. Total	12.8	57.3	29.9		45.2	13	41.9		6.4	69.2	24.3		37.8	48.7	13.5		
PHF	.794	.801	.791	.869	.904	.679	.855	.855	.741	.939	.903	.956	.837	.800	.705	.799	.957

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM

City of San Diego
 N/S: Lake Murray Boulevard/70th Street
 E/W: Alvarado Road
 Weather: Clear

File Name : 23_SDG_Lake M_Alvarado AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				08:00 AM				07:45 AM				08:00 AM			
+0 mins.	26	136	48	210	102	23	73	198	16	264	72	352	19	24	10	53
+15 mins.	28	151	64	243	100	17	87	204	18	241	90	349	17	22	7	46
+30 mins.	22	106	52	180	67	27	82	176	12	246	79	337	25	31	3	59
+45 mins.	34	102	80	216	100	39	100	239	29	231	69	329	26	35	11	72
Total Volume	110	495	244	849	369	106	342	817	75	982	310	1367	87	112	31	230
% App. Total	13	58.3	28.7		45.2	13	41.9		5.5	71.8	22.7		37.8	48.7	13.5	
PHF	.809	.820	.763	.873	.904	.679	.855	.855	.647	.930	.861	.971	.837	.800	.705	.799

City of San Diego
 N/S: Lake Murray Boulevard/70th Street
 E/W: Alvarado Road
 Weather: Clear

File Name : 23_SDG_Lake M_Alvarado PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

Groups Printed- Total Volume

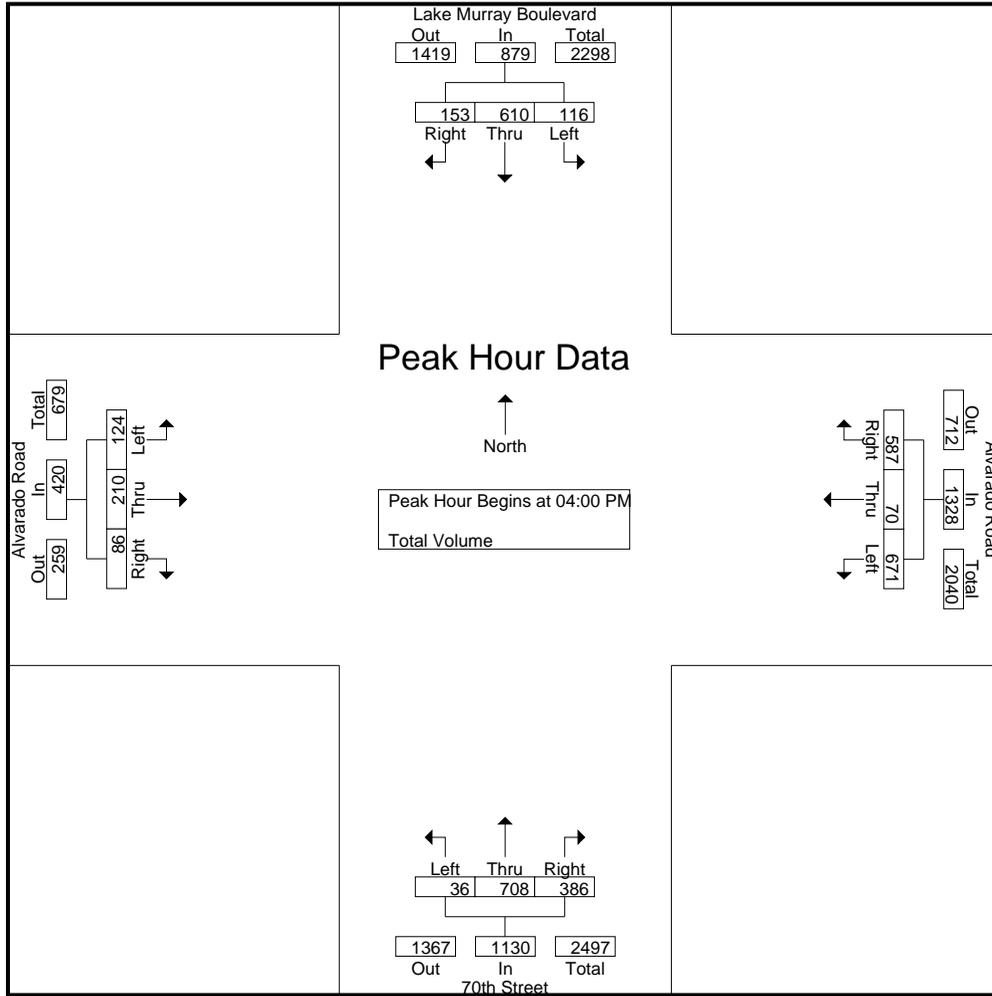
Start Time	Lake Murray Boulevard Southbound				Alvarado Road Westbound				70th Street Northbound				Alvarado Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	28	169	42	239	177	22	139	338	8	193	96	297	34	59	27	120	994
04:15 PM	29	124	42	195	181	19	148	348	6	138	87	231	34	58	13	105	879
04:30 PM	36	164	40	240	136	16	163	315	11	195	94	300	33	43	23	99	954
04:45 PM	23	153	29	205	177	13	137	327	11	182	109	302	23	50	23	96	930
Total	116	610	153	879	671	70	587	1328	36	708	386	1130	124	210	86	420	3757
05:00 PM	34	144	25	203	160	13	159	332	18	171	95	284	41	76	14	131	950
05:15 PM	12	133	21	166	178	20	152	350	9	175	91	275	29	49	29	107	898
05:30 PM	26	140	40	206	161	19	127	307	8	198	85	291	23	41	11	75	879
05:45 PM	32	139	28	199	157	34	157	348	9	201	101	311	24	34	25	83	941
Total	104	556	114	774	656	86	595	1337	44	745	372	1161	117	200	79	396	3668
Grand Total	220	1166	267	1653	1327	156	1182	2665	80	1453	758	2291	241	410	165	816	7425
Apprch %	13.3	70.5	16.2		49.8	5.9	44.4		3.5	63.4	33.1		29.5	50.2	20.2		
Total %	3	15.7	3.6	22.3	17.9	2.1	15.9	35.9	1.1	19.6	10.2	30.9	3.2	5.5	2.2	11	

Start Time	Lake Murray Boulevard Southbound				Alvarado Road Westbound				70th Street Northbound				Alvarado Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	28	169	42	239	177	22	139	338	8	193	96	297	34	59	27	120	994
04:15 PM	29	124	42	195	181	19	148	348	6	138	87	231	34	58	13	105	879
04:30 PM	36	164	40	240	136	16	163	315	11	195	94	300	33	43	23	99	954
04:45 PM	23	153	29	205	177	13	137	327	11	182	109	302	23	50	23	96	930
Total Volume	116	610	153	879	671	70	587	1328	36	708	386	1130	124	210	86	420	3757
% App. Total	13.2	69.4	17.4		50.5	5.3	44.2		3.2	62.7	34.2		29.5	50	20.5		
PHF	.806	.902	.911	.916	.927	.795	.900	.954	.818	.908	.885	.935	.912	.890	.796	.875	.945

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of San Diego
 N/S: Lake Murray Boulevard/70th Street
 E/W: Alvarado Road
 Weather: Clear

File Name : 23_SDG_Lake M_Alvarado PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:30 PM				04:30 PM			
+0 mins.	28	169	42	239	160	13	159	332	11	195	94	300	33	43	23	99
+15 mins.	29	124	42	195	178	20	152	350	11	182	109	302	23	50	23	96
+30 mins.	36	164	40	240	161	19	127	307	18	171	95	284	41	76	14	131
+45 mins.	23	153	29	205	157	34	157	348	9	175	91	275	29	49	29	107
Total Volume	116	610	153	879	656	86	595	1337	49	723	389	1161	126	218	89	433
% App. Total	13.2	69.4	17.4		49.1	6.4	44.5		4.2	62.3	33.5		29.1	50.3	20.6	
PHF	.806	.902	.911	.916	.921	.632	.936	.955	.681	.927	.892	.961	.768	.717	.767	.826

Location: San Diego
 N/S: Lake Murray Blvd/70th St
 E/W: Alvarado Road



Date: 9/15/2021
 Day: Wednesday

PEDESTRIANS

	North Leg Lake Murray Blvd	East Leg Alvarado Road	South Leg 70th Street	West Leg Alvarado Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	1	1	2
7:15 AM	0	0	0	0	0
7:30 AM	0	0	3	1	4
7:45 AM	0	0	3	5	8
8:00 AM	0	0	2	2	4
8:15 AM	0	0	1	1	2
8:30 AM	0	0	2	5	7
8:45 AM	0	0	3	1	4
TOTAL VOLUMES:	0	0	15	16	31

	North Leg Lake Murray Blvd	East Leg Alvarado Road	South Leg 70th Street	West Leg Alvarado Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	5	6	11
4:15 PM	0	0	2	0	2
4:30 PM	0	0	0	0	0
4:45 PM	0	0	2	0	2
5:00 PM	0	0	2	1	3
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	3	5	8
TOTAL VOLUMES:	0	0	14	12	26

Location: San Diego
 N/S: Lake Murray Blvd/70th St
 E/W: Alvarado Road



Date: 9/15/2021
 Day: Wednesday

BICYCLES

	Southbound Lake Murray Blvd			Westbound Alvarado Road			Northbound 70th Street			Eastbound Alvarado Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	5	1	0	0	0	0	1	0	0	0	0	7

	Southbound Lake Murray Blvd			Westbound Alvarado Road			Northbound 70th Street			Eastbound Alvarado Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	1	0	1	0	1	0	0	3
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	2	0	0	0	1	0	1	0	1	1	0	7

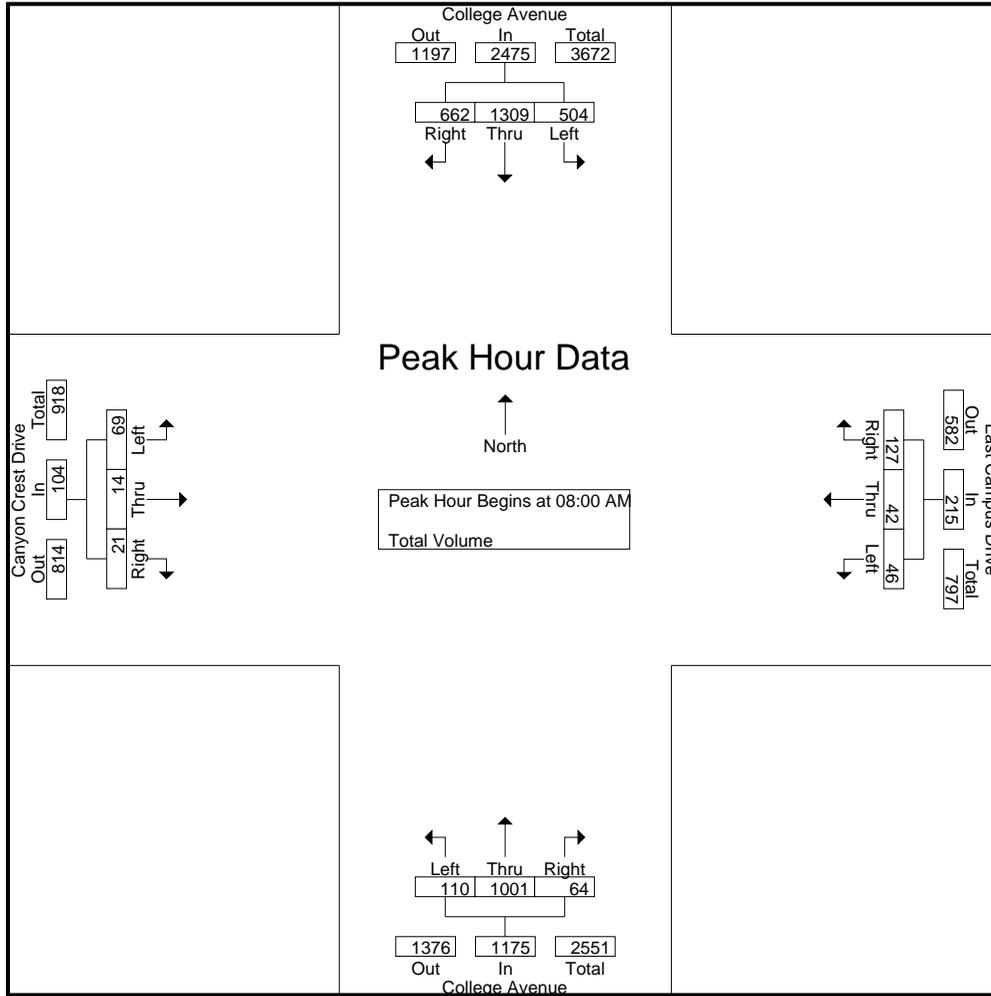
City of San Diego
 N/S: College Avenue
 E/W: Canyon Crest Drive/East Campus Dr
 Weather: Clear

File Name : 12_SDG_College_Cyn Crest AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

Groups Printed- Total Volume

Start Time	College Avenue Southbound				East Campus Drive Westbound				College Avenue Northbound				Canyon Crest Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	38	148	39	225	5	0	28	33	5	226	4	235	12	1	1	14	507
07:15 AM	69	237	73	379	5	2	24	31	10	213	12	235	18	0	2	20	665
07:30 AM	92	301	113	506	9	7	27	43	14	250	11	275	15	2	3	20	844
07:45 AM	122	374	117	613	8	11	30	49	20	204	16	240	14	3	3	20	922
Total	321	1060	342	1723	27	20	109	156	49	893	43	985	59	6	9	74	2938
08:00 AM	95	295	100	490	9	6	23	38	15	261	8	284	18	2	2	22	834
08:15 AM	136	315	137	588	7	6	31	44	26	263	20	309	16	1	5	22	963
08:30 AM	149	357	215	721	18	8	36	62	37	231	17	285	17	6	6	29	1097
08:45 AM	124	342	210	676	12	22	37	71	32	246	19	297	18	5	8	31	1075
Total	504	1309	662	2475	46	42	127	215	110	1001	64	1175	69	14	21	104	3969
Grand Total	825	2369	1004	4198	73	62	236	371	159	1894	107	2160	128	20	30	178	6907
Apprch %	19.7	56.4	23.9		19.7	16.7	63.6		7.4	87.7	5		71.9	11.2	16.9		
Total %	11.9	34.3	14.5	60.8	1.1	0.9	3.4	5.4	2.3	27.4	1.5	31.3	1.9	0.3	0.4	2.6	

Start Time	College Avenue Southbound				East Campus Drive Westbound				College Avenue Northbound				Canyon Crest Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	95	295	100	490	9	6	23	38	15	261	8	284	18	2	2	22	834
08:15 AM	136	315	137	588	7	6	31	44	26	263	20	309	16	1	5	22	963
08:30 AM	149	357	215	721	18	8	36	62	37	231	17	285	17	6	6	29	1097
08:45 AM	124	342	210	676	12	22	37	71	32	246	19	297	18	5	8	31	1075
Total Volume	504	1309	662	2475	46	42	127	215	110	1001	64	1175	69	14	21	104	3969
% App. Total	20.4	52.9	26.7		21.4	19.5	59.1		9.4	85.2	5.4		66.3	13.5	20.2		
PHF	.846	.917	.770	.858	.639	.477	.858	.757	.743	.952	.800	.951	.958	.583	.656	.839	.905



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM							
+0 mins.	95	295	100	490	9	6	23	38	15	261	8	284	18	2	2	22
+15 mins.	136	315	137	588	7	6	31	44	26	263	20	309	16	1	5	22
+30 mins.	149	357	215	721	18	8	36	62	37	231	17	285	17	6	6	29
+45 mins.	124	342	210	676	12	22	37	71	32	246	19	297	18	5	8	31
Total Volume	504	1309	662	2475	46	42	127	215	110	1001	64	1175	69	14	21	104
% App. Total	20.4	52.9	26.7		21.4	19.5	59.1		9.4	85.2	5.4		66.3	13.5	20.2	
PHF	.846	.917	.770	.858	.639	.477	.858	.757	.743	.952	.800	.951	.958	.583	.656	.839

City of San Diego
 N/S: College Avenue
 E/W: Canyon Crest Drive/East Campus Dr
 Weather: Clear

File Name : 12_SDG_College_Cyn Crest PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

Groups Printed- Total Volume

Start Time	College Avenue Southbound				East Campus Drive Westbound				College Avenue Northbound				Canyon Crest Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	60	212	47	319	5	1	78	84	9	321	30	360	89	4	2	95	858
04:15 PM	53	268	20	341	12	2	45	59	3	305	21	329	49	8	6	63	792
04:30 PM	54	265	45	364	13	4	67	84	11	326	20	357	77	6	4	87	892
04:45 PM	58	273	36	367	8	0	46	54	8	283	15	306	93	6	11	110	837
Total	225	1018	148	1391	38	7	236	281	31	1235	86	1352	308	24	23	355	3379
05:00 PM	54	265	29	348	9	2	65	76	12	299	23	334	91	5	7	103	861
05:15 PM	44	269	28	341	11	1	54	66	7	321	21	349	90	2	6	98	854
05:30 PM	38	245	18	301	13	2	52	67	12	318	30	360	83	5	7	95	823
05:45 PM	61	302	44	407	17	1	34	52	9	299	23	331	66	4	11	81	871
Total	197	1081	119	1397	50	6	205	261	40	1237	97	1374	330	16	31	377	3409
Grand Total	422	2099	267	2788	88	13	441	542	71	2472	183	2726	638	40	54	732	6788
Apprch %	15.1	75.3	9.6		16.2	2.4	81.4		2.6	90.7	6.7		87.2	5.5	7.4		
Total %	6.2	30.9	3.9	41.1	1.3	0.2	6.5	8	1	36.4	2.7	40.2	9.4	0.6	0.8	10.8	

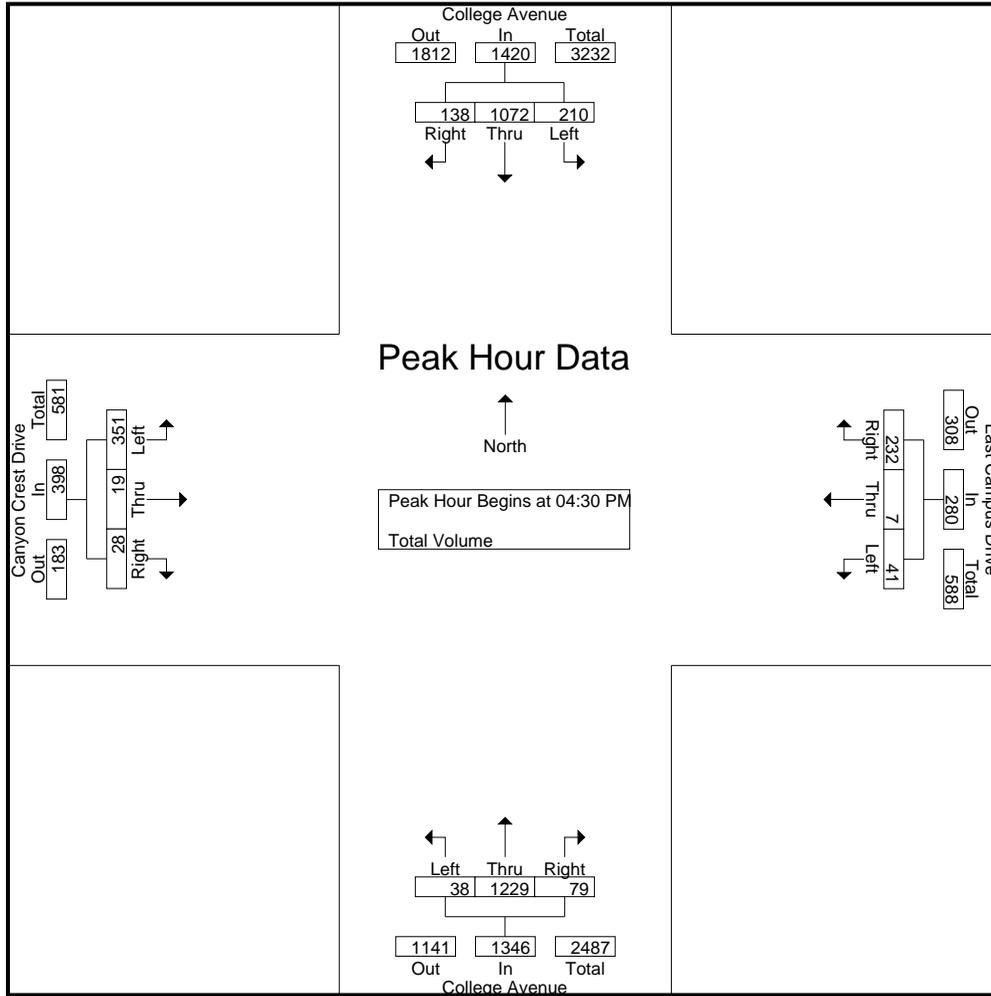
Start Time	College Avenue Southbound				East Campus Drive Westbound				College Avenue Northbound				Canyon Crest Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	54	265	45	364	13	4	67	84	11	326	20	357	77	6	4	87	892
04:45 PM	58	273	36	367	8	0	46	54	8	283	15	306	93	6	11	110	837
05:00 PM	54	265	29	348	9	2	65	76	12	299	23	334	91	5	7	103	861
05:15 PM	44	269	28	341	11	1	54	66	7	321	21	349	90	2	6	98	854
Total Volume	210	1072	138	1420	41	7	232	280	38	1229	79	1346	351	19	28	398	3444
% App. Total	14.8	75.5	9.7		14.6	2.5	82.9		2.8	91.3	5.9		88.2	4.8	7		
PHF	.905	.982	.767	.967	.788	.438	.866	.833	.792	.942	.859	.943	.944	.792	.636	.905	.965

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

City of San Diego
 N/S: College Avenue
 E/W: Canyon Crest Drive/East Campus Dr
 Weather: Clear

File Name : 12_SDG_College_Cyn Crest PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:00 PM				05:00 PM				04:45 PM			
+0 mins.	53	268	20	341	5	1	78	84	12	299	23	334	93	6	11	110
+15 mins.	54	265	45	364	12	2	45	59	7	321	21	349	91	5	7	103
+30 mins.	58	273	36	367	13	4	67	84	12	318	30	360	90	2	6	98
+45 mins.	54	265	29	348	8	0	46	54	9	299	23	331	83	5	7	95
Total Volume	219	1071	130	1420	38	7	236	281	40	1237	97	1374	357	18	31	406
% App. Total	15.4	75.4	9.2		13.5	2.5	84		2.9	90	7.1		87.9	4.4	7.6	
PHF	.944	.981	.722	.967	.731	.438	.756	.836	.833	.963	.808	.954	.960	.750	.705	.923

Location: San Diego
 N/S: College Avenue
 E/W: E Campus Drive



Date: 9/15/2021
 Day: Wednesday

PEDESTRIANS

	North Leg College Avenue	East Leg E Campus Drive	South Leg College Avenue	West Leg E Campus Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	1	2	0	3
7:15 AM	0	0	5	0	5
7:30 AM	0	0	7	0	7
7:45 AM	0	0	19	0	19
8:00 AM	0	0	11	0	11
8:15 AM	0	0	12	0	12
8:30 AM	0	0	14	0	14
8:45 AM	0	2	23	0	25
TOTAL VOLUMES:	0	3	93	0	96

	North Leg College Avenue	East Leg E Campus Drive	South Leg College Avenue	West Leg E Campus Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	14	0	14
4:15 PM	0	0	8	0	8
4:30 PM	0	0	14	1	15
4:45 PM	0	0	11	0	11
5:00 PM	0	0	11	0	11
5:15 PM	0	1	9	0	10
5:30 PM	0	0	15	0	15
5:45 PM	0	1	12	0	13
TOTAL VOLUMES:	0	2	94	1	97

Location: San Diego
 N/S: College Avenue
 E/W: E Campus Drive



Date: 9/15/2021
 Day: Wednesday

BICYCLES

	Southbound College Avenue			Westbound E Campus Drive			Northbound College Avenue			Eastbound E Campus Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	0	0	0	0	0	0	0	0	1

	Southbound College Avenue			Westbound E Campus Drive			Northbound College Avenue			Eastbound E Campus Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	2	0	1	0	1	0	0	0	1	3	0	8

City of San Diego
 N/S: College Avenue
 E/W: Zura Way
 Weather: Clear

File Name : 13_SDG_College_Zura AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

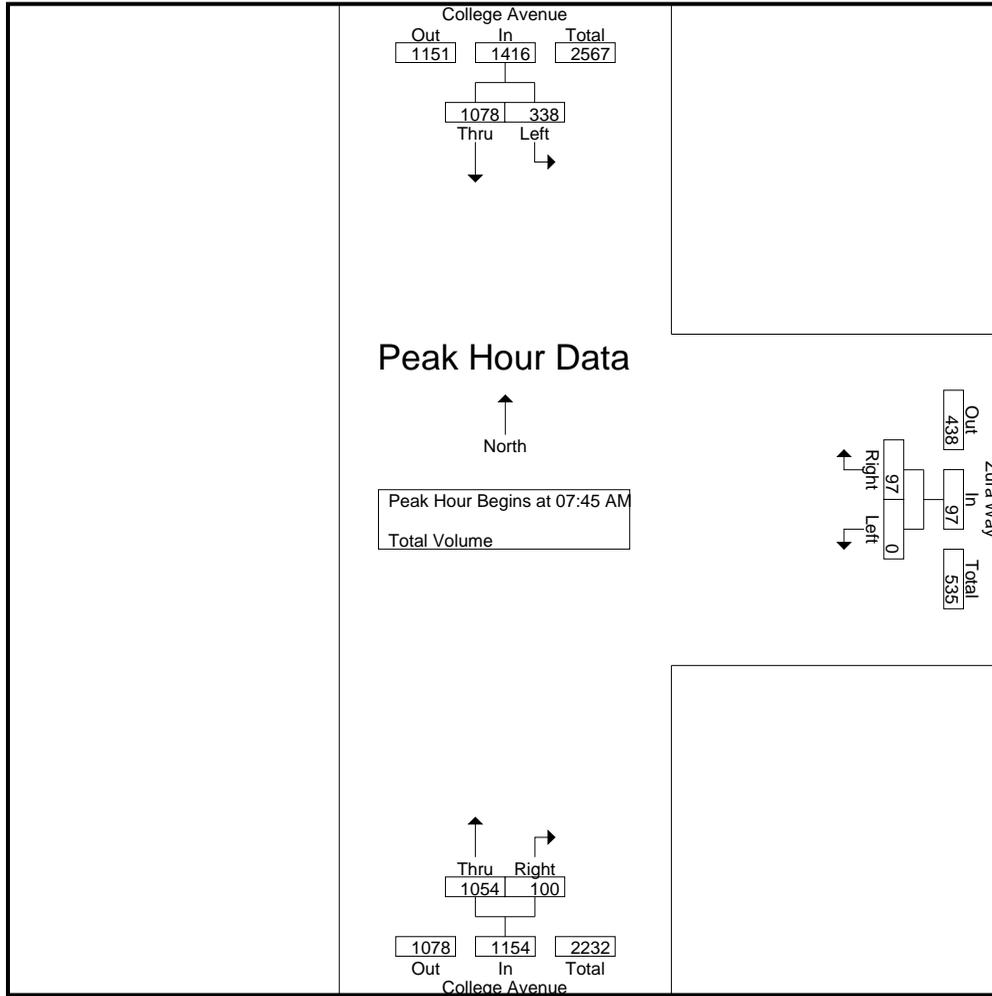
Groups Printed- Total Volume

Start Time	College Avenue Southbound			Zura Way Westbound			College Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	29	136	165	0	9	9	218	4	222	396
07:15 AM	48	199	247	0	13	13	226	18	244	504
07:30 AM	62	243	305	0	20	20	261	19	280	605
07:45 AM	114	283	397	0	18	18	232	29	261	676
Total	253	861	1114	0	60	60	937	70	1007	2181
08:00 AM	73	243	316	0	30	30	259	19	278	624
08:15 AM	63	269	332	0	23	23	294	24	318	673
08:30 AM	88	283	371	0	26	26	269	28	297	694
08:45 AM	77	282	359	0	31	31	259	22	281	671
Total	301	1077	1378	0	110	110	1081	93	1174	2662
Grand Total	554	1938	2492	0	170	170	2018	163	2181	4843
Apprch %	22.2	77.8		0	100		92.5	7.5		
Total %	11.4	40	51.5	0	3.5	3.5	41.7	3.4	45	

Start Time	College Avenue Southbound			Zura Way Westbound			College Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:45 AM	114	283	397	0	18	18	232	29	261	676
08:00 AM	73	243	316	0	30	30	259	19	278	624
08:15 AM	63	269	332	0	23	23	294	24	318	673
08:30 AM	88	283	371	0	26	26	269	28	297	694
Total Volume	338	1078	1416	0	97	97	1054	100	1154	2667
% App. Total	23.9	76.1		0	100		91.3	8.7		
PHF	.741	.952	.892	.000	.808	.808	.896	.862	.907	.961

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM			08:00 AM			08:00 AM		
+0 mins.	114	283	397	0	30	30	259	19	278
+15 mins.	73	243	316	0	23	23	294	24	318
+30 mins.	63	269	332	0	26	26	269	28	297
+45 mins.	88	283	371	0	31	31	259	22	281
Total Volume	338	1078	1416	0	110	110	1081	93	1174
% App. Total	23.9	76.1		0	100		92.1	7.9	
PHF	.741	.952	.892	.000	.887	.887	.919	.830	.923

City of San Diego
 N/S: College Avenue
 E/W: Zura Way
 Weather: Clear

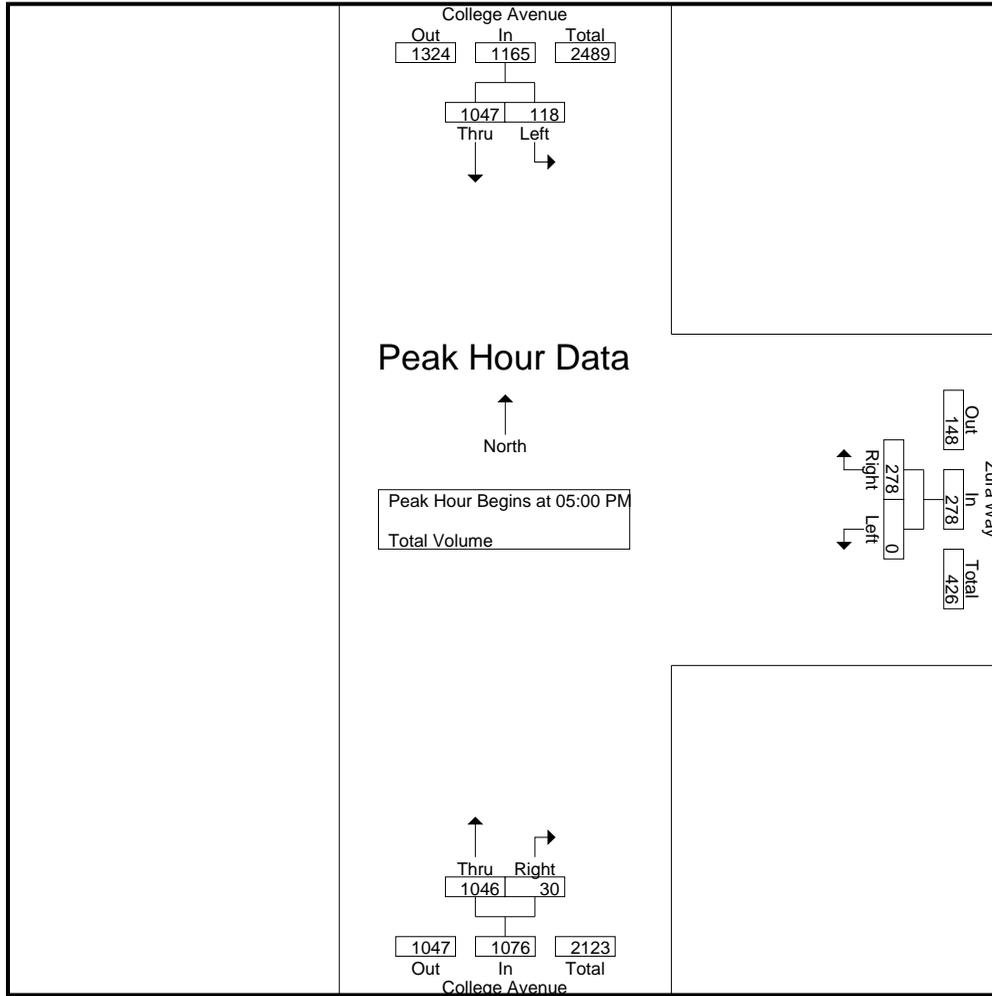
File Name : 13_SDG_College_Zura PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

Groups Printed- Total Volume

Start Time	College Avenue Southbound			Zura Way Westbound			College Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	29	196	225	0	81	81	269	14	283	589
04:15 PM	53	246	299	1	64	65	250	8	258	622
04:30 PM	34	254	288	0	97	97	241	4	245	630
04:45 PM	31	248	279	0	69	69	239	8	247	595
Total	147	944	1091	1	311	312	999	34	1033	2436
05:00 PM	31	252	283	0	67	67	251	10	261	611
05:15 PM	29	272	301	0	70	70	264	6	270	641
05:30 PM	19	244	263	0	68	68	277	8	285	616
05:45 PM	39	279	318	0	73	73	254	6	260	651
Total	118	1047	1165	0	278	278	1046	30	1076	2519
Grand Total	265	1991	2256	1	589	590	2045	64	2109	4955
Apprch %	11.7	88.3		0.2	99.8		97	3		
Total %	5.3	40.2	45.5	0	11.9	11.9	41.3	1.3	42.6	

Start Time	College Avenue Southbound			Zura Way Westbound			College Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
05:00 PM	31	252	283	0	67	67	251	10	261	611
05:15 PM	29	272	301	0	70	70	264	6	270	641
05:30 PM	19	244	263	0	68	68	277	8	285	616
05:45 PM	39	279	318	0	73	73	254	6	260	651
Total Volume	118	1047	1165	0	278	278	1046	30	1076	2519
% App. Total	10.1	89.9		0	100		97.2	2.8		
PHF	.756	.938	.916	.000	.952	.952	.944	.750	.944	.967

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 05:00 PM



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM			04:00 PM			05:00 PM		
+0 mins.	31	252	283	0	81	81	251	10	261
+15 mins.	29	272	301	1	64	65	264	6	270
+30 mins.	19	244	263	0	97	97	277	8	285
+45 mins.	39	279	318	0	69	69	254	6	260
Total Volume	118	1047	1165	1	311	312	1046	30	1076
% App. Total	10.1	89.9		0.3	99.7		97.2	2.8	
PHF	.756	.938	.916	.250	.802	.804	.944	.750	.944

Location: San Diego
 N/S: College Avenue
 E/W: Zura Way



Date: 9/15/2021
 Day: Wednesday

PEDESTRIANS

	North Leg College Avenue	East Leg Zura Way	South Leg College Avenue	West Leg Dead End	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	2	0	0	2
8:15 AM	0	1	0	0	1
8:30 AM	0	1	0	0	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	4	0	0	4

	North Leg College Avenue	East Leg Zura Way	South Leg College Avenue	West Leg Dead End	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	2	0	0	2
4:15 PM	0	0	0	0	0
4:30 PM	0	5	0	0	5
4:45 PM	0	2	0	0	2
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	1	0	0	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	10	0	0	10

Location: San Diego
 N/S: College Avenue
 E/W: Zura Way



Date: 9/15/2021
 Day: Wednesday

BICYCLES

	Southbound College Avenue			Westbound Zura Way			Northbound College Avenue			Eastbound Dead End			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound College Avenue			Westbound Zura Way			Northbound College Avenue			Eastbound Dead End			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	3	0	0	0	0	0	0	0	0	0	0	3

City of San Diego
 N/S: College Avenue
 E/W: Lindo Paseo/Cantina Square
 Weather: Clear

File Name : 14_SDG_College_Lindo AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

Groups Printed- Total Volume

Start Time	College Avenue Southbound				Cantina Square Westbound				College Avenue Northbound				Lindo Paseo Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	215	4	221	5	1	1	7	9	94	20	123	3	3	0	6	357
07:15 AM	7	224	10	241	15	1	2	18	12	148	32	192	6	4	1	11	462
07:30 AM	5	242	9	256	12	2	3	17	16	169	37	222	6	3	5	14	509
07:45 AM	11	237	8	256	12	2	4	18	16	196	62	274	6	3	2	11	559
Total	25	918	31	974	44	6	10	60	53	607	151	811	21	13	8	42	1887
08:00 AM	0	298	9	307	13	3	6	22	10	181	49	240	5	4	3	12	581
08:15 AM	6	291	7	304	18	4	7	29	10	222	34	266	9	4	5	18	617
08:30 AM	15	259	5	279	13	5	5	23	15	200	72	287	14	6	4	24	613
08:45 AM	13	223	10	246	11	3	7	21	11	178	43	232	7	4	3	14	513
Total	34	1071	31	1136	55	15	25	95	46	781	198	1025	35	18	15	68	2324
Grand Total	59	1989	62	2110	99	21	35	155	99	1388	349	1836	56	31	23	110	4211
Apprch %	2.8	94.3	2.9		63.9	13.5	22.6		5.4	75.6	19		50.9	28.2	20.9		
Total %	1.4	47.2	1.5	50.1	2.4	0.5	0.8	3.7	2.4	33	8.3	43.6	1.3	0.7	0.5	2.6	

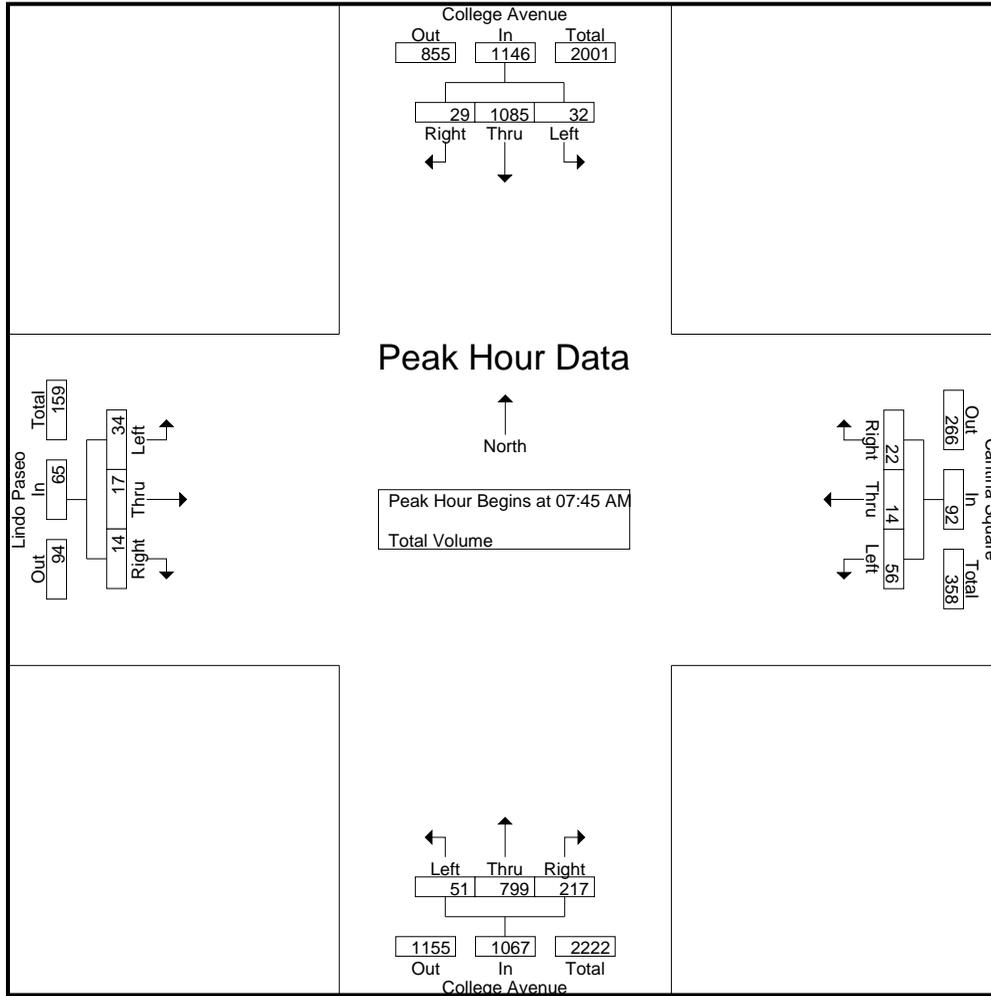
Start Time	College Avenue Southbound				Cantina Square Westbound				College Avenue Northbound				Lindo Paseo Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	11	237	8	256	12	2	4	18	16	196	62	274	6	3	2	11	559
08:00 AM	0	298	9	307	13	3	6	22	10	181	49	240	5	4	3	12	581
08:15 AM	6	291	7	304	18	4	7	29	10	222	34	266	9	4	5	18	617
08:30 AM	15	259	5	279	13	5	5	23	15	200	72	287	14	6	4	24	613
Total Volume	32	1085	29	1146	56	14	22	92	51	799	217	1067	34	17	14	65	2370
% App. Total	2.8	94.7	2.5		60.9	15.2	23.9		4.8	74.9	20.3		52.3	26.2	21.5		
PHF	.533	.910	.806	.933	.778	.700	.786	.793	.797	.900	.753	.929	.607	.708	.700	.677	.960

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM

City of San Diego
 N/S: College Avenue
 E/W: Lindo Paseo/Cantina Square
 Weather: Clear

File Name : 14_SDG_College_Lindo AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				08:00 AM				07:45 AM				08:00 AM			
+0 mins.	11	237	8	256	13	3	6	22	16	196	62	274	5	4	3	12
+15 mins.	0	298	9	307	18	4	7	29	10	181	49	240	9	4	5	18
+30 mins.	6	291	7	304	13	5	5	23	10	222	34	266	14	6	4	24
+45 mins.	15	259	5	279	11	3	7	21	15	200	72	287	7	4	3	14
Total Volume	32	1085	29	1146	55	15	25	95	51	799	217	1067	35	18	15	68
% App. Total	2.8	94.7	2.5		57.9	15.8	26.3		4.8	74.9	20.3		51.5	26.5	22.1	
PHF	.533	.910	.806	.933	.764	.750	.893	.819	.797	.900	.753	.929	.625	.750	.750	.708

City of San Diego
 N/S: College Avenue
 E/W: Lindo Paseo/Cantina Square
 Weather: Clear

File Name : 14_SDG_College_Lindo PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

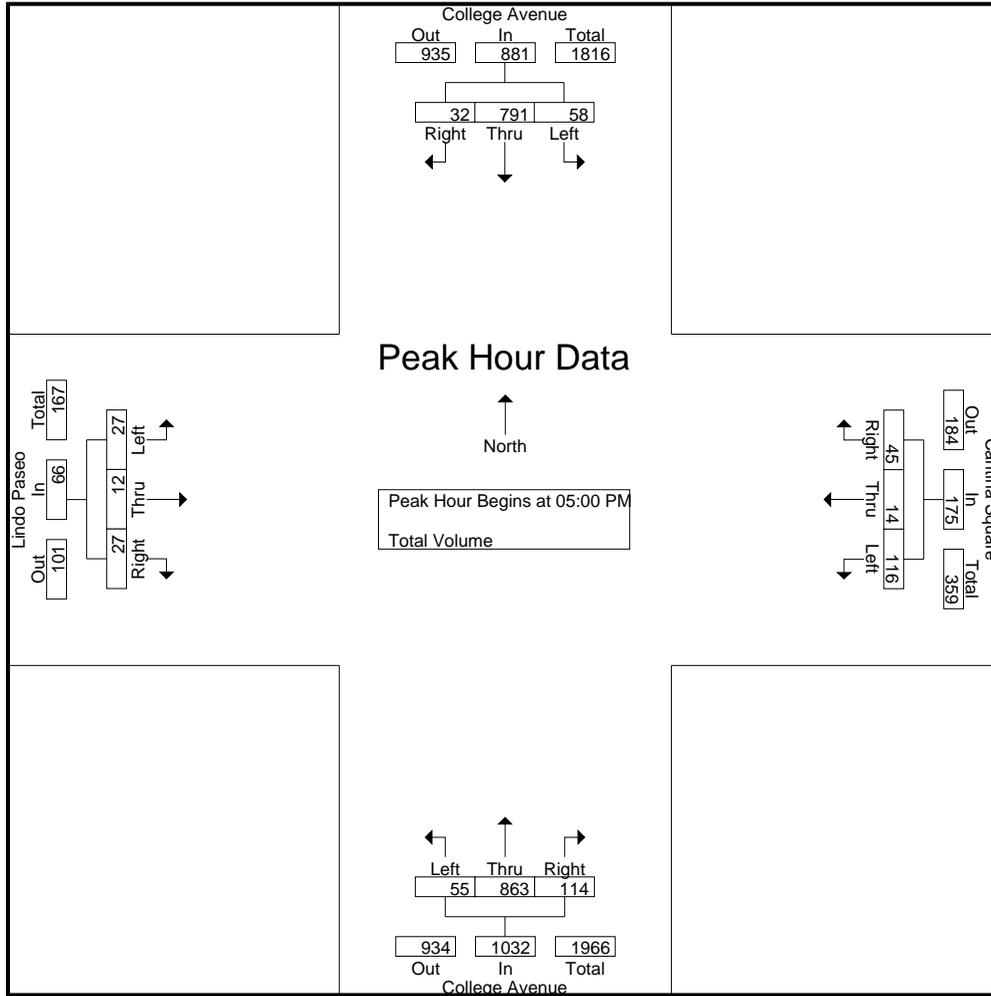
Groups Printed- Total Volume

Start Time	College Avenue Southbound				Cantina Square Westbound				College Avenue Northbound				Lindo Paseo Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	17	178	11	206	32	2	15	49	13	180	24	217	7	3	2	12	484
04:15 PM	13	200	5	218	21	1	15	37	10	199	32	241	7	5	1	13	509
04:30 PM	11	196	4	211	27	3	15	45	12	201	21	234	9	1	4	14	504
04:45 PM	17	187	7	211	26	1	13	40	10	207	30	247	7	5	1	13	511
Total	58	761	27	846	106	7	58	171	45	787	107	939	30	14	8	52	2008
05:00 PM	9	217	9	235	25	8	14	47	16	227	27	270	10	3	7	20	572
05:15 PM	9	182	12	203	32	1	10	43	16	200	32	248	9	3	6	18	512
05:30 PM	15	203	4	222	32	2	12	46	14	212	30	256	4	3	7	14	538
05:45 PM	25	189	7	221	27	3	9	39	9	224	25	258	4	3	7	14	532
Total	58	791	32	881	116	14	45	175	55	863	114	1032	27	12	27	66	2154
Grand Total	116	1552	59	1727	222	21	103	346	100	1650	221	1971	57	26	35	118	4162
Apprch %	6.7	89.9	3.4		64.2	6.1	29.8		5.1	83.7	11.2		48.3	22	29.7		
Total %	2.8	37.3	1.4	41.5	5.3	0.5	2.5	8.3	2.4	39.6	5.3	47.4	1.4	0.6	0.8	2.8	

Start Time	College Avenue Southbound				Cantina Square Westbound				College Avenue Northbound				Lindo Paseo Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	9	217	9	235	25	8	14	47	16	227	27	270	10	3	7	20	572
05:15 PM	9	182	12	203	32	1	10	43	16	200	32	248	9	3	6	18	512
05:30 PM	15	203	4	222	32	2	12	46	14	212	30	256	4	3	7	14	538
05:45 PM	25	189	7	221	27	3	9	39	9	224	25	258	4	3	7	14	532
Total Volume	58	791	32	881	116	14	45	175	55	863	114	1032	27	12	27	66	2154
% App. Total	6.6	89.8	3.6		66.3	8	25.7		5.3	83.6	11		40.9	18.2	40.9		
PHF	.580	.911	.667	.937	.906	.438	.804	.931	.859	.950	.891	.956	.675	1.00	.964	.825	.941

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				04:45 PM				05:00 PM				05:00 PM			
+0 mins.	9	217	9	235	26	1	13	40	16	227	27	270	10	3	7	20
+15 mins.	9	182	12	203	25	8	14	47	16	200	32	248	9	3	6	18
+30 mins.	15	203	4	222	32	1	10	43	14	212	30	256	4	3	7	14
+45 mins.	25	189	7	221	32	2	12	46	9	224	25	258	4	3	7	14
Total Volume	58	791	32	881	115	12	49	176	55	863	114	1032	27	12	27	66
% App. Total	6.6	89.8	3.6		65.3	6.8	27.8		5.3	83.6	11		40.9	18.2	40.9	
PHF	.580	.911	.667	.937	.898	.375	.875	.936	.859	.950	.891	.956	.675	1.000	.964	.825

Location: San Diego
 N/S: College Avenue
 E/W: Lindo Paseo/Cantina Square



Date: 9/15/2021
 Day: Wednesday

PEDESTRIANS

	North Leg College Avenue	East Leg Cantina Square	South Leg College Avenue	West Leg Lindo Paseo	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	2	5	7	1	15
7:15 AM	7	6	11	2	26
7:30 AM	13	43	9	10	75
7:45 AM	10	51	13	5	79
8:00 AM	10	11	6	1	28
8:15 AM	11	12	13	0	36
8:30 AM	23	73	19	0	115
8:45 AM	15	112	20	4	151
TOTAL VOLUMES:	91	313	98	23	525

	North Leg College Avenue	East Leg Cantina Square	South Leg College Avenue	West Leg Lindo Paseo	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	39	98	38	3	178
4:15 PM	23	77	49	9	158
4:30 PM	35	85	48	7	175
4:45 PM	31	166	47	13	257
5:00 PM	39	62	36	4	141
5:15 PM	35	123	40	2	200
5:30 PM	40	97	47	2	186
5:45 PM	54	124	72	14	264
TOTAL VOLUMES:	296	832	377	54	1559

Location: San Diego
 N/S: College Avenue
 E/W: Lindo Paseo/Cantina Square



Date: 9/15/2021
 Day: Wednesday

BICYCLES

	Southbound College Avenue			Westbound Cantina Square			Northbound College Avenue			Eastbound Lindo Paseo			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	1	0	0	0	2
7:30 AM	2	0	0	1	0	0	0	1	0	0	0	0	4
7:45 AM	1	1	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0	0	0	1	0	2
8:45 AM	1	2	0	1	0	0	0	2	0	0	2	1	9
TOTAL VOLUMES:	4	5	0	2	0	0	0	3	1	0	3	1	19

	Southbound College Avenue			Westbound Cantina Square			Northbound College Avenue			Eastbound Lindo Paseo			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	2	0	2	0	1	1	0	6
4:15 PM	0	0	0	0	1	0	0	2	0	0	0	0	3
4:30 PM	0	1	0	0	0	0	0	0	0	0	1	0	2
4:45 PM	0	0	0	0	1	0	0	2	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	3	2	0	7	0	1	2	0	16

City of San Diego
 N/S: Collwood Boulevard
 E/W: Montezuma Road
 Weather: Clear

File Name : 02_SDG_Collwood_Montezuma AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

Groups Printed- Total Volume

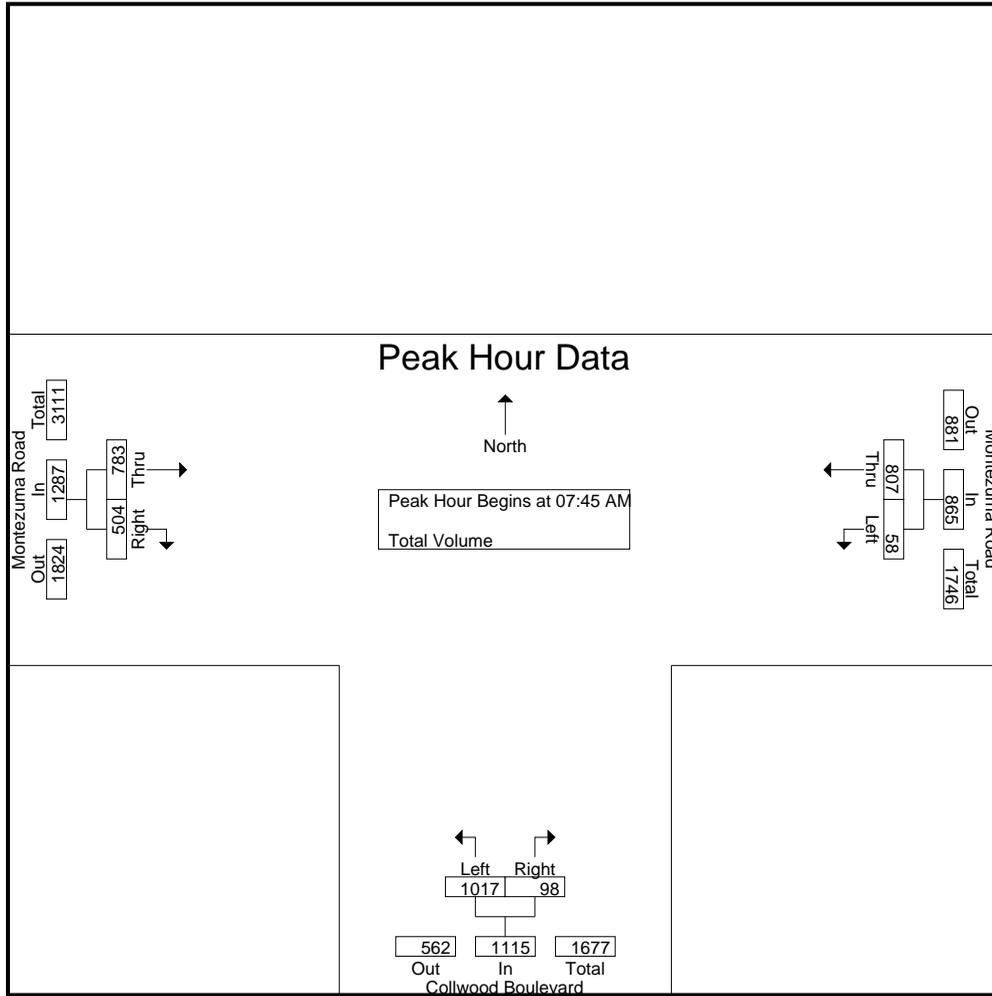
Start Time	Montezuma Road Westbound			Collwood Boulevard Northbound			Montezuma Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	9	128	137	244	11	255	76	57	133	525
07:15 AM	13	164	177	214	16	230	113	83	196	603
07:30 AM	14	244	258	328	24	352	131	107	238	848
07:45 AM	26	238	264	284	22	306	143	142	285	855
Total	62	774	836	1070	73	1143	463	389	852	2831
08:00 AM	12	208	220	248	18	266	166	111	277	763
08:15 AM	8	149	157	259	22	281	204	117	321	759
08:30 AM	12	212	224	226	36	262	270	134	404	890
08:45 AM	18	225	243	219	17	236	188	137	325	804
Total	50	794	844	952	93	1045	828	499	1327	3216
Grand Total	112	1568	1680	2022	166	2188	1291	888	2179	6047
Apprch %	6.7	93.3		92.4	7.6		59.2	40.8		
Total %	1.9	25.9	27.8	33.4	2.7	36.2	21.3	14.7	36	

Start Time	Montezuma Road Westbound			Collwood Boulevard Northbound			Montezuma Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:45 AM	26	238	264	284	22	306	143	142	285	855
08:00 AM	12	208	220	248	18	266	166	111	277	763
08:15 AM	8	149	157	259	22	281	204	117	321	759
08:30 AM	12	212	224	226	36	262	270	134	404	890
Total Volume	58	807	865	1017	98	1115	783	504	1287	3267
% App. Total	6.7	93.3		91.2	8.8		60.8	39.2		
PHF	.558	.848	.819	.895	.681	.911	.725	.887	.796	.918

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:45 AM

City of San Diego
 N/S: Collwood Boulevard
 E/W: Montezuma Road
 Weather: Clear

File Name : 02_SDG_Collwood_Montezuma AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:30 AM			08:00 AM		
+0 mins.	13	164	177	328	24	352	166	111	277
+15 mins.	14	244	258	284	22	306	204	117	321
+30 mins.	26	238	264	248	18	266	270	134	404
+45 mins.	12	208	220	259	22	281	188	137	325
Total Volume	65	854	919	1119	86	1205	828	499	1327
% App. Total	7.1	92.9		92.9	7.1		62.4	37.6	
PHF	.625	.875	.870	.853	.896	.856	.767	.911	.821

City of San Diego
 N/S: Collwood Boulevard
 E/W: Montezuma Road
 Weather: Clear

File Name : 02_SDG_Collwood_Montezuma PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

Groups Printed- Total Volume

Start Time	Montezuma Road Westbound			Collwood Boulevard Northbound			Montezuma Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	32	269	301	162	13	175	289	233	522	998
04:15 PM	23	261	284	184	22	206	331	282	613	1103
04:30 PM	24	233	257	162	17	179	263	244	507	943
04:45 PM	37	226	263	168	24	192	290	258	548	1003
Total	116	989	1105	676	76	752	1173	1017	2190	4047
05:00 PM	31	248	279	200	22	222	294	261	555	1056
05:15 PM	28	213	241	164	21	185	287	248	535	961
05:30 PM	25	259	284	171	11	182	267	248	515	981
05:45 PM	31	221	252	126	15	141	284	239	523	916
Total	115	941	1056	661	69	730	1132	996	2128	3914
Grand Total	231	1930	2161	1337	145	1482	2305	2013	4318	7961
Apprch %	10.7	89.3		90.2	9.8		53.4	46.6		
Total %	2.9	24.2	27.1	16.8	1.8	18.6	29	25.3	54.2	

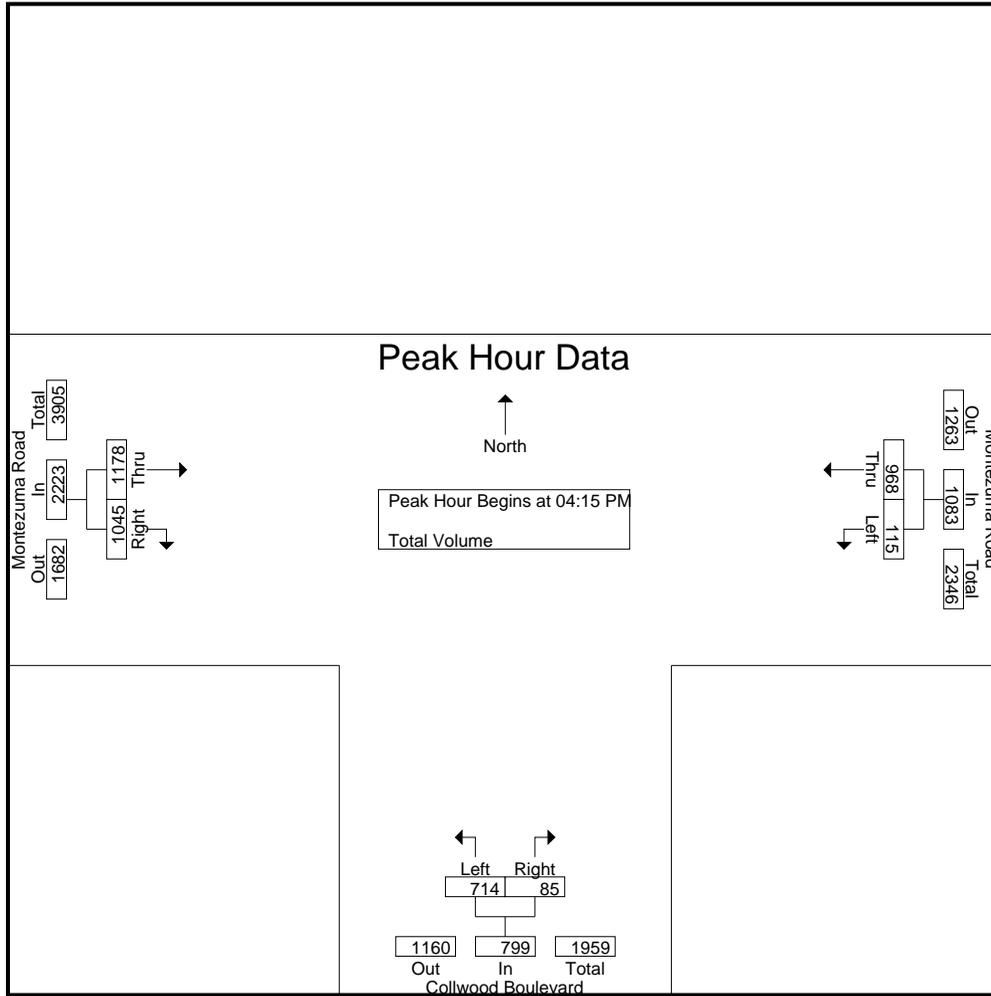
Start Time	Montezuma Road Westbound			Collwood Boulevard Northbound			Montezuma Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:15 PM	23	261	284	184	22	206	331	282	613	1103
04:30 PM	24	233	257	162	17	179	263	244	507	943
04:45 PM	37	226	263	168	24	192	290	258	548	1003
05:00 PM	31	248	279	200	22	222	294	261	555	1056
Total Volume	115	968	1083	714	85	799	1178	1045	2223	4105
% App. Total	10.6	89.4		89.4	10.6		53	47		
PHF	.777	.927	.953	.893	.885	.900	.890	.926	.907	.930

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

City of San Diego
 N/S: Collwood Boulevard
 E/W: Montezuma Road
 Weather: Clear

File Name : 02_SDG_Collwood_Montezuma PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM			04:15 PM			04:15 PM		
+0 mins.	32	269	301	184	22	206	331	282	613
+15 mins.	23	261	284	162	17	179	263	244	507
+30 mins.	24	233	257	168	24	192	290	258	548
+45 mins.	37	226	263	200	22	222	294	261	555
Total Volume	116	989	1105	714	85	799	1178	1045	2223
% App. Total	10.5	89.5		89.4	10.6		53	47	
PHF	.784	.919	.918	.893	.885	.900	.890	.926	.907

Location: San Diego
 N/S: Collwood Blvd
 E/W: Montezuma Rd



Date: 9/15/2021
 Day: Wednesday

PEDESTRIANS

	North Leg Dead End	East Leg Montezuma Rd	South Leg Collwood Blvd	West Leg Montezuma Rd	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	1	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	1	0	0	1
8:00 AM	0	1	0	0	1
8:15 AM	0	0	0	0	0
8:30 AM	0	2	0	0	2
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	4	1	0	5

	North Leg Dead End	East Leg Montezuma Rd	South Leg Collwood Blvd	West Leg Montezuma Rd	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	1	0	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	6	0	0	6
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	1	0	0	1
5:45 PM	0	0	2	0	2
TOTAL VOLUMES:	0	7	3	0	10

Location: San Diego
 N/S: Collwood Blvd
 E/W: Montezuma Rd



Date: 9/15/2021
 Day: Wednesday

BICYCLES

	Southbound Dead End			Westbound Montezuma Rd			Northbound Collwood Blvd			Eastbound Montezuma Rd			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	3	0	1	0	0	0	0	0	4
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	2	0	0	0	0	0	1	0	3
8:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	1	0	1	0	2
TOTAL VOLUMES:	0	0	0	0	8	0	1	0	1	0	2	0	12

	Southbound Dead End			Westbound Montezuma Rd			Northbound Collwood Blvd			Eastbound Montezuma Rd			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	1	0	1	0	0	0	0	0	2
4:15 PM	0	0	0	3	1	0	0	0	0	0	0	0	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	2	1	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	4
5:45 PM	0	0	0	0	0	0	1	0	0	0	1	0	2
TOTAL VOLUMES:	0	0	0	3	2	0	2	0	0	0	7	1	15

City of San Diego
 N/S: 54th Street
 E/W: Montezuma Road
 Weather: Clear

File Name : 06_SDG_54th_Montezuma AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

Groups Printed- Total Volume

Start Time	Hardy Elementary School Driveway Southbound				Montezuma Road Westbound				54th Street Northbound				Montezuma Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	0	0	1	6	95	0	101	27	0	5	32	9	63	8	80	214
07:15 AM	13	7	21	41	6	119	0	125	28	24	9	61	17	81	6	104	331
07:30 AM	24	16	22	62	7	214	0	221	37	36	10	83	15	140	6	161	527
07:45 AM	31	17	29	77	13	180	0	193	40	5	7	52	2	141	9	152	474
Total	69	40	72	181	32	608	0	640	132	65	31	228	43	425	29	497	1546
08:00 AM	0	1	0	1	7	155	0	162	27	0	16	43	1	137	8	146	352
08:15 AM	2	0	0	2	9	134	0	143	23	1	17	41	0	202	17	219	405
08:30 AM	0	0	1	1	4	178	0	182	27	0	23	50	0	264	13	277	510
08:45 AM	0	0	0	0	4	196	0	200	23	0	13	36	1	203	16	220	456
Total	2	1	1	4	24	663	0	687	100	1	69	170	2	806	54	862	1723
Grand Total	71	41	73	185	56	1271	0	1327	232	66	100	398	45	1231	83	1359	3269
Apprch %	38.4	22.2	39.5		4.2	95.8	0		58.3	16.6	25.1		3.3	90.6	6.1		
Total %	2.2	1.3	2.2	5.7	1.7	38.9	0	40.6	7.1	2	3.1	12.2	1.4	37.7	2.5	41.6	

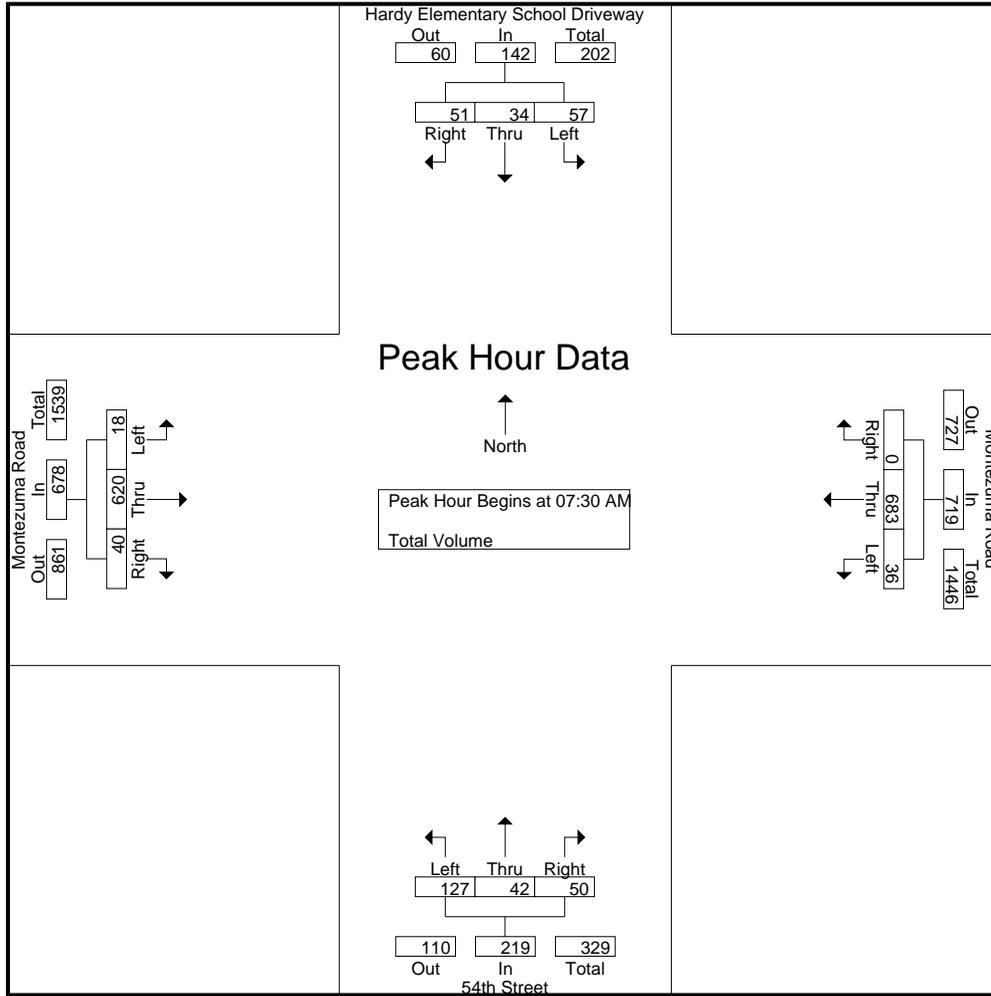
Start Time	Hardy Elementary School Driveway Southbound				Montezuma Road Westbound				54th Street Northbound				Montezuma Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	24	16	22	62	7	214	0	221	37	36	10	83	15	140	6	161	527
07:45 AM	31	17	29	77	13	180	0	193	40	5	7	52	2	141	9	152	474
08:00 AM	0	1	0	1	7	155	0	162	27	0	16	43	1	137	8	146	352
08:15 AM	2	0	0	2	9	134	0	143	23	1	17	41	0	202	17	219	405
Total Volume	57	34	51	142	36	683	0	719	127	42	50	219	18	620	40	678	1758
% App. Total	40.1	23.9	35.9		5	95	0		58	19.2	22.8		2.7	91.4	5.9		
PHF	.460	.500	.440	.461	.692	.798	.000	.813	.794	.292	.735	.660	.300	.767	.588	.774	.834

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

City of San Diego
 N/S: 54th Street
 E/W: Montezuma Road
 Weather: Clear

File Name : 06_SDG_54th_Montezuma AM
 Site Code : 22921409
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:30 AM				07:15 AM				08:00 AM			
+0 mins.	1	0	0	1	7	214	0	221	28	24	9	61	1	137	8	146
+15 mins.	13	7	21	41	13	180	0	193	37	36	10	83	0	202	17	219
+30 mins.	24	16	22	62	7	155	0	162	40	5	7	52	0	264	13	277
+45 mins.	31	17	29	77	9	134	0	143	27	0	16	43	1	203	16	220
Total Volume	69	40	72	181	36	683	0	719	132	65	42	239	2	806	54	862
% App. Total	38.1	22.1	39.8		5	95	0		55.2	27.2	17.6		0.2	93.5	6.3	
PHF	.556	.588	.621	.588	.692	.798	.000	.813	.825	.451	.656	.720	.500	.763	.794	.778

City of San Diego
 N/S: 54th Street
 E/W: Montezuma Road
 Weather: Clear

File Name : 06_SDG_54th_Montezuma PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

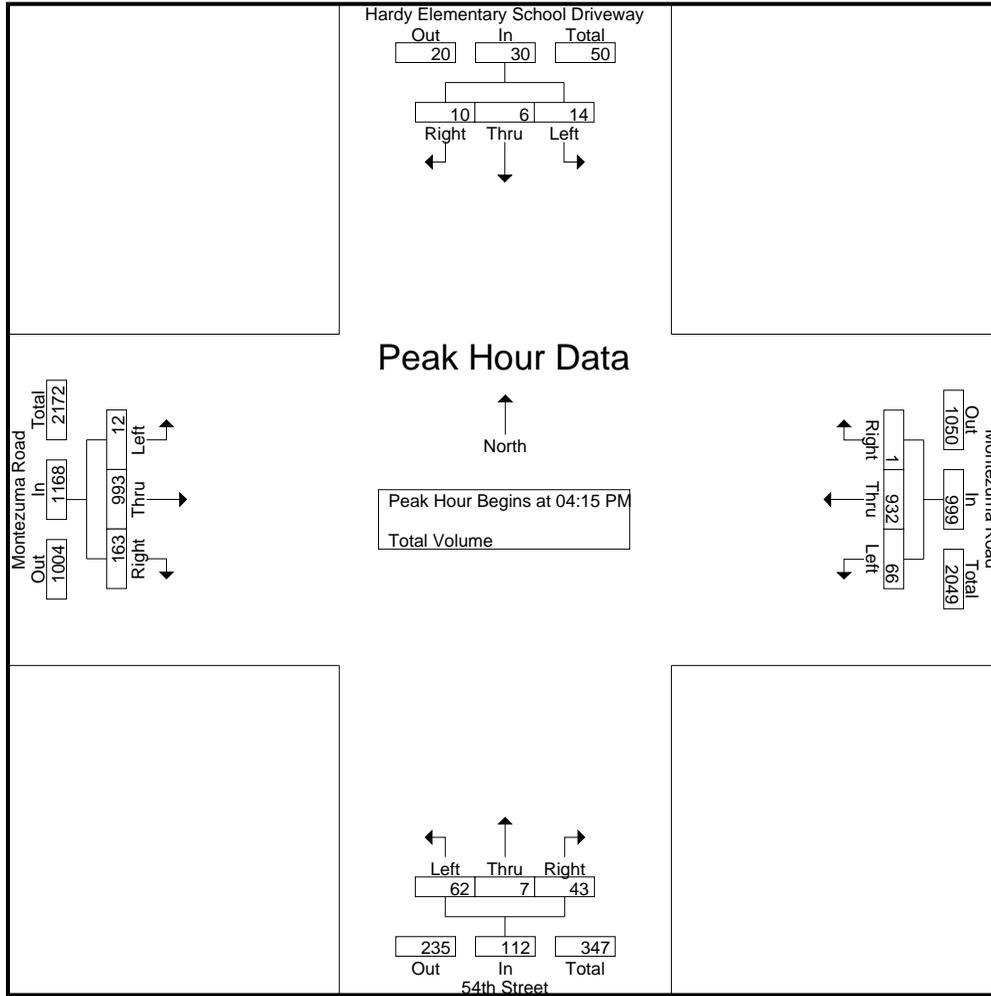
Groups Printed- Total Volume

Start Time	Hardy Elementary School Driveway Southbound				Montezuma Road Westbound				54th Street Northbound				Montezuma Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	5	1	1	7	18	255	0	273	19	1	11	31	4	220	45	269	580
04:15 PM	4	1	3	8	13	237	0	250	14	1	8	23	0	297	38	335	616
04:30 PM	2	3	2	7	12	238	0	250	17	2	15	34	4	212	27	243	534
04:45 PM	2	2	3	7	23	214	1	238	11	1	12	24	5	213	57	275	544
Total	13	7	9	29	66	944	1	1011	61	5	46	112	13	942	167	1122	2274
05:00 PM	6	0	2	8	18	243	0	261	20	3	8	31	3	271	41	315	615
05:15 PM	3	5	1	9	13	227	0	240	23	1	6	30	2	240	55	297	576
05:30 PM	3	0	2	5	17	232	0	249	20	3	15	38	1	223	44	268	560
05:45 PM	3	3	1	7	17	224	0	241	19	1	23	43	2	220	44	266	557
Total	15	8	6	29	65	926	0	991	82	8	52	142	8	954	184	1146	2308
Grand Total	28	15	15	58	131	1870	1	2002	143	13	98	254	21	1896	351	2268	4582
Apprch %	48.3	25.9	25.9		6.5	93.4	0		56.3	5.1	38.6		0.9	83.6	15.5		
Total %	0.6	0.3	0.3	1.3	2.9	40.8	0	43.7	3.1	0.3	2.1	5.5	0.5	41.4	7.7	49.5	

Start Time	Hardy Elementary School Driveway Southbound				Montezuma Road Westbound				54th Street Northbound				Montezuma Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	4	1	3	8	13	237	0	250	14	1	8	23	0	297	38	335	616
04:30 PM	2	3	2	7	12	238	0	250	17	2	15	34	4	212	27	243	534
04:45 PM	2	2	3	7	23	214	1	238	11	1	12	24	5	213	57	275	544
05:00 PM	6	0	2	8	18	243	0	261	20	3	8	31	3	271	41	315	615
Total Volume	14	6	10	30	66	932	1	999	62	7	43	112	12	993	163	1168	2309
% App. Total	46.7	20	33.3		6.6	93.3	0.1		55.4	6.2	38.4		1	85	14		
PHF	.583	.500	.833	.938	.717	.959	.250	.957	.775	.583	.717	.824	.600	.836	.715	.872	.937

City of San Diego
 N/S: 54th Street
 E/W: Montezuma Road
 Weather: Clear

File Name : 06_SDG_54th_Montezuma PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				05:00 PM				04:15 PM			
+0 mins.	2	3	2	7	18	255	0	273	20	3	8	31	0	297	38	335
+15 mins.	2	2	3	7	13	237	0	250	23	1	6	30	4	212	27	243
+30 mins.	6	0	2	8	12	238	0	250	20	3	15	38	5	213	57	275
+45 mins.	3	5	1	9	23	214	1	238	19	1	23	43	3	271	41	315
Total Volume	13	10	8	31	66	944	1	1011	82	8	52	142	12	993	163	1168
% App. Total	41.9	32.3	25.8		6.5	93.4	0.1		57.7	5.6	36.6		1	85	14	
PHF	.542	.500	.667	.861	.717	.925	.250	.926	.891	.667	.565	.826	.600	.836	.715	.872

Location: San Diego
 N/S: 54th Street
 E/W: Montezuma Road



Date: 9/15/2021
 Day: Wednesday

PEDESTRIANS

	North Leg Hardy Elem School DW	East Leg Montezuma Road	South Leg 54th Street	West Leg Montezuma Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	2	0	0	0	2
7:15 AM	0	3	2	0	5
7:30 AM	6	32	7	0	45
7:45 AM	1	10	1	0	12
8:00 AM	1	1	1	0	3
8:15 AM	2	3	0	0	5
8:30 AM	0	5	2	0	7
8:45 AM	1	3	1	0	5
TOTAL VOLUMES:	13	57	14	0	84

	North Leg Hardy Elem School DW	East Leg Montezuma Road	South Leg 54th Street	West Leg Montezuma Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	2	1	0	0	3
4:15 PM	2	3	0	0	5
4:30 PM	1	3	0	0	4
4:45 PM	4	1	0	0	5
5:00 PM	1	7	0	0	8
5:15 PM	2	3	0	0	5
5:30 PM	3	3	0	0	6
5:45 PM	1	3	0	0	4
TOTAL VOLUMES:	16	24	0	0	40

Location: San Diego
 N/S: 54th Street
 E/W: Montezuma Road



Date: 9/15/2021
 Day: Wednesday

BICYCLES

	Southbound Hardy Elem School DW			Westbound Montezuma Road			Northbound 54th Street			Eastbound Montezuma Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	3	0	0	0	0	0	0	0	3
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	1	0	0	0	1	0	2
8:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:45 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
TOTAL VOLUMES:	0	0	0	0	7	0	1	0	0	0	5	0	13

	Southbound Hardy Elem School DW			Westbound Montezuma Road			Northbound 54th Street			Eastbound Montezuma Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	3	0	0	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
TOTAL VOLUMES:	0	0	0	0	5	0	0	0	0	0	5	0	10

City of San Diego
 N/S: 55th Street
 E/W: Montezuma Road
 Weather: Clear

File Name : 07_SDG_55th_Montezuma AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

Groups Printed- Total Volume

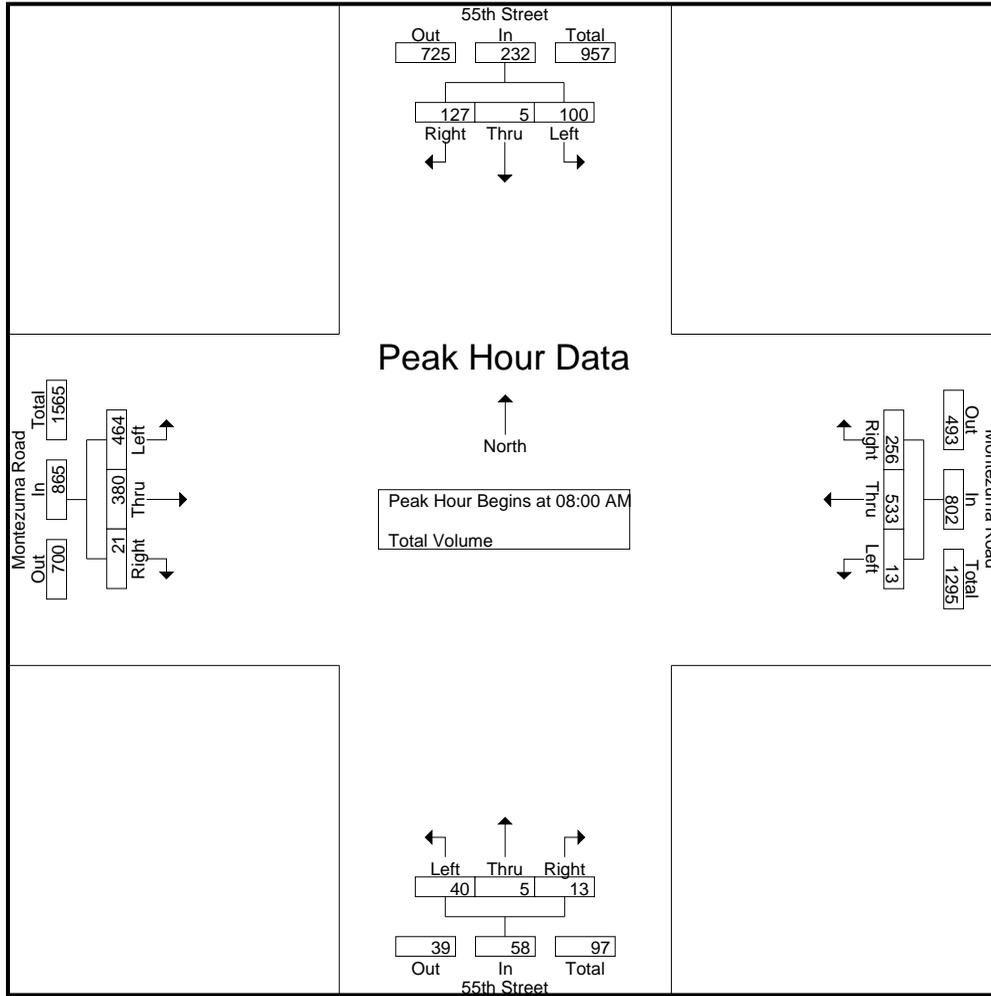
Start Time	55th Street Southbound				Montezuma Road Westbound				55th Street Northbound				Montezuma Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	12	0	23	35	0	70	18	88	15	0	2	17	41	26	4	71	211
07:15 AM	16	0	20	36	5	161	43	209	5	1	1	7	53	59	0	112	364
07:30 AM	25	1	32	58	1	198	41	240	14	4	1	19	64	77	6	147	464
07:45 AM	27	0	20	47	3	157	52	212	8	2	7	17	86	98	7	191	467
Total	80	1	95	176	9	586	154	749	42	7	11	60	244	260	17	521	1506
08:00 AM	21	1	31	53	3	129	33	165	11	2	4	17	87	63	4	154	389
08:15 AM	21	1	25	47	1	117	58	176	8	1	1	10	118	100	4	222	455
08:30 AM	25	2	34	61	3	151	79	233	14	1	3	18	123	121	6	250	562
08:45 AM	33	1	37	71	6	136	86	228	7	1	5	13	136	96	7	239	551
Total	100	5	127	232	13	533	256	802	40	5	13	58	464	380	21	865	1957
Grand Total	180	6	222	408	22	1119	410	1551	82	12	24	118	708	640	38	1386	3463
Apprch %	44.1	1.5	54.4		1.4	72.1	26.4		69.5	10.2	20.3		51.1	46.2	2.7		
Total %	5.2	0.2	6.4	11.8	0.6	32.3	11.8	44.8	2.4	0.3	0.7	3.4	20.4	18.5	1.1	40	

Start Time	55th Street Southbound				Montezuma Road Westbound				55th Street Northbound				Montezuma Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:00 AM	21	1	31	53	3	129	33	165	11	2	4	17	87	63	4	154	389
08:15 AM	21	1	25	47	1	117	58	176	8	1	1	10	118	100	4	222	455
08:30 AM	25	2	34	61	3	151	79	233	14	1	3	18	123	121	6	250	562
08:45 AM	33	1	37	71	6	136	86	228	7	1	5	13	136	96	7	239	551
Total Volume	100	5	127	232	13	533	256	802	40	5	13	58	464	380	21	865	1957
% App. Total	43.1	2.2	54.7		1.6	66.5	31.9		69	8.6	22.4		53.6	43.9	2.4		
PHF	.758	.625	.858	.817	.542	.882	.744	.861	.714	.625	.650	.806	.853	.785	.750	.865	.871

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:00 AM

City of San Diego
 N/S: 55th Street
 E/W: Montezuma Road
 Weather: Clear

File Name : 07_SDG_55th_Montezuma AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				07:15 AM				07:30 AM				08:00 AM			
+0 mins.	21	1	31	53	5	161	43	209	14	4	1	19	87	63	4	154
+15 mins.	21	1	25	47	1	198	41	240	8	2	7	17	118	100	4	222
+30 mins.	25	2	34	61	3	157	52	212	11	2	4	17	123	121	6	250
+45 mins.	33	1	37	71	3	129	33	165	8	1	1	10	136	96	7	239
Total Volume	100	5	127	232	12	645	169	826	41	9	13	63	464	380	21	865
% App. Total	43.1	2.2	54.7		1.5	78.1	20.5		65.1	14.3	20.6		53.6	43.9	2.4	
PHF	.758	.625	.858	.817	.600	.814	.813	.860	.732	.563	.464	.829	.853	.785	.750	.865

City of San Diego
 N/S: 55th Street
 E/W: Montezuma Road
 Weather: Clear

File Name : 07_SDG_55th_Montezuma PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

Groups Printed- Total Volume

Start Time	55th Street Southbound				Montezuma Road Westbound				55th Street Northbound				Montezuma Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	76	5	96	177	4	151	46	201	10	1	9	20	63	180	9	252	650
04:15 PM	51	2	96	149	8	126	45	179	7	5	7	19	57	226	16	299	646
04:30 PM	73	4	107	184	3	125	47	175	12	2	5	19	55	183	6	244	622
04:45 PM	66	1	76	143	6	117	34	157	5	0	2	7	66	156	7	229	536
Total	266	12	375	653	21	519	172	712	34	8	23	65	241	745	38	1024	2454
05:00 PM	68	3	111	182	3	128	38	169	11	4	3	18	47	208	19	274	643
05:15 PM	80	3	104	187	5	113	28	146	14	3	3	20	61	174	9	244	597
05:30 PM	74	5	85	164	6	131	35	172	12	2	10	24	38	167	13	218	578
05:45 PM	70	0	85	155	3	122	36	161	13	0	1	14	54	200	12	266	596
Total	292	11	385	688	17	494	137	648	50	9	17	76	200	749	53	1002	2414
Grand Total	558	23	760	1341	38	1013	309	1360	84	17	40	141	441	1494	91	2026	4868
Apprch %	41.6	1.7	56.7		2.8	74.5	22.7		59.6	12.1	28.4		21.8	73.7	4.5		
Total %	11.5	0.5	15.6	27.5	0.8	20.8	6.3	27.9	1.7	0.3	0.8	2.9	9.1	30.7	1.9	41.6	

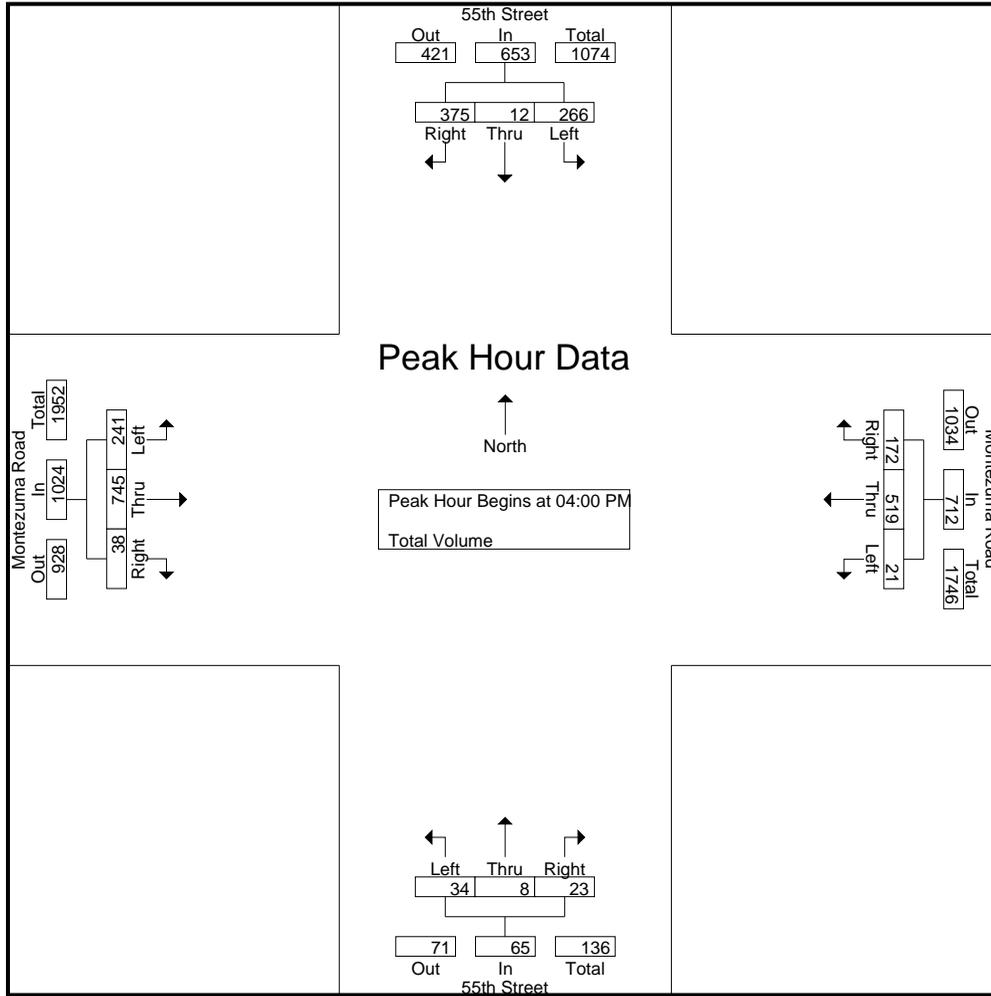
Start Time	55th Street Southbound				Montezuma Road Westbound				55th Street Northbound				Montezuma Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	76	5	96	177	4	151	46	201	10	1	9	20	63	180	9	252	650
04:15 PM	51	2	96	149	8	126	45	179	7	5	7	19	57	226	16	299	646
04:30 PM	73	4	107	184	3	125	47	175	12	2	5	19	55	183	6	244	622
04:45 PM	66	1	76	143	6	117	34	157	5	0	2	7	66	156	7	229	536
Total Volume	266	12	375	653	21	519	172	712	34	8	23	65	241	745	38	1024	2454
% App. Total	40.7	1.8	57.4		2.9	72.9	24.2		52.3	12.3	35.4		23.5	72.8	3.7		
PHF	.875	.600	.876	.887	.656	.859	.915	.886	.708	.400	.639	.813	.913	.824	.594	.856	.944

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

City of San Diego
 N/S: 55th Street
 E/W: Montezuma Road
 Weather: Clear

File Name : 07_SDG_55th_Montezuma PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				05:00 PM				04:15 PM			
+0 mins.	73	4	107	184	4	151	46	201	11	4	3	18	57	226	16	299
+15 mins.	66	1	76	143	8	126	45	179	14	3	3	20	55	183	6	244
+30 mins.	68	3	111	182	3	125	47	175	12	2	10	24	66	156	7	229
+45 mins.	80	3	104	187	6	117	34	157	13	0	1	14	47	208	19	274
Total Volume	287	11	398	696	21	519	172	712	50	9	17	76	225	773	48	1046
% App. Total	41.2	1.6	57.2		2.9	72.9	24.2		65.8	11.8	22.4		21.5	73.9	4.6	
PHF	.897	.688	.896	.930	.656	.859	.915	.886	.893	.563	.425	.792	.852	.855	.632	.875

Location: San Diego
 N/S: 55th Street
 E/W: Montezuma Road



Date: 9/15/2021
 Day: Wednesday

PEDESTRIANS

	North Leg 55th Street	East Leg Montezuma Road	South Leg 55th Street	West Leg Montezuma Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	12	4	0	17
7:15 AM	2	12	0	0	14
7:30 AM	10	21	6	0	37
7:45 AM	6	20	0	0	26
8:00 AM	2	16	1	0	19
8:15 AM	2	13	1	0	16
8:30 AM	0	27	2	0	29
8:45 AM	5	30	1	1	37
TOTAL VOLUMES:	28	151	15	1	195

	North Leg 55th Street	East Leg Montezuma Road	South Leg 55th Street	West Leg Montezuma Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	7	47	6	0	60
4:15 PM	2	44	3	0	49
4:30 PM	9	38	0	0	47
4:45 PM	4	39	4	0	47
5:00 PM	9	19	0	0	28
5:15 PM	7	45	4	0	56
5:30 PM	5	52	1	0	58
5:45 PM	5	56	5	0	66
TOTAL VOLUMES:	48	340	23	0	411

Location: San Diego
 N/S: 55th Street
 E/W: Montezuma Road



Date: 9/15/2021
 Day: Wednesday

BICYCLES

	Southbound 55th Street			Westbound Montezuma Road			Northbound 55th Street			Eastbound Montezuma Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:45 AM	0	0	0	0	0	1	0	0	0	1	1	0	3
TOTAL VOLUMES:	0	0	0	0	5	1	0	0	0	1	3	0	10

	Southbound 55th Street			Westbound Montezuma Road			Northbound 55th Street			Eastbound Montezuma Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	2	0	0	1	0	0	0	0	3
4:15 PM	0	0	2	1	1	0	0	0	0	0	0	0	4
4:30 PM	1	0	0	0	0	1	0	1	0	0	1	0	4
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	2	0	0	0	0	1	0	0	0	0	3	0	6
5:45 PM	1	0	0	0	0	1	0	0	0	0	2	0	4
TOTAL VOLUMES:	5	0	2	1	3	3	0	3	0	0	6	0	23

City of San Diego
 N/S: Campanile Drive
 E/W: Montezuma Road
 Weather: Clear

File Name : 09_SDG_Campanile_Montezuma AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

Groups Printed- Total Volume

Start Time	Campanile Drive Southbound				Montezuma Road Westbound				Campanile Drive Northbound				Montezuma Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	5	2	7	14	3	117	16	136	5	2	9	16	7	39	1	47	213
07:15 AM	6	0	10	16	4	200	24	228	6	1	12	19	9	81	1	91	354
07:30 AM	13	2	14	29	10	268	27	305	6	0	14	20	16	100	3	119	473
07:45 AM	12	5	14	31	9	220	40	269	6	4	13	23	31	117	2	150	473
Total	36	9	45	90	26	805	107	938	23	7	48	78	63	337	7	407	1513
08:00 AM	6	2	17	25	11	178	28	217	9	4	17	30	14	103	2	119	391
08:15 AM	13	3	12	28	14	202	29	245	5	1	14	20	14	91	2	107	400
08:30 AM	11	2	10	23	9	255	26	290	4	3	21	28	16	99	2	117	458
08:45 AM	18	3	14	35	17	230	40	287	4	2	13	19	19	118	3	140	481
Total	48	10	53	111	51	865	123	1039	22	10	65	97	63	411	9	483	1730
Grand Total	84	19	98	201	77	1670	230	1977	45	17	113	175	126	748	16	890	3243
Apprch %	41.8	9.5	48.8		3.9	84.5	11.6		25.7	9.7	64.6		14.2	84	1.8		
Total %	2.6	0.6	3	6.2	2.4	51.5	7.1	61	1.4	0.5	3.5	5.4	3.9	23.1	0.5	27.4	

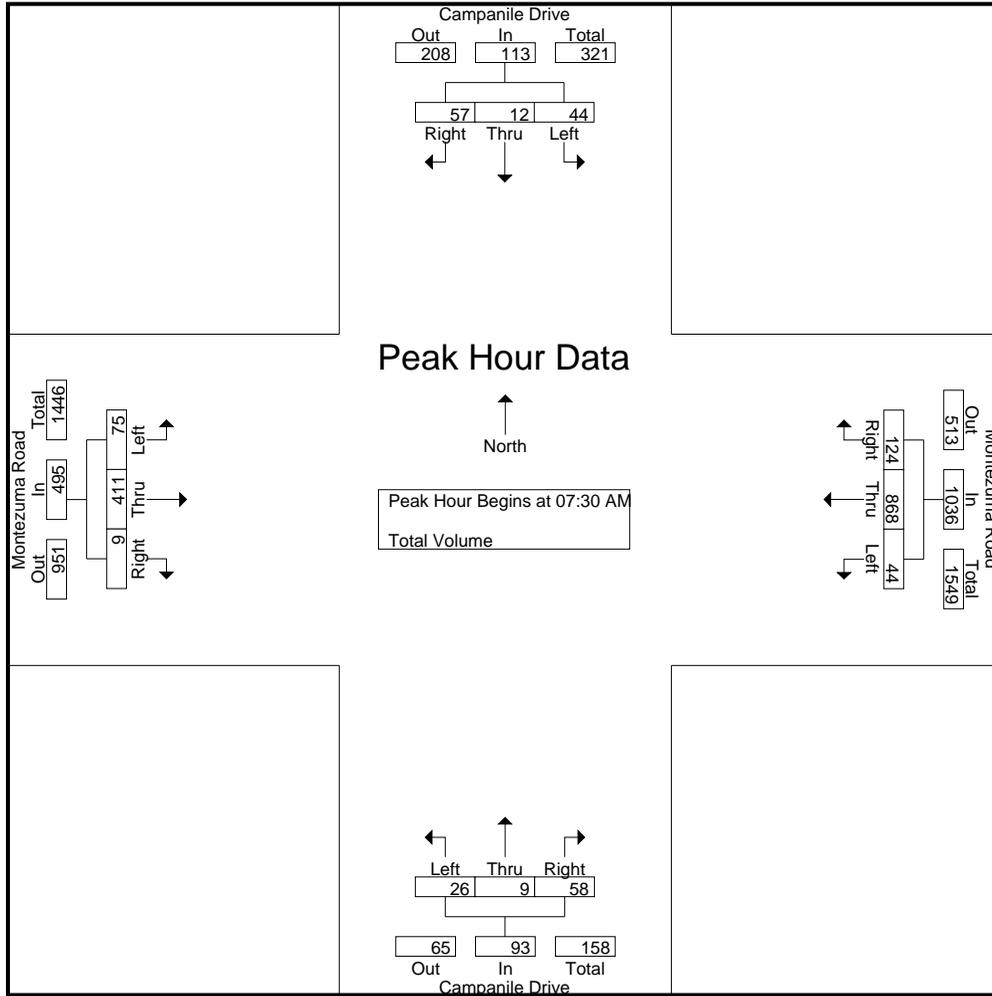
Start Time	Campanile Drive Southbound				Montezuma Road Westbound				Campanile Drive Northbound				Montezuma Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	13	2	14	29	10	268	27	305	6	0	14	20	16	100	3	119	473
07:45 AM	12	5	14	31	9	220	40	269	6	4	13	23	31	117	2	150	473
08:00 AM	6	2	17	25	11	178	28	217	9	4	17	30	14	103	2	119	391
08:15 AM	13	3	12	28	14	202	29	245	5	1	14	20	14	91	2	107	400
Total Volume	44	12	57	113	44	868	124	1036	26	9	58	93	75	411	9	495	1737
% App. Total	38.9	10.6	50.4		4.2	83.8	12		28	9.7	62.4		15.2	83	1.8		
PHF	.846	.600	.838	.911	.786	.810	.775	.849	.722	.563	.853	.775	.605	.878	.750	.825	.918

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

City of San Diego
 N/S: Campanile Drive
 E/W: Montezuma Road
 Weather: Clear

File Name : 09_SDG_Campanile_Montezuma AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				08:00 AM				07:45 AM				07:30 AM			
+0 mins.	13	2	14	29	11	178	28	217	6	4	13	23	16	100	3	119
+15 mins.	12	5	14	31	14	202	29	245	9	4	17	30	31	117	2	150
+30 mins.	6	2	17	25	9	255	26	290	5	1	14	20	14	103	2	119
+45 mins.	13	3	12	28	17	230	40	287	4	3	21	28	14	91	2	107
Total Volume	44	12	57	113	51	865	123	1039	24	12	65	101	75	411	9	495
% App. Total	38.9	10.6	50.4		4.9	83.3	11.8		23.8	11.9	64.4		15.2	83	1.8	
PHF	.846	.600	.838	.911	.750	.848	.769	.896	.667	.750	.774	.842	.605	.878	.750	.825

City of San Diego
 N/S: Campanile Drive
 E/W: Montezuma Road
 Weather: Clear

File Name : 09_SDG_Campanile_Montezuma PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

Groups Printed- Total Volume

Start Time	Campanile Drive Southbound				Montezuma Road Westbound				Campanile Drive Northbound				Montezuma Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	25	11	23	59	23	142	36	201	5	5	13	23	21	216	7	244	527
04:15 PM	29	4	30	63	17	133	35	185	4	5	26	35	24	190	5	219	502
04:30 PM	17	8	39	64	12	148	31	191	2	1	11	14	20	205	7	232	501
04:45 PM	31	10	34	75	18	156	37	211	7	4	17	28	33	225	3	261	575
Total	102	33	126	261	70	579	139	788	18	15	67	100	98	836	22	956	2105
05:00 PM	29	5	28	62	23	147	33	203	8	5	26	39	20	234	6	260	564
05:15 PM	23	5	37	65	24	157	41	222	9	2	13	24	30	267	10	307	618
05:30 PM	22	4	37	63	24	138	24	186	8	4	20	32	22	255	6	283	564
05:45 PM	29	5	27	61	24	108	28	160	13	4	16	33	22	203	5	230	484
Total	103	19	129	251	95	550	126	771	38	15	75	128	94	959	27	1080	2230
Grand Total	205	52	255	512	165	1129	265	1559	56	30	142	228	192	1795	49	2036	4335
Apprch %	40	10.2	49.8		10.6	72.4	17		24.6	13.2	62.3		9.4	88.2	2.4		
Total %	4.7	1.2	5.9	11.8	3.8	26	6.1	36	1.3	0.7	3.3	5.3	4.4	41.4	1.1	47	

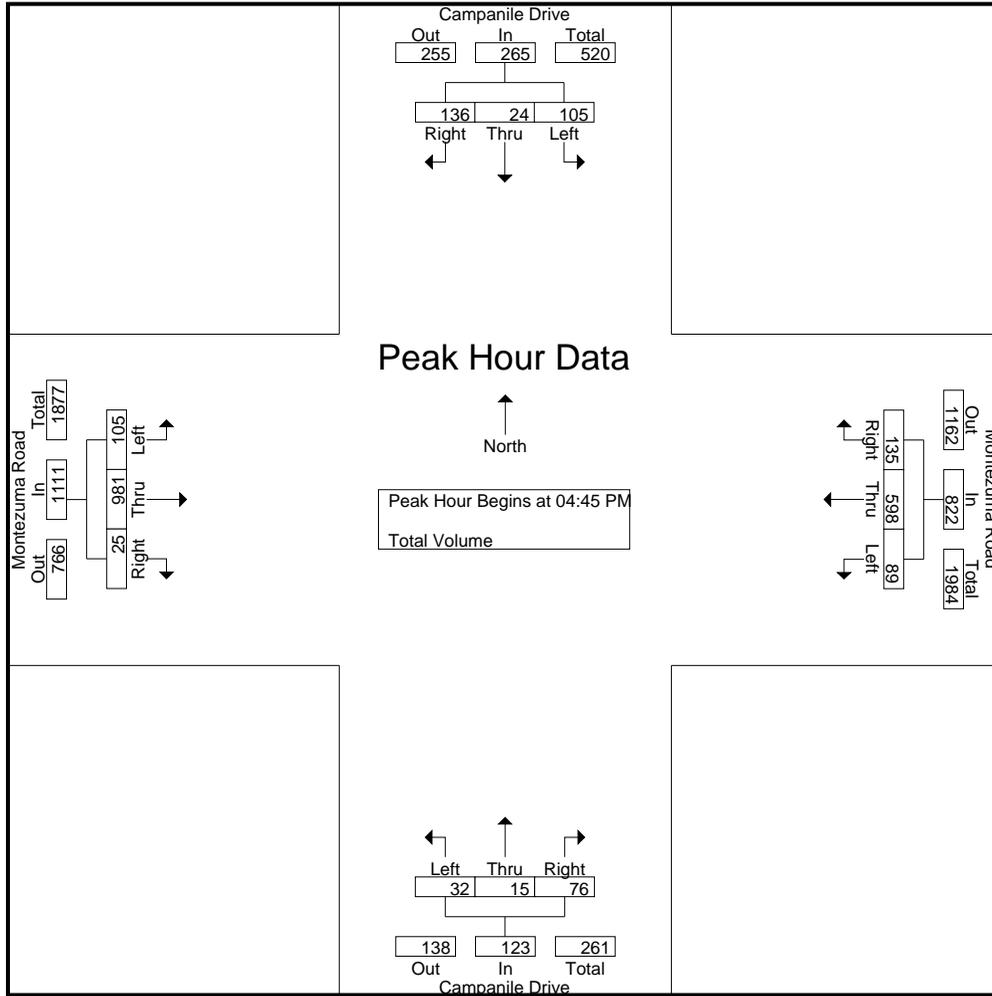
Start Time	Campanile Drive Southbound				Montezuma Road Westbound				Campanile Drive Northbound				Montezuma Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	31	10	34	75	18	156	37	211	7	4	17	28	33	225	3	261	575
05:00 PM	29	5	28	62	23	147	33	203	8	5	26	39	20	234	6	260	564
05:15 PM	23	5	37	65	24	157	41	222	9	2	13	24	30	267	10	307	618
05:30 PM	22	4	37	63	24	138	24	186	8	4	20	32	22	255	6	283	564
Total Volume	105	24	136	265	89	598	135	822	32	15	76	123	105	981	25	1111	2321
% App. Total	39.6	9.1	51.3		10.8	72.7	16.4		26	12.2	61.8		9.5	88.3	2.3		
PHF	.847	.600	.919	.883	.927	.952	.823	.926	.889	.750	.731	.788	.795	.919	.625	.905	.939

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

City of San Diego
 N/S: Campanile Drive
 E/W: Montezuma Road
 Weather: Clear

File Name : 09_SDG_Campanile_Montezuma PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				05:00 PM				04:45 PM			
+0 mins.	17	8	39	64	12	148	31	191	8	5	26	39	33	225	3	261
+15 mins.	31	10	34	75	18	156	37	211	9	2	13	24	20	234	6	260
+30 mins.	29	5	28	62	23	147	33	203	8	4	20	32	30	267	10	307
+45 mins.	23	5	37	65	24	157	41	222	13	4	16	33	22	255	6	283
Total Volume	100	28	138	266	77	608	142	827	38	15	75	128	105	981	25	1111
% App. Total	37.6	10.5	51.9		9.3	73.5	17.2		29.7	11.7	58.6		9.5	88.3	2.3	
PHF	.806	.700	.885	.887	.802	.968	.866	.931	.731	.750	.721	.821	.795	.919	.625	.905

Location: San Diego
 N/S: Campanile Drive
 E/W: Montezuma Road



Date: 9/15/2021
 Day: Wednesday

PEDESTRIANS

	North Leg Campanile Drive	East Leg Montezuma Road	South Leg Campanile Drive	West Leg Montezuma Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	2	0	3	5
7:15 AM	1	8	2	8	19
7:30 AM	2	6	2	35	45
7:45 AM	1	13	3	21	38
8:00 AM	1	5	3	5	14
8:15 AM	1	7	2	7	17
8:30 AM	1	11	6	8	26
8:45 AM	1	14	2	13	30
TOTAL VOLUMES:	8	66	20	100	194

	North Leg Campanile Drive	East Leg Montezuma Road	South Leg Campanile Drive	West Leg Montezuma Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	6	10	8	21	45
4:15 PM	8	14	7	20	49
4:30 PM	4	13	5	24	46
4:45 PM	8	18	5	45	76
5:00 PM	5	32	20	48	105
5:15 PM	17	31	10	29	87
5:30 PM	15	19	9	35	78
5:45 PM	20	13	6	30	69
TOTAL VOLUMES:	83	150	70	252	555

Location: San Diego
 N/S: Campanile Drive
 E/W: Montezuma Road



Date: 9/15/2021
 Day: Wednesday

BICYCLES

	Southbound Campanile Drive			Westbound Montezuma Road			Northbound Campanile Drive			Eastbound Montezuma Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
7:45 AM	0	0	0	0	1	1	0	1	0	1	1	0	5
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:30 AM	0	0	1	0	0	1	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	1	0	4	3	0	3	0	1	2	0	14

	Southbound Campanile Drive			Westbound Montezuma Road			Northbound Campanile Drive			Eastbound Montezuma Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	2
4:15 PM	1	0	0	0	0	1	0	0	0	0	1	0	3
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
4:45 PM	1	1	1	0	0	2	0	0	1	0	0	0	6
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	1	3	0	1	0	0	1	0	6
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:45 PM	2	0	0	0	0	0	0	0	0	0	0	0	2
TOTAL VOLUMES:	4	1	2	0	2	6	0	3	1	0	2	0	21

City of San Diego
 N/S: College Avenue
 E/W: Montezuma Road
 Weather: Clear

File Name : 15_SDG_College_Montezuma AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

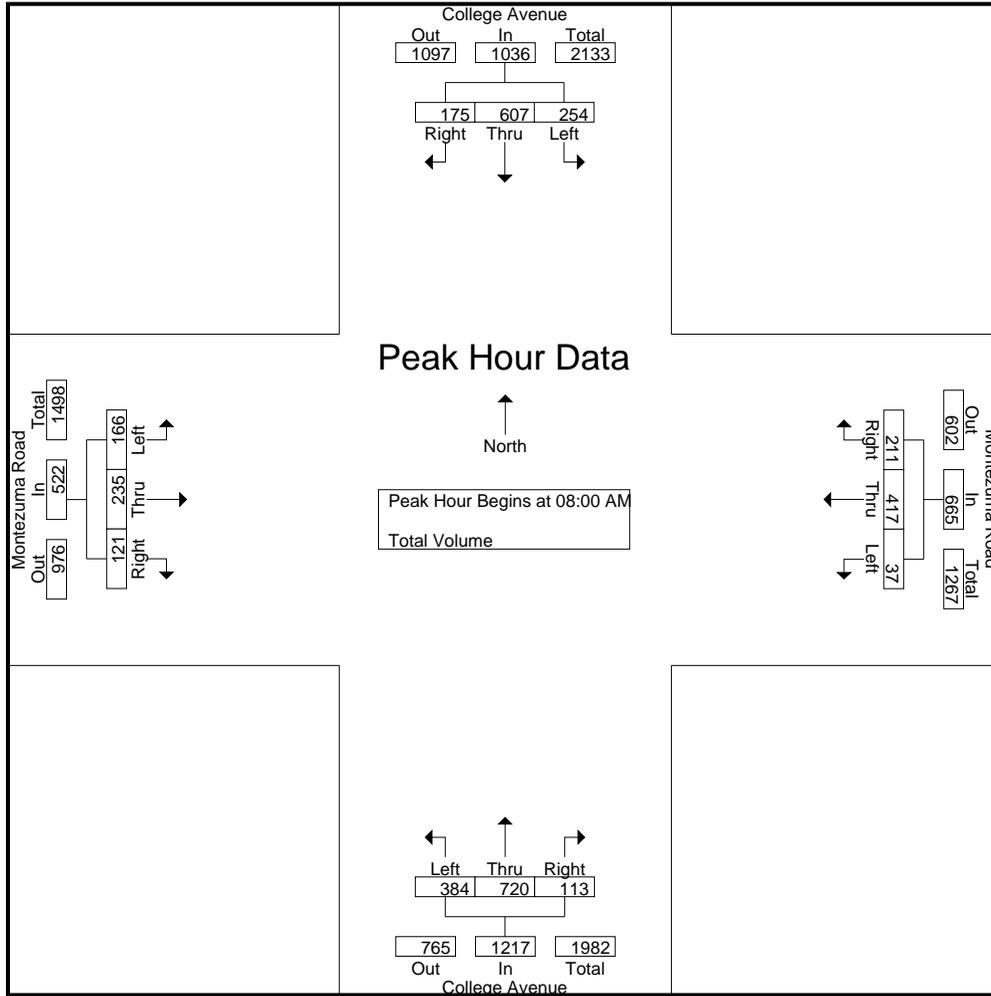
Groups Printed- Total Volume

Start Time	College Avenue Southbound				Montezuma Road Westbound				College Avenue Northbound				Montezuma Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	27	136	34	197	2	42	22	66	36	123	7	166	17	16	12	45	474
07:15 AM	36	139	48	223	8	95	46	149	81	150	13	244	27	25	20	72	688
07:30 AM	32	147	52	231	10	132	56	198	112	160	18	290	36	38	27	101	820
07:45 AM	44	149	54	247	5	110	39	154	105	164	12	281	39	64	46	149	831
Total	139	571	188	898	25	379	163	567	334	597	50	981	119	143	105	367	2813
08:00 AM	48	178	51	277	6	73	46	125	102	192	18	312	32	38	28	98	812
08:15 AM	59	164	54	277	11	91	50	152	92	193	27	312	47	58	21	126	867
08:30 AM	79	136	37	252	11	113	65	189	111	176	37	324	42	72	43	157	922
08:45 AM	68	129	33	230	9	140	50	199	79	159	31	269	45	67	29	141	839
Total	254	607	175	1036	37	417	211	665	384	720	113	1217	166	235	121	522	3440
Grand Total	393	1178	363	1934	62	796	374	1232	718	1317	163	2198	285	378	226	889	6253
Apprch %	20.3	60.9	18.8		5	64.6	30.4		32.7	59.9	7.4		32.1	42.5	25.4		
Total %	6.3	18.8	5.8	30.9	1	12.7	6	19.7	11.5	21.1	2.6	35.2	4.6	6	3.6	14.2	

Start Time	College Avenue Southbound				Montezuma Road Westbound				College Avenue Northbound				Montezuma Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	48	178	51	277	6	73	46	125	102	192	18	312	32	38	28	98	812
08:15 AM	59	164	54	277	11	91	50	152	92	193	27	312	47	58	21	126	867
08:30 AM	79	136	37	252	11	113	65	189	111	176	37	324	42	72	43	157	922
08:45 AM	68	129	33	230	9	140	50	199	79	159	31	269	45	67	29	141	839
Total Volume	254	607	175	1036	37	417	211	665	384	720	113	1217	166	235	121	522	3440
% App. Total	24.5	58.6	16.9		5.6	62.7	31.7		31.6	59.2	9.3		31.8	45	23.2		
PHF	.804	.853	.810	.935	.841	.745	.812	.835	.865	.933	.764	.939	.883	.816	.703	.831	.933

City of San Diego
 N/S: College Avenue
 E/W: Montezuma Road
 Weather: Clear

File Name : 15_SDG_College_Montezuma AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				08:00 AM				07:45 AM				07:45 AM			
+0 mins.	44	149	54	247	6	73	46	125	105	164	12	281	39	64	46	149
+15 mins.	48	178	51	277	11	91	50	152	102	192	18	312	32	38	28	98
+30 mins.	59	164	54	277	11	113	65	189	92	193	27	312	47	58	21	126
+45 mins.	79	136	37	252	9	140	50	199	111	176	37	324	42	72	43	157
Total Volume	230	627	196	1053	37	417	211	665	410	725	94	1229	160	232	138	530
% App. Total	21.8	59.5	18.6		5.6	62.7	31.7		33.4	59	7.6		30.2	43.8	26	
PHF	.728	.881	.907	.950	.841	.745	.812	.835	.923	.939	.635	.948	.851	.806	.750	.844

City of San Diego
 N/S: College Avenue
 E/W: Montezuma Road
 Weather: Clear

File Name : 15_SDG_College_Montezuma PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

Groups Printed- Total Volume

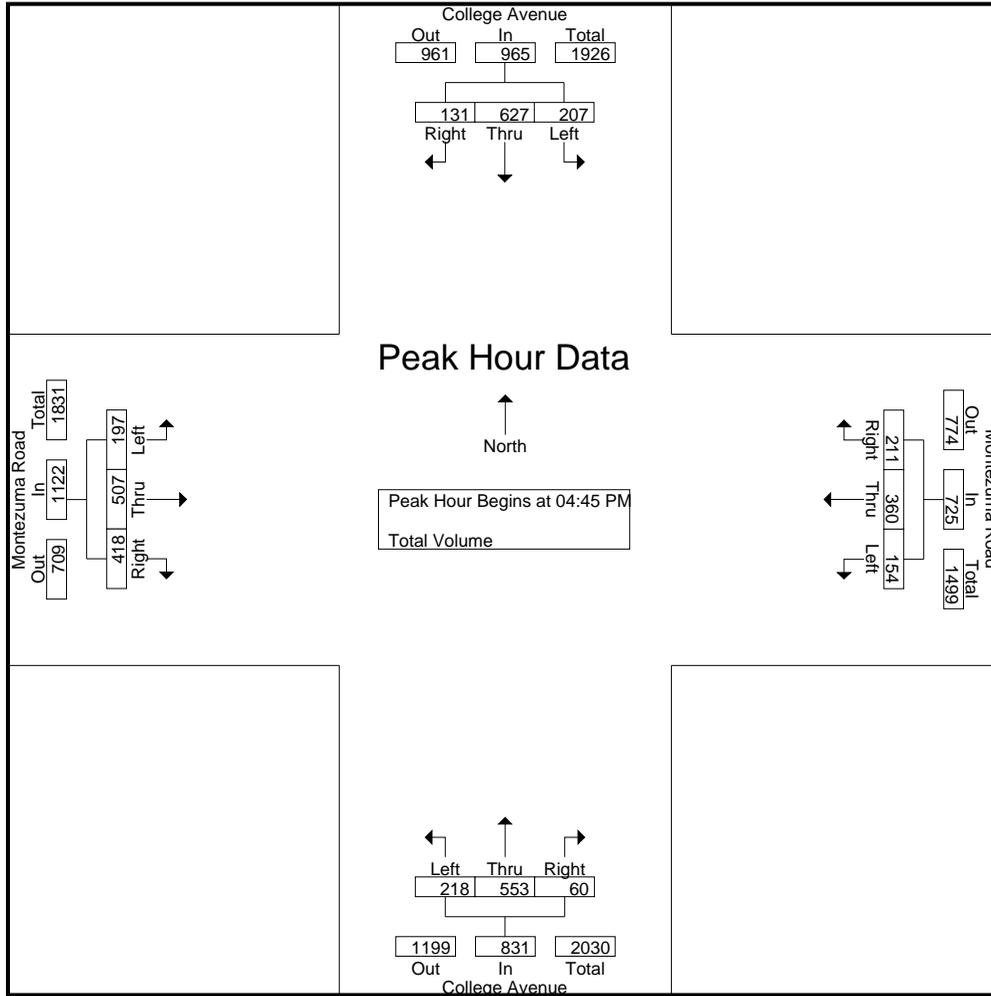
Start Time	College Avenue Southbound				Montezuma Road Westbound				College Avenue Northbound				Montezuma Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	28	165	19	212	53	146	50	249	62	114	13	189	48	143	70	261	911
04:15 PM	40	149	34	223	34	89	56	179	72	140	12	224	49	149	109	307	933
04:30 PM	47	159	44	250	37	94	57	188	46	123	16	185	49	128	93	270	893
04:45 PM	47	141	32	220	42	86	60	188	60	131	12	203	56	132	91	279	890
Total	162	614	129	905	166	415	223	804	240	508	53	801	202	552	363	1117	3627
05:00 PM	61	165	37	263	48	82	51	181	45	138	19	202	48	119	95	262	908
05:15 PM	42	161	31	234	33	101	49	183	54	137	10	201	41	134	127	302	920
05:30 PM	57	160	31	248	31	91	51	173	59	147	19	225	52	122	105	279	925
05:45 PM	50	132	40	222	37	95	55	187	46	131	11	188	54	124	111	289	886
Total	210	618	139	967	149	369	206	724	204	553	59	816	195	499	438	1132	3639
Grand Total	372	1232	268	1872	315	784	429	1528	444	1061	112	1617	397	1051	801	2249	7266
Apprch %	19.9	65.8	14.3		20.6	51.3	28.1		27.5	65.6	6.9		17.7	46.7	35.6		
Total %	5.1	17	3.7	25.8	4.3	10.8	5.9	21	6.1	14.6	1.5	22.3	5.5	14.5	11	31	

Start Time	College Avenue Southbound				Montezuma Road Westbound				College Avenue Northbound				Montezuma Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	47	141	32	220	42	86	60	188	60	131	12	203	56	132	91	279	890
05:00 PM	61	165	37	263	48	82	51	181	45	138	19	202	48	119	95	262	908
05:15 PM	42	161	31	234	33	101	49	183	54	137	10	201	41	134	127	302	920
05:30 PM	57	160	31	248	31	91	51	173	59	147	19	225	52	122	105	279	925
Total Volume	207	627	131	965	154	360	211	725	218	553	60	831	197	507	418	1122	3643
% App. Total	21.5	65	13.6		21.2	49.7	29.1		26.2	66.5	7.2		17.6	45.2	37.3		
PHF	.848	.950	.885	.917	.802	.891	.879	.964	.908	.940	.789	.923	.879	.946	.823	.929	.985

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

City of San Diego
 N/S: College Avenue
 E/W: Montezuma Road
 Weather: Clear

File Name : 15_SDG_College_Montezuma PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				04:45 PM				05:00 PM			
+0 mins.	47	159	44	250	53	146	50	249	60	131	12	203	48	119	95	262
+15 mins.	47	141	32	220	34	89	56	179	45	138	19	202	41	134	127	302
+30 mins.	61	165	37	263	37	94	57	188	54	137	10	201	52	122	105	279
+45 mins.	42	161	31	234	42	86	60	188	59	147	19	225	54	124	111	289
Total Volume	197	626	144	967	166	415	223	804	218	553	60	831	195	499	438	1132
% App. Total	20.4	64.7	14.9		20.6	51.6	27.7		26.2	66.5	7.2		17.2	44.1	38.7	
PHF	.807	.948	.818	.919	.783	.711	.929	.807	.908	.940	.789	.923	.903	.931	.862	.937

Location: San Diego
 N/S: College Avenue
 E/W: Montezuma Road



Date: 9/15/2021
 Day: Wednesday

PEDESTRIANS

	North Leg College Avenue	East Leg Montezuma Road	South Leg College Avenue	West Leg Montezuma Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	3	3	1	0	7
7:15 AM	9	2	3	5	19
7:30 AM	4	5	4	12	25
7:45 AM	5	6	3	12	26
8:00 AM	2	4	5	8	19
8:15 AM	0	5	5	5	15
8:30 AM	9	12	22	41	84
8:45 AM	9	6	17	36	68
TOTAL VOLUMES:	41	43	60	119	263

	North Leg College Avenue	East Leg Montezuma Road	South Leg College Avenue	West Leg Montezuma Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	28	7	18	66	119
4:15 PM	10	16	29	37	92
4:30 PM	26	8	15	43	92
4:45 PM	27	26	25	65	143
5:00 PM	14	9	4	53	80
5:15 PM	32	25	7	70	134
5:30 PM	21	26	12	66	125
5:45 PM	41	25	18	51	135
TOTAL VOLUMES:	199	142	128	451	920

Location: San Diego
 N/S: College Avenue
 E/W: Montezuma Road



Date: 9/15/2021
 Day: Wednesday

BICYCLES

	Southbound College Avenue			Westbound Montezuma Road			Northbound College Avenue			Eastbound Montezuma Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	2
7:15 AM	0	0	0	0	1	0	0	0	0	1	0	0	2
7:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
7:45 AM	0	1	0	0	1	1	1	0	0	0	0	0	4
8:00 AM	0	0	0	0	2	1	0	0	0	0	0	0	3
8:15 AM	0	0	0	0	1	0	1	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
8:45 AM	0	0	0	0	4	1	0	1	0	0	0	0	6
TOTAL VOLUMES:	0	1	0	0	10	3	3	4	0	1	1	0	23

	Southbound College Avenue			Westbound Montezuma Road			Northbound College Avenue			Eastbound Montezuma Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	1	0	1	1	2	0	0	0	0	0	2	0	7
4:15 PM	0	1	0	0	1	0	0	0	0	0	1	0	3
4:30 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
4:45 PM	0	1	0	0	2	0	0	0	0	0	5	0	8
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
5:30 PM	0	1	0	0	1	0	0	0	0	0	2	0	4
5:45 PM	1	0	0	0	1	0	0	1	0	0	5	0	8
TOTAL VOLUMES:	2	5	1	1	10	0	0	1	0	0	17	0	37

City of San Diego
 N/S: East Campus Drive
 E/W: Montezuma Road
 Weather: Clear

File Name : 17_SDG_Campus_Montezuma AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

Groups Printed- Total Volume

Start Time	East Campus Drive Southbound			Montezuma Road Westbound			Montezuma Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	3	5	8	79	12	91	6	33	39	138
07:15 AM	2	6	8	134	6	140	15	39	54	202
07:30 AM	6	9	15	196	27	223	28	56	84	322
07:45 AM	5	8	13	128	17	145	28	78	106	264
Total	16	28	44	537	62	599	77	206	283	926
08:00 AM	4	4	8	118	15	133	13	72	85	226
08:15 AM	9	7	16	144	18	162	32	103	135	313
08:30 AM	11	10	21	174	28	202	35	121	156	379
08:45 AM	10	15	25	181	23	204	49	115	164	393
Total	34	36	70	617	84	701	129	411	540	1311
Grand Total	50	64	114	1154	146	1300	206	617	823	2237
Apprch %	43.9	56.1		88.8	11.2		25	75		
Total %	2.2	2.9	5.1	51.6	6.5	58.1	9.2	27.6	36.8	

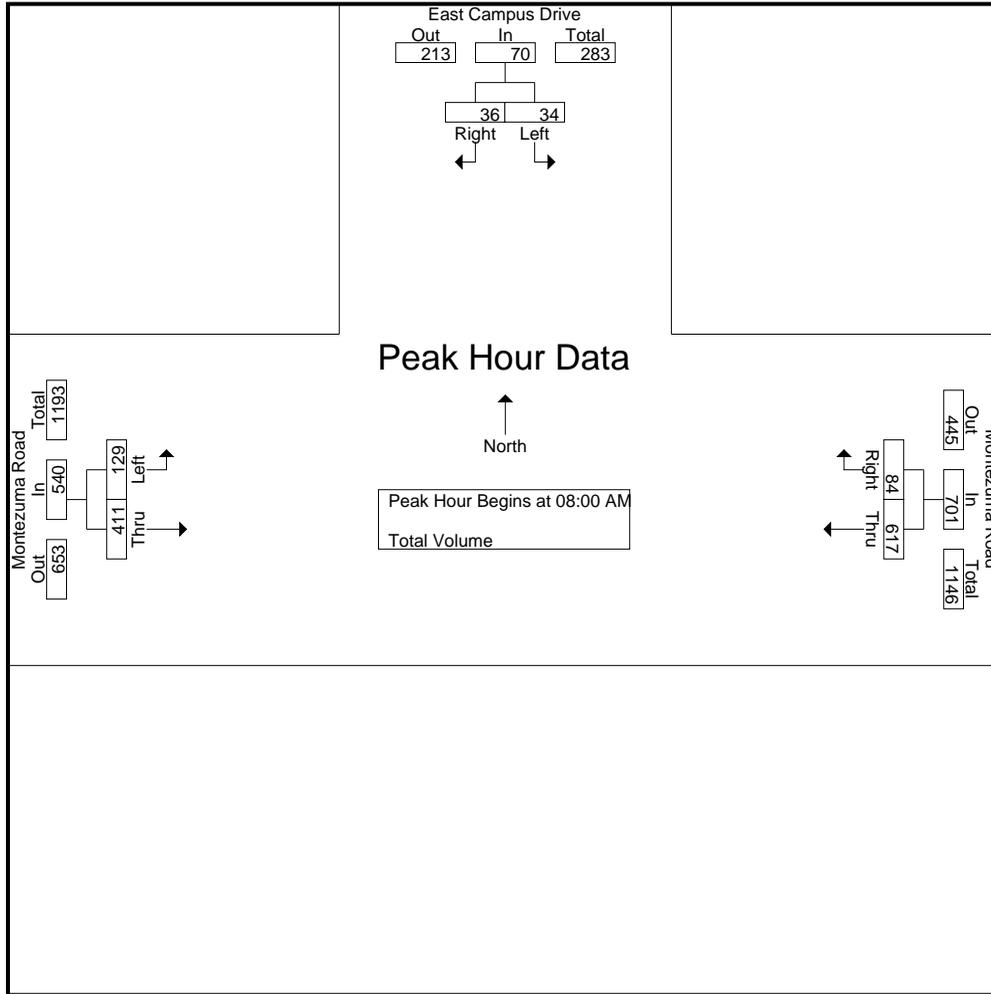
Start Time	East Campus Drive Southbound			Montezuma Road Westbound			Montezuma Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
08:00 AM	4	4	8	118	15	133	13	72	85	226
08:15 AM	9	7	16	144	18	162	32	103	135	313
08:30 AM	11	10	21	174	28	202	35	121	156	379
08:45 AM	10	15	25	181	23	204	49	115	164	393
Total Volume	34	36	70	617	84	701	129	411	540	1311
% App. Total	48.6	51.4		88	12		23.9	76.1		
PHF	.773	.600	.700	.852	.750	.859	.658	.849	.823	.834

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM

City of San Diego
 N/S: East Campus Drive
 E/W: Montezuma Road
 Weather: Clear

File Name : 17_SDG_Campus_Montezuma AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	4	4	8	118	15	133	13	72	85
+15 mins.	9	7	16	144	18	162	32	103	135
+30 mins.	11	10	21	174	28	202	35	121	156
+45 mins.	10	15	25	181	23	204	49	115	164
Total Volume	34	36	70	617	84	701	129	411	540
% App. Total	48.6	51.4		88	12		23.9	76.1	
PHF	.773	.600	.700	.852	.750	.859	.658	.849	.823

City of San Diego
 N/S: East Campus Drive
 E/W: Montezuma Road
 Weather: Clear

File Name : 17_SDG_Campus_Montezuma PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

Groups Printed- Total Volume

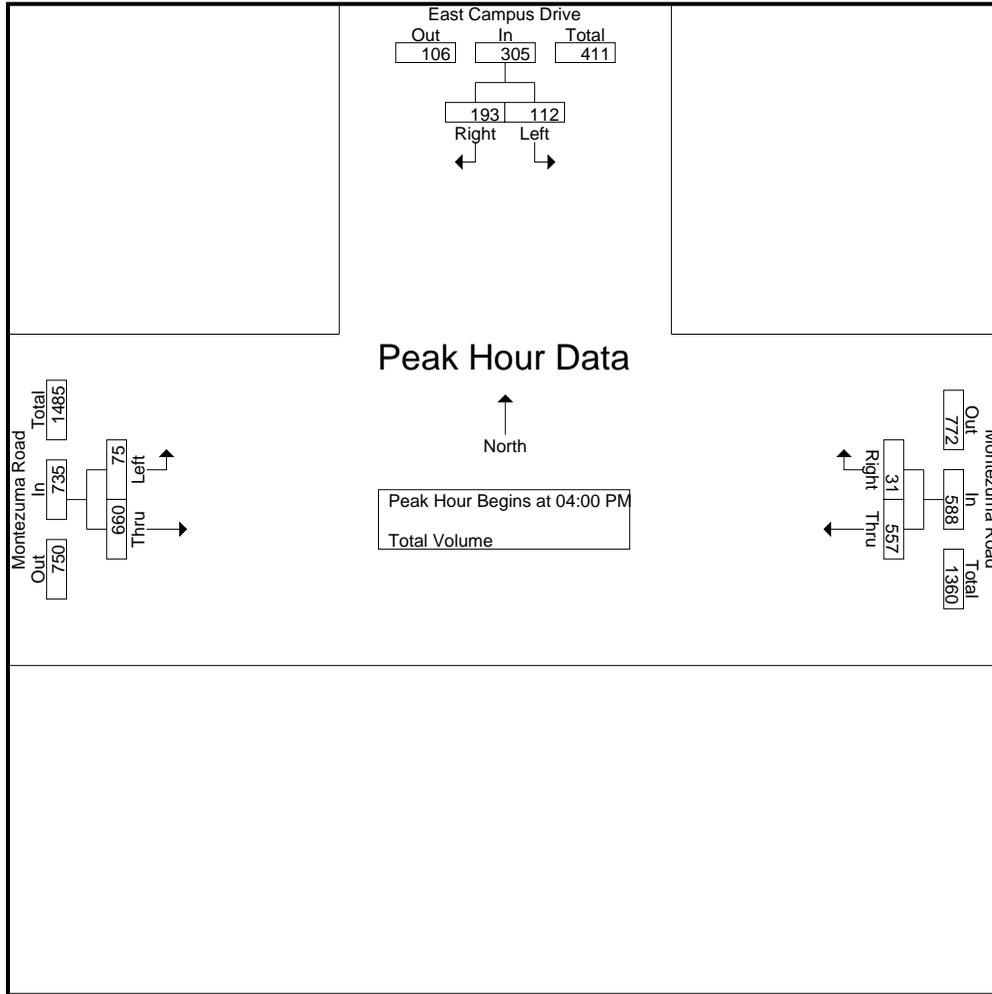
Start Time	East Campus Drive Southbound			Montezuma Road Westbound			Montezuma Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	37	66	103	172	6	178	17	157	174	455
04:15 PM	27	42	69	130	6	136	21	179	200	405
04:30 PM	29	31	60	134	10	144	17	155	172	376
04:45 PM	19	54	73	121	9	130	20	169	189	392
Total	112	193	305	557	31	588	75	660	735	1628
05:00 PM	28	46	74	113	10	123	17	160	177	374
05:15 PM	41	60	101	120	11	131	8	171	179	411
05:30 PM	32	55	87	116	9	125	18	172	190	402
05:45 PM	21	47	68	108	7	115	18	166	184	367
Total	122	208	330	457	37	494	61	669	730	1554
Grand Total	234	401	635	1014	68	1082	136	1329	1465	3182
Apprch %	36.9	63.1		93.7	6.3		9.3	90.7		
Total %	7.4	12.6	20	31.9	2.1	34	4.3	41.8	46	

Start Time	East Campus Drive Southbound			Montezuma Road Westbound			Montezuma Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	37	66	103	172	6	178	17	157	174	455
04:15 PM	27	42	69	130	6	136	21	179	200	405
04:30 PM	29	31	60	134	10	144	17	155	172	376
04:45 PM	19	54	73	121	9	130	20	169	189	392
Total Volume	112	193	305	557	31	588	75	660	735	1628
% App. Total	36.7	63.3		94.7	5.3		10.2	89.8		
PHF	.757	.731	.740	.810	.775	.826	.893	.922	.919	.895

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of San Diego
 N/S: East Campus Drive
 E/W: Montezuma Road
 Weather: Clear

File Name : 17_SDG_Campus_Montezuma PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM			04:00 PM			04:15 PM		
+0 mins.	19	54	73	172	6	178	21	179	200
+15 mins.	28	46	74	130	6	136	17	155	172
+30 mins.	41	60	101	134	10	144	20	169	189
+45 mins.	32	55	87	121	9	130	17	160	177
Total Volume	120	215	335	557	31	588	75	663	738
% App. Total	35.8	64.2		94.7	5.3		10.2	89.8	
PHF	.732	.896	.829	.810	.775	.826	.893	.926	.923

Location: San Diego
 N/S: College Avenue
 E/W: Montezuma Road



Date: 9/15/2021
 Day: Wednesday

PEDESTRIANS

	North Leg College Avenue	East Leg Montezuma Road	South Leg Dead End	West Leg Montezuma Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	2	0	0	0	2
7:15 AM	12	0	0	2	14
7:30 AM	4	0	0	5	9
7:45 AM	6	1	0	6	13
8:00 AM	4	0	0	2	6
8:15 AM	3	0	0	4	7
8:30 AM	3	0	0	13	16
8:45 AM	9	0	0	9	18
TOTAL VOLUMES:	43	1	0	41	85

	North Leg College Avenue	East Leg Montezuma Road	South Leg Dead End	West Leg Montezuma Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	12	0	0	9	21
4:15 PM	7	0	0	14	21
4:30 PM	10	0	0	16	26
4:45 PM	9	0	0	11	20
5:00 PM	8	0	0	9	17
5:15 PM	7	0	0	11	18
5:30 PM	11	0	0	15	26
5:45 PM	16	0	0	17	33
TOTAL VOLUMES:	80	0	0	102	182

Location: San Diego
 N/S: College Avenue
 E/W: Montezuma Road



Date: 9/15/2021
 Day: Wednesday

BICYCLES

	Southbound College Avenue			Westbound Montezuma Road			Northbound Dead End			Eastbound Montezuma Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	1	1	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	2	1	0	0	0	0	0	0	3
8:00 AM	1	0	0	0	2	0	0	0	0	0	0	0	3
8:15 AM	1	0	0	0	1	1	0	0	0	0	0	0	3
8:30 AM	0	0	0	0	2	1	0	0	0	0	1	0	4
8:45 AM	0	0	0	0	6	2	0	0	0	0	1	0	9
TOTAL VOLUMES:	2	0	0	0	17	6	0	0	0	0	2	0	27

	Southbound College Avenue			Westbound Montezuma Road			Northbound Dead End			Eastbound Montezuma Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	3	1	0	0	0	0	4	0	8
4:15 PM	2	0	0	0	1	0	0	0	0	0	5	0	8
4:30 PM	4	0	0	0	4	0	0	0	0	0	1	0	9
4:45 PM	0	0	0	0	0	1	0	0	0	0	4	0	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
5:15 PM	2	0	0	0	1	1	0	0	0	0	1	0	5
5:30 PM	0	0	0	0	1	1	0	0	0	0	2	0	4
5:45 PM	1	0	0	0	0	0	0	0	0	1	6	0	8
TOTAL VOLUMES:	9	0	0	0	10	4	0	0	0	1	25	0	49

City of San Diego
 N/S: 63rd Street
 E/W: Montezuma Road
 Weather: Clear

File Name : 27_SDG_63rd_Montezuma AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

Groups Printed- Total Volume

Start Time	63rd Street Southbound				Montezuma Road Westbound				63rd Street Northbound				Montezuma Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	2	2	1	76	0	77	4	0	2	6	1	27	1	29	114
07:15 AM	2	0	9	11	1	125	0	126	15	1	1	17	1	32	7	40	194
07:30 AM	3	2	7	12	3	203	2	208	12	2	1	15	3	50	7	60	295
07:45 AM	1	1	8	10	0	120	1	121	12	1	0	13	1	62	11	74	218
Total	6	3	26	35	5	524	3	532	43	4	4	51	6	171	26	203	821
08:00 AM	1	1	9	11	3	111	2	116	15	1	3	19	5	56	4	65	211
08:15 AM	0	0	12	12	4	123	1	128	18	1	3	22	2	98	9	109	271
08:30 AM	2	1	12	15	2	157	4	163	42	1	9	52	6	111	15	132	362
08:45 AM	2	1	10	13	3	170	3	176	28	0	9	37	6	107	18	131	357
Total	5	3	43	51	12	561	10	583	103	3	24	130	19	372	46	437	1201
Grand Total	11	6	69	86	17	1085	13	1115	146	7	28	181	25	543	72	640	2022
Apprch %	12.8	7	80.2		1.5	97.3	1.2		80.7	3.9	15.5		3.9	84.8	11.2		
Total %	0.5	0.3	3.4	4.3	0.8	53.7	0.6	55.1	7.2	0.3	1.4	9	1.2	26.9	3.6	31.7	

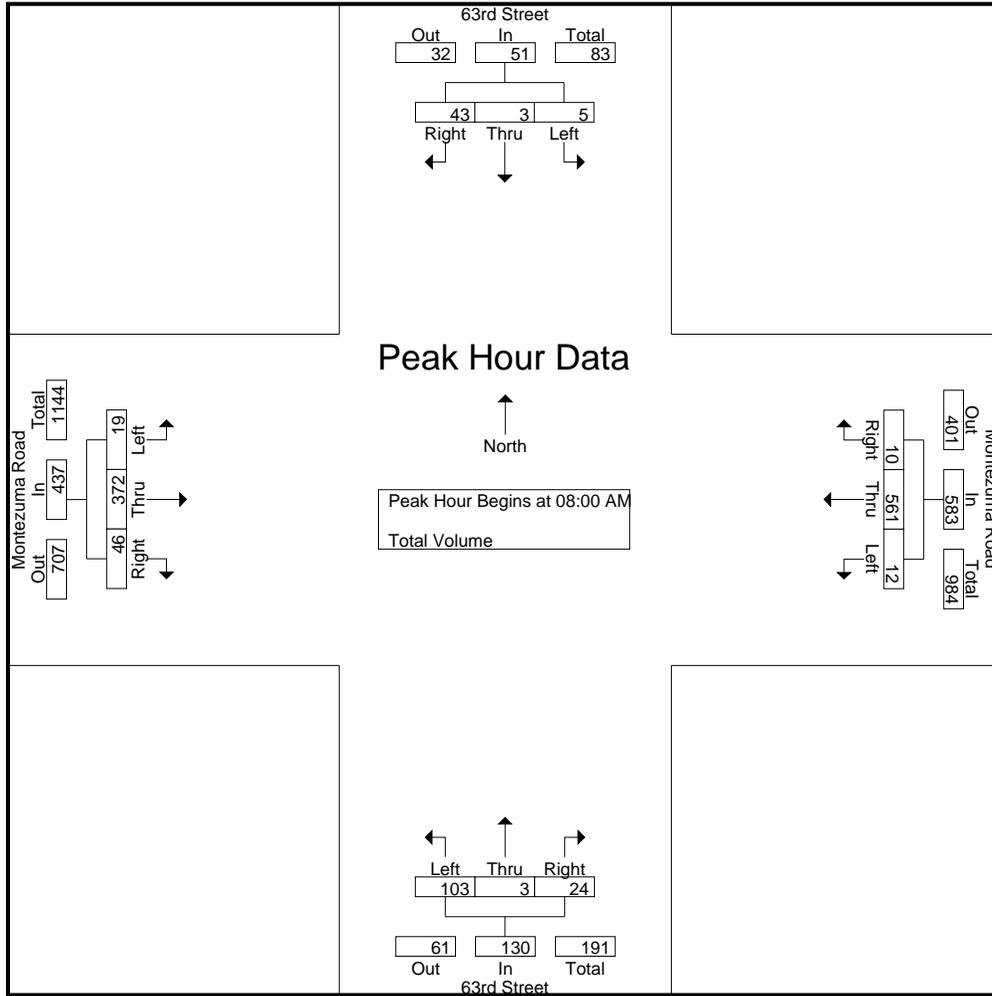
Start Time	63rd Street Southbound				Montezuma Road Westbound				63rd Street Northbound				Montezuma Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:00 AM	1	1	9	11	3	111	2	116	15	1	3	19	5	56	4	65	211
08:15 AM	0	0	12	12	4	123	1	128	18	1	3	22	2	98	9	109	271
08:30 AM	2	1	12	15	2	157	4	163	42	1	9	52	6	111	15	132	362
08:45 AM	2	1	10	13	3	170	3	176	28	0	9	37	6	107	18	131	357
Total Volume	5	3	43	51	12	561	10	583	103	3	24	130	19	372	46	437	1201
% App. Total	9.8	5.9	84.3		2.1	96.2	1.7		79.2	2.3	18.5		4.3	85.1	10.5		
PHF	.625	.750	.896	.850	.750	.825	.625	.828	.613	.750	.667	.625	.792	.838	.639	.828	.829

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM

City of San Diego
 N/S: 63rd Street
 E/W: Montezuma Road
 Weather: Clear

File Name : 27_SDG_63rd_Montezuma AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	1	1	9	11	3	111	2	116	15	1	3	19	5	56	4	65
+15 mins.	0	0	12	12	4	123	1	128	18	1	3	22	2	98	9	109
+30 mins.	2	1	12	15	2	157	4	163	42	1	9	52	6	111	15	132
+45 mins.	2	1	10	13	3	170	3	176	28	0	9	37	6	107	18	131
Total Volume	5	3	43	51	12	561	10	583	103	3	24	130	19	372	46	437
% App. Total	9.8	5.9	84.3		2.1	96.2	1.7		79.2	2.3	18.5		4.3	85.1	10.5	
PHF	.625	.750	.896	.850	.750	.825	.625	.828	.613	.750	.667	.625	.792	.838	.639	.828

City of San Diego
 N/S: 63rd Street
 E/W: Montezuma Road
 Weather: Clear

File Name : 27_SDG_63rd_Montezuma PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

Groups Printed- Total Volume

Start Time	63rd Street Southbound				Montezuma Road Westbound				63rd Street Northbound				Montezuma Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	3	12	17	5	124	2	131	18	4	4	26	7	153	19	179	353
04:15 PM	1	3	5	9	2	93	3	98	24	1	3	28	9	162	35	206	341
04:30 PM	1	2	10	13	1	103	0	104	26	5	3	34	8	160	20	188	339
04:45 PM	2	0	10	12	2	75	4	81	17	0	3	20	13	149	19	181	294
Total	6	8	37	51	10	395	9	414	85	10	13	108	37	624	93	754	1327
05:00 PM	2	3	10	15	3	83	3	89	12	0	2	14	11	146	26	183	301
05:15 PM	1	2	11	14	2	81	4	87	15	0	3	18	8	156	26	190	309
05:30 PM	0	3	10	13	5	84	2	91	12	0	5	17	12	168	27	207	328
05:45 PM	4	2	7	13	4	79	1	84	14	4	5	23	4	155	20	179	299
Total	7	10	38	55	14	327	10	351	53	4	15	72	35	625	99	759	1237
Grand Total	13	18	75	106	24	722	19	765	138	14	28	180	72	1249	192	1513	2564
Apprch %	12.3	17	70.8		3.1	94.4	2.5		76.7	7.8	15.6		4.8	82.6	12.7		
Total %	0.5	0.7	2.9	4.1	0.9	28.2	0.7	29.8	5.4	0.5	1.1	7	2.8	48.7	7.5	59	

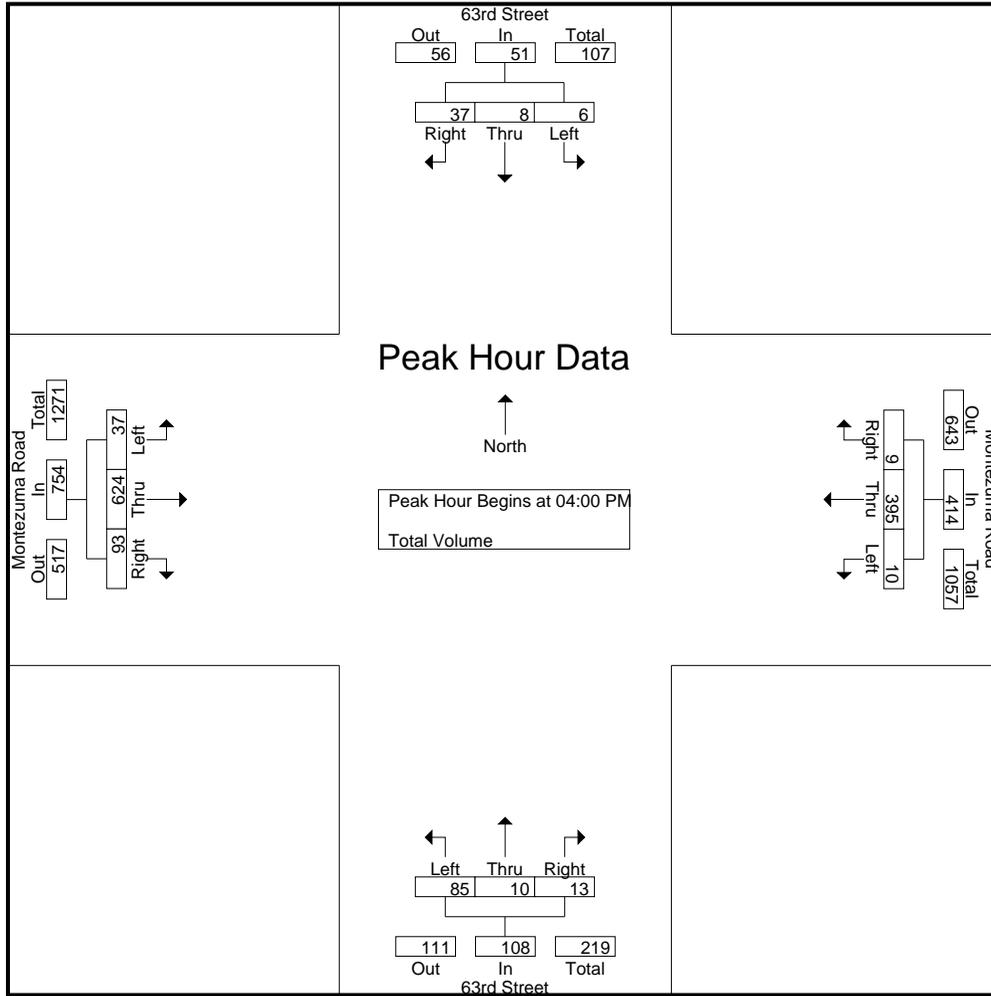
Start Time	63rd Street Southbound				Montezuma Road Westbound				63rd Street Northbound				Montezuma Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	3	12	17	5	124	2	131	18	4	4	26	7	153	19	179	353
04:15 PM	1	3	5	9	2	93	3	98	24	1	3	28	9	162	35	206	341
04:30 PM	1	2	10	13	1	103	0	104	26	5	3	34	8	160	20	188	339
04:45 PM	2	0	10	12	2	75	4	81	17	0	3	20	13	149	19	181	294
Total Volume	6	8	37	51	10	395	9	414	85	10	13	108	37	624	93	754	1327
% App. Total	11.8	15.7	72.5		2.4	95.4	2.2		78.7	9.3	12		4.9	82.8	12.3		
PHF	.750	.667	.771	.750	.500	.796	.563	.790	.817	.500	.813	.794	.712	.963	.664	.915	.940

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

City of San Diego
 N/S: 63rd Street
 E/W: Montezuma Road
 Weather: Clear

File Name : 27_SDG_63rd_Montezuma PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				04:00 PM				04:45 PM			
+0 mins.	2	3	10	15	5	124	2	131	18	4	4	26	13	149	19	181
+15 mins.	1	2	11	14	2	93	3	98	24	1	3	28	11	146	26	183
+30 mins.	0	3	10	13	1	103	0	104	26	5	3	34	8	156	26	190
+45 mins.	4	2	7	13	2	75	4	81	17	0	3	20	12	168	27	207
Total Volume	7	10	38	55	10	395	9	414	85	10	13	108	44	619	98	761
% App. Total	12.7	18.2	69.1		2.4	95.4	2.2		78.7	9.3	12		5.8	81.3	12.9	
PHF	.438	.833	.864	.917	.500	.796	.563	.790	.817	.500	.813	.794	.846	.921	.907	.919

Location: San Diego
 N/S: 63rd Street
 E/W: Montezuma Road



Date: 9/15/2021
 Day: Wednesday

PEDESTRIANS

	North Leg 63rd Street	East Leg Montezuma Road	South Leg 63rd Street	West Leg Montezuma Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	2	0	4	1	7
7:15 AM	8	2	6	0	16
7:30 AM	2	0	8	2	12
7:45 AM	6	1	1	0	8
8:00 AM	5	0	2	0	7
8:15 AM	3	1	2	4	10
8:30 AM	7	3	7	4	21
8:45 AM	7	3	10	2	22
TOTAL VOLUMES:	40	10	40	13	103

	North Leg 63rd Street	East Leg Montezuma Road	South Leg 63rd Street	West Leg Montezuma Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	5	0	3	6	14
4:15 PM	13	0	2	6	21
4:30 PM	7	1	6	3	17
4:45 PM	8	0	4	2	14
5:00 PM	10	0	8	6	24
5:15 PM	11	1	5	2	19
5:30 PM	3	0	5	3	11
5:45 PM	3	0	6	4	13
TOTAL VOLUMES:	60	2	39	32	133

Location: San Diego
 N/S: 63rd Street
 E/W: Montezuma Road



Date: 9/15/2021
 Day: Wednesday

BICYCLES

	Southbound 63rd Street			Westbound Montezuma Road			Northbound 63rd Street			Eastbound Montezuma Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	3	0	0	0	0	0	0	0	3
8:00 AM	0	0	0	0	1	0	1	0	0	0	1	0	3
8:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
8:30 AM	0	0	1	0	2	0	0	0	0	0	1	0	4
8:45 AM	0	0	1	0	6	0	3	0	0	0	1	0	11
TOTAL VOLUMES:	0	0	2	0	17	0	4	0	0	0	3	0	26

	Southbound 63rd Street			Westbound Montezuma Road			Northbound 63rd Street			Eastbound Montezuma Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	1	0	2	0	0	0	0	0	2	2	7
4:15 PM	0	0	0	0	0	0	0	0	0	0	4	2	6
4:30 PM	0	0	0	0	1	0	0	0	0	0	3	2	6
4:45 PM	0	0	0	0	1	0	0	0	0	1	1	1	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	2	1	3
5:15 PM	0	0	0	0	2	0	0	1	1	2	1	0	7
5:30 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	4	0	4
TOTAL VOLUMES:	0	0	1	0	7	0	0	1	1	3	19	8	40

City of San Diego
 N/S: Reservoir Drive
 E/W: Montezuma Road
 Weather: Clear

File Name : 20_SDG_Reservoir_Montezuma AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

Groups Printed- Total Volume

Start Time	Reservoir Drive Southbound			Montezuma Road Westbound			Montezuma Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	2	4	6	49	10	59	8	22	30	95
07:15 AM	3	11	14	74	9	83	7	28	35	132
07:30 AM	2	13	15	112	17	129	12	35	47	191
07:45 AM	10	18	28	82	25	107	12	47	59	194
Total	17	46	63	317	61	378	39	132	171	612
08:00 AM	12	9	21	82	15	97	17	42	59	177
08:15 AM	3	25	28	96	16	112	15	70	85	225
08:30 AM	10	24	34	128	25	153	26	113	139	326
08:45 AM	11	12	23	85	26	111	27	109	136	270
Total	36	70	106	391	82	473	85	334	419	998
Grand Total	53	116	169	708	143	851	124	466	590	1610
Apprch %	31.4	68.6		83.2	16.8		21	79		
Total %	3.3	7.2	10.5	44	8.9	52.9	7.7	28.9	36.6	

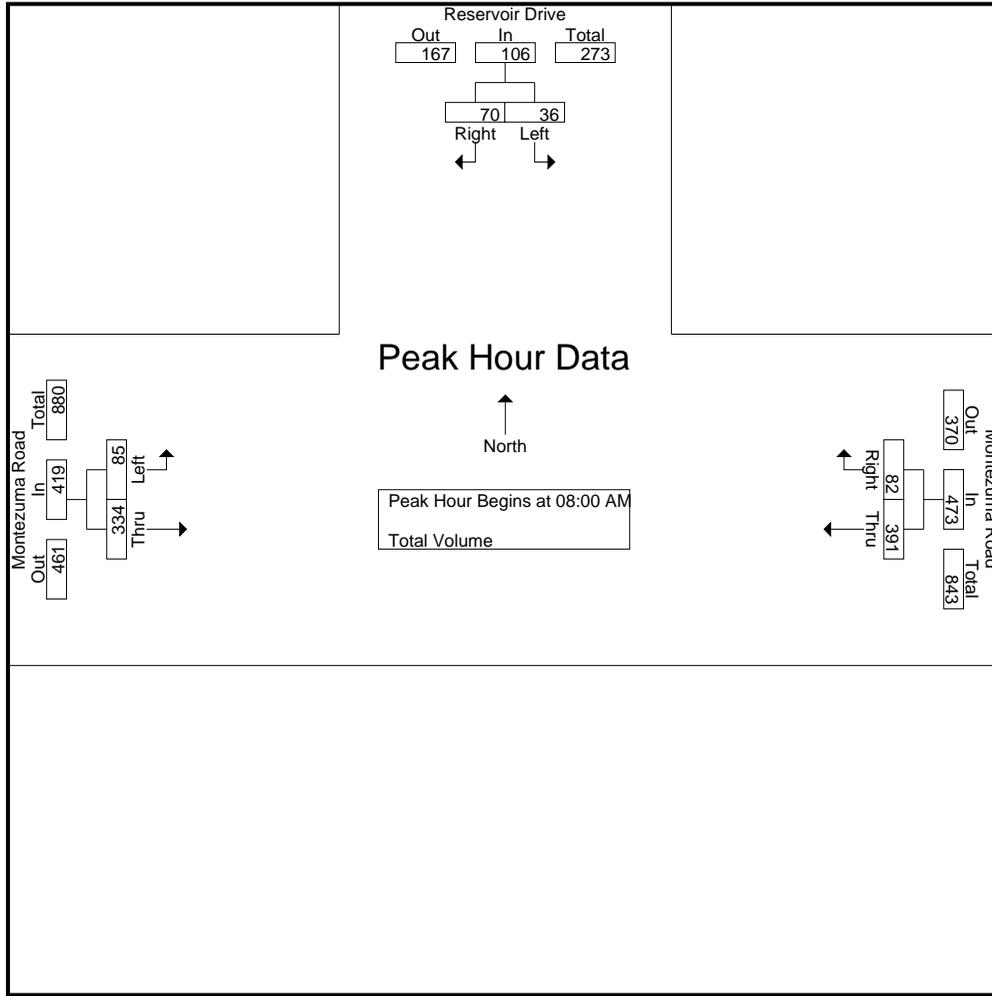
Start Time	Reservoir Drive Southbound			Montezuma Road Westbound			Montezuma Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
08:00 AM	12	9	21	82	15	97	17	42	59	177
08:15 AM	3	25	28	96	16	112	15	70	85	225
08:30 AM	10	24	34	128	25	153	26	113	139	326
08:45 AM	11	12	23	85	26	111	27	109	136	270
Total Volume	36	70	106	391	82	473	85	334	419	998
% App. Total	34	66		82.7	17.3		20.3	79.7		
PHF	.750	.700	.779	.764	.788	.773	.787	.739	.754	.765

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM

City of San Diego
 N/S: Reservoir Drive
 E/W: Montezuma Road
 Weather: Clear

File Name : 20_SDG_Reservoir_Montezuma AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM			08:00 AM			08:00 AM		
+0 mins.	10	18	28	82	15	97	17	42	59
+15 mins.	12	9	21	96	16	112	15	70	85
+30 mins.	3	25	28	128	25	153	26	113	139
+45 mins.	10	24	34	85	26	111	27	109	136
Total Volume	35	76	111	391	82	473	85	334	419
% App. Total	31.5	68.5		82.7	17.3		20.3	79.7	
PHF	.729	.760	.816	.764	.788	.773	.787	.739	.754

City of San Diego
 N/S: Reservoir Drive
 E/W: Montezuma Road
 Weather: Clear

File Name : 20_SDG_Reservoir_Montezuma PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

Groups Printed- Total Volume

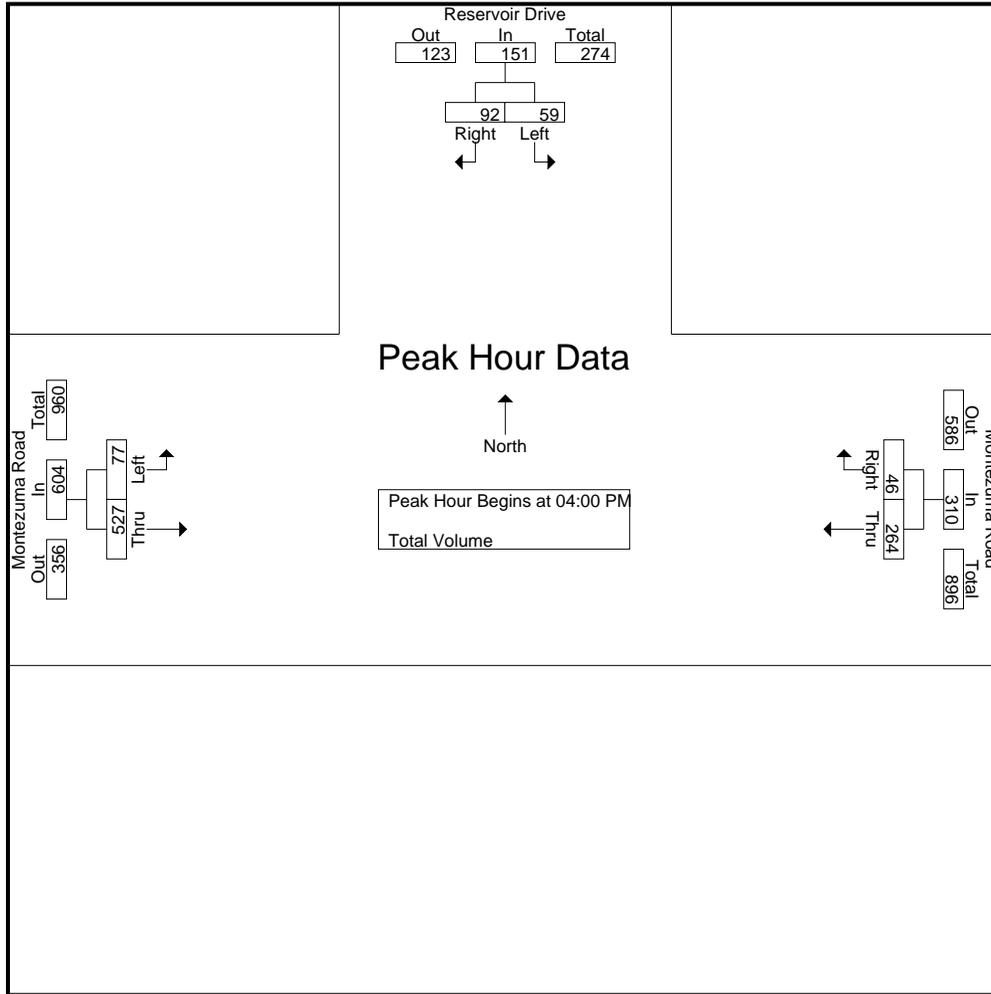
Start Time	Reservoir Drive Southbound			Montezuma Road Westbound			Montezuma Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	14	30	44	76	16	92	29	160	189	325
04:15 PM	13	21	34	71	8	79	16	116	132	245
04:30 PM	15	25	40	63	11	74	16	135	151	265
04:45 PM	17	16	33	54	11	65	16	116	132	230
Total	59	92	151	264	46	310	77	527	604	1065
05:00 PM	24	10	34	70	17	87	14	131	145	266
05:15 PM	22	19	41	64	12	76	14	112	126	243
05:30 PM	15	15	30	66	12	78	21	103	124	232
05:45 PM	23	22	45	59	14	73	14	109	123	241
Total	84	66	150	259	55	314	63	455	518	982
Grand Total	143	158	301	523	101	624	140	982	1122	2047
Apprch %	47.5	52.5		83.8	16.2		12.5	87.5		
Total %	7	7.7	14.7	25.5	4.9	30.5	6.8	48	54.8	

Start Time	Reservoir Drive Southbound			Montezuma Road Westbound			Montezuma Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	14	30	44	76	16	92	29	160	189	325
04:15 PM	13	21	34	71	8	79	16	116	132	245
04:30 PM	15	25	40	63	11	74	16	135	151	265
04:45 PM	17	16	33	54	11	65	16	116	132	230
Total Volume	59	92	151	264	46	310	77	527	604	1065
% App. Total	39.1	60.9		85.2	14.8		12.7	87.3		
PHF	.868	.767	.858	.868	.719	.842	.664	.823	.799	.819

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of San Diego
 N/S: Reservoir Drive
 E/W: Montezuma Road
 Weather: Clear

File Name : 20_SDG_Reservoir_Montezuma PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM			05:00 PM			04:00 PM		
+0 mins.	14	30	44	70	17	87	29	160	189
+15 mins.	13	21	34	64	12	76	16	116	132
+30 mins.	15	25	40	66	12	78	16	135	151
+45 mins.	17	16	33	59	14	73	16	116	132
Total Volume	59	92	151	259	55	314	77	527	604
% App. Total	39.1	60.9		82.5	17.5		12.7	87.3	
PHF	.868	.767	.858	.925	.809	.902	.664	.823	.799

Location: San Diego
 N/S: Reservoir Dr
 E/W: Montezuma Road



Date: 9/15/2021
 Day: Wednesday

PEDESTRIANS

	North Leg Reservoir Dr	East Leg Montezuma Road	South Leg Dead End	West Leg Montezuma Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	2	1	0	0	3
7:15 AM	3	2	0	1	6
7:30 AM	0	3	0	1	4
7:45 AM	0	3	0	0	3
8:00 AM	1	1	0	0	2
8:15 AM	2	4	0	0	6
8:30 AM	7	5	0	0	12
8:45 AM	2	5	0	0	7
TOTAL VOLUMES:	17	24	0	2	43

	North Leg Reservoir Dr	East Leg Montezuma Road	South Leg Dead End	West Leg Montezuma Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	2	3	0	0	5
4:15 PM	4	3	0	0	7
4:30 PM	4	3	0	0	7
4:45 PM	5	1	0	0	6
5:00 PM	4	6	0	0	10
5:15 PM	3	3	0	0	6
5:30 PM	5	2	0	0	7
5:45 PM	4	5	0	0	9
TOTAL VOLUMES:	31	26	0	0	57

Location: San Diego
 N/S: Reservoir Dr
 E/W: Montezuma Road



Date: 9/15/2021
 Day: Wednesday

BICYCLES

	Southbound Reservoir Dr			Westbound Montezuma Road			Northbound Dead End			Eastbound Montezuma Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	2	0	0	0	0	1	0	0	3
8:30 AM	0	0	0	0	2	0	0	0	0	0	1	0	3
8:45 AM	0	0	0	0	4	0	0	0	0	0	1	0	5
TOTAL VOLUMES:	0	0	0	0	15	0	0	0	0	1	2	0	18

	Southbound Reservoir Dr			Westbound Montezuma Road			Northbound Dead End			Eastbound Montezuma Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
4:15 PM	0	0	0	0	2	0	0	0	0	0	3	0	5
4:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	2	1	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
5:45 PM	1	0	0	0	0	0	0	0	0	0	4	0	5
TOTAL VOLUMES:	1	0	0	0	5	0	0	0	0	2	14	0	22

City of San Diego
 N/S: Montezuma Road
 E/W: El Cajon Boulevard
 Weather: Clear

File Name : 21_SDG_Montezuma_El Cajon AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

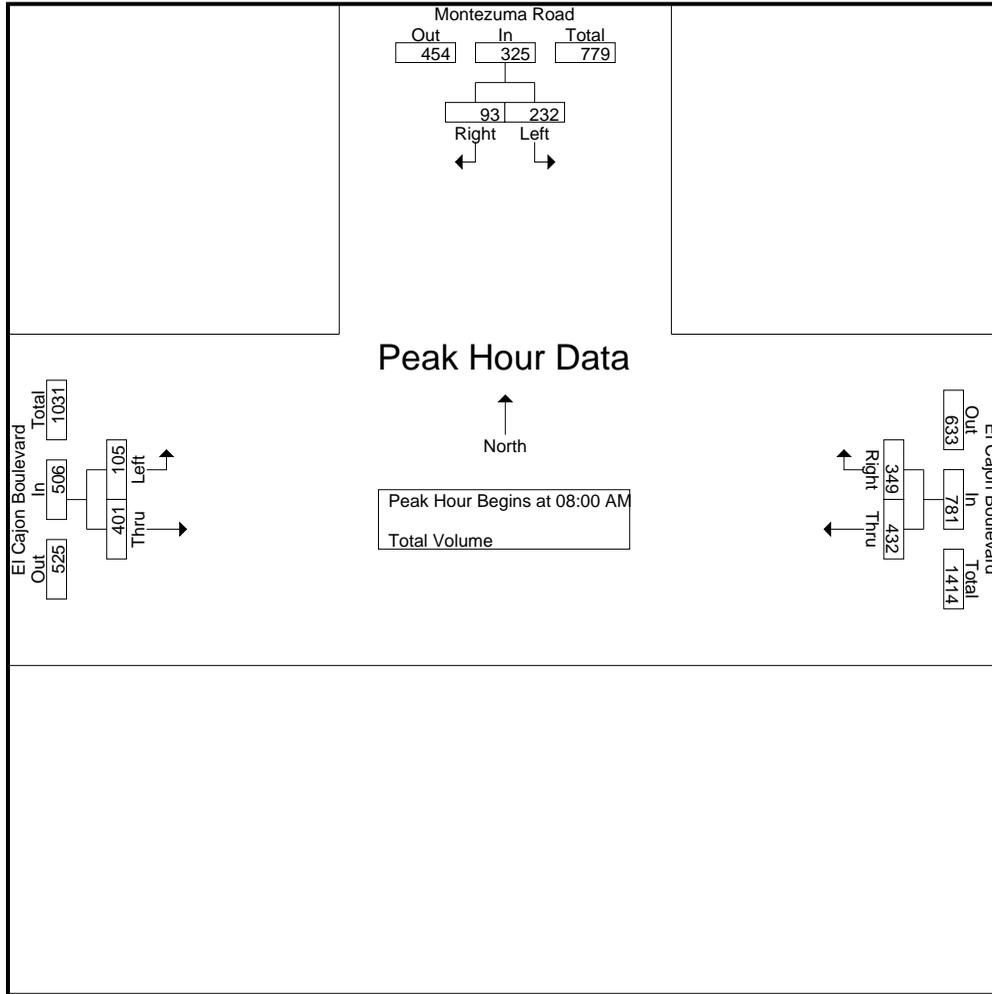
Groups Printed- Total Volume

Start Time	Montezuma Road Southbound			El Cajon Boulevard Westbound			El Cajon Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	20	4	24	55	44	99	15	52	67	190
07:15 AM	22	10	32	64	62	126	24	62	86	244
07:30 AM	27	6	33	64	91	155	31	91	122	310
07:45 AM	38	11	49	106	83	189	16	93	109	347
Total	107	31	138	289	280	569	86	298	384	1091
08:00 AM	33	13	46	123	81	204	20	87	107	357
08:15 AM	46	17	63	89	80	169	19	94	113	345
08:30 AM	70	32	102	100	108	208	34	99	133	443
08:45 AM	83	31	114	120	80	200	32	121	153	467
Total	232	93	325	432	349	781	105	401	506	1612
Grand Total	339	124	463	721	629	1350	191	699	890	2703
Apprch %	73.2	26.8		53.4	46.6		21.5	78.5		
Total %	12.5	4.6	17.1	26.7	23.3	49.9	7.1	25.9	32.9	

Start Time	Montezuma Road Southbound			El Cajon Boulevard Westbound			El Cajon Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	33	13	46	123	81	204	20	87	107	357
08:15 AM	46	17	63	89	80	169	19	94	113	345
08:30 AM	70	32	102	100	108	208	34	99	133	443
08:45 AM	83	31	114	120	80	200	32	121	153	467
Total Volume	232	93	325	432	349	781	105	401	506	1612
% App. Total	71.4	28.6		55.3	44.7		20.8	79.2		
PHF	.699	.727	.713	.878	.808	.939	.772	.829	.827	.863

City of San Diego
 N/S: Montezuma Road
 E/W: El Cajon Boulevard
 Weather: Clear

File Name : 21_SDG_Montezuma_El Cajon AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	33	13	46	123	81	204	20	87	107
+15 mins.	46	17	63	89	80	169	19	94	113
+30 mins.	70	32	102	100	108	208	34	99	133
+45 mins.	83	31	114	120	80	200	32	121	153
Total Volume	232	93	325	432	349	781	105	401	506
% App. Total	71.4	28.6		55.3	44.7		20.8	79.2	
PHF	.699	.727	.713	.878	.808	.939	.772	.829	.827

City of San Diego
 N/S: Montezuma Road
 E/W: El Cajon Boulevard
 Weather: Clear

File Name : 21_SDG_Montezuma_EI Cajon PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

Groups Printed- Total Volume

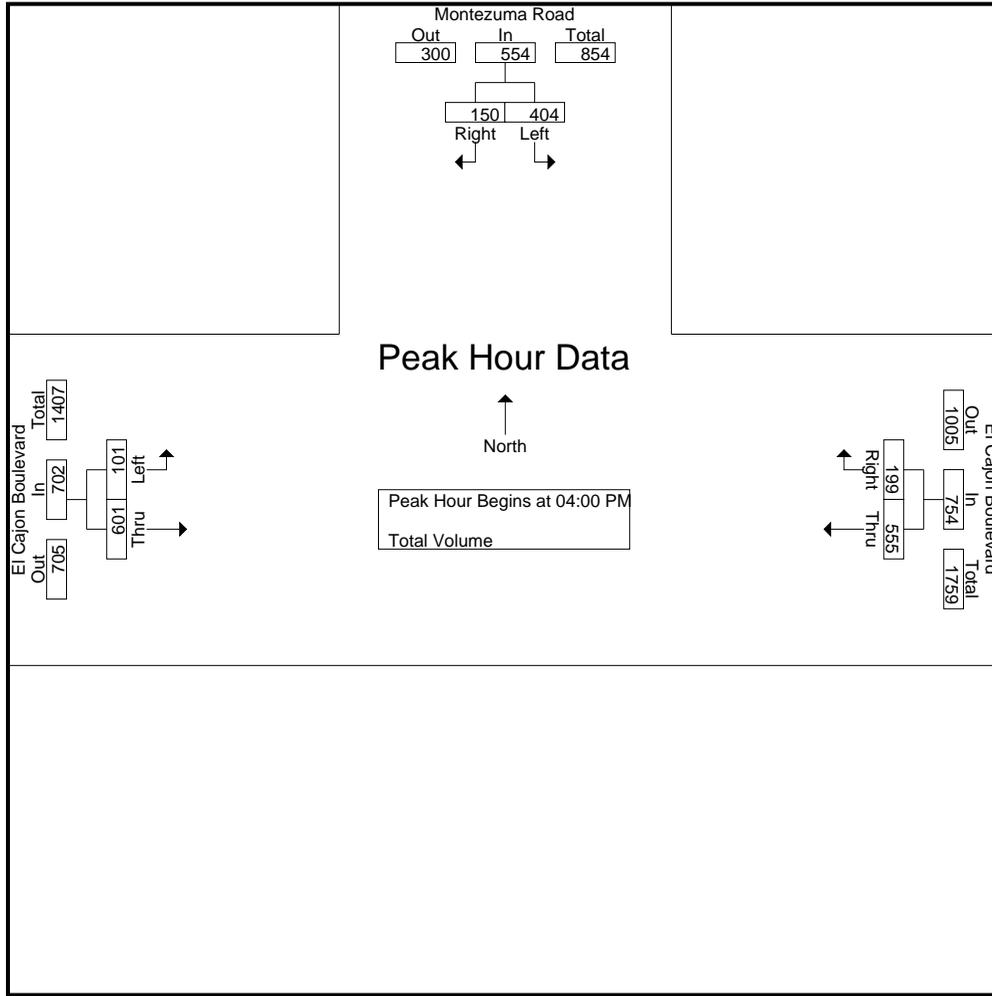
Start Time	Montezuma Road Southbound			El Cajon Boulevard Westbound			El Cajon Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	135	46	181	157	62	219	28	142	170	570
04:15 PM	88	30	118	151	52	203	23	157	180	501
04:30 PM	86	47	133	125	51	176	26	139	165	474
04:45 PM	95	27	122	122	34	156	24	163	187	465
Total	404	150	554	555	199	754	101	601	702	2010
05:00 PM	85	39	124	146	49	195	20	144	164	483
05:15 PM	94	25	119	130	44	174	31	139	170	463
05:30 PM	67	25	92	117	57	174	24	144	168	434
05:45 PM	73	45	118	135	35	170	30	126	156	444
Total	319	134	453	528	185	713	105	553	658	1824
Grand Total	723	284	1007	1083	384	1467	206	1154	1360	3834
Apprch %	71.8	28.2		73.8	26.2		15.1	84.9		
Total %	18.9	7.4	26.3	28.2	10	38.3	5.4	30.1	35.5	

Start Time	Montezuma Road Southbound			El Cajon Boulevard Westbound			El Cajon Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	135	46	181	157	62	219	28	142	170	570
04:15 PM	88	30	118	151	52	203	23	157	180	501
04:30 PM	86	47	133	125	51	176	26	139	165	474
04:45 PM	95	27	122	122	34	156	24	163	187	465
Total Volume	404	150	554	555	199	754	101	601	702	2010
% App. Total	72.9	27.1		73.6	26.4		14.4	85.6		
PHF	.748	.798	.765	.884	.802	.861	.902	.922	.939	.882

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of San Diego
 N/S: Montezuma Road
 E/W: El Cajon Boulevard
 Weather: Clear

File Name : 21_SDG_Montezuma_El Cajon PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	135	46	181	157	62	219	28	142	170
+15 mins.	88	30	118	151	52	203	23	157	180
+30 mins.	86	47	133	125	51	176	26	139	165
+45 mins.	95	27	122	122	34	156	24	163	187
Total Volume	404	150	554	555	199	754	101	601	702
% App. Total	72.9	27.1		73.6	26.4		14.4	85.6	
PHF	.748	.798	.765	.884	.802	.861	.902	.922	.939

Location: San Diego
 N/S: Montezuma Road
 E/W: El Cajon Blvd



Date: 9/15/2021
 Day: Wednesday

PEDESTRIANS

	North Leg Montezuma Road	East Leg El Cajon Blvd	South Leg Dead End	West Leg El Cajon Blvd	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	1	0	0	0	1
7:30 AM	1	0	0	3	4
7:45 AM	1	0	0	1	2
8:00 AM	1	0	0	1	2
8:15 AM	0	0	0	3	3
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	1	1
TOTAL VOLUMES:	4	0	0	9	13

	North Leg Montezuma Road	East Leg El Cajon Blvd	South Leg Dead End	West Leg El Cajon Blvd	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	3	0	0	5	8
4:15 PM	3	0	0	2	5
4:30 PM	4	0	0	1	5
4:45 PM	1	0	0	1	2
5:00 PM	1	0	0	0	1
5:15 PM	6	0	0	5	11
5:30 PM	2	0	0	1	3
5:45 PM	2	0	0	4	6
TOTAL VOLUMES:	22	0	0	19	41

Location: San Diego
 N/S: Montezuma Road
 E/W: El Cajon Blvd



Date: 9/15/2021
 Day: Wednesday

BICYCLES

	Southbound Montezuma Road			Westbound El Cajon Blvd			Northbound Dead End			Eastbound El Cajon Blvd			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	2	0	0	0	0	1	0	3
7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	2	1	0	0	0	0	1	0	4
8:15 AM	0	0	0	0	0	2	0	0	0	0	2	0	4
8:30 AM	0	0	1	0	0	2	0	0	0	0	0	0	3
8:45 AM	1	0	0	0	2	2	0	0	0	0	1	0	6
TOTAL VOLUMES:	1	0	1	0	5	10	0	0	0	0	5	0	22

	Southbound Montezuma Road			Westbound El Cajon Blvd			Northbound Dead End			Eastbound El Cajon Blvd			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	1	0	1	0	0	0	0	0	0	0	1	0	3
4:15 PM	1	0	0	0	1	1	0	0	0	0	1	0	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
5:15 PM	0	0	1	0	1	0	0	0	0	1	1	0	4
5:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	2
5:45 PM	4	1	0	0	1	0	0	0	0	1	0	0	7
TOTAL VOLUMES:	7	1	3	0	5	2	0	0	0	2	4	0	24

City of San Diego
 N/S: 70th Street
 E/W: El Cajon Boulevard
 Weather: Clear

File Name : 24_SDG_70th_EI Cajon AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

Groups Printed- Total Volume

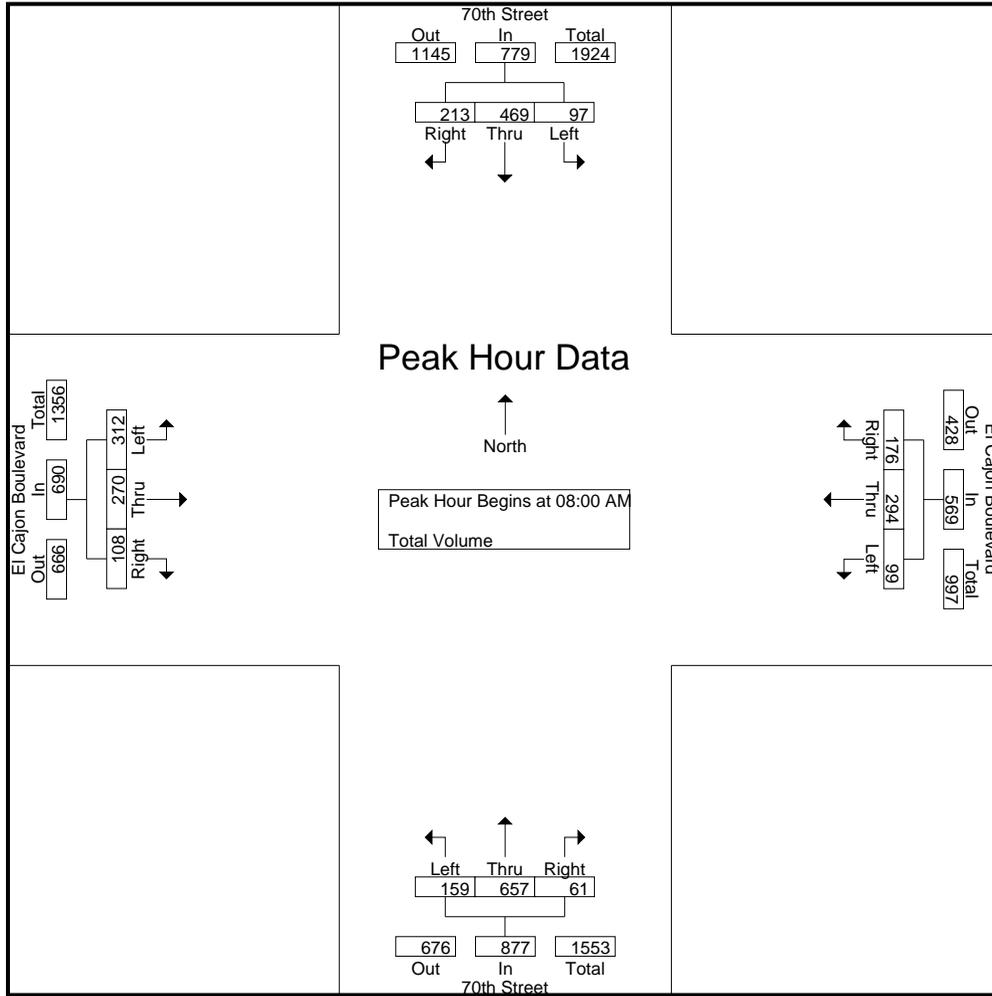
Start Time	70th Street Southbound				El Cajon Boulevard Westbound				70th Street Northbound				El Cajon Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	14	80	19	113	17	36	39	92	24	189	6	219	62	25	12	99	523
07:15 AM	14	76	28	118	15	49	51	115	27	186	11	224	71	19	14	104	561
07:30 AM	18	90	25	133	11	56	43	110	37	146	5	188	57	69	19	145	576
07:45 AM	22	130	56	208	21	63	42	126	39	168	27	234	65	35	20	120	688
Total	68	376	128	572	64	204	175	443	127	689	49	865	255	148	65	468	2348
08:00 AM	20	165	59	244	26	65	43	134	39	164	16	219	68	47	23	138	735
08:15 AM	23	97	40	160	35	82	53	170	35	158	14	207	76	77	27	180	717
08:30 AM	26	80	50	156	20	75	45	140	47	168	16	231	97	65	35	197	724
08:45 AM	28	127	64	219	18	72	35	125	38	167	15	220	71	81	23	175	739
Total	97	469	213	779	99	294	176	569	159	657	61	877	312	270	108	690	2915
Grand Total	165	845	341	1351	163	498	351	1012	286	1346	110	1742	567	418	173	1158	5263
Apprch %	12.2	62.5	25.2		16.1	49.2	34.7		16.4	77.3	6.3		49	36.1	14.9		
Total %	3.1	16.1	6.5	25.7	3.1	9.5	6.7	19.2	5.4	25.6	2.1	33.1	10.8	7.9	3.3	22	

Start Time	70th Street Southbound				El Cajon Boulevard Westbound				70th Street Northbound				El Cajon Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:00 AM	20	165	59	244	26	65	43	134	39	164	16	219	68	47	23	138	735
08:15 AM	23	97	40	160	35	82	53	170	35	158	14	207	76	77	27	180	717
08:30 AM	26	80	50	156	20	75	45	140	47	168	16	231	97	65	35	197	724
08:45 AM	28	127	64	219	18	72	35	125	38	167	15	220	71	81	23	175	739
Total Volume	97	469	213	779	99	294	176	569	159	657	61	877	312	270	108	690	2915
% App. Total	12.5	60.2	27.3		17.4	51.7	30.9		18.1	74.9	7		45.2	39.1	15.7		
PHF	.866	.711	.832	.798	.707	.896	.830	.837	.846	.978	.953	.949	.804	.833	.771	.876	.986

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:00 AM

City of San Diego
 N/S: 70th Street
 E/W: El Cajon Boulevard
 Weather: Clear

File Name : 24_SDG_70th_EI Cajon AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				07:45 AM				07:45 AM				08:00 AM			
+0 mins.	20	165	59	244	21	63	42	126	39	168	27	234	68	47	23	138
+15 mins.	23	97	40	160	26	65	43	134	39	164	16	219	76	77	27	180
+30 mins.	26	80	50	156	35	82	53	170	35	158	14	207	97	65	35	197
+45 mins.	28	127	64	219	20	75	45	140	47	168	16	231	71	81	23	175
Total Volume	97	469	213	779	102	285	183	570	160	658	73	891	312	270	108	690
% App. Total	12.5	60.2	27.3		17.9	50	32.1		18	73.8	8.2		45.2	39.1	15.7	
PHF	.866	.711	.832	.798	.729	.869	.863	.838	.851	.979	.676	.952	.804	.833	.771	.876

City of San Diego
 N/S: 70th Street
 E/W: El Cajon Boulevard
 Weather: Clear

File Name : 24_SDG_70th_EI Cajon PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

Groups Printed- Total Volume

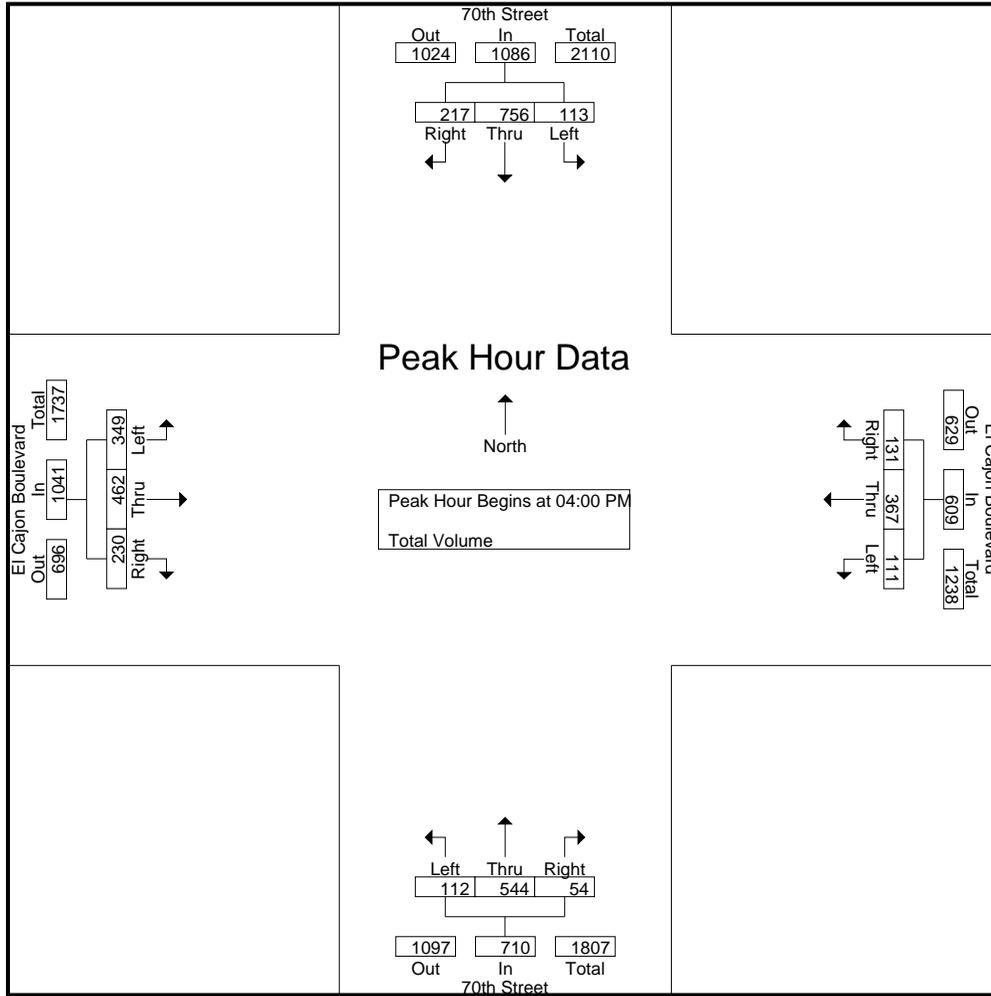
Start Time	70th Street Southbound				El Cajon Boulevard Westbound				70th Street Northbound				El Cajon Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	35	171	52	258	31	110	41	182	31	113	16	160	83	122	78	283	883
04:15 PM	30	195	66	291	30	100	27	157	23	128	13	164	80	109	48	237	849
04:30 PM	25	171	53	249	21	75	27	123	27	166	15	208	86	109	67	262	842
04:45 PM	23	219	46	288	29	82	36	147	31	137	10	178	100	122	37	259	872
Total	113	756	217	1086	111	367	131	609	112	544	54	710	349	462	230	1041	3446
05:00 PM	24	189	41	254	28	81	39	148	29	138	9	176	84	93	47	224	802
05:15 PM	34	213	50	297	38	96	33	167	32	144	13	189	82	80	50	212	865
05:30 PM	28	192	43	263	28	88	37	153	34	136	21	191	79	109	58	246	853
05:45 PM	21	174	48	243	20	68	20	108	25	143	13	181	78	104	44	226	758
Total	107	768	182	1057	114	333	129	576	120	561	56	737	323	386	199	908	3278
Grand Total	220	1524	399	2143	225	700	260	1185	232	1105	110	1447	672	848	429	1949	6724
Apprch %	10.3	71.1	18.6		19	59.1	21.9		16	76.4	7.6		34.5	43.5	22		
Total %	3.3	22.7	5.9	31.9	3.3	10.4	3.9	17.6	3.5	16.4	1.6	21.5	10	12.6	6.4	29	

Start Time	70th Street Southbound				El Cajon Boulevard Westbound				70th Street Northbound				El Cajon Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	35	171	52	258	31	110	41	182	31	113	16	160	83	122	78	283	883
04:15 PM	30	195	66	291	30	100	27	157	23	128	13	164	80	109	48	237	849
04:30 PM	25	171	53	249	21	75	27	123	27	166	15	208	86	109	67	262	842
04:45 PM	23	219	46	288	29	82	36	147	31	137	10	178	100	122	37	259	872
Total Volume	113	756	217	1086	111	367	131	609	112	544	54	710	349	462	230	1041	3446
% App. Total	10.4	69.6	20		18.2	60.3	21.5		15.8	76.6	7.6		33.5	44.4	22.1		
PHF	.807	.863	.822	.933	.895	.834	.799	.837	.903	.819	.844	.853	.873	.947	.737	.920	.976

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of San Diego
 N/S: 70th Street
 E/W: El Cajon Boulevard
 Weather: Clear

File Name : 24_SDG_70th_EI Cajon PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:30 PM				04:00 PM			
+0 mins.	23	219	46	288	29	82	36	147	27	166	15	208	83	122	78	283
+15 mins.	24	189	41	254	28	81	39	148	31	137	10	178	80	109	48	237
+30 mins.	34	213	50	297	38	96	33	167	29	138	9	176	86	109	67	262
+45 mins.	28	192	43	263	28	88	37	153	32	144	13	189	100	122	37	259
Total Volume	109	813	180	1102	123	347	145	615	119	585	47	751	349	462	230	1041
% App. Total	9.9	73.8	16.3		20	56.4	23.6		15.8	77.9	6.3		33.5	44.4	22.1	
PHF	.801	.928	.900	.928	.809	.904	.929	.921	.930	.881	.783	.903	.873	.947	.737	.920

Location: San Diego
 N/S: 70th Street
 E/W: El Cajon Blvd



Date: 9/15/2021
 Day: Wednesday

PEDESTRIANS

	North Leg 70th Street	East Leg El Cajon Blvd	South Leg 70th Street	West Leg El Cajon Blvd	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	2	4	0	7
7:15 AM	2	1	3	1	7
7:30 AM	2	1	2	2	7
7:45 AM	1	1	5	1	8
8:00 AM	7	1	2	1	11
8:15 AM	12	1	5	2	20
8:30 AM	1	2	3	1	7
8:45 AM	3	0	2	2	7
TOTAL VOLUMES:	29	9	26	10	74

	North Leg 70th Street	East Leg El Cajon Blvd	South Leg 70th Street	West Leg El Cajon Blvd	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	2	2	6	0	10
4:15 PM	4	1	1	5	11
4:30 PM	0	2	2	0	4
4:45 PM	1	1	0	1	3
5:00 PM	1	1	2	0	4
5:15 PM	2	3	4	1	10
5:30 PM	6	1	1	4	12
5:45 PM	2	2	3	3	10
TOTAL VOLUMES:	18	13	19	14	64

Location: San Diego
 N/S: 70th Street
 E/W: El Cajon Blvd



Date: 9/15/2021
 Day: Wednesday

BICYCLES

	Southbound 70th Street			Westbound El Cajon Blvd			Northbound 70th Street			Eastbound El Cajon Blvd			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	0	0	0	1	0	0	2
7:45 AM	0	0	0	0	1	0	0	1	0	0	1	0	3
8:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
8:15 AM	0	1	0	0	3	0	0	0	0	1	0	0	5
8:30 AM	0	0	0	0	2	0	0	1	0	0	1	0	4
8:45 AM	0	0	0	1	2	0	0	0	0	0	1	0	4
TOTAL VOLUMES:	0	1	0	1	9	0	0	5	0	2	3	0	21

	Southbound 70th Street			Westbound El Cajon Blvd			Northbound 70th Street			Eastbound El Cajon Blvd			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
4:15 PM	0	0	0	0	3	0	0	0	0	0	3	0	6
4:30 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
5:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	1	0	0	1	0	0	1	0	3
5:30 PM	0	1	0	0	0	0	0	0	0	0	3	0	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
TOTAL VOLUMES:	0	1	0	0	7	0	0	1	0	0	15	0	24

City of San Diego
 N/S: 73rd Street
 E/W: El Cajon Boulevard
 Weather: Clear

File Name : 25_SDG_73rd_EI Cajon AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

Groups Printed- Total Volume

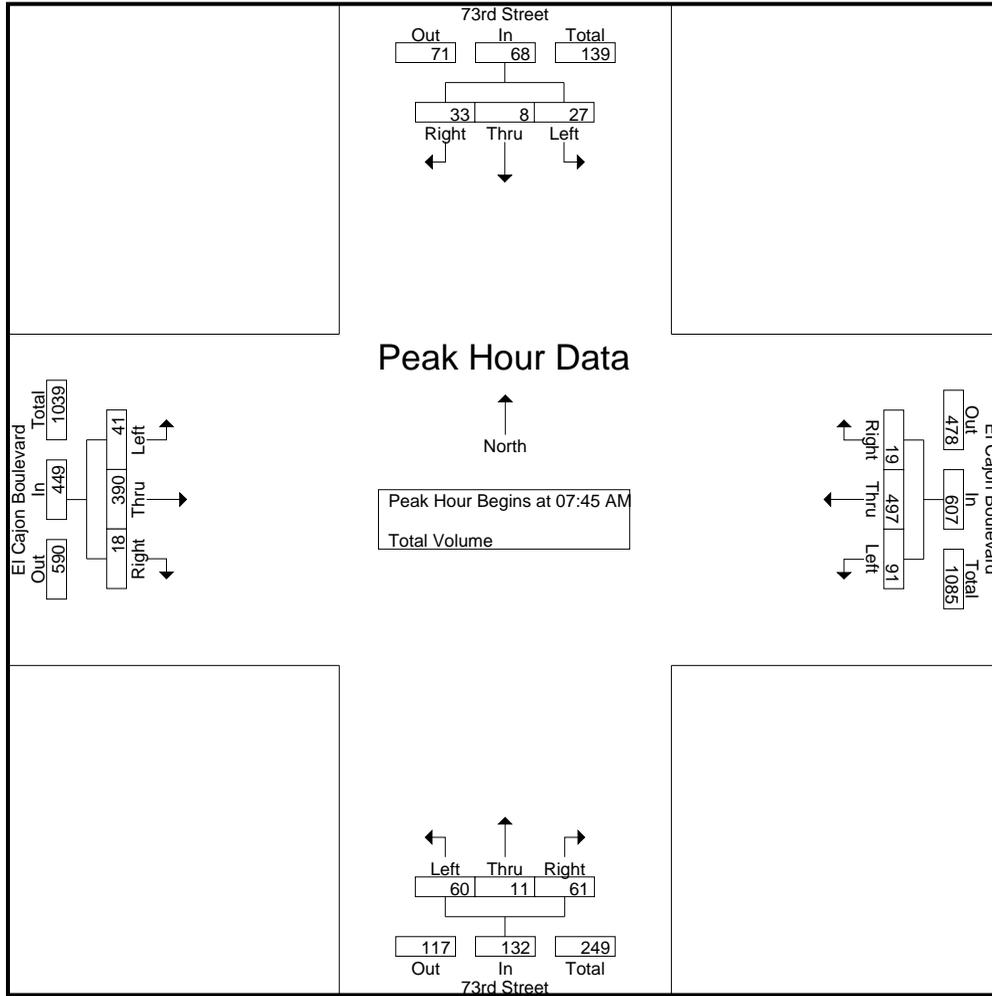
Start Time	73rd Street Southbound				El Cajon Boulevard Westbound				73rd Street Northbound				El Cajon Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	2	0	4	11	78	1	90	13	1	6	20	3	41	2	46	160
07:15 AM	5	0	10	15	11	94	3	108	22	0	11	33	4	49	1	54	210
07:30 AM	7	1	9	17	13	92	4	109	14	2	15	31	3	118	3	124	281
07:45 AM	5	1	6	12	27	127	5	159	15	0	16	31	4	100	4	108	310
Total	19	4	25	48	62	391	13	466	64	3	48	115	14	308	10	332	961
08:00 AM	4	2	8	14	13	123	3	139	10	1	11	22	8	75	3	86	261
08:15 AM	9	2	11	22	28	140	6	174	20	7	21	48	16	112	6	134	378
08:30 AM	9	3	8	20	23	107	5	135	15	3	13	31	13	103	5	121	307
08:45 AM	6	2	11	19	22	104	7	133	19	3	14	36	17	102	2	121	309
Total	28	9	38	75	86	474	21	581	64	14	59	137	54	392	16	462	1255
Grand Total	47	13	63	123	148	865	34	1047	128	17	107	252	68	700	26	794	2216
Apprch %	38.2	10.6	51.2		14.1	82.6	3.2		50.8	6.7	42.5		8.6	88.2	3.3		
Total %	2.1	0.6	2.8	5.6	6.7	39	1.5	47.2	5.8	0.8	4.8	11.4	3.1	31.6	1.2	35.8	

Start Time	73rd Street Southbound				El Cajon Boulevard Westbound				73rd Street Northbound				El Cajon Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	5	1	6	12	27	127	5	159	15	0	16	31	4	100	4	108	310
08:00 AM	4	2	8	14	13	123	3	139	10	1	11	22	8	75	3	86	261
08:15 AM	9	2	11	22	28	140	6	174	20	7	21	48	16	112	6	134	378
08:30 AM	9	3	8	20	23	107	5	135	15	3	13	31	13	103	5	121	307
Total Volume	27	8	33	68	91	497	19	607	60	11	61	132	41	390	18	449	1256
% App. Total	39.7	11.8	48.5		15	81.9	3.1		45.5	8.3	46.2		9.1	86.9	4		
PHF	.750	.667	.750	.773	.813	.888	.792	.872	.750	.393	.726	.688	.641	.871	.750	.838	.831

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:45 AM

City of San Diego
 N/S: 73rd Street
 E/W: El Cajon Boulevard
 Weather: Clear

File Name : 25_SDG_73rd_EI Cajon AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				07:45 AM				08:00 AM				08:00 AM			
+0 mins.	4	2	8	14	27	127	5	159	10	1	11	22	8	75	3	86
+15 mins.	9	2	11	22	13	123	3	139	20	7	21	48	16	112	6	134
+30 mins.	9	3	8	20	28	140	6	174	15	3	13	31	13	103	5	121
+45 mins.	6	2	11	19	23	107	5	135	19	3	14	36	17	102	2	121
Total Volume	28	9	38	75	91	497	19	607	64	14	59	137	54	392	16	462
% App. Total	37.3	12	50.7		15	81.9	3.1		46.7	10.2	43.1		11.7	84.8	3.5	
PHF	.778	.750	.864	.852	.813	.888	.792	.872	.800	.500	.702	.714	.794	.875	.667	.862

City of San Diego
 N/S: 73rd Street
 E/W: El Cajon Boulevard
 Weather: Clear

File Name : 25_SDG_73rd_EI Cajon PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

Groups Printed- Total Volume

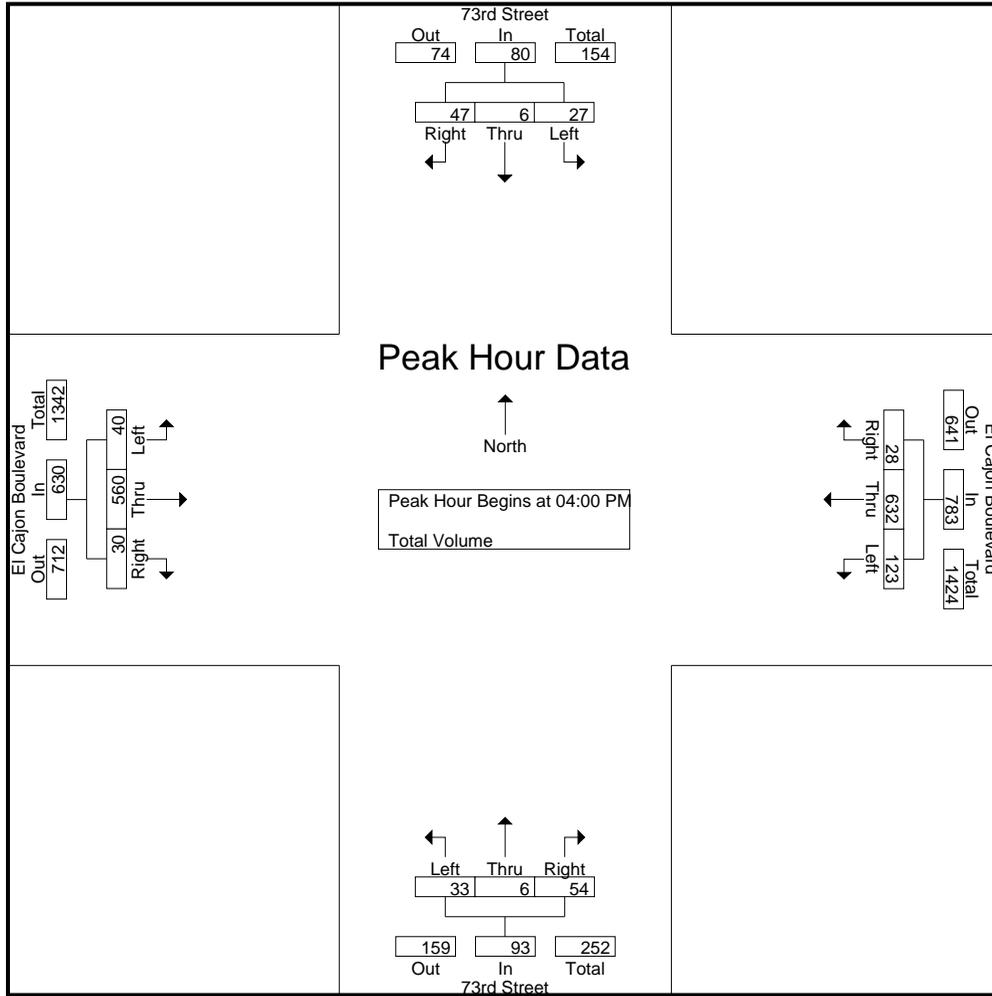
Start Time	73rd Street Southbound				El Cajon Boulevard Westbound				73rd Street Northbound				El Cajon Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	3	2	11	16	33	159	2	194	10	2	12	24	10	156	7	173	407
04:15 PM	5	1	9	15	31	179	9	219	7	2	16	25	15	115	10	140	399
04:30 PM	7	2	11	20	33	124	8	165	7	2	10	19	9	160	8	177	381
04:45 PM	12	1	16	29	26	170	9	205	9	0	16	25	6	129	5	140	399
Total	27	6	47	80	123	632	28	783	33	6	54	93	40	560	30	630	1586
05:00 PM	10	4	14	28	36	147	5	188	10	2	13	25	14	115	6	135	376
05:15 PM	10	4	10	24	28	170	6	204	8	2	11	21	11	131	10	152	401
05:30 PM	9	4	11	24	36	152	5	193	9	6	7	22	9	141	9	159	398
05:45 PM	7	0	7	14	35	129	6	170	6	0	11	17	21	117	8	146	347
Total	36	12	42	90	135	598	22	755	33	10	42	85	55	504	33	592	1522
Grand Total	63	18	89	170	258	1230	50	1538	66	16	96	178	95	1064	63	1222	3108
Apprch %	37.1	10.6	52.4		16.8	80	3.3		37.1	9	53.9		7.8	87.1	5.2		
Total %	2	0.6	2.9	5.5	8.3	39.6	1.6	49.5	2.1	0.5	3.1	5.7	3.1	34.2	2	39.3	

Start Time	73rd Street Southbound				El Cajon Boulevard Westbound				73rd Street Northbound				El Cajon Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	3	2	11	16	33	159	2	194	10	2	12	24	10	156	7	173	407
04:15 PM	5	1	9	15	31	179	9	219	7	2	16	25	15	115	10	140	399
04:30 PM	7	2	11	20	33	124	8	165	7	2	10	19	9	160	8	177	381
04:45 PM	12	1	16	29	26	170	9	205	9	0	16	25	6	129	5	140	399
Total Volume	27	6	47	80	123	632	28	783	33	6	54	93	40	560	30	630	1586
% App. Total	33.8	7.5	58.8		15.7	80.7	3.6		35.5	6.5	58.1		6.3	88.9	4.8		
PHF	.563	.750	.734	.690	.932	.883	.778	.894	.825	.750	.844	.930	.667	.875	.750	.890	.974

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of San Diego
 N/S: 73rd Street
 E/W: El Cajon Boulevard
 Weather: Clear

File Name : 25_SDG_73rd_EI Cajon PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:15 PM				04:00 PM			
+0 mins.	12	1	16	29	26	170	9	205	7	2	16	25	10	156	7	173
+15 mins.	10	4	14	28	36	147	5	188	7	2	10	19	15	115	10	140
+30 mins.	10	4	10	24	28	170	6	204	9	0	16	25	9	160	8	177
+45 mins.	9	4	11	24	36	152	5	193	10	2	13	25	6	129	5	140
Total Volume	41	13	51	105	126	639	25	790	33	6	55	94	40	560	30	630
% App. Total	39	12.4	48.6		15.9	80.9	3.2		35.1	6.4	58.5		6.3	88.9	4.8	
PHF	.854	.813	.797	.905	.875	.940	.694	.963	.825	.750	.859	.940	.667	.875	.750	.890

Location: San Diego
 N/S: 73rd Street
 E/W: El Cajon Blvd



Date: 9/15/2021
 Day: Wednesday

PEDESTRIANS

	North Leg 73rd Street	East Leg El Cajon Blvd	South Leg 73rd Street	West Leg El Cajon Blvd	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	2	3	0	6
7:15 AM	2	0	1	1	4
7:30 AM	3	1	3	0	7
7:45 AM	1	3	3	1	8
8:00 AM	4	0	2	2	8
8:15 AM	0	1	3	2	6
8:30 AM	3	2	2	2	9
8:45 AM	3	0	0	0	3
TOTAL VOLUMES:	17	9	17	8	51

	North Leg 73rd Street	East Leg El Cajon Blvd	South Leg 73rd Street	West Leg El Cajon Blvd	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	2	1	2	5	10
4:15 PM	3	2	3	7	15
4:30 PM	0	0	0	0	0
4:45 PM	8	1	2	0	11
5:00 PM	1	0	2	3	6
5:15 PM	1	0	0	0	1
5:30 PM	0	2	1	1	4
5:45 PM	3	2	3	3	11
TOTAL VOLUMES:	18	8	13	19	58

Location: San Diego
 N/S: 73rd Street
 E/W: El Cajon Blvd



Date: 9/15/2021
 Day: Wednesday

BICYCLES

	Southbound 73rd Street			Westbound El Cajon Blvd			Northbound 73rd Street			Eastbound El Cajon Blvd			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	2
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
8:45 AM	0	0	1	0	2	0	0	0	0	0	1	0	4
TOTAL VOLUMES:	0	0	1	0	6	0	0	1	0	0	2	0	10

	Southbound 73rd Street			Westbound El Cajon Blvd			Northbound 73rd Street			Eastbound El Cajon Blvd			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	1	1	0	0	0	0	2	0	4
4:15 PM	0	0	0	0	2	0	0	0	0	1	1	0	4
4:30 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	1	0	1	0	0	0	0	0	1	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
TOTAL VOLUMES:	0	0	1	0	6	1	0	0	0	1	10	0	19

City of San Diego
 N/S: Collwood Boulevard
 E/W: 54th Street
 Weather: Clear

File Name : 03_SDG_Collwood_54th AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

Groups Printed- Total Volume

Start Time	Collwood Boulevard Southbound			54th Street Westbound			Collwood Boulevard Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	4	56	60	7	15	22	225	11	236	318
07:15 AM	10	102	112	11	20	31	263	22	285	428
07:30 AM	6	118	124	25	16	41	278	37	315	480
07:45 AM	5	149	154	24	12	36	215	19	234	424
Total	25	425	450	67	63	130	981	89	1070	1650
08:00 AM	5	126	131	11	10	21	212	16	228	380
08:15 AM	5	128	133	6	11	17	225	14	239	389
08:30 AM	8	128	136	10	21	31	265	14	279	446
08:45 AM	9	124	133	7	7	14	238	15	253	400
Total	27	506	533	34	49	83	940	59	999	1615
Grand Total	52	931	983	101	112	213	1921	148	2069	3265
Apprch %	5.3	94.7		47.4	52.6		92.8	7.2		
Total %	1.6	28.5	30.1	3.1	3.4	6.5	58.8	4.5	63.4	

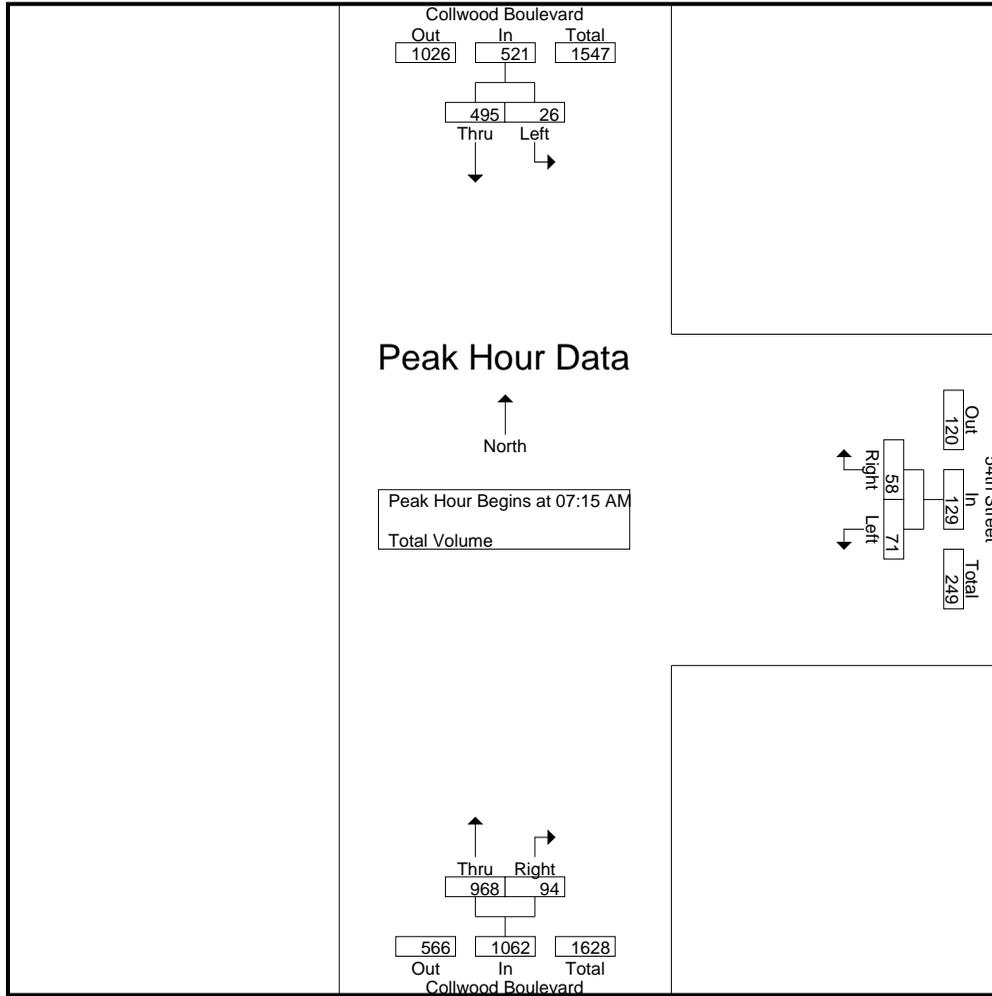
Start Time	Collwood Boulevard Southbound			54th Street Westbound			Collwood Boulevard Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	10	102	112	11	20	31	263	22	285	428
07:30 AM	6	118	124	25	16	41	278	37	315	480
07:45 AM	5	149	154	24	12	36	215	19	234	424
08:00 AM	5	126	131	11	10	21	212	16	228	380
Total Volume	26	495	521	71	58	129	968	94	1062	1712
% App. Total	5	95		55	45		91.1	8.9		
PHF	.650	.831	.846	.710	.725	.787	.871	.635	.843	.892

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of San Diego
 N/S: Collwood Boulevard
 E/W: 54th Street
 Weather: Clear

File Name : 03_SDG_Collwood_54th AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM			07:00 AM			07:00 AM		
+0 mins.	5	149	154	7	15	22	225	11	236
+15 mins.	5	126	131	11	20	31	263	22	285
+30 mins.	5	128	133	25	16	41	278	37	315
+45 mins.	8	128	136	24	12	36	215	19	234
Total Volume	23	531	554	67	63	130	981	89	1070
% App. Total	4.2	95.8		51.5	48.5		91.7	8.3	
PHF	.719	.891	.899	.670	.788	.793	.882	.601	.849

City of San Diego
 N/S: Collwood Boulevard
 E/W: 54th Street
 Weather: Clear

File Name : 03_SDG_Collwood_54th PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

Groups Printed- Total Volume

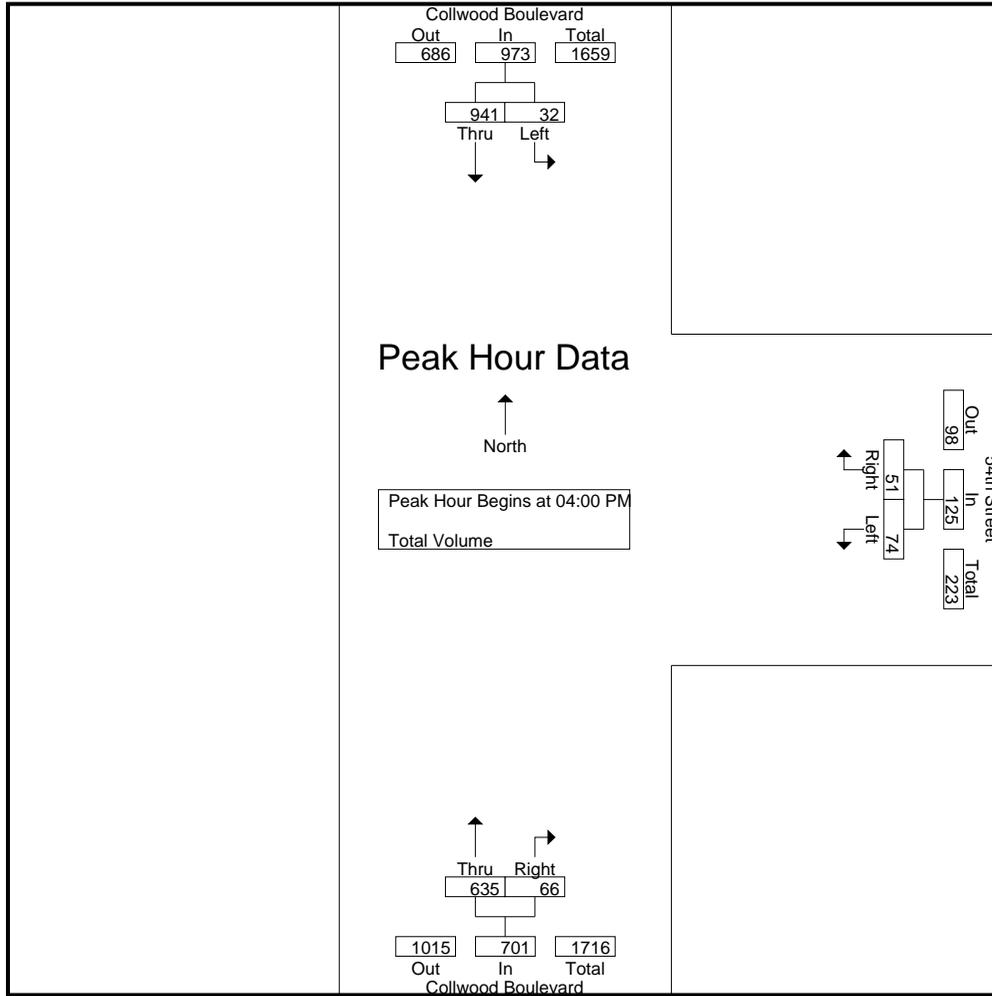
Start Time	Collwood Boulevard Southbound			54th Street Westbound			Collwood Boulevard Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	6	238	244	21	10	31	171	17	188	463
04:15 PM	6	253	259	19	14	33	154	17	171	463
04:30 PM	9	223	232	14	13	27	156	17	173	432
04:45 PM	11	227	238	20	14	34	154	15	169	441
Total	32	941	973	74	51	125	635	66	701	1799
05:00 PM	8	226	234	23	11	34	157	12	169	437
05:15 PM	9	256	265	23	14	37	130	19	149	451
05:30 PM	10	222	232	22	11	33	144	17	161	426
05:45 PM	2	251	253	18	8	26	138	17	155	434
Total	29	955	984	86	44	130	569	65	634	1748
Grand Total	61	1896	1957	160	95	255	1204	131	1335	3547
Apprch %	3.1	96.9		62.7	37.3		90.2	9.8		
Total %	1.7	53.5	55.2	4.5	2.7	7.2	33.9	3.7	37.6	

Start Time	Collwood Boulevard Southbound			54th Street Westbound			Collwood Boulevard Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	6	238	244	21	10	31	171	17	188	463
04:15 PM	6	253	259	19	14	33	154	17	171	463
04:30 PM	9	223	232	14	13	27	156	17	173	432
04:45 PM	11	227	238	20	14	34	154	15	169	441
Total Volume	32	941	973	74	51	125	635	66	701	1799
% App. Total	3.3	96.7		59.2	40.8		90.6	9.4		
PHF	.727	.930	.939	.881	.911	.919	.928	.971	.932	.971

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of San Diego
 N/S: Collwood Boulevard
 E/W: 54th Street
 Weather: Clear

File Name : 03_SDG_Collwood_54th PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM			04:45 PM			04:00 PM		
+0 mins.	8	226	234	20	14	34	171	17	188
+15 mins.	9	256	265	23	11	34	154	17	171
+30 mins.	10	222	232	23	14	37	156	17	173
+45 mins.	2	251	253	22	11	33	154	15	169
Total Volume	29	955	984	88	50	138	635	66	701
% App. Total	2.9	97.1		63.8	36.2		90.6	9.4	
PHF	.725	.933	.928	.957	.893	.932	.928	.971	.932

Location: San Diego
 N/S: Collwood Blvd
 E/W: 54th Street



Date: 9/15/2021
 Day: Wednesday

PEDESTRIANS

	North Leg Collwood Blvd	East Leg 54th Street	South Leg Collwood Blvd	West Leg 54th Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	3	0	0	3
7:15 AM	2	3	0	2	7
7:30 AM	0	2	0	4	6
7:45 AM	0	3	0	0	3
8:00 AM	0	0	0	0	0
8:15 AM	2	1	0	0	3
8:30 AM	0	2	0	0	2
8:45 AM	1	0	0	0	1
TOTAL VOLUMES:	5	14	0	6	25

	North Leg Collwood Blvd	East Leg 54th Street	South Leg Collwood Blvd	West Leg 54th Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	4	0	0	4
4:45 PM	2	0	0	0	2
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	2	0	0	2
TOTAL VOLUMES:	2	6	0	0	8

Location: San Diego
 N/S: Collwood Blvd
 E/W: 54th Street



Date: 9/15/2021
 Day: Wednesday

BICYCLES

	Southbound Collwood Blvd			Westbound 54th Street			Northbound Collwood Blvd			Eastbound 54th Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	3	0	0	0	1	0	0	0	0	0	0	4

	Southbound Collwood Blvd			Westbound 54th Street			Northbound Collwood Blvd			Eastbound 54th Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	2	1	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	2	3	0	0	0	0	0	1	0	0	0	0	6

City of San Diego
 N/S: 52nd Street
 E/W: El Cajon Boulevard
 Weather: Clear

File Name : 04_SDG_52nd_EI Cajon AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

Groups Printed- Total Volume

Start Time	52nd Street Southbound				El Cajon Boulevard Westbound				52nd Street Northbound				El Cajon Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	2	3	6	7	79	3	89	13	7	4	24	5	64	5	74	193
07:15 AM	5	3	6	14	5	81	3	89	12	7	9	28	3	81	4	88	219
07:30 AM	9	2	4	15	9	144	3	156	5	12	6	23	3	100	1	104	298
07:45 AM	9	9	5	23	8	154	4	166	13	13	10	36	1	146	3	150	375
Total	24	16	18	58	29	458	13	500	43	39	29	111	12	391	13	416	1085
08:00 AM	11	8	1	20	12	190	5	207	11	10	5	26	10	136	5	151	404
08:15 AM	7	9	5	21	12	144	5	161	10	10	4	24	4	109	8	121	327
08:30 AM	10	24	7	41	11	143	7	161	17	11	1	29	4	121	9	134	365
08:45 AM	8	9	3	20	13	142	6	161	19	16	8	43	10	134	10	154	378
Total	36	50	16	102	48	619	23	690	57	47	18	122	28	500	32	560	1474
Grand Total	60	66	34	160	77	1077	36	1190	100	86	47	233	40	891	45	976	2559
Apprch %	37.5	41.2	21.2		6.5	90.5	3		42.9	36.9	20.2		4.1	91.3	4.6		
Total %	2.3	2.6	1.3	6.3	3	42.1	1.4	46.5	3.9	3.4	1.8	9.1	1.6	34.8	1.8	38.1	

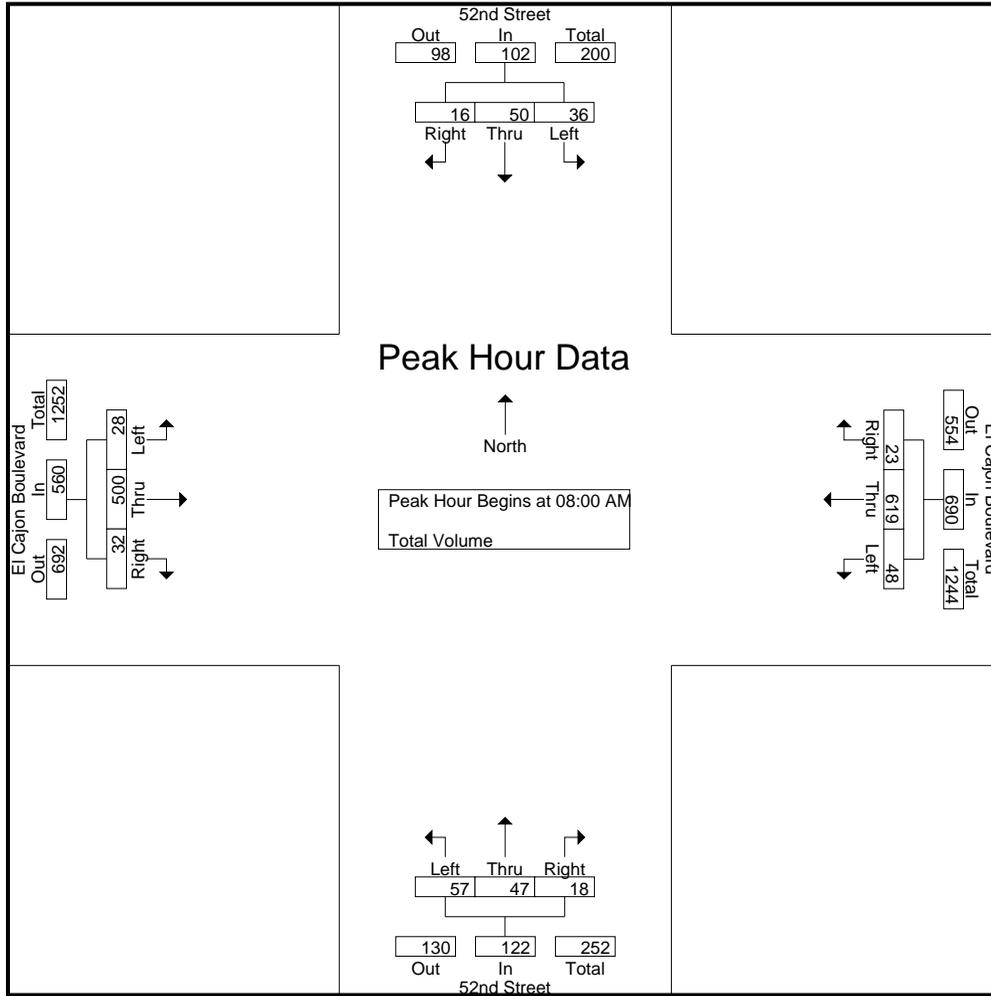
Start Time	52nd Street Southbound				El Cajon Boulevard Westbound				52nd Street Northbound				El Cajon Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:00 AM	11	8	1	20	12	190	5	207	11	10	5	26	10	136	5	151	404
08:15 AM	7	9	5	21	12	144	5	161	10	10	4	24	4	109	8	121	327
08:30 AM	10	24	7	41	11	143	7	161	17	11	1	29	4	121	9	134	365
08:45 AM	8	9	3	20	13	142	6	161	19	16	8	43	10	134	10	154	378
Total Volume	36	50	16	102	48	619	23	690	57	47	18	122	28	500	32	560	1474
% App. Total	35.3	49	15.7		7	89.7	3.3		46.7	38.5	14.8		5	89.3	5.7		
PHF	.818	.521	.571	.622	.923	.814	.821	.833	.750	.734	.563	.709	.700	.919	.800	.909	.912

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM

City of San Diego
 N/S: 52nd Street
 E/W: El Cajon Boulevard
 Weather: Clear

File Name : 04_SDG_52nd_EI Cajon AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				08:00 AM				08:00 AM			
+0 mins.	9	9	5	23	8	154	4	166	11	10	5	26	10	136	5	151
+15 mins.	11	8	1	20	12	190	5	207	10	10	4	24	4	109	8	121
+30 mins.	7	9	5	21	12	144	5	161	17	11	1	29	4	121	9	134
+45 mins.	10	24	7	41	11	143	7	161	19	16	8	43	10	134	10	154
Total Volume	37	50	18	105	43	631	21	695	57	47	18	122	28	500	32	560
% App. Total	35.2	47.6	17.1		6.2	90.8	3		46.7	38.5	14.8		5	89.3	5.7	
PHF	.841	.521	.643	.640	.896	.830	.750	.839	.750	.734	.563	.709	.700	.919	.800	.909

City of San Diego
 N/S: 52nd Street
 E/W: El Cajon Boulevard
 Weather: Clear

File Name : 04_SDG_52nd_EI Cajon PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

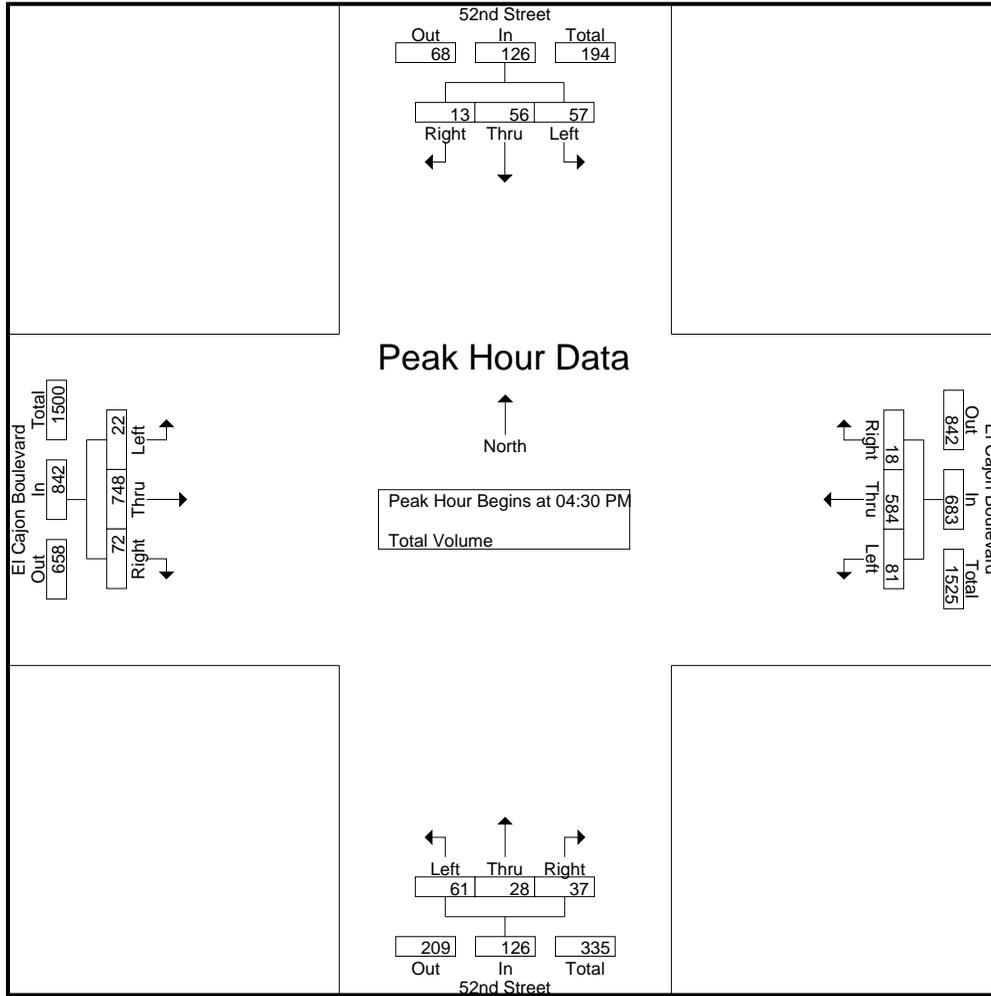
Groups Printed- Total Volume

Start Time	52nd Street Southbound				El Cajon Boulevard Westbound				52nd Street Northbound				El Cajon Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	6	11	4	21	19	171	8	198	11	10	7	28	7	169	13	189	436
04:15 PM	10	17	4	31	17	142	5	164	18	10	7	35	4	197	11	212	442
04:30 PM	16	12	3	31	20	144	2	166	16	8	11	35	5	175	18	198	430
04:45 PM	14	15	3	32	18	153	4	175	13	7	9	29	2	204	11	217	453
Total	46	55	14	115	74	610	19	703	58	35	34	127	18	745	53	816	1761
05:00 PM	11	17	5	33	18	142	8	168	17	4	8	29	5	176	21	202	432
05:15 PM	16	12	2	30	25	145	4	174	15	9	9	33	10	193	22	225	462
05:30 PM	10	11	7	28	14	125	8	147	15	16	6	37	5	146	24	175	387
05:45 PM	11	8	4	23	14	134	4	152	17	9	9	35	12	186	11	209	419
Total	48	48	18	114	71	546	24	641	64	38	32	134	32	701	78	811	1700
Grand Total	94	103	32	229	145	1156	43	1344	122	73	66	261	50	1446	131	1627	3461
Apprch %	41	45	14		10.8	86	3.2		46.7	28	25.3		3.1	88.9	8.1		
Total %	2.7	3	0.9	6.6	4.2	33.4	1.2	38.8	3.5	2.1	1.9	7.5	1.4	41.8	3.8	47	

Start Time	52nd Street Southbound				El Cajon Boulevard Westbound				52nd Street Northbound				El Cajon Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	16	12	3	31	20	144	2	166	16	8	11	35	5	175	18	198	430
04:45 PM	14	15	3	32	18	153	4	175	13	7	9	29	2	204	11	217	453
05:00 PM	11	17	5	33	18	142	8	168	17	4	8	29	5	176	21	202	432
05:15 PM	16	12	2	30	25	145	4	174	15	9	9	33	10	193	22	225	462
Total Volume	57	56	13	126	81	584	18	683	61	28	37	126	22	748	72	842	1777
% App. Total	45.2	44.4	10.3		11.9	85.5	2.6		48.4	22.2	29.4		2.6	88.8	8.6		
PHF	.891	.824	.650	.955	.810	.954	.563	.976	.897	.778	.841	.900	.550	.917	.818	.936	.962

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:00 PM				05:00 PM				04:30 PM			
+0 mins.	10	17	4	31	19	171	8	198	17	4	8	29	5	175	18	198
+15 mins.	16	12	3	31	17	142	5	164	15	9	9	33	2	204	11	217
+30 mins.	14	15	3	32	20	144	2	166	15	16	6	37	5	176	21	202
+45 mins.	11	17	5	33	18	153	4	175	17	9	9	35	10	193	22	225
Total Volume	51	61	15	127	74	610	19	703	64	38	32	134	22	748	72	842
% App. Total	40.2	48	11.8		10.5	86.8	2.7		47.8	28.4	23.9		2.6	88.8	8.6	
PHF	.797	.897	.750	.962	.925	.892	.594	.888	.941	.594	.889	.905	.550	.917	.818	.936

Location: San Diego
 N/S: 52nd Street
 E/W: Cajon Blvd



Date: 9/15/2021
 Day: Wednesday

PEDESTRIANS

	North Leg 52nd Street	East Leg Cajon Blvd	South Leg 52nd Street	West Leg Cajon Blvd	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	3	2	3	2	10
7:15 AM	1	2	1	0	4
7:30 AM	2	1	4	2	9
7:45 AM	1	2	7	1	11
8:00 AM	1	1	11	3	16
8:15 AM	1	3	2	1	7
8:30 AM	8	5	3	2	18
8:45 AM	3	10	7	0	20
TOTAL VOLUMES:	20	26	38	11	95

	North Leg 52nd Street	East Leg Cajon Blvd	South Leg 52nd Street	West Leg Cajon Blvd	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	3	2	5	2	12
4:15 PM	0	5	7	0	12
4:30 PM	2	5	4	0	11
4:45 PM	4	4	9	2	19
5:00 PM	7	4	8	4	23
5:15 PM	1	1	3	2	7
5:30 PM	2	4	1	0	7
5:45 PM	6	5	4	0	15
TOTAL VOLUMES:	25	30	41	10	106

Location: San Diego
 N/S: 52nd Street
 E/W: Cajon Blvd



Date: 9/15/2021
 Day: Wednesday

BICYCLES

	Southbound 52nd Street			Westbound Cajon Blvd			Northbound 52nd Street			Eastbound Cajon Blvd			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
8:15 AM	0	0	0	0	1	0	0	0	0	0	1	1	3
8:30 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	4	0	0	1	0	0	5	1	11

	Southbound 52nd Street			Westbound Cajon Blvd			Northbound 52nd Street			Eastbound Cajon Blvd			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:15 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	1	0	0	1	0	1	0	0	3
5:00 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
5:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	1	0	0	7	0	0	1	0	1	5	0	15

City of San Diego
 N/S: 54th Street
 E/W: El Cajon Boulevard
 Weather: Clear

File Name : 05_SDG_54th_EI Cajon AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

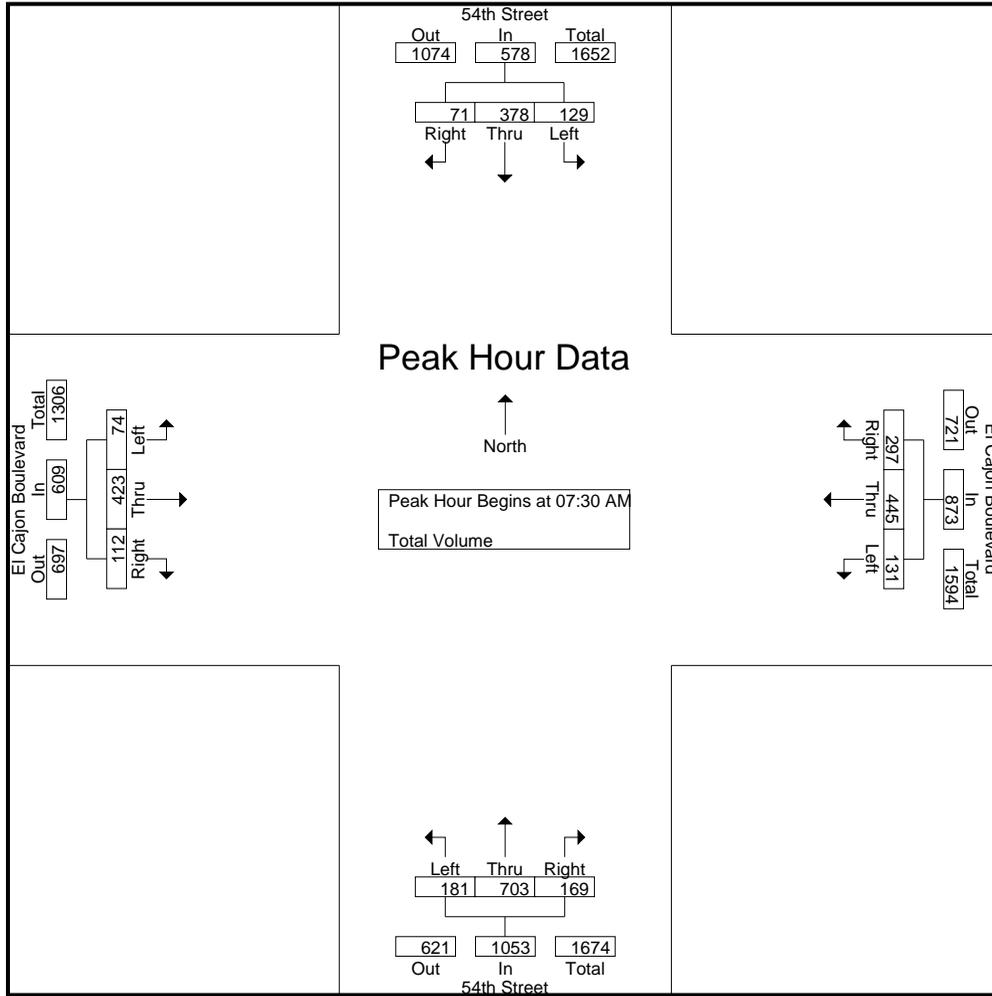
Groups Printed- Total Volume

Start Time	54th Street Southbound				El Cajon Boulevard Westbound				54th Street Northbound				El Cajon Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	12	44	11	67	7	55	43	105	25	159	15	199	8	57	12	77	448
07:15 AM	31	68	10	109	16	60	53	129	19	174	23	216	16	59	22	97	551
07:30 AM	28	72	19	119	25	89	95	209	39	223	27	289	22	90	19	131	748
07:45 AM	31	107	22	160	30	119	77	226	34	181	57	272	14	123	35	172	830
Total	102	291	62	455	78	323	268	669	117	737	122	976	60	329	88	477	2577
08:00 AM	39	99	13	151	40	145	63	248	55	142	47	244	18	119	31	168	811
08:15 AM	31	100	17	148	36	92	62	190	53	157	38	248	20	91	27	138	724
08:30 AM	31	88	16	135	23	103	62	188	50	144	41	235	24	88	30	142	700
08:45 AM	31	93	12	136	23	103	60	186	57	145	29	231	13	92	36	141	694
Total	132	380	58	570	122	443	247	812	215	588	155	958	75	390	124	589	2929
Grand Total	234	671	120	1025	200	766	515	1481	332	1325	277	1934	135	719	212	1066	5506
Apprch %	22.8	65.5	11.7		13.5	51.7	34.8		17.2	68.5	14.3		12.7	67.4	19.9		
Total %	4.2	12.2	2.2	18.6	3.6	13.9	9.4	26.9	6	24.1	5	35.1	2.5	13.1	3.9	19.4	

Start Time	54th Street Southbound				El Cajon Boulevard Westbound				54th Street Northbound				El Cajon Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	28	72	19	119	25	89	95	209	39	223	27	289	22	90	19	131	748
07:45 AM	31	107	22	160	30	119	77	226	34	181	57	272	14	123	35	172	830
08:00 AM	39	99	13	151	40	145	63	248	55	142	47	244	18	119	31	168	811
08:15 AM	31	100	17	148	36	92	62	190	53	157	38	248	20	91	27	138	724
Total Volume	129	378	71	578	131	445	297	873	181	703	169	1053	74	423	112	609	3113
% App. Total	22.3	65.4	12.3		15	51	34		17.2	66.8	16		12.2	69.5	18.4		
PHF	.827	.883	.807	.903	.819	.767	.782	.880	.823	.788	.741	.911	.841	.860	.800	.885	.938

City of San Diego
 N/S: 54th Street
 E/W: El Cajon Boulevard
 Weather: Clear

File Name : 05_SDG_54th_El Cajon AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:30 AM				07:30 AM				07:45 AM			
+0 mins.	31	107	22	160	25	89	95	209	39	223	27	289	14	123	35	172
+15 mins.	39	99	13	151	30	119	77	226	34	181	57	272	18	119	31	168
+30 mins.	31	100	17	148	40	145	63	248	55	142	47	244	20	91	27	138
+45 mins.	31	88	16	135	36	92	62	190	53	157	38	248	24	88	30	142
Total Volume	132	394	68	594	131	445	297	873	181	703	169	1053	76	421	123	620
% App. Total	22.2	66.3	11.4		15	51	34		17.2	66.8	16		12.3	67.9	19.8	
PHF	.846	.921	.773	.928	.819	.767	.782	.880	.823	.788	.741	.911	.792	.856	.879	.901

City of San Diego
 N/S: 54th Street
 E/W: El Cajon Boulevard
 Weather: Clear

File Name : 05_SDG_54th_EI Cajon PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

Groups Printed- Total Volume

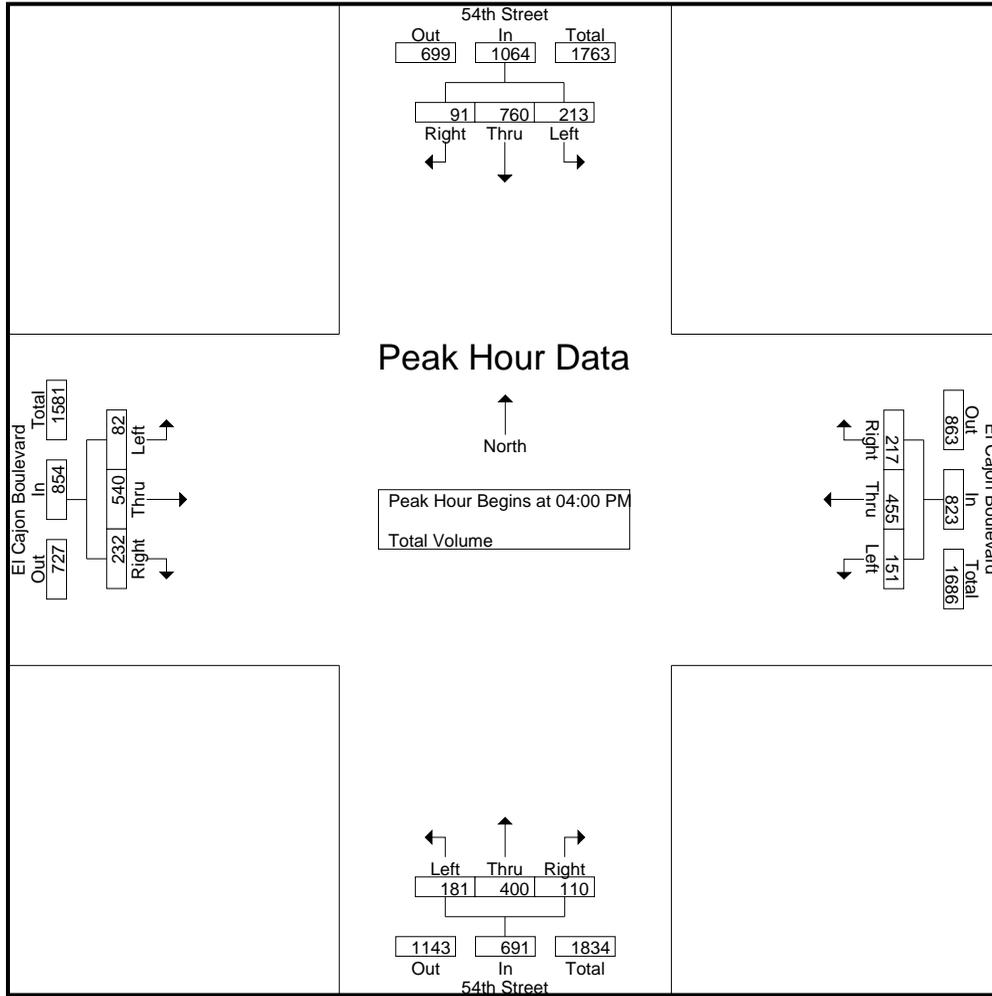
Start Time	54th Street Southbound				El Cajon Boulevard Westbound				54th Street Northbound				El Cajon Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	62	172	30	264	43	137	48	228	38	91	27	156	24	138	51	213	861
04:15 PM	52	202	19	273	27	97	63	187	49	96	31	176	17	143	59	219	855
04:30 PM	49	213	19	281	35	106	58	199	42	118	23	183	17	135	58	210	873
04:45 PM	50	173	23	246	46	115	48	209	52	95	29	176	24	124	64	212	843
Total	213	760	91	1064	151	455	217	823	181	400	110	691	82	540	232	854	3432
05:00 PM	47	175	18	240	40	117	51	208	39	105	27	171	16	128	79	223	842
05:15 PM	55	197	20	272	41	124	63	228	35	74	24	133	17	142	55	214	847
05:30 PM	60	166	22	248	44	120	49	213	33	96	34	163	27	127	60	214	838
05:45 PM	59	193	20	272	31	106	48	185	30	84	24	138	29	132	54	215	810
Total	221	731	80	1032	156	467	211	834	137	359	109	605	89	529	248	866	3337
Grand Total	434	1491	171	2096	307	922	428	1657	318	759	219	1296	171	1069	480	1720	6769
Apprch %	20.7	71.1	8.2		18.5	55.6	25.8		24.5	58.6	16.9		9.9	62.2	27.9		
Total %	6.4	22	2.5	31	4.5	13.6	6.3	24.5	4.7	11.2	3.2	19.1	2.5	15.8	7.1	25.4	

Start Time	54th Street Southbound				El Cajon Boulevard Westbound				54th Street Northbound				El Cajon Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	62	172	30	264	43	137	48	228	38	91	27	156	24	138	51	213	861
04:15 PM	52	202	19	273	27	97	63	187	49	96	31	176	17	143	59	219	855
04:30 PM	49	213	19	281	35	106	58	199	42	118	23	183	17	135	58	210	873
04:45 PM	50	173	23	246	46	115	48	209	52	95	29	176	24	124	64	212	843
Total Volume	213	760	91	1064	151	455	217	823	181	400	110	691	82	540	232	854	3432
% App. Total	20	71.4	8.6		18.3	55.3	26.4		26.2	57.9	15.9		9.6	63.2	27.2		
PHF	.859	.892	.758	.947	.821	.830	.861	.902	.870	.847	.887	.944	.854	.944	.906	.975	.983

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of San Diego
 N/S: 54th Street
 E/W: El Cajon Boulevard
 Weather: Clear

File Name : 05_SDG_54th_EI Cajon PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				04:15 PM				05:00 PM			
+0 mins.	62	172	30	264	46	115	48	209	49	96	31	176	16	128	79	223
+15 mins.	52	202	19	273	40	117	51	208	42	118	23	183	17	142	55	214
+30 mins.	49	213	19	281	41	124	63	228	52	95	29	176	27	127	60	214
+45 mins.	50	173	23	246	44	120	49	213	39	105	27	171	29	132	54	215
Total Volume	213	760	91	1064	171	476	211	858	182	414	110	706	89	529	248	866
% App. Total	20	71.4	8.6		19.9	55.5	24.6		25.8	58.6	15.6		10.3	61.1	28.6	
PHF	.859	.892	.758	.947	.929	.960	.837	.941	.875	.877	.887	.964	.767	.931	.785	.971

Location: San Diego
 N/S: 54th Street
 E/W: Cajon Blvd



Date: 9/15/2021
 Day: Wednesday

PEDESTRIANS

	North Leg 54th Street	East Leg Cajon Blvd	South Leg 54th Street	West Leg Cajon Blvd	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	2	4	5	2	13
7:15 AM	5	1	4	1	11
7:30 AM	10	5	11	10	36
7:45 AM	6	1	11	3	21
8:00 AM	2	2	8	7	19
8:15 AM	8	5	7	15	35
8:30 AM	1	2	1	2	6
8:45 AM	12	6	1	3	22
TOTAL VOLUMES:	46	26	48	43	163

	North Leg 54th Street	East Leg Cajon Blvd	South Leg 54th Street	West Leg Cajon Blvd	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	5	5	6	4	20
4:15 PM	1	3	8	5	17
4:30 PM	5	6	10	7	28
4:45 PM	6	2	2	8	18
5:00 PM	13	4	12	5	34
5:15 PM	1	4	5	5	15
5:30 PM	5	4	6	2	17
5:45 PM	7	6	8	1	22
TOTAL VOLUMES:	43	34	57	37	171

Location: San Diego
 N/S: 54th Street
 E/W: Cajon Blvd



Date: 9/15/2021
 Day: Wednesday

BICYCLES

	Southbound 54th Street			Westbound Cajon Blvd			Northbound 54th Street			Eastbound Cajon Blvd			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	1	1	0	0	0	0	0	0	0	1	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	2
8:00 AM	0	0	1	0	1	0	0	0	0	0	1	0	3
8:15 AM	0	1	0	0	0	0	0	0	0	0	3	0	4
8:30 AM	0	0	0	0	1	0	0	1	0	0	1	0	3
8:45 AM	1	0	0	0	1	0	0	0	0	1	0	0	3
TOTAL VOLUMES:	1	2	3	0	4	0	0	1	0	1	7	0	19

	Southbound 54th Street			Westbound Cajon Blvd			Northbound 54th Street			Eastbound Cajon Blvd			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	1	2	0	0	0	0	0	1	0	4
4:15 PM	0	1	0	0	2	0	0	0	0	1	0	0	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	6	0	6
5:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES:	0	1	0	1	7	0	0	0	0	1	10	0	20

City of San Diego
 N/S: 56th Street
 E/W: El Cajon Boulevard
 Weather: Clear

File Name : 08_SDG_56th_EI Cajon AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

Groups Printed- Total Volume

Start Time	56th Street Southbound				El Cajon Boulevard Westbound				56th Street Northbound				El Cajon Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	4	0	5	9	6	87	2	95	10	0	8	18	3	69	1	73	195
07:15 AM	3	0	2	5	3	113	6	122	13	4	7	24	2	77	5	84	235
07:30 AM	5	2	9	16	9	167	4	180	15	2	3	20	5	88	8	101	317
07:45 AM	8	6	19	33	5	157	2	164	20	8	10	38	7	140	11	158	393
Total	20	8	35	63	23	524	14	561	58	14	28	100	17	374	25	416	1140
08:00 AM	10	5	14	29	3	198	1	202	13	0	8	21	7	132	12	151	403
08:15 AM	3	1	6	10	4	164	2	170	19	3	6	28	4	126	10	140	348
08:30 AM	7	0	4	11	2	152	3	157	11	1	3	15	5	121	4	130	313
08:45 AM	6	4	7	17	4	150	2	156	14	1	2	17	6	112	9	127	317
Total	26	10	31	67	13	664	8	685	57	5	19	81	22	491	35	548	1381
Grand Total	46	18	66	130	36	1188	22	1246	115	19	47	181	39	865	60	964	2521
Apprch %	35.4	13.8	50.8		2.9	95.3	1.8		63.5	10.5	26		4	89.7	6.2		
Total %	1.8	0.7	2.6	5.2	1.4	47.1	0.9	49.4	4.6	0.8	1.9	7.2	1.5	34.3	2.4	38.2	

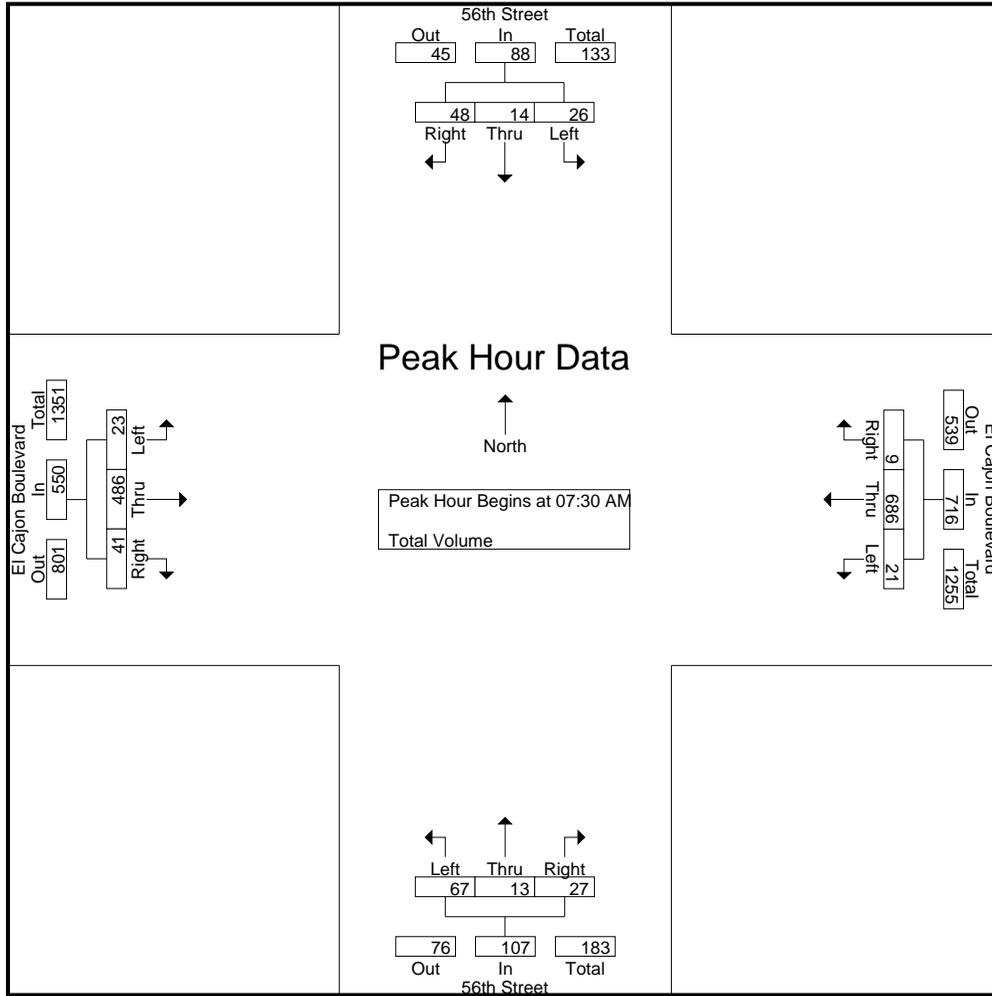
Start Time	56th Street Southbound				El Cajon Boulevard Westbound				56th Street Northbound				El Cajon Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	5	2	9	16	9	167	4	180	15	2	3	20	5	88	8	101	317
07:45 AM	8	6	19	33	5	157	2	164	20	8	10	38	7	140	11	158	393
08:00 AM	10	5	14	29	3	198	1	202	13	0	8	21	7	132	12	151	403
08:15 AM	3	1	6	10	4	164	2	170	19	3	6	28	4	126	10	140	348
Total Volume	26	14	48	88	21	686	9	716	67	13	27	107	23	486	41	550	1461
% App. Total	29.5	15.9	54.5		2.9	95.8	1.3		62.6	12.1	25.2		4.2	88.4	7.5		
PHF	.650	.583	.632	.667	.583	.866	.563	.886	.838	.406	.675	.704	.821	.868	.854	.870	.906

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

City of San Diego
 N/S: 56th Street
 E/W: El Cajon Boulevard
 Weather: Clear

File Name : 08_SDG_56th_EI Cajon AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:45 AM			
+0 mins.	5	2	9	16	9	167	4	180	15	2	3	20	7	140	11	158
+15 mins.	8	6	19	33	5	157	2	164	20	8	10	38	7	132	12	151
+30 mins.	10	5	14	29	3	198	1	202	13	0	8	21	4	126	10	140
+45 mins.	3	1	6	10	4	164	2	170	19	3	6	28	5	121	4	130
Total Volume	26	14	48	88	21	686	9	716	67	13	27	107	23	519	37	579
% App. Total	29.5	15.9	54.5		2.9	95.8	1.3		62.6	12.1	25.2		4	89.6	6.4	
PHF	.650	.583	.632	.667	.583	.866	.563	.886	.838	.406	.675	.704	.821	.927	.771	.916

City of San Diego
 N/S: 56th Street
 E/W: El Cajon Boulevard
 Weather: Clear

File Name : 08_SDG_56th_EI Cajon PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

Groups Printed- Total Volume

Start Time	56th Street Southbound				El Cajon Boulevard Westbound				56th Street Northbound				El Cajon Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	6	0	2	8	4	185	5	194	9	2	13	24	5	193	13	211	437
04:15 PM	4	1	2	7	8	169	4	181	13	1	16	30	2	202	7	211	429
04:30 PM	8	4	3	15	7	171	3	181	16	3	7	26	2	180	9	191	413
04:45 PM	4	1	2	7	6	166	4	176	8	2	8	18	4	187	8	199	400
Total	22	6	9	37	25	691	16	732	46	8	44	98	13	762	37	812	1679
05:00 PM	6	4	2	12	5	167	7	179	7	0	9	16	3	177	10	190	397
05:15 PM	5	5	2	12	5	158	1	164	15	0	8	23	3	197	6	206	405
05:30 PM	5	2	4	11	4	161	1	166	8	2	6	16	8	161	8	177	370
05:45 PM	6	1	4	11	6	144	6	156	10	1	8	19	3	162	11	176	362
Total	22	12	12	46	20	630	15	665	40	3	31	74	17	697	35	749	1534
Grand Total	44	18	21	83	45	1321	31	1397	86	11	75	172	30	1459	72	1561	3213
Apprch %	53	21.7	25.3		3.2	94.6	2.2		50	6.4	43.6		1.9	93.5	4.6		
Total %	1.4	0.6	0.7	2.6	1.4	41.1	1	43.5	2.7	0.3	2.3	5.4	0.9	45.4	2.2	48.6	

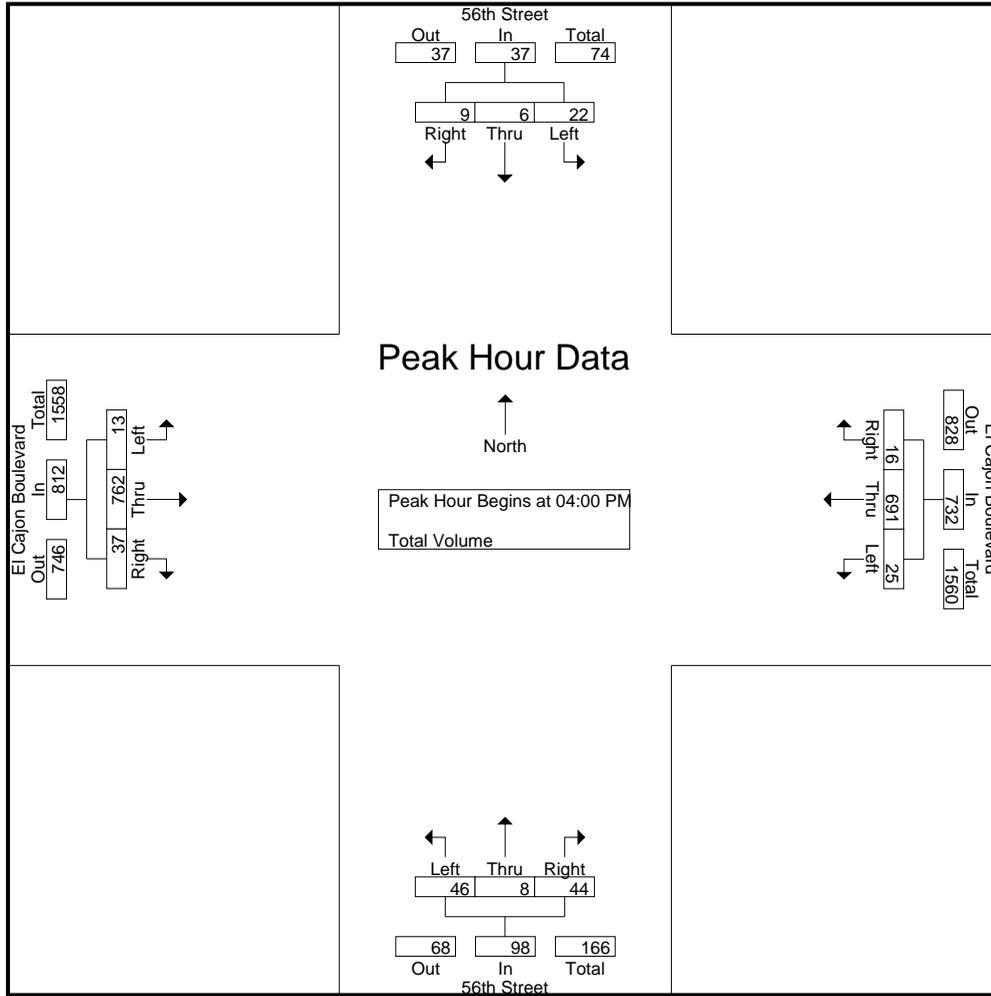
Start Time	56th Street Southbound				El Cajon Boulevard Westbound				56th Street Northbound				El Cajon Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	6	0	2	8	4	185	5	194	9	2	13	24	5	193	13	211	437
04:15 PM	4	1	2	7	8	169	4	181	13	1	16	30	2	202	7	211	429
04:30 PM	8	4	3	15	7	171	3	181	16	3	7	26	2	180	9	191	413
04:45 PM	4	1	2	7	6	166	4	176	8	2	8	18	4	187	8	199	400
Total Volume	22	6	9	37	25	691	16	732	46	8	44	98	13	762	37	812	1679
% App. Total	59.5	16.2	24.3		3.4	94.4	2.2		46.9	8.2	44.9		1.6	93.8	4.6		
PHF	.688	.375	.750	.617	.781	.934	.800	.943	.719	.667	.688	.817	.650	.943	.712	.962	.961

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

City of San Diego
 N/S: 56th Street
 E/W: El Cajon Boulevard
 Weather: Clear

File Name : 08_SDG_56th_EI Cajon PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	8	4	3	15	4	185	5	194	9	2	13	24	5	193	13	211
+15 mins.	4	1	2	7	8	169	4	181	13	1	16	30	2	202	7	211
+30 mins.	6	4	2	12	7	171	3	181	16	3	7	26	2	180	9	191
+45 mins.	5	5	2	12	6	166	4	176	8	2	8	18	4	187	8	199
Total Volume	23	14	9	46	25	691	16	732	46	8	44	98	13	762	37	812
% App. Total	50	30.4	19.6		3.4	94.4	2.2		46.9	8.2	44.9		1.6	93.8	4.6	
PHF	.719	.700	.750	.767	.781	.934	.800	.943	.719	.667	.688	.817	.650	.943	.712	.962

Location: San Diego
 N/S: 56th Street
 E/W: El Cajon Blvd



Date: 9/15/2021
 Day: Wednesday

PEDESTRIANS

	North Leg 56th Street	East Leg El Cajon Blvd	South Leg 56th Street	West Leg El Cajon Blvd	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	3	3
7:30 AM	0	2	0	0	2
7:45 AM	0	0	0	0	0
8:00 AM	1	2	2	0	5
8:15 AM	0	0	1	3	4
8:30 AM	0	3	1	4	8
8:45 AM	0	2	0	2	4
TOTAL VOLUMES:	1	9	4	12	26

	North Leg 56th Street	East Leg El Cajon Blvd	South Leg 56th Street	West Leg El Cajon Blvd	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	2	1	0	3
4:15 PM	0	0	2	0	2
4:30 PM	0	0	4	0	4
4:45 PM	0	0	2	0	2
5:00 PM	0	2	0	2	4
5:15 PM	0	1	0	1	2
5:30 PM	0	1	1	2	4
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	6	10	5	21

Location: San Diego
 N/S: 56th Street
 E/W: El Cajon Blvd



Date: 9/15/2021
 Day: Wednesday

BICYCLES

	Southbound 56th Street			Westbound El Cajon Blvd			Northbound 56th Street			Eastbound El Cajon Blvd			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	2	0	0	0	0	0	2	0	4
8:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	5	0	0	0	1	0	5	0	11

	Southbound 56th Street			Westbound El Cajon Blvd			Northbound 56th Street			Eastbound El Cajon Blvd			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	2	0	0	0	0	0	3	0	5
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	2	0	0	0	1	0	2	0	5
5:30 PM	0	0	0	1	1	0	0	0	0	0	1	0	3
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	1	8	0	0	0	1	0	6	0	16

City of San Diego
 N/S: 58th Street
 E/W: El Cajon Boulevard
 Weather: Clear

File Name : 26_SDG_58th_EI Cajon AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

Groups Printed- Total Volume

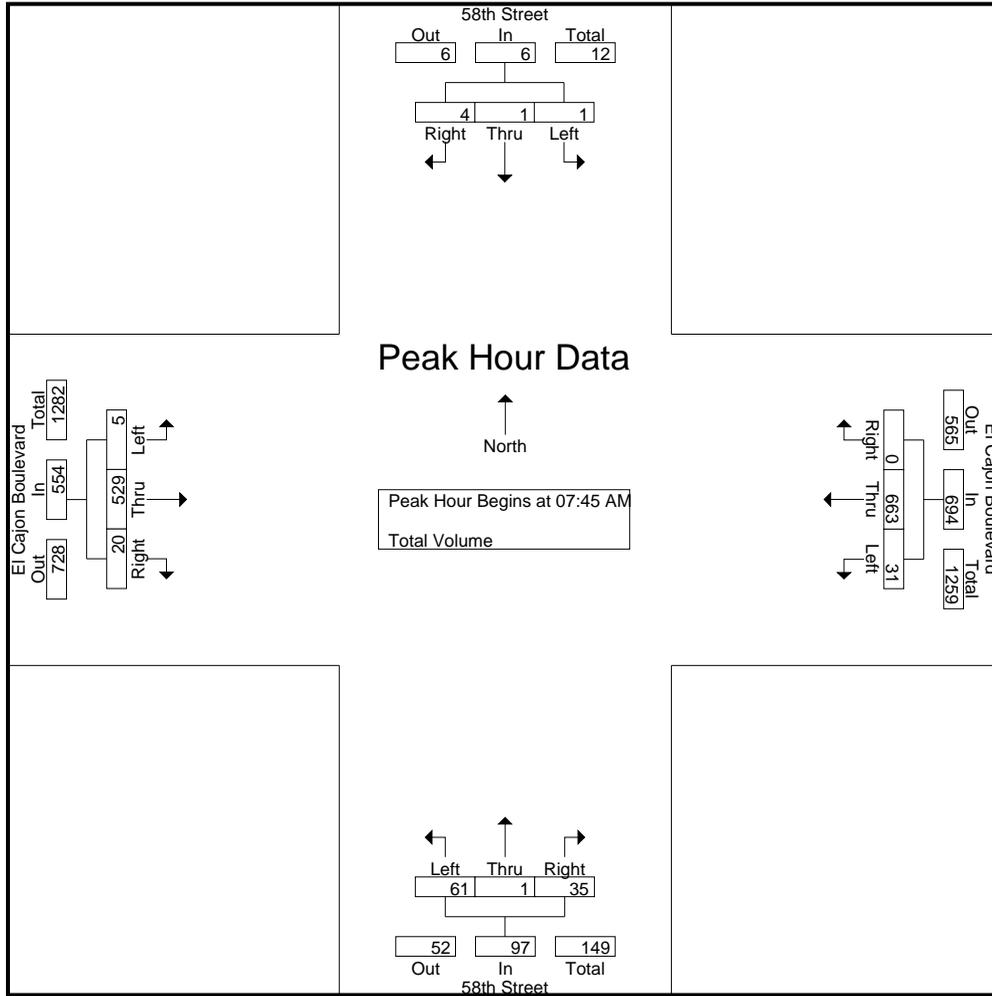
Start Time	58th Street Southbound				El Cajon Boulevard Westbound				58th Street Northbound				El Cajon Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	0	1	2	0	77	0	77	20	0	8	28	0	80	3	83	190
07:15 AM	0	0	2	2	1	113	0	114	13	0	4	17	0	84	1	85	218
07:30 AM	0	0	2	2	5	166	1	172	23	0	3	26	1	81	7	89	289
07:45 AM	0	1	1	2	6	176	0	182	16	0	8	24	2	127	5	134	342
Total	1	1	6	8	12	532	1	545	72	0	23	95	3	372	16	391	1039
08:00 AM	1	0	0	1	8	189	0	197	18	0	6	24	1	140	8	149	371
08:15 AM	0	0	2	2	7	151	0	158	15	0	10	25	0	125	3	128	313
08:30 AM	0	0	1	1	10	147	0	157	12	1	11	24	2	137	4	143	325
08:45 AM	0	0	1	1	5	169	0	174	10	0	6	16	0	118	8	126	317
Total	1	0	4	5	30	656	0	686	55	1	33	89	3	520	23	546	1326
Grand Total	2	1	10	13	42	1188	1	1231	127	1	56	184	6	892	39	937	2365
Apprch %	15.4	7.7	76.9		3.4	96.5	0.1		69	0.5	30.4		0.6	95.2	4.2		
Total %	0.1	0	0.4	0.5	1.8	50.2	0	52.1	5.4	0	2.4	7.8	0.3	37.7	1.6	39.6	

Start Time	58th Street Southbound				El Cajon Boulevard Westbound				58th Street Northbound				El Cajon Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	0	1	1	2	6	176	0	182	16	0	8	24	2	127	5	134	342
08:00 AM	1	0	0	1	8	189	0	197	18	0	6	24	1	140	8	149	371
08:15 AM	0	0	2	2	7	151	0	158	15	0	10	25	0	125	3	128	313
08:30 AM	0	0	1	1	10	147	0	157	12	1	11	24	2	137	4	143	325
Total Volume	1	1	4	6	31	663	0	694	61	1	35	97	5	529	20	554	1351
% App. Total	16.7	16.7	66.7		4.5	95.5	0		62.9	1	36.1		0.9	95.5	3.6		
PHF	.250	.250	.500	.750	.775	.877	.000	.881	.847	.250	.795	.970	.625	.945	.625	.930	.910

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:45 AM

City of San Diego
 N/S: 58th Street
 E/W: El Cajon Boulevard
 Weather: Clear

File Name : 26_SDG_58th_EI Cajon AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:30 AM				07:30 AM				07:45 AM			
+0 mins.	1	0	1	2	5	166	1	172	23	0	3	26	2	127	5	134
+15 mins.	0	0	2	2	6	176	0	182	16	0	8	24	1	140	8	149
+30 mins.	0	0	2	2	8	189	0	197	18	0	6	24	0	125	3	128
+45 mins.	0	1	1	2	7	151	0	158	15	0	10	25	2	137	4	143
Total Volume	1	1	6	8	26	682	1	709	72	0	27	99	5	529	20	554
% App. Total	12.5	12.5	75		3.7	96.2	0.1		72.7	0	27.3		0.9	95.5	3.6	
PHF	.250	.250	.750	1.000	.813	.902	.250	.900	.783	.000	.675	.952	.625	.945	.625	.930

City of San Diego
 N/S: 58th Street
 E/W: El Cajon Boulevard
 Weather: Clear

File Name : 26_SDG_58th_EI Cajon PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

Groups Printed- Total Volume

Start Time	58th Street Southbound				El Cajon Boulevard Westbound				58th Street Northbound				El Cajon Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	1	1	10	197	1	208	6	0	15	21	0	193	14	207	437
04:15 PM	0	0	1	1	6	176	3	185	5	0	13	18	0	222	15	237	441
04:30 PM	0	0	1	1	15	181	1	197	13	0	12	25	0	193	6	199	422
04:45 PM	0	0	1	1	5	173	0	178	4	0	11	15	0	178	15	193	387
Total	0	0	4	4	36	727	5	768	28	0	51	79	0	786	50	836	1687
05:00 PM	2	0	0	2	10	185	1	196	6	0	7	13	0	193	11	204	415
05:15 PM	1	0	1	2	7	162	1	170	7	1	9	17	3	195	7	205	394
05:30 PM	0	0	1	1	5	166	1	172	2	0	9	11	1	170	10	181	365
05:45 PM	0	0	2	2	5	163	3	171	5	0	6	11	0	171	12	183	367
Total	3	0	4	7	27	676	6	709	20	1	31	52	4	729	40	773	1541
Grand Total	3	0	8	11	63	1403	11	1477	48	1	82	131	4	1515	90	1609	3228
Apprch %	27.3	0	72.7		4.3	95	0.7		36.6	0.8	62.6		0.2	94.2	5.6		
Total %	0.1	0	0.2	0.3	2	43.5	0.3	45.8	1.5	0	2.5	4.1	0.1	46.9	2.8	49.8	

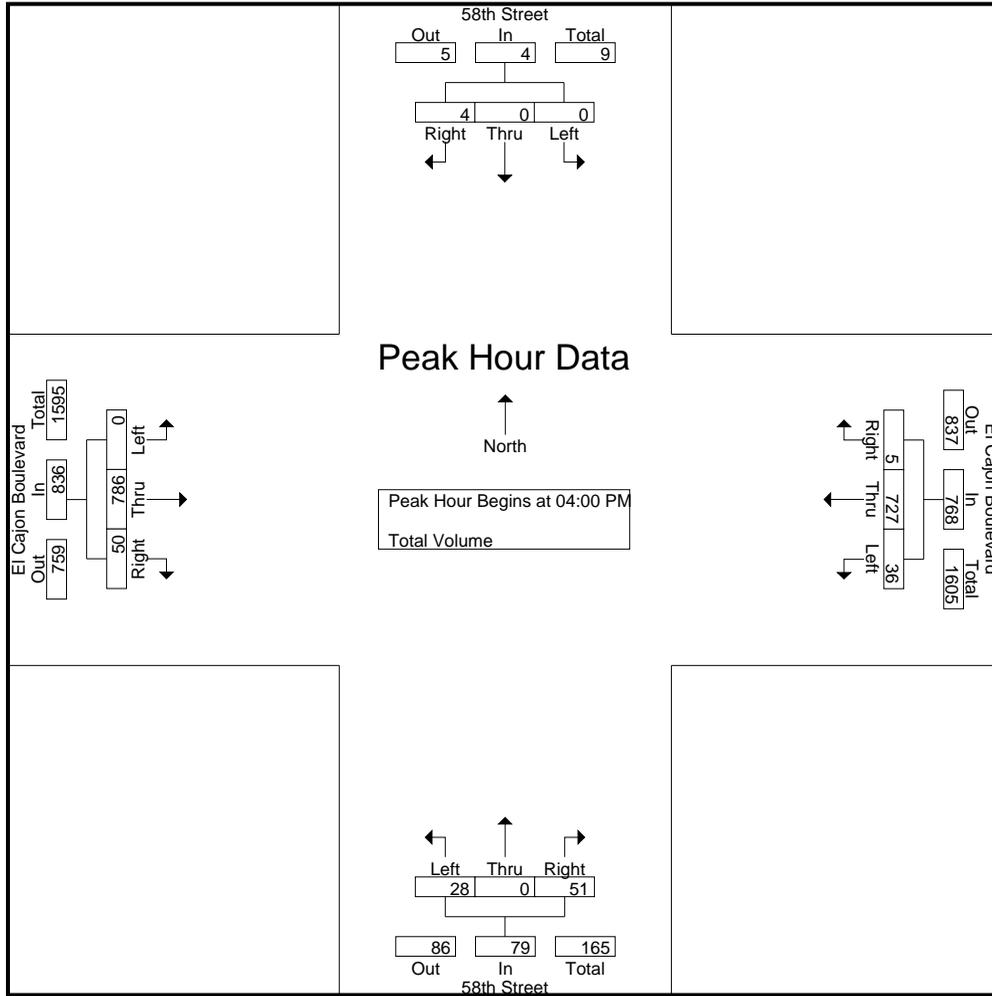
Start Time	58th Street Southbound				El Cajon Boulevard Westbound				58th Street Northbound				El Cajon Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	1	1	10	197	1	208	6	0	15	21	0	193	14	207	437
04:15 PM	0	0	1	1	6	176	3	185	5	0	13	18	0	222	15	237	441
04:30 PM	0	0	1	1	15	181	1	197	13	0	12	25	0	193	6	199	422
04:45 PM	0	0	1	1	5	173	0	178	4	0	11	15	0	178	15	193	387
Total Volume	0	0	4	4	36	727	5	768	28	0	51	79	0	786	50	836	1687
% App. Total	0	0	100		4.7	94.7	0.7		35.4	0	64.6		0	94	6		
PHF	.000	.000	1.00	1.00	.600	.923	.417	.923	.538	.000	.850	.790	.000	.885	.833	.882	.956

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

City of San Diego
 N/S: 58th Street
 E/W: El Cajon Boulevard
 Weather: Clear

File Name : 26_SDG_58th_EI Cajon PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	2	0	0	2	10	197	1	208	6	0	15	21	0	193	14	207
+15 mins.	1	0	1	2	6	176	3	185	5	0	13	18	0	222	15	237
+30 mins.	0	0	1	1	15	181	1	197	13	0	12	25	0	193	6	199
+45 mins.	0	0	2	2	5	173	0	178	4	0	11	15	0	178	15	193
Total Volume	3	0	4	7	36	727	5	768	28	0	51	79	0	786	50	836
% App. Total	42.9	0	57.1		4.7	94.7	0.7		35.4	0	64.6		0	94	6	
PHF	.375	.000	.500	.875	.600	.923	.417	.923	.538	.000	.850	.790	.000	.885	.833	.882

Location: San Diego
 N/S: 58th Street
 E/W: El Cajon Blvd



Date: 9/15/2021
 Day: Wednesday

PEDESTRIANS

	North Leg 58th Street	East Leg El Cajon Blvd	South Leg 58th Street	West Leg El Cajon Blvd	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	0	0	0	1
7:15 AM	0	0	0	0	0
7:30 AM	2	0	0	0	2
7:45 AM	2	0	0	0	2
8:00 AM	0	0	4	0	4
8:15 AM	4	0	2	0	6
8:30 AM	3	0	1	0	4
8:45 AM	0	0	2	0	2
TOTAL VOLUMES:	12	0	9	0	21

	North Leg 58th Street	East Leg El Cajon Blvd	South Leg 58th Street	West Leg El Cajon Blvd	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	3	7	0	11
4:15 PM	3	0	2	0	5
4:30 PM	3	0	2	0	5
4:45 PM	2	0	1	0	3
5:00 PM	4	1	6	0	11
5:15 PM	1	0	1	0	2
5:30 PM	0	0	1	1	2
5:45 PM	2	0	2	0	4
TOTAL VOLUMES:	16	4	22	1	43

Location: San Diego
 N/S: 58th Street
 E/W: El Cajon Blvd



Date: 9/15/2021
 Day: Wednesday

BICYCLES

	Southbound 58th Street			Westbound El Cajon Blvd			Northbound 58th Street			Eastbound El Cajon Blvd			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	1	1	0	0	0	0	0	0	1	3
7:15 AM	0	0	0	0	0	0	1	0	0	0	1	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	1	0	0	0	1	0	0	0	2
8:00 AM	0	0	0	0	2	0	0	0	0	0	1	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
TOTAL VOLUMES:	0	0	0	1	6	0	1	0	1	0	5	1	15

	Southbound 58th Street			Westbound El Cajon Blvd			Northbound 58th Street			Eastbound El Cajon Blvd			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	2	0	0	0	0	0	3	0	5
5:30 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	9	1	0	0	0	0	6	0	16

City of San Diego
 N/S: College Avenue
 E/W: El Cajon Boulevard
 Weather: Clear

File Name : 16_SDG_College_EI Cajon AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

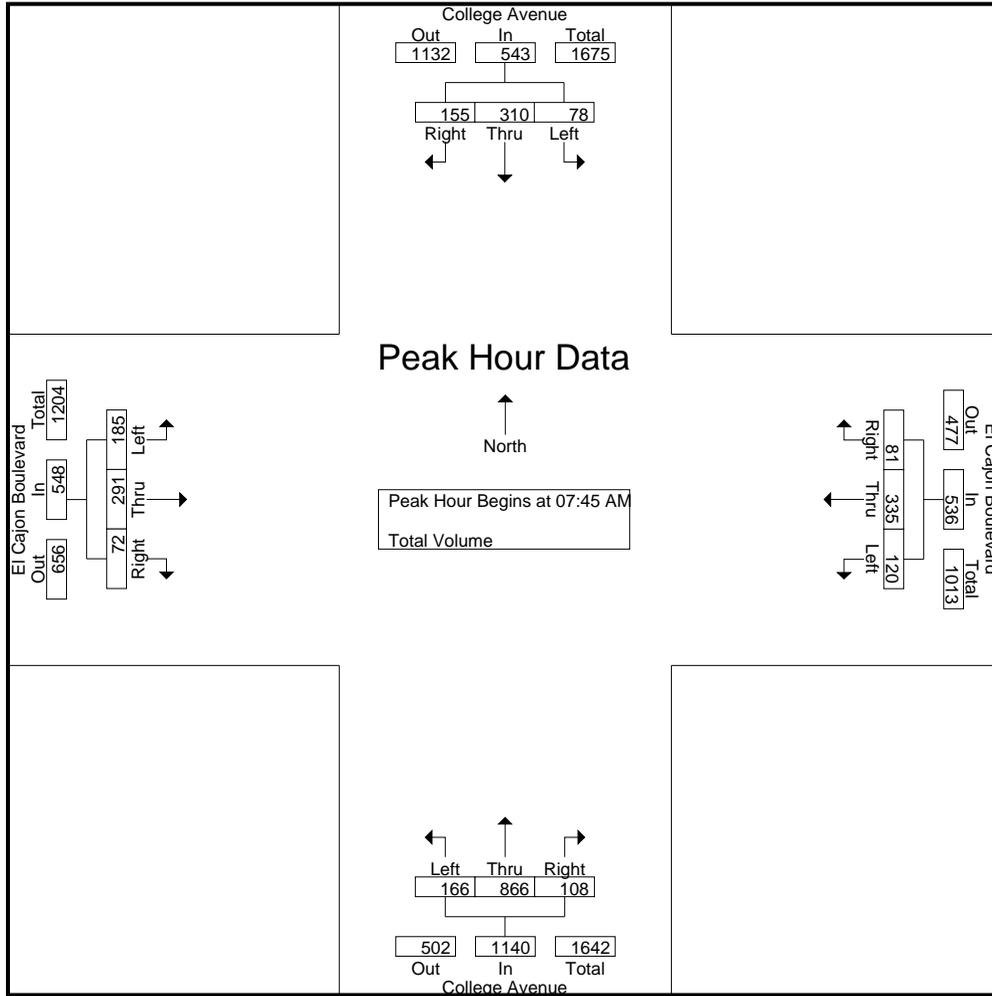
Groups Printed- Total Volume

Start Time	College Avenue Southbound				El Cajon Boulevard Westbound				College Avenue Northbound				El Cajon Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	10	50	18	78	16	40	13	69	18	139	19	176	41	40	15	96	419
07:15 AM	16	74	19	109	18	47	14	79	32	201	14	247	36	39	16	91	526
07:30 AM	18	61	36	115	13	81	19	113	42	200	14	256	40	50	21	111	595
07:45 AM	17	84	38	139	18	81	22	121	53	218	33	304	40	82	17	139	703
Total	61	269	111	441	65	249	68	382	145	758	80	983	157	211	69	437	2243
08:00 AM	17	87	46	150	30	107	23	160	50	213	17	280	51	79	21	151	741
08:15 AM	19	67	37	123	27	75	16	118	36	228	33	297	50	70	15	135	673
08:30 AM	25	72	34	131	45	72	20	137	27	207	25	259	44	60	19	123	650
08:45 AM	21	75	34	130	65	99	31	195	35	170	20	225	42	82	28	152	702
Total	82	301	151	534	167	353	90	610	148	818	95	1061	187	291	83	561	2766
Grand Total	143	570	262	975	232	602	158	992	293	1576	175	2044	344	502	152	998	5009
Apprch %	14.7	58.5	26.9		23.4	60.7	15.9		14.3	77.1	8.6		34.5	50.3	15.2		
Total %	2.9	11.4	5.2	19.5	4.6	12	3.2	19.8	5.8	31.5	3.5	40.8	6.9	10	3	19.9	

Start Time	College Avenue Southbound				El Cajon Boulevard Westbound				College Avenue Northbound				El Cajon Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	17	84	38	139	18	81	22	121	53	218	33	304	40	82	17	139	703
08:00 AM	17	87	46	150	30	107	23	160	50	213	17	280	51	79	21	151	741
08:15 AM	19	67	37	123	27	75	16	118	36	228	33	297	50	70	15	135	673
08:30 AM	25	72	34	131	45	72	20	137	27	207	25	259	44	60	19	123	650
Total Volume	78	310	155	543	120	335	81	536	166	866	108	1140	185	291	72	548	2767
% App. Total	14.4	57.1	28.5		22.4	62.5	15.1		14.6	76	9.5		33.8	53.1	13.1		
PHF	.780	.891	.842	.905	.667	.783	.880	.838	.783	.950	.818	.938	.907	.887	.857	.907	.934

City of San Diego
 N/S: College Avenue
 E/W: El Cajon Boulevard
 Weather: Clear

File Name : 16_SDG_College_EI Cajon AM
 Site Code : 22921409
 Start Date : 9/15/2021
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				08:00 AM				07:45 AM				08:00 AM			
+0 mins.	17	84	38	139	30	107	23	160	53	218	33	304	51	79	21	151
+15 mins.	17	87	46	150	27	75	16	118	50	213	17	280	50	70	15	135
+30 mins.	19	67	37	123	45	72	20	137	36	228	33	297	44	60	19	123
+45 mins.	25	72	34	131	65	99	31	195	27	207	25	259	42	82	28	152
Total Volume	78	310	155	543	167	353	90	610	166	866	108	1140	187	291	83	561
% App. Total	14.4	57.1	28.5		27.4	57.9	14.8		14.6	76	9.5		33.3	51.9	14.8	
PHF	.780	.891	.842	.905	.642	.825	.726	.782	.783	.950	.818	.938	.917	.887	.741	.923

City of San Diego
 N/S: College Avenue
 E/W: El Cajon Boulevard
 Weather: Clear

File Name : 16_SDG_College_EI Cajon PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

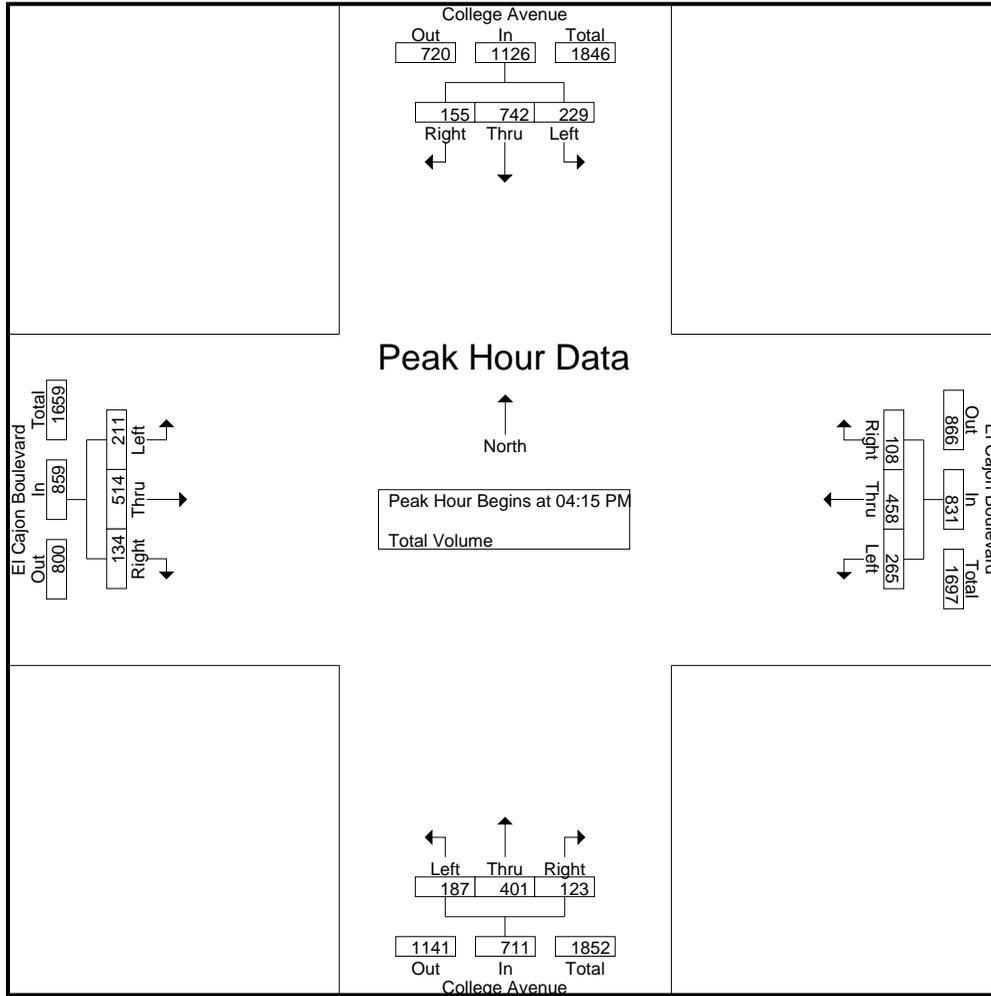
Groups Printed- Total Volume

Start Time	College Avenue Southbound				El Cajon Boulevard Westbound				College Avenue Northbound				El Cajon Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	55	172	49	276	64	115	36	215	40	107	28	175	42	124	39	205	871
04:15 PM	44	169	30	243	71	117	27	215	42	98	25	165	44	165	40	249	872
04:30 PM	70	184	40	294	64	129	27	220	42	100	35	177	60	119	34	213	904
04:45 PM	53	164	41	258	56	121	20	197	49	90	33	172	37	139	26	202	829
Total	222	689	160	1071	255	482	110	847	173	395	121	689	183	547	139	869	3476
05:00 PM	62	225	44	331	74	91	34	199	54	113	30	197	70	91	34	195	922
05:15 PM	71	166	35	272	54	92	29	175	51	93	25	169	40	124	33	197	813
05:30 PM	48	174	25	247	38	99	28	165	36	105	35	176	40	128	33	201	789
05:45 PM	70	154	34	258	49	104	36	189	27	87	31	145	40	94	26	160	752
Total	251	719	138	1108	215	386	127	728	168	398	121	687	190	437	126	753	3276
Grand Total	473	1408	298	2179	470	868	237	1575	341	793	242	1376	373	984	265	1622	6752
Apprch %	21.7	64.6	13.7		29.8	55.1	15		24.8	57.6	17.6		23	60.7	16.3		
Total %	7	20.9	4.4	32.3	7	12.9	3.5	23.3	5.1	11.7	3.6	20.4	5.5	14.6	3.9	24	

Start Time	College Avenue Southbound				El Cajon Boulevard Westbound				College Avenue Northbound				El Cajon Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	44	169	30	243	71	117	27	215	42	98	25	165	44	165	40	249	872
04:30 PM	70	184	40	294	64	129	27	220	42	100	35	177	60	119	34	213	904
04:45 PM	53	164	41	258	56	121	20	197	49	90	33	172	37	139	26	202	829
05:00 PM	62	225	44	331	74	91	34	199	54	113	30	197	70	91	34	195	922
Total Volume	229	742	155	1126	265	458	108	831	187	401	123	711	211	514	134	859	3527
% App. Total	20.3	65.9	13.8		31.9	55.1	13		26.3	56.4	17.3		24.6	59.8	15.6		
PHF	.818	.824	.881	.850	.895	.888	.794	.944	.866	.887	.879	.902	.754	.779	.838	.862	.956

City of San Diego
 N/S: College Avenue
 E/W: El Cajon Boulevard
 Weather: Clear

File Name : 16_SDG_College_EI Cajon PM
 Site Code : 22921409
 Start Date : 9/15/2021
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				04:30 PM				04:00 PM			
+0 mins.	70	184	40	294	64	115	36	215	42	100	35	177	42	124	39	205
+15 mins.	53	164	41	258	71	117	27	215	49	90	33	172	44	165	40	249
+30 mins.	62	225	44	331	64	129	27	220	54	113	30	197	60	119	34	213
+45 mins.	71	166	35	272	56	121	20	197	51	93	25	169	37	139	26	202
Total Volume	256	739	160	1155	255	482	110	847	196	396	123	715	183	547	139	869
% App. Total	22.2	64	13.9		30.1	56.9	13		27.4	55.4	17.2		21.1	62.9	16	
PHF	.901	.821	.909	.872	.898	.934	.764	.963	.907	.876	.879	.907	.763	.829	.869	.872

Location: San Diego
 N/S: College Avenue
 E/W: El Cajon Blvd



Date: 9/15/2021
 Day: Wednesday

PEDESTRIANS

	North Leg College Avenue	East Leg El Cajon Blvd	South Leg College Avenue	West Leg El Cajon Blvd	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	2	1	4	2	9
7:15 AM	3	7	6	1	17
7:30 AM	8	2	1	0	11
7:45 AM	4	4	2	3	13
8:00 AM	6	6	3	2	17
8:15 AM	6	1	5	2	14
8:30 AM	4	1	7	0	12
8:45 AM	5	3	5	2	15
TOTAL VOLUMES:	38	25	33	12	108

	North Leg College Avenue	East Leg El Cajon Blvd	South Leg College Avenue	West Leg El Cajon Blvd	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	20	9	7	7	43
4:15 PM	9	9	12	3	33
4:30 PM	11	5	7	5	28
4:45 PM	11	13	7	2	33
5:00 PM	4	5	5	4	18
5:15 PM	12	11	8	9	40
5:30 PM	13	20	7	10	50
5:45 PM	5	8	13	1	27
TOTAL VOLUMES:	85	80	66	41	272

Location: San Diego
 N/S: College Avenue
 E/W: El Cajon Blvd



Date: 9/15/2021
 Day: Wednesday

BICYCLES

	Southbound College Avenue			Westbound El Cajon Blvd			Northbound College Avenue			Eastbound El Cajon Blvd			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	1	0	1	1	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	2
8:00 AM	0	1	0	0	2	0	0	1	0	0	1	0	5
8:15 AM	0	0	0	0	0	0	1	0	0	1	2	0	4
8:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
8:45 AM	0	0	0	0	1	0	0	0	1	0	1	0	3
TOTAL VOLUMES:	0	1	0	0	5	0	2	6	1	1	5	0	21

	Southbound College Avenue			Westbound El Cajon Blvd			Northbound College Avenue			Eastbound El Cajon Blvd			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	2	0	0	0	0	0	3	1	6
5:30 PM	0	0	0	0	2	0	0	1	0	0	0	0	3
5:45 PM	0	1	0	0	1	0	0	1	0	0	1	0	4
TOTAL VOLUMES:	0	2	0	0	7	1	0	2	0	0	5	1	18

City of San Diego
 N/S: 62nd Street
 E/W: El Cajon Boulevard
 Weather: Clear

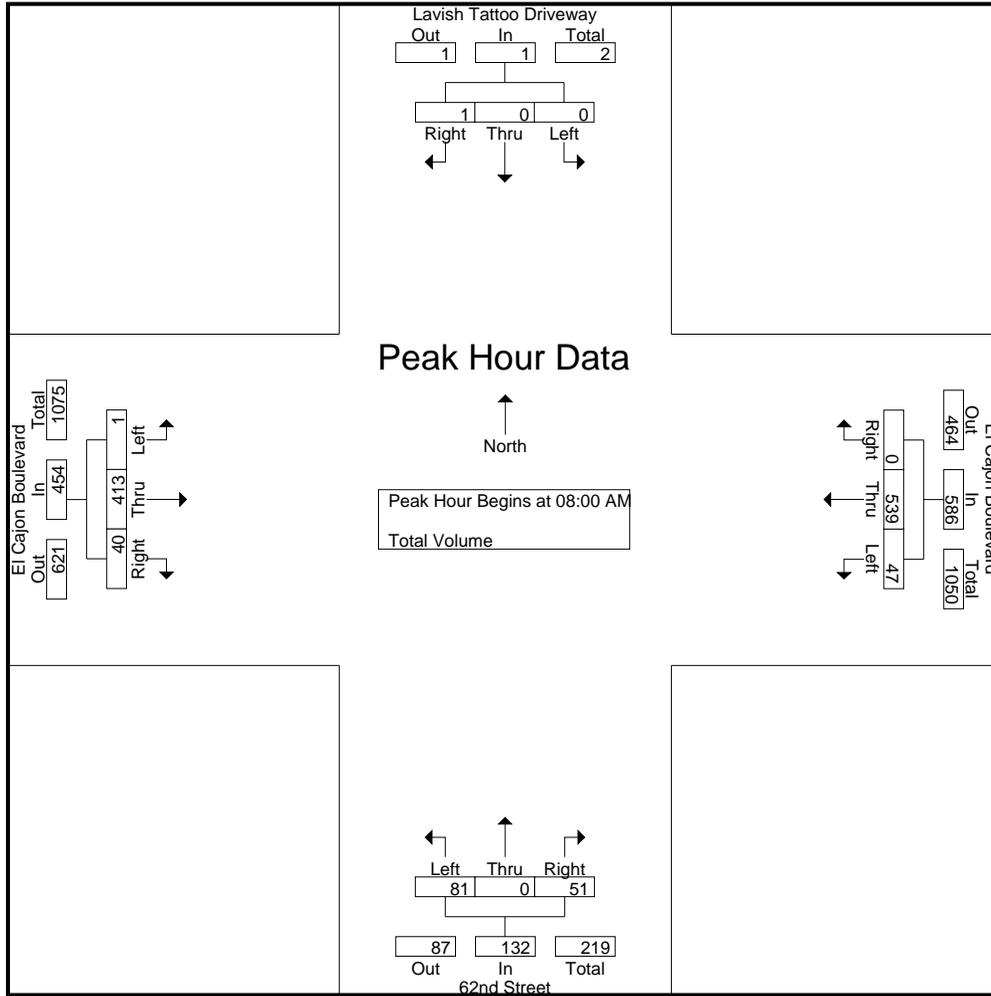
File Name : 28_SDG_62nd_EI Cajon AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

Groups Printed- Total Volume

Start Time	Lavish Tattoo Driveway Southbound				El Cajon Boulevard Westbound				62nd Street Northbound				El Cajon Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	3	64	0	67	9	0	6	15	0	58	5	63	145
07:15 AM	0	0	0	0	10	69	0	79	11	0	10	21	0	56	5	61	161
07:30 AM	0	0	0	0	7	82	0	89	24	0	12	36	0	73	7	80	205
07:45 AM	0	0	0	0	11	109	0	120	21	0	11	32	0	112	5	117	269
Total	0	0	0	0	31	324	0	355	65	0	39	104	0	299	22	321	780
08:00 AM	0	0	0	0	8	127	0	135	24	0	5	29	1	100	8	109	273
08:15 AM	0	0	1	1	6	118	0	124	14	0	9	23	0	103	10	113	261
08:30 AM	0	0	0	0	12	135	0	147	19	0	25	44	0	114	10	124	315
08:45 AM	0	0	0	0	21	159	0	180	24	0	12	36	0	96	12	108	324
Total	0	0	1	1	47	539	0	586	81	0	51	132	1	413	40	454	1173
Grand Total	0	0	1	1	78	863	0	941	146	0	90	236	1	712	62	775	1953
Apprch %	0	0	100		8.3	91.7	0		61.9	0	38.1		0.1	91.9	8		
Total %	0	0	0.1	0.1	4	44.2	0	48.2	7.5	0	4.6	12.1	0.1	36.5	3.2	39.7	

Start Time	Lavish Tattoo Driveway Southbound				El Cajon Boulevard Westbound				62nd Street Northbound				El Cajon Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:00 AM	0	0	0	0	8	127	0	135	24	0	5	29	1	100	8	109	273
08:15 AM	0	0	1	1	6	118	0	124	14	0	9	23	0	103	10	113	261
08:30 AM	0	0	0	0	12	135	0	147	19	0	25	44	0	114	10	124	315
08:45 AM	0	0	0	0	21	159	0	180	24	0	12	36	0	96	12	108	324
Total Volume	0	0	1	1	47	539	0	586	81	0	51	132	1	413	40	454	1173
% App. Total	0	0	100		8	92	0		61.4	0	38.6		0.2	91	8.8		
PHF	.000	.000	.250	.250	.560	.847	.000	.814	.844	.000	.510	.750	.250	.906	.833	.915	.905

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:00 AM



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				08:00 AM				08:00 AM				07:45 AM			
+0 mins.	0	0	0	0	8	127	0	135	24	0	5	29	0	112	5	117
+15 mins.	0	0	0	0	6	118	0	124	14	0	9	23	1	100	8	109
+30 mins.	0	0	0	0	12	135	0	147	19	0	25	44	0	103	10	113
+45 mins.	0	0	1	1	21	159	0	180	24	0	12	36	0	114	10	124
Total Volume	0	0	1	1	47	539	0	586	81	0	51	132	1	429	33	463
% App. Total	0	0	100		8	92	0		61.4	0	38.6		0.2	92.7	7.1	
PHF	.000	.000	.250	.250	.560	.847	.000	.814	.844	.000	.510	.750	.250	.941	.825	.933

City of San Diego
 N/S: 62nd Street
 E/W: El Cajon Boulevard
 Weather: Clear

File Name : 28_SDG_62nd_EI Cajon PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

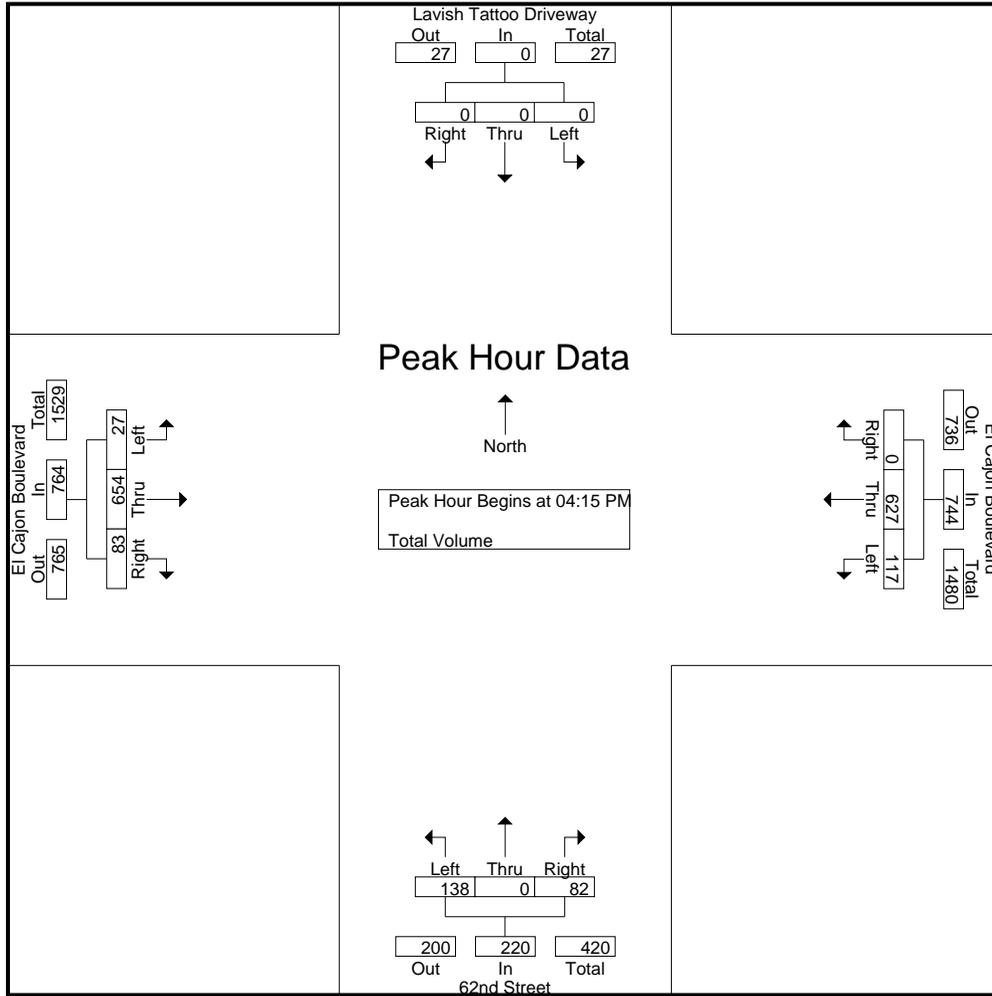
Groups Printed- Total Volume

Start Time	Lavish Tattoo Driveway Southbound				El Cajon Boulevard Westbound				62nd Street Northbound				El Cajon Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	25	181	0	206	35	0	21	56	1	151	17	169	431
04:15 PM	0	0	0	0	34	164	0	198	33	0	18	51	0	171	19	190	439
04:30 PM	0	0	0	0	31	157	0	188	31	0	15	46	10	176	24	210	444
04:45 PM	0	0	0	0	23	140	0	163	39	0	23	62	8	160	16	184	409
Total	0	0	0	0	113	642	0	755	138	0	77	215	19	658	76	753	1723
05:00 PM	0	0	0	0	29	166	0	195	35	0	26	61	9	147	24	180	436
05:15 PM	0	0	0	0	36	131	0	167	27	0	25	52	10	148	14	172	391
05:30 PM	0	0	0	0	29	118	0	147	35	0	13	48	5	158	21	184	379
05:45 PM	0	0	0	0	28	130	0	158	48	0	12	60	10	156	19	185	403
Total	0	0	0	0	122	545	0	667	145	0	76	221	34	609	78	721	1609
Grand Total	0	0	0	0	235	1187	0	1422	283	0	153	436	53	1267	154	1474	3332
Apprch %	0	0	0	0	16.5	83.5	0		64.9	0	35.1		3.6	86	10.4		
Total %	0	0	0	0	7.1	35.6	0	42.7	8.5	0	4.6	13.1	1.6	38	4.6	44.2	

Start Time	Lavish Tattoo Driveway Southbound				El Cajon Boulevard Westbound				62nd Street Northbound				El Cajon Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:15 PM	0	0	0	0	34	164	0	198	33	0	18	51	0	171	19	190	439
04:30 PM	0	0	0	0	31	157	0	188	31	0	15	46	10	176	24	210	444
04:45 PM	0	0	0	0	23	140	0	163	39	0	23	62	8	160	16	184	409
05:00 PM	0	0	0	0	29	166	0	195	35	0	26	61	9	147	24	180	436
Total Volume	0	0	0	0	117	627	0	744	138	0	82	220	27	654	83	764	1728
% App. Total	0	0	0	0	15.7	84.3	0		62.7	0	37.3		3.5	85.6	10.9		
PHF	.000	.000	.000	.000	.860	.944	.000	.939	.885	.000	.788	.887	.675	.929	.865	.910	.973

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:45 PM				04:15 PM			
+0 mins.	0	0	0	0	25	181	0	206	39	0	23	62	0	171	19	190
+15 mins.	0	0	0	0	34	164	0	198	35	0	26	61	10	176	24	210
+30 mins.	0	0	0	0	31	157	0	188	27	0	25	52	8	160	16	184
+45 mins.	0	0	0	0	23	140	0	163	35	0	13	48	9	147	24	180
Total Volume	0	0	0	0	113	642	0	755	136	0	87	223	27	654	83	764
% App. Total	0	0	0	0	15	85	0		61	0	39		3.5	85.6	10.9	
PHF	.000	.000	.000	.000	.831	.887	.000	.916	.872	.000	.837	.899	.675	.929	.865	.910

Location: San Diego
 N/S: 62nd Street
 E/W: El Cajon Blvd



Date: 9/15/2021
 Day: Wednesday

PEDESTRIANS

	North Leg Lavish Tattoo DW	East Leg El Cajon Blvd	South Leg 62nd Street	West Leg El Cajon Blvd	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	1	2	0	3
7:15 AM	0	1	0	0	1
7:30 AM	0	1	3	0	4
7:45 AM	0	0	1	0	1
8:00 AM	0	1	4	0	5
8:15 AM	0	0	2	2	4
8:30 AM	0	0	6	1	7
8:45 AM	0	0	4	1	5
TOTAL VOLUMES:	0	4	22	4	30

	North Leg Lavish Tattoo DW	East Leg El Cajon Blvd	South Leg 62nd Street	West Leg El Cajon Blvd	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	1	6	0	7
4:15 PM	0	1	1	1	3
4:30 PM	2	1	4	2	9
4:45 PM	0	2	5	0	7
5:00 PM	0	1	4	0	5
5:15 PM	0	0	2	1	3
5:30 PM	0	1	4	6	11
5:45 PM	0	0	1	6	7
TOTAL VOLUMES:	2	7	27	16	52

Location: San Diego
 N/S: 62nd Street
 E/W: El Cajon Blvd



Date: 9/15/2021
 Day: Wednesday

BICYCLES

	Southbound Lavish Tattoo DW			Westbound El Cajon Blvd			Northbound 62nd Street			Eastbound El Cajon Blvd			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	1	0	0	0	1	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
TOTAL VOLUMES:	0	0	0	0	2	0	0	0	1	0	5	0	8

	Southbound Lavish Tattoo DW			Westbound El Cajon Blvd			Northbound 62nd Street			Eastbound El Cajon Blvd			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	2
4:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	3	0	0	0	0	0	3	0	6
5:30 PM	0	0	0	0	1	0	0	0	1	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES:	0	0	0	0	6	0	0	0	1	0	6	1	14

City of San Diego
 N/S: 63rd Street
 E/W: El Cajon Boulevard
 Weather: Clear

File Name : 18_SDG_63rd_EI Cajon AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

Groups Printed- Total Volume

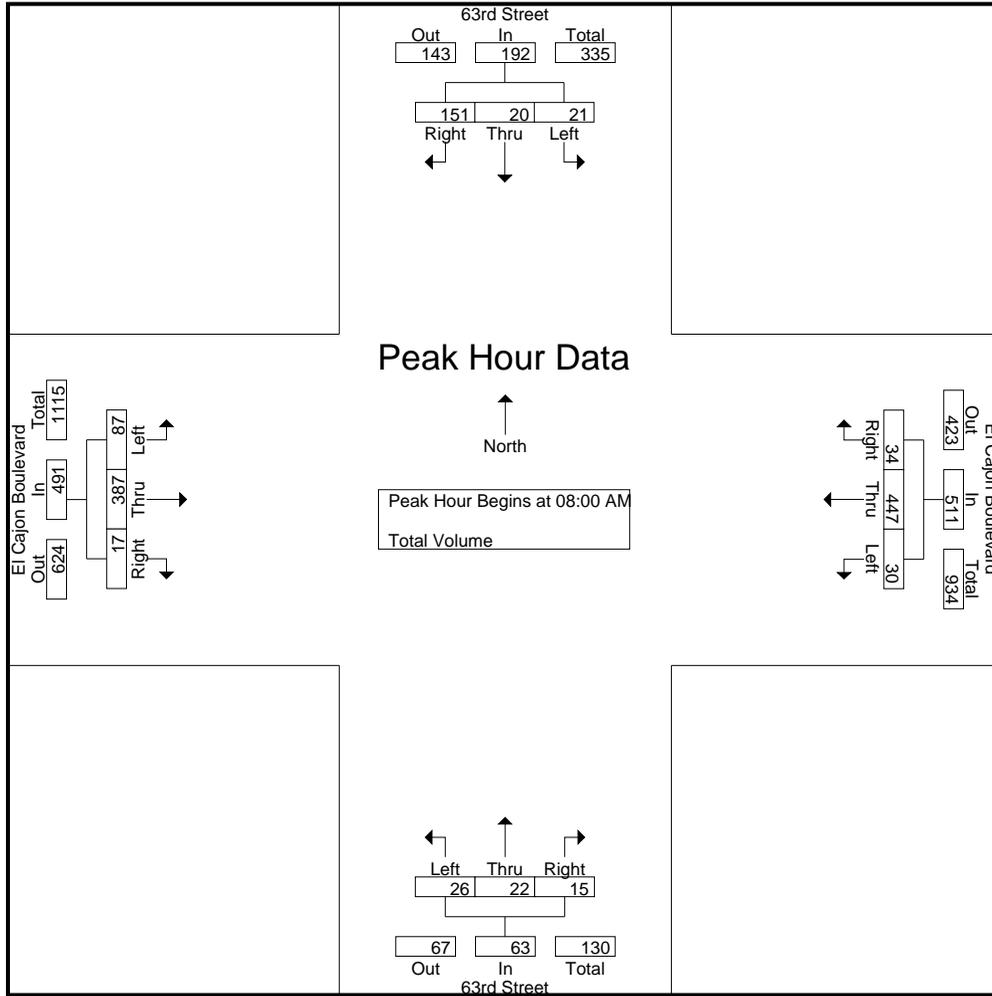
Start Time	63rd Street Southbound				El Cajon Boulevard Westbound				63rd Street Northbound				El Cajon Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	0	7	9	6	49	6	61	9	3	1	13	7	58	4	69	152
07:15 AM	3	1	16	20	3	63	2	68	8	4	2	14	11	52	4	67	169
07:30 AM	4	6	8	18	2	80	7	89	9	2	5	16	14	67	5	86	209
07:45 AM	1	2	17	20	3	87	7	97	7	6	4	17	20	100	7	127	261
Total	10	9	48	67	14	279	22	315	33	15	12	60	52	277	20	349	791
08:00 AM	2	3	23	28	6	119	10	135	4	6	2	12	14	95	4	113	288
08:15 AM	3	5	16	24	7	100	5	112	11	5	3	19	27	88	4	119	274
08:30 AM	10	8	55	73	9	98	12	119	6	8	7	21	34	101	5	140	353
08:45 AM	6	4	57	67	8	130	7	145	5	3	3	11	12	103	4	119	342
Total	21	20	151	192	30	447	34	511	26	22	15	63	87	387	17	491	1257
Grand Total	31	29	199	259	44	726	56	826	59	37	27	123	139	664	37	840	2048
Apprch %	12	11.2	76.8		5.3	87.9	6.8		48	30.1	22		16.5	79	4.4		
Total %	1.5	1.4	9.7	12.6	2.1	35.4	2.7	40.3	2.9	1.8	1.3	6	6.8	32.4	1.8	41	

Start Time	63rd Street Southbound				El Cajon Boulevard Westbound				63rd Street Northbound				El Cajon Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:00 AM	2	3	23	28	6	119	10	135	4	6	2	12	14	95	4	113	288
08:15 AM	3	5	16	24	7	100	5	112	11	5	3	19	27	88	4	119	274
08:30 AM	10	8	55	73	9	98	12	119	6	8	7	21	34	101	5	140	353
08:45 AM	6	4	57	67	8	130	7	145	5	3	3	11	12	103	4	119	342
Total Volume	21	20	151	192	30	447	34	511	26	22	15	63	87	387	17	491	1257
% App. Total	10.9	10.4	78.6		5.9	87.5	6.7		41.3	34.9	23.8		17.7	78.8	3.5		
PHF	.525	.625	.662	.658	.833	.860	.708	.881	.591	.688	.536	.750	.640	.939	.850	.877	.890

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:00 AM

City of San Diego
 N/S: 63rd Street
 E/W: El Cajon Boulevard
 Weather: Clear

File Name : 18_SDG_63rd_EI Cajon AM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				07:45 AM				07:45 AM			
+0 mins.	2	3	23	28	6	119	10	135	7	6	4	17	20	100	7	127
+15 mins.	3	5	16	24	7	100	5	112	4	6	2	12	14	95	4	113
+30 mins.	10	8	55	73	9	98	12	119	11	5	3	19	27	88	4	119
+45 mins.	6	4	57	67	8	130	7	145	6	8	7	21	34	101	5	140
Total Volume	21	20	151	192	30	447	34	511	28	25	16	69	95	384	20	499
% App. Total	10.9	10.4	78.6		5.9	87.5	6.7		40.6	36.2	23.2		19	77	4	
PHF	.525	.625	.662	.658	.833	.860	.708	.881	.636	.781	.571	.821	.699	.950	.714	.891

City of San Diego
 N/S: 63rd Street
 E/W: El Cajon Boulevard
 Weather: Clear

File Name : 18_SDG_63rd_EI Cajon PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 1

Groups Printed- Total Volume

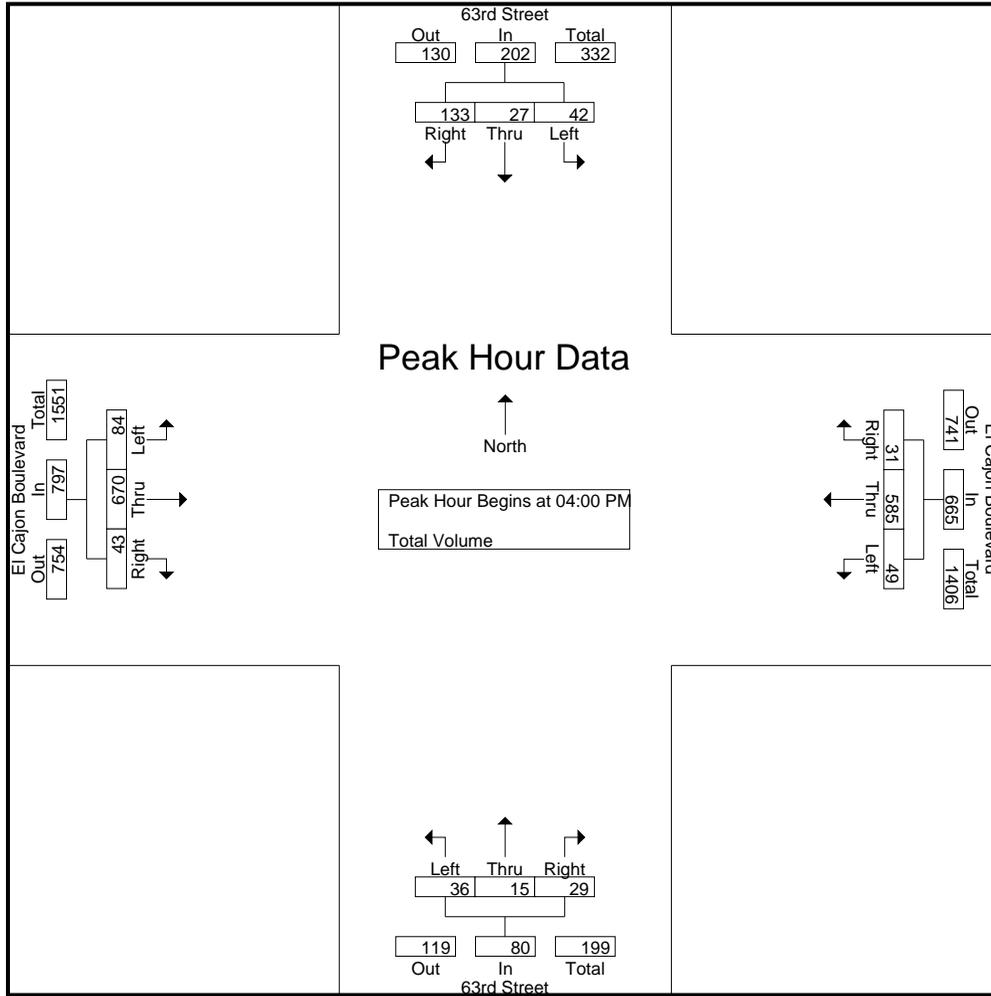
Start Time	63rd Street Southbound				El Cajon Boulevard Westbound				63rd Street Northbound				El Cajon Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	6	11	57	74	16	142	8	166	4	2	6	12	24	158	10	192	444
04:15 PM	14	7	30	51	10	163	12	185	13	3	10	26	18	164	14	196	458
04:30 PM	11	4	23	38	16	143	6	165	13	5	10	28	21	176	10	207	438
04:45 PM	11	5	23	39	7	137	5	149	6	5	3	14	21	172	9	202	404
Total	42	27	133	202	49	585	31	665	36	15	29	80	84	670	43	797	1744
05:00 PM	8	7	28	43	20	147	7	174	8	2	5	15	17	153	13	183	415
05:15 PM	8	10	20	38	6	138	6	150	13	6	11	30	9	164	18	191	409
05:30 PM	8	8	18	34	11	120	10	141	4	3	9	16	17	163	11	191	382
05:45 PM	6	7	29	42	17	130	6	153	9	2	8	19	20	147	10	177	391
Total	30	32	95	157	54	535	29	618	34	13	33	80	63	627	52	742	1597
Grand Total	72	59	228	359	103	1120	60	1283	70	28	62	160	147	1297	95	1539	3341
Apprch %	20.1	16.4	63.5		8	87.3	4.7		43.8	17.5	38.8		9.6	84.3	6.2		
Total %	2.2	1.8	6.8	10.7	3.1	33.5	1.8	38.4	2.1	0.8	1.9	4.8	4.4	38.8	2.8	46.1	

Start Time	63rd Street Southbound				El Cajon Boulevard Westbound				63rd Street Northbound				El Cajon Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	6	11	57	74	16	142	8	166	4	2	6	12	24	158	10	192	444
04:15 PM	14	7	30	51	10	163	12	185	13	3	10	26	18	164	14	196	458
04:30 PM	11	4	23	38	16	143	6	165	13	5	10	28	21	176	10	207	438
04:45 PM	11	5	23	39	7	137	5	149	6	5	3	14	21	172	9	202	404
Total Volume	42	27	133	202	49	585	31	665	36	15	29	80	84	670	43	797	1744
% App. Total	20.8	13.4	65.8		7.4	88	4.7		45	18.8	36.2		10.5	84.1	5.4		
PHF	.750	.614	.583	.682	.766	.897	.646	.899	.692	.750	.725	.714	.875	.952	.768	.963	.952

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of San Diego
 N/S: 63rd Street
 E/W: El Cajon Boulevard
 Weather: Clear

File Name : 18_SDG_63rd_EI Cajon PM
 Site Code : 22921409
 Start Date : 9/15/2021
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:30 PM				04:00 PM			
+0 mins.	6	11	57	74	10	163	12	185	13	5	10	28	24	158	10	192
+15 mins.	14	7	30	51	16	143	6	165	6	5	3	14	18	164	14	196
+30 mins.	11	4	23	38	7	137	5	149	8	2	5	15	21	176	10	207
+45 mins.	11	5	23	39	20	147	7	174	13	6	11	30	21	172	9	202
Total Volume	42	27	133	202	53	590	30	673	40	18	29	87	84	670	43	797
% App. Total	20.8	13.4	65.8		7.9	87.7	4.5		46	20.7	33.3		10.5	84.1	5.4	
PHF	.750	.614	.583	.682	.663	.905	.625	.909	.769	.750	.659	.725	.875	.952	.768	.963

Location: San Diego
 N/S: 63rd Street
 E/W: El Cajon Blvd



Date: 9/15/2021
 Day: Wednesday

PEDESTRIANS

	North Leg 63rd Street	East Leg El Cajon Blvd	South Leg 63rd Street	West Leg El Cajon Blvd	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	3	0	1	0	4
7:15 AM	1	3	2	0	6
7:30 AM	0	3	2	0	5
7:45 AM	0	1	3	0	4
8:00 AM	2	2	2	0	6
8:15 AM	2	3	4	0	9
8:30 AM	3	3	8	0	14
8:45 AM	0	0	7	0	7
TOTAL VOLUMES:	11	15	29	0	55

	North Leg 63rd Street	East Leg El Cajon Blvd	South Leg 63rd Street	West Leg El Cajon Blvd	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	1	5	0	7
4:15 PM	4	9	3	0	16
4:30 PM	2	2	4	0	8
4:45 PM	4	0	5	0	9
5:00 PM	1	4	9	0	14
5:15 PM	2	5	3	0	10
5:30 PM	5	0	7	0	12
5:45 PM	5	0	6	1	12
TOTAL VOLUMES:	24	21	42	1	88

Location: San Diego
 N/S: 63rd Street
 E/W: El Cajon Blvd



Date: 9/15/2021
 Day: Wednesday

BICYCLES

	Southbound 63rd Street			Westbound El Cajon Blvd			Northbound 63rd Street			Eastbound El Cajon Blvd			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	3
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	1	1	0	0	0	1	1	0	4
TOTAL VOLUMES:	0	0	1	0	3	1	0	0	0	1	6	0	12

	Southbound 63rd Street			Westbound El Cajon Blvd			Northbound 63rd Street			Eastbound El Cajon Blvd			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
4:30 PM	0	0	0	1	1	0	0	0	0	0	0	1	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	2	0	0	0	1	0	3	1	7
5:30 PM	0	0	0	0	1	0	0	0	0	1	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	1	4	0	0	0	1	1	6	2	16

Parking Counts

ID:	Roadway	From	To	Presence of On-Street Parking	Metered/Permitted?	Occupancy Percentage		
						Morning	Midday	Evening
North/South Roadway Segments								
1	Fairmont Avenue	I-8	Montezuma Road	None	N/A	N/A	N/A	N/A
2	Collwood Boulevard	Montezuma Road	Monroe Avenue	Parallel	-	75%	75%	75%
3	Collwood Boulevard	54th Street	El Cajon Boulevard	Parallel Intermittent (East Side Only)	-	50%	60%	50%
4	Collwood Boulevard	El Cajon Boulevard	Trojan Avenue	Parallel (Intermittent)	-	60%	70%	80%
5	Yerba Santa Drive	Yerba Anira Drive	Montezuma Road	Parallel	-	40%	40%	50%
6	55th Street	Canyon Crest Drive	Montezuma Road	None	N/A	N/A	N/A	N/A
7	College Avenue	Del Cerro Boulevard	I-8 WB Ramps	None	N/A	N/A	N/A	N/A
8	College Avenue	I-8 WB Ramps	I-8 EB Ramps	None	N/A	N/A	N/A	N/A
9	College Avenue	I-8 EB Ramps	Canyon Crest Drive	None	N/A	N/A	N/A	N/A
10	College Avenue	Canyon Crest Drive	Zura Way	None	N/A	N/A	N/A	N/A
11	College Avenue	Zura Way	Montezuma Road	None	N/A	N/A	N/A	N/A
12	College Avenue	Montezuma Road	Mesita Drive	Parallel (Intermittent)	Permit Parking	50%	50%	50%
13	College Avenue	Mesita Drive	El Cajon Boulevard	Parallel (Intermittent)	-	70%	70%	70%
14	College Avenue	El Cajon Boulevard	Acorn Street	None	N/A	N/A	N/A	N/A
15	Lake Murray Boulevard	I-8 WB Ramps	Alvarado Road	None	N/A	N/A	N/A	N/A
16	70th Street	Alvarado Road	Saranac Street	None	N/A	N/A	N/A	N/A
17	70th Street	Saranac Street	El Cajon Boulevard	None	N/A	N/A	N/A	N/A
18	70th Street	El Cajon Boulevard	Amherst Street	None	N/A	N/A	N/A	N/A
East/West Roadway Segments								
19	Remington Road	Hewlett Drive	Canyon Crest Drive	None	N/A	N/A	N/A	N/A
20	College Garden Court	Yerba Anita Way	Hewlett Drive	Parallel	Permit Parking	5%	5%	0%
21	Montezuma Road	Fairmont Avenue	Collwood Boulevard	None	N/A	N/A	N/A	N/A
22	Montezuma Road	Collwood Boulevard	54th Street	Parallel (South Side Only & Intermittent)	-	80%	100%	100%
23	Montezuma Road	54th Street	55th Street	None	N/A	N/A	N/A	N/A
24	Montezuma Road	55th Street	College Avenue	None	N/A	N/A	N/A	N/A
25	Montezuma Road	College Avenue	East Campus Drive	None	N/A	N/A	N/A	N/A
26	Montezuma Road	East Campus Drive	Reservoir Drive	Parallel (South Side Only & Intermittent)	Permit Parking (South Side Only)	50%	80%	80%
27	Montezuma Road	Reservoir Drive	El Cajon Boulevard	None	N/A	N/A	N/A	N/A
28	El Cajon Boulevard	52nd Street	54th Street	Parallel (Intermittent)	-	60%	80%	80%
29	El Cajon Boulevard	54th Street	58th Street	Parallel (Intermittent)	-	40%	60%	80%
30	El Cajon Boulevard	58th Street	College Avenue	Parallel (Intermittent)	-	60%	60%	80%
31	El Cajon Boulevard	College Avenue	Montezuma Road	Parallel (Intermittent)	-	40%	60%	80%
32	El Cajon Boulevard	Montezuma Road	70th Street	Parallel (Intermittent)	-	60%	60%	80%
33	El Cajon Boulevard	70th Street	73rd Street	Parallel (Intermittent)	-	60%	60%	80%

Appendix C - PEQE Calculation Worksheets

PEQE Intersection Results

Intersection	North Leg		South Leg		East Leg		West Leg	
	Score	Grade	Score	Grade	Score	Grade	Score	Grade
Collwood Boulevard / Montezuma Road	N/A	N/A	6	Medium	5	Medium	N/A	N/A
Yerba Santa Drive / Montezuma Road	7	High	N/A	N/A	N/A	N/A	7	High
54th Street / Montezuma Road	5	Medium	7	High	6	Medium	N/A	N/A
55th Street / Montezuma Road	7	High	7	High	7	High	N/A	N/A
Campanile Drive / Montezuma Road	7	High	7	High	7	High	7	High
College Avenue / Montezuma Road	7	High	7	High	7	High	7	High
East Campus Drive / Montezuma Road	4	Medium	N/A	N/A	N/A	N/A	5	Medium
63rd Street / Montezuma Road	4	Medium	4	Medium	4	Medium	4	Medium
Catoctin Drive / Montezuma Road	5	Medium	6	Medium	4	Medium	4	Medium
Reservoir Drive / Montezuma Road	3	Low	N/A	N/A	3	Low	N/A	N/A
Collwood Boulevard / El Cajon Boulevard	6	Medium	6	Medium	7	High	7	High
Dayton Street / El Cajon Boulevard	6	Medium	N/A	N/A	6	Medium	7	High
56th Street / El Cajon Boulevard	6	Medium	4	Medium	6	Medium	6	Medium
59th Street / El Cajon Boulevard	6	Medium	N/A	N/A	6	Medium	7	High
College Avenue / El Cajon Boulevard	7	High	7	High	7	High	7	High
62nd Street / El Cajon Boulevard	N/A	N/A	5	Medium	5	Medium	4	Medium
63rd Street / El Cajon Boulevard	7	High	6	Medium	7	High	N/A	N/A
Art Street / El Cajon Boulevard	7	High	4	Medium	3	Low	N/A	N/A
Rolando Boulevard / El Cajon Boulevard	4	Medium	6	Medium	4	Medium	4	Medium
Montezuma Road / El Cajon Boulevard	5	Medium	N/A	N/A	N/A	N/A	5	Medium
67th Street / El Cajon Boulevard	5	Medium	5	Medium	4	Medium	N/A	N/A
70th Street / El Cajon Boulevard	5	Medium	7	High	5	Medium	5	Medium
73rd Street / El Cajon Boulevard	5	Medium	6	Medium	4	Medium	5	Medium
Collwood Boulevard / Collwood Way	N/A	N/A	6	Medium	5	Medium	5	Medium
Collwood Boulevard / Monroe Avenue	2	Low	2	Low	2	Low	5	Medium
Collwood Boulevard / 54th Street	7	High	N/A	N/A	5	Medium	N/A	N/A
College Avenue / I-8 EB Ramps	N/A	N/A	N/A	N/A	1	Low	N/A	N/A
College Avenue / Canyon Crest Drive	N/A	N/A	5	Medium	5	Medium	3	Low

PEQE Intersection Results

Intersection	North Leg		South Leg		East Leg		West Leg	
	Score	Grade	Score	Grade	Score	Grade	Score	Grade
College Avenue / Zura Way	N/A	N/A	N/A	N/A	3	Low	N/A	N/A
College Avenue / Lindo Paseo	5	Medium	5	Medium	7	High	6	Medium
College Avenue / Arosa Street	6	Medium	4	Medium	5	Medium	5	Medium
College Avenue / Adams Avenue	4	Medium	4	Medium	5	Medium	7	High
70th Street / Alvarado Road	N/A	N/A	4	Medium	N/A	N/A	4	Medium
Canyon Crest Drive / Remington Road / 55th Street	4	Medium	N/A	N/A	N/A	N/A	4	Medium
55th Street @ Peterson Gym	5	Medium	1	Low	4	Medium	3	Low
55th Street / Aztec Walk	N/A	N/A	3	Low	2	Low	3	Low
55th Street / Hardy Avenue	5	Medium	8	High	4	Medium	4	Medium

PEQE Roadway Segment Results

Roadway	To	From	Side of Street	Score	Grade	Side of Street	Score	Grade
East/West Roadway								
Montezuma Road	Fairmont Avenue	Collwood Boulevard	North Side	0	Low	South Side	5	Medium
Montezuma Road	Collwood Boulevard	54th Street	North Side	2	Low	South Side	1	Low
Montezuma Road	54th Street	55th Street	North Side	5	Medium	South Side	2	Low
Montezuma Road	55th Street	College Avenue	North Side	6	Medium	South Side	6	Medium
Montezuma Road	College Avenue	East Campus Drive	North Side	6	Medium	South Side	5	Medium
Montezuma Road	East Campus Drive	Reservoir Drive	North Side	5	Medium	South Side	6	Medium
Montezuma Road	Reservoir Drive	El Cajon Boulevard	North Side	3	Low	South Side	3	Low
El Cajon Boulevard	52nd Street	54th Street	North Side	7	High	South Side	7	High
El Cajon Boulevard	54th Street	58th Street	North Side	6	Medium	South Side	6	Medium
El Cajon Boulevard	58th Street	College Avenue	North Side	6	Medium	South Side	6	Medium
El Cajon Boulevard	College Avenue	Montezuma Road	North Side	6	Medium	South Side	6	Medium
El Cajon Boulevard	Montezuma Road	70th Street	North Side	6	Medium	South Side	6	Medium
El Cajon Boulevard	70th Street	73rd Street	North Side	6	Medium	South Side	6	Medium
Remington Road	Hewlett Drive	Canyon Crest Drive	North Side	5	Medium	South Side	5	Medium
College Garden Court	Yerba Anita Way	Hewlett Drive	North Side	7	High	South Side	7	High
North/South Roadway								
Fairmont Avenue	I-8	Montezuma Road	East Side	2	Low	West Side	1	Low
Collwood Boulevard	Montezuma Road	Monroe Avenue	East Side	4	Medium	West Side	6	Medium
Collwood Boulevard	54th Street	El Cajon Boulevard	East Side	6	Medium	West Side	6	Medium
Collwood Boulevard	El Cajon Boulevard	Trojan Avenue	East Side	6	Medium	West Side	5	Medium
College Avenue	Del Cerro Boulevard	I-8 WB Ramps	East Side	4	Medium	West Side	1	Low
College Avenue	I-8 WB Ramps	I-8 EB Ramps	East Side	4	Medium	West Side	2	Low
College Avenue	I-8 EB Ramps	Canyon Crest Drive	East Side	4	Medium	West Side	2	Low
College Avenue	Canyon Crest Drive	Zura Way	East Side	3	Low	West Side	1	Low

PEQE Roadway Segment Results

Roadway	To	From	Side of Street	Score	Grade	Side of Street	Score	Grade
College Avenue	Zura Way	SDSU Transit Center/Aztec Walk	East Side	5	Medium	West Side	2	Low
College Avenue	SDSU Transit Center/Aztec Walk	Montezuma Road	East Side	5	Medium	West Side	5	Medium
College Avenue	Montezuma Road	Mesita Drive	East Side	4	Medium	West Side	4	Medium
College Avenue	Mesita Drive	El Cajon Boulevard	East Side	6	Medium	West Side	6	Medium
College Avenue	El Cajon Boulevard	Acorn Street	East Side	4	Medium	West Side	2	Low
Lake Murray Boulevard	I-8 WB Ramps	I-8 EB Ramps	East Side	1	Low	West Side	3	Low
70th Street	Alvarado Road	Saranac Street	East Side	3	Low	West Side	2	Low
70th Street	Saranac Street	El Cajon Boulevard	East Side	4	Medium	West Side	5	Medium
70th Street	El Cajon Boulevard	Amherst Street	East Side	4	Medium	West Side	3	Low
55th Street	Canyon Crest Drive	Montezuma Road	East Side	5	Medium	West Side	5	Medium
Yerba Santa Drive	Mesquite Road	Montezuma Road	East Side	3	Low	West Side	3	Low

Appendix D - LTS Criteria Scoring Tables

Bicycle Level of Traffic Stress (LTS) Scoring Criteria

LTS classifies the street network according to the estimated level of stress it causes cyclists, taking into consideration a cyclist’s physical separation from vehicular traffic, vehicular traffic speeds along a roadway segment, number of travel lanes, and factors related to intersection approaches with right-turn lanes and unsignalized crossings. LTS scores range from 1 (lowest stress) to 4 (highest stress), and correspond to roadway conditions that different cycling demographics would find suitable for riding on the basis of stress tolerance.

LTS is determined for roadway segments and intersection approaches using a series of look-up tables. Look-up tables for bicycle LTS along roadway segments are categorized as follows:

- Mixed traffic, no bike lanes (Table 1)
- Roadway with bike lane and on-street parking (Table 2)
- Roadway with bike lane and no on-street parking (Table 3)

Look-up tables for bicycle LTS at intersection approaches are categorized as follows:

- Intersection approaches with no bicycle facility and a right-turn lane (Table 4)
- Intersection approaches with bike pocket lane to the left of a right-turn lane (Table 5)
- Unsignalized crossing location without a median refuge (Table 6)
- Unsignalized crossing location with a median refuge (at least 6 feet wide) (Table 7)

LTS Scoring Criteria for Roadway Segments

As shown in **Tables 1** through **3**, speed and roadway width (or number of travel lanes) are major factors considered in the LTS score. Bike lane width and the frequency of bike lane obstructions are also considered for developing LTS scores along roadways with bike lanes. Separate scoring methods are used for roadway segments with and without bike lanes.

Table 1 shows the LTS segment criteria for cyclists traveling along roadways with no bike facility. Table 2 shows the LTS segment criteria for cyclists traveling along roadways with bike lanes and on-street parking. Table 3 shows the LTS segment criteria for cyclists traveling along roadways with bike lanes and no on-street parking. The analyst would refer to the relevant table (1 through 3) based upon the roadway environment being assessed.

Table 1: LTS Criteria for Roadway Segment with No Bicycle Facility^b

		Street Width		
		2-3 Lanes	4-5 Lanes	6+ Lanes
Speed Limit	≤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

Source: Mekuria et al. (2012)

Note:

^a Use lower value for streets without marked centerlines or classified as residential and with fewer than 3 lanes; use higher value otherwise.

^b Bicycle routes or Class III facilities are treated as “no bicycle facility”.

Table 2: LTS Criteria for Roadway Segment with Bike Lane and On-Street Parking

Level of Stress (LTS)	LTS ≥ 1	LTS ≥ 2	LTS ≥ 3	LTS ≥ 4
Street width (through lanes per direction)	1	1	2 or more	2 or more
Sum of bike lane and parking lane width (includes marked buffer and paved gutter)	15 ft. or more	14 or 14.5 ft ^a	13.5 ft. or less	13.5 ft. or less
Speed limit or prevailing speed	25 mph or less	30 mph	35 mph	40 mph or more
Bike lane blockage (typically applies in commercial areas)	Rare	Rare	Frequent	Frequent

Source: Mekuria et al. (2012)

Note:

^a If speed limit < 25 mph or Class = residential, then any width is acceptable for LTS 2.

Table 3: LTS Criteria for Roadway Segment with Bike Lane and No On-Street Parking

Criteria	LTS ≥ 1	LTS ≥ 2	LTS ≥ 3	LTS ≥ 4
Street width (through lanes per direction)	1	2, if directions are separated by a raised median	More than 2, or 2 without a separating median	More than 2, or 2 without a separating median
Bike lane width (includes marked buffer and paved gutter)	6 ft. or more	5.5 ft. or less	5.5 ft. or less	5.5 ft. or less
Speed limit or prevailing speed	30 mph or less	30 mph or less	35 mph	40 mph or more
Bike lane blockage (typically applies in commercial areas)	Rare	Rare	Frequent	Frequent

Source: Mekuria et al. (2012)

The LTS link or segment score is defined by the lowest scoring factor along the segment. Mekuria et al. (2012) call this the “weakest link” principle, implying that a cyclist’s overall stress along a route is derived from the *worst* aspect of that route, not from an *averaging* of all route characteristics. A roadway segment with low stress conditions can have its overall LTS score degraded if it also has high-stress intersection approaches with right-turn lanes. LTS scoring criteria for each of the elements is described in the following section.

Table 3 for example would be interpreted as follows, using the weakest link principle: if a roadway segment has one travel lane in each direction and a 6-foot bike lane (LTS 1), but also has a speed limit of 40 mph or more (LTS 4), then the prevailing level of traffic stress score for the segment is LTS 4, the weakest link.

LTS Scoring Criteria for Intersection Approaches with Right-Turn Lanes

Intersection approaches are only factored into the overall LTS score when there is a right-turn lane requiring a through-moving cyclist to merge across the right-turn lane. Separate scoring methods are used for intersection approaches with right-turn lanes depending on whether the cyclist is in mixed traffic or has a bike lane.

Table 4 shows the LTS criteria for cyclist traveling along a roadway with no bicycle facility and arriving at an intersection with a right-turn lane, while **Table 5** shows the LTS for bicyclists arriving at an intersection with a pocket bike lane (ie., where a bike lane is provided to the left of a right-turn lane).

Table 4: LTS Criteria for Intersection Approach – No Bicycle Facility and Presence of a Right-turn Lane

Criteria	LTS Score
Single right-turn lane with length ≤ 75 ft. and intersection angle and curb radius limit turning speed to 15 mph.	(no effect on LTS)
Single right-turn lane with length between 75 and 150 ft., and intersection angle and curb radius limit turning speed to 15 mph.	LTS ≥ 3
Otherwise	LTS = 4

Source: Mekuria et al. (2012)

Table 5: LTS Criteria for Intersection Approach – Pocket Bike Lane with Right-Turn Lane

Criteria	LTS Score
Single right-turn lane up to 150 ft. long, starting abruptly while the bike lane continues straight, and having an intersection angle and curb radius such that turning speed is ≤ 15 mph.	LTS ≥ 2
Single right-turn lane longer than 150 ft. starting abruptly while the bike lane continues straight, and having an intersection angle and curb radius such that turning speed is ≤ 20 mph.	LTS ≥ 3
Single right-turn lane in which the bike lane shifts to the left but the intersection angle and curb radius are such that turning speed is ≤ 15 mph.	LTS ≥ 3
Single right-turn lane with any other configuration; dual right-turn lane along with an option (through-right) lane.	LTS = 4

Source: Mekuria et al. (2012)

LTS Scoring Criteria for Unsignalized Crossings

Separate scoring methods are used for unsignalized crossings depending on the presence of a median refuge of at least six feet. **Table 6** shows the LTS for cyclists traveling across a roadway at an unsignalized crossing without a median refuge, while **Table 7** shows LTS for cyclists traveling across a roadway at an unsignalized crossing with a median refuge of at least six feet.

Table 6: LTS Criteria for Unsignalized Crossing – Without Median Refuge

		Width of Street Being Crossed		
		Up to 3 lanes	4-5 Lanes	6+ Lanes
Speed Limit	≤25 mph	LTS 1	LTS 2	LTS 4
	30 mph	LTS 1	LTS 2	LTS 4
	35 mph	LTS 2	LTS 3	LTS 4
	≥40 mph	LTS 3	LTS 4	LTS 4

Source: Mekuria et al. (2012)

Table 7: LTS Criteria for Unsignalized Crossing – With Median Refuge of at Least Six Feet

		Width of Street Being Crossed		
		Up to 3 lanes	4-5 Lanes	6+ Lanes
Speed Limit	≤25 mph	LTS 1	LTS 1	LTS 2
	30 mph	LTS 1	LTS 2	LTS 3
	35 mph	LTS 2	LTS 3	LTS 4
	≥40 mph	LTS 3	LTS 4	LTS 4

Source: Mekuria et al. (2012)

Appendix E - Arterial Analysis Worksheets

Arterial Level of Service: NB 54th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
El Cajon Boulevard	II	40	14.5	40.0	54.5	0.13	8.3	F
54th Street	II	40	10.1	0.7	10.8	0.09	29.4	B
Total	II		24.6	40.7	65.3	0.21	11.8	F

Arterial Level of Service: WB 54th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Collwood Boulevard	IV	25	26.9	31.6	58.5	0.15	9.2	D
El Cajon Boulevard	IV	40	10.1	26.7	36.8	0.09	8.6	E
Total	IV		37.0	58.3	95.3	0.24	9.0	E

Arterial Level of Service: NB 70th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
El Cajon Boulevard	III	35	30.8	50.8	81.6	0.26	11.3	E
Alvarado Road	III	35	38.2	44.1	82.3	0.32	13.9	E
Total	III		69.0	94.9	163.9	0.57	12.6	E

Arterial Level of Service: SB 70th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
El Cajon Boulevard	III	35	38.2	63.3	101.5	0.32	11.3	E
Total	III		38.2	63.3	101.5	0.32	11.3	E

Arterial Level of Service: SB Collwood Boulevard

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
54th Street	II	43	72.1	3.8	75.9	0.87	41.4	A
Total	II		72.1	3.8	75.9	0.87	41.4	A

Arterial Level of Service: NB Collwood Boulevard

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Montezuma Road	II	40	78.4	44.5	122.9	0.87	25.5	C
Total	II		78.4	44.5	122.9	0.87	25.5	C

Arterial Level of Service: EB El Cajon Boulevard

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
52nd Street	III	35	10.9	5.4	16.3	0.08	17.8	D
54th Street	III	35	29.8	48.1	77.9	0.25	11.5	E
56th Street	III	35	31.7	5.3	37.0	0.26	25.7	B
59th Street	III	35	32.8	11.3	44.1	0.27	22.3	C
	III	35	27.9	27.8	55.7	0.23	15.0	D
62nd Street	III	35	21.4	15.9	37.3	0.18	17.2	D
63rd Street	III	35	13.3	8.1	21.4	0.10	16.6	D
Montezuma Road	III	35	62.7	30.8	93.5	0.61	23.5	C
67th Street	III	30	6.6	0.9	7.5	0.04	20.5	C
70th Street	III	30	48.3	34.1	82.4	0.38	16.6	D
73rd Street	III	35	46.6	18.2	64.8	0.39	21.6	C
Total	III		332.0	205.9	537.9	2.80	18.7	C

Arterial Level of Service: WB El Cajon Boulevard

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
73rd Street	III	35	16.8	15.5	32.3	0.12	13.9	E
70th Street	III	35	46.6	58.2	104.8	0.39	13.3	E
67th Street	III	30	48.3	51.2	99.5	0.38	13.8	E
Montezuma Road	III	30	6.6	1.9	8.5	0.04	18.1	C
63rd Street	III	35	62.7	21.6	84.3	0.61	26.0	B
	III	35	13.3	6.2	19.5	0.10	18.3	C
College Avenue	III	35	21.4	30.1	51.5	0.18	12.5	E
59th Street	III	35	27.9	12.4	40.3	0.23	20.8	C
56th Street	III	35	32.8	5.8	38.6	0.27	25.5	B
54th Street	III	35	31.7	41.9	73.6	0.26	12.9	E
52nd Street	III	35	29.8	5.9	35.7	0.25	25.1	B
Total	III		337.9	250.7	588.6	2.84	17.4	D

Arterial Level of Service: EB Montezuma Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Collwood Boulevard	II	40	63.7	45.3	109.0	0.71	23.4	C
54th Street	II	40	39.3	20.4	59.7	0.41	24.7	C
55th Street	II	40	22.0	10.9	32.9	0.19	21.0	D
Campanile Drive	II	35	30.0	19.3	49.3	0.25	18.4	D
College Avenue	II	35	15.1	44.7	59.8	0.12	7.3	F
East Campus Drive	II	35	19.2	2.7	21.9	0.15	25.2	C
63rd Street	II	35	20.4	8.5	28.9	0.16	20.3	D
Reservoir Drive	II	35	49.0	1.4	50.4	0.47	33.7	B
El Cajon Boulevard	II	35	17.0	67.6	84.6	0.14	5.8	F
Total	II		275.7	220.8	496.5	2.61	18.9	D

Arterial Level of Service: WB Montezuma Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Reservoir Drive	II	35	17.0	8.4	25.4	0.14	19.3	D
63rd Street	II	35	49.0	2.7	51.7	0.47	32.8	B
East Campus Drive	II	35	20.4	7.1	27.5	0.16	21.3	D
College Avenue	II	35	19.2	80.2	99.4	0.15	5.6	F
Campanile Drive	II	35	15.1	37.1	52.2	0.12	8.3	F
55th Street	II	35	30.0	19.5	49.5	0.25	18.3	D
Hardy Elementary Sch	II	45	20.9	5.1	26.0	0.19	26.5	C
Collwood Boulevard	II	45	38.5	33.6	72.1	0.41	20.4	D
Total	II		210.1	193.7	403.8	1.90	16.9	E

Arterial Level of Service: NB College Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Montezuma Road	II	35	70.6	57.6	128.2	0.69	19.3	D
Lindo Paseo	II	40	7.5	11.6	19.1	0.06	12.2	F
East Campus Drive	II	40	38.9	48.2	87.1	0.41	16.8	E
I-8 EB Ramps	II	40	10.9	39.1	50.0	0.09	6.8	F
I-8 WB Ramps	II	40	24.5	14.0	38.5	0.21	20.0	D
Total	II		152.4	170.5	322.9	1.47	16.3	E

Arterial Level of Service: SB College Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
I-8 WB Ramps	II	40	21.9	11.3	33.2	0.19	20.7	D
	II	40	24.5	41.7	66.2	0.21	11.6	F
Canyon Crest Drive	II	40	10.9	29.7	40.6	0.09	8.4	F
Lindo Paseo	II	40	38.9	12.0	50.9	0.41	28.7	B
Montezuma Road	II	40	7.5	83.9	91.4	0.06	2.6	F
Total	II		103.7	178.6	282.3	0.97	12.4	F

Arterial Level of Service: SB College Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
El Cajon Boulevard	III	35	70.6	41.6	112.2	0.69	22.0	C
Total	III		70.6	41.6	112.2	0.69	22.0	C

Arterial Level of Service: NB 54th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
El Cajon Boulevard	II	40	14.5	41.3	55.8	0.13	8.1	F
54th Street	II	40	10.1	0.8	10.9	0.09	29.1	B
Total	II		24.6	42.1	66.7	0.21	11.6	F

Arterial Level of Service: WB 54th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Collwood Boulevard	IV	25	26.9	30.9	57.8	0.15	9.3	D
El Cajon Boulevard	IV	40	10.1	37.2	47.3	0.09	6.7	F
Total	IV		37.0	68.1	105.1	0.24	8.1	E

Arterial Level of Service: NB 70th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
El Cajon Boulevard	III	35	30.8	53.7	84.5	0.26	10.9	E
Alvarado Road	III	35	38.2	60.1	98.3	0.32	11.7	E
Total	III		69.0	113.8	182.8	0.57	11.3	E

Arterial Level of Service: SB 70th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
El Cajon Boulevard	III	35	38.2	123.2	161.4	0.32	7.1	F
Total	III		38.2	123.2	161.4	0.32	7.1	F

Arterial Level of Service: NB College Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
El Cajon Boulevard	II	35	17.8	43.4	61.2	0.14	8.4	F
Montezuma Road	II	35	70.6	37.0	107.6	0.69	23.0	C
Lindo Paseo	II	40	7.5	13.9	21.4	0.06	10.9	F
East Campus Drive	II	40	38.9	47.6	86.5	0.41	16.9	E
I-8 EB Ramps	II	40	10.9	19.9	30.8	0.09	11.1	F
I-8 WB Ramps	II	40	24.5	13.2	37.7	0.21	20.4	D
Total	II		170.2	175.0	345.2	1.61	16.8	E

Arterial Level of Service: SB College Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
I-8 WB Ramps	II	40	21.9	10.6	32.5	0.19	21.1	D
I-8 EB Ramps	II	40	24.5	12.7	37.2	0.21	20.7	D
Canyon Crest Drive	II	40	10.9	20.5	31.4	0.09	10.9	F
Lindo Paseo	II	40	38.9	13.8	52.7	0.41	27.7	C
Montezuma Road	II	40	7.5	58.5	66.0	0.06	3.5	F
El Cajon Boulevard	II	35	70.6	62.1	132.7	0.69	18.6	D
Total	II		174.3	178.2	352.5	1.66	16.9	E

Arterial Level of Service: SB Collwood Boulevard

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
54th Street	II	43	72.1	4.5	76.6	0.87	41.0	A
Total	II		72.1	4.5	76.6	0.87	41.0	A

Arterial Level of Service: EB El Cajon Boulevard

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
52nd Street	III	35	10.9	5.0	15.9	0.08	18.3	C
54th Street	III	35	29.8	47.8	77.6	0.25	11.5	E
56th Street	III	35	31.7	4.4	36.1	0.26	26.3	B
59th Street	III	35	32.8	15.7	48.5	0.27	20.3	C
College Avenue	III	35	27.9	41.8	69.7	0.23	12.0	E
62nd Street	III	35	21.4	15.7	37.1	0.18	17.3	D
63rd Street	III	35	13.3	13.6	26.9	0.10	13.2	E
Montezuma Road	III	35	62.7	38.3	101.0	0.61	21.7	C
67th Street	III	30	6.6	1.6	8.2	0.04	18.8	C
70th Street	III	30	48.3	38.8	87.1	0.38	15.7	D
73rd Street	III	35	46.6	18.0	64.6	0.39	21.6	C
Total	III		332.0	240.7	572.7	2.80	17.6	D

Arterial Level of Service: WB El Cajon Boulevard

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
73rd Street	III	35	16.8	12.3	29.1	0.12	15.4	D
70th Street	III	35	46.6	62.5	109.1	0.39	12.8	E
67th Street	III	30	48.3	41.1	89.4	0.38	15.3	D
Montezuma Road	III	30	6.6	4.0	10.6	0.04	14.5	D
63rd Street	III	35	62.7	26.8	89.5	0.61	24.5	B
	III	35	13.3	5.9	19.2	0.10	18.5	C
College Avenue	III	35	21.4	36.5	57.9	0.18	11.1	E
59th Street	III	35	27.9	14.3	42.2	0.23	19.8	C
56th Street	III	35	32.8	4.4	37.2	0.27	26.4	B
54th Street	III	35	31.7	37.9	69.6	0.26	13.7	E
52nd Street	III	35	29.8	4.5	34.3	0.25	26.1	B
Total	III		337.9	250.2	588.1	2.84	17.4	D

Arterial Level of Service: EB Montezuma Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Collwood Boulevard	II	40	63.7	58.8	122.5	0.71	20.8	D
54th Street	II	40	39.3	17.3	56.6	0.41	26.0	C
55th Street	II	40	22.0	16.7	38.7	0.19	17.8	D
Campanile Drive	II	35	30.0	44.2	74.2	0.25	12.2	F
College Avenue	II	35	15.1	36.4	51.5	0.12	8.4	F
East Campus Drive	II	35	19.2	6.0	25.2	0.15	21.9	D
63rd Street	II	35	20.4	6.4	26.8	0.16	21.9	D
Reservoir Drive	II	35	49.0	3.3	52.3	0.47	32.4	B
El Cajon Boulevard	II	35	17.0	42.2	59.2	0.14	8.3	F
Total	II		275.7	231.3	507.0	2.61	18.5	D

Arterial Level of Service: WB Montezuma Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Reservoir Drive	II	35	17.0	9.0	26.0	0.14	18.9	D
63rd Street	II	35	49.0	5.5	54.5	0.47	31.1	B
East Campus Drive	II	35	20.4	9.6	30.0	0.16	19.6	D
College Avenue	II	35	19.2	47.1	66.3	0.15	8.3	F
Campanile Drive	II	35	15.1	36.0	51.1	0.12	8.5	F
55th Street	II	35	30.0	33.2	63.2	0.25	14.4	E
Hardy Elementary Sch	II	45	20.9	7.9	28.8	0.19	23.9	C
Collwood Boulevard	II	45	38.5	17.4	55.9	0.41	26.4	C
Total	II		210.1	165.7	375.8	1.90	18.2	D

Arterial Level of Service: NB Collwood Boulevard

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Montezuma Road	II	40	78.4	69.6	148.0	0.87	21.2	D
Total	II		78.4	69.6	148.0	0.87	21.2	D

Appendix F - Intersection Peak Hour Volumes and Analysis Worksheets

HCM 6th Signalized Intersection Summary
 1: Fairmount Avenue & I-8 EB Ramps

Existing Conditions
 AM Peak Hour



Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations	↔↔	↔↔↔	↔		↑↑	↑↑↑	↔
Traffic Volume (veh/h)	850	1362	44	0	619	684	247
Future Volume (veh/h)	850	1362	44	0	619	684	247
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00			1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No				No	No	
Adj Sat Flow, veh/h/ln	1856	1856		0	1856	1856	1856
Adj Flow Rate, veh/h	955	1530		0	645	735	0
Peak Hour Factor	0.89	0.89		0.96	0.96	0.93	0.93
Percent Heavy Veh, %	3	3		0	3	3	3
Cap, veh/h	1811	1894		0	897	1288	
Arrive On Green	0.53	0.53		0.00	0.25	0.25	0.00
Sat Flow, veh/h	3428	3585		0	3711	5233	1572
Grp Volume(v), veh/h	955	1530		0	645	735	0
Grp Sat Flow(s),veh/h/ln	1714	1195		0	1763	1689	1572
Q Serve(g_s), s	9.3	17.9		0.0	8.5	6.5	0.0
Cycle Q Clear(g_c), s	9.3	17.9		0.0	8.5	6.5	0.0
Prop In Lane	1.00	1.00		0.00			1.00
Lane Grp Cap(c), veh/h	1811	1894		0	897	1288	
V/C Ratio(X)	0.53	0.81		0.00	0.72	0.57	
Avail Cap(c_a), veh/h	3020	3159		0	5384	5157	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00		0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	7.9	9.9		0.0	17.4	16.6	0.0
Incr Delay (d2), s/veh	0.1	0.3		0.0	0.4	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	2.6		0.0	2.6	2.2	0.0
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	8.0	10.2		0.0	17.8	16.8	0.0
LnGrp LOS	A	B		A	B	B	
Approach Vol, veh/h	2485				645	735	A
Approach Delay, s/veh	9.4				17.8	16.8	
Approach LOS	A				B	B	
Timer - Assigned Phs				4		6	8
Phs Duration (G+Y+Rc), s				19.0		32.1	19.0
Change Period (Y+Rc), s				6.0		5.1	* 6
Max Green Setting (Gmax), s				52.0		45.0	* 78
Max Q Clear Time (g_c+I1), s				8.5		19.9	10.5
Green Ext Time (p_c), s				3.6		7.1	2.5

Intersection Summary

HCM 6th Ctrl Delay	12.2
HCM 6th LOS	B

Notes

User approved ignoring U-Turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 2: College Avenue & I-8 WB Ramps

Existing Conditions
 AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖ ↗		↖		↕	↖		↕	↖
Traffic Volume (veh/h)	0	0	0	497	0	261	0	942	559	0	800	727
Future Volume (veh/h)	0	0	0	497	0	261	0	942	559	0	800	727
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1856	0	1856	0	1856	1856	0	1856	1856
Adj Flow Rate, veh/h				518	0	0	0	1208	0	0	930	0
Peak Hour Factor				0.96	0.96	0.96	0.78	0.78	0.78	0.86	0.86	0.86
Percent Heavy Veh, %				3	0	3	0	3	3	0	3	3
Cap, veh/h				784	0	0	0	1873	0	0	1873	0
Arrive On Green				0.23	0.00	0.00	0.00	0.53	0.00	0.00	0.53	0.00
Sat Flow, veh/h				3428	0	1572	0	3618	1572	0	3618	1572
Grp Volume(v), veh/h				518	0	0	0	1208	0	0	930	0
Grp Sat Flow(s),veh/h/ln				1714	0	1572	0	1763	1572	0	1763	1572
Q Serve(g_s), s				6.0	0.0	0.0	0.0	10.7	0.0	0.0	7.3	0.0
Cycle Q Clear(g_c), s				6.0	0.0	0.0	0.0	10.7	0.0	0.0	7.3	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				784	0	0	0	1873	0	0	1873	0
V/C Ratio(X)				0.66	0.00		0.00	0.64		0.00	0.50	
Avail Cap(c_a), veh/h				5097	0	0	0	3871	0	0	3653	0
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				15.3	0.0	0.0	0.0	7.3	0.0	0.0	6.5	0.0
Incr Delay (d2), s/veh				1.0	0.0	0.0	0.0	0.4	0.0	0.0	0.2	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.1	0.0	0.0	0.0	2.2	0.0	0.0	1.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				16.3	0.0	0.0	0.0	7.7	0.0	0.0	6.7	0.0
LnGrp LOS				B	A		A	A		A	A	
Approach Vol, veh/h				518	A		1208	A		930	A	
Approach Delay, s/veh				16.3			7.7			6.7		
Approach LOS				B			A			A		
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		28.6		15.1		28.6						
Change Period (Y+Rc), s		5.4		5.1		* 5.4						
Max Green Setting (Gmax), s		48.0		65.0		* 45						
Max Q Clear Time (g_c+I1), s		12.7		8.0		9.3						
Green Ext Time (p_c), s		10.5		2.0		7.3						

Intersection Summary

HCM 6th Ctrl Delay	9.0
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [NBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
3: College Avenue & I-8 EB Ramps

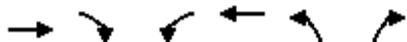
Existing Conditions
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗		↖↗↖↗					↕↕	↖		↕↕	↖
Traffic Volume (veh/h)	486	0	1570	0	0	0	0	1015	326	0	1031	266
Future Volume (veh/h)	486	0	1570	0	0	0	0	1015	326	0	1031	266
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No					No			No		
Adj Sat Flow, veh/h/ln	1856	0	1856				0	1856	1856	0	1856	1856
Adj Flow Rate, veh/h	534	0	1340				0	1080	0	0	1146	0
Peak Hour Factor	0.91	0.91	0.91				0.94	0.94	0.94	0.90	0.90	0.90
Percent Heavy Veh, %	3	0	3				0	3	3	0	3	3
Cap, veh/h	1361	0	1423				0	1534		0	1534	
Arrive On Green	0.40	0.00	0.40				0.00	0.44	0.00	0.00	0.44	0.00
Sat Flow, veh/h	3428	0	3585				0	3618	1572	0	3618	1572
Grp Volume(v), veh/h	534	0	1340				0	1080	0	0	1146	0
Grp Sat Flow(s),veh/h/ln	1714	0	1195				0	1763	1572	0	1763	1572
Q Serve(g_s), s	8.3	0.0	26.8				0.0	18.6	0.0	0.0	20.3	0.0
Cycle Q Clear(g_c), s	8.3	0.0	26.8				0.0	18.6	0.0	0.0	20.3	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	1361	0	1423				0	1534		0	1534	
V/C Ratio(X)	0.39	0.00	0.94				0.00	0.70		0.00	0.75	
Avail Cap(c_a), veh/h	1380	0	1444				0	3076		0	3076	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	16.0	0.0	21.6				0.0	17.1	0.0	0.0	17.6	0.0
Incr Delay (d2), s/veh	0.1	0.0	12.1				0.0	0.6	0.0	0.0	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	0.0	8.4				0.0	6.6	0.0	0.0	7.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.1	0.0	33.7				0.0	17.7	0.0	0.0	18.4	0.0
LnGrp LOS	B	A	C				A	B		A	B	
Approach Vol, veh/h		1874						1080	A		1146	A
Approach Delay, s/veh		28.7						17.7			18.4	
Approach LOS		C						B			B	
Timer - Assigned Phs			4		6		8					
Phs Duration (G+Y+Rc), s			38.8		35.7		38.8					
Change Period (Y+Rc), s			6.4		6.1		6.4					
Max Green Setting (Gmax), s			65.0		30.0		65.0					
Max Q Clear Time (g_c+1), s			20.6		28.8		22.3					
Green Ext Time (p_c), s			9.3		0.8		10.2					
Intersection Summary												
HCM 6th Ctrl Delay			22.9									
HCM 6th LOS			C									
Notes												
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary
4: Reservoir Drive & Alvarado Road

Existing Conditions
AM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩		↩	↩	↩	↩
Traffic Volume (veh/h)	88	98	110	165	90	97
Future Volume (veh/h)	88	98	110	165	90	97
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	98	98	124	185	114	98
Peak Hour Factor	0.90	0.90	0.89	0.89	0.79	0.79
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	238	238	160	975	205	183
Arrive On Green	0.28	0.28	0.09	0.53	0.12	0.12
Sat Flow, veh/h	850	850	1767	1856	1767	1572
Grp Volume(v), veh/h	0	196	124	185	114	98
Grp Sat Flow(s),veh/h/ln	0	1700	1767	1856	1767	1572
Q Serve(g_s), s	0.0	2.7	2.0	1.5	1.7	1.7
Cycle Q Clear(g_c), s	0.0	2.7	2.0	1.5	1.7	1.7
Prop In Lane		0.50	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	476	160	975	205	183
V/C Ratio(X)	0.00	0.41	0.78	0.19	0.55	0.54
Avail Cap(c_a), veh/h	0	3585	1863	1957	2485	2211
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	8.3	12.7	3.6	11.9	11.8
Incr Delay (d2), s/veh	0.0	0.5	3.1	0.1	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.6	0.7	0.2	0.6	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	8.8	15.7	3.6	12.7	12.8
LnGrp LOS	A	A	B	A	B	B
Approach Vol, veh/h	196			309	212	
Approach Delay, s/veh	8.8			8.5	12.8	
Approach LOS	A			A	B	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	7.0	13.3		20.2	8.2	
Change Period (Y+Rc), s	4.4	* 5.3		5.3	4.9	
Max Green Setting (Gmax), s	30.0	* 60		30.0	40.0	
Max Q Clear Time (g_c+14), s	14.0	4.7		3.5	3.7	
Green Ext Time (p_c), s	0.2	1.2		1.0	0.3	

Intersection Summary

HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 5: Lake Murray Boulevard & Wisconsin Avenue/Parkway Drive

Existing Conditions
 AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗	↘	↕		↗	↑↑↑		↗	↑↑↑	
Traffic Volume (veh/h)	25	6	131	424	38	79	93	514	189	14	1038	23
Future Volume (veh/h)	25	6	131	424	38	79	93	514	189	14	1038	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	29	7	123	323	317	84	118	651	214	16	1180	20
Peak Hour Factor	0.86	0.86	0.86	0.82	0.82	0.82	0.79	0.79	0.79	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	135	33	279	528	422	112	150	1293	416	57	1491	25
Arrive On Green	0.09	0.09	0.09	0.30	0.30	0.30	0.08	0.34	0.34	0.03	0.29	0.29
Sat Flow, veh/h	1437	347	1550	1767	1412	374	1767	3766	1213	1767	5127	87
Grp Volume(v), veh/h	36	0	123	323	0	401	118	582	283	16	777	423
Grp Sat Flow(s),veh/h/ln	1784	0	1550	1767	0	1786	1767	1689	1602	1767	1689	1837
Q Serve(g_s), s	1.9	0.0	7.3	16.1	0.0	20.8	6.7	14.0	14.4	0.9	21.8	21.8
Cycle Q Clear(g_c), s	1.9	0.0	7.3	16.1	0.0	20.8	6.7	14.0	14.4	0.9	21.8	21.8
Prop In Lane	0.81		1.00	1.00		0.21	1.00		0.76	1.00		0.05
Lane Grp Cap(c), veh/h	168	0	279	528	0	534	150	1159	550	57	982	534
V/C Ratio(X)	0.21	0.00	0.44	0.61	0.00	0.75	0.79	0.50	0.51	0.28	0.79	0.79
Avail Cap(c_a), veh/h	434	0	511	826	0	835	344	1184	562	344	1184	644
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.0	0.0	37.6	30.9	0.0	32.5	46.1	26.7	26.9	48.5	33.5	33.5
Incr Delay (d2), s/veh	0.6	0.0	1.1	2.5	0.0	4.5	3.5	0.3	0.8	1.0	3.1	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	2.8	7.0	0.0	9.4	3.1	5.6	5.5	0.4	9.1	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.6	0.0	38.7	33.3	0.0	37.1	49.6	27.1	27.6	49.5	36.6	39.1
LnGrp LOS	D	A	D	C	A	D	D	C	C	D	D	D
Approach Vol, veh/h		159			724			983			1216	
Approach Delay, s/veh		39.8			35.4			29.9			37.7	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	41.6		15.2	14.4	36.3		36.8				
Change Period (Y+Rc), s	5.7	* 6.4		5.6	* 5.7	6.4		6.1				
Max Green Setting (Gmax), s	20	* 36		25.0	* 20	36.0		48.0				
Max Q Clear Time (g_c+1/3), s	12.9	16.4		9.3	8.7	23.8		22.8				
Green Ext Time (p_c), s	0.0	5.6		0.5	0.1	6.1		7.5				

Intersection Summary

HCM 6th Ctrl Delay	34.8
HCM 6th LOS	C

Notes

- User approved volume balancing among the lanes for turning movement.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 6: 70th Street/Lake Murray Boulevard & Alvarado Road

Existing Conditions
 AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↖↗		↖↗	↑	↖↗	↖	↖↗	↖	↖	↖↗	↖
Traffic Volume (veh/h)	92	118	33	388	112	360	91	971	342	114	509	266
Future Volume (veh/h)	92	118	33	388	112	360	91	971	342	114	509	266
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	115	148	35	451	130	303	95	1011	283	131	585	249
Peak Hour Factor	0.80	0.80	0.80	0.86	0.86	0.86	0.96	0.96	0.96	0.87	0.87	0.87
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	424	241	55	564	234	610	140	1253	559	167	1306	563
Arrive On Green	0.12	0.09	0.09	0.16	0.13	0.13	0.08	0.36	0.36	0.09	0.37	0.37
Sat Flow, veh/h	3428	2831	649	3428	1856	2768	1767	3526	1572	1767	3526	1519
Grp Volume(v), veh/h	115	90	93	451	130	303	95	1011	283	131	585	249
Grp Sat Flow(s),veh/h/ln	1714	1763	1717	1714	1856	1384	1767	1763	1572	1767	1763	1519
Q Serve(g_s), s	2.8	4.5	4.8	11.6	6.0	8.8	4.8	23.8	6.6	6.7	11.5	11.3
Cycle Q Clear(g_c), s	2.8	4.5	4.8	11.6	6.0	8.8	4.8	23.8	6.6	6.7	11.5	11.3
Prop In Lane	1.00		0.38	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	424	150	146	564	234	610	140	1253	559	167	1306	563
V/C Ratio(X)	0.27	0.60	0.63	0.80	0.56	0.50	0.68	0.81	0.51	0.78	0.45	0.44
Avail Cap(c_a), veh/h	933	672	654	933	303	713	289	1535	685	385	2303	992
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.5	40.5	40.6	36.9	37.7	31.3	41.1	26.8	5.9	40.7	21.8	21.8
Incr Delay (d2), s/veh	0.1	3.9	4.5	2.7	2.1	0.6	2.1	2.7	0.7	3.1	0.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.1	2.2	4.9	2.8	2.9	2.1	9.9	4.2	3.0	4.6	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.6	44.4	45.1	39.6	39.8	32.0	43.3	29.5	6.6	43.7	22.1	22.3
LnGrp LOS	D	D	D	D	D	C	D	C	A	D	C	C
Approach Vol, veh/h		298			884			1389			965	
Approach Delay, s/veh		41.6			37.0			25.8			25.1	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.4	39.7	22.2	14.5	14.0	41.1	18.1	18.7				
Change Period (Y+Rc), s	6.7	7.1	* 7.1	* 6.7	* 6.7	7.1	* 6.7	7.1				
Max Green Setting (Gmax), s	25	40.0	* 25	* 35	* 15	60.0	* 25	15.0				
Max Q Clear Time (g_c+1), s	10.7	25.8	13.6	6.8	6.8	13.5	4.8	10.8				
Green Ext Time (p_c), s	0.1	6.8	1.3	1.1	0.1	5.4	0.2	0.8				

Intersection Summary

HCM 6th Ctrl Delay	29.7
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 7: College Avenue & Canyon Crest Drive/East Campus Drive

Existing Conditions
 AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕			↕	↖	↖	↕	↖	↖	↕	↖
Traffic Volume (veh/h)	73	19	23	63	58	216	116	1052	68	530	1375	696
Future Volume (veh/h)	73	19	23	63	58	216	116	1052	68	530	1375	696
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.89	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	68	49	27	83	76	218	122	1107	56	616	1599	576
Peak Hour Factor	0.84	0.84	0.84	0.76	0.76	0.76	0.95	0.95	0.95	0.86	0.86	0.86
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	296	179	99	120	110	509	145	1307	582	674	2474	1815
Arrive On Green	0.17	0.17	0.17	0.13	0.13	0.13	0.08	0.37	0.37	0.20	0.49	0.49
Sat Flow, veh/h	1767	1073	591	944	864	1572	1767	3526	1570	3428	5066	2768
Grp Volume(v), veh/h	68	0	76	159	0	218	122	1107	56	616	1599	576
Grp Sat Flow(s),veh/h/ln1767	0	1665	1808	0	1572	1767	1763	1570	1714	1689	1384	
Q Serve(g_s), s	5.1	0.0	6.1	12.9	0.0	16.7	10.4	44.1	3.6	26.9	36.1	13.9
Cycle Q Clear(g_c), s	5.1	0.0	6.1	12.9	0.0	16.7	10.4	44.1	3.6	26.9	36.1	13.9
Prop In Lane	1.00		0.36	0.52		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	296	0	278	229	0	509	145	1307	582	674	2474	1815
V/C Ratio(X)	0.23	0.00	0.27	0.69	0.00	0.43	0.84	0.85	0.10	0.91	0.65	0.32
Avail Cap(c_a), veh/h	462	0	435	355	0	618	346	1613	718	1568	2979	2090
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.2	0.0	55.6	64.0	0.0	40.7	69.2	44.2	31.4	60.2	29.3	11.5
Incr Delay (d2), s/veh	0.1	0.0	0.2	1.4	0.0	0.2	11.9	3.7	0.1	2.1	0.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln2.3	0.0	2.6	6.0	0.0	6.5	5.2	19.5	1.4	11.8	14.4	6.7	
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.3	0.0	55.8	65.4	0.0	40.9	81.1	47.8	31.5	62.3	29.8	11.6
LnGrp LOS	E	A	E	E	A	D	F	D	C	E	C	B
Approach Vol, veh/h		144			377			1285			2791	
Approach Delay, s/veh		55.6			51.2			50.3			33.2	
Approach LOS		E			D			D			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	35.0	62.8		30.5	17.0	80.8		24.7				
Change Period (Y+Rc), s	4.9	6.1		4.9	4.4	* 6.1		5.3				
Max Green Setting (Gmax), s	70.0	70.0		40.0	30.0	* 90		30.0				
Max Q Clear Time (g_c+20), s	46.1	46.1		8.1	12.4	38.1		18.7				
Green Ext Time (p_c), s	1.2	8.5		0.4	0.3	36.6		0.7				

Intersection Summary

HCM 6th Ctrl Delay	40.2
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
8: College Avenue & Zura Way

Existing Conditions
AM Peak Hour

Intersection						
Int Delay, s/veh	5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕	↗	↖	↕
Traffic Vol, veh/h	0	102	1107	105	355	1132
Future Vol, veh/h	0	102	1107	105	355	1132
Conflicting Peds, #/hr	0	0	0	4	4	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	370	360	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	91	91	89	89
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	126	1216	115	399	1272

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	612	0	0	1335
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.96	-	-	4.16
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.33	-	-	2.23
Pot Cap-1 Maneuver	0	434	-	-	507
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	-	432	-	-	505
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.7	0	8.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	432	505
HCM Lane V/C Ratio	-	-	0.291	0.79
HCM Control Delay (s)	-	-	16.7	33.9
HCM Lane LOS	-	-	C	D
HCM 95th %tile Q(veh)	-	-	1.2	7.3

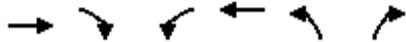
HCM 6th Signalized Intersection Summary
9: College Avenue & Lindo Paseo

Existing Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	18	15	59	15	24	54	946	238	34	1103	31
Future Volume (veh/h)	36	18	15	59	15	24	54	946	238	34	1103	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.90		0.91	0.94		0.88	1.00		0.88	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	53	26	22	75	19	30	58	1017	229	37	1186	28
Peak Hour Factor	0.68	0.68	0.68	0.79	0.79	0.79	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	199	96	68	227	60	75	75	1744	390	47	2147	51
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.04	0.63	0.63	0.03	0.61	0.61
Sat Flow, veh/h	690	442	315	807	276	346	1767	2785	624	1767	3518	83
Grp Volume(v), veh/h	101	0	0	124	0	0	58	642	604	37	594	620
Grp Sat Flow(s),veh/h/ln	1447	0	0	1428	0	0	1767	1763	1645	1767	1763	1838
Q Serve(g_s), s	0.0	0.0	0.0	1.5	0.0	0.0	3.6	23.5	23.9	2.3	21.8	21.8
Cycle Q Clear(g_c), s	5.8	0.0	0.0	7.3	0.0	0.0	3.6	23.5	23.9	2.3	21.8	21.8
Prop In Lane	0.52		0.22	0.60		0.24	1.00		0.38	1.00		0.05
Lane Grp Cap(c), veh/h	363	0	0	361	0	0	75	1104	1030	47	1076	1122
V/C Ratio(X)	0.28	0.00	0.00	0.34	0.00	0.00	0.78	0.58	0.59	0.79	0.55	0.55
Avail Cap(c_a), veh/h	457	0	0	454	0	0	259	1104	1030	259	1076	1122
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.61	0.61	0.61	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	0.0	0.0	36.5	0.0	0.0	52.2	12.1	12.1	53.2	12.6	12.6
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	3.9	1.4	1.5	10.4	2.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	2.9	0.0	0.0	1.6	8.6	8.2	1.1	8.3	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.1	0.0	0.0	36.7	0.0	0.0	56.1	13.5	13.6	63.7	14.6	14.6
LnGrp LOS	D	A	A	D	A	A	E	B	B	E	B	B
Approach Vol, veh/h		101			124			1304			1251	
Approach Delay, s/veh		36.1			36.7			15.4			16.0	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	74.0		28.7	9.1	72.2		28.7				
Change Period (Y+Rc), s	4.4	5.1		4.9	4.4	5.1		4.9				
Max Green Setting (Gmax), s	16.1	48.2		31.3	16.1	48.2		31.3				
Max Q Clear Time (g_c+I1), s	4.3	25.9		7.8	5.6	23.8		9.3				
Green Ext Time (p_c), s	0.0	10.5		0.4	0.0	10.2		0.5				
Intersection Summary												
HCM 6th Ctrl Delay				17.4								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary
 10: Collwood Boulevard & Montezuma Road

Existing Conditions
 AM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↓
Traffic Volume (veh/h)	906	530	65	1231	1068	103
Future Volume (veh/h)	906	530	65	1231	1068	103
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.98	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	1132	525	79	1501	1174	91
Peak Hour Factor	0.80	0.80	0.82	0.82	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	1604	1260	99	1938	1219	559
Arrive On Green	0.45	0.45	0.06	0.55	0.36	0.36
Sat Flow, veh/h	3618	1540	1767	3618	3428	1572
Grp Volume(v), veh/h	1132	525	79	1501	1174	91
Grp Sat Flow(s),veh/h/ln	1763	1540	1767	1763	1714	1572
Q Serve(g_s), s	36.0	13.7	6.2	46.6	46.9	5.5
Cycle Q Clear(g_c), s	36.0	13.7	6.2	46.6	46.9	5.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1604	1260	99	1938	1219	559
V/C Ratio(X)	0.71	0.42	0.79	0.77	0.96	0.16
Avail Cap(c_a), veh/h	2273	1552	380	2273	1228	563
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.6	3.8	65.1	24.6	44.1	30.8
Incr Delay (d2), s/veh	0.9	0.3	5.3	2.1	17.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.0	14.3	2.9	18.7	22.3	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	31.5	4.2	70.4	26.7	61.6	31.0
LnGrp LOS	C	A	E	C	E	C
Approach Vol, veh/h	1657			1580	1265	
Approach Delay, s/veh	22.8			28.9	59.4	
Approach LOS	C			C	E	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	33.3	70.8		84.1	55.6	
Change Period (Y+Rc), s	5.4	* 7.3		7.3	5.9	
Max Green Setting (Gmax), s	30.0	* 90		90.0	50.0	
Max Q Clear Time (g_c+1), s	19.2	38.0		48.6	48.9	
Green Ext Time (p_c), s	0.1	25.2		28.2	0.8	

Intersection Summary

HCM 6th Ctrl Delay	35.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 11: 54th Street/Hardy Elementary School Driveway & Montezuma Road

Existing Conditions
 AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↖	↗		↕	
Traffic Volume (veh/h)	19	752	42	38	858	0	134	45	73	60	36	54
Future Volume (veh/h)	19	752	42	38	858	0	134	45	73	60	36	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.95	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	25	977	49	47	1059	0	203	68	88	130	78	106
Peak Hour Factor	0.77	0.77	0.77	0.81	0.81	0.81	0.66	0.66	0.66	0.46	0.46	0.46
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	33	1873	94	60	1991	0	247	66	436	40	18	9
Arrive On Green	0.02	0.55	0.55	0.07	1.00	0.00	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1767	3410	171	1767	3618	0	677	227	1498	0	60	31
Grp Volume(v), veh/h	25	505	521	47	1059	0	271	0	88	314	0	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1819	1767	1763	0	904	0	1498	91	0	0
Q Serve(g_s), s	1.8	22.8	22.8	3.3	0.0	0.0	0.0	0.0	5.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.8	22.8	22.8	3.3	0.0	0.0	36.7	0.0	5.6	36.7	0.0	0.0
Prop In Lane	1.00		0.09	1.00		0.00	0.75		1.00	0.41		0.34
Lane Grp Cap(c), veh/h	33	968	999	60	1991	0	313	0	436	67	0	0
V/C Ratio(X)	0.76	0.52	0.52	0.78	0.53	0.00	0.86	0.00	0.20	4.69	0.00	0.00
Avail Cap(c_a), veh/h	128	968	999	128	1991	0	313	0	436	67	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.48	0.48	0.48	0.76	0.76	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	61.6	17.9	17.9	58.3	0.0	0.0	45.2	0.0	33.6	48.8	0.0	0.0
Incr Delay (d2), s/veh	6.5	1.0	0.9	6.2	0.8	0.0	20.6	0.0	0.1	1695.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	9.1	9.3	1.5	0.2	0.0	10.4	0.0	2.1	33.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.0	18.9	18.9	64.4	0.8	0.0	65.8	0.0	33.7	1744.4	0.0	0.0
LnGrp LOS	E	B	B	E	A	A	E	A	C	F	A	A
Approach Vol, veh/h		1051			1106			359			314	
Approach Delay, s/veh		20.1			3.5			57.9			1744.4	
Approach LOS		C			A			E			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	75.7		41.6	6.7	77.7		41.6				
Change Period (Y+Rc), s	4.4	* 6.5		4.9	4.4	6.5		4.9				
Max Green Setting (Gmax), s	65	* 65		36.7	9.1	64.4		36.7				
Max Q Clear Time (g_c+1/3), s	15.3	24.8		38.7	3.8	2.0		38.7				
Green Ext Time (p_c), s	0.0	6.1		0.0	0.0	9.3		0.0				

Intersection Summary

HCM 6th Ctrl Delay	209.7
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 12: 55th Street & Montezuma Road

Existing Conditions
 AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗	↖ ↗		↖ ↗	↖ ↗	↖ ↗		↖ ↗		↖ ↗	↖ ↗	↖ ↗
Traffic Volume (veh/h)	478	399	23	14	818	308	43	19	19	105	6	134
Future Volume (veh/h)	478	399	23	14	818	308	43	19	19	105	6	134
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.84	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	549	459	26	16	951	277	53	23	23	133	0	120
Peak Hour Factor	0.87	0.87	0.87	0.86	0.86	0.86	0.81	0.81	0.81	0.82	0.82	0.82
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	601	1847	104	24	1339	585	172	75	75	331	0	147
Arrive On Green	0.29	0.91	0.91	0.00	0.13	0.13	0.19	0.19	0.19	0.09	0.00	0.09
Sat Flow, veh/h	3428	3387	191	1767	3526	1541	885	384	384	3534	0	1567
Grp Volume(v), veh/h	549	238	247	16	951	277	99	0	0	133	0	120
Grp Sat Flow(s),veh/h/ln	1714	1763	1815	1767	1763	1541	1653	0	0	1767	0	1567
Q Serve(g_s), s	19.5	2.0	2.0	1.1	32.6	21.1	6.5	0.0	0.0	4.5	0.0	9.5
Cycle Q Clear(g_c), s	19.5	2.0	2.0	1.1	32.6	21.1	6.5	0.0	0.0	4.5	0.0	9.5
Prop In Lane	1.00		0.11	1.00		1.00	0.54		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	601	961	990	24	1339	585	321	0	0	331	0	147
V/C Ratio(X)	0.91	0.25	0.25	0.67	0.71	0.47	0.31	0.00	0.00	0.40	0.00	0.82
Avail Cap(c_a), veh/h	724	961	990	128	1339	585	358	0	0	396	0	175
HCM Platoon Ratio	1.67	1.67	1.67	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	0.35	0.35	0.35	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.6	2.6	2.6	62.4	48.4	43.4	43.5	0.0	0.0	53.8	0.0	56.0
Incr Delay (d2), s/veh	11.4	0.5	0.5	4.1	1.1	1.0	0.2	0.0	0.0	1.2	0.0	24.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	0.7	0.8	0.5	15.7	8.9	2.7	0.0	0.0	2.1	0.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.1	3.2	3.1	66.5	49.6	44.3	43.7	0.0	0.0	54.9	0.0	80.3
LnGrp LOS	E	A	A	E	D	D	D	A	A	D	A	F
Approach Vol, veh/h		1034			1244			99			253	
Approach Delay, s/veh		30.7			48.6			43.7			66.9	
Approach LOS		C			D			D			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	74.3		16.7	27.0	53.5		28.9				
Change Period (Y+Rc), s	4.4	5.6		4.9	4.9	* 5.6		4.4				
Max Green Setting (Gmax), s	56.2			14.1	26.6	* 39		27.3				
Max Q Clear Time (g_c+1), s	4.0			11.5	21.5	34.6		8.5				
Green Ext Time (p_c), s	0.0	6.1		0.3	0.6	2.7		0.3				

Intersection Summary

HCM 6th Ctrl Delay	43.2
HCM 6th LOS	D

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
13: Campanile Drive & Montezuma Road

Existing Conditions
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	432	11	62	1063	318	35	13	87	93	13	60
Future Volume (veh/h)	78	432	11	62	1063	318	35	13	87	93	13	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.89	1.00		0.90
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	94	520	13	73	1251	345	45	17	99	102	14	39
Peak Hour Factor	0.83	0.83	0.83	0.85	0.85	0.85	0.78	0.78	0.78	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	117	1742	44	93	1315	355	45	17	98	306	42	381
Arrive On Green	0.02	0.16	0.16	0.05	0.48	0.48	0.10	0.10	0.10	0.20	0.20	0.20
Sat Flow, veh/h	1767	3511	88	1767	2727	735	429	162	943	1563	215	1409
Grp Volume(v), veh/h	94	261	272	73	798	798	161	0	0	116	0	39
Grp Sat Flow(s),veh/h/ln	1767	1763	1836	1767	1763	1700	1534	0	0	1777	0	1409
Q Serve(g_s), s	6.7	16.4	16.4	5.1	54.0	57.7	13.1	0.0	0.0	7.1	0.0	2.6
Cycle Q Clear(g_c), s	6.7	16.4	16.4	5.1	54.0	57.7	13.1	0.0	0.0	7.1	0.0	2.6
Prop In Lane	1.00		0.05	1.00		0.43	0.28		0.61	0.88		1.00
Lane Grp Cap(c), veh/h	117	875	911	93	850	820	159	0	0	348	0	381
V/C Ratio(X)	0.80	0.30	0.30	0.79	0.94	0.97	1.01	0.00	0.00	0.33	0.00	0.10
Avail Cap(c_a), veh/h	170	875	911	128	850	820	159	0	0	439	0	452
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	0.36	0.36	0.36	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	60.8	33.4	33.4	59.0	30.9	31.8	56.5	0.0	0.0	43.6	0.0	35.3
Incr Delay (d2), s/veh	9.7	0.9	0.8	5.3	8.9	13.5	73.8	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	8.0	8.3	2.4	24.0	25.7	8.4	0.0	0.0	3.2	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.5	34.3	34.2	64.3	39.8	45.4	130.3	0.0	0.0	43.8	0.0	35.3
LnGrp LOS	E	C	C	E	D	D	F	A	A	D	A	D
Approach Vol, veh/h		627			1669			161				155
Approach Delay, s/veh		39.7			43.5			130.3				41.6
Approach LOS		D			D			F				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	1.0	67.4		29.6	12.8	65.6		18.0				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	53.6			31.1	12.1	50.6		13.1				
Max Q Clear Time (g_c+1), s	18.4			9.1	8.7	59.7		15.1				
Green Ext Time (p_c), s	0.0	9.2		0.5	0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	47.9
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 14: College Avenue & Montezuma Road

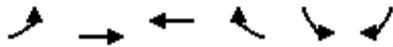
Existing Conditions
 AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	275	128	39	648	222	543	841	119	267	638	272
Future Volume (veh/h)	175	275	128	39	648	222	543	841	119	267	638	272
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.96	1.00		0.97	1.00		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	211	331	124	46	771	204	578	895	111	284	679	252
Peak Hour Factor	0.83	0.83	0.83	0.84	0.84	0.84	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	229	1310	554	59	970	416	619	1261	156	325	772	286
Arrive On Green	0.13	0.37	0.37	0.03	0.28	0.28	0.18	0.40	0.40	0.09	0.32	0.32
Sat Flow, veh/h	1767	3526	1492	1767	3526	1511	3428	3143	390	3428	2447	908
Grp Volume(v), veh/h	211	331	124	46	771	204	578	502	504	284	489	442
Grp Sat Flow(s),veh/h/ln	1767	1763	1492	1767	1763	1511	1714	1763	1770	1714	1763	1592
Q Serve(g_s), s	22.4	12.4	10.8	4.9	38.6	21.5	31.6	45.3	45.3	15.5	50.0	50.0
Cycle Q Clear(g_c), s	22.4	12.4	10.8	4.9	38.6	21.5	31.6	45.3	45.3	15.5	50.0	50.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.22	1.00		0.57
Lane Grp Cap(c), veh/h	229	1310	554	59	970	416	619	707	710	325	556	502
V/C Ratio(X)	0.92	0.25	0.22	0.78	0.79	0.49	0.93	0.71	0.71	0.87	0.88	0.88
Avail Cap(c_a), veh/h	372	1310	554	372	1112	477	721	707	710	721	556	502
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	81.8	41.4	40.9	91.2	63.9	57.7	76.8	47.7	47.7	85.0	61.7	61.7
Incr Delay (d2), s/veh	13.4	0.3	0.6	8.0	5.7	3.1	16.7	5.9	5.9	2.9	17.8	19.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	5.5	4.2	2.4	18.1	8.6	15.4	21.2	21.3	7.0	25.0	22.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	95.2	41.7	41.5	99.3	69.6	60.8	93.4	53.6	53.6	87.9	79.5	81.0
LnGrp LOS	F	D	D	F	E	E	F	D	D	F	E	F
Approach Vol, veh/h		666			1021			1584			1215	
Approach Delay, s/veh		58.6			69.2			68.1			82.0	
Approach LOS		E			E			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.4	81.4	10.7	75.6	38.7	65.1	29.1	57.3				
Change Period (Y+Rc), s	4.4	5.1	4.4	4.9	4.4	5.1	4.4	4.9				
Max Green Setting (Gmax), s	40.0	60.0	40.0	60.0	40.0	60.0	40.0	60.0				
Max Q Clear Time (g_c+11), s	17.5	47.3	6.9	14.4	33.6	52.0	24.4	40.6				
Green Ext Time (p_c), s	0.5	6.6	0.0	6.6	0.7	4.0	0.2	11.8				
Intersection Summary												
HCM 6th Ctrl Delay											70.7	
HCM 6th LOS											E	

HCM 6th Signalized Intersection Summary
 15: Montezuma Road & East Campus Drive

Existing Conditions
 AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑	↗		↖	↗
Traffic Volume (veh/h)	136	432	782	89	36	38
Future Volume (veh/h)	136	432	782	89	36	38
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.96	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	166	527	909	86	51	40
Peak Hour Factor	0.82	0.82	0.86	0.86	0.70	0.70
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	527	3041	2538	240	80	71
Arrive On Green	0.04	0.86	0.78	0.78	0.05	0.05
Sat Flow, veh/h	1767	3618	3335	307	1767	1572
Grp Volume(v), veh/h	166	527	494	501	51	40
Grp Sat Flow(s),veh/h/ln	1767	1763	1763	1786	1767	1572
Q Serve(g_s), s	1.7	2.5	8.9	8.9	3.0	2.6
Cycle Q Clear(g_c), s	1.7	2.5	8.9	8.9	3.0	2.6
Prop In Lane	1.00			0.17	1.00	1.00
Lane Grp Cap(c), veh/h	527	3041	1380	1399	80	71
V/C Ratio(X)	0.31	0.17	0.36	0.36	0.64	0.56
Avail Cap(c_a), veh/h	824	3041	1380	1399	412	367
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.95	0.95	1.00	1.00
Uniform Delay (d), s/veh	2.3	1.2	3.4	3.4	49.3	49.1
Incr Delay (d2), s/veh	0.1	0.1	0.7	0.7	3.2	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.3	2.5	2.5	1.4	2.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	2.4	1.3	4.1	4.1	52.5	51.7
LnGrp LOS	A	A	A	A	D	D
Approach Vol, veh/h		693	995		91	
Approach Delay, s/veh		1.5	4.1		52.1	
Approach LOS		A	A		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		95.9		9.1	8.4	87.5
Change Period (Y+Rc), s		5.3		4.4	4.4	5.3
Max Green Setting (Gmax), s		70.8		24.5	21.6	44.8
Max Q Clear Time (g_c+I1), s		4.5		5.0	3.7	10.9
Green Ext Time (p_c), s		5.8		0.1	0.2	11.4
Intersection Summary						
HCM 6th Ctrl Delay			5.6			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary
 16: 63rd Street & Montezuma Road

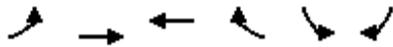
Existing Conditions
 AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔			↔	
Traffic Volume (veh/h)	20	391	49	13	620	11	109	4	26	6	4	46
Future Volume (veh/h)	20	391	49	13	620	11	109	4	26	6	4	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	0.99		0.96	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	24	471	53	16	747	13	173	6	33	7	5	48
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.63	0.63	0.63	0.85	0.85	0.85
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	110	2076	232	61	2446	42	280	8	42	55	44	244
Arrive On Green	1.00	1.00	1.00	0.48	0.48	0.48	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	101	2883	321	35	3397	59	1168	41	223	89	238	1307
Grp Volume(v), veh/h	282	0	266	404	0	372	212	0	0	60	0	0
Grp Sat Flow(s),veh/h/ln	1689	0	1616	1815	0	1675	1432	0	0	1634	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	14.2	11.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	13.8	0.0	14.2	14.6	0.0	0.0	3.3	0.0	0.0
Prop In Lane	0.09		0.20	0.04		0.03	0.82		0.16	0.12		0.80
Lane Grp Cap(c), veh/h	1253	0	1164	1343	0	1206	329	0	0	343	0	0
V/C Ratio(X)	0.22	0.00	0.23	0.30	0.00	0.31	0.64	0.00	0.00	0.17	0.00	0.00
Avail Cap(c_a), veh/h	1253	0	1164	1343	0	1206	518	0	0	556	0	0
HCM Platoon Ratio	2.00	2.00	2.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.00	0.99	0.91	0.00	0.91	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	11.2	0.0	11.3	40.3	0.0	0.0	36.1	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.5	0.5	0.0	0.6	0.8	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	6.3	0.0	5.9	5.2	0.0	0.0	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.4	0.0	0.5	11.7	0.0	11.9	41.1	0.0	0.0	36.2	0.0	0.0
LnGrp LOS	A	A	A	B	A	B	D	A	A	D	A	A
Approach Vol, veh/h		548			776			212			60	
Approach Delay, s/veh		0.4			11.8			41.1			36.2	
Approach LOS		A			B			D			D	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		80.5		24.5		80.5		24.5				
Change Period (Y+Rc), s		4.9		4.9		4.9		4.9				
Max Green Setting (Gmax), s		61.1		34.1		61.1		34.1				
Max Q Clear Time (g_c+1), s		2.0		16.6		16.2		5.3				
Green Ext Time (p_c), s		3.9		0.7		5.8		0.2				
Intersection Summary												
HCM 6th Ctrl Delay					12.7							
HCM 6th LOS					B							

HCM 6th Signalized Intersection Summary
 17: Montezuma Road & Reservoir Drive

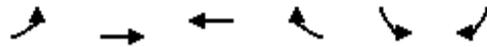
Existing Conditions
 AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	90	351	652	111	38	87
Future Volume (veh/h)	90	351	652	111	38	87
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.97	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	120	468	847	125	49	99
Peak Hour Factor	0.75	0.75	0.77	0.77	0.78	0.78
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	482	2799	2193	324	58	118
Arrive On Green	0.07	1.00	0.72	0.72	0.11	0.11
Sat Flow, veh/h	1767	3618	3159	452	537	1085
Grp Volume(v), veh/h	120	468	487	485	149	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1763	1756	1633	0
Q Serve(g_s), s	1.8	0.0	11.4	11.4	9.4	0.0
Cycle Q Clear(g_c), s	1.8	0.0	11.4	11.4	9.4	0.0
Prop In Lane	1.00			0.26	0.33	0.66
Lane Grp Cap(c), veh/h	482	2799	1261	1256	178	0
V/C Ratio(X)	0.25	0.17	0.39	0.39	0.84	0.00
Avail Cap(c_a), veh/h	637	2799	1261	1256	428	0
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.45	0.45	1.00	0.00
Uniform Delay (d), s/veh	3.9	0.0	5.9	5.9	45.9	0.0
Incr Delay (d2), s/veh	0.1	0.1	0.4	0.4	4.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	3.6	3.6	4.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.0	0.1	6.3	6.3	49.9	0.0
LnGrp LOS	A	A	A	A	D	A
Approach Vol, veh/h		588	972		149	
Approach Delay, s/veh		0.9	6.3		49.9	
Approach LOS		A	A		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		88.7		16.3	8.3	80.4
Change Period (Y+Rc), s		5.3		4.9	4.4	5.3
Max Green Setting (Gmax), s		67.3		27.5	13.1	49.8
Max Q Clear Time (g_c+I1), s		2.0		11.4	3.8	13.4
Green Ext Time (p_c), s		5.4		0.2	0.1	13.7
Intersection Summary						
HCM 6th Ctrl Delay			8.2			
HCM 6th LOS			A			
Notes						
User approved volume balancing among the lanes for turning movement.						

HCM Signalized Intersection Capacity Analysis
 18: El Cajon Boulevard & Montezuma Road

Existing Conditions
 AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	164	474	613	668	244	98
Future Volume (vph)	164	474	613	668	244	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9	4.9	4.9	4.9	4.9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.98	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1752	3505	3505	1542	3400	1536
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1752	3505	3505	1542	3400	1536
Peak-hour factor, PHF	0.83	0.83	0.94	0.94	0.71	0.71
Adj. Flow (vph)	198	571	652	711	344	138
RTOR Reduction (vph)	0	0	0	387	0	117
Lane Group Flow (vph)	198	571	652	324	344	21
Confl. Peds. (#/hr)				1		5
Confl. Bikes (#/hr)				4		
Turn Type	Prot	NA	NA	custom	Prot	Perm
Protected Phases	5	2	6	8	7	
Permitted Phases				6		7
Actuated Green, G (s)	22.2	62.0	85.0	44.2	22.1	22.1
Effective Green, g (s)	22.2	62.0	85.0	44.2	22.1	22.1
Actuated g/C Ratio	0.15	0.42	0.57	0.30	0.15	0.15
Clearance Time (s)	4.4	4.9		4.9	4.9	4.9
Vehicle Extension (s)	2.0	3.0		3.0	2.5	2.5
Lane Grp Cap (vph)	262	1464	2007	459	506	228
v/s Ratio Prot	c0.11	0.16	c0.19		c0.10	
v/s Ratio Perm				c0.21		0.01
v/c Ratio	0.76	0.39	0.32	0.71	0.68	0.09
Uniform Delay, d1	60.5	30.0	16.6	46.3	59.8	54.5
Progression Factor	1.00	1.00	0.17	1.39	1.00	1.00
Incremental Delay, d2	10.5	0.2	0.1	4.2	3.3	0.1
Delay (s)	71.0	30.2	3.0	68.8	63.1	54.6
Level of Service	E	C	A	E	E	D
Approach Delay (s)		40.7	37.3		60.7	
Approach LOS		D	D		E	
Intersection Summary						
HCM 2000 Control Delay			42.6		HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			0.59			
Actuated Cycle Length (s)			148.4		Sum of lost time (s)	19.1
Intersection Capacity Utilization			58.3%		ICU Level of Service	B
Analysis Period (min)			15			

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 19: 67th Street & El Cajon Boulevard

Existing Conditions
 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	513	37	23	970	19	209	17	38	25	10	91
Future Volume (vph)	46	513	37	23	970	19	209	17	38	25	10	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.4	4.9		4.9	4.9		4.9	4.9	
Lane Util. Factor	1.00	0.95		1.00	0.91		1.00	1.00		1.00	1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.96		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		0.96	1.00	
Frt	1.00	0.99		1.00	1.00		1.00	0.90		1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	3453		1752	5015		1752	1591		1686	1577	
Flt Permitted	0.95	1.00		0.95	1.00		0.65	1.00		0.72	1.00	
Satd. Flow (perm)	1752	3453		1752	5015		1200	1591		1275	1577	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	50	558	40	25	1054	21	227	18	41	27	11	99
RTOR Reduction (vph)	0	2	0	0	1	0	0	30	0	0	72	0
Lane Group Flow (vph)	50	596	0	25	1074	0	227	29	0	27	38	0
Confl. Peds. (#/hr)			11			12			25	25		
Confl. Bikes (#/hr)			5			6			1			1
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5 7	2 7		1	6			8			8	
Permitted Phases							8			8		
Actuated Green, G (s)	44.3	89.0		4.4	44.2		40.8	40.8		40.8	40.8	
Effective Green, g (s)	44.3	89.0		4.4	44.2		40.8	40.8		40.8	40.8	
Actuated g/C Ratio	0.30	0.60		0.03	0.30		0.27	0.27		0.27	0.27	
Clearance Time (s)				4.4	4.9		4.9	4.9		4.9	4.9	
Vehicle Extension (s)				2.0	3.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	523	2070		51	1493		329	437		350	433	
v/s Ratio Prot	0.03	c0.17		c0.01	c0.21			0.02			0.02	
v/s Ratio Perm							c0.19			0.02		
v/c Ratio	0.10	0.29		0.49	0.72		0.69	0.07		0.08	0.09	
Uniform Delay, d1	37.6	14.4		70.9	46.6		48.1	39.7		39.9	40.0	
Progression Factor	0.92	0.04		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.0	0.1		2.7	1.7		4.8	0.0		0.0	0.0	
Delay (s)	34.6	0.7		73.6	48.3		52.9	39.8		39.9	40.0	
Level of Service	C	A		E	D		D	D		D	D	
Approach Delay (s)		3.3			48.8			50.2			40.0	
Approach LOS		A			D			D			D	
Intersection Summary												
HCM 2000 Control Delay			34.9				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.57									
Actuated Cycle Length (s)			148.4			Sum of lost time (s)			19.1			
Intersection Capacity Utilization			55.3%			ICU Level of Service			B			
Analysis Period (min)			15									

c Critical Lane Group

HCM 6th Signalized Intersection Summary
 20: 70th Street & El Cajon Boulevard

Existing Conditions
 AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	328	284	114	104	309	185	167	690	65	102	493	224
Future Volume (veh/h)	328	284	114	104	309	185	167	690	65	102	493	224
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.95	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No										
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	373	323	113	124	368	196	176	726	57	128	616	243
Peak Hour Factor	0.88	0.88	0.88	0.84	0.84	0.84	0.95	0.95	0.95	0.80	0.80	0.80
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	402	921	316	151	478	249	205	1020	80	156	688	271
Arrive On Green	0.23	0.36	0.36	0.09	0.22	0.22	0.12	0.31	0.31	0.09	0.28	0.28
Sat Flow, veh/h	1767	2559	877	1767	2196	1145	1767	3307	259	1767	2455	967
Grp Volume(v), veh/h	373	220	216	124	294	270	176	387	396	128	442	417
Grp Sat Flow(s),veh/h/ln	1767	1763	1673	1767	1763	1579	1767	1763	1803	1767	1763	1659
Q Serve(g_s), s	24.5	10.8	11.2	8.2	18.5	19.1	11.6	23.0	23.0	8.4	28.5	28.6
Cycle Q Clear(g_c), s	24.5	10.8	11.2	8.2	18.5	19.1	11.6	23.0	23.0	8.4	28.5	28.6
Prop In Lane	1.00		0.52	1.00		0.73	1.00		0.14	1.00		0.58
Lane Grp Cap(c), veh/h	402	634	602	151	384	344	205	544	556	156	494	465
V/C Ratio(X)	0.93	0.35	0.36	0.82	0.77	0.79	0.86	0.71	0.71	0.82	0.89	0.90
Avail Cap(c_a), veh/h	597	634	602	448	596	534	448	596	610	448	596	561
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.7	27.7	27.8	53.2	43.4	43.7	51.4	36.3	36.3	53.1	40.9	40.9
Incr Delay (d2), s/veh	12.7	0.4	0.4	4.1	4.0	5.1	4.0	2.8	2.8	4.1	12.8	13.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	4.6	4.6	3.8	8.4	7.9	5.3	10.2	10.4	3.9	13.9	13.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.4	28.1	28.3	57.3	47.4	48.8	55.4	39.1	39.1	57.2	53.7	54.5
LnGrp LOS	E	C	C	E	D	D	E	D	D	E	D	D
Approach Vol, veh/h		809			688			959			987	
Approach Delay, s/veh		41.7			49.7			42.1			54.5	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.5	47.6	18.1	38.1	31.3	30.8	14.8	41.4				
Change Period (Y+Rc), s	4.4	5.0	4.4	4.9	4.4	* 5	4.4	4.9				
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	40.0	* 40	30.0	40.0				
Max Q Clear Time (g_c+10), s	11.0	13.2	13.6	30.6	26.5	21.1	10.4	25.0				
Green Ext Time (p_c), s	0.1	3.5	0.2	2.6	0.5	4.1	0.1	2.8				

Intersection Summary

HCM 6th Ctrl Delay	47.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 21: 73rd Street & El Cajon Boulevard

Existing Conditions
 AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	410	19	96	522	20	63	12	65	29	9	35
Future Volume (veh/h)	44	410	19	96	522	20	63	12	65	29	9	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	52	488	23	110	600	23	91	17	80	38	12	39
Peak Hour Factor	0.84	0.84	0.84	0.87	0.87	0.87	0.69	0.69	0.69	0.77	0.77	0.77
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	80	1036	49	142	1167	45	272	62	137	241	94	150
Arrive On Green	0.05	0.30	0.30	0.08	0.34	0.34	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1767	3425	161	1767	3456	132	575	290	640	459	438	699
Grp Volume(v), veh/h	52	251	260	110	306	317	188	0	0	89	0	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1823	1767	1763	1826	1504	0	0	1596	0	0
Q Serve(g_s), s	1.0	4.2	4.2	2.2	5.0	5.0	2.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.0	4.2	4.2	2.2	5.0	5.0	3.9	0.0	0.0	1.6	0.0	0.0
Prop In Lane	1.00		0.09	1.00		0.07	0.48		0.43	0.43		0.44
Lane Grp Cap(c), veh/h	80	533	551	142	595	616	471	0	0	485	0	0
V/C Ratio(X)	0.65	0.47	0.47	0.78	0.51	0.51	0.40	0.00	0.00	0.18	0.00	0.00
Avail Cap(c_a), veh/h	1472	2936	3037	1472	2936	3042	1771	0	0	1781	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.9	10.2	10.2	16.2	9.6	9.6	12.6	0.0	0.0	11.7	0.0	0.0
Incr Delay (d2), s/veh	3.3	0.5	0.5	3.4	0.8	0.8	0.2	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.2	1.3	0.8	1.4	1.5	1.1	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.3	10.7	10.7	19.7	10.4	10.3	12.8	0.0	0.0	11.8	0.0	0.0
LnGrp LOS	C	B	B	B	B	B	B	A	A	B	A	A
Approach Vol, veh/h		563			733			188				89
Approach Delay, s/veh		11.6			11.7			12.8				11.8
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	16.1		12.6	6.0	17.4		12.6				
Change Period (Y+Rc), s	4.4	* 5.2		4.9	4.4	5.2		4.9				
Max Green Setting (Gmax), s	30.0	* 60		40.0	30.0	60.0		40.0				
Max Q Clear Time (g_c+1/2), s	14.2	6.2		3.6	3.0	7.0		5.9				
Green Ext Time (p_c), s	0.1	2.6		0.4	0.1	4.9		0.8				

Intersection Summary

HCM 6th Ctrl Delay	11.8
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 22: 54th Street & Collwood Boulevard

Existing Conditions
 AM Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	75	61	1017	99	28	520
Future Volume (veh/h)	75	61	1017	99	28	520
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.99	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	95	58	1211	94	33	612
Peak Hour Factor	0.79	0.79	0.84	0.84	0.85	0.85
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	140	124	2389	1183	72	2754
Arrive On Green	0.08	0.08	0.68	0.68	0.04	0.78
Sat Flow, veh/h	1767	1572	3618	1563	1767	3618
Grp Volume(v), veh/h	95	58	1211	94	33	612
Grp Sat Flow(s),veh/h/ln	1767	1572	1763	1563	1767	1763
Q Serve(g_s), s	3.7	2.5	11.8	1.1	1.3	3.2
Cycle Q Clear(g_c), s	3.7	2.5	11.8	1.1	1.3	3.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	140	124	2389	1183	72	2754
V/C Ratio(X)	0.68	0.47	0.51	0.08	0.46	0.22
Avail Cap(c_a), veh/h	432	384	2389	1183	204	2754
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.55	0.55	1.00	1.00
Uniform Delay (d), s/veh	31.4	30.8	5.5	2.2	32.8	2.0
Incr Delay (d2), s/veh	2.2	1.0	0.4	0.1	1.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.0	2.8	0.2	0.5	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	33.6	31.8	6.0	2.3	34.5	2.2
LnGrp LOS	C	C	A	A	C	A
Approach Vol, veh/h	153		1305		645	
Approach Delay, s/veh	32.9		5.7		3.9	
Approach LOS	C		A		A	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.2	52.3			59.6	10.4
Change Period (Y+Rc), s	4.4	4.9			4.9	4.9
Max Green Setting (Gmax), s	30.6				43.1	17.1
Max Q Clear Time (g_c+1), s	13.3	13.8			5.2	5.7
Green Ext Time (p_c), s	0.0	9.7			5.7	0.2

Intersection Summary

HCM 6th Ctrl Delay	7.1
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
23: 52nd Street & El Cajon Boulevard

Existing Conditions
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	525	34	51	650	25	60	50	19	38	53	17
Future Volume (veh/h)	30	525	34	51	650	25	60	50	19	38	53	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	0.98		0.95	0.98		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	33	577	32	61	783	24	85	70	27	61	85	27
Peak Hour Factor	0.91	0.91	0.91	0.83	0.83	0.83	0.71	0.71	0.71	0.62	0.62	0.62
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	509	2544	141	617	2618	80	137	102	35	111	143	40
Arrive On Green	0.75	0.75	0.75	0.75	0.75	0.75	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	669	3389	188	803	3487	107	552	588	199	424	825	231
Grp Volume(v), veh/h	33	300	309	61	396	411	182	0	0	173	0	0
Grp Sat Flow(s),veh/h/ln	669	1763	1813	803	1763	1832	1338	0	0	1479	0	0
Q Serve(g_s), s	2.2	6.6	6.7	3.2	9.4	9.4	3.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	11.6	6.6	6.7	9.9	9.4	9.4	17.5	0.0	0.0	14.2	0.0	0.0
Prop In Lane	1.00		0.10	1.00		0.06	0.47		0.15	0.35		0.16
Lane Grp Cap(c), veh/h	509	1323	1361	617	1323	1375	273	0	0	295	0	0
V/C Ratio(X)	0.06	0.23	0.23	0.10	0.30	0.30	0.67	0.00	0.00	0.59	0.00	0.00
Avail Cap(c_a), veh/h	509	1323	1361	617	1323	1375	347	0	0	372	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.80	0.80	0.80	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.1	4.9	4.9	6.4	5.2	5.2	51.5	0.0	0.0	49.9	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.4	0.4	0.0	0.0	0.0	1.6	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.3	2.3	0.5	3.0	3.1	5.9	0.0	0.0	5.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.3	5.3	5.3	6.4	5.2	5.2	53.1	0.0	0.0	50.6	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D	A	A	D	A	A
Approach Vol, veh/h		642			868			182			173	
Approach Delay, s/veh		5.4			5.3			53.1			50.6	
Approach LOS		A			A			D			D	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		102.5		27.5		102.5		27.5				
Change Period (Y+Rc), s		4.9		4.9		4.9		4.9				
Max Green Setting (Gmax), s		91.1		29.1		91.1		29.1				
Max Q Clear Time (g_c+I1), s		13.6		19.5		11.9		16.2				
Green Ext Time (p_c), s		1.3		0.5		1.8		0.5				
Intersection Summary												
HCM 6th Ctrl Delay				14.2								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary
 24: 54th Street & El Cajon Boulevard

Existing Conditions
 AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	445	118	138	468	312	191	739	178	136	397	75
Future Volume (veh/h)	78	445	118	138	468	312	191	739	178	136	397	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.99	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	88	500	105	157	532	281	210	812	174	151	441	61
Peak Hour Factor	0.89	0.89	0.89	0.88	0.88	0.88	0.91	0.91	0.91	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	113	873	372	191	1028	440	289	982	210	185	1274	544
Arrive On Green	0.06	0.25	0.25	0.11	0.29	0.29	0.08	0.34	0.34	0.10	0.36	0.36
Sat Flow, veh/h	1767	3526	1502	1767	3526	1510	3428	2881	617	1767	3526	1505
Grp Volume(v), veh/h	88	500	105	157	532	281	210	497	489	151	441	61
Grp Sat Flow(s),veh/h/ln	1767	1763	1502	1767	1763	1510	1714	1763	1736	1767	1763	1505
Q Serve(g_s), s	4.6	11.8	5.4	8.2	11.9	15.3	5.7	24.5	24.5	7.9	8.6	2.6
Cycle Q Clear(g_c), s	4.6	11.8	5.4	8.2	11.9	15.3	5.7	24.5	24.5	7.9	8.6	2.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.36	1.00		1.00
Lane Grp Cap(c), veh/h	113	873	372	191	1028	440	289	601	592	185	1274	544
V/C Ratio(X)	0.78	0.57	0.28	0.82	0.52	0.64	0.73	0.83	0.83	0.82	0.35	0.11
Avail Cap(c_a), veh/h	560	1863	794	560	1863	798	1087	745	734	560	1491	636
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.6	31.2	28.8	41.3	28.0	29.2	42.3	28.6	28.6	41.5	22.1	20.1
Incr Delay (d2), s/veh	4.2	0.8	0.5	3.3	0.5	1.7	1.3	6.3	6.4	3.3	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	5.0	1.9	3.7	4.9	5.5	2.4	10.7	10.6	3.5	3.4	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.8	32.0	29.3	44.6	28.4	30.9	43.6	34.9	35.0	44.8	22.3	20.3
LnGrp LOS	D	C	C	D	C	C	D	C	D	D	C	C
Approach Vol, veh/h		693			970			1196			653	
Approach Delay, s/veh		33.6			31.7			36.5			27.3	
Approach LOS		C			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.6	28.4	12.4	39.2	10.5	32.6	14.3	37.2				
Change Period (Y+Rc), s	4.4	* 5	4.4	* 5	4.4	5.0	4.4	5.0				
Max Green Setting (Gmax), s	30.0	* 50	30.0	* 40	30.0	50.0	30.0	40.0				
Max Q Clear Time (g_c+10), s	11.2	13.8	7.7	10.6	6.6	17.3	9.9	26.5				
Green Ext Time (p_c), s	0.2	5.4	0.3	4.9	0.1	5.7	0.2	5.1				

Intersection Summary

HCM 6th Ctrl Delay	32.9
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 25: 56th Street & El Cajon Boulevard

Existing Conditions
 AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕			↕	
Traffic Volume (veh/h)	25	511	44	23	721	10	71	14	29	28	15	51
Future Volume (veh/h)	25	511	44	23	721	10	71	14	29	28	15	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	29	587	45	26	810	11	101	20	34	42	22	69
Peak Hour Factor	0.87	0.87	0.87	0.89	0.89	0.89	0.70	0.70	0.70	0.67	0.67	0.67
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	116	2299	175	86	2578	35	162	31	41	93	56	122
Arrive On Green	0.78	0.78	0.78	0.78	0.78	0.78	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	111	2961	226	72	3320	45	796	211	283	390	385	835
Grp Volume(v), veh/h	334	0	327	434	0	413	155	0	0	133	0	0
Grp Sat Flow(s),veh/h/ln1655	0	1641	1758	0	1679	1290	0	0	1610	0	0	0
Q Serve(g_s), s	0.0	0.0	7.2	0.0	0.0	9.5	5.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.4	0.0	7.2	8.9	0.0	9.5	15.5	0.0	0.0	9.8	0.0	0.0
Prop In Lane	0.09		0.14	0.06		0.03	0.65		0.22	0.32		0.52
Lane Grp Cap(c), veh/h	1315	0	1274	1394	0	1304	234	0	0	271	0	0
V/C Ratio(X)	0.25	0.00	0.26	0.31	0.00	0.32	0.66	0.00	0.00	0.49	0.00	0.00
Avail Cap(c_a), veh/h	1315	0	1274	1394	0	1304	311	0	0	355	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.00	0.66	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.0	0.0	4.1	4.2	0.0	4.3	54.2	0.0	0.0	51.5	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.3	0.6	0.0	0.6	1.2	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln2.1	0.0	2.1	3.0	0.0	3.0	5.1	0.0	0.0	4.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.3	0.0	4.4	4.8	0.0	4.9	55.4	0.0	0.0	52.1	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	E	A	A	D	A	A
Approach Vol, veh/h		661			847			155			133	
Approach Delay, s/veh		4.3			4.9			55.4			52.1	
Approach LOS		A			A			E			D	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		106.1		23.9		106.1		23.9				
Change Period (Y+Rc), s		5.2		4.9		5.2		4.9				
Max Green Setting (Gmax), s		93.8		26.1		93.8		26.1				
Max Q Clear Time (g_c+11), s		9.2		17.5		11.5		11.8				
Green Ext Time (p_c), s		2.8		0.4		3.7		0.4				
Intersection Summary												
HCM 6th Ctrl Delay					12.5							
HCM 6th LOS					B							

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	6	556	21	33	697	0	65	2	37	2	2	5
Future Vol, veh/h	6	556	21	33	697	0	65	2	37	2	2	5
Conflicting Peds, #/hr	9	0	7	7	0	9	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	88	88	88	97	97	97	75	75	75
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	6	598	23	38	792	0	67	2	38	3	3	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	801	0	0	628	0	0	1103	1506	318	1189	1517	405
Stage 1	-	-	-	-	-	-	629	629	-	877	877	-
Stage 2	-	-	-	-	-	-	474	877	-	312	640	-
Critical Hdwy	4.16	-	-	4.16	-	-	7.56	6.56	6.96	7.56	6.56	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-	6.56	5.56	-	6.56	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.56	5.56	-	6.56	5.56	-
Follow-up Hdwy	2.23	-	-	2.23	-	-	3.53	4.03	3.33	3.53	4.03	3.33
Pot Cap-1 Maneuver	812	-	-	1259	-	-	294	161	*861	*246	158	592
Stage 1	-	-	-	-	-	-	783	693	-	*308	362	-
Stage 2	-	-	-	-	-	-	538	362	-	*812	684	-
Platoon blocked, %		-	-	1	-	-	1	1	1	1	1	
Mov Cap-1 Maneuver	805	-	-	1251	-	-	271	148	*855	*219	145	587
Mov Cap-2 Maneuver	-	-	-	-	-	-	271	148	-	*219	145	-
Stage 1	-	-	-	-	-	-	769	681	-	*302	339	-
Stage 2	-	-	-	-	-	-	499	339	-	*765	671	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.6			19.7			18.1		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	351	805	-	-	1251	-	-	286
HCM Lane V/C Ratio	0.305	0.008	-	-	0.03	-	-	0.042
HCM Control Delay (s)	19.7	9.5	0.1	-	8	0.2	-	18.1
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.3	0	-	-	0.1	-	-	0.1

Notes
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th Signalized Intersection Summary
 27: El Cajon Boulevard & College Avenue

Existing Conditions
 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 			 			 	
Traffic Volume (veh/h)	195	306	76	126	352	86	175	910	114	82	326	163
Future Volume (veh/h)	195	306	76	126	352	86	175	910	114	82	326	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	214	336	79	150	419	84	186	968	89	90	358	141
Peak Hour Factor	0.91	0.91	0.91	0.84	0.84	0.84	0.94	0.94	0.94	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	264	1206	279	201	1190	236	212	1076	474	112	877	383
Arrive On Green	0.08	0.43	0.43	0.06	0.41	0.41	0.12	0.31	0.31	0.06	0.25	0.25
Sat Flow, veh/h	3428	2826	654	3428	2915	579	1767	3526	1554	1767	3526	1539
Grp Volume(v), veh/h	214	208	207	150	252	251	186	968	89	90	358	141
Grp Sat Flow(s),veh/h/ln	1714	1763	1718	1714	1763	1732	1767	1763	1554	1767	1763	1539
Q Serve(g_s), s	8.0	10.0	10.2	5.6	12.8	13.1	13.5	34.2	5.5	6.5	11.0	9.8
Cycle Q Clear(g_c), s	8.0	10.0	10.2	5.6	12.8	13.1	13.5	34.2	5.5	6.5	11.0	9.8
Prop In Lane	1.00		0.38	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	264	752	733	201	720	707	212	1076	474	112	877	383
V/C Ratio(X)	0.81	0.28	0.28	0.75	0.35	0.36	0.88	0.90	0.19	0.80	0.41	0.37
Avail Cap(c_a), veh/h	280	752	733	280	720	707	307	1139	502	198	917	400
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.1	24.2	24.3	60.2	26.5	26.6	56.3	43.3	33.3	60.1	40.8	40.4
Incr Delay (d2), s/veh	12.8	0.8	0.9	3.6	1.3	1.3	13.5	9.6	0.2	5.0	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	4.3	4.3	2.5	5.6	5.6	6.8	16.1	2.1	3.1	4.8	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.9	25.0	25.2	63.8	27.8	28.0	69.7	52.9	33.5	65.1	41.1	40.9
LnGrp LOS	E	C	C	E	C	C	E	D	C	E	D	D
Approach Vol, veh/h		629			653			1243			589	
Approach Delay, s/veh		41.0			36.1			54.0			44.7	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	60.5	20.0	37.5	14.4	58.1	12.6	44.9				
Change Period (Y+Rc), s	4.4	5.0	4.4	5.2	4.4	* 5	4.4	* 5.2				
Max Green Setting (Gmax), s	10.6	44.0	22.6	33.8	10.6	* 44	14.6	* 42				
Max Q Clear Time (g_c+I1), s	7.6	12.2	15.5	13.0	10.0	15.1	8.5	36.2				
Green Ext Time (p_c), s	0.1	2.9	0.1	2.3	0.0	4.1	0.0	3.5				
Intersection Summary												
HCM 6th Ctrl Delay			45.9									
HCM 6th LOS			D									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary
 28: 62nd Street & El Cajon Boulevard

Existing Conditions
 AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	434	42	50	566	0	86	0	54	0	0	2
Future Volume (veh/h)	2	434	42	50	566	0	86	0	54	0	0	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	2	472	41	62	699	0	115	0	52	0	0	8
Peak Hour Factor	0.92	0.92	0.92	0.81	0.81	0.81	0.75	0.75	0.75	0.25	0.25	0.25
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	4	1668	144	417	2231	0	397	0	386	0	0	386
Arrive On Green	0.00	0.51	0.51	0.24	1.00	0.00	0.25	0.00	0.25	0.00	0.00	0.25
Sat Flow, veh/h	1767	3276	283	3428	3618	0	1368	0	1565	0	0	1565
Grp Volume(v), veh/h	2	253	260	62	699	0	115	0	52	0	0	8
Grp Sat Flow(s),veh/h/ln	1767	1763	1797	1714	1763	0	1368	0	1565	0	0	1565
Q Serve(g_s), s	0.1	9.9	10.0	1.7	0.0	0.0	8.2	0.0	3.1	0.0	0.0	0.5
Cycle Q Clear(g_c), s	0.1	9.9	10.0	1.7	0.0	0.0	8.7	0.0	3.1	0.0	0.0	0.5
Prop In Lane	1.00		0.16	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	4	898	915	417	2231	0	397	0	386	0	0	386
V/C Ratio(X)	0.53	0.28	0.28	0.15	0.31	0.00	0.29	0.00	0.13	0.00	0.00	0.02
Avail Cap(c_a), veh/h	222	898	915	431	2231	0	397	0	386	0	0	386
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.95	0.95	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	59.8	16.9	16.9	40.5	0.0	0.0	37.5	0.0	35.2	0.0	0.0	34.2
Incr Delay (d2), s/veh	78.9	0.7	0.7	0.2	0.3	0.0	1.8	0.0	0.7	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.1	4.2	0.7	0.1	0.0	3.0	0.0	1.3	0.0	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	138.7	17.6	17.6	40.7	0.3	0.0	39.3	0.0	35.9	0.0	0.0	34.2
LnGrp LOS	F	B	B	D	A	A	D	A	D	A	A	C
Approach Vol, veh/h		515		761			167				8	
Approach Delay, s/veh		18.1		3.6			38.3				34.2	
Approach LOS		B		A			D				C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.5	66.0		34.5	4.7	80.8		34.5				
Change Period (Y+Rc), s	4.9	* 4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	15.1	* 61		29.6	15.1	61.1		29.6				
Max Q Clear Time (g_c+1), s	13.7	12.0		2.5	2.1	2.0		10.7				
Green Ext Time (p_c), s	0.1	3.1		0.0	0.0	5.3		0.5				

Intersection Summary

HCM 6th Ctrl Delay	12.9
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 29: 63rd Street & El Cajon Boulevard

Existing Conditions
 AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	407	18	32	470	36	28	24	16	23	21	159
Future Volume (veh/h)	92	407	18	32	470	36	28	24	16	23	21	159
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	105	462	14	36	534	35	37	32	21	35	32	211
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.75	0.75	0.75	0.66	0.66	0.66
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	128	2065	883	46	1807	118	62	54	35	29	27	176
Arrive On Green	0.14	1.00	1.00	0.03	0.54	0.54	0.09	0.09	0.09	0.14	0.14	0.14
Sat Flow, veh/h	1767	3526	1509	1767	3352	219	713	616	404	204	187	1232
Grp Volume(v), veh/h	105	462	14	36	280	289	90	0	0	278	0	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1509	1767	1763	1809	1734	0	0	1624	0	0
Q Serve(g_s), s	6.9	0.0	0.0	2.4	10.5	10.5	6.0	0.0	0.0	17.1	0.0	0.0
Cycle Q Clear(g_c), s	6.9	0.0	0.0	2.4	10.5	10.5	6.0	0.0	0.0	17.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.12	0.41		0.23	0.13		0.76
Lane Grp Cap(c), veh/h	128	2065	883	46	950	975	151	0	0	231	0	0
V/C Ratio(X)	0.82	0.22	0.02	0.79	0.29	0.30	0.60	0.00	0.00	1.20	0.00	0.00
Avail Cap(c_a), veh/h	208	2065	883	119	950	975	406	0	0	231	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	50.5	0.0	0.0	58.1	15.2	15.2	52.8	0.0	0.0	51.5	0.0	0.0
Incr Delay (d2), s/veh	5.3	0.2	0.0	10.6	0.8	0.8	1.4	0.0	0.0	124.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	0.1	0.0	1.2	4.3	4.4	2.7	0.0	0.0	15.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.8	0.2	0.0	68.7	16.0	15.9	54.2	0.0	0.0	176.0	0.0	0.0
LnGrp LOS	E	A	A	E	B	B	D	A	A	F	A	A
Approach Vol, veh/h		581			605			90			278	
Approach Delay, s/veh		10.3			19.1			54.2			176.0	
Approach LOS		B			B			D			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	75.2		22.0	13.1	69.6		15.3				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	47.6			17.1	14.1	41.6		28.1				
Max Q Clear Time (g_c+1/4), s	14.4	2.0		19.1	8.9	12.5		8.0				
Green Ext Time (p_c), s	0.0	7.9		0.0	0.0	7.3		0.3				
Intersection Summary												
HCM 6th Ctrl Delay											45.9	
HCM 6th LOS											D	

HCM 6th Signalized Intersection Summary
 1: Fairmount Avenue & I-8 EB Ramps

Existing Conditions
 PM Peak Hour



Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations	↶↶	↶↶↶	↷		↶↶	↶↶↶	↶
Traffic Volume (veh/h)	651	1768	0	23	476	1085	383
Future Volume (veh/h)	651	1768	0	23	476	1085	383
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00			1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No				No	No	
Adj Sat Flow, veh/h/ln	1856	1856		1856	1856	1856	1856
Adj Flow Rate, veh/h	693	1881		26	529	1219	0
Peak Hour Factor	0.94	0.94		0.90	0.90	0.89	0.89
Percent Heavy Veh, %	3	3		3	3	3	3
Cap, veh/h	1863	1948		62	934	1628	
Arrive On Green	0.54	0.54		0.32	0.32	0.32	0.00
Sat Flow, veh/h	3428	3585		44	2992	5233	1572
Grp Volume(v), veh/h	693	1881		279	276	1219	0
Grp Sat Flow(s),veh/h/ln	1714	1195		1348	1604	1689	1572
Q Serve(g_s), s	9.5	41.4		1.3	11.6	17.7	0.0
Cycle Q Clear(g_c), s	9.5	41.4		18.9	11.6	17.7	0.0
Prop In Lane	1.00	1.00		0.09			1.00
Lane Grp Cap(c), veh/h	1863	1948		481	515	1628	
V/C Ratio(X)	0.37	0.97		0.58	0.53	0.75	
Avail Cap(c_a), veh/h	1880	1966		1388	1524	3209	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.7	18.0		22.5	22.8	24.9	0.0
Incr Delay (d2), s/veh	0.0	13.0		0.4	0.3	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	11.1		3.8	3.9	6.7	0.0
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	10.8	31.0		22.9	23.1	25.2	0.0
LnGrp LOS	B	C		C	C	C	
Approach Vol, veh/h	2574				555	1219	A
Approach Delay, s/veh	25.5				23.0	25.2	
Approach LOS	C				C	C	
Timer - Assigned Phs				4		6	8
Phs Duration (G+Y+Rc), s				32.4		49.7	32.4
Change Period (Y+Rc), s				6.0		5.1	* 6
Max Green Setting (Gmax), s				52.0		45.0	* 78
Max Q Clear Time (g_c+11), s				19.7		43.4	20.9
Green Ext Time (p_c), s				6.7		1.2	1.9

Intersection Summary

HCM 6th Ctrl Delay	25.1
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

2: College Avenue & I-8 WB Ramps

Existing Conditions
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖ ↗		↖		↕	↖		↕	↖
Traffic Volume (veh/h)	0	0	0	467	335	373	0	930	1108	0	562	572
Future Volume (veh/h)	0	0	0	467	335	373	0	930	1108	0	562	572
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1856	1856	1856	0	1856	1856	0	1856	1856
Adj Flow Rate, veh/h				502	360	0	0	949	0	0	592	0
Peak Hour Factor				0.93	0.93	0.93	0.98	0.98	0.98	0.95	0.95	0.95
Percent Heavy Veh, %				3	3	3	0	3	3	0	3	3
Cap, veh/h				820	0	0	0	1657	0	0	1657	0
Arrive On Green				0.24	0.24	0.00	0.00	0.47	0.00	0.00	0.47	0.00
Sat Flow, veh/h				3428	0	1572	0	3618	1572	0	3618	1572
Grp Volume(v), veh/h				502	0	0	0	949	0	0	592	0
Grp Sat Flow(s),veh/h/ln				1714	0	1572	0	1763	1572	0	1763	1572
Q Serve(g_s), s				4.7	0.0	0.0	0.0	7.0	0.0	0.0	3.9	0.0
Cycle Q Clear(g_c), s				4.7	0.0	0.0	0.0	7.0	0.0	0.0	3.9	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				820	0	0	0	1657	0	0	1657	0
V/C Ratio(X)				0.61	0.00		0.00	0.57		0.00	0.36	
Avail Cap(c_a), veh/h				4274	0		0	6642		0	6378	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				12.2	0.0	0.0	0.0	6.9	0.0	0.0	6.1	0.0
Incr Delay (d2), s/veh				0.7	0.0	0.0	0.0	0.3	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.5	0.0	0.0	0.0	1.4	0.0	0.0	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				13.0	0.0	0.0	0.0	7.3	0.0	0.0	6.2	0.0
LnGrp LOS				B	A		A	A		A	A	
Approach Vol, veh/h					502	A		949	A		592	A
Approach Delay, s/veh					13.0			7.3			6.2	
Approach LOS					B			A			A	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		22.4		13.7		22.4						
Change Period (Y+Rc), s		5.4		5.1		* 5.4						
Max Green Setting (Gmax), s		68.0		45.0		* 65						
Max Q Clear Time (g_c+I1), s		9.0		6.7		5.9						
Green Ext Time (p_c), s		7.9		1.9		4.3						

Intersection Summary

HCM 6th Ctrl Delay	8.4
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 3: College Avenue & I-8 EB Ramps

Existing Conditions
 PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗		↖↗↘					↕↕	↗		↕↕	↗
Traffic Volume (veh/h)	614	0	797	0	0	0	0	1424	591	0	730	299
Future Volume (veh/h)	614	0	797	0	0	0	0	1424	591	0	730	299
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	0	1856				0	1856	1856	0	1856	1856
Adj Flow Rate, veh/h	660	0	642				0	1531	0	0	802	0
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93	0.91	0.91	0.91
Percent Heavy Veh, %	3	0	3				0	3	3	0	3	3
Cap, veh/h	861	0	900				0	2025		0	2025	
Arrive On Green	0.25	0.00	0.25				0.00	0.57	0.00	0.00	0.57	0.00
Sat Flow, veh/h	3428	0	3585				0	3618	1572	0	3618	1572
Grp Volume(v), veh/h	660	0	642				0	1531	0	0	802	0
Grp Sat Flow(s),veh/h/ln	1714	0	1195				0	1763	1572	0	1763	1572
Q Serve(g_s), s	12.8	0.0	11.7				0.0	23.4	0.0	0.0	9.0	0.0
Cycle Q Clear(g_c), s	12.8	0.0	11.7				0.0	23.4	0.0	0.0	9.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	861	0	900				0	2025		0	2025	
V/C Ratio(X)	0.77	0.00	0.71				0.00	0.76		0.00	0.40	
Avail Cap(c_a), veh/h	2395	0	2505				0	3202		0	3202	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	24.9	0.0	24.5				0.0	11.5	0.0	0.0	8.4	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.4				0.0	0.6	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	3.2				0.0	7.1	0.0	0.0	2.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.4	0.0	24.8				0.0	12.1	0.0	0.0	8.5	0.0
LnGrp LOS	C	A	C				A	B		A	A	
Approach Vol, veh/h		1302						1531	A		802	A
Approach Delay, s/veh		25.1						12.1			8.5	
Approach LOS		C						B			A	
Timer - Assigned Phs				4			6		8			
Phs Duration (G+Y+Rc), s				47.5			24.1		47.5			
Change Period (Y+Rc), s				6.4			6.1		6.4			
Max Green Setting (Gmax), s				65.0			50.0		65.0			
Max Q Clear Time (g_c+1), s				25.4			14.8		11.0			
Green Ext Time (p_c), s				15.7			3.2		6.2			

Intersection Summary

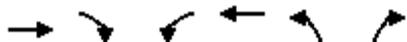
HCM 6th Ctrl Delay	16.0
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
4: Reservoir Drive & Alvarado Road

Existing Conditions
PM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	162	95	80	98	105	116
Future Volume (veh/h)	162	95	80	98	105	116
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.96	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	198	104	110	134	131	114
Peak Hour Factor	0.82	0.82	0.73	0.73	0.80	0.80
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	357	187	141	999	228	203
Arrive On Green	0.32	0.32	0.08	0.54	0.13	0.13
Sat Flow, veh/h	1129	593	1767	1856	1767	1572
Grp Volume(v), veh/h	0	302	110	134	131	114
Grp Sat Flow(s),veh/h/ln	0	1723	1767	1856	1767	1572
Q Serve(g_s), s	0.0	4.5	1.9	1.1	2.1	2.1
Cycle Q Clear(g_c), s	0.0	4.5	1.9	1.1	2.1	2.1
Prop In Lane		0.34	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	544	141	999	228	203
V/C Ratio(X)	0.00	0.56	0.78	0.13	0.57	0.56
Avail Cap(c_a), veh/h	0	3365	1726	1812	2301	2048
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	8.7	13.9	3.5	12.6	12.6
Incr Delay (d2), s/veh	0.0	0.8	3.5	0.1	0.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.1	0.7	0.2	0.7	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	9.5	17.4	3.6	13.4	13.5
LnGrp LOS	A	A	B	A	B	B
Approach Vol, veh/h	302			244	245	
Approach Delay, s/veh	9.5			9.8	13.4	
Approach LOS	A			A	B	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	6.8	15.0		21.8	8.9	
Change Period (Y+Rc), s	4.4	* 5.3		5.3	4.9	
Max Green Setting (Gmax), s	30.0	* 60		30.0	40.0	
Max Q Clear Time (g_c+1), s	13.9	6.5		3.1	4.1	
Green Ext Time (p_c), s	0.1	1.9		0.7	0.4	

Intersection Summary

HCM 6th Ctrl Delay	10.8
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 5: Lake Murray Boulevard & Wisconsin Avenue/Parkway Drive

Existing Conditions
 PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗	↘	↕		↗	↑↑↑		↘	↑↑↑	
Traffic Volume (veh/h)	29	8	83	564	44	75	66	727	164	18	649	23
Future Volume (veh/h)	29	8	83	564	44	75	66	727	164	18	649	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	36	10	77	705	0	0	70	773	153	20	713	25
Peak Hour Factor	0.81	0.81	0.81	0.93	0.93	0.93	0.94	0.94	0.94	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	147	41	306	1019	535	0	157	1134	223	71	1096	38
Arrive On Green	0.11	0.11	0.11	0.29	0.00	0.00	0.09	0.27	0.27	0.04	0.22	0.22
Sat Flow, veh/h	1397	388	1572	3534	1856	0	1767	4249	834	1767	5020	175
Grp Volume(v), veh/h	46	0	77	705	0	0	70	613	313	20	479	259
Grp Sat Flow(s),veh/h/ln	1786	0	1572	1767	1856	0	1767	1689	1705	1767	1689	1819
Q Serve(g_s), s	1.9	0.0	3.3	14.1	0.0	0.0	3.0	13.0	13.1	0.9	10.3	10.3
Cycle Q Clear(g_c), s	1.9	0.0	3.3	14.1	0.0	0.0	3.0	13.0	13.1	0.9	10.3	10.3
Prop In Lane	0.78		1.00	1.00		0.00	1.00		0.49	1.00		0.10
Lane Grp Cap(c), veh/h	188	0	306	1019	535	0	157	901	455	71	737	397
V/C Ratio(X)	0.24	0.00	0.25	0.69	0.00	0.00	0.45	0.68	0.69	0.28	0.65	0.65
Avail Cap(c_a), veh/h	560	0	633	2129	1118	0	444	1526	771	444	1526	822
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.7	0.0	27.2	25.2	0.0	0.0	34.4	26.2	26.2	37.1	28.4	28.4
Incr Delay (d2), s/veh	0.7	0.0	0.4	1.8	0.0	0.0	0.7	0.9	1.9	0.8	1.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	1.2	5.8	0.0	0.0	1.3	5.0	5.3	0.4	4.1	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.4	0.0	27.6	27.0	0.0	0.0	35.2	27.1	28.1	37.9	29.3	30.2
LnGrp LOS	C	A	C	C	A	A	D	C	C	D	C	C
Approach Vol, veh/h		123		705			996			758		
Approach Delay, s/veh		29.8		27.0			28.0			29.9		
Approach LOS		C		C			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	27.7		14.0	12.8	23.8		29.1				
Change Period (Y+Rc), s	5.7	* 6.4		5.6	* 5.7	6.4		6.1				
Max Green Setting (Gmax), s	20	* 36		25.0	* 20	36.0		48.0				
Max Q Clear Time (g_c+1/2g), s	12.5	15.1		5.3	5.0	12.3		16.1				
Green Ext Time (p_c), s	0.0	6.1		0.4	0.1	4.8		6.7				

Intersection Summary

HCM 6th Ctrl Delay	28.3
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 6: 70th Street/Lake Murray Boulevard & Alvarado Road

Existing Conditions
 PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↓		↔↔	↑	↔↔	↔	↑↑	↔	↔	↑↑	↔
Traffic Volume (veh/h)	131	221	91	705	74	617	38	744	406	122	641	161
Future Volume (veh/h)	131	221	91	705	74	617	38	744	406	122	641	161
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	149	251	92	742	78	428	40	791	347	133	697	137
Peak Hour Factor	0.88	0.88	0.88	0.95	0.95	0.95	0.94	0.94	0.94	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	361	344	122	860	523	1033	89	978	436	162	1122	484
Arrive On Green	0.11	0.14	0.14	0.25	0.28	0.28	0.05	0.28	0.28	0.09	0.32	0.32
Sat Flow, veh/h	3428	2524	896	3428	1856	2768	1767	3526	1572	1767	3526	1520
Grp Volume(v), veh/h	149	173	170	742	78	428	40	791	347	133	697	137
Grp Sat Flow(s),veh/h/ln	1714	1763	1658	1714	1856	1384	1767	1763	1572	1767	1763	1520
Q Serve(g_s), s	4.6	10.6	11.2	23.4	3.6	13.0	2.5	23.6	11.1	8.4	19.0	7.6
Cycle Q Clear(g_c), s	4.6	10.6	11.2	23.4	3.6	13.0	2.5	23.6	11.1	8.4	19.0	7.6
Prop In Lane	1.00		0.54	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	361	240	226	860	523	1033	89	978	436	162	1122	484
V/C Ratio(X)	0.41	0.72	0.75	0.86	0.15	0.41	0.45	0.81	0.80	0.82	0.62	0.28
Avail Cap(c_a), veh/h	910	624	587	1819	523	1033	391	1247	556	391	2339	1008
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.3	46.8	47.0	40.5	30.4	26.3	52.1	38.1	8.7	50.5	32.8	28.9
Incr Delay (d2), s/veh	0.3	4.0	5.0	2.7	0.1	0.3	1.3	3.2	6.2	4.0	0.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	5.0	5.0	10.0	1.6	4.2	1.1	10.4	4.2	3.8	8.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.6	50.8	52.0	43.2	30.6	26.5	53.4	41.3	14.9	54.4	33.3	29.2
LnGrp LOS	D	D	D	D	C	C	D	D	B	D	C	C
Approach Vol, veh/h		492			1248			1178			967	
Approach Delay, s/veh		50.2			36.7			33.9			35.6	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	38.5	35.4	22.1	12.4	43.1	18.6	39.0				
Change Period (Y+Rc), s	6.7	7.1	* 7.1	* 6.7	* 6.7	7.1	* 6.7	7.1				
Max Green Setting (Gmax), s	25	40.0	* 60	* 40	* 25	75.0	* 30	30.0				
Max Q Clear Time (g_c+I), s	10.4	25.6	25.4	13.2	4.5	21.0	6.6	15.0				
Green Ext Time (p_c), s	0.1	5.7	3.0	2.2	0.0	6.0	0.3	1.9				

Intersection Summary

HCM 6th Ctrl Delay	37.3
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 7: College Avenue & Canyon Crest Drive/East Campus Drive

Existing Conditions
 PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	369	37	30	54	9	278	40	1368	83	240	1142	145
Future Volume (veh/h)	369	37	30	54	9	278	40	1368	83	240	1142	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	460	0	0	65	11	251	43	1455	72	247	1177	103
Peak Hour Factor	0.91	0.91	0.91	0.83	0.83	0.83	0.94	0.94	0.94	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	640	336	0	243	41	387	56	1541	687	296	2508	1842
Arrive On Green	0.18	0.00	0.00	0.16	0.16	0.16	0.03	0.44	0.44	0.09	0.50	0.50
Sat Flow, veh/h	3534	1856	0	1522	258	1572	1767	3526	1571	3428	5066	2707
Grp Volume(v), veh/h	460	0	0	76	0	251	43	1455	72	247	1177	103
Grp Sat Flow(s),veh/h/ln	1767	1856	0	1779	0	1572	1767	1763	1571	1714	1689	1354
Q Serve(g_s), s	19.2	0.0	0.0	5.9	0.0	22.4	3.8	61.9	4.2	11.1	23.9	2.0
Cycle Q Clear(g_c), s	19.2	0.0	0.0	5.9	0.0	22.4	3.8	61.9	4.2	11.1	23.9	2.0
Prop In Lane	1.00		0.00	0.86		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	640	336	0	284	0	387	56	1541	687	296	2508	1842
V/C Ratio(X)	0.72	0.00	0.00	0.27	0.00	0.65	0.77	0.94	0.10	0.83	0.47	0.06
Avail Cap(c_a), veh/h	904	475	0	455	0	538	339	1578	703	877	2508	1842
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.3	0.0	0.0	57.7	0.0	52.9	75.2	42.2	26.0	70.3	26.0	8.5
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.2	0.0	0.7	19.5	11.8	0.1	2.4	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	0.0	0.0	2.7	0.0	8.9	2.0	28.7	1.6	4.9	9.6	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.0	0.0	0.0	57.8	0.0	53.5	94.7	54.0	26.0	72.7	26.2	8.5
LnGrp LOS	E	A	A	E	A	D	F	D	C	E	C	A
Approach Vol, veh/h		460			327			1570			1527	
Approach Delay, s/veh		61.0			54.5			53.9			32.5	
Approach LOS		E			D			D			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.4	74.4		33.2	9.3	83.5		30.3				
Change Period (Y+Rc), s	4.9	6.1		4.9	4.4	* 6.1		5.3				
Max Green Setting (Gmax), s	40.0	70.0		40.0	30.0	* 70		40.0				
Max Q Clear Time (g_c+I), s	11.0	63.9		21.2	5.8	25.9		24.4				
Green Ext Time (p_c), s	0.4	4.5		0.9	0.1	18.5		0.6				

Intersection Summary

HCM 6th Ctrl Delay	46.4
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
8: College Avenue & Zura Way

Existing Conditions
PM Peak Hour

Intersection						
Int Delay, s/veh	8.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕	↗	↖	↕
Traffic Vol, veh/h	0	416	996	37	146	1011
Future Vol, veh/h	0	416	996	37	146	1011
Conflicting Peds, #/hr	0	0	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	370	360	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	94	94	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	438	1060	39	159	1099

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	531	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.96	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.33	-
Pot Cap-1 Maneuver	0	490	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	490	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	47.8	0	1.6
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	490	624
HCM Lane V/C Ratio	-	-	0.894	0.254
HCM Control Delay (s)	-	-	47.8	12.7
HCM Lane LOS	-	-	E	B
HCM 95th %tile Q(veh)	-	-	10	1

HCM 6th Signalized Intersection Summary
 9: College Avenue & Lindo Paseo

Existing Conditions
 PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	13	29	122	15	48	58	854	120	61	1000	34
Future Volume (veh/h)	29	13	29	122	15	48	58	854	120	61	1000	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.74		0.71	0.76		0.51	1.00		0.79	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	35	16	29	131	16	47	60	890	109	65	1064	31
Peak Hour Factor	0.83	0.83	0.83	0.93	0.93	0.93	0.96	0.96	0.96	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	147	68	95	196	25	53	77	1895	232	84	2177	63
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.04	0.62	0.62	0.05	0.62	0.62
Sat Flow, veh/h	492	335	471	696	126	263	1767	3061	375	1767	3496	102
Grp Volume(v), veh/h	80	0	0	194	0	0	60	512	487	65	536	559
Grp Sat Flow(s),veh/h/ln	1298	0	0	1085	0	0	1767	1763	1674	1767	1763	1835
Q Serve(g_s), s	0.0	0.0	0.0	13.4	0.0	0.0	3.7	17.2	17.2	4.0	18.2	18.2
Cycle Q Clear(g_c), s	5.3	0.0	0.0	18.7	0.0	0.0	3.7	17.2	17.2	4.0	18.2	18.2
Prop In Lane	0.44		0.36	0.68		0.24	1.00		0.22	1.00		0.06
Lane Grp Cap(c), veh/h	310	0	0	275	0	0	77	1091	1036	84	1098	1143
V/C Ratio(X)	0.26	0.00	0.00	0.71	0.00	0.00	0.78	0.47	0.47	0.78	0.49	0.49
Avail Cap(c_a), veh/h	310	0	0	275	0	0	275	1091	1036	275	1098	1143
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.72	0.72	0.72	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.0	0.0	0.0	41.8	0.0	0.0	52.1	11.3	11.3	51.8	11.3	11.3
Incr Delay (d2), s/veh	0.2	0.0	0.0	6.9	0.0	0.0	4.4	1.0	1.1	5.7	1.6	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.0	5.6	0.0	0.0	1.7	6.3	6.0	1.9	6.8	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.2	0.0	0.0	48.7	0.0	0.0	56.5	12.3	12.4	57.5	12.8	12.8
LnGrp LOS	D	A	A	D	A	A	E	B	B	E	B	B
Approach Vol, veh/h		80			194			1059			1160	
Approach Delay, s/veh		37.2			48.7			14.8			15.3	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	73.2		27.2	9.2	73.6		27.2				
Change Period (Y+Rc), s	4.4	5.1		4.9	4.4	5.1		4.9				
Max Green Setting (Gmax), s	17.1	56.2		22.3	17.1	56.2		22.3				
Max Q Clear Time (g_c+I1), s	6.0	19.2		7.3	5.7	20.2		20.7				
Green Ext Time (p_c), s	0.0	9.3		0.3	0.0	10.1		0.2				

Intersection Summary

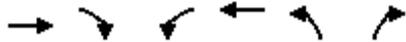
HCM 6th Ctrl Delay	18.4
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 10: Collwood Boulevard & Montezuma Road

Existing Conditions
 PM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓↓	↓
Traffic Volume (veh/h)	1607	1098	121	1043	750	90
Future Volume (veh/h)	1607	1098	121	1043	750	90
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	1766	954	127	1098	833	78
Peak Hour Factor	0.91	0.91	0.95	0.95	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	1895	1266	148	2303	917	421
Arrive On Green	0.54	0.54	0.08	0.65	0.27	0.27
Sat Flow, veh/h	3618	1572	1767	3618	3428	1572
Grp Volume(v), veh/h	1766	954	127	1098	833	78
Grp Sat Flow(s),veh/h/ln	1763	1572	1767	1763	1714	1572
Q Serve(g_s), s	77.4	50.2	11.8	26.2	39.2	6.4
Cycle Q Clear(g_c), s	77.4	50.2	11.8	26.2	39.2	6.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1895	1266	148	2303	917	421
V/C Ratio(X)	0.93	0.75	0.86	0.48	0.91	0.19
Avail Cap(c_a), veh/h	1903	1269	318	2303	1028	471
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.8	8.1	75.5	14.6	59.1	47.1
Incr Delay (d2), s/veh	9.1	2.9	5.6	0.4	11.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	34.4	42.0	5.5	10.1	18.3	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	44.9	10.9	81.0	14.9	70.3	47.4
LnGrp LOS	D	B	F	B	E	D
Approach Vol, veh/h	2720			1225	911	
Approach Delay, s/veh	32.9			21.8	68.3	
Approach LOS	C			C	E	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	19.3	96.9			116.2	50.5
Change Period (Y+Rc), s	5.4	* 7.3			7.3	5.9
Max Green Setting (Gmax), s	30.0	* 90			90.0	50.0
Max Q Clear Time (g_c+11), s	113.8	79.4			28.2	41.2
Green Ext Time (p_c), s	0.1	10.2			22.4	3.4

Intersection Summary

HCM 6th Ctrl Delay	36.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 11: 54th Street/Hardy Elementary School Driveway & Montezuma Road

Existing Conditions
 PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	1343	172	70	979	2	66	8	46	15	7	11
Future Volume (veh/h)	13	1343	172	70	979	2	66	8	46	15	7	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	0.98		0.97	0.98		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	15	1544	175	73	1020	2	80	10	44	16	7	12
Peak Hour Factor	0.87	0.87	0.87	0.96	0.96	0.96	0.82	0.82	0.82	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	23	2260	253	92	2695	5	174	19	187	67	32	31
Arrive On Green	0.01	0.71	0.71	0.10	1.00	1.00	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1767	3196	358	1767	3610	7	1006	154	1519	223	260	252
Grp Volume(v), veh/h	15	844	875	73	498	524	90	0	44	35	0	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1791	1767	1763	1854	1160	0	1519	735	0	0
Q Serve(g_s), s	1.1	36.0	37.5	5.4	0.0	0.0	0.0	0.0	3.5	0.3	0.0	0.0
Cycle Q Clear(g_c), s	1.1	36.0	37.5	5.4	0.0	0.0	11.0	0.0	3.5	11.3	0.0	0.0
Prop In Lane	1.00		0.20	1.00		0.00	0.89		1.00	0.46		0.34
Lane Grp Cap(c), veh/h	23	1247	1267	92	1316	1384	193	0	187	129	0	0
V/C Ratio(X)	0.66	0.68	0.69	0.80	0.38	0.38	0.47	0.00	0.24	0.27	0.00	0.00
Avail Cap(c_a), veh/h	226	1247	1267	226	1316	1384	373	0	382	318	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.24	0.24	0.24	0.78	0.78	0.78	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	65.9	11.0	11.2	59.3	0.0	0.0	56.3	0.0	53.1	53.1	0.0	0.0
Incr Delay (d2), s/veh	3.0	0.7	0.8	4.6	0.6	0.6	0.6	0.0	0.2	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	12.5	13.2	2.4	0.2	0.2	3.0	0.0	1.4	1.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.8	11.7	12.0	63.9	0.6	0.6	56.9	0.0	53.3	53.6	0.0	0.0
LnGrp LOS	E	B	B	E	A	A	E	A	D	D	A	A
Approach Vol, veh/h		1734			1095			134			35	
Approach Delay, s/veh		12.4			4.9			55.7			53.6	
Approach LOS		B			A			E			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	1.4	101.3		21.4	6.1	106.5		21.4				
Change Period (Y+Rc), s	4.4	* 6.5		4.9	4.4	6.5		4.9				
Max Green Setting (Gmax), s	1.4	* 68		33.7	17.1	67.4		33.7				
Max Q Clear Time (g_c+1), s	1.4	39.5		13.3	3.1	2.0		13.0				
Green Ext Time (p_c), s	0.0	13.1		0.1	0.0	7.7		0.4				

Intersection Summary

HCM 6th Ctrl Delay	12.0
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
12: 55th Street & Montezuma Road

Existing Conditions
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↕		↔	↕↕	↔		↕↕		↔	↕	↔
Traffic Volume (veh/h)	352	971	81	23	694	175	47	11	25	280	22	386
Future Volume (veh/h)	352	971	81	23	694	175	47	11	25	280	22	386
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.76	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	409	1129	82	26	780	152	58	14	31	333	0	333
Peak Hour Factor	0.86	0.86	0.86	0.89	0.89	0.89	0.81	0.81	0.81	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	459	1562	113	33	1236	534	190	46	102	530	0	236
Arrive On Green	0.27	0.94	0.94	0.02	0.35	0.35	0.22	0.22	0.22	0.15	0.00	0.15
Sat Flow, veh/h	3428	3324	241	1767	3526	1522	874	211	467	3534	0	1572
Grp Volume(v), veh/h	409	598	613	26	780	152	103	0	0	333	0	333
Grp Sat Flow(s),veh/h/ln	1714	1763	1802	1767	1763	1522	1553	0	0	1767	0	1572
Q Serve(g_s), s	15.4	8.5	8.6	2.0	24.7	9.7	7.4	0.0	0.0	11.8	0.0	20.1
Cycle Q Clear(g_c), s	15.4	8.5	8.6	2.0	24.7	9.7	7.4	0.0	0.0	11.8	0.0	20.1
Prop In Lane	1.00		0.13	1.00		1.00	0.56		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	459	828	847	33	1236	534	338	0	0	530	0	236
V/C Ratio(X)	0.89	0.72	0.72	0.79	0.63	0.28	0.30	0.00	0.00	0.63	0.00	1.41
Avail Cap(c_a), veh/h	681	828	847	226	1236	534	374	0	0	530	0	236
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.64	0.64	0.64	0.82	0.82	0.82	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.1	2.4	2.4	65.5	36.3	31.4	43.9	0.0	0.0	53.4	0.0	57.0
Incr Delay (d2), s/veh	5.0	3.5	3.5	12.4	2.0	1.1	0.2	0.0	0.0	2.8	0.0	208.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	2.0	2.0	1.0	10.9	3.7	2.9	0.0	0.0	5.5	0.0	21.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.1	5.9	5.9	77.9	38.3	32.5	44.1	0.0	0.0	56.2	0.0	265.5
LnGrp LOS	D	A	A	E	D	C	D	A	A	E	A	F
Approach Vol, veh/h		1620			958			103			666	
Approach Delay, s/veh		17.8			38.4			44.1			160.9	
Approach LOS		B			D			D			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.9	68.6		25.0	22.8	52.6		33.6				
Change Period (Y+Rc), s	4.4	5.6		4.9	4.9	* 5.6		4.4				
Max Green Setting (Gmax), s	45.2			20.1	26.6	* 36		32.3				
Max Q Clear Time (g_c+1/4), s	10.6			22.1	17.4	26.7		9.4				
Green Ext Time (p_c), s	0.0	18.2		0.0	0.6	4.0		0.4				

Intersection Summary

HCM 6th Ctrl Delay	53.0
HCM 6th LOS	D

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 13: Campanile Drive & Montezuma Road

Existing Conditions
 PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	1131	57	89	628	152	113	16	80	182	26	140
Future Volume (veh/h)	111	1131	57	89	628	152	113	16	80	182	26	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.92	1.00		0.85	1.00		0.77
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No										
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	122	1243	58	96	675	141	143	20	82	207	30	119
Peak Hour Factor	0.91	0.91	0.91	0.93	0.93	0.93	0.79	0.79	0.79	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	145	1293	60	118	1037	216	199	28	114	318	46	377
Arrive On Green	0.08	0.38	0.38	0.07	0.36	0.36	0.21	0.21	0.21	0.20	0.20	0.20
Sat Flow, veh/h	1767	3415	159	1767	2854	595	934	131	535	1553	225	1211
Grp Volume(v), veh/h	122	641	660	96	417	399	245	0	0	237	0	119
Grp Sat Flow(s),veh/h/ln	1767	1763	1811	1767	1763	1686	1600	0	0	1778	0	1211
Q Serve(g_s), s	9.5	49.7	49.9	7.5	27.6	27.7	19.9	0.0	0.0	17.1	0.0	10.9
Cycle Q Clear(g_c), s	9.5	49.7	49.9	7.5	27.6	27.7	19.9	0.0	0.0	17.1	0.0	10.9
Prop In Lane	1.00		0.09	1.00		0.35	0.58		0.33	0.87		1.00
Lane Grp Cap(c), veh/h	145	668	686	118	640	612	341	0	0	364	0	377
V/C Ratio(X)	0.84	0.96	0.96	0.81	0.65	0.65	0.72	0.00	0.00	0.65	0.00	0.32
Avail Cap(c_a), veh/h	216	668	686	216	640	612	355	0	0	370	0	381
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.72	0.72	0.72	0.77	0.77	0.77	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	63.4	42.5	42.5	64.5	37.2	37.2	51.2	0.0	0.0	51.0	0.0	39.5
Incr Delay (d2), s/veh	8.5	21.3	21.4	4.0	3.9	4.1	5.5	0.0	0.0	3.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	25.1	25.9	3.5	12.5	12.0	8.6	0.0	0.0	8.0	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.8	63.8	63.9	68.4	41.1	41.3	56.7	0.0	0.0	54.1	0.0	39.6
LnGrp LOS	E	E	E	E	D	D	E	A	A	D	A	D
Approach Vol, veh/h		1423			912			245				356
Approach Delay, s/veh		64.5			44.1			56.7				49.3
Approach LOS		E			D			E				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	3.7	57.9		33.6	15.9	55.8		34.7				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	43.6			29.1	17.1	43.6		31.1				
Max Q Clear Time (g_c+19), s	51.9			19.1	11.5	29.7		21.9				
Green Ext Time (p_c), s	0.1	0.0		1.0	0.1	4.2		0.7				

Intersection Summary

HCM 6th Ctrl Delay	55.7
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 14: College Avenue & Montezuma Road

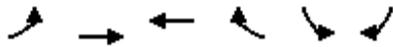
Existing Conditions
 PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	276	760	415	168	362	222	300	534	63	218	672	261
Future Volume (veh/h)	276	760	415	168	362	222	300	534	63	218	672	261
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.86	1.00		0.93	1.00		0.80
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	297	817	338	175	377	184	326	580	63	237	730	251
Peak Hour Factor	0.93	0.93	0.93	0.96	0.96	0.96	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	281	967	402	199	802	309	379	1256	136	290	885	304
Arrive On Green	0.32	0.55	0.55	0.11	0.23	0.23	0.11	0.39	0.39	0.08	0.37	0.37
Sat Flow, veh/h	1767	3526	1465	1767	3526	1358	3428	3183	345	3428	2401	825
Grp Volume(v), veh/h	297	817	338	175	377	184	326	320	323	237	536	445
Grp Sat Flow(s),veh/h/ln	1767	1763	1465	1767	1763	1358	1714	1763	1765	1714	1763	1463
Q Serve(g_s), s	22.3	27.3	27.1	13.7	12.9	17.0	13.1	18.8	19.0	9.5	38.6	38.6
Cycle Q Clear(g_c), s	22.3	27.3	27.1	13.7	12.9	17.0	13.1	18.8	19.0	9.5	38.6	38.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.20	1.00		0.56
Lane Grp Cap(c), veh/h	281	967	402	199	802	309	379	695	696	290	649	539
V/C Ratio(X)	1.06	0.85	0.84	0.88	0.47	0.60	0.86	0.46	0.46	0.82	0.83	0.83
Avail Cap(c_a), veh/h	281	967	402	281	947	365	541	695	696	541	649	539
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.38	0.38	0.38	0.91	0.91	0.91	1.00	1.00	1.00	0.85	0.85	0.85
Uniform Delay (d), s/veh	47.7	29.1	29.1	61.2	46.8	48.3	61.2	31.4	31.4	63.0	40.1	40.1
Incr Delay (d2), s/veh	48.6	3.2	7.2	14.4	1.3	5.7	7.1	2.2	2.2	1.9	9.9	11.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.2	9.1	7.9	6.9	5.8	6.2	6.0	8.4	8.5	4.2	18.1	15.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.3	32.3	36.2	75.6	48.1	54.0	68.3	33.6	33.6	64.9	50.0	51.8
LnGrp LOS	F	C	D	E	D	D	E	C	C	E	D	D
Approach Vol, veh/h		1452			736			969			1218	
Approach Delay, s/veh		46.3			56.1			45.3			53.6	
Approach LOS		D			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	60.2	60.3	20.2	43.3	19.9	56.7	26.7	36.7				
Change Period (Y+Rc), s	4.4	5.1	4.4	4.9	4.4	5.1	4.4	4.9				
Max Green Setting (Gmax), s	22.1	39.2	22.3	37.6	22.1	39.2	22.3	37.6				
Max Q Clear Time (g_c+I1), s	11.5	21.0	15.7	29.3	15.1	40.6	24.3	19.0				
Green Ext Time (p_c), s	0.3	4.9	0.1	6.3	0.4	0.0	0.0	6.6				
Intersection Summary												
HCM 6th Ctrl Delay											49.8	
HCM 6th LOS											D	

HCM 6th Signalized Intersection Summary
 15: Montezuma Road & East Campus Drive

Existing Conditions
 PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	79	993	585	33	118	203
Future Volume (veh/h)	79	993	585	33	118	203
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.95	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	86	1079	705	34	159	206
Peak Hour Factor	0.92	0.92	0.83	0.83	0.74	0.74
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	539	2540	2127	102	280	249
Arrive On Green	0.04	0.72	0.62	0.62	0.16	0.16
Sat Flow, veh/h	1767	3618	3506	165	1767	1572
Grp Volume(v), veh/h	86	1079	364	375	159	206
Grp Sat Flow(s),veh/h/ln	1767	1763	1763	1815	1767	1572
Q Serve(g_s), s	1.3	9.9	7.8	7.9	6.7	10.2
Cycle Q Clear(g_c), s	1.3	9.9	7.8	7.9	6.7	10.2
Prop In Lane	1.00			0.09	1.00	1.00
Lane Grp Cap(c), veh/h	539	2540	1098	1131	280	249
V/C Ratio(X)	0.16	0.42	0.33	0.33	0.57	0.83
Avail Cap(c_a), veh/h	720	2540	1098	1131	519	462
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.44	0.44	0.98	0.98	1.00	1.00
Uniform Delay (d), s/veh	4.7	4.5	7.2	7.2	31.2	32.6
Incr Delay (d2), s/veh	0.0	0.2	0.8	0.8	0.7	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.5	2.7	2.7	2.9	8.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.7	4.7	8.0	7.9	31.8	35.3
LnGrp LOS	A	A	A	A	C	D
Approach Vol, veh/h		1165	739		365	
Approach Delay, s/veh		4.7	7.9		33.8	
Approach LOS		A	A		C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		62.9		17.1	7.8	55.1
Change Period (Y+Rc), s		5.3		4.4	4.4	5.3
Max Green Setting (Gmax), s		46.8		23.5	11.6	30.8
Max Q Clear Time (g_c+I1), s		11.9		12.2	3.3	9.9
Green Ext Time (p_c), s		13.3		0.5	0.1	6.5
Intersection Summary						
HCM 6th Ctrl Delay			10.5			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary
 16: 63rd Street & Montezuma Road

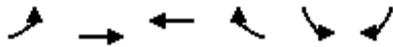
Existing Conditions
 PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔			↔	
Traffic Volume (veh/h)	39	856	98	11	415	10	90	11	14	7	9	39
Future Volume (veh/h)	39	856	98	11	415	10	90	11	14	7	9	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.95	0.99		0.96	0.97		0.97	0.98		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	42	930	96	14	525	13	112	14	18	9	12	45
Peak Hour Factor	0.92	0.92	0.92	0.79	0.79	0.79	0.80	0.80	0.80	0.75	0.75	0.75
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	104	2126	216	75	2348	58	259	34	30	66	70	182
Arrive On Green	1.00	1.00	1.00	0.23	0.23	0.23	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	79	2996	304	39	3309	81	1068	201	181	88	417	1082
Grp Volume(v), veh/h	558	0	510	285	0	267	144	0	0	66	0	0
Grp Sat Flow(s),veh/h/ln1763	0	1616	1760	0	1669	1450	0	0	1587	0	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	10.4	4.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	9.9	0.0	10.4	6.9	0.0	0.0	2.8	0.0	0.0
Prop In Lane	0.08		0.19	0.05		0.05	0.78		0.12	0.14		0.68
Lane Grp Cap(c), veh/h	1300	0	1146	1296	0	1185	324	0	0	318	0	0
V/C Ratio(X)	0.43	0.00	0.44	0.22	0.00	0.23	0.45	0.00	0.00	0.21	0.00	0.00
Avail Cap(c_a), veh/h	1300	0	1146	1296	0	1185	677	0	0	717	0	0
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.00	0.90	0.99	0.00	0.99	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	12.7	0.0	12.9	30.4	0.0	0.0	28.9	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	1.1	0.4	0.0	0.4	0.4	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln0.3	0.0	0.4	4.4	0.0	4.2	2.5	0.0	0.0	1.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.9	0.0	1.1	13.1	0.0	13.3	30.7	0.0	0.0	29.0	0.0	0.0
LnGrp LOS	A	A	A	B	A	B	C	A	A	C	A	A
Approach Vol, veh/h		1068			552			144				66
Approach Delay, s/veh		1.0			13.2			30.7				29.0
Approach LOS		A			B			C				C
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		61.7		18.3		61.7		18.3				
Change Period (Y+Rc), s		4.9		4.9		4.9		4.9				
Max Green Setting (Gmax), s		36.1		34.1		36.1		34.1				
Max Q Clear Time (g_c+I1), s		2.0		8.9		12.4		4.8				
Green Ext Time (p_c), s		8.9		0.5		3.5		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				8.0								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary
 17: Montezuma Road & Reservoir Drive

Existing Conditions
 PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	84	610	270	52	97	97
Future Volume (veh/h)	84	610	270	52	97	97
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.97	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	105	762	321	56	113	101
Peak Hour Factor	0.80	0.80	0.84	0.84	0.86	0.86
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	740	2540	1854	319	134	119
Arrive On Green	0.09	1.00	0.62	0.62	0.15	0.15
Sat Flow, veh/h	1767	3618	3082	514	878	785
Grp Volume(v), veh/h	105	762	187	190	215	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1763	1741	1670	0
Q Serve(g_s), s	1.6	0.0	3.6	3.7	10.0	0.0
Cycle Q Clear(g_c), s	1.6	0.0	3.6	3.7	10.0	0.0
Prop In Lane	1.00			0.30	0.53	0.47
Lane Grp Cap(c), veh/h	740	2540	1093	1080	254	0
V/C Ratio(X)	0.14	0.30	0.17	0.18	0.85	0.00
Avail Cap(c_a), veh/h	927	2540	1093	1080	491	0
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.87	0.87	1.00	0.00
Uniform Delay (d), s/veh	4.1	0.0	6.5	6.5	33.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.3	0.3	3.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.1	1.2	1.2	4.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.1	0.3	6.8	6.8	36.0	0.0
LnGrp LOS	A	A	A	A	D	A
Approach Vol, veh/h		867	377		215	
Approach Delay, s/veh		0.7	6.8		36.0	
Approach LOS		A	A		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		62.9		17.1	8.0	54.9
Change Period (Y+Rc), s		5.3		4.9	4.4	5.3
Max Green Setting (Gmax), s		46.3		23.5	12.1	29.8
Max Q Clear Time (g_c+I1), s		2.0		12.0	3.6	5.7
Green Ext Time (p_c), s		9.5		0.3	0.1	3.8

Intersection Summary

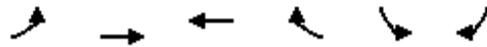
HCM 6th Ctrl Delay	7.5
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.
 User approved volume balancing among the lanes for turning movement.

HCM Signalized Intersection Capacity Analysis
 18: El Cajon Boulevard & Montezuma Road

Existing Conditions
 PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	109	655	583	193	437	153
Future Volume (vph)	109	655	583	193	437	153
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9	4.9	4.9	4.9	4.9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.97	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1752	3505	3505	1524	3400	1532
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1752	3505	3505	1524	3400	1532
Peak-hour factor, PHF	0.94	0.94	0.86	0.86	0.77	0.77
Adj. Flow (vph)	116	697	678	224	568	199
RTOR Reduction (vph)	0	0	0	125	0	133
Lane Group Flow (vph)	116	697	678	99	568	66
Confl. Peds. (#/hr)				11		9
Confl. Bikes (#/hr)				1		
Turn Type	Prot	NA	NA	custom	Prot	Perm
Protected Phases	5	2	6 8		7	
Permitted Phases				6		7
Actuated Green, G (s)	13.8	36.1	49.8	28.3	29.3	29.3
Effective Green, g (s)	13.8	36.1	49.8	28.3	29.3	29.3
Actuated g/C Ratio	0.12	0.32	0.44	0.25	0.26	0.26
Clearance Time (s)	4.4	4.9		4.9	4.9	4.9
Vehicle Extension (s)	2.0	3.0		3.0	2.5	2.5
Lane Grp Cap (vph)	215	1129	1558	385	889	400
v/s Ratio Prot	c0.07	c0.20	c0.19		c0.17	
v/s Ratio Perm				0.07		0.04
v/c Ratio	0.54	0.62	0.44	0.26	0.64	0.17
Uniform Delay, d1	46.1	32.1	21.4	33.5	36.7	31.9
Progression Factor	1.00	1.00	0.25	0.23	1.00	1.00
Incremental Delay, d2	1.3	1.0	0.2	0.4	1.3	0.1
Delay (s)	47.4	33.1	5.5	7.9	38.0	32.1
Level of Service	D	C	A	A	D	C
Approach Delay (s)		35.2	6.1		36.4	
Approach LOS		D	A		D	
Intersection Summary						
HCM 2000 Control Delay			25.0		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.59			
Actuated Cycle Length (s)			112.0		Sum of lost time (s)	19.1
Intersection Capacity Utilization			50.2%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis
 19: 67th Street & El Cajon Boulevard

Existing Conditions
 PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			  							
Traffic Volume (vph)	68	941	83	32	554	59	88	16	23	69	41	83
Future Volume (vph)	68	941	83	32	554	59	88	16	23	69	41	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.4	4.9		4.9	4.9		4.9	4.9	
Lane Util. Factor	1.00	0.95		1.00	0.91		1.00	1.00		1.00	1.00	
Frbp, ped/bikes	1.00	1.00		1.00	0.99		1.00	0.98		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		0.98	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	0.91		1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	3453		1752	4936		1752	1643		1713	1660	
Flt Permitted	0.95	1.00		0.95	1.00		0.59	1.00		0.73	1.00	
Satd. Flow (perm)	1752	3453		1752	4936		1097	1643		1316	1660	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	74	1023	90	35	602	64	96	17	25	75	45	90
RTOR Reduction (vph)	0	3	0	0	7	0	0	20	0	0	35	0
Lane Group Flow (vph)	74	1110	0	35	659	0	96	22	0	75	100	0
Confl. Peds. (#/hr)	15		3	3		15			19	19		
Confl. Bikes (#/hr)			4			2			2			
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5 7	2 7		1	6			8			8	
Permitted Phases							8			8		
Actuated Green, G (s)	43.1	70.3		6.0	28.3		21.5	21.5		21.5	21.5	
Effective Green, g (s)	43.1	70.3		6.0	28.3		21.5	21.5		21.5	21.5	
Actuated g/C Ratio	0.38	0.63		0.05	0.25		0.19	0.19		0.19	0.19	
Clearance Time (s)				4.4	4.9		4.9	4.9		4.9	4.9	
Vehicle Extension (s)				2.0	3.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	674	2167		93	1247		210	315		252	318	
v/s Ratio Prot	0.04	c0.32		c0.02	0.13			0.01			0.06	
v/s Ratio Perm							c0.09			0.06		
v/c Ratio	0.11	0.51		0.38	0.53		0.46	0.07		0.30	0.32	
Uniform Delay, d1	22.1	11.4		51.2	36.1		40.1	37.1		38.8	38.9	
Progression Factor	1.20	0.06		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.0	0.2		0.9	0.4		0.6	0.0		0.2	0.2	
Delay (s)	26.5	0.9		52.1	36.5		40.7	37.1		39.0	39.1	
Level of Service	C	A		D	D		D	D		D	D	
Approach Delay (s)		2.5			37.3			39.6			39.1	
Approach LOS		A			D			D			D	
Intersection Summary												
HCM 2000 Control Delay			19.1			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.52									
Actuated Cycle Length (s)			112.0			Sum of lost time (s)			19.1			
Intersection Capacity Utilization			64.1%			ICU Level of Service				C		
Analysis Period (min)			15									

c Critical Lane Group

HCM 6th Signalized Intersection Summary
 20: 70th Street & El Cajon Boulevard

Existing Conditions
 PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗		↖	↖↗		↖	↖↗	
Traffic Volume (veh/h)	367	486	242	117	386	138	118	572	57	119	794	228
Future Volume (veh/h)	367	486	242	117	386	138	118	572	57	119	794	228
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No										
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	399	528	236	139	460	146	139	673	61	128	854	218
Peak Hour Factor	0.92	0.92	0.92	0.84	0.84	0.84	0.85	0.85	0.85	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	425	852	379	165	564	177	165	1025	93	154	853	218
Arrive On Green	0.24	0.36	0.36	0.09	0.22	0.22	0.09	0.31	0.31	0.09	0.31	0.31
Sat Flow, veh/h	1767	2352	1047	1767	2620	824	1767	3267	296	1767	2777	709
Grp Volume(v), veh/h	399	395	369	139	308	298	139	363	371	128	542	530
Grp Sat Flow(s),veh/h/ln	1767	1763	1636	1767	1763	1682	1767	1763	1800	1767	1763	1723
Q Serve(g_s), s	28.8	24.0	24.2	10.1	21.6	22.0	10.1	23.2	23.2	9.3	40.0	40.0
Cycle Q Clear(g_c), s	28.8	24.0	24.2	10.1	21.6	22.0	10.1	23.2	23.2	9.3	40.0	40.0
Prop In Lane	1.00		0.64	1.00		0.49	1.00		0.16	1.00		0.41
Lane Grp Cap(c), veh/h	425	639	593	165	380	362	165	553	565	154	542	529
V/C Ratio(X)	0.94	0.62	0.62	0.84	0.81	0.82	0.84	0.66	0.66	0.83	1.00	1.00
Avail Cap(c_a), veh/h	543	639	593	407	542	517	407	553	565	407	542	529
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.5	34.1	34.2	58.1	48.6	48.7	58.1	38.6	38.6	58.5	45.1	45.1
Incr Delay (d2), s/veh	19.5	2.0	2.2	4.4	7.0	8.0	4.4	2.2	2.2	4.4	38.8	39.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.0	10.6	10.0	4.7	10.2	9.9	4.7	10.3	10.5	4.3	23.0	22.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.0	36.1	36.4	62.5	55.6	56.7	62.5	40.9	40.9	63.0	83.9	84.5
LnGrp LOS	E	D	D	E	E	E	E	D	D	E	F	F
Approach Vol, veh/h		1163			745			873			1200	
Approach Delay, s/veh		47.1			57.3			44.3			81.9	
Approach LOS		D			E			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.6	52.2	16.6	44.9	35.7	33.0	15.7	45.7				
Change Period (Y+Rc), s	4.4	5.0	4.4	4.9	4.4	* 5	4.4	4.9				
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	40.0	* 40	30.0	40.0				
Max Q Clear Time (g_c+1/2), s	11.2	26.2	12.1	42.0	30.8	24.0	11.3	25.2				
Green Ext Time (p_c), s	0.2	5.1	0.2	0.0	0.5	4.0	0.1	2.6				

Intersection Summary

HCM 6th Ctrl Delay	58.9
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 21: 73rd Street & El Cajon Boulevard

Existing Conditions
 PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Volume (veh/h)	42	588	32	130	664	30	35	7	57	29	7	50
Future Volume (veh/h)	42	588	32	130	664	30	35	7	57	29	7	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	0.99		0.98	0.98		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	47	661	30	146	746	28	38	8	56	42	10	65
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.93	0.93	0.93	0.69	0.69	0.69
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	73	1119	51	191	1361	51	196	61	157	195	60	159
Arrive On Green	0.04	0.33	0.33	0.11	0.39	0.39	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1767	3428	155	1767	3459	130	361	328	839	361	320	851
Grp Volume(v), veh/h	47	340	351	146	380	394	102	0	0	117	0	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1821	1767	1763	1826	1529	0	0	1531	0	0
Q Serve(g_s), s	1.0	6.2	6.2	3.1	6.4	6.4	0.0	0.0	0.0	0.1	0.0	0.0
Cycle Q Clear(g_c), s	1.0	6.2	6.2	3.1	6.4	6.4	2.0	0.0	0.0	2.4	0.0	0.0
Prop In Lane	1.00		0.09	1.00		0.07	0.37		0.55	0.36		0.56
Lane Grp Cap(c), veh/h	73	575	594	191	694	718	415	0	0	414	0	0
V/C Ratio(X)	0.65	0.59	0.59	0.76	0.55	0.55	0.25	0.00	0.00	0.28	0.00	0.00
Avail Cap(c_a), veh/h	1384	2761	2852	1384	2761	2860	1665	0	0	1673	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.1	10.8	10.8	16.6	9.0	9.0	13.5	0.0	0.0	13.6	0.0	0.0
Incr Delay (d2), s/veh	3.6	0.7	0.7	2.4	0.8	0.8	0.1	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.8	1.9	1.1	1.8	1.8	0.7	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.7	11.5	11.5	19.0	9.8	9.7	13.6	0.0	0.0	13.8	0.0	0.0
LnGrp LOS	C	B	B	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		738		920		102		117				
Approach Delay, s/veh		12.1		11.2		13.6		13.8				
Approach LOS		B		B		B		B				
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	17.7		12.1	6.0	20.3		12.1				
Change Period (Y+Rc), s	4.4	* 5.2		4.9	4.4	5.2		4.9				
Max Green Setting (Gmax), s	30.0	* 60		40.0	30.0	60.0		40.0				
Max Q Clear Time (g_c+1/4), s	15.1	8.2		4.4	3.0	8.4		4.0				
Green Ext Time (p_c), s	0.2	3.7		0.5	0.0	6.5		0.4				

Intersection Summary

HCM 6th Ctrl Delay	11.9
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
22: 54th Street & Collwood Boulevard

Existing Conditions
PM Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	78	54	667	70	34	989
Future Volume (veh/h)	78	54	667	70	34	989
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	85	48	717	59	36	1052
Peak Hour Factor	0.92	0.92	0.93	0.93	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	127	113	2406	1183	76	2780
Arrive On Green	0.07	0.07	0.68	0.68	0.04	0.79
Sat Flow, veh/h	1767	1572	3618	1568	1767	3618
Grp Volume(v), veh/h	85	48	717	59	36	1052
Grp Sat Flow(s),veh/h/ln	1767	1572	1763	1568	1767	1763
Q Serve(g_s), s	3.3	2.0	5.7	0.7	1.4	6.3
Cycle Q Clear(g_c), s	3.3	2.0	5.7	0.7	1.4	6.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	127	113	2406	1183	76	2780
V/C Ratio(X)	0.67	0.43	0.30	0.05	0.47	0.38
Avail Cap(c_a), veh/h	432	384	2406	1183	204	2780
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.80	0.80	1.00	1.00
Uniform Delay (d), s/veh	31.7	31.1	4.4	2.2	32.7	2.2
Incr Delay (d2), s/veh	2.3	0.9	0.3	0.1	1.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.8	1.4	0.1	0.6	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	34.0	32.1	4.7	2.3	34.4	2.6
LnGrp LOS	C	C	A	A	C	A
Approach Vol, veh/h	133		776			1088
Approach Delay, s/veh	33.3		4.5			3.7
Approach LOS	C		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.4	52.7			60.1	9.9
Change Period (Y+Rc), s	4.4	4.9			4.9	4.9
Max Green Setting (Gmax), s	30.6				43.1	17.1
Max Q Clear Time (g_c+1), s	13.4	7.7			8.3	5.3
Green Ext Time (p_c), s	0.0	6.4			11.3	0.1

Intersection Summary

HCM 6th Ctrl Delay		6.0	
HCM 6th LOS		A	

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 23: 52nd Street & El Cajon Boulevard

Existing Conditions
 PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	786	76	86	614	19	65	30	39	60	59	14
Future Volume (veh/h)	24	786	76	86	614	19	65	30	39	60	59	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	0.98		0.96	0.98		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	26	836	70	88	627	19	72	33	37	62	61	15
Peak Hour Factor	0.94	0.94	0.94	0.98	0.98	0.98	0.90	0.90	0.90	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	627	2574	215	488	2736	83	129	58	51	119	107	23
Arrive On Green	0.78	0.78	0.78	0.78	0.78	0.78	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	776	3282	275	610	3489	106	625	414	366	561	762	161
Grp Volume(v), veh/h	26	449	457	88	317	329	142	0	0	138	0	0
Grp Sat Flow(s),veh/h/ln	776	1763	1794	610	1763	1832	1405	0	0	1485	0	0
Q Serve(g_s), s	1.2	9.6	9.6	6.4	6.1	6.2	1.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.3	9.6	9.6	15.9	6.1	6.2	12.7	0.0	0.0	11.5	0.0	0.0
Prop In Lane	1.00		0.15	1.00		0.06	0.51		0.26	0.45		0.11
Lane Grp Cap(c), veh/h	627	1382	1407	488	1382	1437	239	0	0	249	0	0
V/C Ratio(X)	0.04	0.32	0.32	0.18	0.23	0.23	0.59	0.00	0.00	0.56	0.00	0.00
Avail Cap(c_a), veh/h	627	1382	1407	488	1382	1437	360	0	0	376	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.86	0.86	0.86	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.7	4.1	4.1	6.4	3.7	3.7	53.3	0.0	0.0	52.7	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.6	0.6	0.1	0.0	0.0	0.9	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.1	3.1	0.8	1.8	1.9	4.5	0.0	0.0	4.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.8	4.7	4.7	6.4	3.7	3.7	54.2	0.0	0.0	53.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D	A	A	D	A	A
Approach Vol, veh/h		932			734			142			138	
Approach Delay, s/veh		4.7			4.0			54.2			53.5	
Approach LOS		A			A			D			D	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		106.9		23.1		106.9		23.1				
Change Period (Y+Rc), s		4.9		4.9		4.9		4.9				
Max Green Setting (Gmax), s		91.1		29.1		91.1		29.1				
Max Q Clear Time (g_c+I1), s		11.6		14.7		17.9		13.5				
Green Ext Time (p_c), s		2.0		0.4		1.7		0.4				
Intersection Summary												
HCM 6th Ctrl Delay											11.5	
HCM 6th LOS											B	

HCM 6th Signalized Intersection Summary
 24: 54th Street & El Cajon Boulevard

Existing Conditions
 PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	567	244	159	478	228	191	420	116	224	798	96
Future Volume (veh/h)	87	567	244	159	478	228	191	420	116	224	798	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	89	579	198	177	531	197	203	447	107	236	840	80
Peak Hour Factor	0.98	0.98	0.98	0.90	0.90	0.90	0.94	0.94	0.94	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	115	929	395	213	1125	486	282	735	174	273	1174	512
Arrive On Green	0.06	0.26	0.26	0.12	0.32	0.32	0.08	0.26	0.26	0.15	0.33	0.33
Sat Flow, veh/h	1767	3526	1499	1767	3526	1525	3428	2815	668	1767	3526	1538
Grp Volume(v), veh/h	89	579	198	177	531	197	203	278	276	236	840	80
Grp Sat Flow(s),veh/h/ln	1767	1763	1499	1767	1763	1525	1714	1763	1720	1767	1763	1538
Q Serve(g_s), s	4.6	13.5	10.5	9.2	11.3	9.5	5.4	13.0	13.2	12.2	19.5	3.4
Cycle Q Clear(g_c), s	4.6	13.5	10.5	9.2	11.3	9.5	5.4	13.0	13.2	12.2	19.5	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	115	929	395	213	1125	486	282	460	449	273	1174	512
V/C Ratio(X)	0.78	0.62	0.50	0.83	0.47	0.40	0.72	0.61	0.61	0.87	0.72	0.16
Avail Cap(c_a), veh/h	566	1883	801	566	1883	814	1099	753	735	566	1506	657
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.1	30.4	29.2	40.3	25.6	24.9	41.9	30.4	30.4	38.6	27.3	22.0
Incr Delay (d2), s/veh	4.2	0.9	1.3	3.2	0.3	0.6	1.3	1.3	1.4	3.2	1.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	5.7	3.7	4.1	4.6	3.3	2.3	5.4	5.4	5.3	8.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.3	31.3	30.6	43.5	25.9	25.5	43.2	31.7	31.8	41.9	28.9	22.2
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		866			905			757			1156	
Approach Delay, s/veh		32.8			29.3			34.8			31.1	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.7	29.7	12.1	36.2	10.5	34.9	18.8	29.4				
Change Period (Y+Rc), s	4.4	* 5	4.4	* 5	4.4	5.0	4.4	5.0				
Max Green Setting (Gmax), s	30.0	* 50	30.0	* 40	30.0	50.0	30.0	40.0				
Max Q Clear Time (g_c+I1), s	11.2	15.5	7.4	21.5	6.6	13.3	14.2	15.2				
Green Ext Time (p_c), s	0.2	6.9	0.3	8.2	0.1	5.2	0.3	3.2				

Intersection Summary

HCM 6th Ctrl Delay	31.8
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 25: 56th Street & El Cajon Boulevard

Existing Conditions
 PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔			↔	
Traffic Volume (veh/h)	14	801	39	27	726	17	49	9	47	24	7	10
Future Volume (veh/h)	14	801	39	27	726	17	49	9	47	24	7	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	15	834	36	29	772	18	60	11	51	39	11	16
Peak Hour Factor	0.96	0.96	0.96	0.94	0.94	0.94	0.82	0.82	0.82	0.62	0.62	0.62
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	54	2705	116	101	2630	61	112	22	67	118	35	35
Arrive On Green	0.82	0.82	0.82	0.82	0.82	0.82	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	31	3289	141	87	3198	74	705	222	666	738	351	349
Grp Volume(v), veh/h	461	0	424	412	0	407	122	0	0	66	0	0
Grp Sat Flow(s),veh/h/ln1802	0	1659	1686	0	1673	1594	0	0	1438	0	0	0
Q Serve(g_s), s	0.0	0.0	7.9	0.0	0.0	7.4	3.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.6	0.0	7.9	6.6	0.0	7.4	9.4	0.0	0.0	5.5	0.0	0.0
Prop In Lane	0.03		0.08	0.07		0.04	0.49		0.42	0.59		0.24
Lane Grp Cap(c), veh/h	1511	0	1364	1417	0	1376	200	0	0	188	0	0
V/C Ratio(X)	0.31	0.00	0.31	0.29	0.00	0.30	0.61	0.00	0.00	0.35	0.00	0.00
Avail Cap(c_a), veh/h	1511	0	1364	1417	0	1376	350	0	0	334	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.61	0.00	0.61	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	2.7	0.0	2.8	2.6	0.0	2.7	56.7	0.0	0.0	55.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.4	0.5	0.0	0.5	1.1	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln2.2	0.0	2.0	1.9	0.0	2.0	4.0	0.0	0.0	2.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.0	0.0	3.1	3.2	0.0	3.3	57.8	0.0	0.0	55.4	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	E	A	A	E	A	A
Approach Vol, veh/h		885			819			122				66
Approach Delay, s/veh		3.1			3.2			57.8				55.4
Approach LOS		A			A			E				E
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		112.1		17.9		112.1		17.9				
Change Period (Y+Rc), s		5.2		4.9		5.2		4.9				
Max Green Setting (Gmax), s		93.8		26.1		93.8		26.1				
Max Q Clear Time (g_c+11), s		9.9		11.4		9.4		7.5				
Green Ext Time (p_c), s		3.9		0.4		3.6		0.2				
Intersection Summary												
HCM 6th Ctrl Delay					8.5							
HCM 6th LOS					A							

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	826	53	38	764	6	30	0	54	0	0	5
Future Vol, veh/h	0	826	53	38	764	6	30	0	54	0	0	5
Conflicting Peds, #/hr	9	0	12	12	0	9	0	0	3	3	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	92	92	92	79	79	79	100	100	100
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	939	60	41	830	7	38	0	68	0	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	846	0	0	1011	0	0	1478	1909	515	1398	1936	428
Stage 1	-	-	-	-	-	-	981	981	-	925	925	-
Stage 2	-	-	-	-	-	-	497	928	-	473	1011	-
Critical Hdwy	4.16	-	-	4.16	-	-	7.56	6.56	6.96	7.56	6.56	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-	6.56	5.56	-	6.56	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.56	5.56	-	6.56	5.56	-
Follow-up Hdwy	2.23	-	-	2.23	-	-	3.53	4.03	3.33	3.53	4.03	3.33
Pot Cap-1 Maneuver	780	-	-	1011	-	-	192	93	*743	*233	88	572
Stage 1	-	-	-	-	-	-	642	575	-	*288	344	-
Stage 2	-	-	-	-	-	-	521	343	-	*701	551	-
Platoon blocked, %		-	-	1	-	-	1	1	1	1	1	
Mov Cap-1 Maneuver	773	-	-	1000	-	-	177	84	*732	*197	80	567
Mov Cap-2 Maneuver	-	-	-	-	-	-	177	84	-	*197	80	-
Stage 1	-	-	-	-	-	-	635	569	-	*285	315	-
Stage 2	-	-	-	-	-	-	477	314	-	*634	545	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.7			20			11.4		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	345	773	-	-	1000	-	-	567
HCM Lane V/C Ratio	0.308	-	-	-	0.041	-	-	0.009
HCM Control Delay (s)	20	0	-	-	8.8	0.3	-	11.4
HCM Lane LOS	C	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	1.3	0	-	-	0.1	-	-	0

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th Signalized Intersection Summary
27: College Avenue & El Cajon Boulevard

Existing Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 			 		 	 	
Traffic Volume (veh/h)	222	540	141	279	481	114	197	422	130	241	780	163
Future Volume (veh/h)	222	540	141	279	481	114	197	422	130	241	780	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.96	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	258	628	147	297	512	105	219	469	111	284	918	145
Peak Hour Factor	0.86	0.86	0.86	0.94	0.94	0.94	0.90	0.90	0.90	0.85	0.85	0.85
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	306	952	222	332	999	204	244	866	371	307	991	430
Arrive On Green	0.09	0.34	0.34	0.10	0.35	0.35	0.14	0.25	0.25	0.17	0.28	0.28
Sat Flow, veh/h	3428	2819	659	3428	2892	589	1767	3526	1511	1767	3526	1529
Grp Volume(v), veh/h	258	392	383	297	311	306	219	469	111	284	918	145
Grp Sat Flow(s),veh/h/ln	1714	1763	1715	1714	1763	1718	1767	1763	1511	1767	1763	1529
Q Serve(g_s), s	9.6	24.6	24.7	11.1	18.2	18.4	15.9	15.1	7.8	20.6	32.9	9.8
Cycle Q Clear(g_c), s	9.6	24.6	24.7	11.1	18.2	18.4	15.9	15.1	7.8	20.6	32.9	9.8
Prop In Lane	1.00		0.38	1.00		0.34	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	306	595	579	332	609	594	244	866	371	307	991	430
V/C Ratio(X)	0.84	0.66	0.66	0.89	0.51	0.52	0.90	0.54	0.30	0.93	0.93	0.34
Avail Cap(c_a), veh/h	306	595	579	332	609	594	280	976	418	307	1025	445
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.59	0.59	0.59	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.3	36.7	36.7	58.0	33.8	33.9	55.1	42.7	39.9	52.9	45.4	37.1
Incr Delay (d2), s/veh	11.4	3.4	3.5	23.6	2.9	3.1	25.2	0.6	0.5	32.1	13.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	11.0	10.8	5.9	8.2	8.1	8.7	6.6	2.9	11.8	16.0	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.8	40.0	40.2	81.6	36.7	36.9	80.3	43.3	40.5	85.0	58.8	37.5
LnGrp LOS	E	D	D	F	D	D	F	D	D	F	E	D
Approach Vol, veh/h		1033			914			799			1347	
Approach Delay, s/veh		47.5			51.4			53.1			62.1	
Approach LOS		D			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	48.9	22.3	41.8	16.0	49.9	27.0	37.1				
Change Period (Y+Rc), s	4.4	5.0	4.4	5.2	4.4	* 5	4.4	* 5.2				
Max Green Setting (Gmax), s	12.6	40.0	20.6	37.8	11.6	* 41	22.6	* 36				
Max Q Clear Time (g_c+I1), s	13.1	26.7	17.9	34.9	11.6	20.4	22.6	17.1				
Green Ext Time (p_c), s	0.0	4.4	0.1	1.7	0.0	4.7	0.0	3.8				

Intersection Summary

HCM 6th Ctrl Delay	54.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
28: 62nd Street & El Cajon Boulevard

Existing Conditions
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	687	88	123	659	0	145	0	87	0	0	0
Future Volume (veh/h)	29	687	88	123	659	0	145	0	87	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	0.99		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	32	755	86	131	701	0	163	0	76	0	0	0
Peak Hour Factor	0.91	0.91	0.91	0.94	0.94	0.94	0.89	0.89	0.89	0.25	0.25	0.25
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	40	1793	204	303	2232	0	375	0	353	0	419	0
Arrive On Green	0.02	0.56	0.56	0.09	0.63	0.00	0.23	0.00	0.23	0.00	0.00	0.00
Sat Flow, veh/h	1767	3182	362	3428	3618	0	1397	0	1562	0	1856	0
Grp Volume(v), veh/h	32	418	423	131	701	0	163	0	76	0	0	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1782	1714	1763	0	1397	0	1562	0	1856	0
Q Serve(g_s), s	2.2	16.3	16.3	4.3	10.9	0.0	12.3	0.0	4.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.2	16.3	16.3	4.3	10.9	0.0	12.3	0.0	4.8	0.0	0.0	0.0
Prop In Lane	1.00		0.20	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	40	993	1004	303	2232	0	375	0	353	0	419	0
V/C Ratio(X)	0.79	0.42	0.42	0.43	0.31	0.00	0.43	0.00	0.22	0.00	0.00	0.00
Avail Cap(c_a), veh/h	163	993	1004	317	2232	0	375	0	353	0	419	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	0.63	0.86	0.86	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	58.3	15.0	15.0	51.8	10.1	0.0	40.7	0.0	37.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	19.2	0.8	0.8	0.8	0.3	0.0	3.6	0.0	1.4	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	6.5	6.6	1.9	4.1	0.0	4.6	0.0	2.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.6	15.8	15.8	52.7	10.4	0.0	44.3	0.0	39.2	0.0	0.0	0.0
LnGrp LOS	E	B	B	D	B	A	D	A	D	A	A	A
Approach Vol, veh/h		873		832		239		0				
Approach Delay, s/veh		18.1		17.1		42.7		0.0				
Approach LOS		B		B		D						
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.5	72.5		32.0	7.1	80.9		32.0				
Change Period (Y+Rc), s	4.9	* 4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	68	* 68		27.1	11.1	67.6		27.1				
Max Q Clear Time (g_c+1/3), s	18.3	18.3		0.0	4.2	12.9		14.3				
Green Ext Time (p_c), s	0.1	5.9		0.0	0.0	5.3		0.6				

Intersection Summary

HCM 6th Ctrl Delay	20.7
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 29: 63rd Street & El Cajon Boulevard

Existing Conditions
 PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	704	46	52	615	33	38	16	31	45	29	140
Future Volume (veh/h)	89	704	46	52	615	33	38	16	31	45	29	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	93	733	38	58	683	31	54	23	37	66	43	184
Peak Hour Factor	0.96	0.96	0.96	0.90	0.90	0.90	0.71	0.71	0.71	0.68	0.68	0.68
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	115	2043	878	75	1909	87	88	38	60	41	26	113
Arrive On Green	0.13	1.00	1.00	0.04	0.56	0.56	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1767	3526	1515	1767	3429	156	803	342	550	372	242	1036
Grp Volume(v), veh/h	93	733	38	58	351	363	114	0	0	293	0	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1515	1767	1763	1822	1694	0	0	1650	0	0
Q Serve(g_s), s	6.1	0.0	0.0	3.9	13.2	13.2	7.7	0.0	0.0	13.1	0.0	0.0
Cycle Q Clear(g_c), s	6.1	0.0	0.0	3.9	13.2	13.2	7.7	0.0	0.0	13.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.09	0.47		0.32	0.23		0.63
Lane Grp Cap(c), veh/h	115	2043	878	75	981	1014	186	0	0	180	0	0
V/C Ratio(X)	0.81	0.36	0.04	0.78	0.36	0.36	0.61	0.00	0.00	1.63	0.00	0.00
Avail Cap(c_a), veh/h	149	2043	878	178	981	1014	397	0	0	180	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	51.5	0.0	0.0	56.9	14.7	14.7	51.0	0.0	0.0	53.5	0.0	0.0
Incr Delay (d2), s/veh	16.0	0.4	0.1	6.4	1.0	1.0	1.2	0.0	0.0	305.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	0.1	0.0	1.9	5.4	5.6	3.4	0.0	0.0	20.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.5	0.4	0.1	63.3	15.7	15.7	52.2	0.0	0.0	359.2	0.0	0.0
LnGrp LOS	E	A	A	E	B	B	D	A	A	F	A	A
Approach Vol, veh/h		864			772			114			293	
Approach Delay, s/veh		7.6			19.3			52.2			359.2	
Approach LOS		A			B			D			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	74.4		18.0	12.2	71.7		18.1				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	12.5	47.6		13.1	10.1	49.6		28.1				
Max Q Clear Time (g_c+I), s	15.9	2.0		15.1	8.1	15.2		9.7				
Green Ext Time (p_c), s	0.0	14.2		0.0	0.0	10.2		0.4				
Intersection Summary												
HCM 6th Ctrl Delay											64.9	
HCM 6th LOS											E	