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Emanuel Alforja, TE; City of San Diego

FROM: Phuong Nguyen, TE; CR Associates
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DATE: September 19, 2025

RE: College Area Community Plan Update – Mobility Technical Report

This technical memorandum documents the mobility technical analysis conducted for the College Area Community Plan Update (College Area CPU). The analysis results presented herein reflect the College Area CPU Mobility Element networks and the utilize transportation modeling conducted for the City of San Diego Blueprint SD Initiative (Blueprint SD).

Introduction

The mobility analysis for the College Area CPU incorporates the proposed changes within the mobility element network, which includes updates to the active transportation network, transit network, and roadway network. **Figure 1** displays the planned bicycle network by classification, **Figure 2** displays the planned pedestrian route types, and **Figure 3** displays the recommended roadway network classifications within the College Area CPU. Intersection geometrics were modified to reflect the envisioned College Area CPU network changes and are displayed in **Figure 4**.

The City of San Diego adopted the General Plan amendment under the Blueprint San Diego Initiative (Blueprint SD), in July 2024. Blueprint SD updated the City's long-range planning framework to promote infill development near high-quality transit, reduce vehicle miles traveled (VMT), and support the City's climate, housing, and mobility goals by identifying Climate Smart Village Areas for future growth. As part of this process, the City developed a transportation model, based on the San Diego Association of Governments (SANDAG) Activity Based Model 2+ (ABM2+) Regional transportation model in order to reflect Blueprint SD's land use assumptions related to population and employment growth in Climate Smart Village Areas. It should be noted that other than Hillcrest FPA and University CPU which were processed with the Blueprint SD initiative, Blueprint SD did not propose additional zoning changes which would occur with subsequent community plan updates, such as the College Area CPU. For additional information on the transportation modeling for Blueprint SD, see Appendix J of the Blueprint SD Programmatic Environmental Impact Report (Blueprint SD PEIR).

Traffic volumes for the College Area CPU were derived from the Blueprint SD transportation model utilizing the City of San Diego Mobility Adjustment Tool. An analysis conducted by CR Associates found that the Blueprint SD model forecasts citywide VMT¹ approximately 10.7% higher than the 2021 RTP. However, this increase in VMT is modest relative to the projected build-out capacity of population (+21.3%) and employment (+21.2%), which suggests that Blueprint SD would achieve improved transportation efficiency, resulting in lower VMT per capita due to increased density and better access to transit and active modes. To ensure local analyses remain consistent with regional trends and do not overstate future roadway demands, traffic volumes derived from the Blueprint SD model were conservatively reduced by 10.7%.

¹ The VMT was calculated using the sum of link method. It works by summing the product of the traffic volume and the length of each road segment (link) in a network. $VMT = \sum (Volume_i \times Length_i)$

Figure 1: Planned Bicycle Facilities

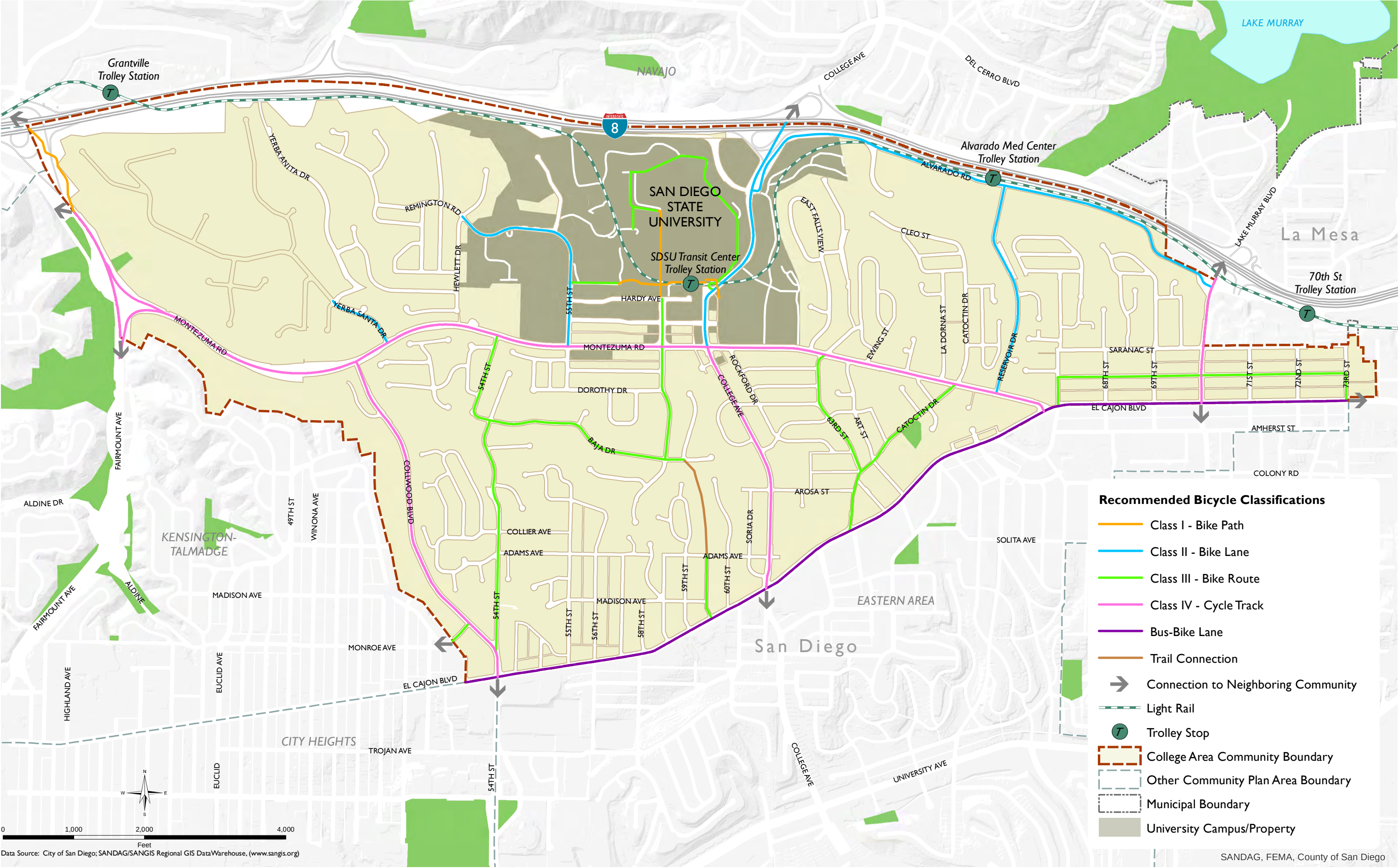


Figure 2: Planned Pedestrian Route Types

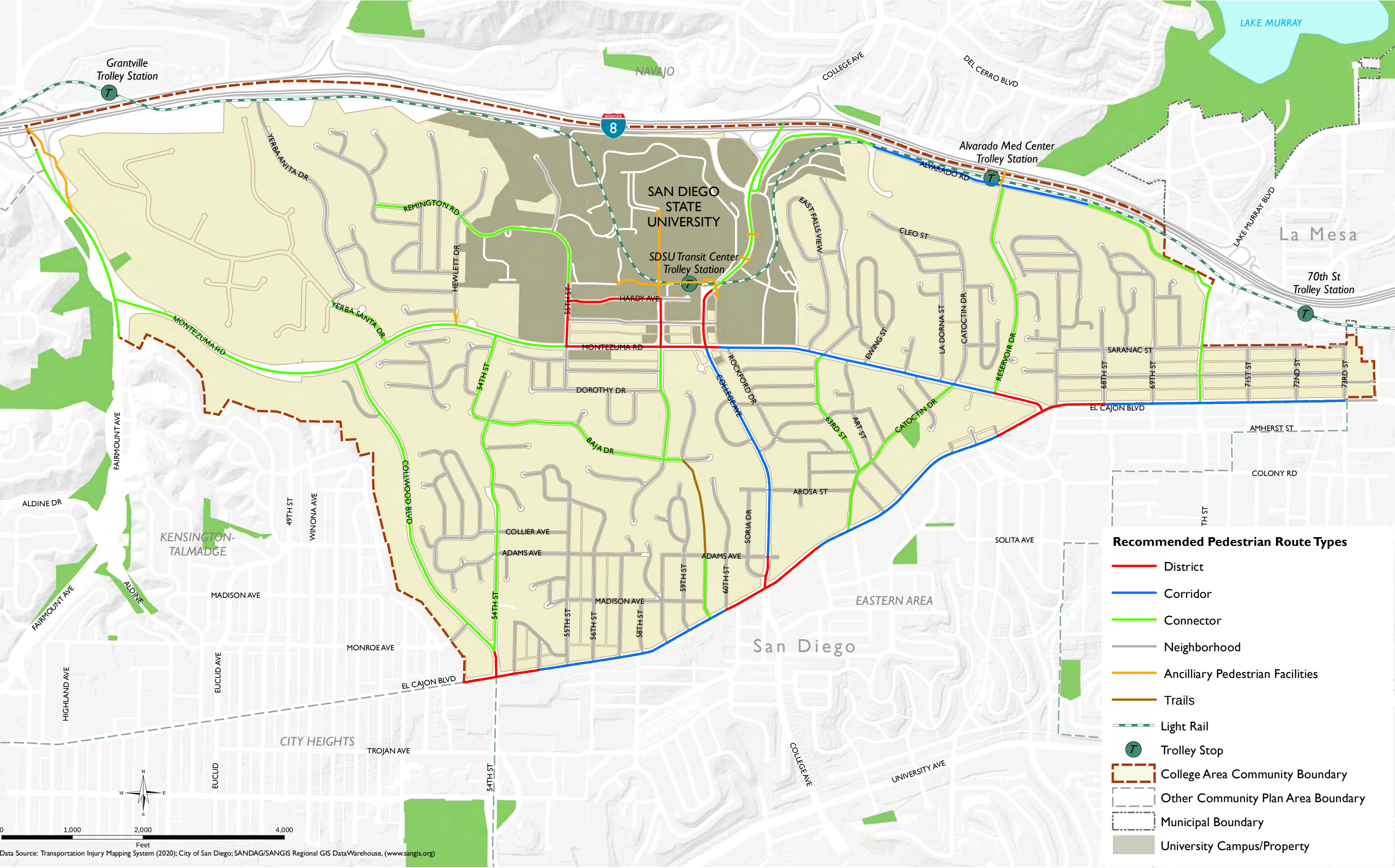
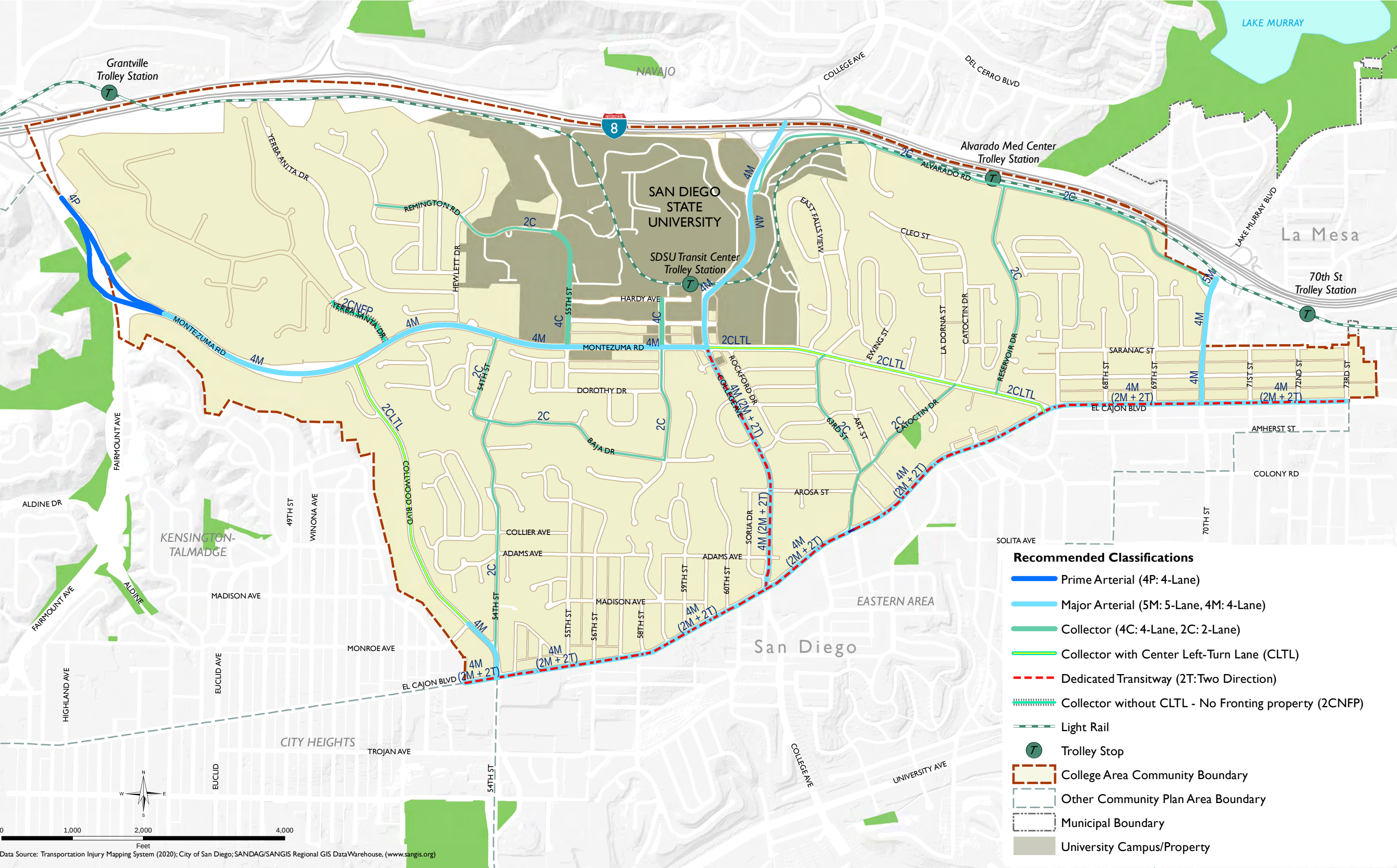
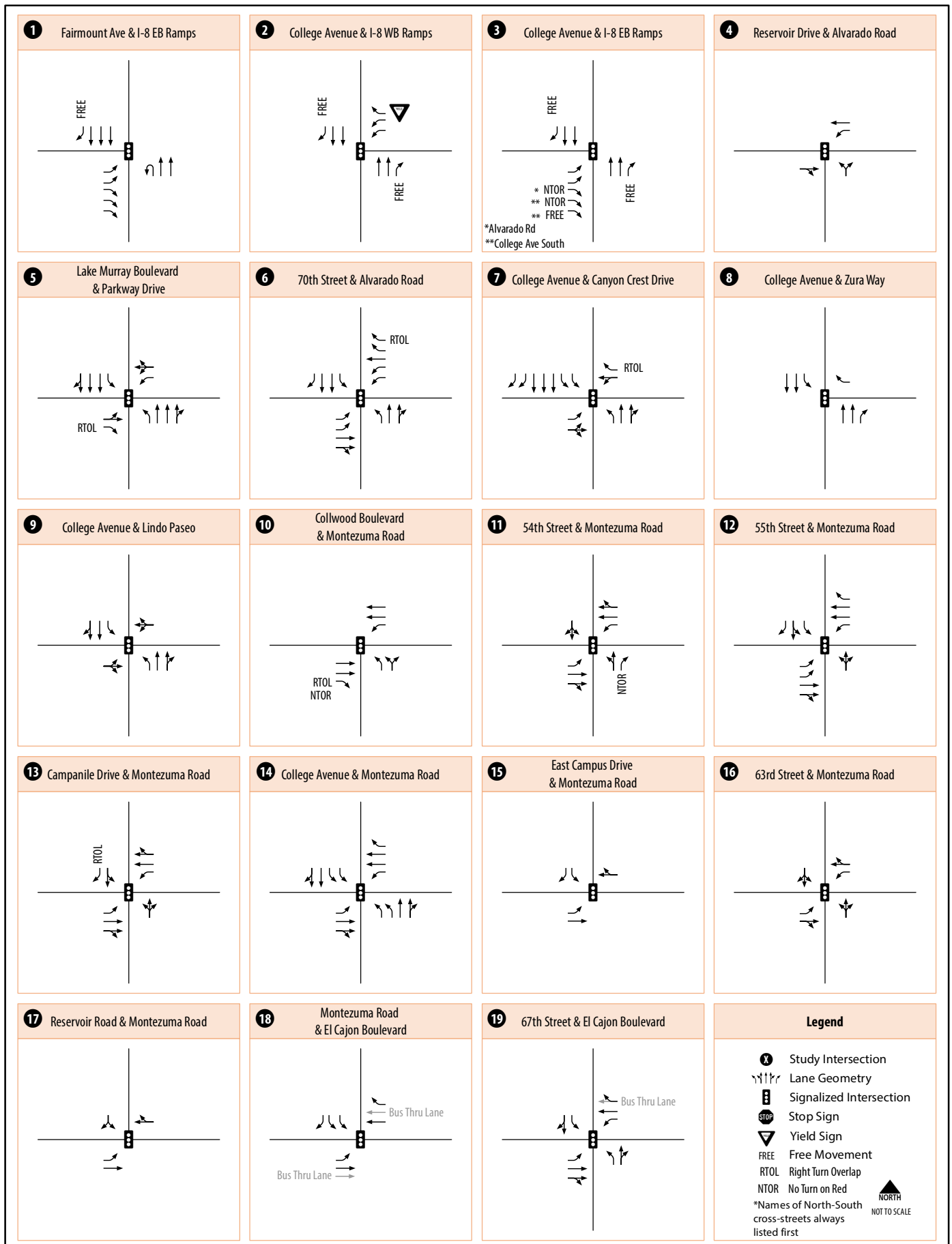
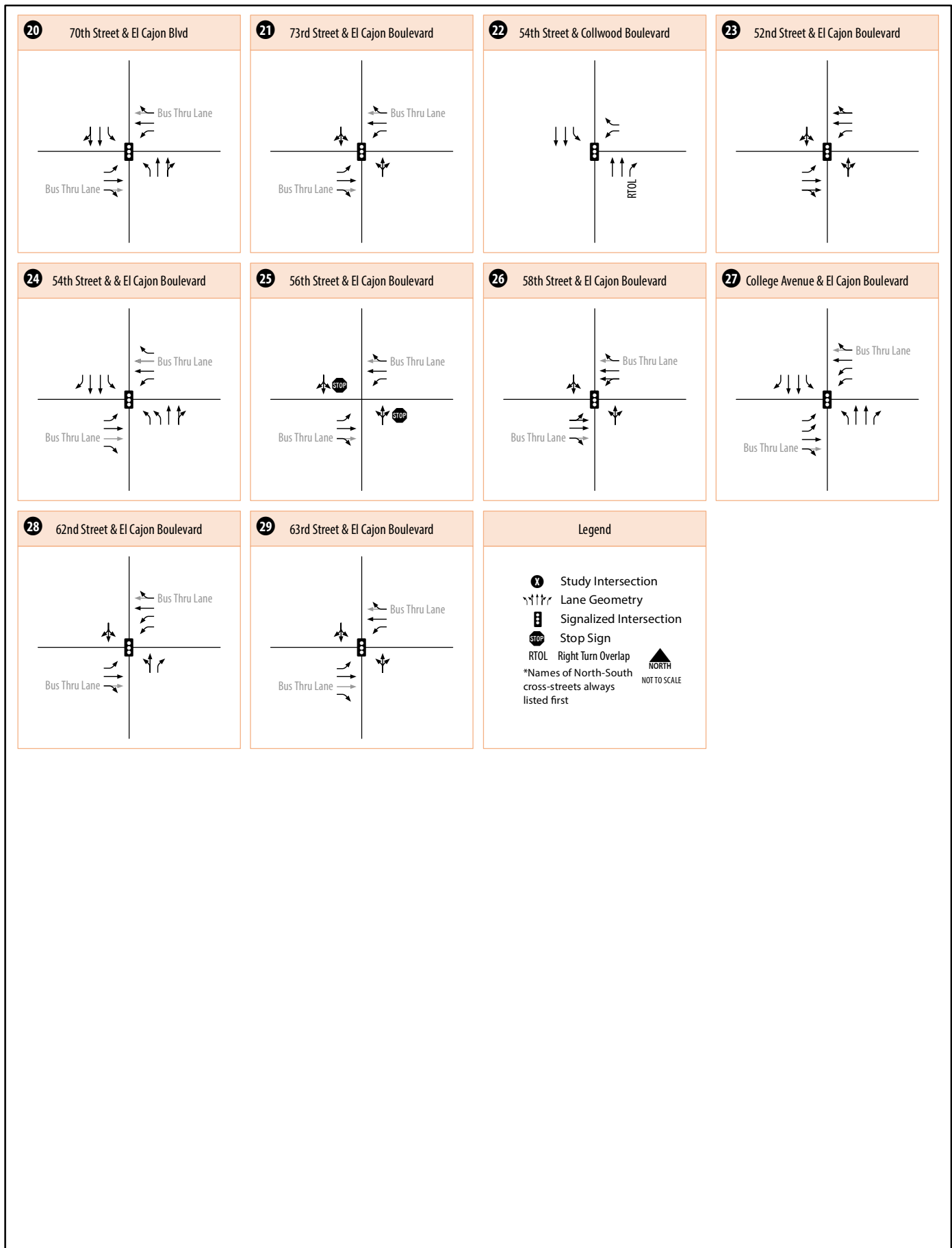


Figure 3: Recommended Roadway Network Classifications







Network Development

The mobility network for the College Area Community Plan Update (CPU) was developed through a comprehensive, data-driven process. It includes enhancements to the roadway system, bicycle and pedestrian infrastructure, and public transit services. This network reflects the findings of detailed transportation analyses, incorporates community input, and aligns with applicable state laws and the goals of the City of San Diego General Plan. It was further shaped by guidance from regional planning documents, including the San Diego Association of Governments (SANDAG) Regional Transportation Plan and the Kumeyaay Corridor Comprehensive Multimodal Corridor Plan (CMCP).

As described in the Existing Conditions Report, certain improvements had been previously proposed in the College Area Community Public Facilities Financing Plan (PFFP), adopted in February 2014. However, these earlier proposals were found to conflict with the current priorities and planning objectives for the community and therefore were not included in the updated mobility element.

Attachment A presents a cross-reference of these earlier improvements, indicating whether each has been incorporated into the updated planned network. In addition, Attachment A includes the assumed cross-section classification for each major roadway within the project study area, reflecting the planned roadway configuration used for the mobility and traffic operations analysis.

Bicycle Mobility

The planned network is comprised of Class I Bike Paths, Class II Bike Lanes, Class III Bike Routes, Bus-Bike Lanes, and Class IV Separated Bikeways (also known as Cycle Tracks). The mileage for each classification under existing and planned conditions is summarized in **Table 1**.

Table 1 - Bicycle Milage by Classification

Classification	Existing Conditions ¹ + Recently Constructed ² (Miles)	Planned Buildout Conditions (Miles)	Planned Unbuilt (Miles)
Class I – Bike Path	0.8	0.8	-
Class II – Bike Lane	4.9 ³	3.5	1.6
Class III – Bike Route	3.6 ³	4.9	3.9
Class IV – Separated Bikeway	1.2	5.3	4.0
Bus-Bike Lane	-	2.6	2.6
Unpaved Trail	-	0.3	0.3
Total	10.5	17.4	12.4

Source: CR Associates (2025)

Notes:

¹ Existing conditions analysis documented within the Existing Mobility Assessment for College Area Community Plan Update prepared by CR Associates, January 2023 (**Attachment B**).

² Recently constructed bicycle facilities between January 2023 and September 2025

³ Conversion from Class II Bike Lane to Class IV – Separated Bikeway (Cycle Track)

As shown, Class II – Bike Lanes and Class IV – Separated Bikeways combined comprise approximately half of the mileage in the planned network.

Figure 5 shows the Bicycle Level of Traffic Stress (LTS) of all streets within the College Area under planned conditions. This measure was applied to all roadways in the community traversable by bicycle, regardless of the presence of a planned striped and/or signed bicycle facility. **Table 2** summarizes roadway centerline mileage by LTS score in the College Area.

Table 2 - Mileage by LTS Score

LTS Score	Miles
LTS 1-2	44.8
LTS 3	3.6
LTS 4	1.0
Total	49.4

Source: CR Associates (2025)

As shown, over 90% of the College Area roadway mileage scored in the category of LTS 1 or LTS 2 which are most suited for All Ages and Abilities with full implementation of the planned bicycle network. In contrast, the LTS scores under existing conditions were primarily LTS 3 and 4 along many major corridors within the community. Appendix D in the Existing Mobility Assessment describes the criteria and scoring for the LTS performance measure.

All proposed bicycle facilities not fully built to classification were assessed at a planning level to determine the expected implementation method necessary considering the recommended facility's width requirements, the roadway's existing curb-to-curb width, the planned classification of the roadway, and presence of parking to determine what change(s) to the roadway would be needed for project implementation. **Table 3** summarizes those expected methods/modifications needed to complete the implementation of the bicycle network by mileage. Approximately 4.9 miles of the College Area's planned bicycle network are already built to classification, leaving about 12 miles of roadway where expected implementation methods were determined as shown in Table 3 (also see **Attachment C**).

Table 3 - Implementation Method for Unbuilt Sections of College CPU Bicycle Network

Implementation Method	Miles
No Modifications Needed (e.g., Sharrows and striping without changing lane widths)	6.1
Parking Lane Removal	3.6
Lane Width Reduction	0.7
Travel Lane Repurposing	1.7
Trail Construction	0.3
Total	12.4

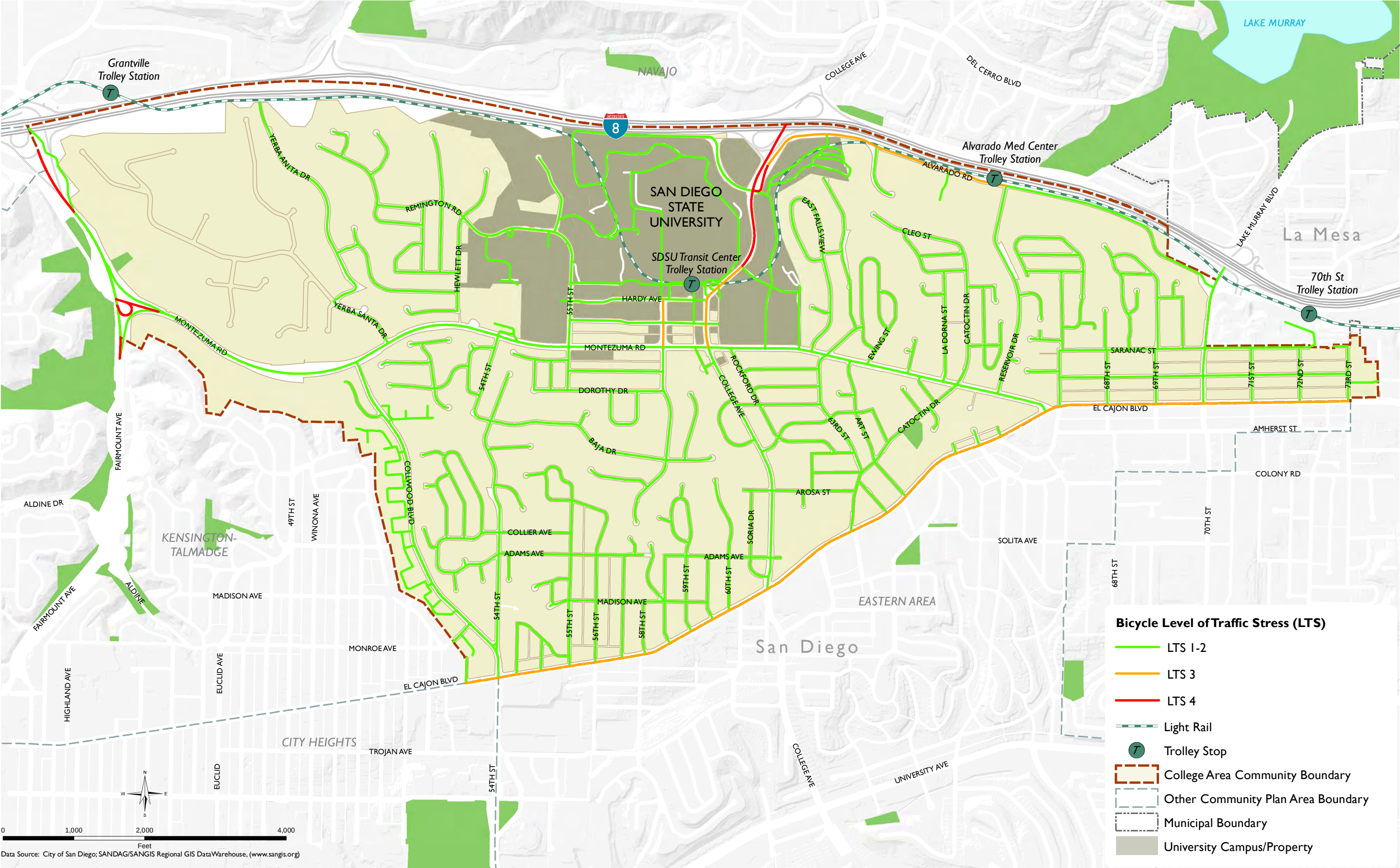
Source: CR Associates (2025)

As shown, the primary implementation methods are parking removals and travel lane repurposing. About 6.1 miles of bikeway can be implemented with only minor modifications, these modifications include adding sharrows, striping, lane width reduction.

The planned bicycle network shapefile (provided with this memo), includes the following fields, which are consistent with the City of San Diego's efforts to standardize transportation network GIS data attributes:

- Street
- From
- To
- Functional Class
- Class
- Class Type
- Category (existing vs planned)
- Shape Length (feet)
- Miles
- Implementation Mechanism
- Edit date/user
- Bidirectional
- Community
- Source

Figure 5: LTS Score – Planned Conditions



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

Pedestrian Mobility

The planned pedestrian route types are comprised of Districts, Corridors, Connectors, Neighborhood sidewalks, Auxiliary Pedestrian Facilities, and Trails. **Table 4** summarizes the mileage of pedestrian route type planned within the College Area.

Table 4 - Mileage by Pedestrian Route Type

Route Type	Miles
District	2.2
Corridor	3.7
Connector	8.6
Neighborhood	26.5
Ancillary	0.9
Trails	0.3
Total	42.2

Source: CR Associates (2025)

As shown, the Neighborhood is the most predominant planned pedestrian route type, encompassing 26.5 miles of roadway in the College Area, followed by Connector, along 8.6 miles of roadway in the College Area.

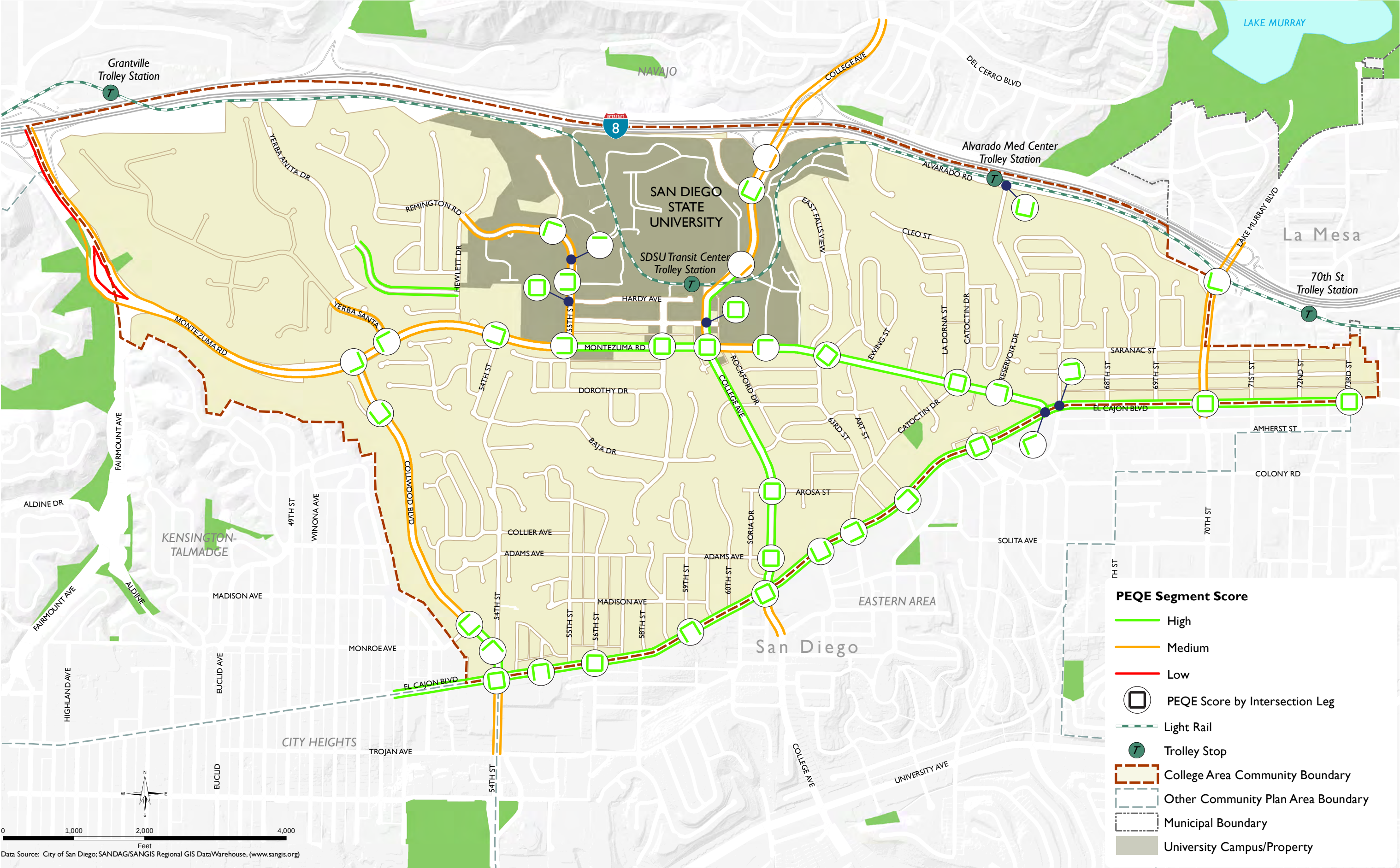
Figure 6 shows Pedestrian Environmental Quality Evaluation (PEQE) scores under planned conditions within the study area along select walkway segments and crossing locations, reflecting the assumed standard of infrastructure and amenity each route type should have. **Table 5** summarizes the PEQE scores by mileage of walkway segments (including both sides of the street) within the study area for existing and planned conditions. Under planned conditions, Low PEQE scoring walkways are mostly eliminated, while primarily High PEQE scoring walkways increase.

Table 5 - PEQE Walkway Segment Summarized by Mileage

PEQE Score	Existing Miles	Future Miles	Change in Miles (+/-)
High	1.3	10.5	+9.2
Medium	14.4	10.4	-4.0
Low	5.8	0.6	-5.2
Total	21.5	21.5	0.0

Source: CR Associates (2025)

Figure 6: PEQE Score – Planned Conditions



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

Table 6 summarizes the PEQE scoring by intersection crossing location and compares the existing and planned conditions. Under planned conditions, most approaches improve to High PEQE scores, and no Low PEQE scoring crossings remain.

Table 6 - PEQE Scores by Intersection Crossing Location

PEQE Score	Existing Number of Approaches	Planned Number of Approaches	Change in Number of Approaches (+/-)
High	30	117	+87
Medium	80	2	-78
Low	9	0	-9
Total	119	119	0

Source: CR Associates (2025)

Table 7 summarizes the recommended pedestrian improvements at crossing locations, derived from the changes assumed under planned PEQE conditions. Some pedestrian improvements such as high visibility crosswalks were recommended throughout the College Area, while other types of improvements such as Lead Pedestrian Intervals (LPI) were recommended for District pedestrian route types as well as some Corridor Pedestrian route types. (Also see **Attachment D**). The proposed treatments are based on the number of intersection legs requiring improvements. However, physical constraints may limit the ability to implement these treatments on all approaches. Final determination and feasibility will be assessed at the project level.

Table 7 - Intersection Pedestrian Improvement

Recommended Pedestrian Improvement	Crossing Legs
Add Pedestrian Signage (by Crossing Leg) ²	108
LPI (by Crossing Leg)	86
Bulb-outs ³	54
High-Visibility Crosswalk	24
Advanced Stop Bar	22
Upgrade Curb Ramp to ADA	9
New ADA Curb Ramp Installation	5
Total	308

Source: CR Associates (2025)

As shown, the most common intersection pedestrian improvements are the addition of pedestrian signage, addition of LPI to the pedestrian crossing phase, and the installation of high-visibility crosswalks.

Table 8 summarizes pedestrian improvements along the walkway segments derived from changes assumed under planned PEQE conditions. As shown, the primary improvements include upgraded lighting, increased buffer treatments, sidewalk widening, and sidewalk infill.

² Pedestrian signage may include signs such as "Vehicles Must Yield to Pedestrians" or other applicable warnings and regulatory messages. The specific type and placement of signage should be determined at the project level based on site conditions and design requirements.

³ The installation of bulb-outs should be evaluated at the project level to determine the most appropriate and effective solution for each intersection. This evaluation may identify alternative treatments, such as the installation of a roundabout, based on site-specific conditions and design objectives.

Table 8 - Walkway Segment Pedestrian Improvement

Pedestrian Improvement	Miles
Pedestrian Scale Lighting ⁴	10.0
Incorporation of street furniture or street trees within the pedestrian zone adjacent to vehicular travel lanes.	5.1
Sidewalk Infill	4.6
Widen Sidewalk	0.6
Increased Horizontal Separation between Sidewalk and Street	0.4
Total	20.7

Source: CR Associates (2025)

The planned pedestrian route type shapefile (provided with this memo), includes the following fields, which are consistent with the City of San Diego's efforts to standardize transportation network GIS data attributes:

- Street
- From
- To
- Functional Class
- Class
- Class Type
- Category
- Shape Length (feet)
- Miles
- Implementation Mechanism
- Edit date/user
- Bidirectional
- Community
- Source

In addition to the planned pedestrian route type shapefile, the shapefiles described below are also provided.

Pedestrian Intersection Improvements – an intersection shapefile that include the following fields:

- ID & Code
- Intersection Name / Cross Street
- Intersection Leg
- Improvement Type: Advanced Stop Bar, Bulbout, High-Visibility Crosswalk, LPI⁵, New ADA Ramp, Pedestrian Signage, and Ramp Upgrade to ADA

Note: Each improvement type is identified as separate features

Pedestrian Improvement Segments – a segment shapefile that includes the following fields:

- Street
- From
- To
- Functional Class
- Class
- Class Type
- Category
- Shape Length (feet)
- Miles
- Implementation Mechanism
- Edit date/user
- Bidirectional
- Community
- Source

⁴ Within the City of San Diego, pedestrian scale lighting as well as other non-standard streetscape and public space enhancements such as landscaping, decorative paving, and street furniture is typically installed and maintained through a Maintenance Assessment District (MAD). These districts are formed by property owners who vote to assess themselves for enhanced services that go beyond the standard level of City maintenance. The scope, funding, and ongoing care of such improvements depend on the specific MAD in which they are located.

For more information about Maintenance Assessment Districts, including formation, services, and district boundaries, please visit the City of San Diego official website: <https://www.sandiego.gov/park-and-recreation/general-info/mads>

⁵ Leading Pedestrian Intervals (LPIs) may be supplemented with blanked out "No Turn on Red" (NTOR) signage. The necessity and extent of such signage will be determined based on conditions evaluated at the project level.

Public Transportation Mobility

The planned transit network for College Area is shown in **Figure 7**. There are five NextGen Rapid bus routes planned to operate in College Area by 2035 per the recommendations of the San Diego Association of Governments (SANDAG) Draft May 2025 Regional Plan (Regional Plan). These include Route 215, under its existing alignment, and four proposed routes: 211, 256, 295, and 625. The Regional Plan also recommends grade separation treatments along at-grade sections of the San Diego Trolley Green Line to ensure plans to increase service frequencies are not overly disruptive to vehicular traffic operations. Since the Green Line is entirely grade separated within the College Area, the grade separation modifications to the right-of-way would take place outside of the community planning area. The Regional Plan recommends no changes to the local bus network.

NextGen Rapids are high-frequency bus routes with some degree of priority over general vehicular traffic. Priority for Next Gen Rapid routes can be provided by transit lanes or with intersection treatments and transit signal priority measures that minimize transit delay at intersections. To provide better operating speed, NextGen Rapids are configured with more consolidated stop spacing than local bus routes (approximately a half-mile apart, whereas a local bus may have several stops in the same distance). Shared bus-bike lanes for the entire extent of El Cajon Boulevard within the College Area are among the Regional Plan's update recommendations.

The existing Rapid Route 215 runs between Downtown San Diego and SDSU and stops at three locations within the community: 54th Street/El Cajon Boulevard, College Avenue/El Cajon Boulevard, and SDSU Transit Center. With the addition of the four Rapid routes, there will be two new locations where Rapids will stop in the community: at Collwood Boulevard/Montezuma Road and at 70th Street/El Cajon Boulevard. These intersections are currently local bus stops. All five Rapid routes will stop at SDSU Transit Center. The transit center will be the terminus for four of the five Rapid routes.

The alignments of the four new Rapid routes are described below:

- Rapid 211 will run between Downtown San Diego and San Diego State University (SDSU) via Uptown, Greater North Park, Normal Heights, and Kensington-Talmadge. This route will stop at Collwood Boulevard/Montezuma and SDSU Transit Center (eastern terminus) in the College Area. Rapid 211 follows the same alignment as local bus Route 11, though with limited stop spacing. This route is phased for implementation by 2035.
- Rapid 256 will run between SDSU and Rancho San Diego/Cuyamaca Community College via East San Diego, Lemon Grove, Spring Valley, and Casa de Oro. This route will stop at SDSU Transit Center (western terminus) and College Avenue/El Cajon Boulevard in the College Area. Rapid 256 generally follows the same alignment as local bus Route 856 (except in Spring Valley which the Rapid alignment bypasses altogether), though with limited stop spacing. This route is phased for implementation by 2035.
- Rapid 295 will run between Clairemont Mesa and Spring Valley via Kearny Mesa, Mission Valley, College Area, and La Mesa. This route will stop at Collwood Boulevard/Montezuma, SDSU Transit Center, and 70th Street/El Cajon Boulevard in the College Area. This route is phased for implementation by 2035.
- Rapid 625 will run between SDSU and Palomar Station in southwest Chula Vista via East San Diego, Encanto, and National City. This route will stop at SDSU Transit Center (northern terminus) and College Avenue/El Cajon Boulevard in the College Area. This route is phased for implementation by 2035.

Figure 7: Planned Transit Network

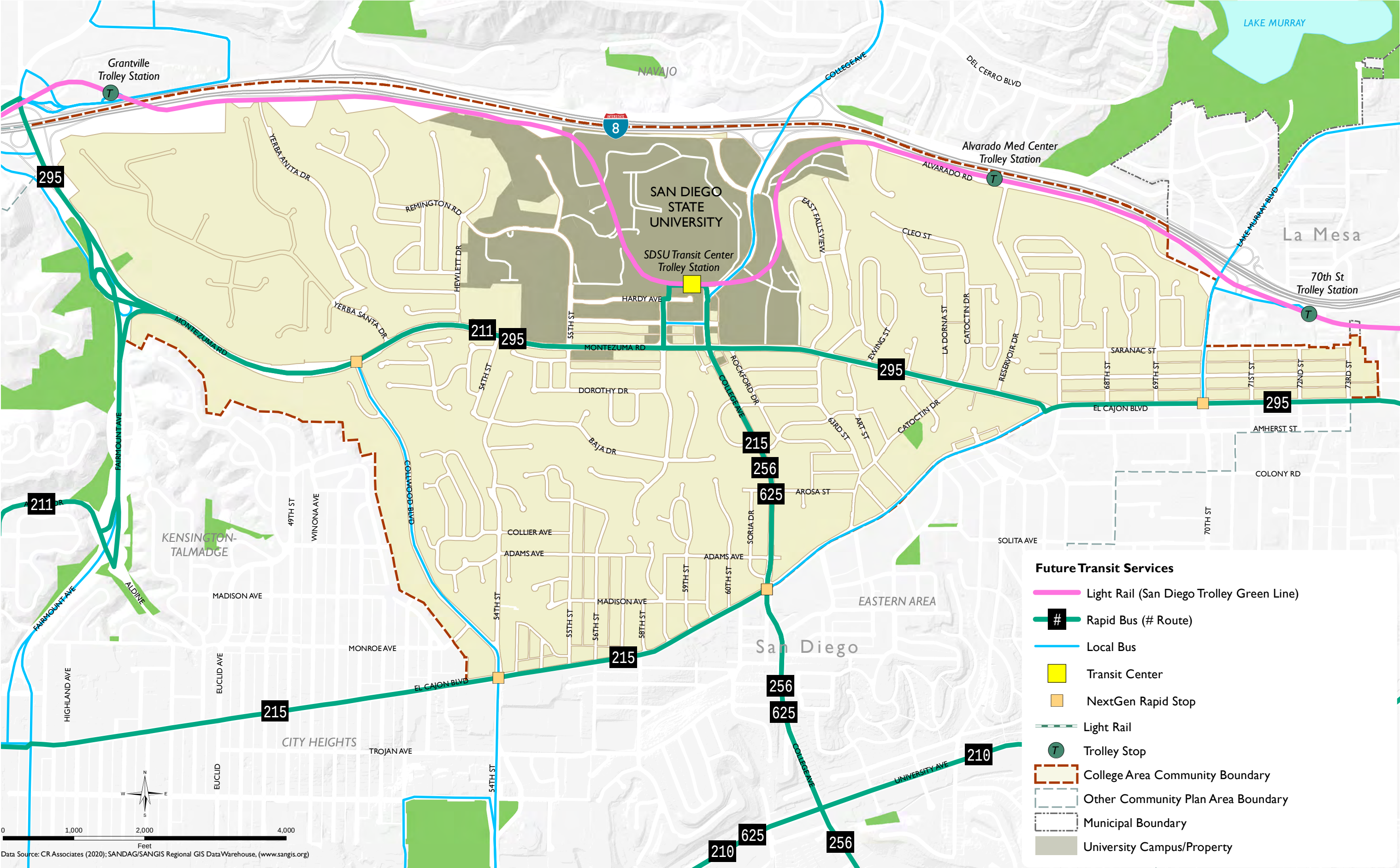


Figure 8 shows quality walkshed ratio at a quarter mile distance from major transit stop locations in the College Area under future conditions, accounting for all improvements assumed for District, Corridor, and Connector pedestrian route types. The total quality walkshed ratio increased for all stop locations except for four locations compared to existing conditions. Three of the four locations where the score did not improve had among the highest ratios under existing conditions (greater than 50%). Two additional stops were analyzed at 70th Street and El Cajon Boulevard, since these are planned NextGen Rapid stops which did not meeting the criteria of “major” transit stop under existing conditions. The quality walkshed ratios at both new stops is approximately 60%.

Figures 9 shows quality bikeshed ratio at a three-quarters of a mile distance from major transit stop locations in the College Area under future conditions, accounting for the buildout of the planned bicycle network. The total quality bikeshed ratio increased significantly for nearly all stop locations compared to existing conditions, especially along the Montezuma Road corridor and at the College Avenue and El Cajon Boulevard intersection. Access to stop locations are improved significantly by the planned Class IV bikeways along many major roads in the community.

Vehicular Mobility

Vehicular Demand

Traffic volumes for the College Area CPU were derived from the Blueprint SD transportation model outputs. As discussed in the introductory section, to ensure local analyses remain consistent with regional trends and do not overstate future roadway demands, traffic volumes derived from the Blueprint SD transportation modeling were conservatively reduced by 10.7%. The model outputs from Blueprint SD were analyzed to estimate the traffic volumes upon buildout of the College Area CPU, utilizing the City of San Diego Mobility Adjustment Tool. This tool offers a structured approach to estimate future average daily traffic volumes to develop intersection turning movements following the methodology outlined in the National Cooperative Highway Research Program Report (NCHRP) 255. These volumes were then adjusted to better match the latest land use assumptions from the Blueprint SD model.

Adjustments to traffic volumes also considered changes in the roadway network layout and capacity, particularly the conversion of two lanes (one in each direction of travel) on El Cajon Boulevard and College Avenue to provide dedicated bus/bike lanes and improve transit operations. The Average Daily Traffic (ADT) under planned conditions for the College Area CPU is displayed in **Figure 10** and the intersection turning movements (ITM) are displayed in **Figure 11**.

Vehicular Performance

This section documents the Level of Service (LOS) results for the College Area CPU under planned conditions. The LOS for each roadway segment was determined utilizing the roadway geometrics displayed in Figure 3, forecasted ADT under planned conditions displayed in Figure 10, and the roadway capacity thresholds per the City of San Diego Transportation Study Manual (TSM). Analysis of intersection operations was performed utilizing the traffic analysis software Synchro, the assumed geometry displayed in Figure 4 and forecasted ITM volumes displayed in Figure 11, adhering to the operational analysis methods for both signalized and unsignalized intersections as specified in the 2022 Highway Capacity Manual (HCM 7). A summary of the analysis methodologies and underlying assumptions can be found in **Attachment E**.

Figure 9: Future Quality Bikeshed Ratio from Major Transit Stations

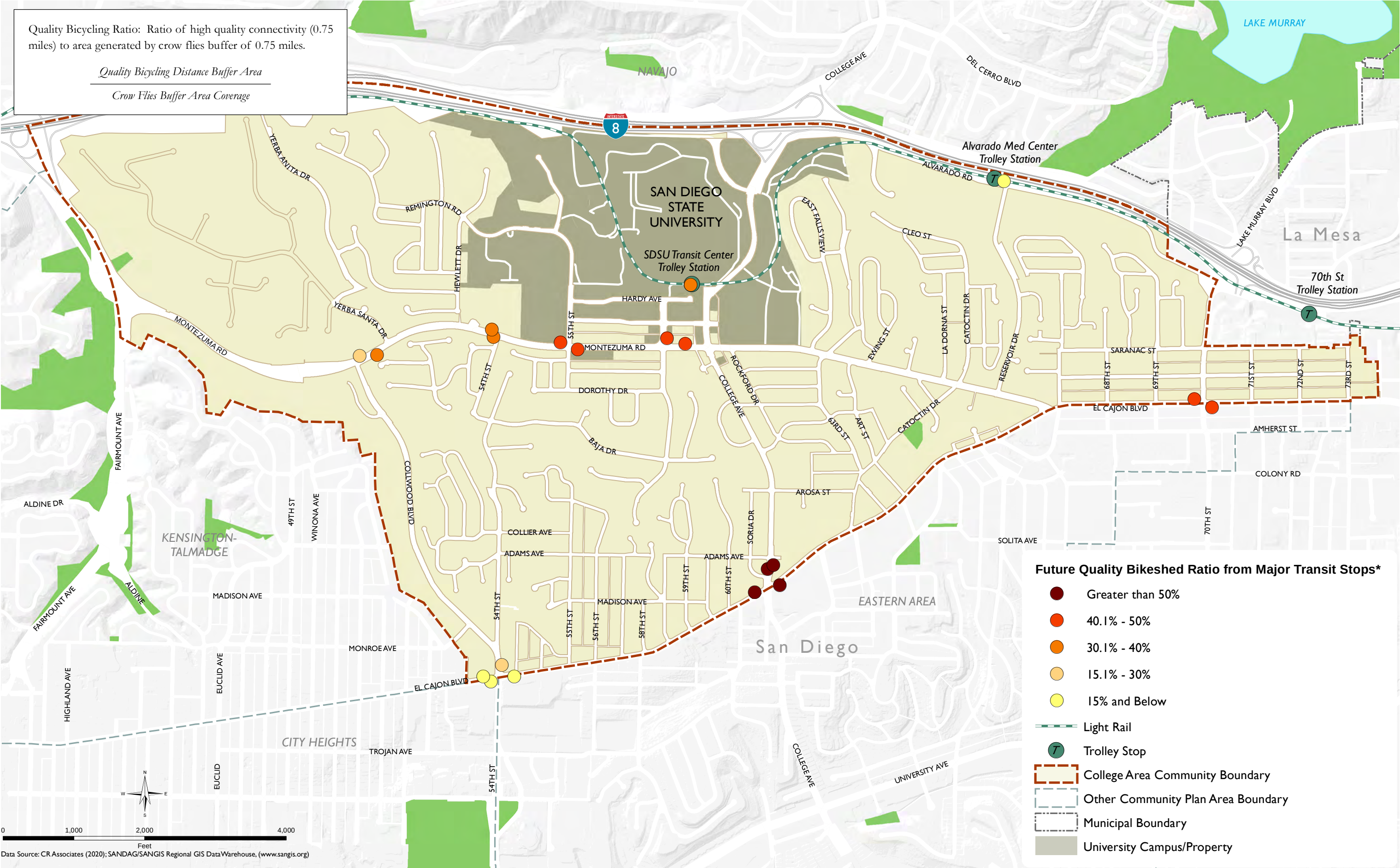
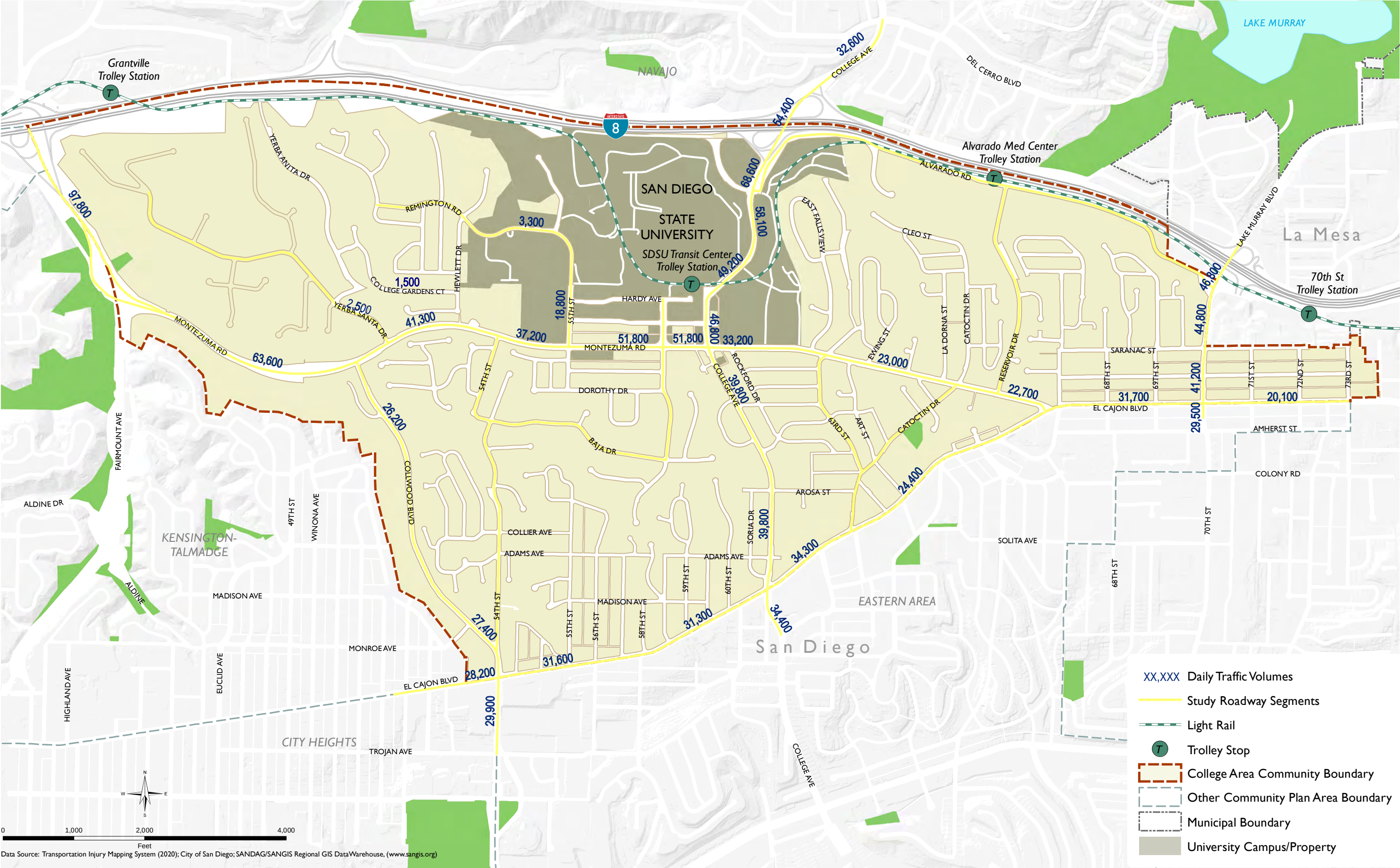
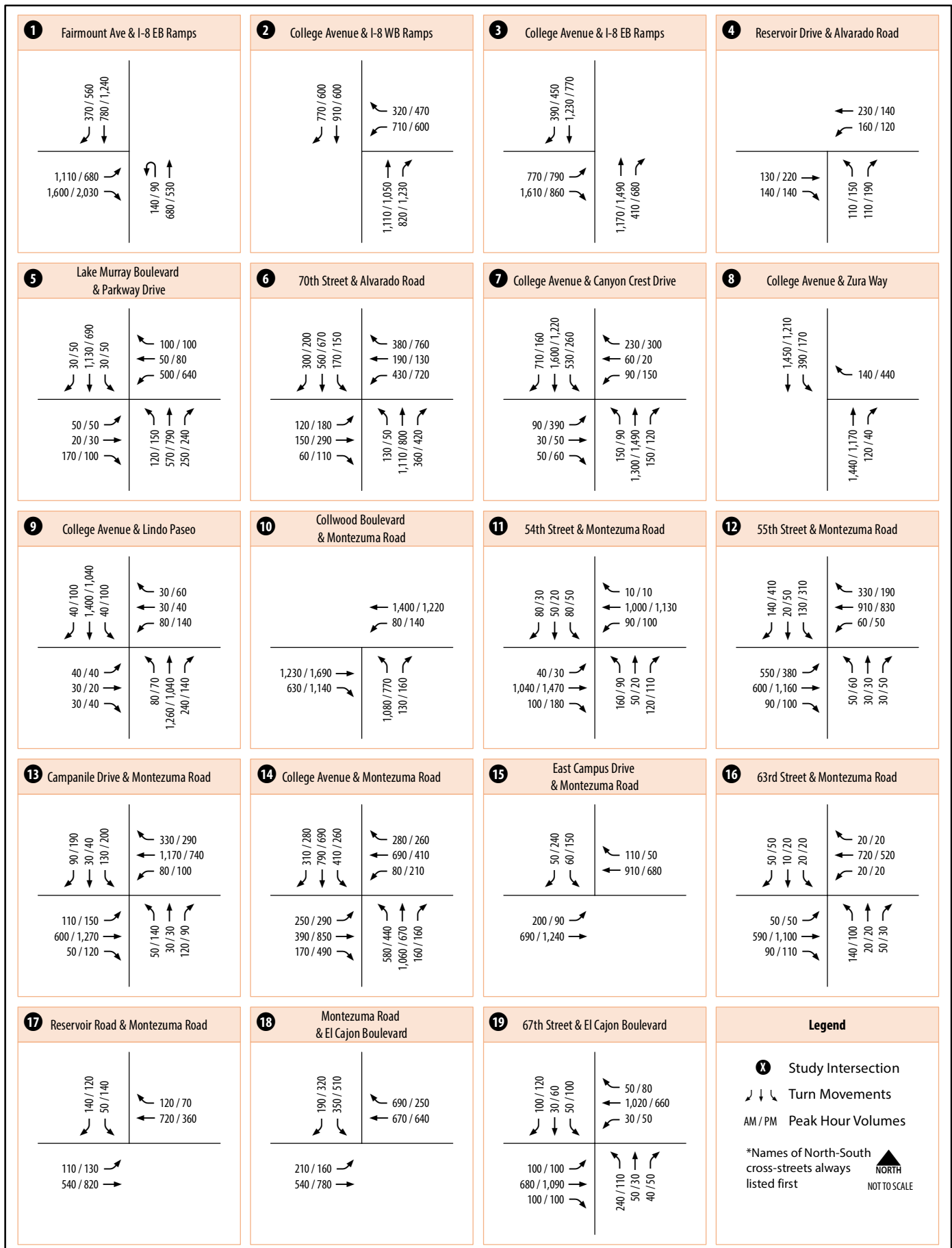
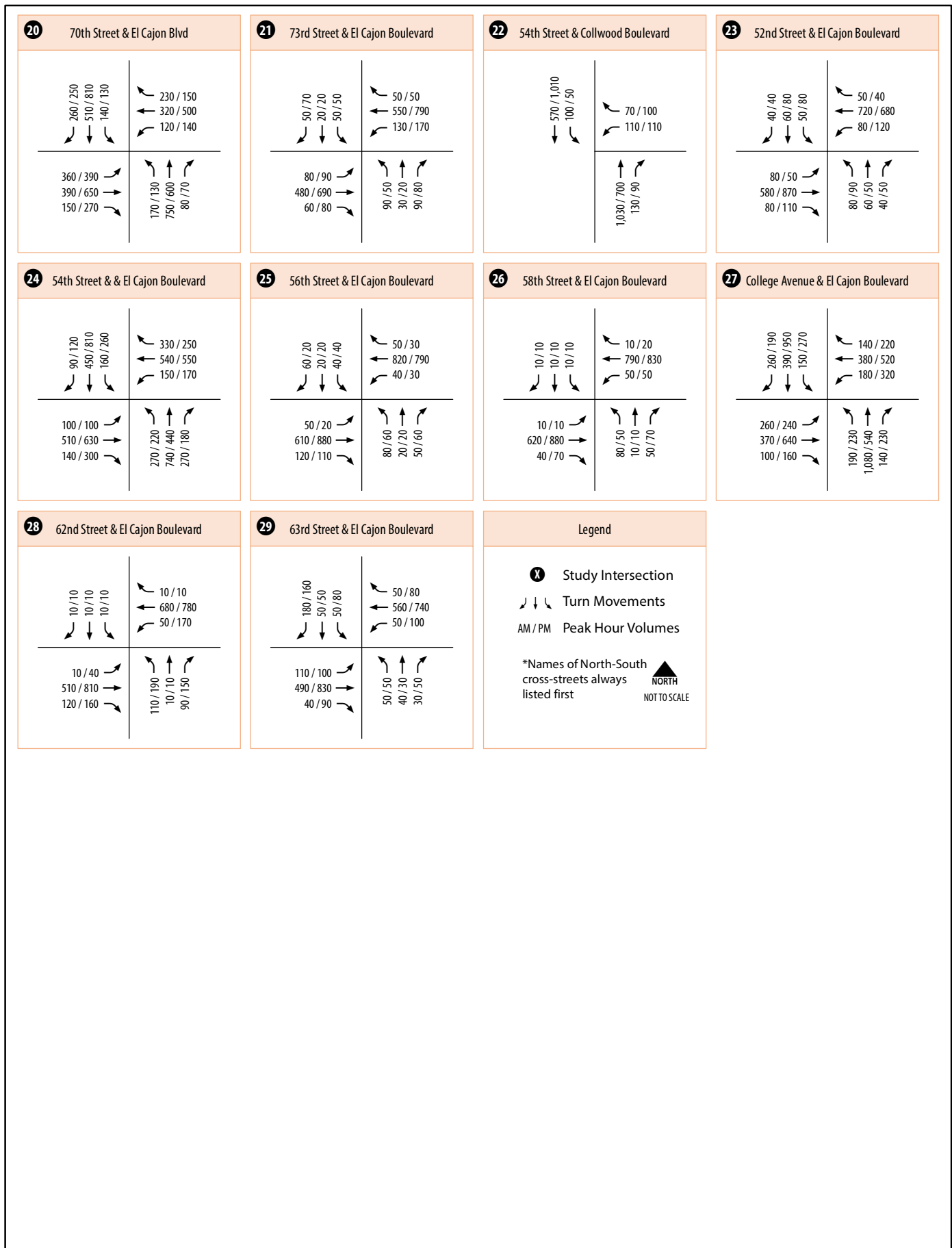


Figure 10: Average Daily Traffic – Planned Conditions



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





Roadway Operation Analysis

Table 9 displays the College Area CPU roadway classification designations, capacity thresholds, forecasted average daily traffic, volume to capacity ratios, and resulting levels of service under planned conditions. It should be noted that the planned roadways classified as four-lane major arterials with two general purpose lanes and two transit lanes (4M (2M+2T)) were analyzed operationally as two-lane major arterials for roadway capacity given the transit lanes would not contribute to general vehicle capacity. However, the physical design of the roadway including parkway widths should follow the four-lane major arterials set by the City's Street Design Manual (SDM) and other applicable City codes.

Table 9 - Roadway Segment LOS Results – Planned Conditions

Roadway	Segment	Cross-Section	Capacity (LOS E) ¹	ADT	V/C	LOS
Fairmount Avenue	I-8 Ramps to Montezuma Road	4-Lane Prime Arterial	45,000	97,800	2.173	F
Collwood Boulevard	Montezuma Road to 54 th Street	2-Lane Collector w/ CLTL	15,000	26,200	1.747	F
Collwood Boulevard	54 th Street to El Cajon Boulevard	4-Lane Major Arterial	40,000	27,400	0.685	C
Collwood Boulevard	El Cajon Boulevard to Trojan Avenue	4-Lane Major Arterial	40,000	29,900	0.748	C
Yerba Santa Drive	Yerba Anita Drive to Montezuma Road	2-Lane Collector w/o CLTL – no fronting property (NFP)	10,000	2,500	0.250	A
55 th Street	Canyon Crest Drive to Montezuma Road	4-Lane Collector w/o CLTL	15,000	18,800	1.253	F
College Avenue	Del Cerro Boulevard to I-8 WB Ramps	4-Lane Major Arterial	40,000	32,600	0.815	D
College Avenue	I-8 WB Ramps to I-8 EB Ramps	4-Lane Major Arterial	40,000	54,400	1.360	F
College Avenue	I-8 EB Ramps to Canyon Crest Drive	4-Lane Major Arterial	40,000	68,600	1.715	F
College Avenue	Canyon Crest Drive to Zura Way	4-Lane Major Arterial	40,000	58,100	1.453	F
College Avenue	Zura Way to Lindo Paseo	4-Lane Major Arterial	40,000	49,200	1.230	F
College Avenue	Lindo Paseo to Montezuma Road	4-Lane Major Arterial	40,000	46,800	1.170	F
College Avenue	Montezuma Road to El Cajon Boulevard	4-Lane Major Arterial ²	20,000	39,800	1.990	F
College Avenue	El Cajon Boulevard to Acorn Street	4-Lane Major Arterial	40,000	34,400	0.860	D
Lake Murray Boulevard	Wisconsin Avenue / Parkway Drive to Alvarado Road	5-Lane Major Arterial	45,000	46,800	1.040	F
70 th Street	Alvarado Road to Saranac Street	4-Lane Major Arterial	40,000	44,800	1.120	F
70 th Street	Saranac Street to El Cajon Boulevard	4-Lane Major Arterial	40,000	41,200	1.030	F
70 th Street	El Cajon Boulevard to Amherst Street	3-Lane Major Arterial	30,000	29,500	0.983	E
Remington Road	Hewlett Drive to 55 th Street	2-Lane Collector w/o CLTL	8,000	3,300	0.413	B
College Garden Court	Yerba Anita Way to Hewlett Drive	2-Lane Collector w/o CLTL	8,000	1,500	0.188	A
Montezuma Road	Fairmount Avenue to Collwood Boulevard	4-Lane Major Arterial	40,000	63,600	1.590	F

Table 9 - Roadway Segment LOS Results – Planned Conditions

Roadway	Segment	Cross-Section	Capacity (LOS E) ¹	ADT	V/C	LOS
Montezuma Road	Collwood Boulevard to 54 th Street	4-Lane Major Arterial	40,000	41,300	1.033	F
Montezuma Road	54 th Street to 55 th Street	4-Lane Major Arterial	40,000	37,200	0.930	E
Montezuma Road	55 th Street to Campanile Drive	4-Lane Major Arterial	40,000	51,800	1.295	F
Montezuma Road	Campanile Drive to College Avenue	4-Lane Major Arterial	40,000	51,800	1.295	F
Montezuma Road	College Avenue to East Campus Drive	2-Lane Collector w/ CLTL	15,000	33,200	2.213	F
Montezuma Road	East Campus Drive to Reservoir Drive	2-Lane Collector w/ CLTL	15,000	23,000	1.533	F
Montezuma Road	Reservoir Drive to El Cajon Boulevard	2-Lane Collector w/ CLTL	15,000	22,700	1.513	F
El Cajon Boulevard	52 nd Street to 54 th Street	4-Lane Major Arterial ²	20,000	28,200	1.410	F
El Cajon Boulevard	54 th Street to 58 th Street	4-Lane Major Arterial ²	20,000	31,600	1.580	F
El Cajon Boulevard	58 th Street to College Avenue	4-Lane Major Arterial ²	20,000	31,300	1.565	F
El Cajon Boulevard	College Avenue to 62 nd Street	4-Lane Major Arterial ²	20,000	34,300	1.715	F
El Cajon Boulevard	62 nd Street to Montezuma Road	4-Lane Major Arterial ²	20,000	24,400	1.220	F
El Cajon Boulevard	Montezuma Road to 70 th Street	4-Lane Major Arterial ²	20,000	31,700	1.585	F
El Cajon Boulevard	70 th Street to 73 rd Street	4-Lane Major Arterial ²	20,000	20,100	1.005	F

Source: CR Associates (2025)

Notes:

Bold indicates substandard LOS E or F.

¹ Roadway capacity based on number of vehicular travel lanes.

² Two vehicular travel lanes and two transit lanes within existing curb-to-curb width.

ADT = Average Daily Traffic

V/C = Volume to Capacity Ratio

CLTL = Continuous Left-Turn-Lane

As shown, the implementation of the College Area CPU preferred land use scenario would result in two (2) roadway segments operating at substandard LOS E and twenty-four (26) roadway segments operating at substandard LOS F. In comparison, under existing conditions, three (3) roadway segments operate at substandard LOS E and five (5) roadway segments operate at substandard LOS F. The roadway segments LOS results for the existing conditions are included in **Attachment F**.

Intersection Operation Analysis

Table 10 displays the traffic control type, peak hour intersection delay, and peak hour LOS for all study area intersections. Intersection LOS calculation worksheets for the planned conditions are provided in **Attachment G**.

Table 10 - Peak Hour Intersection LOS Results – Planned Conditions

#	Intersection	Peak Hour	Control	Delay	LOS
1	Fairmount Avenue & I-8 EB Ramps	AM PM	Signal	24.1 54.6	C D
2	College Avenue & I-8 WB Ramps	AM PM	Signal	13.1 10.0	B B
3	College Avenue & I-8 EB Ramps	AM PM	Signal	45.8 22.7	D C
4	Reservoir Drive & Alvarado Road	AM PM	Signal	12.4 17.7	B B
5	Lake Murray Boulevard & Wisconsin Avenue/Parkway Drive	AM PM	Signal	43.7 41.7	D D
6	70 th Street/Lake Murray Boulevard & Alvarado Road	AM PM	Signal	55.6 70.4	E E
7	College Avenue & Canyon Crest Drive/East Campus Drive	AM PM	Signal	60.6 71.3	E E
8	College Avenue & Zura Way	AM PM	Signal ¹	22.4 5.7	C A
9	College Avenue & Lindo Paseo	AM PM	Signal	25.8 23.9	C C
10	Collwood Boulevard & Montezuma Road	AM PM	Signal	42.5 50.2	D D
11	54 th Street/Hardy Elementary School Driveway & Montezuma Road	AM PM	Signal	24.4 17.6	C B
12	55 th Street & Montezuma Road	AM PM	Signal	44.7 62.0	D E
13	Campanile Drive & Montezuma Road	AM PM	Signal	58.4 79.2	E E
14	College Avenue & Montezuma Road ²	AM PM	Signal	83.9 92.1	F F
15	Montezuma Road & East Campus Drive	AM PM	Signal	20.7 24.7	C C
16	63 rd Street & Montezuma Road	AM PM	Signal	18.8 20.1	B C
17	Montezuma Road & Reservoir Drive	AM PM	Signal	20.7 20.4	C C
18	El Cajon Boulevard & Montezuma Road	AM PM	Signal	38.3 46.6	D D
19	67 th Street & El Cajon Boulevard	AM PM	Signal	173.3 41.0	F D
20	70 th Street & El Cajon Boulevard	AM PM	Signal	50.7 85.3	D F
21	73 rd Street & El Cajon Boulevard	AM PM	Signal	15.5 23.8	B C
22	54 th Street & Collwood Boulevard	AM PM	Signal	11.1 7.8	B A
23	52 nd Street & El Cajon Boulevard	AM PM	Signal	18.6 15.3	B B
24	54 th Street & El Cajon Boulevard	AM PM	Signal	53.9 63.3	D E
25	56 th Street & El Cajon Boulevard	AM PM	Signal	30.1 25.2	C C
26	58 th Street & El Cajon Boulevard	AM PM	SSSC	BCD BCD	F F
27	El Cajon Boulevard & College Avenue	AM PM	Signal	52.6 74.2	D E

Table 10 - Peak Hour Intersection LOS Results – Planned Conditions

#	Intersection	Peak Hour	Control	Delay	LOS
28	62 nd Street & El Cajon Boulevard	AM	Signal	24.9	C
		PM		41.4	D
29	63 rd Street & El Cajon Boulevard	AM	Signal	49.3	D
		PM		68.7	E

Source: CR Associates (2025)

Note:

Bold indicates substandard LOS E or F; BCD – Beyond Calculable Delay ; SSSC – Side Street Stop Controlled

¹ Improved from a side-street stop-controlled intersection to a signalized intersection. Signal warrant provided in Attachment G.

² It is important to note, analysis assumes that the bus only lanes along College Avenue would end and begin just south of the College Avenue and Montezuma intersection.

As shown, the implementation of the College Area CPU preferred land use scenario would result in three (3) intersections operating at substandard LOS E and three (3) intersections at substandard LOS F during the AM peak hour. The PM peak hours would result in seven (7) intersections at substandard LOS E and three (3) intersections at substandard LOS F. In contrast, under existing conditions, one (1) intersection operates at substandard LOS E and one (1) intersection at substandard LOS F during the AM peak hour. For the PM peak hour, under Existing Conditions, four (4) intersections operate at substandard LOS E and no intersections at substandard LOS F. The peak hour intersection LOS results for Existing Conditions are provided in **Attachment H**.

Transit Operation Analysis

College Avenue, Montezuma Road, and El Cajon Boulevard provide vital links for several current and future transit lines serving the College Area community and surrounding areas. Of these roadways, El Cajon Boulevard and College Avenue are planned to be reconfigured as a 4-Lane Major Arterial with two (2) general purpose lanes and two (2) transit only lanes. This improvement focuses on establishing an exclusive transit lane from 52nd Street to 73rd Street in both the eastbound and westbound direction along El Cajon Boulevard. An exclusive transit lane is also planned in the northbound and southbound direction along College Avenue from Montezuma Road to El Cajon Boulevard.

An arterial analysis was conducted to assess the average general vehicle travel speed along College Avenue, Montezuma Road, and El Cajon Boulevard, with the results presented in **Table 11**. The purpose of the arterial analysis is to compare general traffic travel speeds under existing and planned conditions. Transit travel speeds along the corridor can vary by route, depending on factors such as stop frequency, dwell times, and specific operating patterns. Because the Vissim model was not calibrated, transit travel speeds were not explicitly measured. However, it is assumed that transit performance will improve along El Cajon Boulevard and College Avenue as a result of the proposed exclusive transit lanes. The detailed VISSIM results are provided in **Attachment I**.

Table 11 - Average Vehicle Travel Speed

Corridor	Approach	Average Travel Speed (mph)			
		Existing		College CPU	
		AM	PM	AM	PM
College Ave ¹	NB	14.6	16.8	12.5	13.2
	SB	15.1	16.9	14.2	14.6
Montezuma Rd ²	EB	18.9	18.5	17.0	13.5
	WB	16.9	18.2	13.1	16.7
El Cajon Blvd ³	EB	13.4	13.8	17.8	12.8
	WB	22.5	21.9	15.0	21.5

Source: CR Associates (2025)

Note:

¹ This represents future conditions (traffic volumes) but assumes existing conditions geometry and signal timing.

² Assumes the bus/bike lane would transition to a general purpose lane at approaches to major intersection endpoints at Montezuma Road and El Cajon Boulevard.

³ Travel speed based on VISSIM model simulation.

As shown in Table 11, travel speeds along College Avenue, Montezuma Road, and El Cajon Boulevard are expected to decrease slightly under planned network conditions compared to existing conditions (see **Attachment J**). This is primarily attributed to projected increases in traffic volumes across the study area. Most speed reductions are minor, with the exception of more noticeable decreases on the eastbound approach of Montezuma Road during the PM peak hour and the westbound approach of El Cajon Boulevard during the AM peak hour. Conversely, travel speeds are anticipated to improve on the eastbound approach of El Cajon Boulevard during the AM peak hour due to improved signal coordination. Detailed arterial analysis worksheets are provided in **Attachment K**.

The proposed transit network is considered a preliminary blueprint, as transit planning and operations require regional assessment, typically overseen by the San Diego Association of Governments (SANDAG) and the San Diego Metropolitan Transit System (SDMTS). Further project level engineering studies are necessary to analyze the feasibility, alternatives, conceptual designs, and change in efficiency of the proposed transit system.

95th Percentile Queue Analysis

A 95th percentile queue analysis was conducted for each study area intersection to assess potential overflow issues at exclusive turn-lanes and closely spaced intersections (all ramp intersections and intersections within a proximity of 500-feet or less from another intersection). The limitations in turn-lane storage capacity could result in vehicles overflowing into adjacent lanes, while excessive queuing (queue length exceeding the distance to the upstream intersection) at closely spaced intersections could negatively affect upstream intersection operations.

Table 12 displays the intersection control, storage length, 95th percentile queue length, and excess queue (if applicable) for each movement at each study area intersection. Intersection queue reports are provided in **Attachment L**. As shown, 70 movements at 24 intersections are forecasted to operate with potential queuing issues during either the AM or PM peak hour under Planned Conditions.

Table 12 - Peak Hour 95th Percentile Queue Analysis – Planned Conditions

#	Intersection	Control	Movement	Storage Length (ft)	AM / PM 95% Queue Length (ft) ¹	AM / PM Excess Queue (ft)
1	Fairmount Avenue & I-8 EB Ramps	Signal	NBL	175	300 / 250	125 / 75
			EBL	920	500 / 275	- / -
			EBR	970	700 / 1,200	- / 230
2	College Avenue & I-8 WB Ramps	Signal	NBT	890	375 / 475	- / -
			WBL	1010	325 / 225	- / -
			WBR	205	300 / 425	95 / 220
3	College Avenue & I-8 EB Ramps	Signal	NBT	560	675 / 650	115 / 90
			SBT	900	825 / 275	- / -
			EBL	730	325 / 425	- / -
			EBR	715	875 / 375	160 / -
4	Reservoir Drive & Alvarado Road	Signal	WBL	200	150 / 175	- / -
5	Lake Murray Boulevard & Wisconsin Avenue / Parkway Drive	Signal	NBL	85	200 / 250	115 / 165
			NBT	635	250 / 400	- / -
			SBL	100	75 / 125	- / 25
			EBR	55	250 / 150	195 / 95
			WBL	270	475 / 550	205 / 280
6	70 th Street/Lake Murray Boulevard & Alvarado Road	Signal	NBL	75	200 / 100	125 / 25
			SBL	50	375 / 325	325 / 275
			SBT	660	300 / 325	- / -
			SBR	85	150 / 125	65 / 40
			EBL	125	100 / 150	- / 25
			WBL	155	275 / 525	120 / 370
			WBR	175	175 / 400	- / 225
7	College Avenue & Canyon Crest Drive / East Campus Drive	Signal	NBL	135	325 / 225	190 / 90
			SBL	150	575 / 250	425 / 100
			SBT	570	800 / 450	230 / -
			SBR	30	225 / 25	195 / -
			EBL	680	225 / 625	- / -
			WBR	255	275 / 550	20 / 295
8	College Avenue & Zura Way	Signal	NBR	195	50 / 25	- / -
			SBL	355	475 / 200	120 / -
9	College Avenue & Lindo Paseo	Signal	NBL	80	125 / 100	45 / 20
			NBT	230	750 / 425	520 / 195
			SBL	100	75 / 125	- / 25
10	Collwood Boulevard & Montezuma Road	Signal	NBL	515	800 / 675	285 / 160
			EBR	550	175 / 1,400	- / 850
			WBL	160	200 / 325	40 / 165
11	54 th Street/Hardy Elementary School Driveway & Montezuma Road	Signal	NBR	55	125 / 150	70 / 95
			EBL	125	75 / 75	- / -
			WBL	160	125 / 175	- / 15
12	55 th Street & Montezuma Road	Signal	SBL	135	150 / 325	15 / 190
			SBR	525	75 / 125	- / -
			EBL	440	350 / 225	- / -
			WBL	100	100 / 125	- / 25
			WBR	310	75 / 75	- / -
13	Campanile Drive & Montezuma Road	Signal	SBR	105	50 / 75	- / -
			EBL	190	300 / 350	110 / 160
			WBL	105	150 / 175	45 / 70

Table 12 - Peak Hour 95th Percentile Queue Analysis – Planned Conditions

#	Intersection	Control	Movement	Storage Length (ft)	AM / PM 95% Queue Length (ft) ¹	AM / PM Excess Queue (ft)
14	College Avenue & Montezuma Road	Signal	NBL	165	475 / 425	310 / 260
			SBL	235	375 / 225	140 / -
			SBT	235	750 / 700	515 / 465
			EBL	185	500 / 275	315 / 90
			WBL	210	150 / 475	- / 265
			WBR	235	175 / 75	- / -
15	Montezuma Road & East Campus Drive	Signal	SBL	285	100 / 250	- / -
			SBR	285	50 / 100	- / -
			EBL	70	350 / 100	280 / 30
16	63 rd Street & Montezuma Road	Signal	EBL	150	100 / 75	- / -
			WBL	150	50 / 50	- / -
17	Montezuma Road & Reservoir Drive	Signal	EBL	115	175 / 125	60 / 10
18	El Cajon Boulevard & Montezuma Road	Signal	SBL	340	250 / 325	- / -
			SBR	100	150 / 275	50 / 175
			EBL	190	425 / 225	235 / 35
			WBT	125	50 / 75	- / -
			WBR	125	25 / 50	- / -
19	67 th Street & El Cajon Boulevard	Signal	NBL	95	425 / 225	330 / 130
			SBL	75	100 / 150	25 / 75
			EBL	120	100 / 75	- / -
			WBR	75	0 / 25	- / -
			WBL	110	100 / 150	- / 40
20	70 th Street & El Cajon Boulevard	Signal	NBL	155	275 / 250	120 / 95
			SBL	210	225 / 200	15 / -
			EBL	240	750 / 575	510 / 335
			EBR	75	125 / 175	50 / 100
			WBL	160	200 / 250	40 / 90
			WBR	75	200 / 50	125 / -
21	73 rd Street & El Cajon Boulevard	Signal	EBL	70	100 / 100	30 / 30
			EBR	75	25 / 25	- / -
			WBL	85	125 / 175	40 / 90
			WBR	75	25 / 25	- / -
22	54 th Street & Collwood Boulevard	Signal	NBT	330	300 / 175	- / -
			NBR	25	25 / 25	- / -
			SBL	75	125 / 75	50 / -
			WBL	35	75 / 100	40 / 65
23	52 nd Street & El Cajon Boulevard	Signal	EBL	95	50 / 50	- / -
			WBL	100	50 / 100	- / -
24	54 th Street & El Cajon Boulevard	Signal	NBL	275	175 / 150	- / -
			SBL	55	300 / 325	245 / 270
			SBT	330	225 / 425	- / 95
			SBR	70	50 / 75	- / 5
			EBL	150	150 / 150	- / -
			EBR	110	100 / 250	- / 140
			WBL	190	250 / 250	60 / 60
			WBR	95	250 / 200	155 / 105
25	56 th Street & El Cajon Boulevard	Signal	EBL	125	125 / 50	- / -
			EBR	125	75 / 50	- / -
			WBL	125	100 / 75	- / -
			WBR	125	25 / 0	- / -

Table 12 - Peak Hour 95th Percentile Queue Analysis – Planned Conditions

#	Intersection	Control	Movement	Storage Length (ft)	AM / PM 95% Queue Length (ft) ¹	AM / PM Excess Queue (ft)
26	58 th Street & El Cajon Boulevard	SSSC	EBR	75	0 / 0	- / -
			WBR	75	0 / 0	- / -
27	El Cajon Boulevard & College Avenue	Signal	NBL	260	275 / 400	15 / 140
			NBR	170	100 / 125	- / -
			SBL	200	275 / 250	75 / 50
			SBR	65	175 / 50	110 / -
			EBL	150	200 / 200	50 / 50
			EBR	75	50 / 125	- / 50
			WBL	175	150 / 275	- / 100
			WBR	75	75 / 125	- / 50
28	62 nd Street & El Cajon Boulevard	Signal	NBR	125	50 / 75	- / -
			EBL	50	50 / 50	- / -
			EBR	75	75 / 100	- / 25
			WBL	180	50 / 150	- / -
			WBR	75	0 / 0	- / -
29	63 rd Street & El Cajon Boulevard	Signal	EBL	75	150 / 175	75 / 100
			EBR	75	0 / 50	- / -
			WBL	205	100 / 150	- / -
			WBR	75	0 / 25	- / -

Source: CR Associates (2025)

Notes:

¹ Queues are rounded to the nearest 25 feet to represent one vehicle length.

Roundabout Analysis

A feasibility study was conducted to determine the feasibility of roundabouts at the intersection of 63rd Street & Montezuma Road. The recommended roundabout lane configuration for the 63rd Street & Montezuma Road intersection is displayed in **Figure 12**. **Table 13** displays the peak hour intersection delay and peak hour LOS for the three study intersections. Analysis worksheets are included in **Attachment M**.

Table 13 - Peak Hour Intersection Results – Roundabout Feasibility

#	Intersection	Peak Hour	Existing Conditions (Signal)		Existing w/ Roundabout Configuration		Delta
			Delay	LOS	Delay	LOS	
16	63 rd Street & Montezuma Road	AM	12.7	B	1.4	A	-11.3
		PM	8.0	A	1.2	A	-6.8

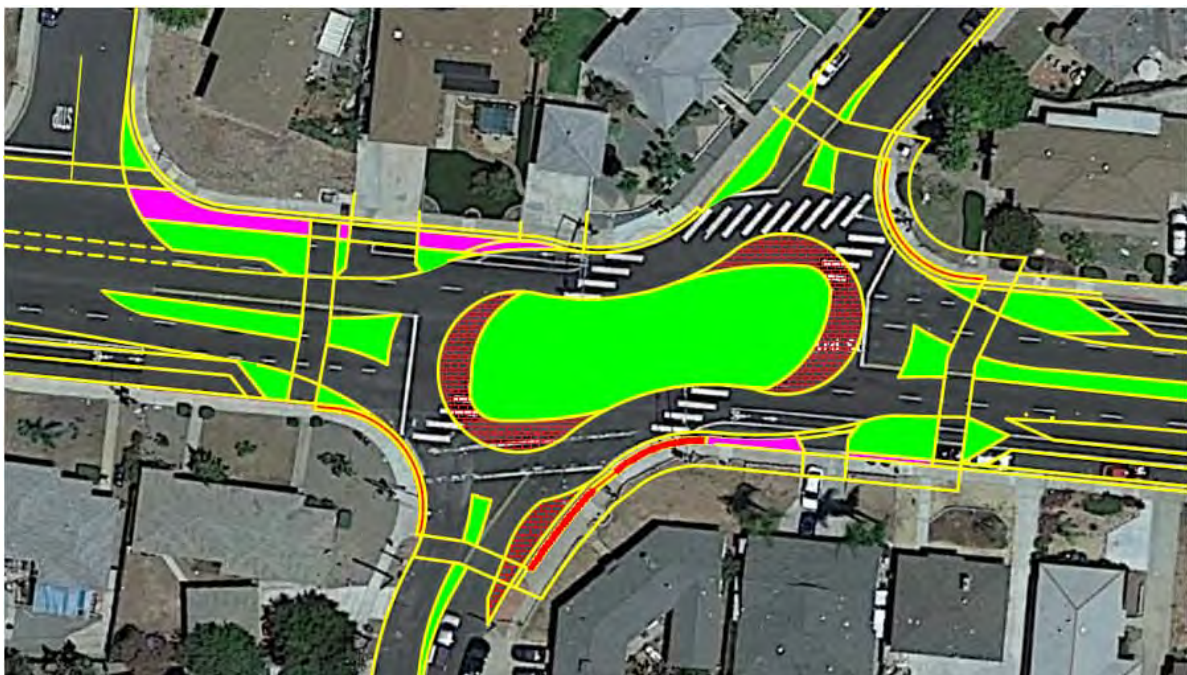
Source: CR Associates (2025), Michael Wallwork / Roundabout Expert (2024)

Note:

Bold indicates substandard LOS E or F.

As shown, the intersection at 63rd Street & Montezuma Road would also experience a decrease in delays of 11.3 seconds in the AM peak hour and a decrease of 6.8 seconds in the PM peak hour. It is important to note that the potential roundabout would require further engineering study before any implementation can occur. While the SANDAG Kumeyaay Corridor Comprehensive Multimodal Corridor Plan⁶ includes a conceptual roundabout at the 70th Street and I-8 interchanges, additional analysis and engineering evaluation are necessary to determine its actual feasibility. As a result, this recommendation is not included in the College Area CPU at this time.

Figure 12 - Recommended Roundabout Configuration (63rd & Montezuma)



⁶ <https://www.sandag.org/regional-plan/comprehensive-multimodal-corridor-plans/i-8-kumeyaay-corridor-cmcp>

Goods Movement

The efficient movement of goods supports economic development, synergies between local businesses, and convenient access to commercial products. It is therefore essential that the community's roadway network provide adequate access for delivery vehicles.

The College Area is developed with numerous commercial businesses that generate freight vehicle traffic. These commercial businesses are primarily located in three different areas:

- Strip commercial along the El Cajon Boulevard, considered to be the major commercial area within the community
- Small-scale, student-oriented retail development along College Avenue and Montezuma Road
- Commercial and medical offices along Alvarado Road adjacent to Interstate 8

With many small-scale businesses and shopping centers located along the southern edge of the community on El Cajon Boulevard, removed from Interstate 8 and Interstate 15, freight vehicles rely on El Cajon Boulevard, College Avenue, Montezuma Road, 70th Street, and other local roadways to move goods into and out of the community. While these roads are designed to accommodate such vehicles, freight vehicle traffic can generate noise and other emissions that impact nearby properties occupied by businesses, homes, schools, and other uses.

City of San Diego Municipal Code Chapter 8 Article 5 prohibits freight vehicles of a gross weight of two or more tons from utilizing specific street segments designated by appropriate signage. Because these restrictions are implemented through on-street signage rather than a centralized database, a comprehensive map of prohibited routes within the College Area CPU is not currently available at the time of this technical memorandum.

Transportation permits are also required for oversized loads defined by California Vehicle Code §15 and are prohibited ½ hour before and after sunset and peak commute hours between 7AM-9AM and 4PM-6PM. Near the College CPU study area, Interstate 8, Interstate 15, and State Route 94 are designated truck routes for the national network per the Surface Transportation Assistance Act (STAA).



Attachment A - College Area Community Public Facilities Financing Plan, and Planned Cross Sections

This table presents a cross-reference of transportation-related improvements identified in the College Area Community Public Facilities Financing Plan (PFFP). Each listed project has been evaluated against a set of criteria including applicable planning documents, statewide regulations, the City's General Plan Update, current best practices, and community input to assess whether the improvements remain feasible and appropriate for inclusion in the updated Community Plan.

It is important to note that many of the items listed in both the PFFP are described as “policy assumptions.” These types of projects typically represent best practices—such as installing missing sidewalks, implementing ADA-compliant curb ramps, or upgrading signal infrastructure. While these projects are assumed to be included in the Community Plan Update (CPU), they are not expected to significantly affect traffic operations or the modeling results presented in the Traffic Operations Analysis. Furthermore, many of these locations, particularly intersection-specific improvements, fall outside the defined study area. As such, the CPU assumes that these policy-based improvements will be implemented as funding becomes available, without requiring detailed modeling or operational analysis for each.

This cross-reference table reflects which projects have been incorporated into the planned network and provides additional notes clarifying the status and rationale for each item.

Source	Project Title	Description	Estimated Cost	Incorporated in Planned Network	Notes
PFFP	T-1: College Avenue Over I-8 Bridge and Approaches	This project provides for the widening of College Avenue at the I-8 bridge and approaches to a modified six-lane major street. This project also provides Class II bike lanes.	\$7,000,000	No	No improvements included due to jurisdiction by Caltrans and replacement by Kumeyaay Corridor CMCP recommendations.
PFFP	T-2: College Avenue and Canyon Crest Drive/Alvarado Road Intersection	This project provides for the improvements of the College Avenue/Canyon Crest Drive/Alvarado Road intersection, the realignment of Alvarado Road for approximately 1,600 feet east of College Avenue, and Class II bicycle lanes on College Avenue/Canyon Crest Drive.	\$4,650,000	Partial	Realignment not part of proposed plan; only minor updates (e.g., signal changes) are considered.
PFFP	T-3: Montezuma Road and Collwood Boulevard	This project will provide for the improvements of the Montezuma Road and Collwood Boulevard intersection within the existing right-of-way. These improvements include relocating the raised center median to provide dual left-turn lanes from westbound Montezuma Road to southbound Collwood Boulevard. The bike lane and restricted parking are retained.	\$1,100,000	No	Signal optimization is included for this intersection, but no major infrastructure changes.
PFFP	T-4: Traffic Signals – Various Locations	This project consists of the installation of traffic signals at the following locations: Hardy Avenue and Campanile Drive, Lindo Paseo and Campanile Drive, and 55th Street and Lindo Paseo. Hardy Avenue and Campanile Drive - \$275,000. Lindo Paseo and Campanile Drive - \$275,000. 55th Street and Lindo Paseo - \$110,000.	\$660,000	Partial	Signal installations at Lindo Paseo and Campanile Drive are included; other locations are not.
PFFP	T-5: Traffic Signal Interconnect	This project provides for the construction of various traffic signal subsystems throughout the community.	\$460,000	Yes	Corridor-wide signal coordination and optimization have been assumed as part of the implementation.
PFFP	T-6: El Cajon Boulevard from 68th to 69th Street	This project provides for the modification of the existing raised center median to create left-turn pockets in both directions at two intersections: two turn lanes at 68th Street and one turn lane at 69th Street.	\$90,000	No	This is not a study area intersection. Left turn is already provided at 67th Street & El Cajon Boulevard, as well as at 70th Street and El Cajon Boulevard. Thus these left-turn movements may not be necessary. Additional study or observation is recommended.

Source	Project Title	Description	Estimated Cost	Incorporated in Planned Network	Notes
PFFP	T-7: ADA Improvements	This project provides funding for American Disabilities Act (ADA) barrier removal and disability related citizens complaints in the community. Projects may include curb ramps, audible signals, and installation of sidewalks in conjunction with and adjacent to curb ramp improvements.	\$1,000,000	Yes	This is a global policy and thus it is included in the assumption.
PFFP	T-9: College Avenue from Lindo Paseo to Canyon Crest Drive	This project provides for widening of College Avenue from Lindo Paseo to Canyon Crest Drive intersection to a modified six lane major street. These improvements include right-of-way acquisition, existing structures removal and pedestrian bridge reconstruction. It also includes Class II bike lanes.	\$11,500,000	No	Due to limited right-of-way this recommended is not included.
PFFP	T-10: Alvarado Road Widening	This project will widen Alvarado Road to a three-lane collector (52' curb to curb) from 1600' east of College Avenue to 300' west of 70th Street with Class 3 bike lanes. This improvement requires additional right-of-way acquisition.	\$4,800,000	No	Due to limited right-of-way this recommended is not included.
PFFP	T-11: College Avenue at Montezuma Road and Lindo Paseo Intersections	This project will provide for the improvement of College Avenue at the Montezuma Road and Lindo Paseo intersections. These improvements include right-of-way acquisition, removal of existing structures/buildings, traffic signal modifications and relocating raised center median. These improvements will provide three through lanes, separate right-turn lanes on the north and south legs of College Avenue at both intersections. It also provides Class II bicycle lanes.	\$6,000,000	No	Due to limited right-of-way this recommended is not included.
PFFP	T-12: College Avenue and El Cajon Boulevard Intersection	This project will provide for the improvement of College Avenue at the Montezuma Road and Lindo Paseo intersections. These improvements include right-of-way acquisition, removal of existing structures/buildings, traffic signal modifications and relocating raised center median. These improvements will provide three through lanes, separate right-turn lanes on the north and south legs of College Avenue at both intersections. It also provides Class II bicycle lanes.	\$4,100,000	No	Due to limited right-of-way this recommended is not included.

Source	Project Title	Description	Estimated Cost	Incorporated in Planned Network	Notes
PFFP	T-13: El Cajon Boulevard at 70th Street Intersection	This project will provide for the improvements on El Cajon Boulevard at the 70th Street intersection. These improvements include widening, which requires additional right-of-way, and relocating the raised center median to provide a separate right-turn lane on the west and east legs, dual left-turn lanes on the west leg, and a single left-turn lane on the east leg. It also provides for Class II bicycle lanes.	\$1,600,000	No	Due to limited right-of-way this recommended is not included.
PFFP	T-14: El Cajon Boulevard from 54th Street to 58th Street	This project provides for the widening of El Cajon Boulevard to a modified four lane major street with Class 3 bike routes from 54th Street to 58th Street.	\$1,800,000	No	Due to limited right-of-way and the needs to provide for more efficient transit operation throughout El Cajon Boulevard, as well as the needs to provide an improve bicycle facility, this recommendation is not included.
PFFP	T-15: 70th Street at Alvarado Road and at I-8 Bridge	This project provided for a third northbound through lane on 70th Street from the I-8 bridge to south of the Alvarado Road intersection. These improvements included I-8 bridge widening and right-of-way acquisition at the southeast corner of 70th Street and Alvarado Road intersection.	\$1,700,000	No	Due to limited right-of-way this recommended is not included.
PFFP	T-16: 55th Street from Montezuma Road to Hardy Avenue	This project provided for the widening of 55th Street to a four-lane collector from Montezuma Road to Hardy Avenue. The widening required right-of-way acquisition and existing structure removal.	\$2,400,000	No	Due to limited right-of-way this recommended is not included.

Source	Project Title	Description	Estimated Cost	Incorporated in Planned Network	Notes
PFFP	T-17: Traffic Signal at Montezuma Road and Campanile Road	Modify Existing Traffic Signal at Montezuma Road and Campanile Drive Intersection (\$222,000 Total – \$115,000 Unfunded, \$107,000 TRANSNET). This project will improve College Avenue at the intersections with Montezuma Road and Lindo Paseo. The improvements include acquiring additional right-of-way, removing existing structures or buildings, modifying traffic signals, and relocating the raised center median. The project will provide three through lanes and separate right-turn lanes on the north and south legs of College Avenue at both intersections. It will also include the addition of Class II bicycle lanes.	\$222,000	No	Since the adoption of the PFFP, there has been extensive development in this area. Acquiring ROW is no longer feasible, thus this recommendation is not included.
PFFP	T-18: 55th Street and Montezuma Road Intersection Improvements	This project provided for the modification of the existing traffic signal and lane re-striping at the 55th Street and Montezuma Road intersection.	\$85,000	Partial	Signal optimization is included for this intersection, but no major infrastructure changes.
PFFP	T-19: Alvarado Road Approach to 70th Street	This project provided for the improvement of the westerly Alvarado Road approach to 70th Street. These improvements included right-of-way acquisition to provide a separate right-turn lane from eastbound Alvarado Road to southbound 70th Street.	\$885,000	No	Due to limited right-of-way this recommended is not included.
PFFP	T-20: Fairmount Avenue from Montezuma Road to I-8 Improvements	This project provided for widening Fairmount Avenue to six lanes from I-8 to Montezuma Road and widening ramps and the overpass to increase the capacity of the Montezuma Road/Fairmount Avenue interchange.	\$9,038,738	No	Due to limited right-of-way this recommended is not included. Additional study is recommended to determine the most optimum configuration that balance between transportation access and traffic calming needs.
PFFP	T-21: El Cajon Boulevard and Montezuma Road Intersection	This project provided for the construction of a left-turn lane from eastbound El Cajon Boulevard to northbound Montezuma Road within the existing right-of-way. It also provided for the modification of the existing traffic signal at the El Cajon Boulevard and Montezuma Road intersection.	\$150,000	No	Due to limited right-of-way this recommended is not included.

Source	Project Title	Description	Estimated Cost	Incorporated in Planned Network	Notes
PFFP	T-26: 55th Street from Hardy Avenue to Remington Road	This project provided for the widening of 55th Street to a four-lane collector from Hardy Avenue to Remington Road. The widening required right-of-way acquisition and existing structure removal. The installation of traffic signals at Hardy Avenue and Remington were not included with this project.	\$900,000	No	Due to limited right-of-way this recommended is not included.
PFFP	T-27: 55th Street and Remington Road: Traffic Signal	This project provided for the installation of a new traffic signal at 55th Street and Remington Road.	\$110,000	Yes	Completed - Intersection is signalized
PFFP	T-28: Mission Valley East LRT Extension	This project provided for the construction of the Mission Valley East Light Rail Transit Line. The SDSU segment, at a cost of \$94,000,000, includes a loop alignment through the SDSU campus.	\$94,000,000	Yes	Completed

Planned Cross Sections

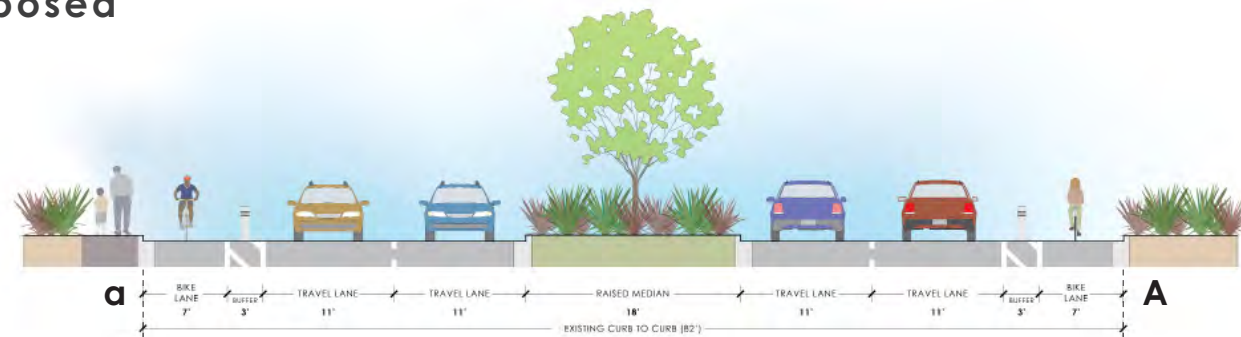
Note: The following are planning level cross-sections. Detailed cross-sections will be developed at the project level.

Montezuma Road

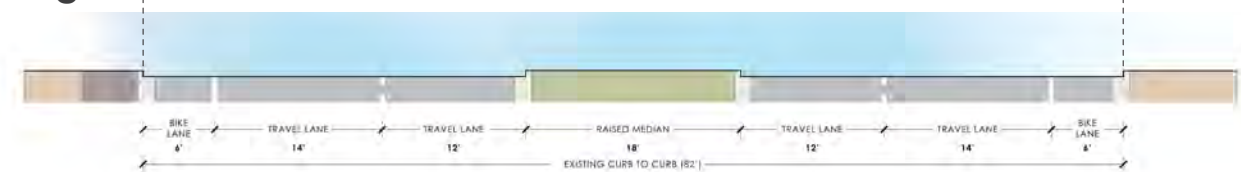


A. FAIRMOUNT AVE TO COLLWOOD BL

Proposed



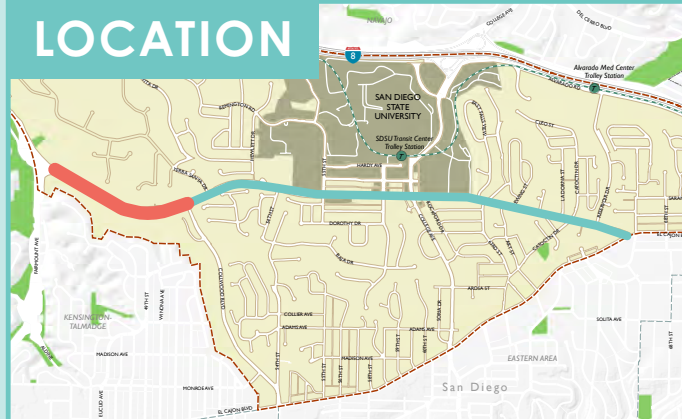
Existing



Proposed Roadway Features:

- Two general purpose travel lanes in each direction
- One-way cycle tracks in each direction

LOCATION

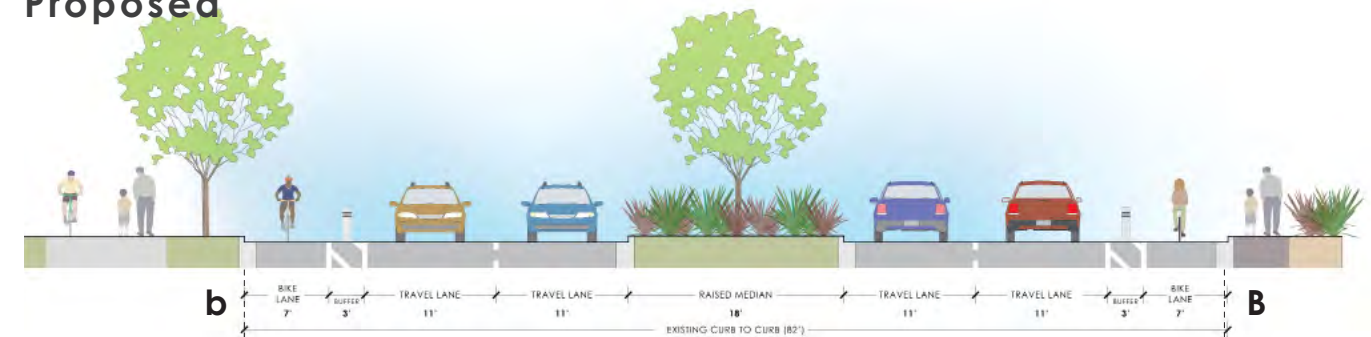


Roadway Modifications:

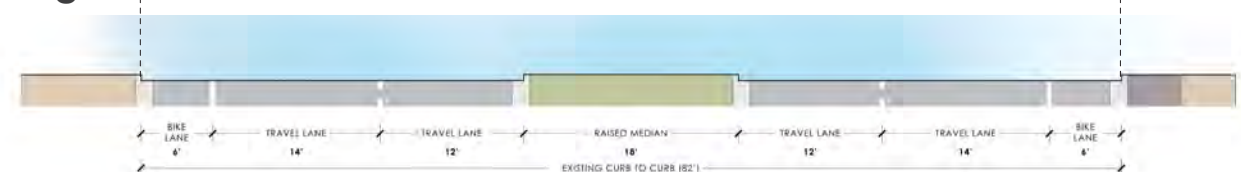
- Proposed reconfiguration would require:
 - Narrowing of existing travel lanes
 - Adding physical separation between the travel lane and bikeway
 - Transit signal priority

B. COLLWOOD BL TO 55TH ST

Proposed



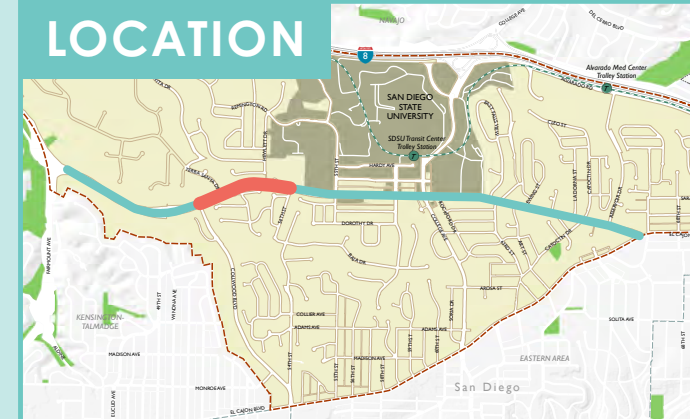
Existing



Proposed Roadway Features:

- Two general purpose travel lanes in each direction
- One-way cycle tracks in each direction

LOCATION



Roadway Modifications:

- Proposed reconfiguration would require:
 - Narrowing of existing travel lanes
 - Widening and retaining wall on the south side of the roadway
 - Adding physical separation between the travel lane and bikeway
 - Transit signal priority

Notes: Cross-sections shown are taken at most constrained or complex location within the segment limits. Cross-sections for the remainder of the segment are subject to vary. Dimensions shown are conceptual and used for feasibility assessment only. Landscaping depicted may require the formation of a Maintenance Assessment District (MAD). Lane colors are for illustrative purposes and do not necessarily indicate pavement marking color or pattern. Roadway modifications do not include all elements required which would be determined at the project level and consistent with the City's Street Design Manual.

Montezuma Road

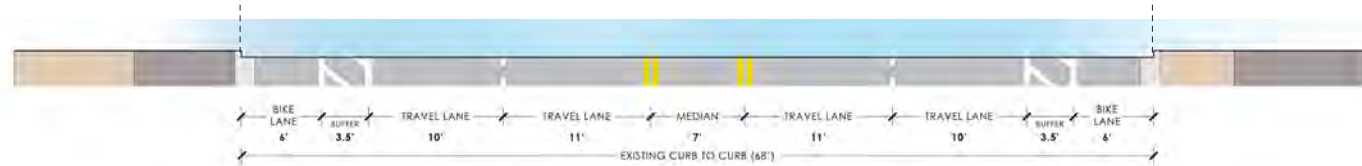


C. 55TH ST TO COLLEGE AVE

Proposed



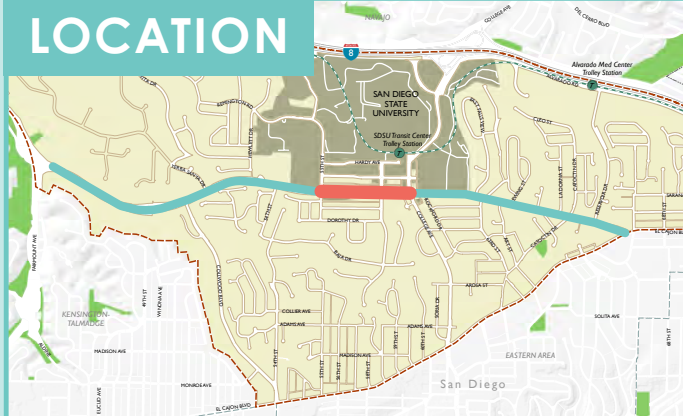
Existing



Proposed Roadway Features:

- Two general purpose travel lanes in each direction
- One-way cycle tracks in each direction

LOCATION



Roadway Modifications:

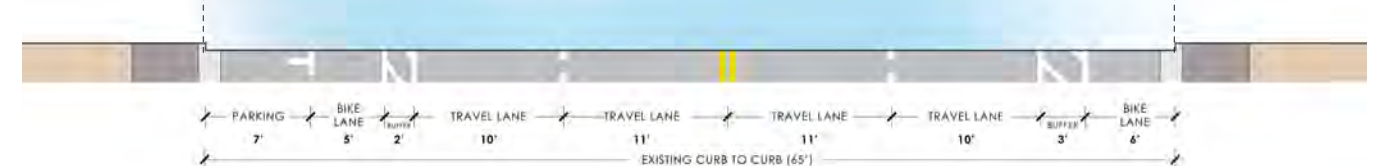
- Proposed reconfiguration would require:
 - Adjusting the widths of travel lanes and median
 - Adding physical separation between the travel lane and bikeway
 - Transit signal priority
- Corridor could also include expansion of right-of-way and public access Greenway (outside of the right of way) on each side of the roadway, through redevelopment

D. COLLEGE AVE TO EL CAJON BL

Proposed



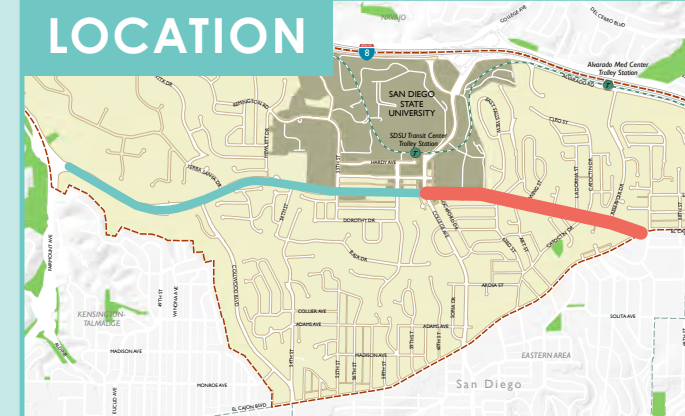
Existing



Proposed Roadway Features:

- One general purpose travel lane in each direction
- Center left-turn lane/ Raised median
- One-way cycle tracks in each direction
- Additional space outside of the right of way for potential Greenway

LOCATION



Roadway Modifications:

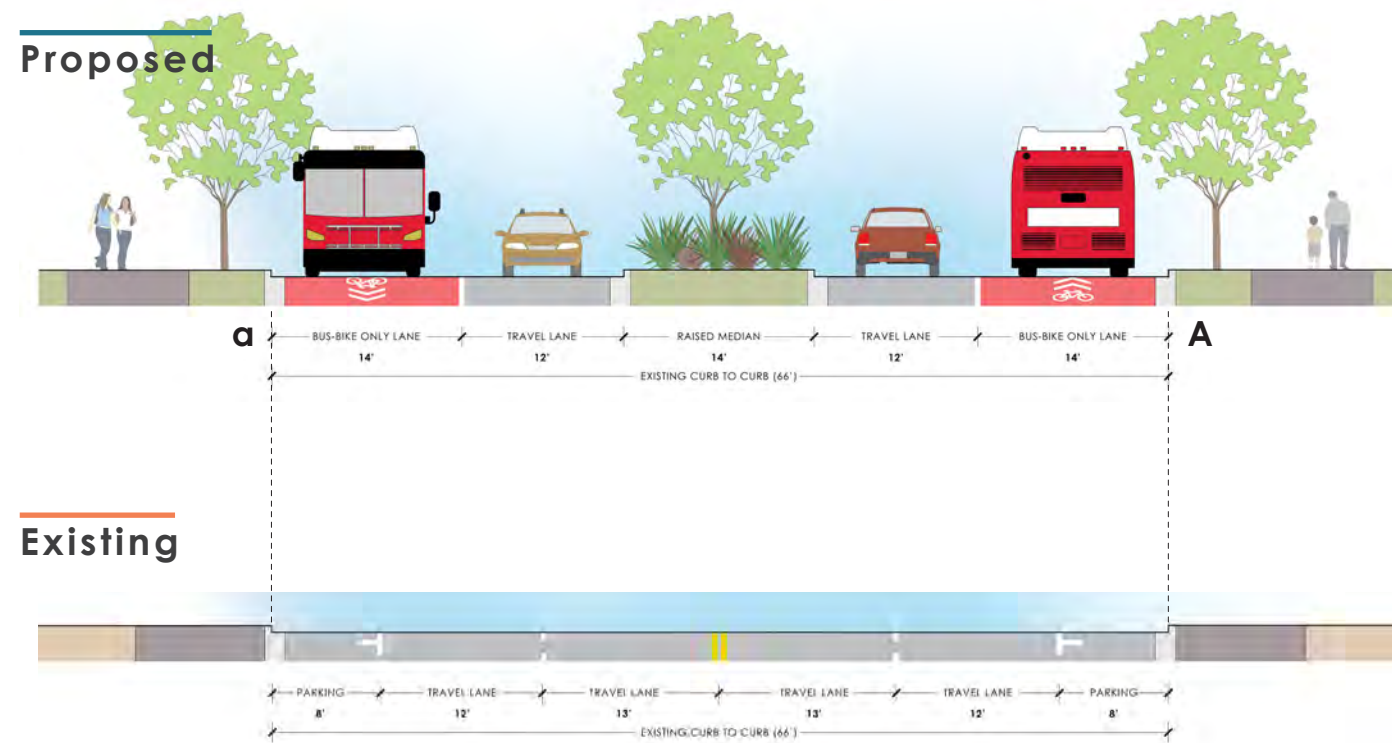
- Proposed reconfiguration would require:
 - Lane repurposing from 4 lanes to 3 lanes
 - Removal of on-street parking
 - Adding physical separation between the travel lane and bikeway
 - Transit signal priority
- Corridor could also include expansion of right-of-way and public access Greenway (outside of the right of way) on each side of the roadway, through redevelopment

Notes: Cross-sections shown are taken at most constrained or complex location within the segment limits. Cross-sections for the remainder of the segment are subject to vary. Dimensions shown are conceptual and used for feasibility assessment only. Landscaping depicted may require the formation of a Maintenance Assessment District (MAD). Lane colors are for illustrative purposes and do not necessarily indicate pavement marking color or pattern. Roadway modifications do not include all elements required which would be determined at the project level and consistent with the City's Street Design Manual.

El Cajon Boulevard



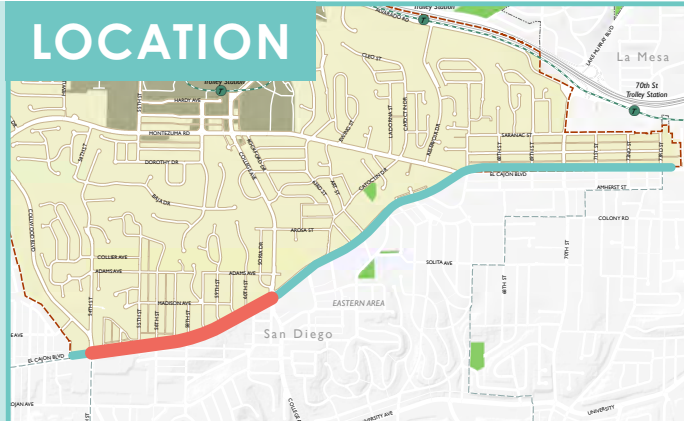
A. 54TH ST TO COLLEGE AVE



Proposed Roadway Features:

- One general purpose travel lane in each direction
- Raised median
- Bus-Bike Only lane in each direction

LOCATION



Roadway Modifications:

- Proposed reconfiguration would require:
 - Lane repurposing from 4 general purpose lanes to 2 general purpose lanes and 2 bus/bike lanes
 - Removal of on-street parking; to be determined at the project level
 - Transit signal priority
- Corridor could also include expansion of right-of-way and public access Greenway (outside of the right of way) on each side of the roadway, through redevelopment

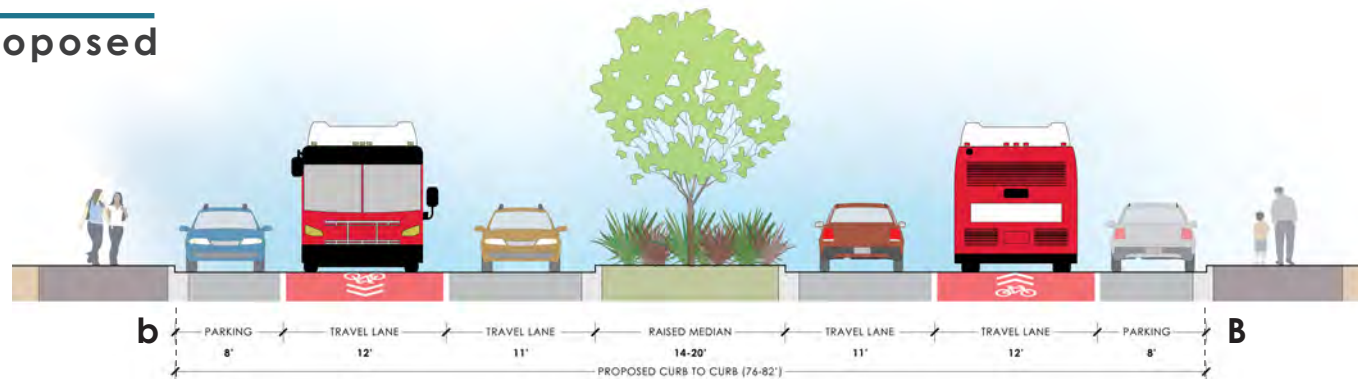
Notes: Cross-sections shown are taken at most constrained or complex location within the segment limits. Cross-sections for the remainder of the segment are subject to vary. Dimensions shown are conceptual and used for feasibility assessment only. Landscaping depicted may require the formation of a Maintenance Assessment District (MAD). Lane colors are for illustrative purposes and do not necessarily indicate pavement marking color or pattern. Roadway modifications do not include all elements required which would be determined at the project level and consistent with the City's Street Design Manual.

El Cajon Boulevard

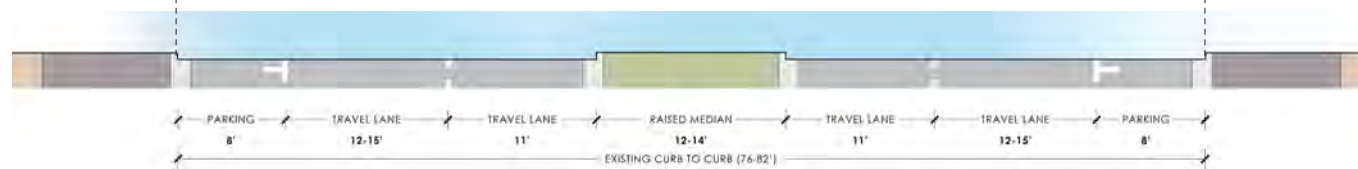


B. COLLEGE AVE TO MONTEZUMA RD

Proposed



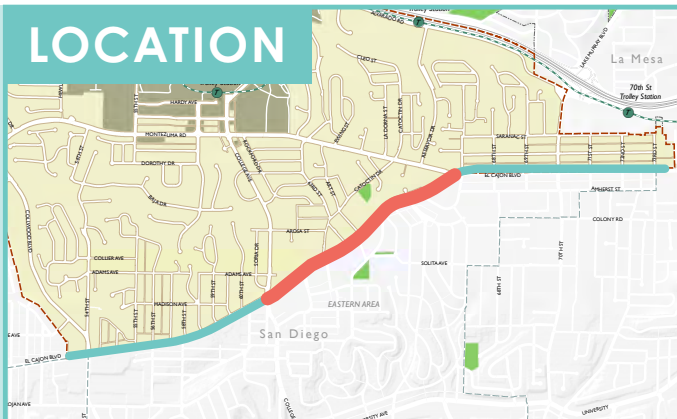
Existing



Proposed Roadway Features:

- One general purpose travel lane in each direction
- Raised median
- Bus-Bike Only lane in each direction
- Additional space outside of the curb for potential linear park or wider sidewalks

LOCATION



Roadway Modifications:

- Proposed reconfiguration would require:
 - Lane repurposing from 4 general purpose lanes to 2 general purpose lanes and 2 bus/bike lanes
 - Transit signal priority
- Corridor could also include expansion of right-of-way and public access Greenway (outside of the right of way) on each side of the roadway, through redevelopment

Notes: Cross-sections shown are taken at most constrained or complex location within the segment limits. Cross-sections for the remainder of the segment are subject to vary. Dimensions shown are conceptual and used for feasibility assessment only. Landscaping depicted may require the formation of a Maintenance Assessment District (MAD). Lane colors are for illustrative purposes and do not necessarily indicate pavement marking color or pattern. Roadway modifications do not include all elements required which would be determined at the project level and consistent with the City's Street Design Manual.

El Cajon Boulevard

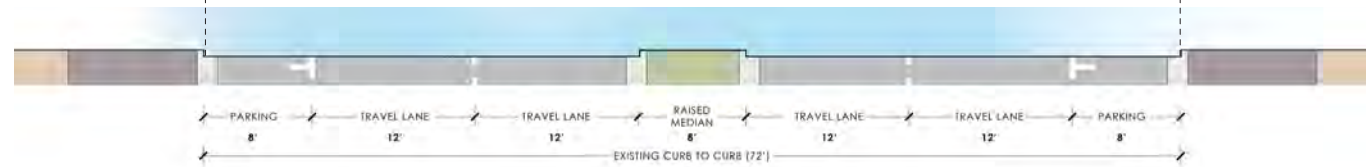


C. MONTEZUMA RD TO 73RD ST

Proposed



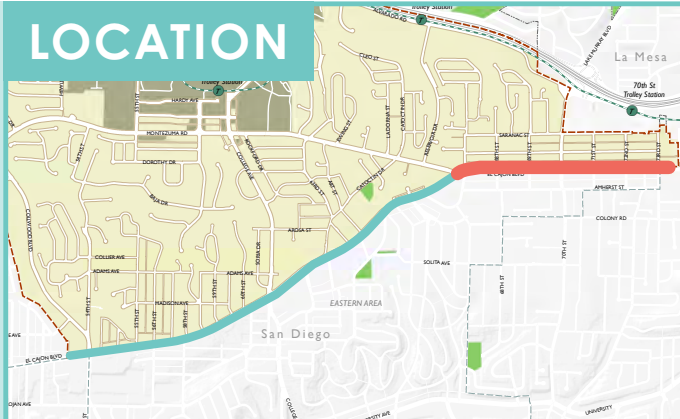
Existing



Proposed Roadway Features:

- One general purpose travel lanes in each direction
- Bus-Bike Only lane in each direction

LOCATION



Roadway Modifications:

- Proposed reconfiguration would require:
 - Narrowing of existing travel lanes
 - Lane re-purposing from 4 general purpose lanes to 2 general purpose lanes and 2 bus/bike lanes
 - Transit signal priority
- Corridor could also include expansion of right-of-way and public access Greenway (outside of the right of way) on each side of the roadway, through redevelopment

Notes: Cross-sections shown are taken at most constrained or complex location within the segment limits. Cross-sections for the remainder of the segment are subject to vary. Dimensions shown are conceptual and used for feasibility assessment only. Landscaping depicted may require the formation of a Maintenance Assessment District (MAD). Lane colors are for illustrative purposes and do not necessarily indicate pavement marking color or pattern. Roadway modifications do not include all elements required which would be determined at the project level and consistent with the City's Street Design Manual.

Collwood Boulevard/ 54th Street

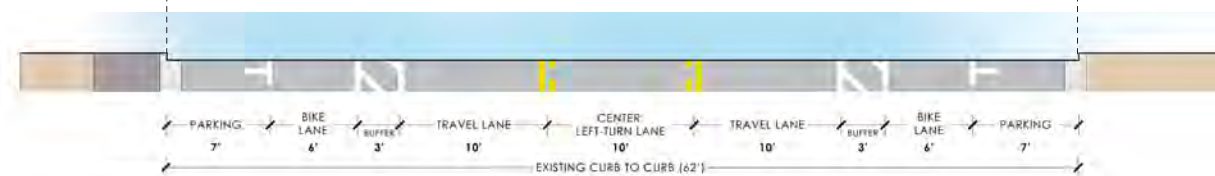


A. MONTEZUMA RD TO MONROE AVE

Proposed



Existing



Proposed Roadway Features:

- One general purpose travel lane in each direction, with two-way center left-turn lane
- One-way cycle tracks in each direction
- Parallel parking on west side

LOCATION



Roadway Modifications:

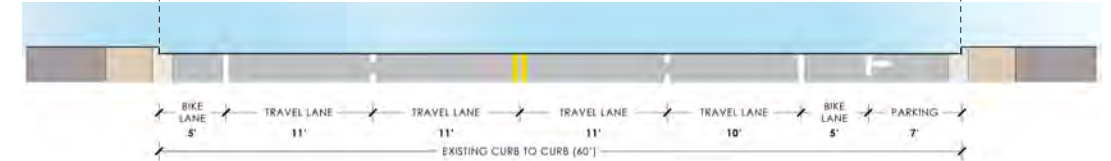
- Proposed reconfiguration would require:
 - Removal of on-street parking on east side of roadway
 - Construction of sidewalk on east side, near bus stops
 - Crossings with Rectangular Rapid Flashing Beacons (RRFB) or Hawk Beacon signals at locations next to bus stops
 - Adding physical separation between the travel lane and bikeway

B. MONROE AVE TO EL CAJON BL

Proposed



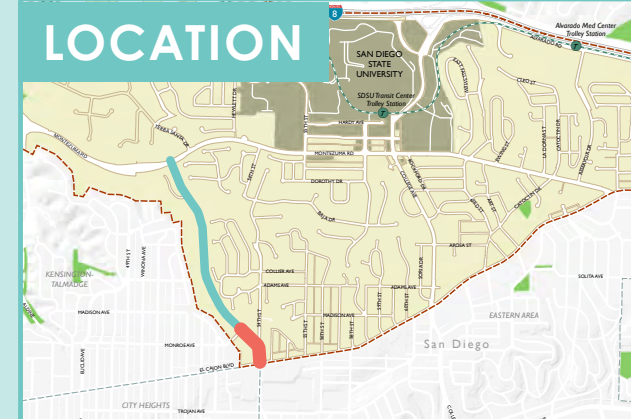
Existing



Proposed Roadway Features:

- Two general purpose travel lanes in each direction
- One-way cycle tracks in each direction
- Bike boxes at Collwood Rd northbound at Monroe Ave, and at 54th St southbound at El Cajon Bl

LOCATION



Roadway Modifications:

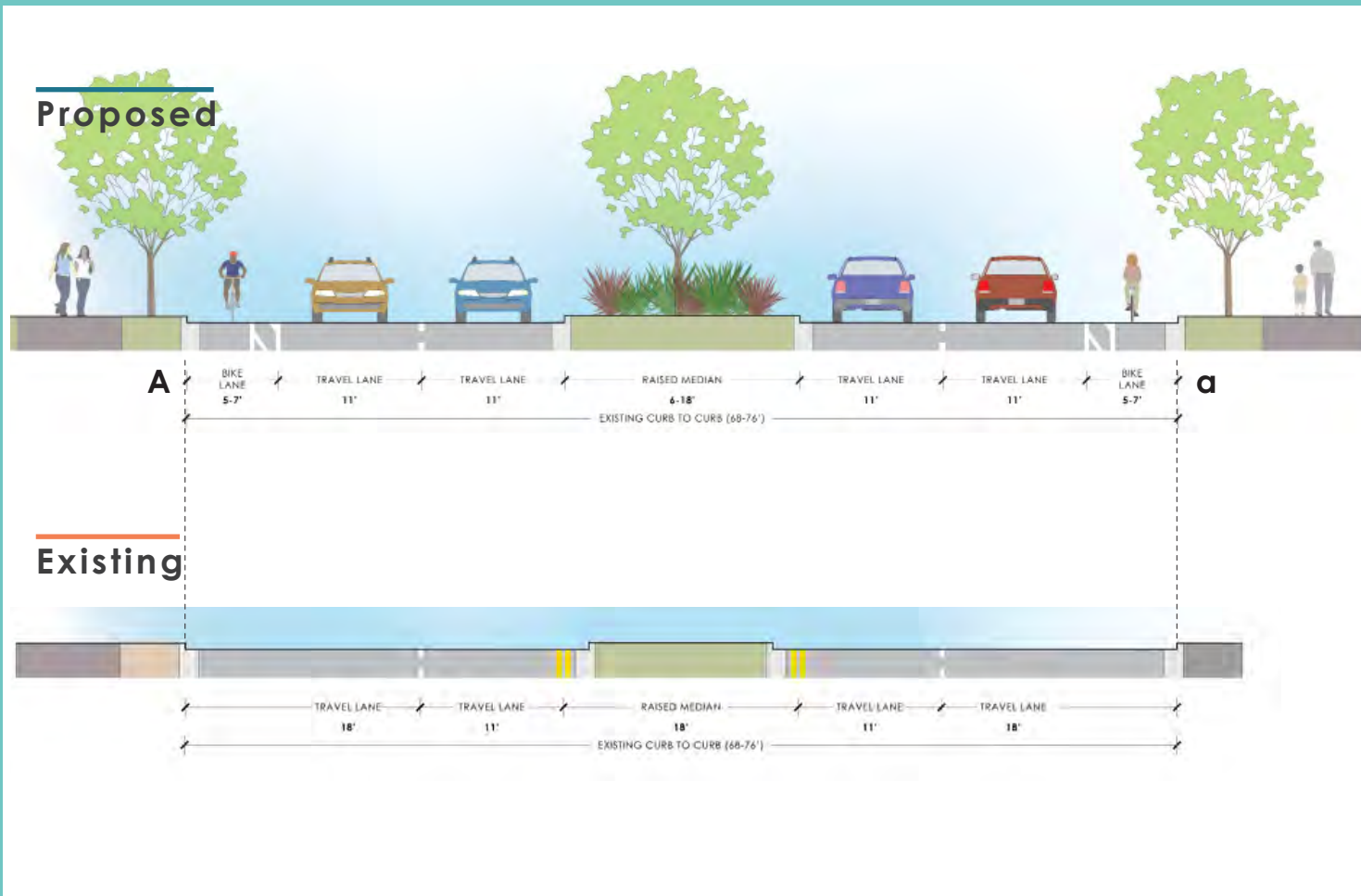
- Corridor could also include potential expansion of right-of-way on each side of roadway through redevelopment
- Roadway widening or right-of-way acquisition may be required to implement One-Way Class IV Cycle Tracks in each direction. Specific configuration is to be determined at the project level.

Notes: Cross-sections shown are taken at most constrained or complex location within the segment limits. Cross-sections for the remainder of the segment are subject to vary. Dimensions shown are conceptual and used for feasibility assessment only. Landscaping depicted may require the formation of a Maintenance Assessment District (MAD). Lane colors are for illustrative purposes and do not necessarily indicate pavement marking color or pattern. Roadway modifications do not include all elements required which would be determined at the project level and consistent with the City's Street Design Manual.

College Avenue



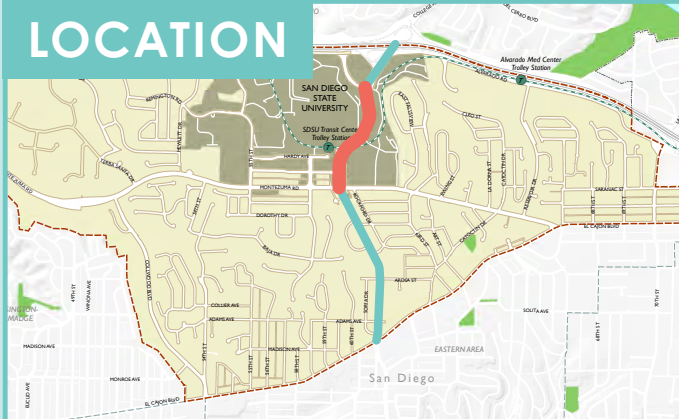
A. ALVARADO RD TO MONTEZUMA RD



Proposed Roadway Features:

- Two general purpose travel lanes in each direction
- One buffered bike lane in each direction

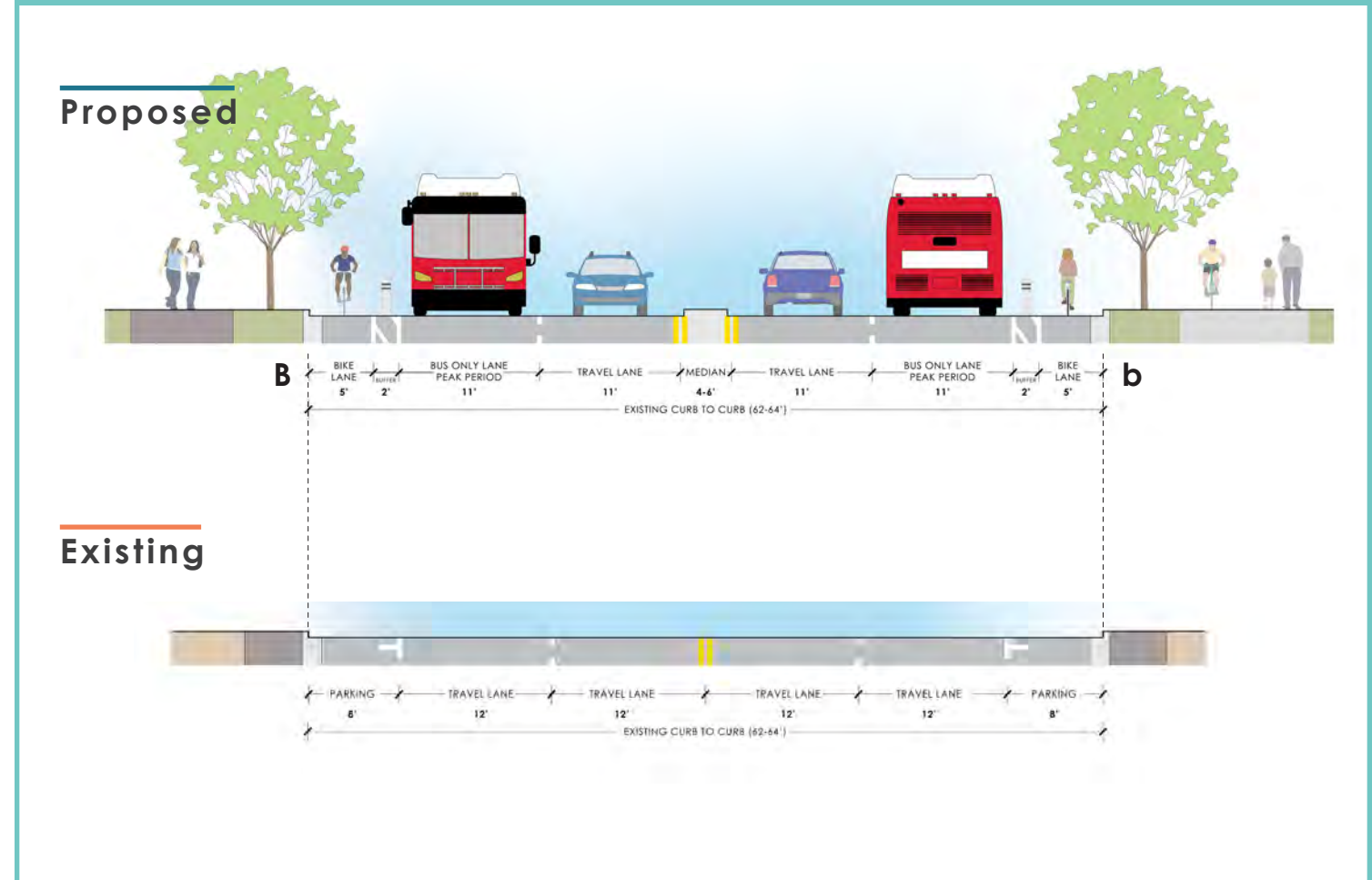
LOCATION



Roadway Modifications:

- Proposed reconfiguration would require:
 - Narrowing of existing travel lanes
 - Transit signal priority
- Corridor could also include potential expansion of right-of-way on the east side of roadway through redevelopment

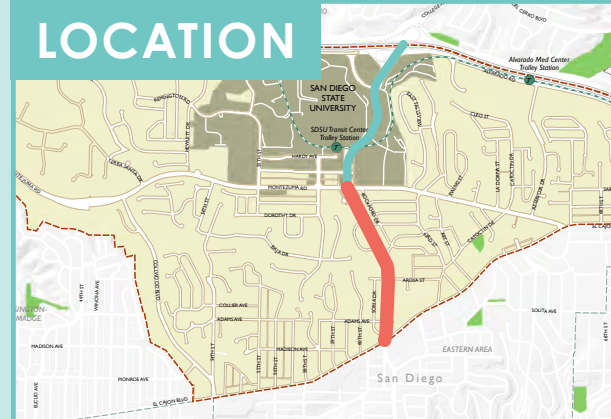
B. MONTEZUMA RD TO EL CAJON BL



Proposed Roadway Features:

- One general purpose travel lane in each direction
- One-way cycle tracks in each direction
- Bus Only lane in each direction
- Potential multi-use path

LOCATION



Roadway Modifications:

- Proposed reconfiguration would require:
 - Narrowing existing travel lanes
 - Adding physical separation between the travel lane and bikeway
 - Removal of on-street parking
 - Transit signal priority
- Corridor could also include expansion of right-of-way and public access Greenway (outside of the right of way) on each side of the roadway, through redevelopment

Notes: Cross-sections shown are taken at most constrained or complex location within the segment limits. Cross-sections for the remainder of the segment are subject to vary. Dimensions shown are conceptual and used for feasibility assessment only. Landscaping depicted may require the formation of a Maintenance Assessment District (MAD). Lane colors are for illustrative purposes and do not necessarily indicate pavement marking color or pattern. Roadway modifications do not include all elements required which would be determined at the project level and consistent with the City's Street Design Manual.

70th Street

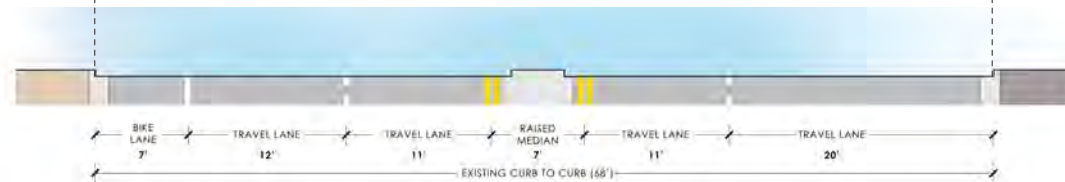


A. ALVARADO RD TO SARANAC ST

Proposed



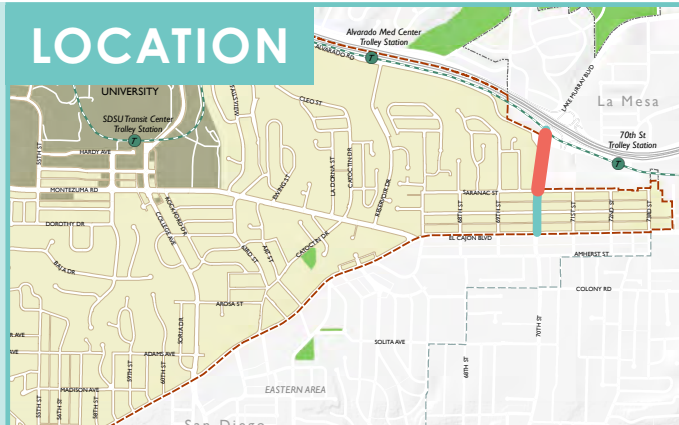
Existing



Proposed Roadway Features:

- Two general purpose travel lanes in each direction
- One-way cycle tracks in each direction

LOCATION



Roadway Modifications:

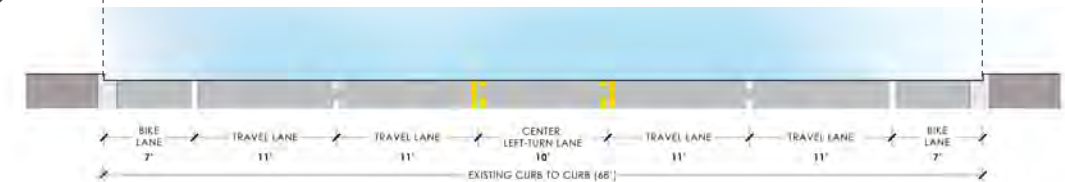
- Proposed reconfiguration would require:
 - Narrowing of existing travel lanes and median
 - Adding a northbound bike lane
 - Adding physical separation between the travel lane and bikeway
 - Construction of sidewalk on west side

B. SARANAC ST TO EL CAJON BL

Proposed



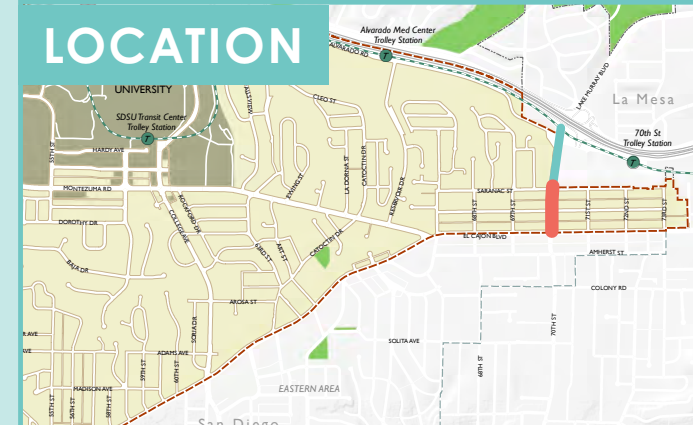
Existing



Proposed Roadway Features:

- Two general purpose travel lanes in each direction
- One-way cycle tracks in each direction

LOCATION



Roadway Modifications:

- Proposed reconfiguration would require:
 - Adding physical separation between the travel lane and bikeway
 - Corridor could also include potential expansion of right-of-way on each side of the roadway through redevelopment

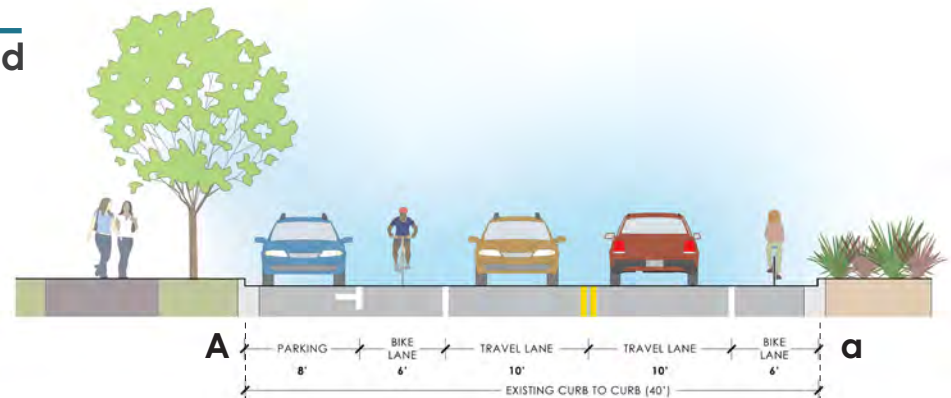
Notes: Cross-sections shown are taken at most constrained or complex location within the segment limits. Cross-sections for the remainder of the segment are subject to vary. Dimensions shown are conceptual and used for feasibility assessment only. Landscaping depicted may require the formation of a Maintenance Assessment District (MAD). Lane colors are for illustrative purposes and do not necessarily indicate pavement marking color or pattern. Roadway modifications do not include all elements required which would be determined at the project level and consistent with the City's Street Design Manual.

Alvarado Road

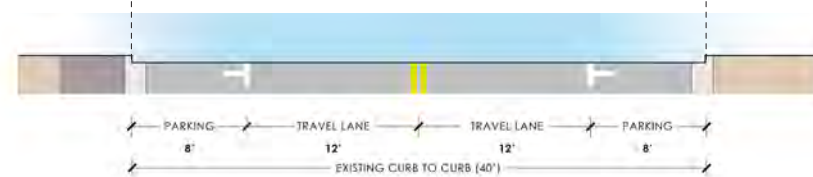


A. RESERVOIR DR TO 70TH ST

Proposed



Existing



Proposed Roadway Features:

- One general purpose travel lane in each direction
- One bike lane in each direction
- Parallel parking on one side to be determined at the project level

LOCATION



Roadway Modifications:

- Proposed reconfiguration would require:
 - Removal of on-street parking on one side of the street to be determined at the project level
 - Corridor could also include potential expansion of right-of-way on each side of the roadway through redevelopment

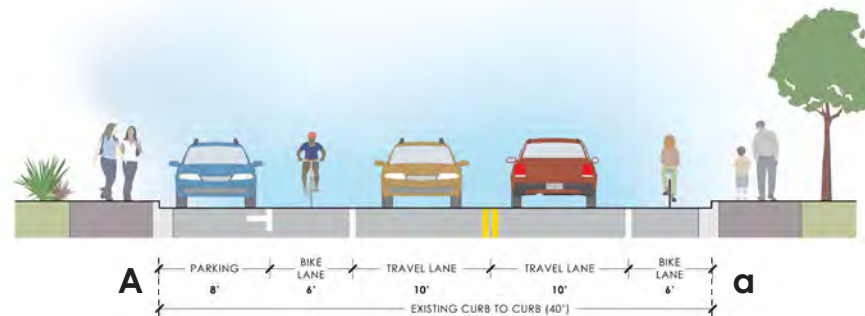
Notes: Cross-sections shown are taken at most constrained or complex location within the segment limits. Cross-sections for the remainder of the segment are subject to vary. Dimensions shown are conceptual and used for feasibility assessment only. Landscaping depicted may require the formation of a Maintenance Assessment District (MAD). Lane colors are for illustrative purposes and do not necessarily indicate pavement marking color or pattern. Roadway modifications do not include all elements required which would be determined at the project level and consistent with the City's Street Design Manual.

Reservoir Drive

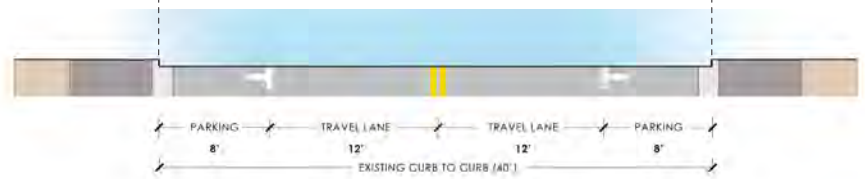


A. ALVARADO RD TO MONTEZUMA RD

Proposed



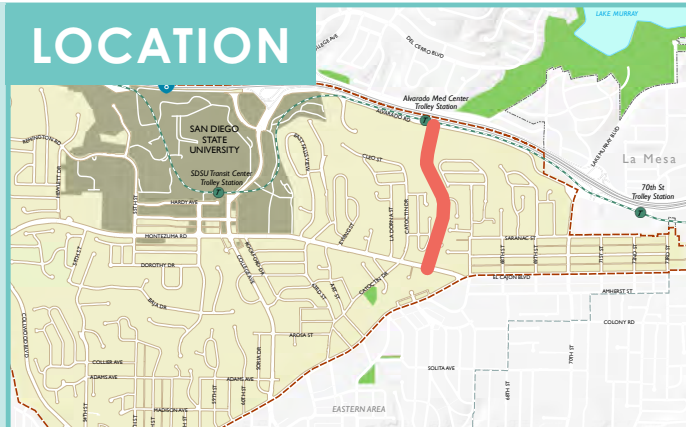
Existing



Proposed Roadway Features:

- One general purpose travel lane in each direction
- One bike lane in each direction
- Parallel parking on one side to be determined at the project level

LOCATION



Roadway Modifications:

- Proposed reconfiguration would require:
 - Removal of on-street parking on one side of the street to be determined at the project level

Notes: Cross-sections shown are taken at most constrained or complex location within the segment limits. Cross-sections for the remainder of the segment are subject to vary. Dimensions shown are conceptual and used for feasibility assessment only. Landscaping depicted may require the formation of a Maintenance Assessment District (MAD). Lane colors are for illustrative purposes and do not necessarily indicate pavement marking color or pattern. Roadway modifications do not include all elements required which would be determined at the project level and consistent with the City's Street Design Manual.