UPTOWN, NORTH PARK AND GOLDEN HILL CPU

Traffic Impact Study



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EXECUTIVE SUMMARY

This study, prepared by Kimley-Horn and Associates, Inc., evaluates the potential traffic-related impacts associated with the Uptown, North Park and Golden Hill Community Plan Updates (CPU). One preferred land use alternative was presented and analyzed as part of this study. The preferred land use alternative will be used to regulate and guide the strategic growth within the three communities. In addition to the land use alternative, a Mobility Element was prepared based on the existing roadway conditions, potential future transportation deficiencies and improvement recommendations based on an extensive input from the community stakeholders.

The analysis concluded that the land use for the **Uptown** community would have cumulative traffic related impact at the following locations:

Intersections

- Washington Street & Fourth Avenue
- Washington Street & Eighth Avenue/ SR-163 Off-Ramp
- Washington Street/ Normal Street & Campus Avenue/ Polk Avenue
- University Avenue & Sixth Avenue
- Elm Street & Sixth Avenue
- Cedar Street & Second Avenue

Segments

- First Avenue: Washington Street to University Avenue
- First Avenue: University Avenue to Robinson Avenue
- First Avenue: Robinson Avenue to Grape Street
- Fourth Avenue: Arbor Drive to Washington Street
- Fourth Avenue: Walnut Avenue to Laurel Street
- Fifth Avenue: Robinson Avenue to Walnut Avenue
- Sixth Avenue: Washington Street to University Avenue
- Sixth Avenue: University Avenue to Laurel Street
- Sixth Avenue: Laurel Street to Elm Street
- Ninth Avenue: Washington Street to University Avenue
- Campus Avenue/ Polk Avenue: Washington Street to Park Boulevard
- Cleveland Avenue: Tyler Street to Richmond Street
- Fort Stockton Drive: Sunset Boulevard to Goldfinch Street
- Grape Street: First Avenue to Third Avenue
- Grape Street: Third Avenue to Sixth Avenue
- Hawthorn Street: First Avenue to Third Avenue
- Hawthorn Street: Third Avenue to Sixth Avenue
- India Street: Washington Street to Winder Street
- India Street: Glenwood Drive to Sassafrass Street
- India Street: Sassafrass Street to Redwood Street
- Laurel Street: Columbia Street to Sixth Avenue
- Lincoln Avenue: Washington Street to Park Boulevard
- Park Boulevard: Mission Avenue to El Cajon Boulevard
- Park Boulevard: Robinson Avenue to Upas Street

- Richmond Street: Cleveland Avenue to Upas Street
- Robinson Avenue: First Avenue to Third Avenue
- Robinson Avenue: Third Avenue to Eighth Avenue
- San Diego Avenue: Hortensia Street to Pringle Street
- State Street: Laurel Street to Juniper Street
- University Avenue: Ibis Street to Fifth Avenue
- University Avenue: Sixth Avenue to Eighth Avenue
- University Avenue: Normal Street to Park Boulevard
- Washington Street: Fourth Avenue to Sixth Avenue
- Washington Street: Richmond Street to Normal Street

Freeway Mainline Segments

- I-5 NB: Old Town Avenue to Imperial Avenue
- I-5 SB: Old Town Avenue to Imperial Avenue
- I-8 WB: Hotel Circle (W) to SR-15
- I-8 EB: Hotel Circle (W) to SR-15
- SR-163 NB: I-8 to Robinson Avenue
- SR-163: SB: I-8 to I-5

Freeway Interchange Ramps

- Hancock St to I-5 SB
- Kettner Boulevard to I-5 SB
- Fifth Avenue to I-5 SB

Mitigation proposals for the impacted intersections and segments are provided in Chapter 5. In addition, it is noted that the following corridors would benefit from ITS technology:

- Sixth Avenue
- University Avenue
- Washington Street

The analysis concluded that the land use for the **North Park** community would have cumulative traffic related impact at the following locations:

Intersections

- Madison Avenue & Texas Street
- El Cajon Boulevard & 30th Street
- El Cajon Boulevard & I-805 SB Ramps
- University Avenue & 30th Street
- University Avenue, Wabash Avenue & I-805 NB Ramps
- North Park Way/ I-805 SB Ramps & Boundary Street/33rd Street
- Upas Street & 30th Street (W)

Segments

- 30th Street: Meade Avenue to El Cajon Boulevard
- 30th Street: Howard Avenue to University Avenue
- 30th Street: North Park Way to Upas Street
- 30th Street: Upas Street to Juniper Street
- 32nd Street: University Avenue to Upas Street
- Adams Avenue: Texas Street to 30th Street
- Boundary Street: University Avenue to North Park Way
- El Cajon Boulevard: 30th Street to I-805 Ramps

- Florida Street: El Cajon Boulevard to Upas Street
- Howard Avenue: Texas Street to 32nd Street
- Madison Avenue: Texas Street to Ohio Street
- Meade Avenue: Park Boulevard to Iowa Street
- Redwood Street: 28th Street to 30th Street
- Texas Street: Adams Avenue to El Cajon Boulevard
- Texas Street: Howard Avenue to University Avenue
- University Avenue: Park Boulevard to Florida Street
- University Avenue: Texas Street to 32nd Street
- University Avenue: 32nd Street to Boundary Street
- Upas Street: Alabama Street to Pershing Road
- Upas Street: Pershing Road to 30th Street
- Utah Street: Howard Avenue to Lincoln Avenue
- Utah Street: North Park Way to Upas Street

Freeway Mainline Segments

- SR15 NB: I-805 to SR-94
- SR-15 SB: I-805 to SR-94
- I-805 NB: I-8 to SR-15
- I-805 SB: I-8 to SR-15
- SR-163 NB: I-8 to Robinson Avenue
- SR-163: SB: I-8 to I-5

Mitigation proposals for the impacted intersections and segments are provided in Chapter 5. In addition, it is noted that the following corridors would benefit from ITS technology:

- University Avenue
- El Cajon Boulevard

The analysis concluded that the land use for the **Golden Hill** community would have cumulative traffic related impact at the following locations:

Intersections

- B Street & 17th Street/ I-5 SB Off-Ramp
- SR-94 WB Ramps & Broadway
- SR-94 WB Ramp & 28th Street
- SR-94 EB Ramp & 28th Street
- F Street & 25th Street
- G Street & 25th Street

Seaments

- 25th Street: Broadway to F Street
- 28th Street: Russ Boulevard to SR-94
- 30th Street: Grape Street to SR-94
- B Street: 25th Street to 28th Street
- C Street: 30th Street to 34th Street
- Fern Street: Juniper Street to A Street
- Grape Street: 30th Street to 31st Street

Freeway Mainline Segments

- SR-94 WB: 25th Street to SR-15
- SR-94 EB: 25th Street to SR-15

Mitigation proposals for the impacted intersections and segments are provided in Chapter 5.

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Appendix D Synchro Peak-Hour Intersection Analysis Sheets

Appendix E Ramp Meter Rates

Appendix F Post-Model Volume Adjustments

Appendix G Peak-Hour Volumes Forecast Worksheets

1 INTRODUCTION

The following traffic study has been prepared to determine and evaluate the traffic impacts associated with the Uptown, North Park and Golden Hill Community Plans Updates. This evaluation assesses the impacts of the proposed Land Use and Mobility Elements.

1.1 PROJECT DESCRIPTION

One preferred land use alternative was presented and analyzed as part of this study. The preferred land use alternative will be used to regulate and guide the strategic growth within the three communities. In addition to the land use alternative, a Mobility Element was prepared based on the existing roadway conditions, potential future transportation deficiencies and improvement recommendations based on an extensive input from the community stakeholders. **Figure 1-1** depicts the location of the Uptown, North Park, and Golden Hill Communities within the regional context. **Figure 1-2** shows the overall project boundary study area for the Community Plan Update and each individual community boundary. **Tables 1-1 through 1-7** show the trip generation comparison for base year 2008, adopted community plan, and proposed Land Use plan for each of the communities. **Figures 1-3, 1-4 and 1-5** illustrate the proposed Land Use for each community.

1.2 ANALYSIS SCENARIOS

A total of two scenarios were analyzed as part of the project, which are listed below:

Existing Conditions

1) Existing Conditions: Represents the traffic conditions of the existing street network.

Future Year Conditions

2) Future Year Conditions: Represents the traffic conditions of the street network assumed to be in place under Buildout conditions with the implementation of the land use changes per the Land Use Element of each plan.

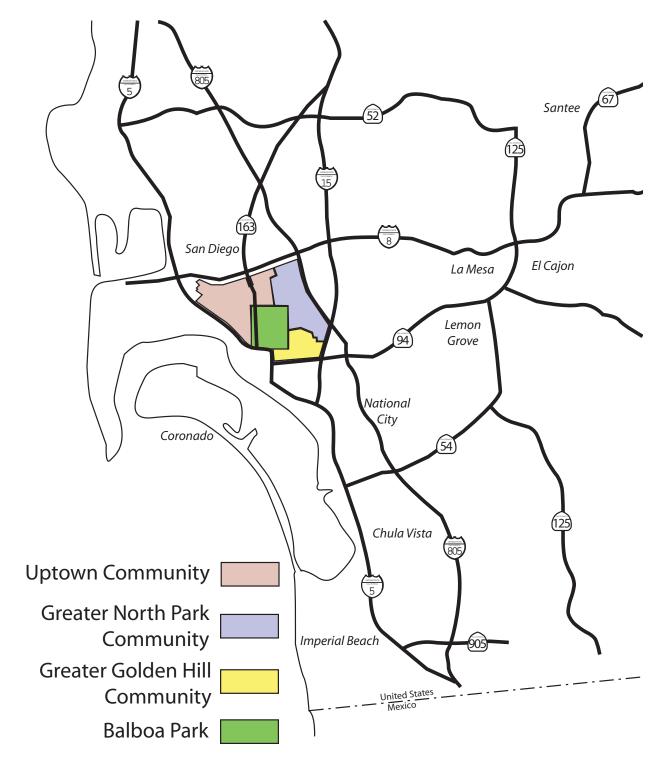


FIGURE 1-2

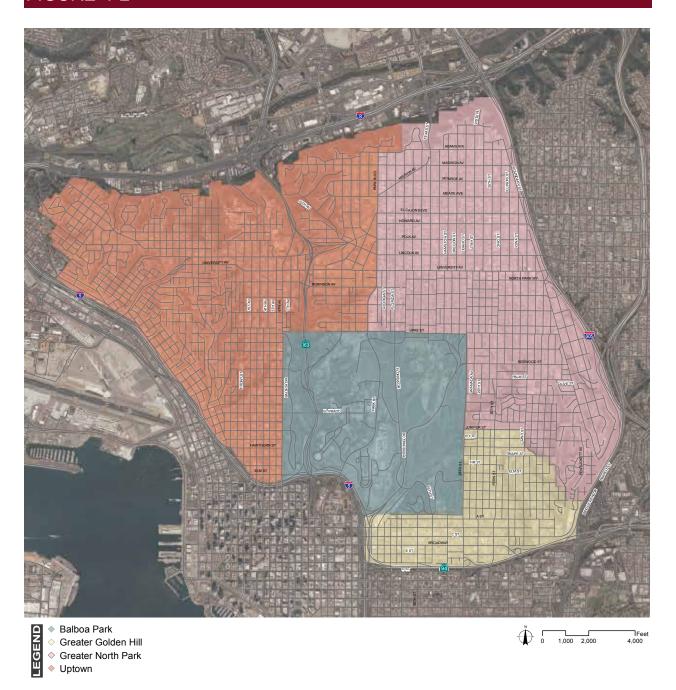


Table 1-1 Trip Generation Comparison: Uptown

Landline				Adopte	d	Proposed			
Land Use	Amou	nt	Vehicle	Amo	unt	Vehicle	Amou	nt	Vehicle
ACTIVE PARK (AC)	27.7	acre	1382	27.7	acre	1381	47.7	acre	2378
ARTERIAL COMMERCIAL	869.6	ksf	34620	791.2	ksf	31499	752.5	ksf	29954
AUTO DEALERSHIP (KSF)	6.9	ksf	346	0	ksf	0	0	ksf	0
AUTO RENTAL SERV (LS-KSF)	4.5	ls-ksf	57	0	ls-ksf	0	0	ls-ksf	0
AUTO REPAIR (KSF)	48.7	ksf	1007	12.5	ksf	257	12.5	ksf	257
Carwash (F service-site)	1.0	site	922	0	site	0	0	site	0
CHURCH (NO DAY-CARE KSF)	345.4	ksf	1724	343.1	ksf	1712	343.1	ksf	1712
CHURCH (W/DAY-CARE KSF)	114.3	ksf	1713	80.5	ksf	1207	80.5	ksf	1207
CHURCH (W/O DAYCARE-AC)	1.0	acre	32	1	acre	30	1	acre	30
COMMUNICATION OR UTILITY	3.0	ksf	8	2.9	ksf	7	2.9	ksf	7
COMMUNITY COMMERCIAL (KSF)	107.6	ksf	7513	1828.6	ksf	127713	1833.9	ksf	128093
CONVALESCENT/NURSING (BED)	23.0	bed	67	23	bed	67	23	bed	67
CONVALESCENT/NURSING(BED)	105.0	bed	304	104	bed	301	104	bed	301
CORPORATE HEADQTRS/SING(KSF)	19.9	ksf	199	0	ksf	0	0	ksf	0
DAY CARE/PRE-SCHOOL (STU)	70.0	stu	352	0	stu	0	0	stu	0
DMV (KSF)	15.5	ksf	2678	15.5	ksf	2678	15.5	ksf	2678
DRINKING PLACE (KSF)	20.3	ksf	2646	5.8	ksf	758	5.8	ksf	758
DRUG STORE (KSF)	58.7	ksf	5288	58.7	ksf	5288	58.7	ksf	5288
ELEMENTARY SCHOOL (STU)	2519.0	stu	7319	3062	stu	8897	3062	stu	8897
FINAN INST(W/O-DR/THR-KSF)	24.0	ksf	3392	24	ksf	3392	24	ksf	3392
FINANCIAL INST(W DR/THR-KSF)	49.0	ksf	9252	49	ksf	9252	49	ksf	9252
FIRE OR POLICE STATION	3.0	site	684	3	site	684	3	site	684
FURNITURE STORE (KSF)	56.5	ksf	340	8.1	ksf	49	8.1	ksf	49
GAS STA W MART/CARWASH(PUMP)	12.0	pump	1856	12	pump	1856	12	pump	1856

Table 1-2 Trip Generation Comparison: Uptown (cont.)

		2000			A .l*		Droposed			
Land Use	2008				Adopte		Proposed			
	Amou	nt	Vehicle	Amo	unt	Vehicle	Amou	ınt	Vehicle	
GAS STATION W FMART (PUMP)	52.0	pump	7782	52	pump	7782	52	pump	7782	
GOV'T OFFICE/CENTER(KSF)	11.1	ksf	341	0	ksf	0	0	ksf	0	
HIGH RISE OFFICE (KSF)	140.8	ksf	2255	140.8	ksf	2255	140.8	ksf	2255	
HIGH-RISE HOTEL (ROOM)	74.0	room	739	74	room	739	74	room	739	
HOSPITAL-GENERAL (KSF)	499.5	ksf	10308	499.5	ksf	10308	499.5	ksf	10308	
INACTIVE USE	438.9	0	0	413.5	0	0	408.5	0	0	
LIBRARY (KSF)	4.5	ksf	226	4.5	ksf	226	4.5	ksf	226	
LIGHT INDUSTRY (KSF)	1.2	ksf	18	0	ksf	0	0	ksf	0	
LOW-RISE HOTEL/MOTEL-ROOM	795.0	room	7145	146	room	1313	146	room	1313	
LR OFFICE (10.1k-20k-KSF)	439.6	ksf	11741	398.1	ksf	11535	398.1	ksf	10633	
LR OFFICE (20.1k-35k-KSF)	321.7	ksf	7431	321.7	ksf	7431	321.7	ksf	7431	
LR OFFICE (35.1K-75K KSF)	158.3	ksf	3291	158.3	ksf	3291	158.3	ksf	3291	
LR OFFICE (50.1k-75k-KSF)	163.8	ksf	3102	111.8	ksf	2117	111.8	ksf	2117	
LR OFFICE (5K-10K KSF)	383.9	ksf	12142	123.1	ksf	3715	93.1	ksf	2944	
LR OFFICE (U 5K KSF)	474.3	ksf	18513	96.4	ksf	3715	90.1	ksf	3517	
MARKET OPEN 16HR/DAY (KSF)	5.6	ksf	2811	5.6	ksf	2811	5.6	ksf	2811	
MARKET OPEN 24HR/DAY (KSF)	4.8	ksf	3360	4.8	ksf	3360	4.8	ksf	3360	
MEDICAL OFFICE (KSF)	206.8	ksf	10661	236.1	ksf	12178	294.1	ksf	14911	
MONASTERY (ksf)	3.6	ksf	5	0	ksf	0	0	ksf	0	
MOVIE THEATER (KSF)	15.6	ksf	1218	15.6	ksf	1218	15.6	ksf	1218	
MULTI-FAMILY (O 20DU/AC)	14329.0	du	86510	28504	du	172097	26379	du	159265	
MULTI-FAMILY (U 20DU/AC)	549.0	du	4392	466	du	3728	473	du	3784	
NEIGHBORHOOD COMM (KSF)	65.4	ksf	7838	39.4	ksf	4718	39.4	ksf	4718	
NURSERY (KSF)	5.3	ksf	211	4.5	ksf	178	4.5	ksf	178	
OTHER CHILD SCHOOL(KSF)	13.4	ksf	519	13.4	ksf	519	13.4	ksf	519	

Table 1-3 Trip Generation Comparison: Uptown (cont.)

Land Use 2008					Adopte	d	Proposed		
Lanu Ose	Amou	nt	Vehicle	Amo	Amount		Amount		Vehicle
OTHER GROUP QUARTERS	4.3	acre	13	1	acre	3	1	acre	3
OTHER GROUP QUARTERS (DU)	1.0	du	4	0	du	0	0	du	0
OTHER HEALTH CARE (KSF)	603.3	ksf	30192	541.7	ksf	27109	541.7	ksf	27109
OTHER PUBLIC SERVICE	0.7	ksf	208	0	ksf	0	0	ksf	0
OTHER RECREATION-LOW	2.9	ksf	13	2.4	ksf	11	0	ksf	0
OTHER RETAIL COMM. (KSF)	52.5	ksf	2090	8.2	ksf	326	8.2	ksf	326
OTHER SCHOOL (STU)	125.0	stu	361	125	stu	361	125	stu	361
OTHER UNIV./COLLEGE (KSF)	850.0	ksf	1382	0	ksf	0	0	ksf	0
PARKING	28.5	acre	0	9.3	acre	0	3.4	acre	0
POST OFFICE W/MAIL DROP(KSF)	15.9	ksf	4783	15.9	ksf	4783	15.9	ksf	4783
RBALL/TENNIS/HEALTH(KSF)	18.0	ksf	703	18	ksf	703	18	ksf	703
RESTAURANT (FAST-FOOD KSF)	22.2	ksf	15627	22.2	ksf	15627	22.2	ksf	15627
RESTAURANT (SIT-DOWN KSF)	127.8	ksf	16644	103.7	ksf	13506	103.7	ksf	13506
RESTUARANT (QUALITY-KSF)	195.7	ksf	19593	183.1	ksf	18337	168.1	ksf	16837
RETIREMENT/SENIOR HOME (DU)	0.0	du	0	84	du	336	84	du	336
RETIREMENT/SENIOR HOME(DU)	140.0	du	560	154	du	616	154	du	616
RIGHT-OF-WAY	756.9	ksf	0	732.1	ksf	0	740	ksf	0
SCHOOL DISTRICT OFF (ksf)	139.9	ksf	4387	139.9	ksf	4387	139.9	ksf	4387
SINGLE FAMILY (DETACHED)	4762.0	du	42536	4252	du	37981	4284	du	38264
SINGLE-MULTI UNIT	2770.0	du	22039	1286	du	10234	1155	du	9193
SPECIALTY COMMERCIAL(KSF)	46.5	ksf	1822	2.5	ksf	100	19	ksf	1656
SPORT FACILITY-IN (AC)	0.2	acre	7	0	acre	0	0	acre	0
SUPERMARKET (KSF)	63.8	ksf	9597	19.3	ksf	2905	19.3	ksf	2905
UCSD Hospital (ksf)	183.9	ksf	3659	183.9	ksf	3659	368	ksf	7320
UNDER CONTRUCTION	2.4	acre	11	0	acre	0	0	acre	0
WAREHOUSING (KSF)	18.5	ksf	93	0	ksf	0	0	ksf	0
Grand Total			462584			593246			584112

 Table 1-4 Trip Generation Comparison: North Park

Amount Vehicle Amount Vehicle Amount Vehicle Amount Vehicle Active Park (AC) 15.5 acre 773 15.5 acre 773 15.5 acre 773 16 acre 773 acre 774 acre 775 acr			2008			Adopted		Proposed			
ARTERIAL COMMERCIAL (KSF)	Land Use	Amount		Vehicle	Am	•	Vehicle		-	Vehicle	
ARTERIAL COMMERCIAL (KSF)	ACTIVE PARK (AC)			773						798	
AUTO DEALERSHIP (KSF) 32.3 ksf 1621 0.6 ksf 30 0.6 ksf AUTO PART SALE (KSF) 18.7 ksf 1198 0 ksf 0 0 0 ksf AUTO RENTAL SERV (LS-KSF) 18.7 ksf 1198 0 ksf 0 0 0 ksf AUTO RENTAL SERV (LS-KSF) 2.8 ls-ksf 36 0 ls-ksf 0 0 ls-ksf AUTO REPAIR (KSF) 82.6 ksf 1703 14.4 ksf 296 14.4 ksf 296 14.4 ksf STALL) 8 stalls 797 0 stalls 0 0 stalls CASINO (ksf) 0.3 ksf 3 0 ksf 0 0 ksf 0 0 ksf CHURCH (NO DAY-CARE KSF) 358.2 ksf 1791 358.2 ksf 17	ARTERIAL COMMERCIAL										
AUTO PART SALE (KSF)	(KSF)	1163.9	ksf	46126	608.3	ksf	24213	608.3	ksf	24213	
AUTO RENTAL SERV (LS-KSF) 2.8	AUTO DEALERSHIP (KSF)	32.3	ksf	1621	0.6	ksf	30	0.6	ksf	30	
AUTO REPAIR (KSF)	AUTO PART SALE (KSF)	18.7	ksf	1198	0	ksf	0	0	ksf	0	
CAR-WASH (SELF-WASH STALL) 8 stalls 797 0 stalls 0 0 stalls CASINO (ksf) 0.3 ksf 3 0 ksf 0 0 ksf CHURCH (NO DAY-CARE KSF) 358.2 ksf 1791 358.2 ksf 1791 358.2 ksf 1 CLINIC (KSF) 0 ksf 0 1 ksf 33 1 ksf 1 COMMUNICATION OR UTILITY 1 acre 3 1 acre 2 1 acre 1 acre 2 1 acre 2 1 acre COMMUNITY COMMERCIAL (KSF) 12.6 ksf 879 637.5 ksf 44531 613.8 ksf 4 CONVALESCENT/NURSING (BED) 12 bed 35 12 bed 35 12 bed 35 12 bed 10 12 bed 35 12 bed 35 12 bed 35 12	AUTO RENTAL SERV (LS-KSF)	2.8	ls-ksf	36	0	ls-ksf	0	0	ls-ksf	0	
STALL) 8 stalls 797 0 stalls 0 0 stalls CASINO (ksf) 0.3 ksf 3 0 ksf 0 0 ksf CHURCH (NO DAY-CARE KSF) 358.2 ksf 1791 358.2 ksf 1791 358.2 ksf 1 CLINIC (KSF) 0 ksf 0 1 ksf 33 1 ksf 1 COMMUNICATION OR UTILITY 1 acre 3 1 acre 2 1 acre 2 1 acre 1 acre 2	AUTO REPAIR (KSF)	82.6	ksf	1703	14.4	ksf	296	14.4	ksf	296	
CASINO (ksf) 0.3 ksf 3 0 ksf 0 0 ksf 1791 358.2 ksf 1897 44531 613.8 ksf 44531 613.8	CAR-WASH (SELF-WASH										
CHURCH (NO DAY-CARE KSF) 358.2 ksf 1791 358.2 ksf 1791 358.2 ksf 1 CLINIC (KSF) 0 ksf 0 1 ksf 33 1 ksf 1 COMMUNICATION OR UTILITY 1 acre 3 1 acre 2 1 acre 1 COMMUNITY COMMERCIAL (KSF) 12.6 ksf 879 637.5 ksf 44531 613.8 ksf 4 CONVALESCENT/NURSING (BED) 12 bed 35 12 bed 35 12 bed 1 DAY CARE/PRE-SCHOOL (STU) 250 stu 1259 250 s	STALL)	8	stalls	797	0	stalls	0	0	stalls	0	
CLINIC (KSF)	CASINO (ksf)	0.3	ksf	3	0	ksf	0	0	ksf	0	
COMMUNICATION OR UTILITY 1	CHURCH (NO DAY-CARE KSF)	358.2	ksf	1791	358.2	ksf	1791	358.2	ksf	1791	
UTILITY	, ,	0	ksf	0	1	ksf	33	1	ksf	33	
COMMUNITY COMMERCIAL (KSF) 12.6 ksf 879 637.5 ksf 44531 613.8 ksf 4 CONVALESCENT/NURSING (BED) 12 bed 35 12 bed 35 12 bed DAY CARE/PRE-SCHOOL (STU) 250 stu 1259 250 stu 1259 250 stu 1 DRINKING PLACE (KSF) 29.6 ksf 3838 10.7 ksf 1384 10.7 ksf 1 DRUG STORE (KSF) 37.7 ksf 3397 37.7 ksf 3397 37.7 ksf 3 ELEMENTARY SCHOOL (STU) 1282 stu 3725 1897 stu 5512 1897 stu 5 FINAN INST(W/O-DR/THR-KSF) 20.3 ksf 2870		_		[]		_		l . ¯			
(KSF) 12.6 ksf 879 637.5 ksf 44531 613.8 ksf 4 CONVALESCENT/NURSING (BED) 12 bed 35 12 bed 35 12 bed Ded Ded Ded 35 12 bed Ded		1	acre	3	1	acre	2	1	acre	2	
CONVALESCENT/NURSING (BED) 12 bed 35 12 bed 35 12 bed DAY CARE/PRE-SCHOOL (STU) 250 stu 1259 250 stu 1259 250 stu 1259 DRINKING PLACE (KSF) 29.6 ksf 3838 10.7 ksf 1384 10.7 ksf 1 DRUG STORE (KSF) 37.7 ksf 3397 37.7 ksf 3397 37.7 ksf 3397 37.7 ksf 3 ELEMENTARY SCHOOL (STU) FINAN INST(W/O-DR/THR-KSF) 20.3 ksf 2870		12.6	ksf	879	637 5	ksf	44531	613.8	ksf	42876	
DAY CARE/PRE-SCHOOL (STU) 250 stu 1259 250 stu 1259 250 stu 1 DRINKING PLACE (KSF) 29.6 ksf 3838 10.7 ksf 1384 10.7 ksf 1 DRUG STORE (KSF) 37.7 ksf 3397 37.7 ksf 3397 37.7 ksf 3397 37.7 ksf 2 ELEMENTARY SCHOOL (STU) FINAN INST(W/O-DR/THR-KSF) 20.3 ksf 2870 20.3 ksf 2870 20.3 ksf 2870 20.3 ksf 2870 20.3 ksf 2 FINANCIAL INST(W DR/THR-KSF) 11.7 ksf 2207 11.7 ksf 2207 11.7 ksf 2 FIRE OR POLICE STATION 0 site 0 1 site 228 1 site FURNITURE STORE (KSF) 47.1 ksf 283 2 ksf 12 2 ksf GAS STATION W FMART (PUMP) 56 pump 8379 56 pump 8379 56 pump 8	, ,	12.0	KSI	073	037.3	KSI	44331	013.0	KSI	42070	
(STU) 250 stu 1259 250 stu 1259 250 stu 1259 250 stu 1 <td< td=""><td>(BED)</td><td>12</td><td>bed</td><td>35</td><td>12</td><td>bed</td><td>35</td><td>12</td><td>bed</td><td>35</td></td<>	(BED)	12	bed	35	12	bed	35	12	bed	35	
DRUG STORE (KSF) 37.7 ksf 3397 37.7 ksf 3397 37.7 ksf 3 ELEMENTARY SCHOOL (STU) 1282 stu 3725 1897 stu 5512 1897 stu 5 FINAN INST(W/O-DR/THR-KSF) 20.3 ksf 2870 20.3 ksf 2870 20.3 ksf 2 FINANCIAL INST(W DR/THR-KSF) 11.7 ksf 2207 11.7 ksf 2207 11.7 ksf 2 FIRE OR POLICE STATION 0 site 0 1 site 228 1 site FURNITURE STORE (KSF) 47.1 ksf 283 2 ksf 12 2 ksf GAS STATION W FMART (PUMP) 56 pump 8379 56 pump 8379 56 pump 8	. ,	250	stu	1259	250	stu	1259	250	stu	1259	
ELEMENTARY SCHOOL (STU) 1282 stu 3725 1897 stu 5512 1897 stu 5 FINAN INST(W/O-DR/THR-KSF) 20.3 ksf 2870 20.3 ksf 2870 20.3 ksf 2 FINANCIAL INST(W DR/THR-KSF) 11.7 ksf 2207 11.7 ksf 2207 11.7 ksf 2 FIRE OR POLICE STATION 0 site 0 1 site 228 1 site FURNITURE STORE (KSF) 47.1 ksf 283 2 ksf 12 2 ksf GAS STATION W FMART (PUMP) 56 pump 8379 56 pump 8379 56 pump 8	DRINKING PLACE (KSF)	29.6	ksf	3838	10.7	ksf	1384	10.7	ksf	1384	
ELEMENTARY SCHOOL (STU) 1282 stu 3725 1897 stu 5512 1897 stu 5 FINAN INST(W/O-DR/THR-KSF) 20.3 ksf 2870 20.3 ksf 2870 20.3 ksf 2 FINANCIAL INST(W DR/THR-KSF) 11.7 ksf 2207 11.7 ksf 2207 11.7 ksf 2 FIRE OR POLICE STATION 0 site 0 1 site 228 1 site FURNITURE STORE (KSF) 47.1 ksf 283 2 ksf 12 2 ksf GAS STATION W FMART (PUMP) 56 pump 8379 56 pump 8379 56 pump 8	DRUG STORE (KSF)	37.7	ksf	3397	37.7	ksf	3397	37.7	ksf	3397	
FINAN INST(W/O-DR/THR- KSF) 20.3 ksf 2870 20.3 ksf 2870 20.3 ksf 2 FINANCIAL INST(W DR/THR- KSF) 11.7 ksf 2207 11.7 ksf 2207 11.7 ksf 2 FIRE OR POLICE STATION 0 site 0 1 site 228 1 site 5 FURNITURE STORE (KSF) 47.1 ksf 283 2 ksf 12 2 ksf 3 GAS STATION W FMART (PUMP) 56 pump 8379 56 pump 8379 56 pump 8											
KSF) 20.3 ksf 2870 20.3 ksf 2870 20.3 ksf 2 FINANCIAL INST(W DR/THR-KSF) 11.7 ksf 2207 11.7 ksf 2207 11.7 ksf 2 FIRE OR POLICE STATION 0 site 0 1 site 228 1 site 1 FURNITURE STORE (KSF) 47.1 ksf 283 2 ksf 12 2 ksf GAS STATION W FMART (PUMP) 56 pump 8379 56 pump 8379 56 pump 8	` '	1282	stu	3725	1897	stu	5512	1897	stu	5512	
FINANCIAL INST(W DR/THR-KSF) 11.7 ksf 2207 11.7 ksf 2207 11.7 ksf 2 FIRE OR POLICE STATION 0 site 0 1 site 228 1 site FURNITURE STORE (KSF) 47.1 ksf 283 2 ksf 12 2 ksf GAS STATION W FMART (PUMP) 56 pump 8379 56 pump 8379 56 pump 8	, , ,	20.3	kef	2870	20.3	kef	2870	20.3	kef	2870	
KSF) 11.7 ksf 2207 11.7 ksf 2207 11.7 ksf 2 FIRE OR POLICE STATION 0 site 0 1 site 228 1 site FURNITURE STORE (KSF) 47.1 ksf 283 2 ksf 12 2 ksf GAS STATION W FMART (PUMP) 56 pump 8379 56 pump 8379 56 pump 8	'	20.5	KSI	2870	20.5	K31	2870	20.5	KJI	2070	
FURNITURE STORE (KSF) 47.1 ksf 283 2 ksf 12 2 ksf GAS STATION W FMART (PUMP) 56 pump 8379 56 pump 8379 56 pump 8	•	11.7	ksf	2207	11.7	ksf	2207	11.7	ksf	2207	
GAS STATION W FMART (PUMP) 56 pump 8379 56 pump 8379 56 pump 8	FIRE OR POLICE STATION	0	site	0	1	site	228	1	site	228	
(PUMP) 56 pump 8379 56 pump 8379 56 pump 8	FURNITURE STORE (KSF)	47.1	ksf	283	2	ksf	12	2	ksf	12	
GOV'T OFFICE/CENTER(KSE) 15.5 kef 17.5 0 kef 0 0 kef	(PUMP)	56	pump	8379	56	pump	8379	56	pump	8379	
1994 1 911192 1 911 1 1 1 1 1 1 1 1 1 1 1 1	GOV'T OFFICE/CENTER(KSF)	15.5	ksf	475	0	ksf	0	0	ksf	0	
HIGH RISE OFFICE (KSF) 2.8 ksf 45 0 ksf 0 0 ksf	HIGH RISE OFFICE (KSF)	2.8	ksf	45	0	ksf	0	0	ksf	0	
HOSPITAL-GENERAL (KSF) 75.7 ksf 1562 75.7 ksf 1562 75.7 ksf 1	HOSPITAL-GENERAL (KSF)	75.7	ksf	1562	75.7	ksf	1562	75.7	ksf	1562	
INACTIVE USE 175.3 acre 0 167.6 acre 0 165.4 acre	` '									0	
										939	
LIGHT INDUSTRY (KSF) 17.4 ksf 263 0 ksf 0 0 ksf	` '									0	
LOW-RISE HOTEL/MOTEL-	` ,	17.4	1671	203	U	1671	0	0	1671		
	•	217	room	1950	205	room	1842	205	room	1842	
LR OFFICE (10.1k-20k-KSF) 97.2 ksf 2598 97.2 ksf 2598 83.6 ksf 2	LR OFFICE (10.1k-20k-KSF)	97.2	ksf	2598	97.2	ksf	2598	83.6	ksf	2234	
LR OFFICE (20.1k-35k-KSF) 25.2 ksf 582 25.2 ksf 582 25.2 ksf	LR OFFICE (20.1k-35k-KSF)	25.2	ksf	582	25.2	ksf	582	25.2	ksf	582	
LR OFFICE (35.1K-75K KSF) 44.6 ksf 927 44.6 ksf 927 44.6 ksf	LR OFFICE (35.1K-75K KSF)	44.6	ksf	927	44.6	ksf	927	44.6	ksf	927	
	, ,									2568	

 Table 1-5 Trip Generation Comparison: North Park (cont.)

		2008			Adopted		Proposed			
Land Use	Amount		Vehicle	Am	ount	Vehicle	Am	ount	Vehicle	
LR OFFICE (U 5K KSF)	73.4	ksf	2869	73.4	ksf	2869	73.4	ksf	2869	
MARKET OPEN 16HR/DAY								-		
(KSF)	78.5	ksf	39395	78.5	ksf	39395	78.5	ksf	39395	
MARKET OPEN 24HR/DAY										
(KSF)	9.8	ksf	6843	9.8	ksf	6843	9.8	ksf	6843	
MEDICAL OFFICE (KSF)	33	ksf	1707	32	ksf	1653	32	ksf	1653	
MOVIE THEATER (KSF)	23	ksf	1796	23	ksf	1796	23	ksf	1796	
MULTI-FAMILY (O 20DU/AC)	17330	du/acre	104633	26946	du/acre	162689	27947	du/acre	168735	
MULTI-FAMILY (U 20DU/AC)	1908	du/acre	15264	2276	du/acre	18209	2451	du/acre	19609	
NEIGHBORHOOD COMM (KSF)	45.2	ksf	5411	45.2	ksf	5411	45.2	ksf	5411	
NURSERY (KSF)	0.2	ksf	8	0	ksf	0	0	ksf	0	
OTHER GROUP QUARTERS										
(DU)	13	du	48	13	du	48	12	du	44	
OTHER HEALTH CARE (KSF)	66.5	ksf	3339	66.5	ksf	3339	66.5	ksf	3339	
OTHER PUBLIC SERVICE	0.9	acre	213	0.3	acre	86	0.3	acre	86	
OTHER RECREATION-HIGH	2.8	acre	109	2.6	acre	104	2.6	acre	104	
OTHER RETAIL COMM. (KSF)	1.5	ksf	59	0	ksf	0	0	ksf	0	
PARKING	12.3	acre	0	4.9	acre	0	4.8	acre	0	
POST OFFICE W/MAIL				_		_	_		_	
DROP(KSF)	6.2	ksf	1865	0	ksf	0	0	ksf	0	
PUBLIC STORAGE(KSF)	20.3	ksf	41	0	ksf	0	0	ksf	0	
RBALL/TENNIS/HEALTH(KSF)	12.7	ksf	495	12.7	ksf	495	12.7	ksf	495	
RESTAURANT (FAST-FOOD										
KSF)	29.4	ksf	20652	29.4	ksf	20652	29.4	ksf	20652	
RESTAURANT (SIT-DOWN KSF)	104.2	ksf	13569	104.2	ksf	13569	104.2	ksf	13569	
,	20112		10000	202		10000	10		10000	
RESTUARANT (QUALITY-KSF)	76.7	ksf	7709	76.7	ksf	7709	76.7	ksf	7709	
RIGHT-OF-WAY	760.4	acre	0	760.4	acre	0	760.4	acre	0	
SENIOR HIGH SCHOOL(STU)	1441	stu	2594	1441	stu	2594	1441	stu	2594	
SINGLE FAMILY (DETACHED)	5007	du	44721	4633	du	41384	4640	du	41447	
SINGLE-MULTI UNIT	961	du	7646	614	du	4885	614	du	4885	
SPECIALTY										
COMMERCIAL(KSF)	3.7	ksf	143	0	ksf	0	0	ksf	0	
SPORT FACILITY-IN (AC)	0.3	ksf	10	0.3	ksf	9	0.3	ksf	9	
SUPERMARKET (KSF)	86.5	ksf	13011	86.5	ksf	13011	86.5	ksf	13011	
TIRE STORE (KSF)	4.8	ksf	124	0	ksf	0	0	ksf	0	
UNDER CONTRUCTION	0.7	ksf	3	0	ksf	0	0	ksf	0	
WAREHOUSING (KSF)	5	ksf	25	0	ksf	0	0	ksf	0	
Grand Total			387134			454720			460231	

Table 1-6 Trip Generation Comparison: Golden Hill

		2008		Adopted			Proposed			
Land Use	Am	ount	Vehicle	Am	ount	Vehicle	Am	ount	Vehicle	
ARTERIAL COMMERCIAL										
(KSF)	124.3	ksf	4942	33.9	ksf	1355	35.9	ksf	1437	
AUTO REPAIR (KSF)	6.2	ksf	128	2	ksf	41	2	ksf	41	
CHURCH (NO DAY-CARE										
KSF)	44.5	ksf	222	44.5	ksf	222	44.5	ksf	222	
CHURCH (W/DAY-CARE KSF)	21.4	16	224	21.4	16	224	21.4	14	224	
COMMUNITY	21.4	ksf	321	21.4	ksf	321	21.4	ksf	321	
COMMERCIAL (KSF)	0	ksf	0	264	ksf	18439	214.6	ksf	14999	
CONVALESCENT/NURSING										
(KSF)	32	ksf	235	28	ksf	205	28	ksf	205	
DRINKING PLACE (KSF)	4.6	ksf	604	4.6	ksf	604	4.6	ksf	604	
ELEMENTARY SCHOOL										
(STU)	949	stu	2758	1226	stu	3563	1226	stu	3563	
ESTATE HOUSING (DU)	1	du	12	1	du	12	1	du	12	
FIRE OR POLICE STATION	1	site	228	1	site	228	1	site	228	
FURNITURE STORE (KSF)	2.1	ksf	13	0	ksf	0	0	ksf	0	
GAS STATION W FMART			.=			.=			.=0.5	
(PUMP)	12	pump	1796	12	pump	1796	12	pump	1796	
INACTIVE USE	109.2	acre	0	96.3	acre	0	54.3	acre	0	
LIGHT INDUSTRY (KSF)	112.8	ksf	1696	102.6	ksf	1543	102.6	ksf	1543	
LR OFFICE (10.1k-20k-KSF)	14	ksf	374	14	ksf	374	14	ksf	374	
LR OFFICE (U 5K KSF)	18.7	ksf	729	18.7	ksf	729	18.7	ksf	729	
MARKET OPEN 16HR/DAY										
(KSF)	20.1	ksf	10036	20.1	ksf	10036	20.1	ksf	10036	
MEDICAL OFFICE (KSF)	4.5	ksf	231	4.5	ksf	231	4.5	ksf	231	
MULTI-FAMILY (O	2002		22565	5200	. ,	20574	6265		20420	
20DU/AC) MULTI-FAMILY (U	3903	du/acre	23565	6389	du/acre	38574	6365	du/acre	38430	
20DU/AC)	237	du/acre	1896	305	du/acre	2441	305	du/acre	2441	
NEIGHBORHOOD COMM	237	uu, uci c	1030	303	uu, uci c	2111	303	uu, uci c	2111	
(KSF)	12.4	ksf	1489	7.2	ksf	864	17.2	ksf	2062	
OTHER CHILD SCHOOL(KSF)	6	ksf	232	0	ksf	0	0	ksf	0	
OTHER CROUP OHARTERS	0.0		_	•			0		_	
OTHER GROUP QUARTERS OTHER GROUP QUARTERS	0.8	acre	3	0	acre	0	0	acre	0	
(DU)	7	du	26	7	du	26	7	du	26	
OTHER HEALTH CARE (KSF)	10.7	ksf	534	10.7	ksf	534	10.7	ksf	534	
OTHER PUBLIC SERVICE	0.7	ksf	196	0	ksf	0	0	ksf	0	
OTHER RETAIL COMM.	0.7	167	130	U	167	J	U	ICA	0	
(KSF)	2.1	ksf	83	2.1	ksf	83	2.1	ksf	83	
POST OFFICE W/MAIL										
DROP(KSF)	3.8	ksf	1126	0	ksf	0	0	ksf	0	
RESTAURANT (FAST-FOOD	2.5		4000	2.2		4000	2.5		4655	
KSF)	2.8	ksf	1930	2.8	ksf	1930	2.8	ksf	1930	

Table 1-7 Trip Generation Comparison: Golden Hill (cont.)

Land Use	2008				Adopted		Proposed			
Land OSE	Amount		Vehicle	Amount		Vehicle	Amount		Vehicle	
RESTAURANT (SIT-DOWN										
KSF)	10.3	ksf	1349	10.3	ksf	1349	10.3	ksf	1349	
RESTUARANT (QUALITY-										
KSF)	6.4	ksf	638	6.4	ksf	638	6.4	ksf	638	
RETIREMENT/SENIOR	_		_	_			_			
HOME(DU)	0	du	0	4	du	16	4	du	16	
RIGHT-OF-WAY	227.6	acre	0	228	acre	0	228.2	acre	0	
SINGLE FAMILY										
(DETACHED)	1356	du	12110	1087	du	9709	1114	du	9950	
SINGLE-MULTI UNIT	1564	du	12441	844	du	6713	844	du	6713	
SPORT FACILITY-IN (AC)	0.1	acre	3	0.1	acre	3	0.1	acre	3	
SUPERMARKET (KSF)	36.1	ksf	5433	36.1	ksf	5433	36.1	ksf	5433	
Grand Total			87900			108535			106389	

FIGURE 1-3 BALBOA PARK SAN DIEGO INTERNATIONAL AIRPORT Residential Residential - High Office Commercial - Residential Permitted Residential - Low Institutional, and Public/Semi-Public Facilities Residential - Very High Residential - Low Medium Commercial, Employment, Retail, and Services Institutional Park, Open Space, and Recreation Residential - Medium Community Commercial - Residential Permitted Residential - Medium High Neighborhood Commercial - Residential Permitted Open Space Park

Proposed Land Use: Uptown

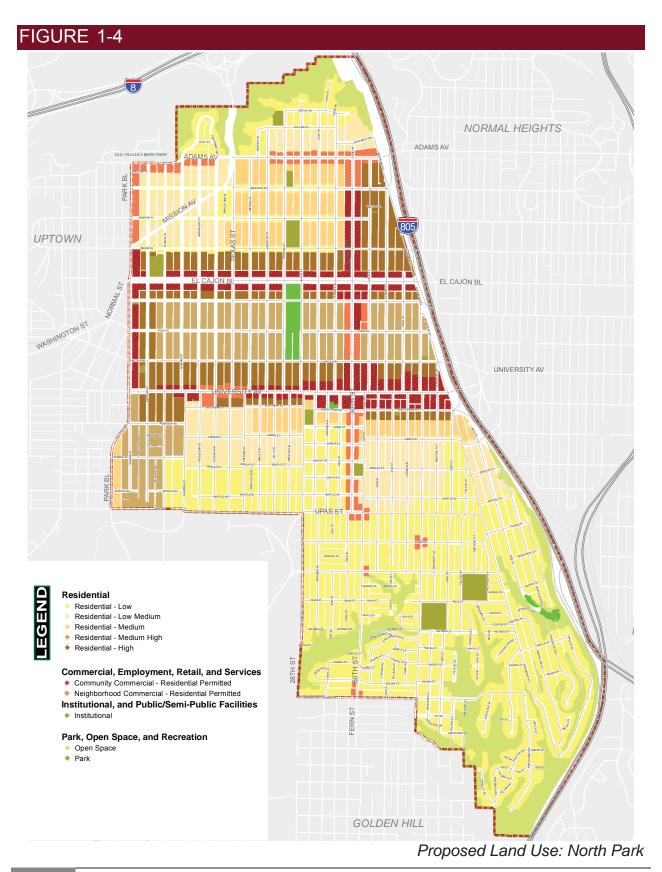
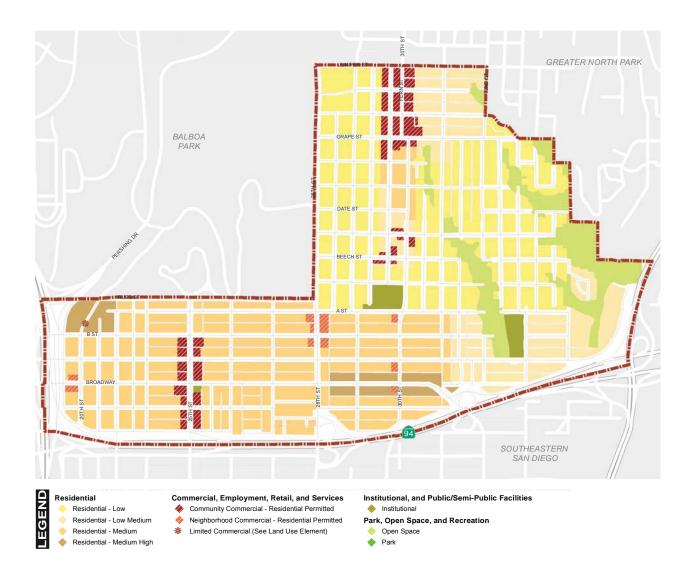


FIGURE 1-5



2 METHODOLOGY

The following section describes the methodology used to determine study intersections, perform capacity analysis, and determine significant impacts.

2.1 STUDY INTERSECTIONS

Intersections within the project boundary were selected to be studied based on several factors, which included the following:

- Existing circulation element roadways intersecting with other existing circulation element roadways where both roadways function or are classified as a collector or higher
- Intersections that provide access to/from freeways
- Anticipated circulation element roadways intersecting with other existing and/or anticipated circulation element roadway where both roadways function or are classified as a collector or higher
- Key intersections where both intersecting streets meet one of the following conditions:
- 4-lanes (or greater)
- 3-lanes and carries over 15,000 ADT
- 2-lanes and carries over 10,000 ADT
- Additional intersections which the community has expressed concerns

Based on the criteria listed above, a total of 53 intersections have been selected for analyses (30 intersections are located within Uptown; 11 within North Park; and 12 within Golden Hill) and are shown in **Table 2-1**. **Figure 2-1** displays the location of each of the study intersections

Table 2-1 Study Intersections: Uptown

	Intersection	Traffic Control
1	Washington St & Hancock St	Traffic Signal
2	Washington St & San Diego Ave	Traffic Signal
3	Washington St & India St	Traffic Signal
4	Washington St & Fourth Ave	Traffic Signal
5	Washington St & Fifth Ave	Traffic Signal
6	Washington St & Eighth Ave/SR-163 Off-Ramp (Caltrans)	Traffic Signal
7	Washington St & Richmond St/SR-163 On-Ramp (Caltrans)	Traffic Signal
8	Washington St/Normal St & Campus Ave/Polk Ave	Traffic Signal
9	Normal St/El Cajon Blvd & Park Blvd	Traffic Signal
10	University Ave & Fourth Ave	Traffic Signal
11	University Ave & Fifth Ave	Traffic Signal
12	University Ave & Sixth Ave	Traffic Signal
13	University Ave & Tenth St	Traffic Signal
14	University Ave & Normal St	Traffic Signal

15	University Ave & Park Blvd	Traffic Signal		
16	Robinson Ave & Fourth Ave Traffic Signal			
17	Robinson Ave & Fifth Ave	Traffic Signal		
18	Robinson Ave & Sixth Ave Traffic Signal			
19	Vine St & India St	Traffic Signal		
20	O Sassafras St & Kettner Blvd Traffic Signa			
21	Sassafras St & India St	Traffic Signal		
22	22 Laurel St & India St/ I-5 NB On-Ramp Traffic Sig			
23	Laurel St & Fourth Ave	Traffic Signal		
24	Laurel St & Fifth Ave	Traffic Signal		
25	Laurel St & Sixth Ave	Traffic Signal		
26	Hawthorn St & Brant St	Two-way stop controlled		
27	Grape St & State St Traffic Signal			
28	Elm St & First Ave	Traffic Signal		
29	Elm St & Sixth Ave	Traffic Signal		
30	Cedar St & Second Ave	Two-way stop controlled		

As shown in the table, 28 of the 30 intersections evaluated in the Uptown community are signalized while 2 intersections are unsignalized with vehicles required to stop on two legs of the intersection. The majority of the intersections include at least one of the major roadways within the community, which are Washington Street, University Avenue, Robinson Avenue, Upas Street, and Laurel Street.

Table 2-1.2 Study Intersections: North Park

	Intersection	Traffic Control
31	Madison Ave & Texas St	Traffic Signal
32	El Cajon Blvd & Texas St	Traffic Signal
33	El Cajon Blvd & 30th St	Traffic Signal
34	El Cajon Blvd & I-805 SB Ramps	Traffic Signal
35	El Cajon Blvd & I-805 NB Ramps	Traffic Signal
36	University Ave & Texas St	Traffic Signal
37	University Ave & 30th St	Traffic Signal
38	University Ave & Boundary St	Traffic Signal
39	University Ave & I-805 NB Ramps	Traffic Signal
40	North Park Way/I-805 SB Ramps & Boundary St/33rd St	All-way stop controlled
41	Upas St & 30th St (W)	All-way stop controlled

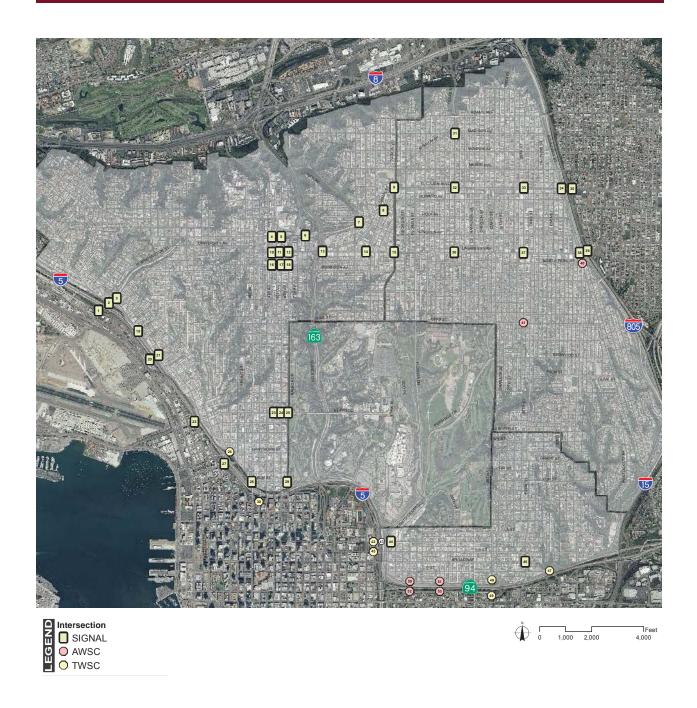
As shown in the table, 9 of the 11 intersections evaluated in the North Park community are signalized while 2 intersections are all-way stop controlled unsignalized. The majority of the intersections include at least one of the major roadways within the community, which are El Cajon Boulevard, University Avenue, and Upas Street.

Table 2-1.3 Study Intersections: Golden Hill

	Intersection	Traffic Control			
42	2 B St & 17th St/I-5 SB Off-Ramp One-way stop con				
43	B St & I-5 NB Off-Ramp None				
44	B St & 19th St/I-5 NB On-Ramp	Traffic Signal			
45	C St & 17 St	One-way stop controlled			
46	Broadway & 30th St	Traffic Signal			
47	SR-94 WB Ramps & Broadway	One-way stop controlled			
48	SR-94 WB Ramps & 28th St	Two-way stop controlled			
49	SR-94 EB Ramps & 28th St	One-way stop controlled			
50	F St & 22nd St	All-way stop controlled			
51	F St & 25th St	All-way stop controlled			
52	G St & 22nd St	All-way stop controlled			
53	G St & 25th St	All-way stop controlled			

As shown in the table, only 2 of the 12 intersections evaluated in the Golden Hill community are signalized while the other 10 intersections are unsignalized. The intersection of B Street and I-5 Northbound Off-Ramp has no conflicting movements and therefore does not require any traffic control.

FIGURE 2-1



2.2 ANALYSIS PROCESS

The analysis process includes determining the a.m. and p.m. peak-hour operations at the study intersections, freeway segments and freeway ramps, and operations daily along the roadway segments. Intersections were measured and quantified using the Synchro traffic analysis software package. Results will be compared to the City's thresholds to determine if the project has any significant traffic impacts.

2.2.1 ANALYSIS SOFTWARE

To analyze the operations of both signalized and unsignalized intersections, Synchro 8.0 (Trafficware) was used for the analysis. Synchro 8.0 uses the methodologies outlined in the 2000 Highway Capacity Manual (HCM). The existing intersection peak-hour factor (PHF) was used for Existing and Near Term scenarios. A PHF of 0.92 was used for Future Year conditions to account for the unknown change in traffic patterns.

Existing traffic signal timing parameters were provided by the City of San Diego and Caltrans and are included in **Appendix A**.

2.2.2 SIGNALIZED AND UNSIGNALIZED INTERSECTIONS

The 2010 Highway Capacity Manual (HCM) published by the Transportation Research Board establishes a system whereby highway facilities are rated for their ability to process traffic volumes. The terminology "level of service" is used to provide a "qualitative" evaluation based on certain "quantitative" calculations, which are related to empirical values.

Level of service (LOS) for signalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and loss of travel time. Specifically, LOS criteria are stated in terms of the average control delay per vehicle for the peak 15-minute period within the hour analyzed. The average control delay includes initial deceleration delay, queue move-up time, and final acceleration time in additional to the stop delay. The level of service for unsignalized intersections is determined by the computed or measured control delay and is defined for each minor movement. The criteria for the various levels of service designations for signalized and unsignalized intersections are given in **Table 2-2**.

Within the City of San Diego, all signalized and unsignalized intersections are considered deficient if they operate at LOS E or F.

Table 2-2 Level of Service (LOS) Criteria for Intersections

LOS	Signalized (Control Delay) (sec/veh) ^(a)	Unsignalized (Control Delay) (sec/veh) ^(b)	Description
Α	≤10.0	≤10.0	Operations with very low delay and most vehicles do not stop.
В	>10.0 and ≤20.0	>10.0 and ≤15.0	Operations with good progression but with some restricted movement.
С	>20.0 and ≤35.0	>15.0 and ≤25.0	Operations where a significant number of vehicles are stopping with some backup and light congestion.
D	>35.0 and ≤55.0	>25.0 and ≤35.0	Operations where congestion is noticeable, longer delays occur, and many vehicles stop. The proportion of vehicles not stopping declines.
E	>55.0 and ≤80.0	>35.0 and ≤50.0	Operations where there is significant delay, extensive queuing, and poor progression.
F	>80.0	>50.0	Operations that are unacceptable to most drivers, when the arrival rates exceed the capacity of the intersection.
Source:		, Chapter 16, Page 2, Exhibit 16-2	

2000 Highway Capacity Manual, Chapter 16, Page 2, Exhibit 16-2

(b) 2000 Highway Capacity Manual, Chapter 17, Page 2, Exhibit 17-2

2.2.3 ROADWAY SEGMENTS

In order to determine the impacts on the study area roadway segments, **Table 2-3** has been developed by the City of San Diego and is used as a reference. The segment traffic volumes under LOS E as shown in this table are considered at capacity because at LOS E the v/c Ratio is equal to 1.0.

Table 2-3 City of San Diego Roadway Segment Capacity and Level of Service

Road Class	Lanes	А	В	С	D	E
Freeway	8	60,000	84,000	120,000	140,000	150,000
Freeway	6	45,000	63,000	90,000	110,000	120,000
Freeway	4	30,000	42,000	60,000	70,000	80,000
Expressway	6	30,000	42,000	60,000	70,000	80,000
Prime Arterial (two-way)	6	25,000	35,000	50,000	55,000	60,000
Major Arterial (two-way)	6	20,000	28,000	40,000	45,000	50,000
Major Arterial (two-way)	4	15,000	21,000	30,000	35,000	40,000
Major Arterial (two-way)	3	11,250	15,750	22,500	26,250	30,000
Major Arterial (one-way)	3	12,500	16,500	22,500	25,000	27,500
Major Arterial (one-way)	2	10,000	13,000	17,500	20,000	22,500
Collector (two-way)	4	10,000	14,000	20,000	25,000	30,000
Collector (No center lane)	4	F 000	7.000	10.000	42.000	45.000
(Continuous left-turn lane)	2	5,000	7,000	10,000	13,000	15,000
Collector (No fronting property)	2	4,000	5,500	7,500	9,000	10,000
Collector (two-way)	3	7,500	10,500	15,000	17,500	20,000
Collector (no center turn lane)	3	4,000	5,500	7,500	10,000	11,500
Collector (Commercial/Industrial fronting)	2	2,500	3,500	5,000	6,500	8,000
Collector (Multi-family)	2	2,500	3,500	5,000	6,500	8,000
Collector (one-way)	3	11,000	14,000	19,000	22,500	26,000
Collector (one-way with one lane dedicated for bike facility)	3	7,500	9,500	12,500	15,000	17,500
Collector (one-way)	2	7,500	9,500	12,500	15,000	17,500
Collector (one-way)	1	2,500	3,500	5,000	6,250	7,500
Sub-Collector (Single family)	2	_	-	2,200	-	_

Notes:

The volumes and the average daily level of service listed above are only intended as a general planning guideline. Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors. Capacities for any classification not identified in the sources noted below were developed based on interpolation from similar classifications.

Sources: City of San Diego Traffic Impact Study Manual, Table 2, Page 8, July 1998. City of San Diego Planning Department Mobility Section

2.2.4 FREEWAY SEGMENTS

In order to determine the impacts on the study area freeway segments, Table 2-4 has been developed by Caltrans District 11 and is used as a reference. The procedure involves comparing the peak-hour volume of the mainline freeway segment to the theoretical capacity of the segment, which results in a v/c ratio. The calculated v/c ratio is then compared to the accepted ranges of v/c ratio values corresponding to the respective LOS.

Table 2-4 LOS Criteria For Freeway Segment Analysis

LOS	v/c Ratio	Congestion/Delay	Traffic Description	
Α	<0.41	None	Free Flow	
В	0.41 - 0.62	None	Free to stable flow, light to moderate volumes	
С	0.63 – 0.80	None to minimal Stable flow, moderate volumes, freedomaneuver noticeably restricted		
D	0.81 – 0.92	Minimal to substantial	Approaches unstable flow, heavy volumes, and very limited freedom to maneuver	
E	0.93 – 1.00	Significant Extremely unstable flow, maneuverabi psychological comfort extremely poor		
F ₀	1.01 – 1.25	Considerable 0-1 hour delay	Operations that are unacceptable to most drivers, when the arrival rates exceed the capacity of the intersection	
F ₁	1.26 – 1.35	Severe 1-2 hour delay	Forced flow, heavy congestion, long queues form behind breakdown points, stop and go	
F ₃	1.36 – 1.45	Very severe Extremely heavy congestion, very lon 2-3 hour delay		
F ₄	>1.46	Extremely severe 3+ hour delay		
Notes:				

Based on the 1992 Caltrans guidelines.

2.2.5 FREEWAY RAMP METERING

Ramp metering is a means of controlling the volume of traffic entering the freeway with the goal of improving the traffic operations and flow on the freeway main lanes. Freeway ramp meter analysis estimates the peak hour queues and delays at freeway ramps by comparing existing volumes to the meter rate at the given location. The excess demand, if any, forms the basis for calculating the maximum queues and maximum delays anticipated at each location. Substantial queues and delays can form where demand significantly exceeds the meter rate. This approach assumes a static meter rate throughout the course of the peak hour. However, Caltrans has indicated that the meter rates are continually adjusted based on the level of traffic using the on-ramp. To the extent possible, the meter rate is set such that the queue length does not exceed the available storage, smooth flows on the freeway mainline is maintained, and there is no interference to arterial traffic.

2.3 SIGNIFICANCE DETERMINATION

The City of San Diego and Caltrans have developed acceptable threshold standards to determine the significance of project impacts to intersections, roadway segments, freeway segments, and freeway ramp metering. At intersections, the measurement of effectiveness (MOE) is based on allowable increases in delay. Along roadway segments and freeway segments, the MOE is based on allowable increases in the volume-to-capacity (v/c) ratio. At a freeway ramp meter, the MOE is based on allowable increases in delay, measured in minutes.

LOS F is not acceptable for any approach leg except for side streets on an interconnected arterial system. If vehicle trips from a project cause an intersection approach leg to operate at LOS F, except in the cases of side streets on an interconnected arterial system, this would be considered a significant project traffic impact that requires mitigation. At intersections that are expected to operate at LOS E or F without the project, the allowable increase in delay is two seconds at LOS E and one second at LOS F with the addition of the project. If vehicle trips from a project cause the delay at an intersection to increase by more than the allowable threshold, this would be considered a significant project impact that requires mitigation. Also, if the project causes an intersection that was operating at an acceptable LOS to operate at LOS E or F, this would be considered a significant project impact that requires mitigation.

For roadway segments that are forecasted to operate at LOS E or F with the project, the allowable increase in v/c ratio is 0.02 at LOS E and 0.01 at LOS F. If vehicle trips from a project cause the v/c ratio to increase by more than the allowable threshold, this would be considered a significant project traffic impact that requires mitigation. Also, if the project causes a street segment that was operating at an acceptable LOS to operate at LOS E or F, this would be considered a significant impact that requires mitigation.

Where the roadway segment operates at LOS E or F, if the intersections at the ends of the segment are calculated to operate at an acceptable LOS with the project; and a peak hour HCM arterial analysis for the same segment shows that the segment operates at an acceptable LOS with the project; then the project impacts are determined to be less than significant and no mitigation is required. If analysis shows either the intersections or segment under the peak hour HCM analysis do not operate acceptably, the project impacts are considered significant and unmitigated, requiring the adoption of findings of infeasibility and a statement of over-riding considerations before the project may be approved.

In certain instances mitigation may not be required even if a roadway segment operates at LOS E or LOS F. In such cases the following three conditions must all be met:

- 1. The roadway is built to its ultimate classification per the community plan;
- 2. The intersections on both ends of the failing segment operate at an acceptable LOS; and
- An HCM arterial analysis indicates an acceptable LOS on the segment.

For freeway segments that are forecasted to operate at LOS E or F with the project, the allowable increase in v/c ratio is 0.01 at LOS E and 0.005 at LOS F. If vehicle trips from a project cause the v/c ratio to increase by more than the allowable threshold, this would be considered a significant project traffic impact that requires mitigation. Also, if the project causes a freeway segment that was operating at an acceptable LOS to operate at LOS E or F, this would be considered a significant impact that requires mitigation.

If vehicle trips from a project cause a metered ramp with a delay of 15 minutes per vehicle or higher to increase its delay by more than 2 minutes per vehicle, this would be considered a significant project traffic impact that requires mitigation if the freeway segment operates at LOS E or F.

Two classes of impacts are measured for significance: Direct Impacts and Cumulative Impacts. Direct traffic impacts are those projected to occur at the time the proposed study development becomes operational. During this time, other developments not presently operational but which are anticipated to be operational during the Near Term scenario are included. Cumulative traffic impacts are those projected to occur at some point after the proposed study development becomes operational, such as during subsequent phases

of the project, and when additional proposed developments in the area become operational (short-term cumulative) or when the affected community plan area reaches full planned build out (long-term cumulative). The project applicant would be responsible for mitigating direct impacts by improving operation to better than pre-project conditions. The project applicant would provide their fair share contribution toward installing improvements to mitigate cumulative impacts. A fair share contribution is based on the project's proportionate traffic contribution to future increased traffic volumes on a facility.

Table 2-5 shows the criteria for determining levels of significance for the different facilities in the study area.

Table 2-5 Significance Criteria For Facilities in Study Area

Facility	Measures of Effectiveness (MOE)	Significance Threshold (a)
Intersection	Seconds of Delay	>2.0 seconds at LOS E or >1.0 second at LOS F
Roadway Segment	ADT, v/c Ratio	>0.02 at LOS E, or >0.01 at LOS F
Freeway Segment	v/c Ratio	>0.01 at LOS E, or >0.005 at LOS F
Freeway Ramp Meter	Minutes of delay per vehicle	>2.0 minutes for freeway segments operating at LOS E, and > 1.0 minutes for freeway segments operating at LOS F. The criteria only apply for ramp meters where the delay without project is 15 minutes or higher.

Notes: If a project adds any increment of delay to cause the operations of an intersection to go from LOS D to either LOS E or LOS F, then the project is considered to cause a significant impact.

Source: City of San Diego Significance Determination Thresholds, page 72, January 2011.

(a) Significance threshold applies only when the type of facility operates at LOS E or F.

3 EXISTING CONDITIONS

This section summarizes the existing roadway circulation network, daily and peak-hour traffic volumes, and operations at the study intersections and roadway and freeway segments.

3.1 ROAD NETWORK

The following section provides a description of the existing study streets within the communities. Ultimate roadway classifications are taken from the Uptown Community Plan, last updated February 1988, the North Park Community Plan, last updated November 1986, and the Golden Hill Community Plan, last updated June 1990. The portions of the roadways described are intended to reflect the areas within the given community, and may not reflect the entirety of the roadway. Functional classifications are based on field observations performed during preparation of this report. **Figures 3-1, 3-2, and 3-3** illustrate the existing roadway classifications for each of the three communities. **Appendix B** provides the existing intersection geometrics used in this study. The City of San Diego Bicycle Master Plan (City BMP) proposes several bicycle facilities in these communities as noted in the roadway descriptions below.

UPTOWN

First Avenue functions as a north-south, 2-lane collector with a curb to curb width of 50 feet between I-5 and Arbor Avenue. It is two-way for the majority of its length between Grape Street and Washington Street, and one-way northbound otherwise. First Avenue is lined with sidewalks and curbs with parallel parking available on both sides of the street for the entire length of the street. Intermittent angled parking is available on First Avenue from Redwood Street to Palm Street. The posted speed limit ranges from 25 mph tois 30 mph. Access to I-5 northbound is provided at the intersection of First Avenue and Elm Street. The ultimate adopted community plan street classification for First Avenue is a 3-lane collector. The City BMP proposes First Avenue as a Class III (Bike Route) facility between downtown and Lewis Street, with the option of a Class II (Bike Lanes) between Upas Street and Washington Street.

Fourth Avenue functions as a north-south roadway varying between a 2-lane collector and a 3-lane collector. It is a one-way southbound 3-lane collector with a curb to curb width of 50 feet between I-5 and Walnut Avenue, a one-way southbound 2-lane collector with a curb to curb width of 45 feet between Walnut Avenue and Washington Street, and a two-way, 2-lane collector with a curb to curb width of 50 feet north of Washington Street. It is currently functioning at its adopted plan ultimate classification. Fourth Avenue is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit ranges from 25 mph tois 30 mph. It is currently classified as a Class III bicycle route south of Juniper Street and has a striped enhanced Class II (buffered bicycle lane) between Elm Street and Laurel Street. The City BMP identifies Fourth Avenue as a Class III (Bike Route) facility between downtown and Upas Street, as a Class II (Bike Lanes) facility between Upas Street and Washington Street, and a Class III facility between Washington Street and Lewis Street.

Fifth Avenue functions as a one-way northbound 3-lane collector with a curb to curb width of 50 feet between I-5 and Washington Street. It is currently functioning at its adopted plan ultimate classification. Fifth Avenue is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit isranges from 25mph to 30 mph. It is classified as a Class III bicycle route south of Laurel Street and has a striped enhanced Class II (buffered bicycle lane) between Elm Street and Laurel Street. The City BMP identifies Fifth Avenue as a Class II (Bike Lanes) facility between downtown and Washington Street, with the option of a Class III (Bike Route) between University Avenue and Washington Street.

Sixth Avenue functions as a north-south 4-lane collector with no center lane and a curb to curb width of 60 feet between I-5 and University Avenue, and provides access to SR-163 north of University Avenue. From Washington Street to University Avenue, it functions as a 3-lane collector with a curb to curb width of 65 feet. It is currently functioning at its adopted plan ultimate classification. Sixth Avenue is lined with sidewalks and curbs with parallel parking available on both sides of the street. Balboa Park runs along the east side of Sixth Avenue. The posted speed limit is 30 mph, and it is classified as a Class III bicycle route south of Upas Street. The City BMP proposes Sixth Avenue as a Class II (Bike Lanes) facility between downtown and Upas Street.

Ninth Avenue is a short two-way, north-south roadway with a curb to curb width of 50 feet between University Avenue and Washington Street with a SR-163 southbound off-ramp connection. Ninth Avenue is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 25 mph.

Campus Avenue functions as a north-south 2-lane collector with a curb to curb width of 50 feet between Washington Street and Madison Avenue. It is currently functioning at its adopted plan ultimate classification. Campus Avenue is lined with sidewalks and curbs with parking available on both sides of the street. Angle parking is available on the west side of the street between Madison Avenue and Monroe Avenue and between Van Buren Avenue and Tyler Avenue. Parallel parking is available along the other sections. The posted speed limit is 25 mph.

Cleveland Avenue functions as a 2-lane collector with bike lanes, parallel parking, and sidewalks on both sides of the street with a curb to curb width of 50 feet between Washington Street and Madison Avenue. South of Washington Street, no bike lanes are provided but parallel parking and sidewalks continue to line the street on both sides. It is currently functioning at its adopted plan ultimate classification. The posted speed limit is 25 mph. The City BMP proposes Cleveland Avenue as a Class II (Bike Lanes) facility between Madison Avenue and Richmond Street.

Curlew Street functions as a 2-lane collector with a curb to curb width of 40 feet between Reynard Way and Robinson Avenue. It is currently functioning at its adopted plan ultimate classification. Curlew Street is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 25 mph. The City BMP proposes the entirety of Curlew Street as a Class III (Bike Route) facility.

Elm Street functions as a two-way 3-lane collector with a curb to curb width of 50 feet from First Avenue to Second Avenue, a one-way westbound 2-lane collector with a curb to curb width of 50 feet from Second Avenue to Third Avenue, and a 3-lane collector with a curb to curb width of 50 feet between Third Avenue and Sixth Avenue. It is bounded by an I-5 northbound off-ramp on the east and a northbound I-5 on-ramp on the west. It is currently functioning at its adopted plan ultimate classification. Elm Street is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 25 mph.

Fort Stockton Drive functions as a 2-lane collector with a curb to curb width of 40 feet between Ampudia Street and Eagle Street. It is currently functioning at its adopted plan ultimate classification. Fort Stockton Drive is lined with sidewalks and curbs with parallel parking available on both sides of the street. Bike lanes are provided on Fort Stockton Drive between Witherby Street and Hermosa Way. The posted speed limit is 25 mph.

Front Street is not continuous through the Uptown community with breaks between Washington Street and University Avenue, Robinson Avenue and Brookes Avenue, Spruce Street and Maple Street, and Fir Street and Date Street. For areas south of Washington Street, Front Street is a two-lane roadway with parking allowed that serves residential areas and is not studied in this report. However, the portion of Front Street

north of Washington Street provides access to UCSD Medical Center and is a key circulation roadway that is included in the study. This portion of Front Street functions as a north-south two-way 2-lane collector with a curb to curb width of 40 feet between Dickinson Street and Arbor Drive, a one-way southbound 2-lane collector with a curb to curb width of 40 feet between Arbor Drive and Lewis Street, and a one-way southbound 3-lane collector with a curb to curb width of 50 feet between Lewis Street and Washington Street. Its adopted plan ultimate classification is a 3-lane collector between Arbor Drive and Washington Street. The posted speed limit is 25 mph. Front Street is lined with sidewalks and curbs with parallel parking available on both sides of the street.

Grape Street functions as a one-way eastbound, 3-lane collector with a curb to curb width of 50 feet between I-5 and First Avenue, and as a two-way, 2-lane collector with a curb to curb width of 50 feet between First Avenue and Sixth Avenue. Its adopted plan ultimate classification is a 3-lane collector between First Avenue and Sixth Avenue. Grape Street is lined with sidewalks and curbs. Angle parking is available on the north side of the street between First Avenue and Fourth Avenue, on both sides of the street between Fourth Avenue and Fifth Avenue, and on the south side between Fifth Avenue and Sixth Avenue. The posted speed limit is 25 mph. The City BMP proposes Grape Street as a Class III (Bike Route) facility between First Avenue and Sixth Avenue.

Hawthorn Street functions as a one-way westbound 3-lane collector with a curb to curb width of 50 feet from Brant Street to First Avenue and a two-way, 2-lane collector with a curb to curb width of 50 feet from First Avenue to Sixth Avenue. Its adopted plan ultimate classification is a 3-lane collector for its entirety. Hawthorn Street is lined with sidewalks and curbs with parking available on both sides of the street. Angle parking is available on the north side of the street between Third Avenue and Sixth Avenue. Parallel Parking is available along the other sections. Access is provided to I-5 northbound from Hawthorn Street. The posted speed limit is 30 mph. The City BMP proposes Hawthorn Street as a Class III (Bike Route) facility between First Avenue and Sixth Avenue.

India Street functions as a one-way northbound collector with a varying classification between 2 lanes and 3 lanes and between two-way and one-way between I-5 to San Diego Avenue. North of San Diego Avenue, India Street is a two-way, 2-lane collector until it terminates at Washington Street. India Street is lined with sidewalks and curbs with parallel parking available on the east side of the street only. It runs parallel to I-5, providing access to I-5 northbound at San Diego Avenue. The posted speed limit is 35 mph. The City BMP proposes India Street as a Class II (Bike Lanes) facility between Laurel Street and Washington Street.

Juan Street functions as a 2-lane collector with a curb to curb width of 35 feet between Witherby Street and the community boundary, providing access into the Old Town community. Juan Street was not included in the adopted community plan future classifications. Juan Street is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 30 mph. The City BMP proposes Juan Street as a Class III (Bike Route) facility between Sunset Boulevard and Taylor Street in the Old Town community.

Laurel Street functions as an east-west 4-lane collector with a curb to curb width of 50 feet between I-5 and Union Street, as a 2-lane collector with a two-way left-turn lane with a curb to curb width of 50 feet between Union Street and Sixth Avenue. East of Sixth Avenue, Laurel Street enters Balboa Park and changes name to El Prado. Its adopted plan ultimate classification is a 2-lane collector. Laurel Street is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 25 mph. The City BMP proposes Laurel Street as a Class III (Bike Route) facility between Reynard Way and Sixth Avenue, joining with the existing bike route in Balboa Park to the east.

Lewis Street functions as an east-west 2-lane collector with a curb to curb width of 50 feet between Fort Stockton Drive and Hawk Street, and a one-way, 2-lane eastbound collector with a curb to curb width of 35 feet between Front Street and Fourth Avenue. Natural terrain severs Lewis Street between Goldfinch Street and Albatross Street. It is currently functioning at its adopted plan ultimate classification. Bike lanes are provided between Fort Stockton Drive and Ibis Street. Lewis Street is lined with sidewalks and curbs with parallel parking available on both sides of the street between Fort Stockton Drive and Ibis Street. Angle parking is available on the south side of the street between Ibis Street and Hawk Street. The posted speed limit is 25 mph.

Normal Street functions as a 4-lane major arterial with a curb to curb width of 110 feet between University Avenue and Washington Street, and as a 6-lane major arterial with a curb to curb width of 110 feet between Washington Street and Park Boulevard/El Cajon Boulevard. It is currently functioning at its adopted plan ultimate classification. Normal Street is lined with sidewalks and curbs on both sides of the street, with angled parking available on both sides of the street between University Avenue and Washington Street. The posted speed limit is 30 mph. The City BMP proposes Normal Street as a Class II (Bike Lanes) facility between Washington Street and El Cajon Boulevard.

Park Boulevard changes cross-sections multiple times throughout the study area. It functions as a northsouth 2-lane collector with a two-way left-turn lane and a curb to curb width of 65 feet between Upas Street and Cypress Avenue, a 3-lane collector (2 northbound, 1 southbound) with a curb to curb width of 65 feet between Cypress Avenue and Essex Street, a 4-lane major with a curb to curb width of 110 feet between Essex Street and Normal Street/El Cajon Boulevard, a 3-lane collector with a curb to curb width of 50 feet between Normal Street/El Cajon Boulevard and Meade Avenue, and a 2-lane collector with a continuous twoway left-turn lane and a curb to curb width of 50 feet between Meade Avenue and Adams Avenue. Its adopted plan ultimate classification is to be a 4-lane major between Upas Street and Washington Street. Park Boulevard is lined with sidewalks and curbs with parking available on both sides of the street. Angle parking is available on both sides of the street between Normal Street and University Avenue. Parallel parking is along the other sections. The posted speed limit is 35 mph between Upas Street and Washington Street, and 30 mph north of Washington Street. Park Boulevard serves as the community boundary between Uptown and North Park. Beyond these communities, it continues into Balboa Park providing access to the attractions within the park including the San Diego Zoo. Park Boulevard is classified as a Class III bicycle facility. The City BMP proposes Park Boulevard as a Class II (Bike Lanes) facility between Adams Avenue and Upas Street, and throughout Balboa Park, with the option of keeping Class III (Bike Route) facilities between Upas Street and El Cajon Boulevard/Normal Street and north of Madison Avenue.

Reynard Way functions as a 2-lane collector with a continuous left-turn lane and a curb to curb width of 55 feet between Torrance Street and Maple Street. Reynard Way becomes Goldfinch Street north of Torrance Street and becomes State Street south of Maple Street. The posted speed limit is 30 mph. It is currently functioning at its adopted plan ultimate classification. Reynard Way is lined with sidewalks and curbs on both sides of the street. The City BMP proposes the entirety of Reynard Way as a Class III (Bike Route) facility.

Richmond Street functions as a north-south 2-lane collector with a curb to curb width of 50 feet between Upas Street and Washington Street. Its adopted plan ultimate classification is to be a 3-lane collector between Cleveland Avenue and Robinson Avenue, and a 2-lane collector between Robinson Avenue and Upas Street. Richmond Street is lined with sidewalks and curbs with parallel parking allowed on both sides of the street. The posted speed limit is 25 mph. The City BMP proposes Richmond Street as a Class II (Bike Lanes) facility between Upas Street and Cleveland Avenue.

Robinson Avenue functions as an east-west 2-lane collector with a curb to curb width of 35 feet between Curlew Street and Park Boulevard. Between Vermont Street and Park Boulevard, Robinson Avenue functions as a 2-lane collector with a two-way left-turn lane and a curb to curb width of 50 feet. It is currently functioning at its adopted plan ultimate classification. Robinson Avenue is lined with sidewalks and curbs with parallel parking available on both sides of the street. Parking is not available between 5th Avenue and 7th Avenue. It provides access to and from SR-163 between Eighth Avenue and Tenth Avenue. The posted speed limit is 25 mph between Curlew Street and Tenth Avenue and 30 mph between Tenth Avenue and Park Boulevard. The City BMP proposes Robinson Avenue as Class III (Bike Route) facility between First Avenue and Park Boulevard, and continuing east of Park Boulevard as a Bicycle Boulevard facility providing connection to Alabama Street.

San Diego Avenue functions as a 2-lane collector with a curb to curb width of 50 feet between India Street and the community boundary, with one segment between McKee Street and Washington Street that functions as a 3-lane collector with a curb to curb width of 50 feet. The roadway is one-way northbound between California Street and India Street. This roadway provides a connection to the Old Town community. It is currently functioning at its adopted plan ultimate classification. San Diego Avenue is lined with sidewalks and curbs with parking available on both sides of the street. Angle parking is available on the east side of the street between Washington Street and India Street. Parallel parking is along the other sections. The posted speed limit is 35 mph. The City BMP proposes San Diego Avenue as a Class II (Bike Lanes) facility between India Street and Congress Street.

State Street functions as a 2-lane collector with a curb to curb width of 50 feet between Juniper Street and Laurel Street. It was not included in the future classifications. State Street is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 25 mph. The City BMP proposes State Street as a Class III (Bike Route) facility between Laurel Street and downtown.

Sunset Boulevard functions as an east-west 2-lane collector with bike lanes and a curb to curb width of 50 feet between Witherby Street and Fort Stockton Drive. It is lined with sidewalks and curbs with parallel parking available on both sides of the street. It is currently functioning at its adopted plan ultimate classification. The posted speed limit is 25 mph.

University Avenue functions as an east-west 2-lane collector with a curb to curb width of 45 feet between Washington Street and Fifth Avenue, as a 4-lane collector between Fifth Avenue and Eighth Avenue (varying between with and without a center lane), as a 4-lane major between Vermont Street and Normal Street, and a 4-lane collector between Normal Street and Park Boulevard. University Avenue has a curb to curb width of 60 feet between Fifth Avenue and Tenth Avenue, 110 feet between Tenth Avenue and Normal Street, and 50 feet between Normal Street and Park Boulevard. It is currently functioning at its adopted plan ultimate classification. University Avenue is lined with sidewalks and curbs on both sides of the street Angle parking is available on both sides of the street between Vermont Street and Normal Street. Parallel parking is available along the other sections between Fifth Avenue and Park Boulevard. The posted speed limit is 25 mph between Washington Street and Park Boulevard. It is classified as a Class III bicycle facility between Goldfinch Street and Third Avenue. The City BMP proposes University Avenue as a Class III (Bike Lanes) facility east of First Avenue beyond the community boundaries, with the option of a Class III (Bike Route) facility between Fifth Avenue and Florida Street.

Upas Street functions as an east-west 2-lane collector with a curb to curb width of 50 feet between Front Street and Sixth Avenue, and provides access to Balboa Park. Upas Street is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 25 mph. It is classified as

a Class III bicycle facility east of Third Avenue. The City BMP proposes Upas Street as a Class III (Bike Route) facility between First Avenue and Third Avenue as well.

Washington Street functions as an east-west 4-lane major with a curb to curb width of 80 feet between I-5 and Richmond Street, and as a 6-lane major between Richmond Street and Normal Street. It is currently functioning at its adopted plan ultimate classification. Washington Street does not have sidewalks or curbs between I-5 and Hawk Street, and between SR-163 and Lincoln Avenue. It is lined with sidewalks and curbs on both sides of the street throughout the rest of the segment. Parallel parking is available on select segments between Hawk Street and Park Boulevard. The posted speed limit is 45 mph between I-5 and Hawk Street, and 35 mph from Hawk Street to Park Boulevard. It is classified as a Class II (Bike Lanes) facility between University Avenue and India Street. The City BMP proposes the entirety of Washington Street as a Class II (Bike Lanes) facility.

NORTH PARK

30th **Street** functions as a north-south 2-lane collector with a curb to curb width of 50 feet between Juniper Street and Upas Street and a 2-lane collector with a two-way left-turn lane and a curb to curb width of 50 feet between Upas Street and Adams Avenue. It is currently functioning at its adopted plan ultimate classification. 30th Street is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 25 mph. The City BMP proposes the entirety of 30th Street as either a Class II (Bike Lanes) or Class III (Bike Route) facility. 30th Street is the main roadway connecting the North Park community with the Golden Hill community.

32nd **Street** functions as a north-south 2-lane collector with a curb to curb width of 45 feet between Juniper Street and Howard Avenue. Its adopted plan ultimate classification is a 3-lane collector between Landis Street and Lincoln Avenue and a 2-lane collector for the remaining portions. 32nd Street is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 25 mph.

Adams Avenue functions as an east-west 2-lane collector with a two-way left-turn lane and a curb to curb width of 50 feet between Park Boulevard and I-805. It is currently functioning at its adopted plan ultimate classification. 32nd Street is lined with sidewalks and curbs with parking available on both sides of the street. Angle parking is available on the north side of the street from Mission Cliff Drive to Park Boulevard. Parallel parking is available along the other sections, The posted speed limit is 25 mph. The City BMP proposes Adams Avenue as either a Class II (Bike Lanes) or Class III (Bike Route) facility between Park Boulevard and communities east of North Park.

Boundary Street functions as a 2-lane collector with a curb to curb width of 40 feet between Maple Street and Myrtle Avenue and a one-way southbound 1-lane collector with a curb to curb width of 25 feet between Myrtle Avenue and North Park Way, with I-805 off-ramps at North Park Way. Boundary Street is lined with sidewalks and curbs with parallel parking available on both sides of the street for this portion. North of North Park Way, Boundary Street parallels I-805 as a 2-lane collector and provides sidewalk and curb on the west side of the street only. The posted speed limit is 25 mph. It is currently functioning at its adopted plan ultimate classification. The City BMP proposes Boundary Street as either a Class II (Bike Lanes) or Class III (Bike Route) facility between Lincoln Avenue and Landis Street and as a Class III facility from Landis Street to its southern terminus where a Class I (Bike Path) is proposed to provide connections with C Street and Ash Street.

Commonwealth Avenue is a short segment functioning as a 2-lane collector with a curb to curb width of 35 feet between Boundary Street and Juniper Street. It is currently functioning at its adopted plan ultimate

classification. Commonwealth Avenue is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 25 mph. The City BMP proposes Commonwealth Avenue as a Class III (Bike Route) facility between Boundary Street and Juniper Street.

El Cajon Boulevard functions as an east-west 6-lane major between Park Boulevard and I-805. It is currently functioning at its adopted plan ultimate classification. El Cajon Boulevard provides access to I-805 northbound and southbound. It is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 35 mph. The City BMP proposes El Cajon Boulevard as a Class II (Bike Lanes) facility between Park Boulevard and east to adjacent communities, with the option of a Class III (Bike Route) between Park Boulevard and Utah Street.

Florida Street functions as a north-south 2-lane collector with a curb to curb width of 40 feet between Upas Street and El Cajon Boulevard. It is currently functioning at its adopted plan ultimate classification. Florida Street is lined with sidewalks and curbs with parallel parking available on both sides of the street. It continues south into Balboa Park and changes name to Florida Drive. The posted speed limit is 25 mph. The City BMP proposes Florida Street as a Class II (Bike Lanes) facility between Upas Street and University Avenue, and as a Class III (Bike Route) facility between University Avenue and Adams Avenue.

Howard Avenue functions as an east-west 2-lane collector with a two-way left-turn lane and a curb to curb width of 50 feet between Park Boulevard and 32nd Street. It is currently functioning at its adopted plan ultimate classification. Howard Avenue is lined with sidewalks and curbs with parallel parking available on both sides of the street. It continues east over I-805 and changes name to Orange Avenue. The posted speed limit is 25 mph and it is currently a designated Class III (Bike Route) facility. The City BMP proposes Howard Avenue as a dedicated Bicycle Boulevard between Georgia Street and east beyond the community boundary.

Juniper Street functions as an east-west 2-lane collector with a curb to curb width of 50 feet between 29th Street and Pentuckett Avenue. It is currently functioning at its adopted plan ultimate classification. Juniper Street is lined with sidewalks and curbs with parking available on both sides of the street. Angle parking is available on the north side of the street west of 30th Street. Parallel parking is available along the other sections. The posted speed limit is 25 mph. The City BMP proposes Juniper Street as a Class III (Bike Route) between 30th Street and Commonwealth Avenue.

Landis Street functions as a 2-lane collector with a curb to curb width of 50 feet between Boundary Street and Nile Street and provides access across I-805. Its adopted plan ultimate classification is a 3-lane collector for this section. Landis Street is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 25 mph. The City BMP proposes Landis Street as a Bicycle Boulevard between Alabama Street and Utah Street, as a Class III (Bike Route) facility between Utah Street and Boundary Street, joining the existing bike lanes east of Boundary Street.

Lincoln Avenue functions as an east-west 2-lane collector with a curb to curb width of 50 feet between Washington Street and Utah Street, and a 2-lane collector with a continuous two-way left-turn lane and a curb to curb width of 50 feet between Utah Street and I-805. Its adopted plan ultimate classification would be changing the section between Utah Street and I-805 into a two-way couplet system with University Avenue. Lincoln Avenue is lined with sidewalks and curbs with parking available on both sides of the street. Angle parking is available on the north side of the street between Hamilton Street and Idaho Street. Parallel parking is available along the other sections. The posted speed limit is 25 mph west of 30th Street and 30 mph east of 30th Street. The City BMP proposes Lincoln Avenue as a Class II (Bike Lanes) facility between Park Boulevard and University Avenue with an option of a Class II (Bike Lanes) facility between 30th Street and Boundary Street.

Madison Avenue functions as an east-west 2-lane collector with a two-way left-turn lane and a curb to curb width of 50 feet between Park Boulevard and Texas Street and as a 2-lane collector with a curb to curb width of 50 feet between Texas Street and Boundary Street. Its adopted plan ultimate classification is a 2-lane collector for the entirety of the roadway. Madison Avenue is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 25 mph.

Meade Avenue functions as an east-west 2-lane collector with a two-way left-turn lane and a curb to curb width of 50 feet between Cleveland Avenue and I-805, except between Campus Avenue and Park Boulevard where it is a 2-lane collector with a curb to curb width of 50 feet. Its adopted plan ultimate classification would be changing the section between Utah Street and I-805 into a two-way couplet system with University Avenue. Meade Avenue is lined with sidewalks and curbs with parking available on both sides of the street. Angle parking is available on the south side of the street between North Avenue and Park Boulevard. Parallel parking is available along the other sections. The posted speed limit is 25 mph west of 30th Street and 30 mph east of 30th Street. The City BMP proposes Meade Avenue as a dedicated Bicycle Boulevard between Maryland Street and the community boundary to the east.

Mission Avenue runs diagonally through the grid network and functions as a one-way 2-lane collector with a curb to curb width of 50 feet between Park Boulevard and Texas Street. It is currently functioning at its adopted plan ultimate classification. Mission Avenue is lined with sidewalks and curbs with parking available on both sides of the street. Angle parking is available on the north side of the street between Mississippi Avenue and Louisiana Street. Parallel parking is available along the other sections. The posted speed limit is 25 mph.

Monroe Avenue functions as an east-west 2-lane collector with a curb to curb width of 50 feet between Maryland Street and Ohio Street. Its adopted plan ultimate classification would be a 3-lane collector with a two-way left-turn lane. Monroe Avenue is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 25 mph.

Nile Street functions as a 2-lane collector with a curb to curb width of 50 feet between Thorn Street and Landis Street. It is currently functioning at its adopted plan ultimate classification. Nile Street is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 25 mph.

North Park Way functions as an east-west 2-lane collector between Utah Street and Boundary Street. North Park Way has a curb to curb width of 50 feet between Utah Street and Ray Street and 40 feet between Ray Street and Boundary Street. It is currently functioning at its adopted plan ultimate classification. North Park Way is lined with sidewalks and curbs with parking available on both sides of the street. Angle parking is available on both sides of the street west of 30th Street. Parallel parking is available along the other sections. The posted speed limit is 25 mph.

Pentuckett Avenue functions as a north-south 2-lane collector with a curb to curb width of 40 feet between Juniper Street and the south end of the road near SR-15. It is currently functioning at its adopted plan ultimate classification. Pentuckett Avenue is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 25 mph.

Redwood Street functions as an east-west 2-lane collector with a curb to curb width of 40 feet between Pershing Drive and Boundary Street. It is currently functioning at its adopted plan ultimate classification. Redwood Street is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 25 mph.

Texas Street functions as a north-south 2-lane collector with a curb to curb width of 40 feet between Upas Street and University Avenue, a 2-lane collector with a two-way left-turn lane and a curb to curb width of 50 feet between University Avenue and Mission Avenue, and transitioning to a 3-lane major with a curb to curb width of 60 feet between Mission Avenue and I-8. Its adopted plan ultimate classification would change it to a 4-lane major from El Cajon Boulevard to I-8. Texas Street is lined with sidewalks and curbs with parallel parking available on both sides of the street between Upas Street and Madison Street. From Madison Street to I-8, Texas Street runs through a canyon area; bike lanes are provided on both sides and sidewalk is provided on the west side. The posted speed limit is 25 mph between Upas Street and Madison Avenue, and 40 mph between Madison Avenue and I-8. The City BMP proposes the entirety of Texas Street as a Class II (Bike Lanes).

University Avenue functions as an east-west 4-lane collector with no center lane and a curb to curb width of 50 feet between Park Boulevard and Boundary Street, expect between 30th Street and 32nd Street where it is a 3-lane collector (2 eastbound, 1 westbound) with a curb to curb width of 50 feet. Its adopted plan ultimate classification would be changing the section between Utah Street and I-805 into a two-way couplet system with Lincoln Avenue. University Avenue is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 30 mph between Park Boulevard and Utah Street and 25 mph between Utah Street and Boundary Street. The City BMP proposes University Avenue as a Class II (Bike Lanes) facility for all segments within the community boundaries with the option of a Class III (Bike Route) between Park Boulevard and Florida Street.

Upas Street functions as an east-west 2-lane collector with a curb to curb width of 40 feet between Alabama Street and Pershing Drive and between 30th Street and Boundary Street, and as a 2-lane collector with a two-way left-turn lane and a curb to curb width of 50 feet between Pershing Drive and 30th Street. It is currently functioning at its adopted plan ultimate classification. No sidewalks or curb are provided on the south side. East of Pershing Drive, Upas Street is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 25 mph. Between Alabama Street and Pershing Drive, Upas Street borders Balboa Park to the north. Upas Street is classified as a Class III bicycle facility. The City BMP proposes Upas Street as a Class II (Bike Lanes) facility between Alabama Street and 30th Street with the option of a Class III (Bike Route) facility between Alabama Street and Pershing Avenue. Upas Street west of Morley Field Drive and 30th Street, and as a Class III facility between 30th Street and Boundary Street.

Utah Street functions as a north-south 2-lane collector with bike lanes and a curb to curb width of 50 feet between Upas Street and Copley Avenue, with a 3-lane section between Lincoln Avenue and University Avenue. Its adopted plan ultimate classification is a 3-lane collector. Utah Street is lined with sidewalks and curbs with parking available on both sides of the street. Angle parking is available on the west side of the street between North Park Way and Gunn Street. Parallel parking is available along the other sections. The posted speed limit is 25 mph along Utah Street, except between University Avenue and El Cajon Boulevard where it increased to 30 mph.

GOLDEN HILL

25th **Street** functions as a north-south 4-lane collector with a curb to curb width of 60 feet between SR-94 and B Street, and a 2-lane collector with a center turn lane and a curb to curb width of 60 feet between B Street and Russ Boulevard. It is currently functioning at its adopted plan ultimate classification. 25th Street is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 25 mph. 25th Street provides access to SR-94 eastbound and also connects with Balboa Park to the north. The City BMP proposes 25th Street as a Class III (Bike Route) facility between Balboa Park and downtown with the option of a Class II (Bike Lanes) facility between Broadway and Market Street.

26th **Street** functions as a north-south 2-lane collector with a curb to curb width of 40 feet between F Street and Russ Boulevard. It is currently functioning at its adopted plan ultimate classification. 26th Street is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 25 mph.

28th Street functions as a north-south 2-lane collector with a curb to curb width of 50 feet between SR-94 and Russ Boulevard. Its adopted plan ultimate classification is a 3-lane collector between SR-94 and B Street. 28th Street is lined with sidewalks and curbs with parking available on both sides of the street. Angle parking is available on the east side of the street between A Street and B Street and on the west side of the street between C Street and Broadway. Parallel parking is available along other sections. The posted speed limit is 30 mph. 28th Street provides access to SR-94 eastbound and westbound. North of A Street, 28th Street serves as the eastern boundary of Balboa Park. 28th Street is classified as a Class III (Bike Route) facility south of Broadway. The City BMP proposes Class II (Bike Lane) between Broadway and SR-94, extending the 28th Street Class III (Bike Route) facility from Broadway north to Beech Street, and Class I (Bike Path) north of Beech Street.

30th **Street** functions as a north-south 2-lane collector with a curb to curb width of 40 feet between SR-94 and A Street where it changes name to Fern Street. 30th street picks up again offset one block to the west as a 2-lane collector with a curb to curb width of 50 feet. Its adopted plan ultimate classification has 30th Street as a 3-lane collector between SR-94 and C Street. It is lined with sidewalks and curbs with parking available on both sides of the street. Angle parking is available on the west side of the street between Newton Avenue and National Avenue, between Greely Avenue and Ocean View Boulevard, between Juniper Street and Ivy Street, and between Grape Street and Hawthorn Street. Parallel parking is available along other sections. The posted speed limit is 30 mph. 30th Street is classified as a Class III bicycle facility. The City BMP proposes 30th Street as either a Class II (Bike Lanes) or Class III (Bike Route) facility north of Upas Street and a Class III (Bike Route) south of Upas Street. 30th Street and Fern Street is the main roadway connecting the Golden Hill community with the North Park community.

31st **Street** functions as a north-south 2-lane collector with a curb to curb width of 40 feet between B Street and Cedar Street and between Grape Street and Juniper Street, and as a one-way southbound 1-lane collector with a curb to curb width of 25 feet between Grape Street and Cedar Street. It is currently functioning at its adopted plan ultimate classification. 31st Street is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 25 mph.

B Street functions as an east-west 4-lane collector with no center lane and a curb to curb width of 50 feet between I-5 and 20th Street, and as a 2-lane collector with a curb to curb width of 50 feet between 20th Street and 32nd Street. It is currently functioning at its adopted plan ultimate classification. B Street is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 30 mph. The City BMP proposes B Street as a Class III (Bike Route) facility between 19th Street and Fern Street and as a Class II (Bike Lanes) facility west of 19th Street. B Street provides access to I-5 and downtown San Diego.

Beech Street functions as an east-west 2-lane collector with a curb to curb width of 50 feet between 28th Street and Fern Street. It is currently functioning at its adopted plan ultimate classification. Beech Street is lined with sidewalks and curbs with parking available on both sides of the street. Angle parking is available on the south side of the street between Dale Street and 30th Street. Parallel parking is available along other sections. The posted speed limit is 30 mph. The City BMP proposes Beech Street as a Class III (Bike Route) facility between 28th Street and Edgemont Street.

Broadway functions as an east-west 2-lane collector with a two-way left-turn lane and a curb to curb width of 50 feet between 19th Street and 29th Street, and as a 2-lane collector with a curb to curb width of 50 feet east of 29th Street with widening by the SR-94 ramps. Its adopted plan ultimate classification would be a 4-lane major for the portion east of 30th Street. Broadway is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 25 mph. Broadway provides access to SR-94 and downtown San Diego. Broadway is classified as a Class III bicycle facility. The City BMP proposes Broadway Street as potentially being a Class II (Bike Lanes) facility between 19th Street and 22nd Street and between 28th Street and SR-94.

C Street functions as an east-west 2-lane collector with a two-way left-turn lane and a curb to curb width of 50 feet between I-5 and 29th Street, and as a 2-lane collector with a curb to curb width of 50 feet between 29th Street and Delevan Drive. Its adopted plan ultimate classification is a 2-lane collector. C Street is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 30 mph. The City BMP proposes C Street as a Class III (Bike Route) facility between 19th Street and Delevan Drive.

Cedar Street functions as an east-west 2-lane collector between Fern Street and Gregory Street. Cedar Street has a curb to curb width of 40 feet between Fern Street and Edgemont Street and 40 feet between Edgemont Street and Gregory Street. It is currently functioning at its adopted plan ultimate classification. The segment between 32nd Street and Gregory Street is not identified in the future classifications. Cedar Street is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 30 mph.

Fern Street functions as a north-south 2-lane collector with a curb to curb width of 40 feet between C Street and Juniper Street. Its adopted plan ultimate classification has Fern Street as a 3-lane collector between C Street and A Street. It is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 25 mph. The City BMP proposes Fern Street as a Class III (Bike Route) north of B Street, a Class II (Bike Lanes) between B Street and SR-94 with the option of a Class III (Bike Route) facility between Broadway and SR-94.

Grape Street functions as an east-west 2-lane collector between 28th Street and Marlton Drive. Grape Street has a curb to curb width of 50 feet between 28th Street and 31st Street and 40 feet between 31st Street and Marlton Drive. It is currently functioning at its adopted plan ultimate classification. Grape Street is lined with sidewalks and curbs with parking available on both sides of the street. The posted speed limit is 25 mph.

FREEWAYS

Interstate 5 is a significant north-south interstate that traverses the United States from the Mexico border to the Canadian border through the states of California, Oregon, and Washington. Within California, I-5 connects the following major metropolitan areas: San Diego, Los Angeles, Sacramento, and the eastern portion of the San Francisco Bay Area. I-5 can be directly accessed from the Uptown and Golden Hill communities and provides access to I-8, SR-163, and SR-94 within the vicinity of the study area.

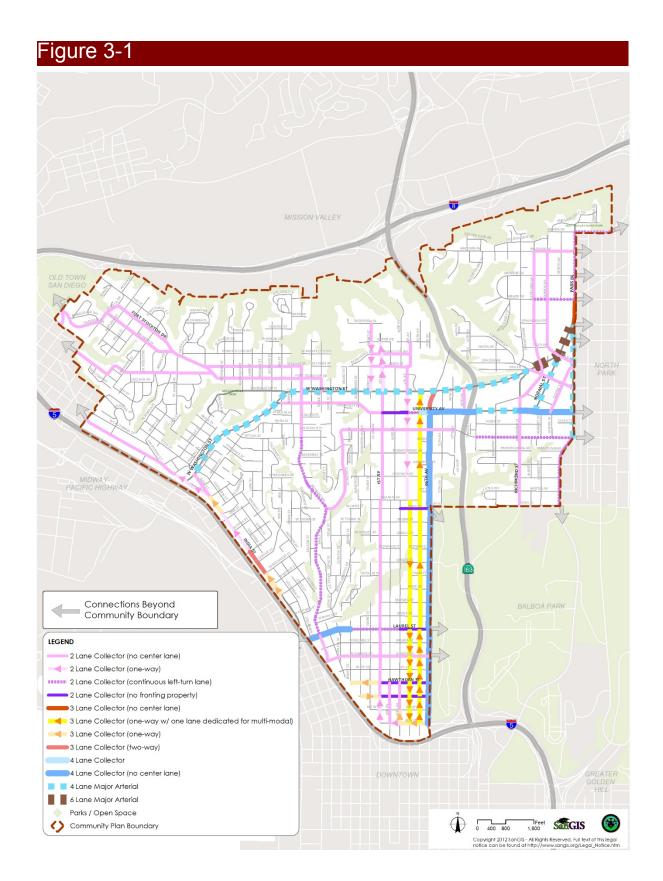
Interstate 8 is a significant east-west interstate that traverses from the western coast of San Diego to central Arizona. I-8 runs just north of the study communities, with direct access from Texas Street. I-8 provides connections with I-5, SR-163, and I-805 within the vicinity of the study area.

State Route 15 / **Interstate 15** is a significant north-south interstate that traverses from San Diego to Salt Lake City through the states of California, Nevada, and Utah. SR-15 can be accessed by SR-94 and I-805, but direct access is not provided from within the vicinity of the study area.

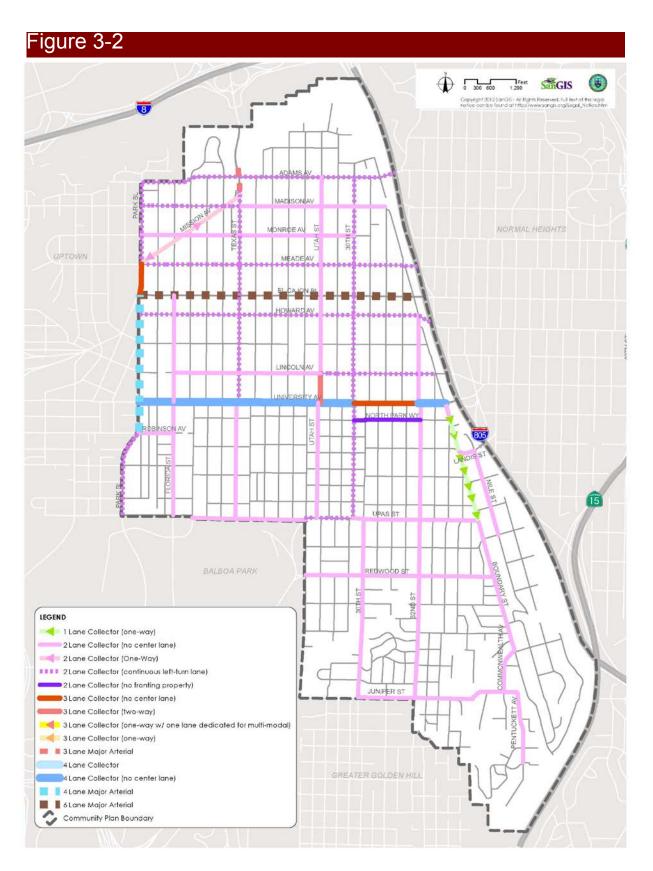
Interstate 805 is largely contained within the San Diego metropolitan area. Termini are both located along Interstate 5, one near the Mexico border and the other near the Torrey Pines State Reserve and the University of California at San Diego. I-805 can be directly accessed from the North Park community and provides connections with I-8, SR-94 and SR-15 within the vicinity of the study area.

State Route 94 connects San Diego with the rural areas east of San Diego. Termini are located at downtown San Diego and at I-8 near the community of Boulevard in southeastern San Diego County. SR-94 can be directly accessed from the Golden Hill community and provides connections with I-5, SR-15 and I-805 within the vicinity of the study area.

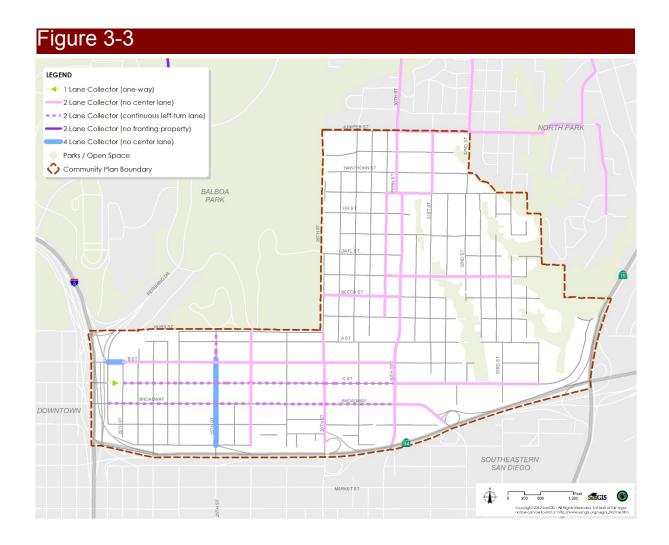
State Route 163 is contained within the San Diego metropolitan area. Termini are located along Interstate 5 near Balboa Park, and along I-15 near Miramar. SR-163 can be directly accessed from the Uptown and North Park communities and provides connections with I-8 and I-5 within the vicinity of the study area.



Existing Functional Street Classifications: Uptown



Existing Functional Street Classifications: North Park



Existing Functional Street Classifications: Golden Hill

3.2 TRAFFIC VOLUMES

The peak-hour intersection turning movements and roadway segment traffic data were obtained from several sources. Prior to data collection and in coordination with the City, the count data was compared against adjacent segments with more recent count data, if applicable, and volumes in the City's traffic model. At locations where volumes were determined to not be reasonable, whether new development has occurred or older count data was not similar enough to more recent count information in the area, new counts were obtained as part of the data collection process for this project. Where appropriate, traffic counts from previous studies were utilized, including the Hillcrest Mobility Study and University Avenue Mobility Plan. The City of San Diego also provided counts that they had performed in 2007 to calibrate their traffic planning model. The rest of the locations were counted by True Count in 2010 or were obtained through the latest City of San Diego traffic count database (2010).

In accordance with the City of San Diego *Traffic Impact Study Manual* (1998), traffic counts should be no greater than two years old. Therefore, since the counts were gathered between 2006 and 2010, validation was required to determine if the counts still represent current traffic conditions for this report. Consequently, the roadway segment ADT counts were compared to current (i.e., Year 2012 and 2013) City of San Diego and Caltrans machine counts available for the Cluster communities and adjacent freeway ramp facilities to determine if the counts included were still valid. It was concluded that traffic volumes for all three communities stayed within a 10-percent fluctuation and the volume counts originally collected were still valid for use. Thus, although count dates may not be consistent, the volumes provide a good representation of volumes for existing conditions for a planning level study.

The existing traffic volume data is contained in **Appendix C**. Since the count data was obtained more than two years ago, justification that the count data is still applicable is also provided in the appendix.

Figures 3-4, 3-5, 3-6, and **3-7** display the existing peak-hour traffic volumes at the study intersections for each community. **Figures 3-8, 3-9** and **3-10** illustrate the existing ADT volumes along the roadway segments in the study area for each community.

FIGURE 3-4							
1	372 / 363 399 / 394 Washington St	9 Y O Seign us S S S S S S S S S S S S S S S S S S	732 / 545 \$\times \frac{732 / 545}{651 / 573}\$\$\$\$ \text{Washington St}\$\$\$\$ \times \frac{721}{221}\$\$\$ \times \frac{7}{6}\$\$\$\$\$\$\$\$\$\$ \times \frac{7}{6}\$	4/27 Ø 4 10/85 %	0 / 9	4 4 605 607 102 149 607 111 113 116 607	S 120 / 61 ⇔ 1147 / 951 ⊵ 271 / 304 Washington St
l	0 / 116 1379 / 979 Washington St 0 / 988 0 / 0 88	## 6 77 2102 ⇔ 67 / 2102 ⇔ 67 / 216 ⇔	55/54 % % 1/2 % % % % % % % % % % % % % % % % % % %	7 887 2073 A Surple ond 58 20 20 20 20 20 20 20 20 20 20 20 20 20	© 1409 / 761	8 8 10 10 10 10 10 10 10	\$ 11/11 \$ 25/23 \$ 285/116 \$ 1/2 Polk Ave
161 / 415	74 / 55 511 / 391 129 / 143 El Cajon Blvd	50 / 310 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	⇔ 42 / 416 ঐ 66 / 195 University Ave	11 9 8 4 4 4 4 4 4 4 4 7 9 5 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	258 / 248 641 / 630 University Ave 208 / 78 480 641 / 630	12 12 14 15 15 15 15 15 15 15 15 15 15 15 15 15	© 203 / 187 © 373 / 427 © 134 / 140 University Ave 4 / 7 4 / 7 4 / 8 6 / 8 / 8 / 9 4 / 7 6 / 7 6 / 8 / 9 6 / 9 / 9 7 / 9 / 9 7 / 9 / 9 / 9 7 / 9 / 9 / 9 8 / 9
49 / 145 Ø S 385 / 895 ⋈	16 / 23 604 / 585 179 / 108 University Ave	92 66 17 98 99 90 90 90 90 90 90 90 90 90 90 90 90	S 56 / 40 ⇔ 544 / 594 University Ave	15 7 15 15 15 15 15 15 1	97 / 81 480 / 420 110 / 79 University Ave	200 / 214	⇔ 151 / 265 № 76 / 73 Robinson Ave
17 Ave	66 / 106 228 / 231 Robinson Ave	8 86 /119 8 868 /823 7 1 /7 Sixth Ave	S 9 / 34 ⇔ 197 / 188 № 87 / 128 Robinson Ave	19 St India St	5 54 / 33 ⇔ 26 / 21 Vine St	\$ 332 / 271 \$ 1033 / 1459 \$ 117 / 223 Kettner Bivd	⇔ 118 / 60 № 144 / 89 Sassafras St
250 / 205	393 /707 🚓 79 /195 😘	150 / 145	2 / 1 % 506 / 738 \$\infty\$ 52 / 114 \$\infty\$		19 / 29 & 1192 / 1933 & 10 / 20 &	62 / 218	

UPTOWN

Legend

X/Y = AM/PM PEAK HOUR
TURNING VOLUMES



Existing Peak-Hour Intersection Volumes: Uptown

FIGURE 3	3-5						
21 dia St	s 18 / 11 ⇔ 37 / 25 Sassafras St	22 So appu	5 125/174 0 125/174 0 182/202	53 97 /91 64 456 455 73 1/62 Fourth Ave	⇔ 233 / 279 ⋈ 58 / 41 Laurel St	Eifth Ave	S 54 / 78 ⇔ 195 / 335 Laurel St
84 / 285	220 / 115 & 782 / 1380 ÷ 9 / 25 &	3/622 ∅ 306/486 ⇔	28/32 ¢ 16/7 ⇔ 97/220 % 16/42 %	324 / 561 ⇔ 86 / 48 ⊗		137 / 214	85 /69 2 593 /764 3 58 /105 2
5 140 / 136 9 477 / 522 0 69 / 103 Sixth Ave	S 19 / 120 ⇔ 42 / 84 № 14 / 67 Laurel St	72 / 13 Brant St	S 379 / 786 ⇔ 55 / 129 Hawthorn St	27 Value Sergie	Grape St	First Ave	S 76 / 18 ⇔ 209 / 486 Elm St
128 / 236 Ø 97 / 306 ⇔ 55 / 117 ₪	64 /81 2 326 /395 5 26 /62 3		3 /2 & 0 /1 & 48 /108 &	44 / 23	49 /84 🕁		584 /1368 a 140 /219 a 33 /45 a
6 84 /38 6 588 / 620 8ixth Ave	S 1082 / 356 ⇔ 1200 / 398 № 1166 / 468 Elm St	30	Cedar St 4 2 7 7 7 1 7 1 7 1 7 1 7 1 7 1 7 1 7 1 7				

UPTOWN

Legend

X / Y = AM / PM PEAK HOUR
TURNING VOLUMES



Existing Peak-Hour Intersection Volumes: Uptown (Cont.)

FIGURE 3	3-6						
8 40 /123 4 255 /857 7 59 /215 Texas St	S 386 / 195 ⇔ 39 / 54 ঐ 22 / 19 Madison Ave	35 73 /123 ⇔ 151 /481 ⇔ 74 /272 Texas St	S 88 / 100 ⇔ 585 / 579 ≥ 44 / 66 El Cajon Blvd	33 45 /61 0 146 /302 0 107 /164 30th St	S 73 / 85 ⇔ 860 / 1083 ⊵ 71 / 192 El Cajon Blvd	\$ 357 / 793 \$ 2 / 2 \$ 137 / 607 1805 SB Ramps	⇔ 946 / 943 ⊭ 188 / 280 El Cajon Blvd
307 / 226	9 / 24 % 614 / 563 % 13 / 12 %	75 / 165	59 /41 & 265 /253 & 20 /60 &	29 / 64	76 /101 & 146 /232 & 68 /136 &	716 / 1123 ⇔ 502 / 601 ∾	
35 H-805 NB Ramps	© 346 / 275 ⇔ 613 / 866 El Cajon Blvd	73 / 66 ÷ 55 / 136 ° 71 / 171 Texas St	S 48 / 62 ⇔ 434 / 490 ⋈ 9 / 12 University Ave	249 / 81 0 176 / 407 0 40 / 95 30th St	S 38 / 59 ⇔ 384 / 399 ⊵ 109 / 141 University Ave	8 1/2 02/101 0 26/31 Boundary St	S 0 / 2 ⇔ 437 / 557 ≥ 180 / 233 University Ave
513 / 265	519 / 333 & 1/1 & 102 / 260 &	58 / 87	67 /49 & 71 /135 & 13 /32 &	67 / 98	65 / 84 2 168 / 306 5 101 / 126 2	1 / 2	86 / 118 2 10 / 17 4 95 / 228 3
6 13 / 30 4 52 / 30 7 20 / 54 Wabash Ave	\$ 8 / 17 \$ 290 / 372 \$ 265 / 159 University Ave	Nouth Park Wy Boundary St Nouth bark St Nouth bark St Roundary St	5 187 / 413 ⇔ 107 / 229 ⊵ 88 / 309 I-805 SB Ramps	\$ 157 / 159 \$ 20 / 127 / 307 \$ 30th St (W)	S 244 / 236 \$ 287 / 207 Upas St		
5 / 8 Ø Sdure Burger 681 / 511 % 9081	331 /382 & 85 /149 & 132 /223 &	107/238 \$ \$ 6/17 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	76 /80 3	91 / 176	1/1 &		

NORTH PARK

Legend

X / Y = AM / PM PEAK HOUR
TURNING VOLUMES



Existing Peak-Hour Intersection Volumes: North Park

FIGURE 3-7			
42 88 88 89 45 89 40 89 45 89 40 89 45 89 40 80 80 80 80 80 80 80 80 80 80 80 80 80	43	44 75 No Orthorno 55	45 8 42 7 2 8 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4
17th St	H5 NB Off- Ramp 813 / 426 Ø 21 / 38 Ø	2 / 0 Ø 8 9 Pt 7 8 8 7 / 17 / 17 \$ 7 / 19 8 9 Pt 7 8 8 9 Pt 7 8 8 9 Pt 7 8	326 / 754 ⇔ 129 / 289 %
46 08 498 498 498 498 498 498 498 498 498 49	47	48	49 88 81 / 153 8 81 / 153 8 8 6 / 73 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8
14/40 Ø S to 8 S	83 / 90 🕁	24/20 \$ 9/9 \$ 2/2 \$ 2/2 \$ 2/2 \$ 3/4 \$ 61.	161/168 ÷ 210/286 %
50	51	52 ts 52 H 64 H 75 H 7	25 / 265 / 388 2 217 / 369 2 25h St
142 /75 & 80 /76 +	130 /70 & 220 /196 ~	45 / 62 Ø ① ② ② ② ② ② ② ② ② ② ③ ② ③ ② ③ ② ③ ② ③ ②	41/63 & 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

GOLDEN HILL

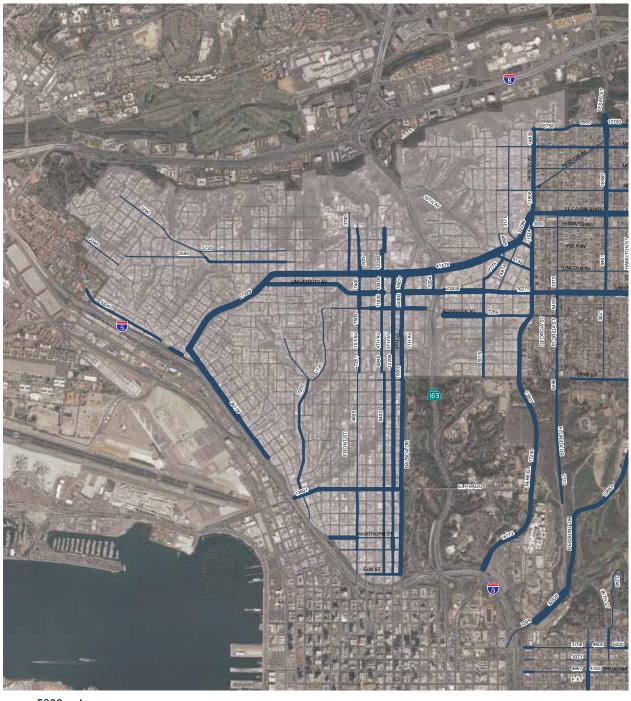
Legend

X/Y = AM / PM PEAK HOUR
TURNING VOLUMES



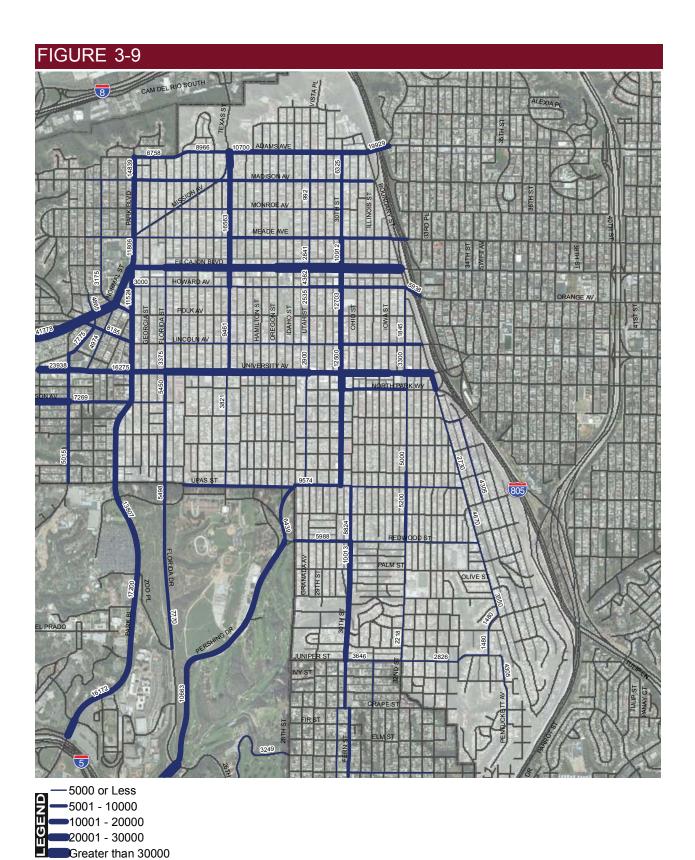
Existing Peak-Hour Intersection Volumes: Golden Hill

FIGURE 3-8

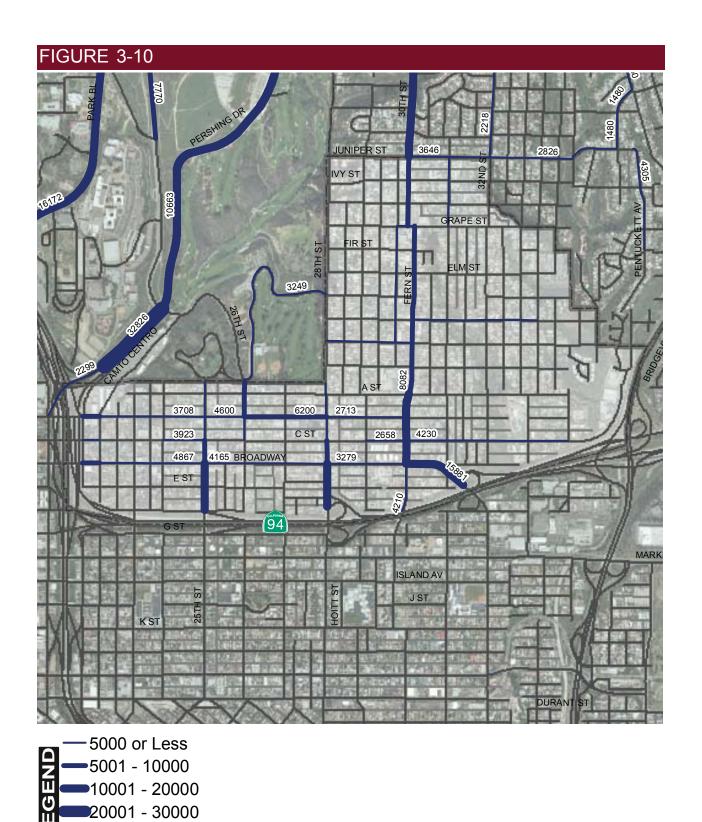


5000 or Less 5001 - 10000 10001 - 20000 20001 - 30000 Greater than 30000

Existing Roadway Segment ADT Volumes: Uptown



Existing Roadway Segment ADT Volumes: North Park



Greater than 30000

Existing Roadway Segment ADT Volumes: Golden Hill

3.3 INTERSECTION ANALYSIS

Tables 3-1, 3-2 and 3-3 display the LOS analysis results for the study intersections under Existing Conditions. As shown in the table and figures, all intersections currently operate at LOS D or better during both peak periods, except for the following intersections:

UPTOWN

• Washington Street & Eighth Ave/SR-163 Off-Ramp (LOS F – p.m. peak)

At the intersection of Washington Street and SR-163, the eastbound through volumes are over 2,100 during the p.m. peak period. The existing two eastbound lanes do not have the capacity to adequately handle this demand.

NORTH PARK

- Madison Avenue & Texas Street (LOS E a.m. peak)
- El Cajon Boulevard & Texas Street (LOS F p.m. peak)
- El Cajon Boulevard & I-805 SB Ramps (LOS F p.m. peak)
- University Avenue & Texas Street (LOS E p.m. peak)

At the intersection of Madison Avenue and Texas Street, there are 307 vehicles making the eastbound left turn movement from Madison Avenue to Texas Street in the a.m. peak, which is above the capacity of the single left turn lane that is provided.

At the intersection of El Cajon Boulevard and Texas Street, the southbound movement does not have adequate time to pass all the vehicles through the intersection given the existing timing plan. The southbound movement is split phased.

At the intersection of El Cajon Boulevard and I-805 SB Ramps, the poor LOS is primarily caused by the southbound right turn movement having to merge with traffic on El Cajon Boulevard. The southbound right turn movement has 793 vehicles during the p.m. peak trying to merge into the closest of three lanes that are carrying 943 westbound through vehicles. Delays at the merge point can affect the speeds on the ramp and the overall intersection operations.

At the intersection of University Avenue and Texas Street there is a pedestrian-only phase and split phasing for the northbound and southbound movements. There is a good amount of vehicles coming from all directions at this intersection and the timing cannot keep the delays down for every movement, especially when pedestrians are using the intersection frequently as well.

GOLDEN HILL

- B Street & 17th St/I-5 SB Off-Ramp (LOS F a.m. peak)
- SR-94 WB Ramps & Broadway (LOS F both peaks)
- SR-94 WB Ramps & 28th Street (LOS E a.m. peak, LOS F p.m. peak)
- SR-94 EB Ramps & 28th Street (LOS F p.m. peak)

At the intersection of B Street and I-5 Southbound Off-Ramp, vehicles looking to go through the intersection in the southbound direction have trouble finding gaps in traffic. During the a.m. peak, there are 1,159 vehicles in the westbound direction that the southbound through movement has to cross. Gaps are created briefly when the upstream traffic signal changes phases, but it does not provide enough gaps for all the vehicles to cross.

At the intersection of SR-94 Westbound Ramps and Broadway, the westbound left-turn movement from the off-ramp is stop-controlled while Broadway has free movements. These left turning vehicles have to wait for gaps in traffic along Broadway. Due to the volumes on Broadway, gaps are not provided often enough to operate at an adequate LOS during either peak-hour.

At the intersections of SR-94 Westbound Ramps and 28th Street and SR-94 Eastbound Ramps and 28th Street, the westbound left-turn movements from the off-ramps are stop-controlled while 28th Street has free movements. These left turning vehicles have to wait for gaps in traffic along 28th Street. Due to the volume on 28th Street, gaps are not provided often enough to operate at an adequate LOS during either peak-hour.

Appendix D contains the LOS calculation worksheets.

Table 3-1 Existing Conditions Summary of Intersection Analysis

				EXIS'	TING
	INTERSECTION	TRAFFIC CONTROL	PEAK HOUR	DELAY (a)	LOS (b)
		UPT	OWN		
1	Washington Ct & Hannes In Ct	C:1	AM	24.9	С
1	Washington St & Hancock St	Signal	PM	28.2	С
2	Washington St & San Diego Ave	Signal	AM	19.7	В
	washington St & San Diego Ave	Signai	PM	17.6	В
3	Washington St & India St	Signal	AM	11.7	В
	washington St & India St	Signai	PM	14.2	В
4	Washington St & Fourth Ave	Signal	AM	25.2	С
	washington St & Fourth 71ve	Signai	PM	37.3	D
5	Washington St & Fifth Ave	Signal	AM	15.2	В
	washington St & Thin Tive	Signar	PM	16.3	В
6	Washington St & Eighth Ave/SR-163 Off-	Signal	AM	42.6	D
	Ramp	Signar	PM	ECL	F
7	Washington St & Richmond St/SR-163	Signal	AM	18.6	В
	On-Ramp	~-0	PM	13.2	В
8	Washington St/Normal St & Campus	Signal	AM	43.0	D
	Ave/Polk Ave	~-8	PM	50.0	D
9	Normal St/El Cajon Blvd & Park Blvd	Signal	AM	25.2	C
	Tromai Se Br eagon Brea & Fam Brea	515.14.1	PM	34.3	C
10	University Ave & Fourth Ave	Signal	AM	29.1	С
	Christop 1110 to 1 out the 1110	515	PM	28.2	С
11	University Ave & Fifth Ave	Signal	AM	12.9	В
		~-8	PM	25.3	C
12	University Ave & Sixth Ave	Signal	AM	32.9	C
			PM	54.8	D
13	University Ave & Tenth St	Signal	AM	18.6	В
			PM	20.6	C
14	University Ave & Normal St	Signal	AM	5.6	A
	Christop 1110 to 1101man St	515	PM	10.6	В
15	University Ave & Park Blvd	Signal	AM	24.5	C
13	Chiversity Ave & Fark Bivu	Signai	PM	39.4	D
16	Robinson Ave & Fourth Ave	Signal	AM	21.4	С
10	Robinson Ave & Pourui Ave	Signai	PM	18.4	В
17	Dohinson Ava & Eifth A	Cia1	AM	10.8	В
17	Robinson Ave & Fifth Ave	Signal	PM	15.0	В
10	D 1	g: 1	AM	21.6	С
18	Robinson Ave & Sixth Ave	Signal	PM	27.6	C
			AM	5.6	A
19	Vine St & India St	Signal	PM	7.3	A
			AM	10.4	В
20	Sassafras St & Kettner Blvd	Signal	PM	12.5	В
			AM	6.3	A
21	Sassafras St & India St	Signal	PM	20.9	C
Notes:			1 1/1	20.7	

K:\SND_TPTO\095240042\Excel\[240042IN01.xlsm]Existing

Bold values indicate intersections operating at LOS E or F.

ECL = Exceeds Calculable Limit. Reported when delay exceeds 180 seconds.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a one-way or two-way stop-controlled intersection, delay refers to the worst

⁽b) LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual and performed using Synchro 7.0

Table 3-2 Existing Conditions Summary of Intersection Analysis (Cont.)

				EXIST	ΓING	
	INTERSECTION	TRAFFIC CONTROL	PEAK HOUR	DELAY (a)	LOS (b)	
			VN (cont.)			
22	Laurel St & India St/I-5 NB On-Ramp	Signal	AM	17.0	В	
22	Laurer St & fildra St/1-3 NB Off-Ramp	Signai	PM	21.4	С	
23	Laurel St & Fourth Ave	Signal	AM	12.2	В	
23	Laurer St & Pourur Ave	Signai	PM	14.9	В	
24	Laurel St & Fifth Ave	Signal	AM	12.3	В	
2-7	Educi St & Thui 71ve	Signai	PM	12.7	В	
25	Laurel St & Sixth Ave	Signal	AM	13.7	В	
	Educion St. Co. Sixtii 71VC	Signai	PM	20.5	C	
26	Hawthorn St & Brant St	Two-Way Stop	AM	9.9	A	(SB R)
20	The winding of the Brain St	1 wo way btop	PM	12.9	В	(SB R)
27	Grape St & State St	Signal	AM	15.7	В	
	Grupe St & State St	5.5	PM	18.7	В	
28	Elm St & First Ave	Signal	AM	13.3	В	
	Zimi St & Tingerire	5.5	PM	21.6	C	
29	Elm St & Sixth Ave	Signal	AM	54.4	D	
		~-8	PM	14.8	В	
30	Cedar St & Second Ave	Two-Way Stop	AM	31.8	D	(SB R)
			PM	18.0	С	(SB R)
		NORT	H PARK			
31	Madison Ave & Texas St	Signal	AM	77.4	E	
			PM	34.7	С	
32	El Cajon Blvd & Texas St	Signal	AM	35.9	D	
	-		PM	106.8	F	
33	El Cajon Blvd & 30th St	Signal	AM	26.0	C	
		-	PM	50.2	D	
34	El Cajon Blvd & I-805 SB Ramps	Signal	AM	18.4	В	
	1	8	PM	80.9	F	
35	El Cajon Blvd & I-805 NB Ramps	Signal	AM	27.9	C	
		~-8	PM	19.2	В	
36	University Ave & Texas St	Signal	AM	19.5	В	
50	Oniversity rive & Texas St	Signai	PM	72.7	E	
37	University Ave & 30th St	Signal	AM	25.0	C	
31	Oliversity rive & Sour St	Signai	PM	49.2	D	
38	University Ave & Boundary St	Signal	AM	23.0	C	
50	Oniversity Ave & Boundary St	Signal	PM	42.1	D	
39	Linivargity Ava & L 205 ND D	Signal	AM	29.0	С	•
39	University Ave & I-805 NB Ramps	Signal	PM	35.6	D	
40	North Park Way/I-805 SB Ramps &	All Way Stor	AM	18.1	С	
40	Boundary St/33rd St	All-Way Stop	PM	10.6	В	

Bold values indicate intersections operating at LOS E or F.

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ECL = Exceeds Calculable Limit. Reported when delay exceeds 180 seconds.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a one-way or two-way stop-controlled intersection, delay refers to the worst movement.

⁽b) LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual and performed using Synchro 7.0

Table 3-3 Existing Conditions Summary of Intersection Analysis (Cont.)

				EXIS	TING	
	INTERSECTION	TRAFFIC CONTROL	PEAK HOUR	DELAY (a)	LOS (b)
		NORTH PA	ARK (cont.)			
41	Upas St & 30th St (W)	All-Way Stop	AM	24.4	C	
41	opas St & Soul St (W)	All-Way Stop	PM	25.9	D	
		GOLDE	N HILL			
42	B St & 17th St/I-5 SB Off-Ramp	One-Way Stop	AM	130.7	F	(SB TR
	B Stee Trui Stra BB on Rump	one way stop	PM	29.3	D	(SB TR
43	B St & I-5 NB Off-Ramp	No Conflicting	AM	N/A	N/A	
-13	B St & 1 5 1 1 B OH Ramp	Movements	PM	N/A	N/A	
44	B St & 19th St/I-5 NB On-Ramp	Signal	AM	9.4	A	
	B St & 17th St 13 11B On Rump	Signar	PM	6.8	A	
45	C St & 17 St	One-Way Stop	AM	13.7	В	(SB TR
73	C St & 17 St	One-way Stop	PM	23.3	C	(SB TR
46	Broadway & 30th St	Signal	AM	14.2	В	
40	Broadway & Sour St	Signai	PM	11.9	В	
47	SR-94 WB Ramps & Broadway	One-Way Stop	AM	63.0	F	(WB L)
47	SR-94 WB Ramps & Bloadway	One-way Stop	PM	55.3	F	(WB L)
48	SR-94 WB Ramps & 28th St	Two-Way Stop	AM	46.6	E	(WB LT)
40	SR-74 WB Ramps & 20th St	1 wo- way Stop	PM	370.9	F	(WB LT
49	SR-94 EB Ramps & 28th St	One-Way Stop	AM	26.7	D	(WBL)
47	SR-74 ED Ramps & 26th St	One-way Stop	PM	507.0	F	(WB L)
50	F St & 22nd St	All-Way Stop	AM	13.6	В	
30	1 St & 22llu St	All-way Stop	PM	8.6	A	
51	F St & 25th St	A 11 XX/ C4	AM	20.8	С	
51	F St & 25th St	All-Way Stop	PM	16.2	С	
52	G St & 22nd St	All-Way Stop	AM	9.6	A	
32	G St & 22Hu St	An-way Stop	PM	9.4	A	
53	G St & 25th St	All Way Stor	AM	12.4	В	
33	G St & 25th St	All-Way Stop	PM	16.0	С	

Bold values indicate intersections operating at LOS E or F.

K:\SND_TPTO\095240042_Future\[240042IN02_Future_Without Reduction.xlsm]Existing

ECL = Exceeds Calculable Limit. Reported when delay exceeds 180 seconds.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a one-way or two-way stop-controlled intersection, delay refers to the worst movement.

⁽b) LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual and performed using Synchro 7.0

3.4 ROADWAY SEGMENT ANALYSIS

Tables 3-4 through 3-10 display the roadway segments analysis under Existing Conditions for a typical weekday. As shown in the table, based on planning-level analysis using ADT volumes, it is estimated that all roadway segments function at an acceptable LOS D or better in the study area, except for the following segments. The segments listed below have volumes near or above their existing capacity, resulting in periods of congestion.

UPTOWN

- First Avenue between Washington Avenue and University Avenue (LOS E)
- First Avenue between University Avenue and Robinson Avenue (LOS F)
- First Avenue between Robinson Avenue and Pennsylvania Avenue (LOS E)
- First Avenue between Pennsylvania Avenue and Walnut Avenue (LOS E)
- First Avenue between Laurel Street and Hawthorn Street (LOS E)
- Fourth Avenue between Arbor Drive and Washington Avenue (LOS F)
- Sixth Avenue between University Avenue and Robinson Avenue (LOS F)
- Sixth Avenue between Robinson Avenue and Upas Street (LOS F)
- Sixth Avenue between Upas Street and Laurel Street (LOS F)
- Cleveland Avenue between Lincoln Street and Richmond Street (LOS E)
- Fort Stockton Drive between Hawk Street and Goldfinch Street (LOS F)
- India Street between Glenwood Drive and Sassafras Street (LOS F)
- India Street between Sassafras Street and Redwood Street (LOS E)
- Laurel Street between Columbia Street and Union Street (LOS E)
- Lincoln Avenue between Washington Street and Park Boulevard (LOS F)
- Park Boulevard between Adams Avenue and Mission Avenue (LOS E)
- Park Boulevard between Mission Avenue and El Cajon Boulevard (LOS F)
- Richmond Street between Cleveland Avenue and University Avenue (LOS E)
- Robinson Avenue between Third Avenue and Eighth Avenue (LOS F)
- University Avenue between Ibis Street and Albatross Street (LOS F)
- University Avenue between Albatross Street and First Avenue (LOS F)
- University Avenue between First Avenue and Fourth Avenue (LOS F)
- University Avenue between Fourth Avenue and Fifth Avenue (LOS F)
- University Avenue between Sixth Avenue and Eighth Avenue (LOS F)
- University Avenue between Normal Street and Park Boulevard (LOS F)
- Washington Street between Fifth Avenue and Sixth Avenue (LOS E)
- Washington Street between Sixth Avenue and Richmond Street (LOS F)

NORTH PARK

- 30th Street between Upas Street and Redwood Street (LOS F)
- 30th Street between Redwood Street and Juniper Street (LOS F)
- 32nd Street between Myrtle Avenue and Upas Street (LOS E)
- Adams Avenue between 30th Street and West Mountain View Drive (LOS F)
- Boundary Street between University Avenue and North Park Way (LOS F)
- El Cajon Boulevard between Illinois Street and I-805 Ramps (LOS E)
- Texas Street between Adams Avenue and Mission Avenue (LOS E)
- Texas Street between Mission Avenue and El Cajon Boulevard (LOS F)
- University Avenue between Park Boulevard and Florida Street (LOS F)
- University Avenue between Florida Street and Texas Street (LOS F)

- University Avenue between Texas Street and Oregon Street (LOS F)
- University Avenue between Oregon Street and Utah Street (LOS F)
- University Avenue between Utah Street and 30th Street (LOS F)
- University Avenue between 30th Street and Illinois Street (LOS F)
- University Avenue between Illinois Street and Iowa Street (LOS F)
- University Avenue between Iowa Street and 32nd Street (LOS F)
- University Avenue between 32nd Street and Boundary Street (LOS F)
- Upas Street between Alabama Street and Texas Street (LOS E)
- Upas Street between Texas Street and Pershing Road (LOS E)

GOLDEN HILL

- 26th Street between Russ Boulevard and B Street (LOS F)
- 28th Street between C Street and Broadway (LOS F)
- 28th Street between Broadway and SR-94 (LOS F)
- 30th Street between A Street and Broadway (LOS F)
- Broadway between 30th Street and SR-94 (LOS F)
- Fern Street between Juniper Street and Grape Street (LOS F)
- Fern Street between Grape Street and A Street (LOS F)

Table 3-4 Existing Conditions Roadway Segment LOS Summary

ROADWAY SEGMENT	ROADWAY FUNCTIONAL CLASSIFICATION	LOS E CAPACITY	ADT	V/C RATIO (a)	LOS
	UPTOWN				
First Ave					
Arbor Dr to Washington St	2 Lane Collector (one-way)	17,500	5,240	0.299	A
Washington St to University Ave	2 Lane Collector (no center lane)	8,000	7,400	0.925	Е
University Ave to Robinson Ave	2 Lane Collector (no center lane)	8,000	10,100	1.263	F
Robinson Ave to Pennsylvania Ave	2 Lane Collector (no center lane)	8,000	7,500	0.938	E
Pennsylvania Ave to Walnut Ave	2 Lane Collector (no center lane)	8,000	7,261	0.908	E
Walnut Ave to Laurel St	2 Lane Collector (no center lane)	8,000	4,695	0.587	С
Laurel St to Hawthorn St	2 Lane Collector (no center lane)	8,000	7,290	0.911	E
Hawthorn St to Grape St	2 Lane Collector (no center lane)	8,000	3,810	0.476	С
Grape St to Elm St	2 Lane Collector (one-way)	17,500	3,285	0.188	A
Fourth Ave					
Arbor Dr to Washington St	2 Lane Collector (no center lane)	8,000	12,390	1.549	F
Washington St to University Ave	2 Lane Collector (one-way)	17,500	10,400	0.594	С
University Ave to Robinson Ave	2 Lane Collector (one-way)	17,500	11,800	0.674	С
Robinson Ave to Walnut Ave	2 Lane Collector (one-way)	17,500	6,946	0.397	A
Walnut Ave to Laurel St	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	8,492	0.485	В
Laurel St to Grape St	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	7,790	0.445	В
Grape St to Elm St	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	7,570	0.433	В
Fifth Ave					
Washington St to University Ave	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	11,700	0.669	С
University Ave to Robinson Ave	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	10,300	0.589	С
Robinson Ave to Walnut Ave	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	12,209	0.698	С
Walnut Ave to Laurel St	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	11,400	0.651	С
Laurel St to Hawthorn St	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	9,260	0.529	В
Hawthorn St to Grape St	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	10,045	0.574	С
Grape St to Elm St	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	9,220	0.527	В
Sixth Ave					
Washington St to University Ave	3 Lane Collector (two-way)	15,000	16,877	0.844	D
University Ave to Robinson Ave	4 Lane Collector (no center lane)	15,000	24,900	1.660	F
Robinson Ave to Upas St	4 Lane Collector (no center lane)	15,000	15,000	1.000	F
Upas St to Laurel St	4 Lane Collector (no center lane)	15,000	15,128	1.009	F
Laurel St to Juniper St	4 Lane Collector (no center lane)	15,000	10,140	0.676	D
Juniper St to Grape St	4 Lane Collector (no center lane)	15,000	10,915	0.728	D
Grape St to Elm St	4 Lane Collector (no center lane)	15,000	10,650	0.710	D
Ninth Ave					
Washington St to University Ave	2 Lane Collector (no center lane)	8,000	5,204	0.651	D
Campus Ave/Polk Ave					
Madison Ave to Washington St	2 Lane Collector (no center lane)	8,000	3,175	0.397	В
Washington St to Park Blvd	2 Lane Collector (no center lane)	8,000	5,610	0.701	D
Cleveland Ave					
Tyler St to Lincoln Ave	2 Lane Collector (no center lane)	8,000	4,865	0.608	C
Lincoln Ave to Richmond St	2 Lane Collector (no center lane)	8,000	7,775	0.972	E
Curlew St					
Robinson Ave to Reynard Wy	2 Lane Collector (no center lane)	8,000	1,720	0.215	A
Elm St					
Second Ave to Third Ave	2 Lane Collector (one-way)	17,500	7,889	0.451	В
	3 Lane Collector (one-way)	26,000	8,179	0.315	A
Third Ave to Fifth Ave					

Capacity for non-standard roadway classifications were provided by City of San Diego staff.

(a) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

 Table 3-5
 Existing Conditions Roadway Segment LOS Summary (cont.)

ROADWAY SEGMENT	ROADWAY FUNCTIONAL CLASSIFICATION	LOS E CAPACITY	ADT	V/C RATIO (a)	LOS
	UPTOWN				
Fort Stockton Dr					
Arista St to Sunset Blvd	2 Lane Collector (no center lane)	8,000	3,290	0.411	В
Sunset Blvd to Hawk St	2 Lane Collector (no center lane)	8,000	6,100	0.763	D
Hawk St to Goldfinch St	2 Lane Collector (no center lane)	8,000	8,450	1.056	F
Goldfinch St to Falcon St	2 Lane Collector (no center lane)	8,000	2,910	0.364	В
Front St					
Dickinson St to Arbor Dr	2 Lane Collector (no center lane)	8,000	3,790	0.474	С
Arbor Dr to Washington St	2 Lane Collector (one-way)	17,500	5,510	0.315	A
Grape St					
Albatross St to First Ave	3 Lane Collector (one-way)	26,000	2,082	0.080	A
First Ave to Third Ave	2 Lane Collector (no center lane)	8,000	4,289	0.536	С
Third Ave to Sixth Ave	2 Lane Collector (no center lane)	8,000	2,097	0.262	A
Hawthorn St					
Brant St to First Ave	3 Lane Collector (one-way)	26,000	11,558	0.445	В
First Ave to Third Ave	2 Lane Collector (no center lane)	8,000	3,634	0.454	С
Third Ave to Sixth Ave	2 Lane Collector (no center lane)	8,000	3,577	0.447	С
India St	·	•			
Winder St to Glenwood Dr	3 Lane Collector (one-way)	26,000	8,345	0.321	A
Glenwood Dr to Sassafrass St	2 Lane Collector (one-way)	17,500	26,178	1.496	F
Sassafras St to Redwood St	3 Lane Collector (two-way)	20,000	18,676	0.934	Е
Redwood St to Palm St	3 Lane Collector (one-way)	26,000	16,705	0.643	С
Juan St	•				
Harney St to Witherby St	2 Lane Collector (no center lane)	8,000	2,345	0.293	A
Laurel St					
Columbia St to Union St	4 Lane Collector (no center lane)	15,000	13,691	0.913	E
Union St to First Ave	2 Lane Collector (continuous left-turn lane)	15,000	11,128	0.742	D
First Ave to Third Ave	2 Lane Collector (continuous left-turn lane)	15,000	11,326	0.755	D
Third Ave to Sixth Ave	2 Lane Collector (continuous left-turn lane)	15,000	11,516	0.768	D
Lewis St	,	,			
Fort Stockton Dr to Goldfinch St	2 Lane Collector (no center lane)	8,000	3,720	0.465	С
Lincoln Ave	· · · · · · · · · · · · · · · · · · ·				
Washington St to Park Blvd	2 Lane Collector (no center lane)	8,000	8,155	1.019	F
Madison Ave					
Cleveland Ave to Park Blvd	2 Lane Collector (no center lane)	8,000	3,750	0.469	С
Meade Ave					
Cleveland Ave to Park Blvd	2 Lane Collector (continuous left-turn lane)	15,000	3,290	0.219	A
Normal St	·				
Park Blvd to Washington St	6 Lane Major Arterial	50,000	22,296	0.446	В
Washington St to University Ave	4 Lane Major Arterial	40.000	4.974	0.124	Α

Bold values indicate roadway segments operating at LOS E or F. Capacity for non-standard roadway classifications were provided by City of San Diego staff.

 Table 3-6
 Existing Conditions Roadway Segment LOS Summary (cont.)

ROADWAY SEGMENT	ROADWAY FUNCTIONAL CLASSIFICATION	LOS E CAPACITY	ADT	V/C RATIO (a)	LOS
	UPTOWN				
Park Blvd					
Adams Ave to Mission Ave	2 Lane Collector (continuous left-turn lane)	15,000	14,839	0.989	E
Mission Ave to El Cajon Blvd	3 Lane Collector (no center lane)	11,500	11,806	1.027	F
El Cajon Blvd to Polk Ave	4 Lane Major Arterial	40,000	11,524	0.288	A
Polk Ave to University Ave	4 Lane Major Arterial	40,000	13,936	0.348	A
University Ave to Robinson Ave	4 Lane Major Arterial	40,000	14,400	0.360	A
Robinson Ave to Upas St	2 Lane Collector (continuous left-turn lane)	15,000	12,501	0.833	D
Upas St to Zoo Pl	4 Lane Major Arterial	40,000	13,807	0.345	A
Reynard Wy					
Torrance St to Curlew St	2 Lane Collector (continuous left-turn lane)	15,000	1,955	0.130	A
Curlew St to Laurel St	2 Lane Collector (continuous left-turn lane)	15,000	7,200	0.480	С
Richmond St	, , , , , , , , , , , , , , , , , , ,				
Cleveland Ave to University Ave	2 Lane Collector (no center lane)	8,000	7,085	0.886	Е
University Ave to Robinson Ave	2 Lane Collector (no center lane)	8,000	5,345	0.668	D
Robinson Ave to Upas St	2 Lane Collector (no center lane)	8,000	5,015	0.627	D
Robinson Ave	2 Earle Concetor (no conter tane)	0,000	3,013	0.027	ь
Brant St to First Ave	2 Lane Collector (no center lane)	8,000	1,995	0.249	A
First Ave to Third Ave	2 Lane Collector (no center lane)	8,000	5,800	0.725	D
Third Ave to Eighth Ave	2 Lane Collector (no center lane)	8,000	11,022	1.378	F
Tenth Ave to Richmond St	2 Lane Collector (continuous left-turn lane)	15,000	10,120	0.675	D
	· · · · · · · · · · · · · · · · · · ·				C
Richmond St to Park Blvd	2 Lane Collector (continuous left-turn lane)	15,000	7,269	0.485	<u> </u>
San Diego Ave	2 Lane Collector (no center lane)	9,000	5.020	0.720	D.
Hortensia St to Pringle St		8,000	5,830	0.729	D
McKee St to Washington St	3 Lane Collector (one-way)	26,000	13,920	0.535	В
Washington St to India St	2 Lane Collector (one-way)	17,500	4,920	0.281	A
State St	21 and Calleston (no control land)	8,000	4.140	0.510	С.
Laurel St to Juniper St	2 Lane Collector (no center lane)	8,000	4,140	0.518	С
Sunset Blvd	21 (21)	0.000	2.505	0.224	
Witherby St to Fort Stockton Dr	2 Lane Collector (no center lane)	8,000	2,595	0.324	В
University Ave	AY (1 .)	0.000	10.525	1016	
Ibis St to Albatross St	2 Lane Collector (no center lane)	8,000	10,527	1.316	F F
Albatross St to First Ave	2 Lane Collector (no center lane)	8,000	16,851	2.106	F
First Ave to Fourth Ave	2 Lane Collector (no fronting property)	10,000	11,750	1.175	F
Fourth Ave to Fifth Ave	2 Lane Collector (continuous left-turn lane)	15,000	20,250	1.350	<u>F</u>
Fifth Ave to Sixth Ave	4 Lane Collector	30,000	21,184	0.706	D
Sixth Ave to Eighth Ave	4 Lane Collector (no center lane)	15,000	24,400	1.627	F
Vermont St to Normal St	4 Lane Major Arterial	40,000	23,938	0.598	C
Normal St to Park Blvd	4 Lane Collector (no center lane)	15,000	16,275	1.085	F
Upas St					
Third Ave to Sixth Ave	2 Lane Collector (no fronting property)	10,000	4,475	0.448	В
Washington St		1	1	ı	
India St to University Ave	4 Lane Major Arterial	40,000	27,929	0.698	С
University Ave to First Ave	4 Lane Major Arterial	40,000	20,477	0.512	В
First Ave to Fourth Ave	4 Lane Major Arterial	40,000	25,745	0.644	С
Fourth Ave to Fifth Ave	4 Lane Major Arterial	40,000	30,900	0.773	D
Fifth Ave to Sixth Ave	4 Lane Major Arterial	40,000	38,428	0.961	E
Sixth Ave to Richmond St	4 Lane Major Arterial	40,000	41,778	1.044	F
Richmond St to Normal St	6 Lane Major Arterial	50,000	38,725	0.775	C
Notes:					

Bold values indicate roadway segments operating at LOS E or F.

 $Capacity\ for\ non-standard\ roadway\ classifications\ were\ provided\ by\ City\ of\ San\ Diego\ staff.$

Table 3-7 Existing Conditions Roadway Segment LOS Summary (cont.)

NORTH PARK STATE STATE	1 45.0 0 1	LXISTING CONDITIONS INDAGWAY SEGMENT L	- Carrina	y (0011t.	<u>/</u>	-
Adam Ave to Meade Ave	ROADWAY SEGMENT	ROADWAY FUNCTIONAL CLASSIFICATION		ADT		LOS
Adam Ave to Metale Ave		NORTH PARK				
Mende Ave to El Cajon Blvd	30th St					
El Cajon Blvd to Howard Ave	Adams Ave to Meade Ave	2 Lane Collector (continuous left-turn lane)	15,000	6,325	0.422	В
Howard Ave to Lincoln Ave 2 Lanc Collector (continuous left-turn lane) 15,000 12,200 0,347 D	Meade Ave to El Cajon Blvd	2 Lane Collector (continuous left-turn lane)	15,000	10,912	0.727	D
Howard Ave to Lincoln Ave 2 Lanc Collector (continuous left-turn lane) 15,000 12,200 0,347 D	El Cajon Blvd to Howard Ave	2 Lane Collector (continuous left-turn lane)	15,000	12,684	0.846	D
Lincoln Ave to University Ave 2 Lane Collector (continuous left-turn lane) 15,000 12,200 0.833 D		· · · · · · · · · · · · · · · · · · ·	1		0.847	D
University Ave to North Park Way 2 Lane Collector (continuous left-turn lane) 15,000 12,150 0.810 D North Park Way Ave to Upas St 2 Lane Collector (no center lane) 8,000 12,241 0.816 D Dups St to Redwood St 2 Lane Collector (no center lane) 8,000 10,013 1.252 F Redwood St to Juniper St 2 Lane Collector (no center lane) 8,000 10,013 1.252 F Redwood St to Juniper St 2 Lane Collector (no center lane) 8,000 1,845 0.231 A Lincoln Ave to University Ave 2 Lane Collector (no center lane) 8,000 3,300 0.625 D University Ave to Myrtle Ave 2 Lane Collector (no center lane) 8,000 3,300 0.625 D Myrtle Ave to University Ave 2 Lane Collector (no center lane) 8,000 6,985 0.873 E University Ave to Myrtle Ave 2 Lane Collector (no center lane) 8,000 6,985 0.873 E Redwood St to Juniper St 2 Lane Collector (no center lane) 8,000 6,985 0.873 E Redwood St to Juniper St 2 Lane Collector (no center lane) 8,000 6,985 0.873 E Park Blvd o Alabama St 2 Lane Collector (no center lane) 8,000 2,218 0.277 A Adams Ave			1		1	
North Park Way Ave to Upas St			1		1	
Upas St to Redwood St 2 Lane Collector (no center lane)	·	, , , , , , , , , , , , , , , , , , , ,				
Redwood St to Juniper St 2 Lane Collector (no center lane)		· · · · · · · · · · · · · · · · · · ·			1	
Howard Ave to Lincoln Ave 2 Lane Collector (no center lane)	1	· · · · · · · · · · · · · · · · · · ·				
Howard Ave to Lincoln Ave 2 Lane Collector (no center lane)		2 Danie Contesto: (13)	V,	10,000		
Lincoln Ave to University Ave 2 Lane Collector (no center lane)		2 Lane Collector (no center lane)	8.000	1 845	0.231	A
University Ave to Myrtle Ave 2 Lane Collector (no center lane)		· · ·			1	
Myrtle Ave to Upas St						
Upas St St to Redwood St		· · · · · · · · · · · · · · · · · · ·			1	
Redwood St to Juniper St		· · · · · · · · · · · · · · · · · · ·			1	
Adams Ave	•				1	
Park Blvd to Alabama St		2 Lane Collector (no center lane)	8,000	2,210	0.277	A
Alabama St to Texas St 2 Lane Collector (continuous left-turn lane) 15,000 8,966 0.598 C Texas St to 30th St 2 Lane Collector (continuous left-turn lane) 15,000 10,700 0.713 D 30th St to W Mountain View Dr 2 Lane Collector (continuous left-turn lane) 15,000 19,929 1.329 F	1	2 I C-II (ntinyoyo loft tyun lono)	15,000	C 750	0.451	D
Texas St to 30th St 2 Lane Collector (continuous left-turn lane) 15,000 10,700 0.713 D 30th St to W Mountain View Dr 2 Lane Collector (continuous left-turn lane) 15,000 19,929 1.329 F F F F F F F F F		· · · · · · · · · · · · · · · · · · ·	1		1	
30th St to W Mountain View Dr 2 Lane Collector (continuous left-turn lane) 15,000 19,929 1.329 F			1		1	
Boundary St			1		1	
University Ave to North Park Way		2 Lane Collector (continuous left-turn lane)	15,000	19,929	1.329	F
North Park Way to Myrtle Ave 1 Lane Collector (one-way) 7,500 2,730 0.364 B					1	
Myrtle Ave to Redwood St 2 Lane Collector (no center lane) 8,000 4,670 0.584 C		· · · · · · · · · · · · · · · · · · ·			1	
Redwood St to Commonwealth Ave 2 Lane Collector (no center lane) 8,000 3,550 0.444 C Commonwealth Ave		• • • • • • • • • • • • • • • • • • • •	- '			
Boundary St to Juniper St 2 Lane Collector (no center lane) 8,000 1,480 0.185 A	· ·	· · · · · · · · · · · · · · · · · · ·		4,670	1	
Boundary St to Juniper St 2 Lane Collector (no center lane) 8,000 1,480 0.185 A		2 Lane Collector (no center lane)	8,000	3,550	0.444	C
Park Blvd to Florida St 6 Lane Major Arterial 50,000 19,407 0.388 A	Commonwealth Ave				т	
Park Blvd to Florida St 6 Lane Major Arterial 50,000 19,407 0.388 A Florida St to Texas St 6 Lane Major Arterial 50,000 23,366 0.467 B Texas St to Oregon St 6 Lane Major Arterial 50,000 24,479 0.490 B Oregon St to Utah St 6 Lane Major Arterial 50,000 32,468 0.649 C Utah St to 30th St 6 Lane Major Arterial 50,000 32,191 0.644 C 30th St to Illinois St 6 Lane Major Arterial 50,000 39,116 0.782 C Illinois St to I-805 Ramps 6 Lane Major Arterial 50,000 39,116 0.782 C Illinois St to I-805 Ramps 6 Lane Major Arterial 50,000 39,116 0.782 C Illinois St to I-805 Ramps 6 Lane Major Arterial 50,000 39,116 0.782 C Illinois St to I-805 Ramps 6 Lane Collector (no center lane) 8,000 3,375 0.422 B El Cajon Blvd to University Ave 2 Lane Collector (no center lane) 8,000	Boundary St to Juniper St	2 Lane Collector (no center lane)	8,000	1,480	0.185	A
Florida St to Texas St	El Cajon Blvd				, 	
Texas St to Oregon St 6 Lane Major Arterial 50,000 24,479 0.490 B Oregon St to Utah St 6 Lane Major Arterial 50,000 32,468 0.649 C Utah St to 30th St 6 Lane Major Arterial 50,000 32,191 0.644 C 30th St to Illinois St 6 Lane Major Arterial 50,000 39,116 0.782 C Illinois St to I-805 Ramps 6 Lane Major Arterial 50,000 46,062 0.921 E Florida St El Cajon Blvd to University Ave 2 Lane Collector (no center lane) 8,000 3,375 0.422 B University Ave to Robinson Ave 2 Lane Collector (no center lane) 8,000 5,450 0.681 D Robinson Ave to Upas St 2 Lane Collector (no center lane) 8,000 5,600 0.700 D Florida Dr Upas St to Morley Field Dr 2 Lane Collector (no fronting property) 10,000 5,498 0.550 B Howard Ave Park Blvd to Florida St 2 Lane Collector (continuous left-turn lane) <td>Park Blvd to Florida St</td> <td>6 Lane Major Arterial</td> <td>50,000</td> <td>19,407</td> <td>0.388</td> <td>A</td>	Park Blvd to Florida St	6 Lane Major Arterial	50,000	19,407	0.388	A
Oregon St to Utah St 6 Lane Major Arterial 50,000 32,468 0.649 C Utah St to 30th St 6 Lane Major Arterial 50,000 32,191 0.644 C 30th St to Illinois St 6 Lane Major Arterial 50,000 39,116 0.782 C Illinois St to I-805 Ramps 6 Lane Major Arterial 50,000 46,062 0.921 E Florida St El Cajon Blvd to University Ave 2 Lane Collector (no center lane) 8,000 3,375 0.422 B University Ave to Robinson Ave 2 Lane Collector (no center lane) 8,000 5,450 0.681 D Robinson Ave to Upas St 2 Lane Collector (no center lane) 8,000 5,600 0.700 D Florida Dr Upas St to Morley Field Dr 2 Lane Collector (no fronting property) 10,000 5,498 0.550 B Howard Ave Park Blvd to Florida St 2 Lane Collector (continuous left-turn lane) 15,000 3,000 0.200 A Florida St to Texas St 2 Lane Collector (contin	Florida St to Texas St	6 Lane Major Arterial	50,000	23,366	0.467	В
Utah St to 30th St 6 Lane Major Arterial 50,000 32,191 0.644 C 30th St to Illinois St 6 Lane Major Arterial 50,000 39,116 0.782 C Illinois St to I-805 Ramps 6 Lane Major Arterial 50,000 46,062 0.921 E Florida St El Cajon Blvd to University Ave 2 Lane Collector (no center lane) 8,000 3,375 0.422 B University Ave to Robinson Ave 2 Lane Collector (no center lane) 8,000 5,450 0.681 D Robinson Ave to Upas St 2 Lane Collector (no center lane) 8,000 5,600 0.700 D Florida Dr Upas St to Morley Field Dr 2 Lane Collector (no fronting property) 10,000 5,498 0.550 B Howard Ave Park Blvd to Florida St 2 Lane Collector (continuous left-turn lane) 15,000 3,566 0.238 A Florida St to Texas St 2 Lane Collector (continuous left-turn lane) 15,000 3,566 0.238 A Texas St to Utah St 2 L	Texas St to Oregon St	6 Lane Major Arterial	50,000	24,479	0.490	В
30th St to Illinois St 6 Lane Major Arterial 50,000 39,116 0.782 C Illinois St to I-805 Ramps 6 Lane Major Arterial 50,000 46,062 0.921 E Florida St El Cajon Blvd to University Ave 2 Lane Collector (no center lane) 8,000 3,375 0.422 B University Ave to Robinson Ave 2 Lane Collector (no center lane) 8,000 5,450 0.681 D Robinson Ave to Upas St 2 Lane Collector (no center lane) 8,000 5,600 0.700 D Florida Dr Upas St to Morley Field Dr 2 Lane Collector (no fronting property) 10,000 5,498 0.550 B Howard Ave Park Blvd to Florida St 2 Lane Collector (continuous left-turn lane) 15,000 3,000 0.200 A Florida St to Texas St 2 Lane Collector (continuous left-turn lane) 15,000 3,566 0.238 A Texas St to Utah St 2 Lane Collector (continuous left-turn lane) 15,000 4,815 0.321 A Utah St to 30th S	Oregon St to Utah St	6 Lane Major Arterial	50,000	32,468	0.649	C
Illinois St to I-805 Ramps	Utah St to 30th St	6 Lane Major Arterial	50,000	32,191	0.644	C
Florida St	30th St to Illinois St	6 Lane Major Arterial	50,000	39,116	0.782	C
El Cajon Blvd to University Ave 2 Lane Collector (no center lane) 8,000 3,375 0.422 B	Illinois St to I-805 Ramps	6 Lane Major Arterial	50,000	46,062	0.921	E
University Ave to Robinson Ave 2 Lane Collector (no center lane) 8,000 5,450 0.681 D Robinson Ave to Upas St 2 Lane Collector (no center lane) 8,000 5,600 0.700 D Florida Dr Upas St to Morley Field Dr 2 Lane Collector (no fronting property) 10,000 5,498 0.550 B Howard Ave Park Blvd to Florida St 2 Lane Collector (continuous left-turn lane) 15,000 3,000 0.200 A Florida St to Texas St 2 Lane Collector (continuous left-turn lane) 15,000 3,566 0.238 A Texas St to Utah St 2 Lane Collector (continuous left-turn lane) 15,000 4,815 0.321 A Utah St to 30th St 2 Lane Collector (continuous left-turn lane) 15,000 6,137 0.409 B 30th St to 32nd St 2 Lane Collector (continuous left-turn lane) 15,000 7,187 0.479 C	Florida St					<u> </u>
Robinson Ave to Upas St 2 Lane Collector (no center lane) 8,000 5,600 0.700 D Florida Dr Upas St to Morley Field Dr 2 Lane Collector (no fronting property) 10,000 5,498 0.550 B Howard Ave Park Blvd to Florida St 2 Lane Collector (continuous left-turn lane) 15,000 3,000 0.200 A Florida St to Texas St 2 Lane Collector (continuous left-turn lane) 15,000 3,566 0.238 A Texas St to Utah St 2 Lane Collector (continuous left-turn lane) 15,000 4,815 0.321 A Utah St to 30th St 2 Lane Collector (continuous left-turn lane) 15,000 6,137 0.409 B 30th St to 32nd St 2 Lane Collector (continuous left-turn lane) 15,000 7,187 0.479 C	El Cajon Blvd to University Ave	2 Lane Collector (no center lane)	8,000	3,375	0.422	В
Upas St to Morley Field Dr 2 Lane Collector (no fronting property) 10,000 5,498 0.550 B	University Ave to Robinson Ave	2 Lane Collector (no center lane)	8,000	5,450	0.681	D
Upas St to Morley Field Dr 2 Lane Collector (no fronting property) 10,000 5,498 0.550 B	Robinson Ave to Upas St	2 Lane Collector (no center lane)	8,000	5,600	0.700	D
Howard Ave Park Blvd to Florida St 2 Lane Collector (continuous left-turn lane) 15,000 3,000 0.200 A Florida St to Texas St 2 Lane Collector (continuous left-turn lane) 15,000 3,566 0.238 A Texas St to Utah St 2 Lane Collector (continuous left-turn lane) 15,000 4,815 0.321 A Utah St to 30th St 2 Lane Collector (continuous left-turn lane) 15,000 6,137 0.409 B 30th St to 32nd St 2 Lane Collector (continuous left-turn lane) 15,000 7,187 0.479 C						
Howard Ave Park Blvd to Florida St 2 Lane Collector (continuous left-turn lane) 15,000 3,000 0.200 A Florida St to Texas St 2 Lane Collector (continuous left-turn lane) 15,000 3,566 0.238 A Texas St to Utah St 2 Lane Collector (continuous left-turn lane) 15,000 4,815 0.321 A Utah St to 30th St 2 Lane Collector (continuous left-turn lane) 15,000 6,137 0.409 B 30th St to 32nd St 2 Lane Collector (continuous left-turn lane) 15,000 7,187 0.479 C	Upas St to Morley Field Dr	2 Lane Collector (no fronting property)	10,000	5,498	0.550	В
Park Blvd to Florida St 2 Lane Collector (continuous left-turn lane) 15,000 3,000 0.200 A Florida St to Texas St 2 Lane Collector (continuous left-turn lane) 15,000 3,566 0.238 A Texas St to Utah St 2 Lane Collector (continuous left-turn lane) 15,000 4,815 0.321 A Utah St to 30th St 2 Lane Collector (continuous left-turn lane) 15,000 6,137 0.409 B 30th St to 32nd St 2 Lane Collector (continuous left-turn lane) 15,000 7,187 0.479 C	Howard Ave					
Florida St to Texas St 2 Lane Collector (continuous left-turn lane) 15,000 3,566 0.238 A		2 Lane Collector (continuous left-turn lane)	15,000	3.000	0.200	A
Texas St to Utah St 2 Lane Collector (continuous left-turn lane) 15,000 4,815 0.321 A Utah St to 30th St 2 Lane Collector (continuous left-turn lane) 15,000 6,137 0.409 B 30th St to 32nd St 2 Lane Collector (continuous left-turn lane) 15,000 7,187 0.479 C	Florida St to Texas St	· · · · · · · · · · · · · · · · · · ·	1		1	
Utah St to 30th St 2 Lane Collector (continuous left-turn lane) 15,000 6,137 0.409 B 30th St to 32nd St 2 Lane Collector (continuous left-turn lane) 15,000 7,187 0.479 C		· · · · · · · · · · · · · · · · · · ·			1	
30th St to 32nd St 2 Lane Collector (continuous left-turn lane) 15,000 7,187 0.479 C		· · · · · · · · · · · · · · · · · · ·	1		1	
1		· · · · · · · · · · · · · · · · · · ·				
	Notes:	2 Lane Concetor (continuous ser ann lane)	10,000	7,107	0.7.2	

Bold values indicate roadway segments operating at LOS E or F.

Capacity for non-standard roadway classifications were provided by City of San Diego staff.

Table 3-8 Existing Conditions Roadway Segment LOS Summary (cont.)

	ROADWAY FUNCTIONAL CLASSIFICATION	LOS E		V/C	1.06
ROADWAY SEGMENT	RUADWAY FUNCTIONAL CLASSIFICATION	CAPACITY	ADT	RATIO (a)	LOS
	NORTH PARK				
Juniper St					
30th St to 32nd St	2 Lane Collector (no center lane)	8,000	3,646	0.456	С
32nd St to Commonwealth Ave	2 Lane Collector (no center lane)	8,000	2,826	0.353	В
Landis St					
Boundary St to Nile St	2 Lane Collector (no center lane)	8,000	3,790	0.474	C
Lincoln Ave					
Florida St to Texas St	2 Lane Collector (no center lane)	8,000	990	0.124	A
Texas St to Utah St	2 Lane Collector (no center lane)	8,000	2,400	0.300	A
Utah St to 30th St	2 Lane Collector (continuous left-turn lane)	15,000	4,550	0.303	A
30th St to 32nd St	2 Lane Collector (continuous left-turn lane)	15,000	5,563	0.371	В
32nd St to Boundary St	2 Lane Collector (continuous left-turn lane)	15,000	5,473	0.365	В
Madison Ave	·	1		,	
Park Blvd to Mission Ave	2 Lane Collector (continuous left-turn lane)	15,000	6,110	0.407	В
Mission Ave to Texas St	2 Lane Collector (continuous left-turn lane)	15,000	8,040	0.536	С
Texas St to Ohio St	2 Lane Collector (no center lane)	8,000	5,295	0.662	D
Meade Ave	a Lamb Contract (112 11111)	V,	U,2	0.0	
Park Blvd to Texas St	2 Lane Collector (continuous left-turn lane)	15,000	4,060	0.271	A
Texas St to 30th St	2 Lane Collector (continuous left-turn lane)	15,000	5,280	0.352	В
30th St to Illinois Ave	2 Lane Collector (continuous left-turn lane)	15,000	8,576	0.572	С
Illinois St to Iowa St	2 Lane Collector (continuous left-turn lane) 2 Lane Collector (continuous left-turn lane)	15,000	8,651	0.577	C
	2 Lane Conector (continuous fore-turn tane)	13,000	0,051	0.511	
Mission Ave Park Blvd to Mississippi St	2 Lane Collector (one-way)	17 500	1,497	0.086	A
	2 Lane Concetor (one-way)	17,500	1,427	0.000	Α
Monroe Ave	O.L. an Collector (no contar long)	0 000	1 200	0.150	4
Park Blvd to Mission Ave	2 Lane Collector (no center lane)	8,000	1,200	0.150	A
Mission Ave to Texas St	2 Lane Collector (no center lane)	8,000	1,500	0.188	A
Texas St to 30th St	2 Lane Collector (no center lane)	8,000	2,158	0.270	A
Nile St	O. C. B. con (on controller)	0.000	1 205	0.520	
Landis St to Thorn St	2 Lane Collector (no center lane)	8,000	4,305	0.538	С
North Park Way	T	1		T	
30th St to 32nd St	2 Lane Collector (no fronting property)	10,000	6,737	0.674	С
Orange Ave/Howard Ave	T	1		T	
Iowa St to I-805	2 Lane Collector (continuous left-turn lane)	15,000	5,938	0.396	В
Pentuckett Ave	T	I	1	1 7	
Juniper St to Fir St	2 Lane Collector (no center lane)	8,000	2,225	0.278	A
Pershing Dr	T	Г	1	1 1	
Upas St to Redwood St	2 Lane Collector (continuous left-turn lane)	15,000	6,439	0.429	В
Redwood St	т	ı	1	, ,	
28th St to 30th St	2 Lane Collector (no center lane)	8,000	5,988	0.749	D
30th St to 32nd St	2 Lane Collector (no center lane)	8,000	4,912	0.614	C
32nd St to Boundary St	2 Lane Collector (no center lane)	8,000	1,650	0.206	A
Robinson Ave	<u> </u>				
Park Blvd to Florida St	2 Lane Collector (no center lane)	8,000	4,160	0.520	C
Texas St					
Adams Ave to Mission Ave	3 Lane Major Arterial	30,000	27,532	0.918	E
Mission Ave to El Cajon Blvd	2 Lane Collector (continuous left-turn lane)	15,000	16,563	1.104	F
El Cajon Blvd to Howard Ave	2 Lane Collector (continuous left-turn lane)	15,000	10,404	0.694	D
Howard Ave to University Ave	2 Lane Collector (continuous left-turn lane)	15,000	9,461	0.631	С
University Ave to Myrtle Ave	2 Lane Collector (no center lane)	8,000	3,821	0.478	С
Myrtle Ave to Upas St	2 Lane Collector (no center lane)	8,000	2,814	0.352	В
Notes:					

Bold values indicate roadway segments operating at LOS E or F.

Capacity for non-standard roadway classifications were provided by City of San Diego staff.

Table 3-9 Existing Conditions Roadway Segment LOS Summary (cont.)

ROADWAY SEGMENT	ROADWAY FUNCTIONAL CLASSIFICATION	LOS E CAPACITY	ADT	V/C RATIO (a)	LOS
	NORTH PARK				
University Ave					
Park Blvd to Florida St	4 Lane Collector (no center lane)	15,000	19,200	1.280	F
Florida St to Texas St	4 Lane Collector (no center lane)	15,000	21,611	1.441	F
Texas St to Oregon St	4 Lane Collector (no center lane)	15,000	20,058	1.337	F
Oregon St to Utah St	4 Lane Collector (no center lane)	15,000	20,361	1.357	F
Utah St to 30th St	4 Lane Collector (no center lane)	15,000	19,173	1.278	F
30th St to Illinois St	3 Lane Collector (no center lane)	11,500	21,100	1.835	F
Illinois St to 32nd St	3 Lane Collector (no center lane)	11,500	19,644	1.708	F
32nd St to Boundary St	4 Lane Collector (no center lane)	15,000	25,568	1.705	F
Upas St					
Alabama St to Texas St	2 Lane Collector (no center lane)	8,000	7,100	0.888	E
Texas St to Pershing Rd	2 Lane Collector (no center lane)	8,000	7,160	0.895	E
Pershing Rd to 30th St	2 Lane Collector (continuous left-turn lane)	15,000	9,574	0.638	C
30th St to 32nd St	2 Lane Collector (no center lane)	8,000	4,347	0.543	C
32nd St to Boundary St	2 Lane Collector (no center lane)	8,000	2,600	0.325	В
Utah St					
Adams Ave to Monroe Ave	2 Lane Collector (no center lane)	8,000	992	0.124	A
Meade Ave to El Cajon Blvd	2 Lane Collector (no center lane)	8,000	2,841	0.355	В
El Cajon Blvd to Howard Ave	2 Lane Collector (no center lane)	8,000	4,362	0.545	C
Howard Ave to Lincoln Ave	2 Lane Collector (no center lane)	8,000	2,535	0.317	В
Lincoln Ave to University Ave	3 Lane Collector (no center lane)	11,500	2,900	0.252	A
University Ave to North Park Way	2 Lane Collector (no center lane)	8,000	4,740	0.593	C
North Park Way to Upas St	2 Lane Collector (no center lane)	8,000	1,919	0.240	A

Bold values indicate roadway segments operating at LOS E or F.

Capacity for non-standard roadway classifications were provided by City of San Diego staff.

Table 3-10 Existing Conditions Roadway Segment LOS Summary (cont.)

ROADWAY SEGMENT	ROADWAY FUNCTIONAL CLASSIFICATION	LOS E CAPACITY	ADT	V/C RATIO (a)	LOS
	GOLDEN HILL				
25th St					
Russ Blvd to B St	2 Lane Collector (continuous left-turn lane)	15,000	7,550	0.503	С
B St to Broadway	4 Lane Collector (no center lane)	15,000	9,409	0.627	С
Broadway to F St	4 Lane Collector (no center lane)	15,000	12,105	0.807	D
26th St					
Russ Blvd to B St	2 Lane Collector (no center lane)	8,000	9,152	1.144	F
B St to C St	2 Lane Collector (no center lane)	8,000	2,146	0.268	A
28th St					
Russ Blvd to C St	2 Lane Collector (no center lane)	8,000	4,888	0.611	С
C St to Broadway	2 Lane Collector (no center lane)	8,000	8,150	1.019	F
Broadway to SR-94	2 Lane Collector (no center lane)	8,000	10,697	1.337	F
30th St	·				
Grape St to Ash St	2 Lane Collector (no center lane)	8,000	3,865	0.483	С
A St to Broadway	2 Lane Collector (no center lane)	8,000	16,610	2.076	F
Broadway to SR-94	2 Lane Collector (no center lane)	8,000	4,210	0.526	С
31st St		•			
Juniper St to Grape St	2 Lane Collector (no center lane)	8,000	2,299	0.287	A
B St					
19th St to 20th St	4 Lane Collector (no center lane)	15,000	5,372	0.358	В
20th St to 25th St	2 Lane Collector (no center lane)	8,000	3,708	0.464	С
25th St to 26th St	2 Lane Collector (no center lane)	8,000	4,600	0.575	С
26th St to 28th St	2 Lane Collector (no center lane)	8,000	6,200	0.775	D
28th St to 30th St	2 Lane Collector (no center lane)	8,000	2,713	0.339	В
Beech St					
28th St to Fern St	2 Lane Collector (no center lane)	8,000	1,770	0.221	A
Broadway					
19th St to 20th St	2 Lane Collector (continuous left-turn lane)	15,000	5,788	0.386	В
20th St to 25th St	2 Lane Collector (continuous left-turn lane)	15,000	4,867	0.324	A
25th St to 28th St	2 Lane Collector (continuous left-turn lane)	15,000	4,165	0.278	A
28th St to 30th St	2 Lane Collector (continuous left-turn lane)	15,000	3,279	0.219	A
30th St to SR-94	2 Lane Collector (no center lane)	8,000	15,881	1.985	F
C St					
19th St to 20th St	1 Lane Collector (one-way)	7,500	3,827	0.510	С
20th St to 25th St	2 Lane Collector (continuous left-turn lane)	15,000	3,923	0.26	A
28th St to 30th St	2 Lane Collector (continuous left-turn lane)	15,000	2,658	0.177	A
30th St to 34th St	2 Lane Collector (no center lane)	8,000	4,230	0.53	С
Cedar St					
Fern St to Felton St	2 Lane Collector (no center lane)	8,000	2,815	0.352	В
Fern St					
Juniper St to Grape St	2 Lane Collector (no center lane)	8,000	8,350	1.044	F
Grape St to A St	2 Lane Collector (no center lane)	8,000	8,082	1.010	F
Grape St					
30th St to 31st St	2 Lane Collector (no center lane)	8,000	2,614	0.327	В
Notes:					

Bold values indicate roadway segments operating at LOS E or F.

Capacity for non-standard roadway classifications were provided by City of San Diego staff.

3.5 FREEWAY SEGMENT ANALYSIS

Freeway volumes were obtained from Caltrans and reflect the latest volumes that had been collected at the time of this report. **Tables 3-11 through 3-14** display the LOS analysis results for the study freeway segments under Existing Conditions. As shown in the table, the freeway segments surrounding the Uptown, North Park, and Golden Hill communities all have volumes that exceed the capacity during peak hours. In general, the failing segments are those that move traffic away from the cluster communities in the morning and towards the cluster communities in the afternoon.

Interstate 5 shows LOS E or F in the northbound direction at each of the segments except between Washington Street and Pacific Highway during the a.m. peak. In the p.m. peak, LOS E or F occurs from First Avenue to Sixth Avenue and from SR-163 to SR-94, both in the southbound direction.

Interstate 8 shows LOS E or F at each of the study segments in both peak periods. The failing LOS shows up in the westbound direction during the a.m. peak and in the eastbound direction during the p.m. peak.

State Route 15 shows LOS E in the southbound direction during both the a.m. and p.m. peaks between I-805 and SR-94.

Interstate 805 shows LOS E or F in one direction each of the segments in the a.m. peak. From I-8 to Adams Avenue, the deficient direction is northbound, and for segments from El Cajon Boulevard to SR-15, the deficient direction is southbound. During the p.m. peak, the deficient segments are southbound from I-8 to Adams Avenue and northbound from El Cajon Boulevard to University Avenue.

State Route 94 shows LOS E or F in the westbound direction during the a.m. peak and in the eastbound direction in the p.m. peak.

State Route 163 shows LOS E or F in the southbound direction from Washington Street to I-5 during the a.m. peak and in the northbound direction from I-5 to Washington Street during the p.m. peak. In addition, the segment of SR-163 from Quince Drive to I-5 in the southbound direction is LOS F in the p.m. peak.

3.6 FREEWAY RAMP METERING ANALYSIS

Ramp volumes were obtained from the intersection turning movements when applicable, or from Caltrans' latest volumes that had been collected at the time of this report. **Table 3-15** displays the queuing analysis results for the ramps in the study area that are currently metered. The table compares the peak hour demand at the on-ramp with the current meter rate. As shown in the table, the meter rate adequately controls the expected demand without excess queuing, except at the following locations:

- Washington Street to I-5 Northbound, a.m. peak (1.4 minute average delay)
- Washington Street to I-5 Northbound, p.m. peak (2.3 minute average delay)
- India Street to I-5 Northbound, p.m. peak (4.2 minute average delay)
- Hancock Street to I-5 Southbound, p.m. peak (7.7 minute average delay)
- Fifth Avenue to I-5 Southbound, p.m. peak (5.5 minute average delay)

Appendix E contains the ramp meter information provided by Caltrans.

Table 3-11 Existing Conditions Freeway Segment Analysis Summary

					PEAK				
		NUMBER	CAPACITY		HOUR	D (DIRECTIONAL	PEAK- HOUR	V/C	
FREEWAY SEGMENT	DIRECTION	OF LANES	(a)	ADT (b)	(p)	SPLIT)	VOLUME (c)	RATIO	ros
			AN	AM PEAK					
I-5									
Old Town Ave to Washington St	NB	4 M + 1 A	9,200	196 000	15 600	0.560	8,736	0.95	E
Old Town Ave to Washington 5t	SB	4 M + 1 A	9,200	170,000	12,000	0.440	6,864	0.75	C
Washington St to Davific Highway	NB	4 M	8,000	148 000	12 000	0.560	6,720	0.84	D
Washington of to Facilic rughway	SB	4 M	8,000	146,000	12,000	0.440	5,280	0.66	C
First Ave to Sixth Ave	NB	4 M + 1 A	9,200	201 000	15 500	0.750	11,625	1.26	F1
	SB	5 M + 1 A	11,200	201,000	13,500	0.250	3,875	0.35	A
SD 163 to SD 04	NB	5 M + 1 A	11,200	210.000	16 200	0.750	12,150	1.08	F0
SR-103 to SR-94	SB	5 M + 1 A	11,200	210,000	10,200	0.250	4,050	0.36	А
SD 04 to Imperial Area	NB	4 M + 1 A	9,200	164 000	12 700	0.750	9,525	1.04	F0
or-74 to impend Ave	SB	4 M + 1 A	9,200	104,000	12,700	0.250	3,175	0.35	A
8-I									
Hotel Circle (W) to Hotel Circle (E)	WB	4 M + 1 A	9,200	208 000	16 500	0.570	9,405	1.02	F0
	EB	4 M	8,000	200,000	20,500	0.430	7,095	0.89	D
Mission Center Rd to Ougloomm Wy	WB	4 M + 1 A	9,200	224 000	17 900	0.570	10,203	1.11	F0
Mission Center we to Cameonin wy	EB	4 M + 1 A	9,200	77,000	11,200	0.430	7,697	0.84	D
1-805 to SB-15	WB	4 M + 1 A	9,200	000 277	10 100	0.650	12,415	1.35	F1
C1-NC OI CO0-1	EB	4 M + 1 A	9,200	242,000	17,100	0.350	6,685	0.73	C
SR-15		•				•			
1-805 to SB-94	NB	3 M + 1 A	7,200	06 000	0008	0.430	3,827	0.53	В
+/-NC 01 C00-1	SB	2 M + 1 A	5,200	20,000	0,200	0.570	5,073	0.98	E
Notes:	r r								
Bold values indicate treeway segments operating at LOS E or F.	OS E or F.								
M=Main Lane; A= Auxiliary Lane.	FG 4	-							
(a) The capacity is calculated as 2,000 ADT per main (b) Traffic volumes provided by Caltrans (2008)	rane and 1,200 AD1 p	er auxiliary talle							
(c) Peak-hour volume calculated by: (2-way Peak-Hour Volume)*(D)	ır Volume)*(D)								

Table 3-12 Existing Conditions Freeway Segment Analysis Summary (Cont.)

FREEWAY SEGMENT	DIRECTION	NUMBER OF LANES	CAPACITY (a)	ADT (b)	PEAK HOUR VOLUME (b)	D (DIRECTIONAL SPLIT)	PEAK- HOUR VOLUME (c)	V/C RATIO	TOS
			AN	AM PEAK					
I-805									
I.8 to Adams Ave	NB	4 M + 1 A	9,200	192 000	15 900	0.730	11,607	1.26	FI
	SB	5 M + 1 A	11,200	172,000	20,761	0.270	4,293	0.38	А
El Caion Blud to University Ave	NB	4 M	8,000	171 000	17 600	0.330	4,818	0.60	В
Li Cajon Diva to Omiversity Ave	SB	4 M + 1 A	9,200	171,000	14,000	0.670	9,782	1.06	F0
Inivarcity Ava to SR-15	NB	4 M + 1 A	9,200	169,000	13 000	0.330	4,290	0.47	В
CILVE O SVC (SINVERS)	SB	4 M + 1 A	9,200	102,000	13,000	0.670	8,710	0.95	E
SR-94									
75th St to 28th St	WB	4 M	8,000	173 000	10.700	0.730	7,811	0.98	E
27 til 51 to 28til 51	EB	4 M	8,000	123,000	10,700	0.270	2,889	0.36	A
28th St to 30th St	WB	4 M	8,000	130,000	12 000	0.730	8,760	1.10	F0
	EB	4 M	8,000	150,000	12,000	0.270	3,240	0.41	А
Broadway to SP-15	WB	4 M	8,000	144 000	13 300	0.730	9,709	1.21	F0
Diodaway to Six-15	EB	4 M + 1 A	9,200	111,000	23,500	0.270	3,591	0.39	А
SR-163									
I.8 to Washington St	NB	3 M + 1 A	7,200	176,000	10 100	0.410	4,141	0.58	В
1-6 to washington of	SB	3 M + 1 A	7,200	120,000	10,100	0.590	5,959	0.83	D
Washington St to Robinson Ava	NB	2 M	4,000	000 96	7 800	0.410	3,198	0.80	С
Washington of to Nothbook Ave	SB	2 M	4,000	70,000	,,800	0.590	4,602	1.15	$\mathbf{F0}$
Onince Dr to L 5	NB	2 M	4,000	108 000	10 100	0.350	3,535	0.88	D
	SB	2 M	4,000	100,000	10,100	0.650	6,565	1.64	F2
Notes: Rold values indicate freeway segments onerging at LOS E or E	A P SC								
M=Main Lane; A= Auxiliary Lane.									
(a) The capacity is calculated as 2,000 ADT per main lane and 1,200 ADT per auxiliary lane	lane and 1,200 ADT p	er auxiliary lane							
(b) Traffic volumes provided by Caltrans (2008)	Volumo %(D)								
(c) I car noar volume calcanaca by (z-way I car 110a	(a) (ammo) (b)								

Table 3-13 Existing Conditions Freeway Segment Analysis Summary (Cont.)

FREEWAY SEGMENT	DIRECTION	NUMBER OF LANES	CAPACITY (a)	ADT (b)	PEAK HOUR VOLUME (b)	D (DIRECTIONAL SPLIT)	PEAK- HOUR VOLUME (c)	V/C RATIO	SOT
				PM PEAK					
I-5									
Old Town Ave to Washington St	NB	4 M + 1 A	9200	196,000	15 600	0.460	7,176	0.78	C
Old TOWN AND TO Washington De	SB	4 M + 1 A	9200	170,000	000,61	0.540	8,424	0.92	D
Washington St to Pacific Highway	NB	4 M	8000	148 000	12 000	0.460	5,520	69.0	C
washington 5t to racine rughway	SB	4 M	8000	1+6,000	12,000	0.540	6,480	0.81	D
Eiret Ava to Sivth Ava	NB	4 M + 1 A	9200	201 000	15 500	0.640	9,920	1.08	F0
That Ave to stant Ave	SB	5 M + 1 A	11200	201,000	000,01	0.360	5,580	0.50	В
SD 163 to SD 04	NB	5 M + 1 A	11200	210,000	16 200	0.640	10,368	0.93	E
+6-NG 03 C01-NG	SB	5 M + 1 A	11200	210,000	10,200	0.360	5,832	0.52	В
SD 0/ to Imperial Ava	NB	4 M + 1 A	9200	164 000	12 700	0.640	8,128	0.88	D
SIN-74 to Impenal Ave	SB	4 M + 1 A	9200	104,000	12,700	0.360	4,572	0.50	В
I-8									
Hotel Circle (W) to Hotel Circle (E)	WB	4 M + 1 A	9200	000 800	16 500	0.450	7,425	0.81	D
	EB	4 M	8000	200,000	20,500	0.550	9,075	1.13	F0
Mission Center Rd to Ougloomm Wv	WB	4 M + 1 A	9200	000 727	17 900	0.450	8,055	0.88	D
TATISSION COURT IN A CO COURT A S	EB	4 M + 1 A	9200	224,000	11,700	0.550	9,845	1.07	F0
1-805 to SB-15	WB	4 M + 1 A	9200	242,000	10 100	0.430	8,213	0.89	D
C1-NC 01 C00-1	EB	4 M + 1 A	9200	272,000	17,100	0.570	10,887	1.18	F0
SR-15									
1-805 to SP 94	NB	3 M + 1 A	7200	06 000	0068	0.430	3,827	0.53	В
+C-NC 01 C00-1	SB	2 M + 1 A	5200	70,000	6,700	0.570	5,073	0.98	E
Notes:	H 20								
bond values indicate freeway segments operating at LOS E of F. M.—Main I and A. Anvillow I and	OS E OF F.								
M.—Manit Latte, A.— Auxiliary Latte. (a) The capacity is calculated as 2,000 ADT per main lane and 1,200 ADT per auxiliary lane	lane and 1,200 ADT p	oer auxiliary lane							
(b) Traffic volumes provided by Caltrans (2008)		•							
(c) Peak-hour volume calculated by: (2-way Peak-Hour Volume)*(D)	ır Volume)*(D)								

Table 3-14 Existing Conditions Freeway Segment Analysis Summary (Cont.)

ED FEWA V CECMENT	NOLLOAGIA	NUMBER	CAPACITY	E C	PEAK HOUR VOLUME	D (DIRECTIONAL	PEAK- HOUR	V/C	90	
	NO TOTAL	OF LANES	(a) PN	PM PEAK	(n)	STATE	A CECAME (C)	OHEN	2021	
I-805										
I_8 to Adams Ava	NB	4 M + 1 A	9200	192 000	15 900	0.340	5,406	0.59	В	
O to Audilla Ave	SB	5 M + 1 A	11200	172,000	13,200	0.660	10,494	0.94	E	`
El Caion Blyd to University Ave	NB	4 M	8000	171 000	14 600	0.600	8,760	1.10	F0	_
El Cajon Diva to Omversity Ave	SB	4 M + 1 A	9200	171,000	14,000	0.400	5,840	0.63	С	
I Iniversity Ava to SP-15	NB	4 M + 1 A	9200	169 000	13 000	0.600	7,800	0.85	D	
Omversity Ave to SN-15	SB	4 M + 1 A	9200	102,000	13,000	0.400	5,200	0.57	В	
SR-94										
25th St to 28th St	WB	4 M	8000	123 000	10.700	0.300	3,210	0.40	A	
23 ti 25 dii 31	EB	4 M	8000	123,000	10,700	0.700	7,490	0.94	E	
28th St to 30th St	WB	4 M	8000	130.000	12 000	0.300	3,600	0.45	В	
20th 3t to 30th 3t	EB	4 M	8000	130,000	12,000	0.700	8,400	1.05	F0	_
Broadway to SP-15	WB	4 M	8000	144 000	13 300	0.300	3,990	0.50	В	`
Diodaway to Siv-15	EB	4 M + 1 A	9200	144,000	13,300	0.700	9,310	1.01	F0	_
SR-163										
L.8 to Washington St	NB	3 M + 1 A	7200	126,000	10 100	0.620	6,262	0.87	D	
re to washington of	SB	3 M + 1 A	7200	120,000	10,100	0.380	3,838	0.53	В	
Washington St to Dobinson Aug	NB	2 M	4000	000 90	7 800	0.620	4,836	1.21	F0	_
Washington 3t to roomson Ave	SB	2 M	4000	20,000	7,000	0.380	2,964	0.74	С	
Oning Dr to I &	NB	2 M	4000	108 000	10 100	0.540	5,454	1.36	F2	
	SB	2 M	4000	106,000	10,100	0.460	4,646	1.16	$\mathbf{F0}$	
Notes:	ŗ									
Bold values indicate freeway segments operating at LOS E or F. M—Main I one. A—Auxilian I and	JS E or F.									
(a) The capacity is calculated as 2,000 ADT per main lane and	_	,200 ADT per auxiliary lane								
(b) Traffic volumes provided by Caltrans (2008)										
(c) Peak-hour volume calculated by: (2-way Peak-Hour Volume)*(D)	r Volume)*(D)									_

Table 3-15 Existing Conditions Summary of Freeway Ramp Metering

	PEAK	METER	DEMAND ²	EXCESS DEMAND	AVERAGE
ON-RAMP	PERIOD	RATE ¹ (veh/hr)	(veh/hr)	(veh/hr)	DELAY (min)
	I	NTERSTATE 5			
Washington St to I-5 NB	AM	996	1020	24	1.4
Washington St to 1 3 1 tb	PM	996	1034	38	2.3
India St to I-5 NB	AM	996	915	0	0.0
11.01.0 20 10 1 2 1 12	PM	996	1066	70	4.2
Hawthorn St to I-5 NB	AM	996	454	0	0.0
The willion St to 13 10B	PM	996	842	0	0.0
Hancock St to I-5 SB	AM			d in the a.m. peak	
Transcock St to 1 5 5B	PM	1140	1287	147	7.7
Kettner Blvd to I-5 SB	AM		Ramp not metere	d in the a.m. peak	
Retiner Dive to 1-3 5D	PM	498	269	0	0.0
Fifth Ave to I-5 SB	AM		Ramp not metere	d in the a.m. peak	
Thui Ave to 1-3 SB	PM	996	1087	91	5.5
	I	NTERSTATE 8			
NB Texas St to I-8 EB	AM		Ramp not metere	d in the a.m. peak	
ND Texas St to 1-8 EB	PM	498	465	0	0.0
SB Texas St to I-8 EB	AM		Ramp not metere	d in the a.m. peak	
SB Texas St to 1-6 LB	PM	1140	866	0	0.0
	IN	TERSTATE 805			
El Cajon Blvd to I-805 NB	AM	1140	860	0	0.0
El Cajoli Biva to 1-803 NB	PM		Ramp not metere	d in the p.m. peak	
University Ave to I-805 NB	AM	1140	998	0	0.0
University Ave to 1-803 NB	PM		Ramp not metere	d in the p.m. peak	
	ST	ATE ROUTE 94			
28th St to SR-94 WB	AM	534	100	0	0.0
28th St to SK-94 W B	PM		Ramp not metere	d in the p.m. peak	
32nd St/Broadway to SR-94 WB	AM	570	99	0	0.0
32110 St/B10adway to SK-94 WB	PM		Ramp not metere	d in the p.m. peak	
25th St to SR-94 EB	AM		Ramp not metere	d in the a.m. peak	
23111 St 10 SR-34 ED	PM	960	785	0	0.0
28th St to SR-94 EB	AM		Ramp not metere	d in the a.m. peak	
Zoui St to SR-94 ED	PM	960	732	0	0.0
22nd St/Proodway to SP 04 EP	AM		Ramp not metere	d in the a.m. peak	
32nd St/Broadway to SR-94 EB	PM	570	464	0	0.0
	ST	ATE ROUTE 163			
Washington Cata CD 162 CD	AM	498	373	0	0.0
Washington St to SR-163 SB	PM		Ramp not metere	d in the p.m. peak	-

¹⁾ Meter rate is the assumed peak hour capacity expected to be processed through the ramp meter (using Caltrans fast rate)

²⁾ Demand is the peak hour demand using the on-ramp

4 FUTURE COMMUNITY BUILDOUT CONDITIONS

This section provides a description of future community buildout conditions.

4.1 ROAD NETWORK

One roadway network change was assumed to take place under the Future Year scenario: 25th Street is changing from a 4-lane collector (no center lane) to a 2-lane collector with a continuous two-way left-turn lane between Broadway and C Street. This change is under construction at the time of this report. No other roadway network changes were assumed.

4.2 TRAFFIC VOLUMES

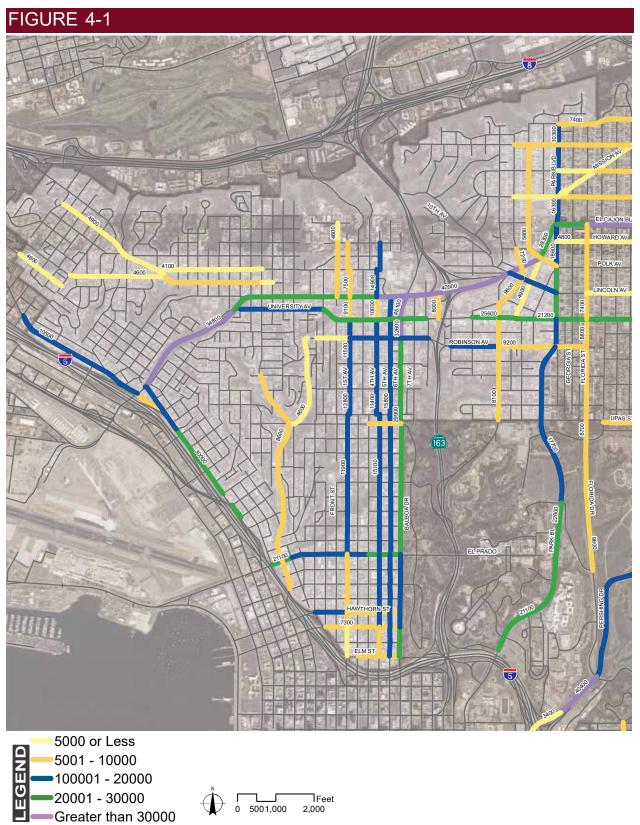
The projections of land use intensities were developed using GIS analysis techniques by the City of San Diego's Planning Department staff. Allowable uses, floor-to-area ratios, residential densities, allowable heights, and space for parking were all considered when determining the reasonably expected land use plan alternatives.

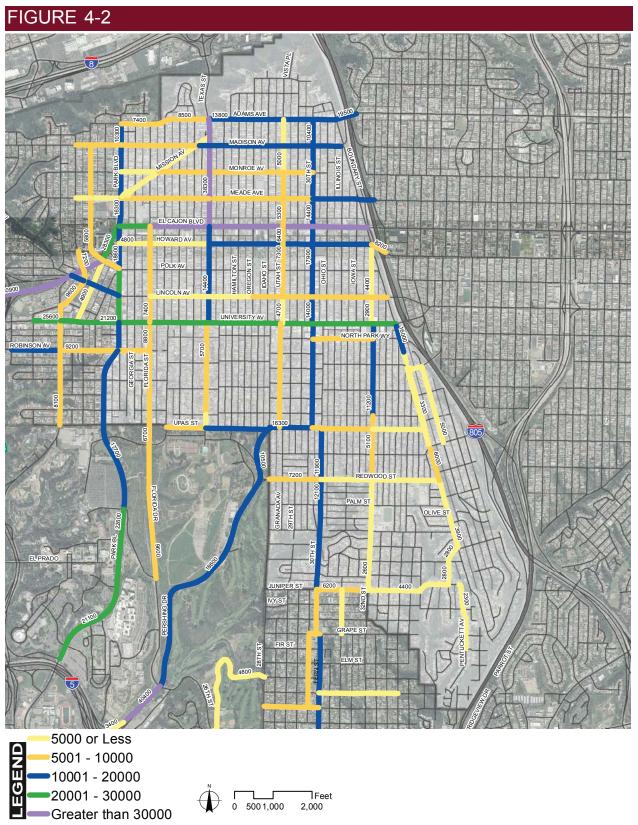
Model Adjustments

In the process of calibrating the existing model, it was concluded that several post model adjustments were needed for the forecasted Year 2035 traffic model volumes to make them consistent with existing vehicular counts and expected overall traffic patterns within the three communities.

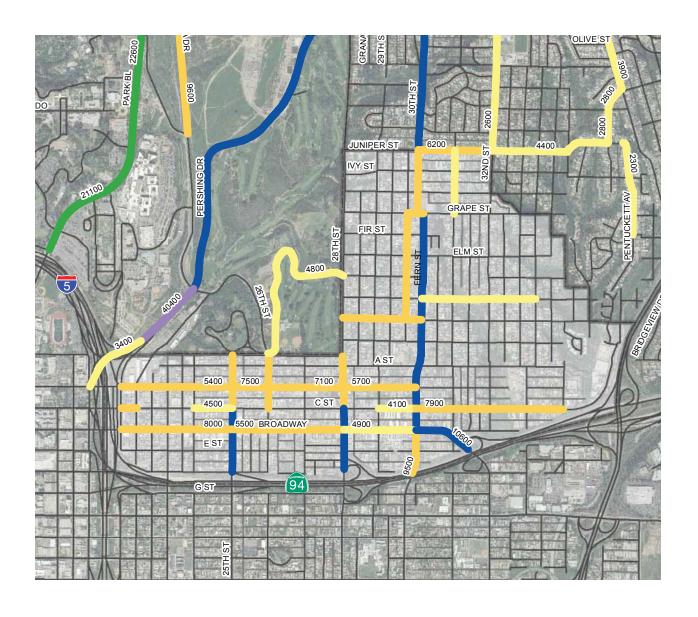
For roadway segments where the difference between the calibrated existing 2008 model and the
actual count exceeded 10% or 2,000 daily vehicles, the difference was subtracted or added to the
Year 2035 forecast model to adjust the future volume based on the discrepancy noted between base
year model volumes and count data. For roadway segments that have existing daily volumes less
than 5,000, no adjustments were applied to the future model volumes.

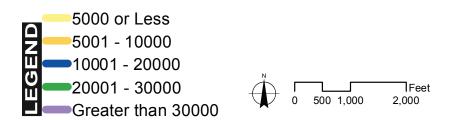
The post model adjustment details for the Future Year scenario are included in **Appendix F**. The resulting daily traffic volumes for Future Year are presented in **Figures 4-1**, **4-2**, and **4-3**.





Future Year Proposed Land Use Roadway Segment ADT Volumes: North Park





Future Year Proposed Land Use Roadway Segment ADT Volumes: Golden Hill

Turning Movement Volume Forecasts

Future Year peak hour turning movements at the study area intersections were developed using methodologies from National Cooperative Highway Research Program (NCHRP) 255 - Highway Traffic Data for Urbanized Area Project Planning and Design, Chapter 8. NCHRP Report 255 is a compilation of the best techniques that are currently being used in urban areas to forecast future traffic volumes. These techniques were identified through a survey of state and local agencies with follow-up field visits to obtain detailed information on procedural steps and typical applications. The method used to forecast the future turning movement volumes for the Uptown, North Park, and Golden Hill Community Plans evaluation is the NCHRP's "Directional Volume Forecast". For this method, existing and future daily traffic volumes, existing peak hour turning movements, and projected peak hour "K" and directional "D" factors are used to calculate future year turning movements. Existing daily segment traffic volumes and peak hour intersection turning movements were counted in the field. Future Year daily traffic volumes were obtained from the forecast model forecast. Using the "Directional Volume Forecast" technique, the existing turning movements at each study area intersection were factored based on increases in daily approach traffic and existing K and D factors. Each respective movement was derived using an iterative approach that balances the inflows and outflows for each approach. The supporting worksheets for calculating Future Year volumes are included in Appendix G. Resulting peak hour intersection turning movements are presented in Figures 4-4, 4-5, 4-6 and 4-7.

FIGURE 4-4 2 Ave /49 /221 /1181 /107 /244 /813 4 / 24 0 / 1 1 / 6 India St Fourth Ave Diego 46 / 204 / 665 / 88 / 214 / 312 / 986 / 792 0/7 176 / 89 1099 / 908 481 / 525 257 / 249 San 850 / 735 1698 / 1387 689 / 710 16 / 44 Washington St Washington St Washington St Washington St 48 / 149 S & 0 5 / 39 150 / 361 746 / 1369 136 286 85 13 251 47 / 68 21 / 131 112 / 113 🕟 0 // 168 146 207 46 5 6 7 8 1.3/5/8h 20/24 1229/716, 11/12 14/26 98 5 22/22 6 77/45 9 309/127 0 1/4 Eighth Ave rs 1680 / 874 25 0 / 260 13/5 17/12 23/14 4 1657 / 1117 839 / 551 9 9 9 9 8 / 5 1144 / 657 0 0 0 Washington St Washington St Washington St 0 0/13 □ 627 / 1006 Richmond St 819 / 1769 ⇒ 940 / 2510 339 /319 0 /181 190 /531 33 14 23 /30 180 / 587 10/ 983 / 2782 ⇒ 21 32 1 96 / 291 % 9 10 11 /515 /788 /273 /160 /281 /70 /48 /110 Ave Fourth Ave Park Blvd Ave 326 224 43, 23 533 20 542 1006 175 Sixth 80 / 59 Fifth 354 / 343 184 / 171 591 / 439 50 / 508 755 / 745 475 / 535 ₽ ₽ 198 / 221 88 / 250 5 f 2 164 / 165 El Caion Blvd University Ave University Ave Normal St University Ave 163 / 409 □ 16 / 49 5 t 0 482 / 371 5 t 0 66 / 380 212 / 459 /108 /551 /474 73 946 126 100 63 / 172 39 / 115 45 / 70 73 / 698 / 47 / 69 126 109 67 331 253 13 14 15 16 90 / 238 15 / 23 2 / 7 125 287 95 437 238 104 581 137 **Ave** Normal St Tenth Ave 56 / 713 / 94 / Fourth / 106/ 93 67 / 365 / 71 / 4/6 115 / 96 147 / 129 958 / 857 550 / 607 514 / 448 195 / 337 ₽ ₽ **2** 2 J 2 37 / 13 ο Φ O 135 / 100 87 / 81 University Ave University Ave University Ave Robinson Ave 5 f Ø 79 / 210 S ⊕ Ø 108 / 311 49 / 159 263 / 282 ⇔ 454 / 1160 285 / 854 216 / 598 31 / 180 4 / 10 3 / 7 77 / 113 194 / 517 61 / 182 229 / 353 81 / 125 82 / 97 Legend TURNING VOLUMES 6 4 5 SIGNAL 10 11 12 14 15 16

Future Year Proposed Land Use Peak-Hour Intersection Volumes: Uptown

FIGURE 4-5 119 / 154 1 1042 / 991 1 / 6 19 358 / 1797 / 292 r Blvd Sixth Ave Fifth Ave 440 / 1273 / 150 / 72 / 113 57 / 35 198 / 193 82 / 130 148 / 76 168 / 103 256 / 260 23 / 19 Robinson Ave Robinson Ave Vine St Sassafras St 65 / 65 5 t 0 5 f 0 \[\frac{1}{2}\] 180 / 187 280 / 340 144 / 295 78 / 272 ⇔ 31 2544 20 110 152 993 267 50 / 57 79 / 107 💍 🕾 11 / 604 / 53 / 23 / 572 / 10 / 95 / 546 / 115 / 21 22 23 24 /125 /595 /80 India St 41 / 26 131 594 42 0 / v Fifth 72 / 103 70 / 48 313 / 375 258 / 445 p 180 / 252 ≈ 70 / 10 ≈ 216 / 231 78 / 55 Sassafras St Laurel St Laurel St 130 / 408 186 / 291 **□** 32/37 ° 6/1 ° 206/470 ° 29/60 ° 117 / 96 806 / 1038 a 79 / 143 226 /111 957 /1677 14 /39 431 / 751 300 / 580 580 / 1138 △ 362 / 573 ⇒ 83 / 115 126 / 74 27 26 25 28 177 /173 696 /766 105 /159 **Brant St** 29 / 174 363 / 752 109 / 28 53 / 100 21 / 96 121 / 259 176 / 460 2 D Laurel St Hawthorn St Grape St 164 / 303 117 / 381 136 / 92 443 / 720 **□** û Ø © ⊕ /1375 /364 /43 2 / 2 0 / 1 74 / 168 123 /210 112 /119 100 588 93 70 / 147 936 / 1967 78 / 484 / 38 / 585 238 31 154 /345 324 /255 130 /122 Second St 29 30 /1053 91 1073 / s 1888 / 646 728 / 242 17 18 1216 / 422 2 D 2 Elm St 739 / 463 46 /177 6 /2 267 / 44 Legend X / Y = AM / PM PEAK HOUR TURNING VOLUMES 23 24 25 SIGNAL AWSC TWSC 27 28

Future Year Proposed Land Use Peak-Hour Intersection Volumes: Uptown (Cont.)

FIGURE 4-6

\$ 69 / 192 \$ 333 / 1116 \$ 88 / 304 Texas St	5 503 / 272 ⇔ 25 / 32 № 12 / 12 Madison Ave	35 97 / 199 ~ 161 / 631 ~ 94 / 372 Toxas St	 5 112 / 136 ⇔ 707 / 648 № 46 / 66 El Cajon Blvd 	33	24 427 / 1088 2 / 6 2 1/6 2 149 / 808 1805 SB Ramps	⇔ 1182 / 1028
419 / 353	7 / 17 8 824 / 744 🙃 10 / 11 🔞	102 / 256 Ø 368 / 907 ⇔ 16 / 34 №	65 /47 & 288 /334 & 23 /61 &	40 / 152 ° 7 6 620 / 1356 ° 7 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	904 / 1229 ⇔ 568 / 780 ∿	
35 L805 NB Ramps	⊗ 453 / 349 ⇔ 702 / 974 El Cajon Blvd	% 115/112 % 71/177 % 43/225 Texas St	S 30 / 80 ⇔ 386 / 553 ⋈ 9 / 13 University Ave	37	28 1 / 3	S 0 / 2 ⇔ 466 / 641 ⊵ 220 / 265 University Ave
661 / 395	667 /448 & 4 /2 ÷ 134 /301 \$	90 / 139	124 /61 & 82 /177 ÷ 11 /32 %	75 / 146 % 86 / 70 001 19 343 / 610 \$ 86 / 70 001 19 19 19 19 19 19 19 19 19 19 19 19 19	7 / 8	125 / 166 28 / 19 49 47 121 / 271 8
38 18 / 41 c 73 / 44 c 32 / 72 Wabash Ave	5 16 / 22 ⇔ 349 / 418 ⋈ 340 / 192 University Ave	Nouth bark & 61 / 97	S 250 / 571 ⇔ 128 / 209 ⊵ 92 / 317 I-805 SB Ramps	41 90 00 00 00 00 00 00 00 00 00 00 00 00		
11 / 15	338 /476 % 114 /204 % 168 /269 %	128 / 263 ⇔ 58 / 41 ⊗ 50 € €	44 /47 & 81 /85 &	152 / 268		

<u>Legend</u> X/Y=AM/PM PEAK HOUR TURNING VOLUMES



SIGNAL AWSC

Future Year Proposed Land Use Peak-Hour Intersection Volumes: North Park

FIGURE 4-7 43 44 45 913 /399 87 /72 I-5 SB Ramps 51 /37 140 /98 17th St 19th St ⇔ 1317 / 606 ₺ 158 / 52 715 / 163 8 21/28 c 422/129 c 369/140 Û 0 C St B St I-5 NB Off-Ramp 315 / 865 17th St /42 81/37 286/174 136/322 19/21 2/0 Ø 17/21 ⇔ 229 / 363 6901 28 46 48 49 /9 /620 /89 483 /498 413 /584 **28th St** 63 /68 226 /250 361 /477 **30th St** /646 /66 0 / 9 482 / 62 121 / 89 28th St 374 / 623 273 518 / 677 535 / 256 100 / 190 109 / 62 9 / 31 32 / 11 292 / 257 568 / 263 Û 0 41 / 63 SR-94 WB Ramps SR-94 WB Ramps SR-94 EB Ramps Broadway 46 / 84 16 / 42 4/3 5/3 115 /33 220 /169 11 /21 21 /137 86 /65 11 /7 311 /341 79 /65 268 35 / 36 46 / 24 346 50 51 52 53 49 / 114 81 / 75 22nd St 45 /31 49 /110 /66 / 526 / 489 22nd St 36 / 19 101 552 25th 152 / 281 424 405 25th 1043 / 111 78 / 69 570 / 85 155 / 201 ₽ ₽ Û 0 F St G St Robinson Ave F St G St □ \[\bar{\partial}{2} 46 / 92 201 / 221 77 / 90 205 / 145 S ⊕ Ø û Ø ₽ 163 / 118 161 / 43 151 /87 78 /104 /73 v /0 517 /281 268 /301 30 / 82 55 / 114 336 Legend X / Y = AM / PM PEAK HOUR TURNING VOLUMES 46 (48) SIGNAL (49) **AWSC** TWSC

Future Year Proposed Land Use Peak-Hour Intersection Volumes: Golden Hill

4.3 INTERSECTION ANALYSIS

Tables 4-1, 4-2, and 4-3 display the LOS analysis results for the study intersections using their existing lane configuration and the future peak-hour traffic volumes. As shown in the table, the Uptown CPU would have a cumulative traffic related impact at 6 of the 30 study intersections, the North Park CPU would have a cumulative traffic related impact at 7 of the 11 study area intersection, and the Golden Hill CPU would have a cumulative traffic related impact at 6 of the 12 study area intersections.

Appendix D contains the peak-hour intersections LOS calculation worksheets.

4.4 ROADWAY SEGMENT ANALYSIS

Tables 4-4 through 4-10 display the LOS analysis results for the roadway segments using their existing roadway classification and the future peak-hour traffic volumes. As shown in the tables, the Uptown CPU would have a cumulative traffic related impact on 52 of the 105 roadway segments within the study area, the North Park CPU would have a cumulative traffic related impact on 39 of the 95 study area roadway segments, and the Golden Hill CPU would have a cumulative traffic related impact on 13 of the 32 study area roadway segments.

4.5 FREEWAY SEGMENT ANALYSIS

Tables 4-11 and 4-12 display the LOS analysis results for the freeway segments using their existing freeway configuration and the future peak-hour traffic volumes. As shown in the tables, the traffic generated by the land use changes associated with the Uptown, North Park and Golden Hill would have a cumulative traffic related impact along all 18 freeway segments within the study area.

4.6 FREEWAY RAMP METERING ANALYSIS

Table 4-13 displays the analysis results for the ramp meters using their existing configuration and meter rate and the future peak-hour traffic volumes. As shown in the tables, the traffic generated by the land use changes associated with the Uptown, North Park and Golden Hill would have a cumulative traffic related impact at 3 ramp meters within the study area.

Table 4-1 Future Year Summary of Intersection Analysis

		TRAFFIC	PEAK	Exis	sting	Futu	re Year		
	INTERSECTION	CONTROL	HOUR	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Δ (c)	SIGNIFICANT?
				UPTOV	VN				
1	Washington St & Hancock St	Signal	AM	24.9	C	33.2	C	8.3	NO
1	Washington St & Hancock St	Signai	PM	28.2	C	51.6	D	23.4	NO
2	Washington St & San Diego Ave	Signal	AM	19.7	В	15.4	В	-4.3	NO
	Washington St & San Diego 71ve	Signai	PM	17.6	В	21.9	С	4.3	NO
3	Washington St & India St	Signal	AM	11.7	В	15.8	В	4.1	NO
	Washington St & India St	Digital .	PM	14.2	В	20.3	C	6.1	NO
4	Washington St & Fourth Ave	Signal	AM	25.2	C	31.8	С	6.6	NO
<u>'</u>	Washington St & Fourth 7100	Digital	PM	37.3	D	59.9	E	22.6	YES
5	Washington St & Fifth Ave	Signal	AM	15.2	В	14.1	В	-1.1	NO
	Washington St & Thai 7100	Digital	PM	16.3	В	19.2	В	2.9	NO
6	Washington St & Eighth Ave/SR-	Signal	AM	42.6	D	71.5	E	28.9	YES
	163 Off-Ramp	Digital .	PM	333.0	F	331.7	F	-1.3	NO
7	Washington St & Richmond St/SR-	Signal	AM	18.6	В	51.4	D	32.8	NO
	163 On-Ramp	Signai	PM	13.2	В	33.9	C	20.7	NO
8	Washington St/Normal St &	Signal	AM	43.0	D	62.7	E	19.7	YES
	Campus Ave/Polk Ave	Digital .	PM	50.0	D	57.3	E	7.3	YES
9	Normal St/El Cajon Blvd & Park	Signal	AM	25.2	C	26.6	C	1.4	NO
	Blvd	Signai	PM	34.3	C	43.8	D	9.5	NO
10	University Ave & Fourth Ave	Signal	AM	29.1	C	31.8	C	2.7	NO
10	Oliversity Ave & Pourth Ave	Signai	PM	28.2	C	30.3	C	2.1	NO
11	University Ave & Fifth Ave	Signal	AM	12.9	В	13.7	В	0.8	NO
11	Chiversity 71ve & 1 httl 71ve	Signai	PM	25.3	C	28.0	C	2.7	NO
12	University Ave & Sixth Ave	Signal	AM	32.9	С	38.7	D	5.8	NO
12	Oliversity 71ve & Bixtii 71ve	Signai	PM	54.8	D	55.3	E	0.5	YES
13	University Ave & Tenth St	Signal	AM	18.6	В	17.5	В	-1.1	NO
13	Chiversity 74ve & Tenti St	Signai	PM	20.6	C	37.0	D	16.4	NO
14	University Ave & Normal St	Signal	AM	5.6	A	6.3	A	0.7	NO
14	Oliversity Ave & Normal St	Signai	PM	10.6	В	13.3	В	2.7	NO
1.5	IIii A % Dl. Dll	C:1	AM	24.5	С	25.2	С	0.7	NO
15	University Ave & Park Blvd	Signal	PM	39.4	D	42.1	D	2.7	NO
1.0	D.I. A. S.E. d.A.	G: 1	AM	21.4	С	27.0	С	5.6	NO
16	Robinson Ave & Fourth Ave	Signal	PM	18.4	В	20.8	C	2.4	NO
		a	AM	10.8	В	12.5	В	1.7	NO
17	Robinson Ave & Fifth Ave	Signal	PM	15.0	В	17.5	В	2.5	NO
			AM	21.6	C	22.7	C	1.1	NO
18	Robinson Ave & Sixth Ave	Signal	PM	27.6	С	30.9	С	3.3	NO
	+		AM	5.6	A	5.9	A	0.3	NO
19	Vine St & India St	Signal						1	
	 		PM	7.3	A	8.5	A	1.2	NO NO
20	Sassafras St & Kettner Blvd	Signal	AM	10.4	В	13.2	В	2.8	NO
			PM	12.5	В	43.6	D	31.1	NO
21	Sassafras St & India St	Signal	AM	6.3	A	8.4	A	2.1	NO
Notes:			PM	20.9	С	47.4	D	26.5	NO

Bold values indicate intersections operating at LOS E or F.

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ECL = Exceeds Calculable Limit. Reported when delay exceeds 180 seconds.

⁽a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a one-way or two-way stop-controlled intersection, delay refers to the worst movement.

⁽b) LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual and performed using Synchro 8

Table 4-2 Future Year Summary of Intersection Analysis (Cont.)

		TRAFFIC	PEAK	Exis	sting	Futu	re Year		
	INTERSECTION	CONTROL	HOUR	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Δ (c)	SIGNIFICANT?
				UPTOWN	(cont.)				
22	Laurel St & India St/I-5 NB On-	Signal	AM	17.0	В	19.7	В	2.7	NO
22	Ramp	Signai	PM	21.4	С	29.5	С	8.1	NO
23	Laurel St & Fourth Ave	Signal	AM	12.2	В	13.8	В	1.6	NO
23	Laurer St & Pourtii Ave	Signai	PM	14.9	В	23.8	C	8.9	NO
24	Laurel St & Fifth Ave	Signal	AM	12.3	В	13.3	В	1.0	NO
24	Laurer St & Filtir Ave	Signai	PM	12.7	В	17.8	В	5.1	NO
25	Laurel St & Sixth Ave	Signal	AM	13.7	В	15.8	В	2.1	NO
23	Laurer St & Sixtii Ave	Signai	PM	20.5	C	27.9	C	7.4	NO
26	Hawthorn St & Brant St	Two-Way Stop	AM	9.9	A (SB R)	10.0	B (SB R)	0.1	NO
20	Hawthorn St & Brant St	1 wo-way Stop	PM	12.9	B (SB R)	12.9	B (SB R)	0.0	NO
27	Grape St & State St	Signal	AM	15.7	В	12.6	В	-3.1	NO
21	Grape St & State St	Signai	PM	18.7	В	41.7	D	23.0	NO
28	Elm St & First Ave	Signal	AM	13.3	В	17.8	В	4.5	NO
20	Emi St & That Ave	Signai	PM	21.6	C	21.0	С	-0.6	NO
29	Elm St & Sixth Ave	Signal	AM	54.4	D	153.6	F	99.2	YES
	Elli St & Sixui 71vc	Signai	PM	14.8	В	18.8	В	4.0	NO
30	Cedar St & Second Ave	Two-Way Stop	AM	31.8	D (SB R)	459.3	F (SB L)	427.5	YES
30	Cedar St & Second 71ve	1 wo-way Stop	PM	18.0	C (SB R)	43.0	E (SB L)	25.0	YES
				NORTH P	ARK				
31	Madison Ave & Texas St	Signal	AM	77.4	E	144.4	F	67.0	YES
31	Widdison Tive & Texas St	Signai	PM	34.7	С	63.9	E	29.2	YES
32	El Cajon Blvd & Texas St	Signal	AM	35.9	D	37.6	D	1.7	NO
32	El Cajon Biva & Texas St	Signai	PM	106.8	F	85.3	F	-21.5	NO
33	El Cajon Blvd & 30th St	Signal	AM	26.0	C	29.7	С	3.7	NO
33	El Cajoli Biva & 30th St	Signai	PM	50.2	D	68.1	E	17.9	YES
34	El Caian Dlad & LOOS CD Danna	C:1	AM	18.4	В	21.9	С	3.5	NO
34	El Cajon Blvd & I-805 SB Ramps	Signal	PM	80.9	F	96.8	F	15.9	YES
25	FLG : DI LO LOOS ND D	G: 1	AM	27.9	С	30.1	С	2.2	NO
35	El Cajon Blvd & I-805 NB Ramps	Signal	PM	19.2	В	24.7	С	5.5	NO
		a. ,	AM	19.5	В	25.5	С	6.0	NO
36	University Ave & Texas St	Signal	PM	72.7	E	49.5	D	-23.2	NO
			AM	25.0	C	26.5	C	1.5	NO
37	University Ave & 30th St	Signal	PM	49.2	D	57.8	E	8.6	YES
			AM	23.0	C	26.0	C	3.0	NO
38	University Ave & Boundary St	Signal	PM	42.1	D	50.0	D	7.9	NO
	<u> </u>		AM	29.0	C	45.5	D D	16.5	NO
39	University Ave & I-805 NB Ramps	Signal	PM		D	45.5 80.9	F		
	North Park Way/I-805 SB Ramps			35.6 18.1	C C	18.1	C	45.3 0.0	YES NO
40	& Boundary St/33rd St	All-Way Stop	AM		В	18.1	F		
	- Doundary Bussia Bt		PM AM	10.6	С		E E	124.2	YES
41	Upas St & 30th St (W)	All-Way Stop	AM PM	24.4 25.9	D	40.1 54.8	F	15.7 28.9	YES YES
Notes:	<u> </u>	l	L IVI	43.7	ט	J4.0	P	20.7	1 Lo

Bold values indicate intersections operating at LOS E or F.

ECL = Exceeds Calculable Limit.

⁽a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a one-way or two-way stop-controlled intersection, delay refers to the worst movement.

⁽b) LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual and performed using Synchro 8

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Table 4-3 Future Year Summary of Intersection Analysis (Cont.)

		TRAFFIC	PEAK	Exis	sting	Futu	re Year		
	INTERSECTION	CONTROL	HOUR	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Δ (c)	SIGNIFICANT?
				GOLDEN	HILL				
42	B St & 17th St/I-5 SB Off-Ramp	One-Way Stop	AM	130.7	F (SB TR)	ECL	F (SB TR)	-	YES
42	B St & 17th St/1-3 SB Off-Ramp	One-way Stop	PM	29.3	D (SB TR)	20.4	C (SB TR)	-8.9	NO
43	B St & I-5 NB Off-Ramp	No Conflicting	AM	N/A	N/A	N/A	N/A	N/A	N/A
43	B St & 1-5 NB OII-Rainp	Movements	PM	N/A	N/A	N/A	N/A	N/A	N/A
44	B St & 19th St/I-5 NB On-Ramp	Signal	AM	9.4	A	11.2	В	1.8	NO
44	B St & 19th St/1-3 NB On-Kamp	Signai	PM	6.8	A	7.1	A	0.3	NO
45	C St & 17 St	One-Way Stop	AM	13.7	B (SB TR)	14.3	B (SB TL)	0.6	NO
43	C St & 17 St	One-way Stop	PM	23.3	C (SB TR)	32.6	D (SB TL)	9.3	NO
46	Broadway & 30th St	Signal	AM	14.2	В	14.6	В	0.4	NO
0	Broadway & Sour St	Signai	PM	11.9	В	14.3	В	2.4	NO
47	SR-94 WB Ramps & Broadway	One-Way Stop	AM	63.0	F (WB L)	187.5	F (WB L)	124.5	YES
47	SK-94 WB Ramps & Broadway	One-way Stop	PM	55.3	F (WB L)	185.9	F (WB L)	130.6	YES
48	SR-94 WB Ramps & 28th St	Two-Way Stop	AM	46.6	E (WB LT)	ECL	F (WB LT)	-	YES
	SK-94 WB Kamps & Zour St	1 wo-way Stop	PM	370.9	F (WB LT)	883.9	F (WB LT)	513.0	YES
49	SR-94 EB Ramps & 28th St	One-Way Stop	AM	26.7	D (WB L)	245.3	F (WB L)	218.6	YES
	SK-94 LB Kamps & 20m St	One-way Stop	PM	507.0	F (WB L)	ECL	F (WB L)	-	YES
50	F St & 22nd St	All-Way Stop	AM	13.6	В	17.4	C	3.8	NO
50	1 St & ZZIII St	7 m- way btop	PM	8.6	A	8.7	A	0.1	NO
51	F St & 25th St	All-Way Stop	AM	20.8	C	82.3	F	61.5	YES
31	1 31 & 2311 31	All-way Stop	PM	16.2	C	39.4	E	23.2	YES
52	G St & 22nd St	All-Way Stop	AM	9.6	A	10.4	В	0.8	NO
32	G St & 22hd St	7 m- 11 ay Stop	PM	9.4	A	10.1	В	0.7	NO
53	G St & 25th St	All-Way Stop	AM	12.4	В	55.2	F	42.8	YES
	G St & 25th St	7 m- w ay 5 top	PM	16.0	C	68.0	F	52.0	YES

Bold values indicate intersections operating at LOS E or F.

ECL = Exceeds Calculable Limit.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a one-way or two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual and performed using Synchro 8

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Table 4-4 Future Year Summary of Roadway Segment Analysis

				EXISTING		FU	FUTURE YEAR	3			
The state of the s		LOSE	E	V/C RATIO		Ę	V/C RATIO		A in ADT	Δ in V/C	SIGNIFICANT?
ROADWAY SEGMENT	ROADWAY FUNCTIONAL CLASSIFICATION	CAPACITY	ADI	(a)	TOS	ADI	(a)	TOS			
Eliest Aug		UPIOWIN	W.IN								
Arbor Dr to Washington St.	2 Lane Collector (one-way)	17 500	5 240	0.299	A	7 500	0.429	щ	2260	0.130	ON
Washington St to University Ave	2 Lane Collector (no center lane)	8.000	7,400	0.925	H	9,100	1.138	H	1700	0.213	YES
University Ave to Robinson Ave	2 Lane Collector (no center lane)	8,000	10,100	1.263	ഥ	16,300	2.038	ī	6200	0.775	YES
Robinson Ave to Pennsylvania Ave	2 Lane Collector (no center lane)	8.000	7.500	0.938	E	11.500	1.438	Į±i	4000	0.500	YES
Pennsylvania Ave to Walnut Ave	2 Lane Collector (no center lane)	8,000	7,261	806.0	E	12,800	1.600	H	5539	0.692	YES
Walnut Ave to Laurel St	2 Lane Collector (no center lane)	8,000	4,695	0.587	D	11,900	1.488	H	7205	0.901	YES
Laurel St to Hawthorn St	2 Lane Collector (no center lane)	8,000	7,290	0.911	ы	8,400	1.050	Ŧ	1110	0.139	YES
Hawthorn St to Grape St	2 Lane Collector (no center lane)	8,000	3,810	0.476	O	6,800	0.850	Э	2990	0.374	YES
Grape St to Elm St	2 Lane Collector (one-way)	17,500	3,285	0.188	A	4,500	0.257	Ą	1215	690:0	NO
Fourth Ave											
Arbor Dr to Washington St	2 Lane Collector (no center lane)	8,000	12,390	1.549	H	14,900	1.863	F	2510	0.314	YES
Washington St to University Ave	2 Lane Collector (one-way)	17,500	10,400	0.594	O	10,400	0.594	S	0	0.000	NO
University Ave to Robinson Ave	2 Lane Collector (one-way)	17,500	11,800	0.674	O	12,900	0.737	Q	1100	0.063	ON
Robinson Ave to Walnut Ave	2 Lane Collector (one-way)	17,500	6,946	0.397	A	11,400	0.651	2	4454	0.254	NO
Walnut Ave to Laurel St	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	8,492	0.485	В	15,100	0.863	E	8099	0.378	YES
Laurel St to Grape St	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	7,790	0.445	Д	13,700	0.783	Q	5910	0.338	NO
Grape St to Elm St	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	7,570	0.433	Д	9,700	0.554	Ö	2130	0.121	NO
Fifth Ave											
Washington St to University Ave	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	11,700	0.669	ပ	11,800	0.674	S	100	90.00	NO
University Ave to Robinson Ave	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	10,300	0.589	2	14,000	0.800	D	3700	0.211	NO
Robinson Ave to Walnut Ave	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	12,209	0.698	2	15,800	0.903	Ξ	3591	0.205	YES
Walnut Ave to Laurel St	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	11,400	0.651	C	14,800	0.846	D	3400	0.195	NO
Laurel St to Hawthorn St	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	9,260	0.529	В	14,400	0.823	D	5140	0.294	NO
Hawthorn St to Grape St	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	10,045	0.574	C	14,300	0.817	D	4255	0.243	NO
Grape St to Elm St	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	9,220	0.527	Д	10,100	0.577	C	880	0.050	NO
Sixth Ave											
Washington St to University Ave	4 Lane Collector (no center lane)	15,000	16,877	0.844	Д	45,100	3.007	Ŧ	28223	2.163	YES
University Ave to Robinson Ave	4 Lane Collector (no center lane)	15,000	24,900	1.660	H	32,600	2.173	Ŧ	7700	0.513	YES
Robinson Ave to Upas St	4 Lane Collector (no center lane)	15,000	15,000	1.000	Œ	29,900	1.993	H	14900	0.993	YES
Upas St to Laurel St	4 Lane Collector (no center lane)	15,000	15,128	1.009	'n	25,900	1.727	H	10772	0.718	YES
Laurel St to Juniper St	2 Lane Collector (continuous left-turn lane)	15,000	10,140	0.676	Д	16,600	1.107	H	6460	0.431	YES
Juniper St to Grape St		15,000	10,915	0.728	Д	18,700	1.247	F	7785	0.519	YES
Grape St to Elm St	2 Lane Collector (continuous left-turn lane)	15,000	10,650	0.710	Д	20,300	1.353	ŢŦ	9650	0.643	YES
Ninth Ave	The state of the s	000000000000000000000000000000000000000									
Washington St to University Ave	2 Lane Collector (no center lane)	8,000	5,204	0.651	Д	8,000	1.000	Œ	2796	0.349	YES
Campus Ave/Polk Ave		1	1	1			11				
Madison Ave to Washington St	2 Lane Collector (no center lane)	8,000	3,175	0.397	щ	5,800	0.725	Д	2625	0.328	ON
Washington St to Park Blvd	2 Lane Collector (no center lane)	8,000	5,610	0.701	Ω	7,400	0.925	闰	1790	0.224	YES
Cleveland Ave	-										
Tyler St to Lincoln Ave	2 Lane Collector (no center lane)	8,000	4,865	0.608	D	7,200	0.900	H	2335	0.292	YES
Lincoln Ave to Richmond St	2 Lane Collector (no center lane)	8,000	7,775	0.972	ы	9,600	1.200	H	1825	0.228	YES
Curlew St											
Robinson Ave to Reynard Wy	2 Lane Collector (no center lane)	8,000	1,720	0.215	A	4,600	0.575	C	2880	0.360	NO
Elm St										_	
Second Ave to Third Ave	2 Lane Collector (one-way)	17,500	7,889	0.451	М	8,500	0.486	В	611	0.035	NO
Third Ave to Fifth Ave	3 Lane Collector (one-way)	26,000	8,179	0.315	A	9,100	0.350	A	921	0.035	NO
Fitth Ave to Sixth Ave	3 Lane Collector (one-way)	26,000	6,720	0.258	A	8,100	0.312	A	1380	0.054	NO
Notes	11.00										

Notes.

Rold waluss indicate roadway segments operating at LOSE or F.

Capacity for non-standard roadway classificiations were provided by City of San Diego staff

(a) The Wic Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity

Table 4-5 Future Year Summary of Roadway Segment Analysis (cont.)

		3	Ж	EXISTING		F	FUTURE YEAR	~			
ROADWAY SEGMENT	ROADWAY FUNCTIONAL CLASSIFICATION	LOS E CAPACITY	ADT	V/C RATIO (a)	ros	ADT	V/C RATIO (a)	ros	∆ in ADT	Δ in V/C	SIGNIFICANT?
		UPTOWN	WN								
Fort Stockton Dr		88	100	6	200			300	200		
Arista St to Sunset Blvd	2 Lane Collector (no center lane)	8,000	3,290	0.411	М	4,900	0.613	D	1610	0.202	NO
Sunset Blvd to Hawk St	2 Lane Collector (no center lane)	8,000	6,100	0.763	Д	7,900	886 0	ы	1800	0.225	YES
Hawk St to Goldfinch St	2 Lane Collector (no center lane)	8,000	8,450	1.056	Ŀı	8,900	1.113	Œ	450	0.057	YES
Goldfinch St to Falcon St	2 Lane Collector (no center lane)	8,000	2,910	0.364	М	3,300	0.413	М	390	0.049	NO
Front St											0.02.60
Dickinson St to Arbor Dr	2 Lane Collector (no center lane)	8,000	3,790	0.474	O	4,600	0.575	O	810	0.101	NO
Arbor Dr to Washington St	2 Lane Collector (one-way)	17,500	5,510	0.315	A	7,900	0.451	Д	2390	0.136	NO
Grape St						5					
Albatross St to First Ave	3 Lane Collector (one-way)	26,000	2,082	0.080	Ą	7,300	0.281	A	5218	0.201	NO
First Ave to Third Ave	2 Lane Collector (no center lane)	8,000	4,289	0.536	S	7,300	0.913	E	3011	0.377	YES
Third Ave to Sixth Ave	2 Lane Collector (no center lane)	8,000	2,097	0.262	Ą	9,000	1.125	Œ	6903	0.863	YES
Hawthom St											
Brant St to First Ave	3 Lane Collector (one-way)	26,000	11,558	0.445	В	15,000	0.577	D	3442	0.132	NO
First Ave to Third Ave	2 Lane Collector (no center lane)	8,000	3,634	0.454	C	7,300	0.913	Ξ	3998	0.459	YES
Third Ave to Sixth Ave	2 Lane Collector (no center lane)	8,000	3,577	0.447	၁	8,700	1.088	Œ	5123	0.641	YES
India St											
Washington St to Winder St	2 Lane Collector (no center lane)	8,000				11,000	1.375	н	į.	ŕ	2)
Winder St to Glenwood Dr	3 Lane Collector (one-way)	26,000	8,345	0.321	A	10,700	0.412	A	2355	0.091	NO
Glenwood Dr to Sassafrass St	2 Lane Collector (one-way)	17,500	26,178	1.496	Ā	30,000	1.714	F	3822	0.218	YES
Sassafras St to Redwood St	3 Lane Collector (two-way)	20,000	18,676	0.934	E	21,300	1.065	F	2624	0.131	YES
Redwood St to Pairn St	3 Lane Collector (one-way)	26,000	16,705	0.643	D	20,300	0.781	О	3595	0.138	NO
Juan St											
Harney St to Witherby St	2 Lane Collector (no center lane)	8,000	2,345	0.293	A	4,600	0.575	O	2255	0.282	NO
Laurel St											
Columbia St to Union St	4 Lane Collector (no center lane)	15,000	13,691	0.913	闰	21,100	1.407	Œ	7409	0.494	YES
Union St to First Ave	2 Lane Collector (continuous left-turn lane)	15,000	11,128	0.742	Q	17,900	1.193	Ŧ	6772	0.451	YES
First Ave to Third Ave	2 Lane Collector (continuous left-turn lane)	15,000	11,326	0.755	Д	16,100	1.073	H	4774	0.318	YES
Third Ave to Sixth Ave	2 Lane Collector (continuous left-turn lane)	15,000	11,516	0.768	Д	20,200	1.347	Œ	8684	0.579	YES
Lewis St											
Fort Stockton Dr to Goldfinch St	2 Lane Collector (no center lane)	8,000	3,720	0.465	ಲ	4,100	0.513	O	380	0.048	NO
Lincoln Ave											
Washington St to Park Blvd	2 Lane Collector (no center lane)	8,000	8,155	1.019	H	11,100	1.388	H	2945	0.369	YES
Madison Ave									2000		100000
Cleveland Aveto Park Blvd	2 Lane Collector (no center lane)	8,000	3,750	0.469	೮	6,100	0.763	Д	2350	0.294	NO
Meade Ave											
Cleveland Ave to Park Blvd	2 Lane Collector (continuous left-turn lane)	15,000	3,290	0.219	A	3,500	0.233	A	210	0.014	NO
Normal St		3	5								
Park Blvd to Washington St	6 Lane Major Arterial	50,000	22,296	0.446	В	28,300	0.566	O	6004	0.120	NO
137. A C	4 Lane Major Arterial	40,000	4,974	0.124	A	253			C	0 400	OIN.
washington buto oniversity Ave	2 Lane Collector (no center lane)*	8,000	Ni .			4,974	0.622	U	ž	0.470	
Notes:	The Control of the Co										
Bold values indicate roadway segments operating at LOS E or F.	ating at LOS E or F.										

bod values indicate roways segments operating at LUS b. or b.
Whormal fortest will be classified as a two late collector with no continous center left turn lane to accommodate future bicycle boulevard pending further project level analysis capacity for non-standard roadway dessifications were provided by City of San Diego staff.

(a) The Vic Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

Table 4-6 Future Year Summary of Roadway Segment Analysis (cont.)

ROADWAY SEGMENT							1000000				
ROADWAY SEGMENT		Salarana (A/C			A/C		AinADT	A in V/C	SIGNIFICANT?
ark Blvd	ROADWAY FUNCTIONAL CLASSIFICATION	LOS E CAPACITY	ADT	RATIO (a)	TOS	ADT	RATIO (a)	TOS		i i	
ark Blvd		UPTOWN	WIN								
			0						33	2000	0
Adams Ave to Mission Ave	2 Lane Collector (continuous left-turn lane)	15,000	14,839	0.989	Э	14,060	0.937	B	-779	-0.052	NO
Mission Ave to El Cajon Blvd	3 Lane Collector (no center lane)	11,500	11,806	1.027	H	15,467	1.345	F	3661	0.318	YES
El Cajon Blvd to Polk Ave	4 Lane Major Arterial	40,000	11,524	0.288	A	18,600	0.465	В	2076	0.177	NO
Polk Ave to University Ave	4 Lane Major Arterial	40,000	13,936	0.348	A	22,500	0.563	C	8564	0.215	NO
University Ave to Robinson Ave	4 Lane Major Arterial	40,000	14,400	0.360	A	19,800	0.495	В	5400	0.135	ON
Robinson Ave to Upas St	2 Lane Collector (continuous left-turn lane)	15,000	12,501	0.833	D	17,200	1.147	F	4699	0.314	YES
Upas St to Zoo Pl	4 Lane Major Arterial	40,000	13,807	0.345	A	17,700	0.443	В	3893	0.098	NO
Reynard Wy	100	300	100								
Torrance St to Curlew St	2 Lane Collector (continuous left-turn lane)	15,000	1,955	0.130	Ą	5,300	0.353	В	3345	0.223	ON
Curlew St to Laurel St	2 Lane Collector (continuous left-turn lane)	15,000	7,200	0.480	C	8,600	0.573	D	1400	0.093	ON
Richmond St											
Cleveland Aveto University Ave	2 Lane Collector (no center lane)	000'8	7,085	988'0	ы	0006	1.125	Ŧ	1915	0.239	YES
University Ave to Robinson Ave	2 Lane Collector (no center lane)	8,000	5,345	0.668	Q	6,700	0.838	B	1355	0.170	YES
Robinson Ave to Upas St	2 Lane Collector (no center lane)	8,000	5,015	0.627	D	8,100	1.013	H	3085	0.386	YES
Robinson Ave	groo eno	500	100			00					
Brant St to First Ave	2 Lane Collector (no center lane)	8,000	1,995	0.249	Ą	4,600	0.575	S	2605	0.326	ON
First Ave to Third Ave		8,000	5,800	0.725	Q	11,500	1.438	Œ	5700	0.713	YES
Third Ave to Eighth Ave		8,000	11,022	1.378	ы	14,400	1.800	H	3378	0.422	YES
Tenth Ave to Richmond St	2 Lane Collector (continuous left-turn lane)	15,000	10,120	0.675	D	12,300	0.820	D	2180	0.145	ON
Richmond St to Park Blvd	2 Lane Collector (continuous left-turn lane)	15,000	7,269	0.485	C	9,200	0.613	S	1931	0.128	NO
San Diego Ave											
Hortensia St to Pringle St	2 Lane Collector (no center lane)	8,000	5,830	0.729	Q	10,500	1.313	ш	4670	0.584	YES
McKee St to Washington St	3 Lane Collector (one-way)	26,000	13,920	0.535	В	18,200	00.700	O	4280	0.165	NO
Washington St to India St	2 Lane Collector (one-way)	17,500	4,920	0.281	Ą	7,100	0.406	Ą	2180	0.125	NO
State St											
Laurel St to Juniper St	2 Lane Collector (no center lane)	8,000	4,140	0.518	O	8,200	1.025	Ŀı	4060	0.507	YES
Sunset Blvd									300		
Witherby St to Fort Stockton Dr	2 Lane Collector (no center lane)	8,000	2,595	0.324	Д	4,600	0.575	0	2005	0.251	NO
University Ave							1		1		
Ibis St to Albatross St		8,000	10,527	1.316	£4)	14,700	1.838	1	4173	0.522	YES
Albatross St to First Ave	2 Lane Collector (no center lane)	8,000	16,851	2.106	£4)	20,800	2.600	£4	3949	0.494	YES
First Ave to Fourth Ave	2 Lane Collector (no fronting property)	10,000	11,750	1.175	_	14,100	1.410	¥.	2350	0.235	YES
Fourth Ave to Fifth Ave	2 Lane Collector (continuous left-turn lane)	15,000	20,250	1.350	ш	21,600	1.440	ía,	1350	0.090	YES
Fifth Ave to Sixth Ave	4 Lane Collector	30,000	21,184	0.706	Ω	24,900	0.830	Ω	3716	0.124	ON
Sixth Ave to Eighth Ave	4 Lane Collector (no center lane)	15,000	24,400	1.627	£4,	29,300	1.953	<u> </u>	4900	0.326	YES
Vermont St to Normal St	4 Lane Major Arterial	40,000	23,938	0.598	U	25,600	0.640	U	1662	0.042	ON
Normal St to Park Blvd	4 Lane Collector (no center lane)	15,000	16,275	1.085	ы	21,200	1.413	Œ.	4925	0.328	YES
UpasSt	2 2 3 4 6	4 4 4		40.0	1	0.00	4			6	
Init'd Ave to Sixth Ave	2 Lane Collector (no fronting property)	10,000	4,470	0.448	n	8,500	0.800	-	4022	0.402	O.
Todio St to House its Aug	A Tona Maior Artamal	70,000	27 929	0090	Ç	34 900	0.830	6	6971	0.173	OM
This exity Age to First Age	4 Lane Major Arterial	40 000	20,77	0.512	р	25,400	0.635	a C	4923	0.123	CN
First Aveto Fourth Ave	4 Lane Major Arteria	40 000	25 745	0 644	C	25 745	0.644	C	c	0000	CN
Fourth Ave to Fifth Ave	4 Lane Major Arterial	40,000	30,900	0.773	D	37,300	0.933	ы	6400	0.160	YES
Fifth Ave to Sixth Ave	4 Lane Major Arterial	40,000	38,428	0.961	Ħ	41,100	1.028	124	2672	0.067	YES
Sixth Ave to Richmond St	4 Lane Major Arterial	40,000	41,778	1.044	F	41,778	1.044	F	0	0.000	NO
Richmond St to Normal St	6 Lane Major Arterial	20,000	38,725	0.775	C	47,100	0.942	3	8375	0.167	YES

Notes:

Notes:

Capacity developerators operating at LOS E or F.

Capacity for non-standard roadway classifications were provided by City of San Diego staff.

(a) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

Uptown, North Park, Golden Hill CPU | Draft Report June 2015 | Final

Table 4-7 Future Year Summary of Roadway Segment Analysis (cont.)

Mathematical Corporation Mathematical Corpor	Part State Collector Contribution believed believed by the Collector Contribution believed by					EXISTING		FI	FUTURE YEAR	ж			
SOUTH Company Compan	Section Part Part	ROADWAY SEGMENT	ROADWAY FUNCTIONAL CLASSIFICATION	LOSE	ADT	V/C RATIO	SOT	ADT	V/C RATIO (a)	SOT	∆mADT	Δin V/C	SIGNIFICANT?
E.C. Collector Continuous left lumi lumi) 15,000 6,257 6,427 B 10,400 6,697 B 4,075 6,275	State Stat			NORTH	PARK								
Obligation Parts 2 Later Collector Constrainty Bell with mine 15,000 6,250 6,270 D 4,400 0.692 D 1,500	Control Particle P	30th St	x							2			
Diametric Name Calibro Continuous Birla Innia 15,000 15,000 10,00	1,0, 1,0,	Adams Ave to Meade Ave	2 Lane Collector (continuous left-turn lane)	15,000	6,325	0.422	М	10,400	0.693	Д	4075	0.271	NO
Diameter 2 Lame Collector (continuous left unit lane) 15,000 12,005 0,047 D 12,000 1992 P 0,000	Diamentary Ave. 2 Laure Collector (continuous left lum line) 15,000 12,000 12,000 10,000	Meade Ave to El Cajon Blvd	2 Lane Collector (continuous left-turn lane)	15,000	10,912	0.727	Q	14,400	096'0	Ξ	3488	0.233	YES
Company Age 2 Lake Collector Continuous Relation 15,000 12,000 12,000 13	Diameter Claime Collector (coordinature line) 15,000 12,000 0,000 1793 P. 1,000 0,000	El Cajon Blvd to Howard Ave	2 Lane Collector (continuous left-turn lane)	15,000	12,684	0.846	Q	12,684	0.846	D	0	0.000	NO
Comparison Com	Comparing Name Comp	Howard Ave to Lincoln Ave	2 Lane Collector (continuous left-turn lane)	15,000	12,703	0.847	Q	17,900	1.193	F	5197	0.346	YES
Act	Appendix Bit May 2 Lake Collector (contrations Relating lange) 15,000 12,2401 0.010 F 15,000 1,000 F 25,000 0.023 0.023 May Are be fully RN Way 2 Lake Collector (contrations Relating lange) 15,000 1,22,411 0.011 F 13,000 F 13,000 1,000	Lincoln Ave to University Ave	2 Lane Collector (continuous left-turn lane)	15,000	12,500	0.833	Q	14,000	0.933	E	1500	0.100	YES
Style Abenol Sts 2 Lane Collector (content lane) 15,000 12,241 1016 F 15,000 11480 F 7 42,090 0.284 Lot Lane Collector (concerter lane) 8,000 10,001 11,202 F 7 11,000 11,813 F 7 20,007 0.284 Lot Lane Collector (concerter lane) 8,000 1,007 <t< td=""><td>With Actes Original State Oblibetor (concentral lane) 15,000 12,224 1 1103 F 15,000 1180 F 2,000 P 15,000 1180 F 2,000 O.254 1 1103 F 2,000</td><td>University Ave to North Park Way</td><td>2 Lane Collector (continuous left-turn lane)</td><td>15,000</td><td>12,150</td><td>0.810</td><td>Q</td><td>12,500</td><td>0.833</td><td>D</td><td>350</td><td>0.023</td><td>NO</td></t<>	With Actes Original State Oblibetor (concentral lane) 15,000 12,224 1 1103 F 15,000 1180 F 2,000 P 15,000 1180 F 2,000 O.254 1 1103 F 2,000	University Ave to North Park Way	2 Lane Collector (continuous left-turn lane)	15,000	12,150	0.810	Q	12,500	0.833	D	350	0.023	NO
Particular National Natio	Second State	North Park Way Ave to Upas St	2 Lane Collector (continuous left-turn lane)	15,000	12,241	0.816	Q	16,500	1.100	Ŧ	4259	0.284	YES
Coltampo State Coltampo Coltador (no centre line) 6,000 1,0013 1,223 F 1,2100 1,913 F 2,087 0,2013 Coltador (no centre line) 8,000 1,924 Coltador (no centre line) 8,000 2,526 Coltador (no centre line) 1,500 2,520 Coltador (no centre line) 1,5	Diameter Size Collector Concentre line) 6,000 1,013 17.25 F 12,100 1,913 F 2,100 1,9	Upas St to Redwood St	2 Lane Collector (no center lane)	8,000	8,824	1.103	H	11,900	1.488	H	3076	0.385	YES
Company No.	Color Disease (New York) 2 Lane Collector (no centre line) 6,000 1,957 0.231 A 4400 0.599 C 2555 0.319 Color (New York) 2 Lane Collector (no centre line) 6,000 5,000 0.623 B 4,400 0.599 E 0.00 Color (New York) 2 Lane Collector (contrar line) 6,000 5,000 0.623 B 1,000 1,400 B 0.00 0.005 Rethrood State 2 Lane Collector (contrar line) 6,000 5,200 0.627 B 7,000 0.699 E 0.010 0.010 Alloham St 2 Lane Collector (contrar line) 6,000 6,73 0.740	Redwood St to Juniper St	2 Lane Collector (no center lane)	8,000	10,013	1.252	F	12,100	1.513	দ	2087	0.261	YES
California Decidence	Control No.	32nd St											
Comparison Com	Companies Comp	Howard Ave to Lincoln Ave	2 Lane Collector (no center lane)	8.000	1.845	0.231	A	4,400	0.550	D	2555	0.319	NO
Part Part Part Part Part Part Part Part	Particle Appeal 2 Lane Collector (constant lane) 8 8000 5 500 0 5 5 0 0 0	Lincoln Ave to University Ave	2 Lane Collector (no center lane)	8,000	3,300	0.413	м	3,300	0.413	м	0	0.000	NO
Explore St. 2 Lane Collector (contribute letter) 8,000 5,200 0.877 A 2,000 0.850 E 9 915 0.105	Explore St. 2 Lare Collector (coentre lane) 8,000 5,200 0.873 E 7,900 0.889 E 915 0.105	University Ave to Myrtle Ave	2 Lane Collector (no center lane)	8,000	5,000	0.625	Д	11,200	1.400	Ţ	6200	0.775	YES
Reduced St	Redword SI 2 Lane Collector (no centre lane) 8,000 5,200 0.650 D 5,000 0.526 D 0.000 Ou danger SI 2 Lane Collector (no centre lane) 8,000 2,218 0.277 A 2,600 D 0.929 D 0.000 A Lane Collector (contrinuous Bil-Atum lane) 15,000 0.778 0.78 C 8,966 0.789 C 662 0.042 0.000 Oth Character 2 Lane Collector (contrinuous Bil-Atum lane) 15,000 10,700 0.713 D 1,896 0.789 C 8,966 0.789 C 662 0.000 About Lan Very Dr 2 Lane Collector (contrinuous Bil-Atum lane) 15,000 10,700 1713 D 13,800 0.440 C 8,966 C 0.000 0.000 About Lane Sollector (contrinuous Bil-Atum lane) 15,000 10,700 0.713 F 10,200 C 0.000 0.000 C 0.000 C 0.000 C 0.000 C 0.000 C <td>Myrtle Ave to Upas St</td> <td>2 Lane Collector (no center lane)</td> <td>8,000</td> <td>6,985</td> <td>0.873</td> <td>ы</td> <td>7.900</td> <td>0.988</td> <td>E</td> <td>915</td> <td>0.115</td> <td>YES</td>	Myrtle Ave to Upas St	2 Lane Collector (no center lane)	8,000	6,985	0.873	ы	7.900	0.988	E	915	0.115	YES
Participant State Collector (continuous left-lurn lane) 15,000 6,738 0.451 B 7,400 0.493 C 642 0.042 Catalor Collector (continuous left-lurn lane) 15,000 6,738 0.451 B 7,400 0.493 C 642 0.042 Catalor Collector (continuous left-lurn lane) 15,000 15,000 1,3800 0.290 E 3100 0.200 Catalor Collector (continuous left-lurn lane) 15,000 1,260 1,3800 0.290 E 3100 0.000 Catalor Collector (continuous left-lurn lane) 15,000 1,260 1,3800 0.200 E 3100 0.000 Catalor Collector (continuous left-lurn lane) 15,000 1,260 1,3800 0.200 E 3100 0.000 Catalor Collector (continuous left-lurn lane) 15,000 1,260 1,3800 0.200 E 3100 0.000 Catalor Collector (continuous left-lurn lane) 1,500 1,260 1,270 1,3800 0.200 E 3100 0.000 Catalor Collector (continuous left-lurn lane) 1,500 1,260 1,270 0.344 C 3,500 0.444 C 3,500 0.448 E 3,500 0.448 C 3,500 0.448	Alibarra St	Upas St St to Redwood St	2 Lane Collector (no center lane)	8,000	5,200	0.650	Д	5.200	0.650		0	0.000	NO
All Annual St. Clarke Collector (continuous left turn lare) 15,000 6,758 0.451 E 7,000 0.493 C 0.002 C 0.002	Company State Collector (continuous Bell-turn lane) 15,000 6,758 0.948 0.9	Redwood St. to Juniper St.	2 Lane Collector (no center lane)	8 000	2.218	0.277	4	2,600	0.325	tr.	382	0.048	ON
	State Collector (continuous left turn lares) 15,000 6,758 0.451 E 7,400 0.493 C 6,62 0.002 0.002 Collector (continuous left turn lares) 15,000 19,929 1329 F 19,929 F 19	Adams Ave											
Comparison	Organis St. 2 Larae Collector (continuous left-lum lane) 15,000 1970 07193 C 1980 C 1980 C 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Park Blyd to Alabama St	2 Lane Collector (continuous left-turn lane)	15.000	6.758	0.451	В	7,400	0.493	D	642	0.042	NO
Months State Collector Continuous left-Lum lane) 15,000 10,700 19,929 13,2	Months State Collector (continuous left-lum lane) 15,000 10700 0713 D 13800 0800 E 3100 0707	Alabama St to Texas St	2 Lane Collector (continuous left-turn lane)	15,000	8,966	0.598	O	996'8	0.598	Ü	0	0.000	ON
Mountain Veep Dr 2 Lane Collector (continuous left tum lane) 15,000 19,929 1329 F 15,000 E 000 eto North Enk Way 2 Lane Collector (concinter lane) 8,000 12,620 1578 6 000 1,600 0.0440 B 370 0.045 C 0.006 0.075 D 0.075 D 0.075 D 0.044 D 13,900 0.0440 B 0.076 0.076 D 0.076 0.076 D 0.076 D 0.044 D 13,900 0.0440 B 0.076 0.0440 B 0.076 0.044 C 0.000 0.076 D 0.044 D 13,900 0.044 D	Notestian View Dr 2 Lane Collector (contenious left-turn lane) 15,000 12,620 1579 1799 1790	Texas St to 30th St	2 Lane Collector (continuous left-turn lane)	15,000	10,700	0.713	Д	13,800	0.920	ы	3100	0.207	YES
Part Part Way 2 Lane Collector (roc enter lare) 8,000 12,520 1578 F 16,000 2,000 F 3380 0,422 Lane Collector (roc enter lare) 8,000 4,670 0,584 C 6,000 0,750 D 1330 0,046 Lane Collector (roc enter lare) 8,000 3,550 0,444 C 3,900 0,489 C 350 0,044 Lane Collector (roc enter lare) 8,000 1,480 0,185 A 2,800 0,489 C 350 0,044 Lane Collector (roc enter lare) 8,000 1,480 0,185 A 2,800 0,550 B 1320 0,044 Lane Collector (roc enter lare) 8,000 1,480 0,185 A 2,800 0,550 B 1320 0,045 Lane Collector (roc enter lare) 8,000 1,480 0,185 A 2,800 0,590 C 1,1234 0,225 Lane Collector (roc enter lare) 8,000 23,366 0,450 B 34,800 0,590 C 1,1234 0,225 Lane Major Attental 50,000 32,468 0,440 C 42,800 0,590 C 1,1234 0,225 Lane Major Attental 50,000 32,468 0,440 C 42,800 0,590 C 1,203 0,047 Lane Major Attental 50,000 32,191 0,644 C 39,800 0,796 C 1,203 0,047 Lane Major Attental 50,000 32,191 0,644 C 39,800 0,796 C 1,203 0,747 Lane Collector (roc enter lare) 8,000 3,735 0,422 B 7,400 0,595 E 1,203 0,757 Lane Collector (roc enter lare) 8,000 5,450 0,681 D 8,800 1,100 E 1,200 0,590 Lane Collector (roc enter lare) 8,000 5,450 0,700 C 0,700 C 0,700 C 0,700 C 0,700 Lane Collector (roc enter lare) 8,000 5,450 0,700 C	Part	30th St to W Mountain View Dr	2 Lane Collector (continuous left-turn lane)	15,000	19,929	1.329	H	19,929	1.329	Ŧ	0	0.000	NO
Part Park	re to North Park Way	Boundary St	a										
figs to Mortle Ave 1 Lame Collector (one-way) 7,500 2,730 0.344 B 3,300 0.440 B 570 0.076 Redwood Sit 2 Lame Collector (no center lane) 8,000 4,670 0.594 C 6,000 0.750 D 1330 0.046 no Decentormovealith Ave 2 Lame Collector (no center lane) 8,000 1,480 0.149 C 6,000 0.750 D 1330 0.044 In Daniper St 2 Lane Collector (no center lane) 8,000 1,480 0.189 A 27,100 0.350 B 1320 0.045 D 1350 0.045 D 1350 0.045 D 1350 0.044 D 1350 0.045 D 1350 0.045 D 1350 0.045 D	lijeting Ave Lilame Collector (one-way) 7,500 2,730 0.354 E 3,300 0.440 B 570 0.076 o Redwood Six 2 Larae Collector (one-way) 8,000 4,670 0.554 C 6,000 0.750 D 1330 0.166 n Ave 2 Larae Collector (no center lane) 8,000 1,480 0.185 A 2,800 0.350 B 1320 0.044 to Juniper St 2 Larae Collector (no center lane) 8,000 1,480 0.185 A 2,800 0.542 B 1320 0.044 In Lane Major Attenal 50,000 23,366 0.467 B 3,4500 0.652 C 11234 0.252 In List St 6 Lane Major Attenal 50,000 23,469 0.490 B 3,4500 0.656 C 1023 D 1044 D 1,480 0.78 C 1023 D 105 D 105 D 105 D D 105 D	University Ave to North Park Way	2 Lane Collector (no center lane)	8,000	12,620	1.578	ഥ	16,000	2.000	ĬΞ	3380	0.422	YES
O. Redwood St 2 Lane Collector (no center lane) 8,000 4,670 0.594 C 6,000 0.750 D 1330 0.166 A.Ave 1.Ave 1.Ave Commonwealth Ave 2 Lane Collector (no center lane) 8,000 1,480 0.185 A 2,800 0.488 C 1320 0.164 A.Ave 1.Ave 2 Lane Collector (no center lane) 8,000 1,480 0.185 A 2,800 0.350 B 1320 0.164 Io Junjer St Clane Major Arternal 50,000 23,465 0.467 B 34,600 0.682 C 11234 0.255 Tenst St Clane Major Arternal 50,000 23,479 0.490 B 34,600 0.686 C 10321 0.207 Uth St Clane Major Arternal 50,000 32,479 0.490 B 34,800 0.686 C 10321 0.207 Inst St Clane Major Arternal 50,000 32,419 0.644 C 48,800 0.676	A Ave A Soot 6,000 0.750 D 1330 0.166 0.006 A Ave A Ave Commonwealth Ave 2 Lane Collector (no center lane) 8,000 4,570 0.444 C 5,000 0.488 C 1320 0.044 A Ave A Ave 2 Lane Collector (no center lane) 8,000 1,480 0.185 A 2,800 0.350 B 1320 0.044 Lo Junper St 2 Lane Major Arterial 50,000 12,480 0.185 A 2,800 0.550 B 1320 0.154 D 1350 D 1350 D 1350 D 1350 D 1350 D D D	North Park Way to Myrtle Ave	1 Lane Collector (one-way)	7,500	2,730	0.364	В	3,300	0.440	В	570	9/0:0	NO
th Ave 1 Are 1 Are <t< td=""><td>th Afree 1,480 C 3,900 0.448 C 3,900 0.488 C 350 0.044 th Afree Lo Lanne Collector (no center lane) 8,000 1,480 C 3,900 0.350 B 7,800 0.350 B 7,800 0.350 B 7,800 0.350 B 3,800 0.347 0.88 A 27,100 0.542 B 7,693 0.134 D 1,480 0.892 C 1,1324 0.135 D 1,280 0.135 D 1,1324 0.135 D 1,134 0.135 D 1,134 0.135 D 1,134 D</td><td>Myrtle Ave to Redwood St</td><td>2 Lane Collector (no center lane)</td><td>8,000</td><td>4,670</td><td>0.584</td><td>S</td><td>9,000</td><td>0.750</td><td>Д</td><td>1330</td><td>0.166</td><td>NO</td></t<>	th Afree 1,480 C 3,900 0.448 C 3,900 0.488 C 350 0.044 th Afree Lo Lanne Collector (no center lane) 8,000 1,480 C 3,900 0.350 B 7,800 0.350 B 7,800 0.350 B 7,800 0.350 B 3,800 0.347 0.88 A 27,100 0.542 B 7,693 0.134 D 1,480 0.892 C 1,1324 0.135 D 1,280 0.135 D 1,1324 0.135 D 1,134 0.135 D 1,134 0.135 D 1,134 D	Myrtle Ave to Redwood St	2 Lane Collector (no center lane)	8,000	4,670	0.584	S	9,000	0.750	Д	1330	0.166	NO
th Ave 2 Lane Collector (no center lane) 8,000 1,480 0.185 A 2,800 0.350 B 1320 0.165 Flerrida St 6 Lane Major Atternal 50,000 23,366 0.467 B 34,000 0.692 C 11234 0.255 Pregon St 6 Lane Major Atternal 50,000 24,479 0.480 C 45,000 0.692 C 11234 0.255 Ush St 6 Lane Major Atternal 50,000 24,479 0.480 C 45,000 0.692 C 11234 0.255 Ush St 6 Lane Major Atternal 50,000 32,191 0.649 C 48,800 0.796 C 10321 0.207 H St 6 Lane Major Atternal 50,000 39,116 0.782 C 48,800 0.796 C 7609 0.152 H St 6 Lane Major Atternal 50,000 39,116 0.782 C 48,800 0.796 C 7609 0.796 C 48,800 0	to Jumper St CLane Collector (no center lane) 8,000 1,480 0.185 A 2,800 0.350 B 1320 0.165 Florada St 6 Lane Major Arterial 50,000 23,366 0.467 B 34,600 0.692 C 11234 0.255 Treass St 6 Lane Major Arterial 50,000 23,468 0.467 C 42,800 0.692 C 11234 0.255 Upth St 6 Lane Major Arterial 50,000 32,468 0.649 C 42,800 0.695 C 10231 0.205 Upth St 6 Lane Major Arterial 50,000 32,191 0.649 C 42,800 0.796 C 7629 0.207 In St 6 Lane Major Arterial 50,000 32,191 0.644 C 42,800 0.796 C 7629 0.707 In St 6 Lane Major Arterial 50,000 32,191 0.644 C 48,800 0.796 E 78,900 0.796 D 7629	Redwood St to Commonwealth Ave	2 Lane Collector (no center lane)	8,000	3,550	0.444	O	3,900	0.488	D	350	0.044	NO
Produce St	Part	Commonwealth Ave								33			
Florida St	Florida St	Boundary St to Juniper St	2 Lane Collector (no center lane)	8,000	1,480	0.185	Ą	2,800	0.350	В	1320	0.165	NO
Floradia St. G. Lame Major Attental 50,000 19,407 0.388 A 27,100 0.542 B 7693 0.154 Texast St. G. Lame Major Attental 50,000 23,366 0.467 B 34,600 0.6692 C 11234 0.225 Lame Major Attental 50,000 32,468 0.649 C 42,800 0.656 D 10332 0.207 Lame Major Attental 50,000 32,468 0.649 C 42,800 0.796 D 7609 0.152 Lame Major Attental 50,000 32,191 0.644 C 39,800 0.796 D 7609 0.152 Lame Major Attental 50,000 32,119 0.644 C 39,800 0.796 D 7609 0.152 Lame Major Attental 50,000 32,119 0.644 C 39,800 0.796 D 7609 0.152 Lame Major Attental 50,000 32,119 E 58,900 0.796 E 7609 0.152 Lame Collector (no center lame) 8,000 3,450 0.631 D 8,800 1.100 F 3350 0.419 Lame Collector (no center lame) 8,000 5,450 0.631 D 8,800 1.00 F 3350 0.419 Lame Collector (no center lame) 8,000 5,450 0.700 D 6,800 0.850 E 1200 0.150 Lame Collector (no center lame) 8,000 5,450 0.700 D 6,800 0.850 E 1200 0.150 Lame Collector (no center lame) 8,000 5,450 0.700 D 6,800 0.850 E 1200 0.150 Lame Collector (no center lame) 8,000 5,450 0.700 D 6,800 0.850 E 1200 0.150 Lame Collector (no center lame) 8,000 5,450 0.700 D 6,800 0.850 E 1200 0.150 Lame Collector (no center lame) 8,000 5,450 0.700 D 6,800 0.850 E 1200 0.150 Lame Collector (no center lame) 8,000 5,450 0.700 D 6,800 0.850 E 1200 0.150 Lame Collector (no center lame) 8,000 5,450 0.700 0.850 E 1200 0.150 Lame Collector (no center lame) 8,000 5,450 0.700 0.850 E 1200 0.150 Lame Collector (no center lame) 8,000 5,450 0.700 0.850 E 1200 0.150 Lame Collector (no center lame) 8,000 5,450 0.700 0.850 E 1200 0.150 Lame Collector	Flortda St. G.Lame Major Attental 50,000 19,407 0.388 A 27,100 0.542 B 7693 0.154	El Cajon Blvd											
to Oregon St Clare Major Atterial 50,000 23,366 0467 B 34,600 0.692 C 111234 0.225 C 1 10.0 c	Clame Major Attenial 50,000 23,366 0.467 B 34,600 0.692 C 11234 0.225 Clame Major Attenial 50,000 24,478 0.490 C 42,800 0.666 C 10321 0.206 Clame Major Attenial 50,000 32,478 0.644 C 39,800 0.796 C 7609 0.756 Clame Major Attenial 50,000 32,191 0.644 C 39,800 0.796 C 7609 0.152 Clame Major Attenial 50,000 39,116 0.782 C 48,800 0.796 C 7609 0.152 Ame Collector (no center lane) 8,000 3,375 0.422 B 7400 0.925 B 0.537 M Ame Collector (no center lane) 8,000 5,450 0.631 D 6,800 1100 F 1350 0.150 Ame Collector (no center lane) 8,000 5,450 0.601 D 6,800 I 1000 E 0.70	Park Blvd to Florida St	6 Lane Major Arterial	20,000	19,407	0.388	Ą	27,100	0.542	В	£69 <i>L</i>	0.154	ON
to Oregon St Edame Major Atterial 50,000 24,479 0.490 B 34,800 0.696 C 10321 0.206 1. Uth offsit 6 Lame Major Atterial 50,000 32,191 0.649 C 48,800 0.796 C 7699 0.152 0.207 3. Sth St 5 Lame Major Atterial 50,000 39,116 0.782 C 48,800 0.796 E 7699 0.152 0.207 1. Limios St 6 Lame Major Atterial 50,000 46,662 0.21 E 58,900 0.796 E 7699 0.152 C 178 F 1783 0.257 D 178 F 1783 0.257 D 178 F 1783 0.757 D 178 D	Clame Major Attential 50,000 24,479 0.490 B 34,800 0.666 C 10321 0.206 Clame Major Attential 50,000 32,468 0.649 C 42,800 0.856 D 10332 0.207 Clame Major Attential 50,000 32,191 0.644 C 48,800 0.976 E 9624 0.137 Clame Major Attential 50,000 32,116 0.782 C 48,800 0.976 E 9624 0.137 Ame Collector (no center lane) 8,000 3,715 0.422 E 58,900 1.178 F 12838 0.257 Ame Collector (no center lane) 8,000 5,450 0.681 D 4,800 0.850 E 3350 0.419 Ame Collector (no center lane) 8,000 5,600 0.700 D 6,800 0.850 E 1200 0.150	Florida St to Texas St	6 Lane Major Arterial	50,000	23,366	0.467	В	34,600	0.692	C	11234	0.225	NO
tb Utbhilts tb Cuttah St c Lage Major Atterial 50,000 32,468 0.649 C 42,800 0.856 D 10323 0.207 20,000 32,101 0.644 C 35,900 0.766 C 76,900 0.766 C 13,900 0.766 D 1052 0.7 D 1052 0.7 B 0.766 D 1054 0.7 0.7 0.7 D 0.7 D 0.7	Clame Major Atternal 50,000 32,468 0.649 C 42,800 0.856 D 10332 0.207 6 Lane Major Atternal 50,000 32,131 0.644 C 33,800 0.756 C 7609 0.132 6 Lane Major Atternal 50,000 32,116 0.782 C 48,800 0.776 E 9684 0.132 6 Lane Major Atternal 50,000 46,602 0.921 E 56,900 1.178 F 12838 0.257 ana Collector (no center lane) 8,000 3,375 0.422 B 7,400 F 4025 C 757 ana Collector (no center lane) 8,000 5,450 0.700 D 6,800 0.850 E 4025 D 0.700 ana Collector (no center lane) 8,000 5,450 0.700 D 6,800 0.850 E 1200 0.150 and Collector (no center lane) 8,000 5,400 0.700 D 6,800 0.850	Texas St to Oregon St	6 Lane Major Arterial	50,000	24,479	0.490	В	34,800	969.0	C	10321	0.206	NO
30 Cth St Clane Major Atterial 50,000 32,191 0.644 C 39,800 0.796 C 7609 0.152 0.173 E 0.153 E 0.153 E 0.153 E 0.153 0.152 0.152 0.153 E 0.153 D 0.	6 Lame Major Atternal 50,000 32,191 0.644 C 39,800 0.796 C 7669 0.152 6 Lame Major Atternal 50,000 39,116 0.782 C 48,800 0.796 E 9684 0.194 6 Lame Major Atternal 50,000 39,116 0.782 C 48,800 0.796 E 9684 0.194 ame Collector (no center lane) 8,000 3,375 0.422 B 7,400 0.925 E 4025 0.57 ame Collector (no center lane) 8,000 5,450 0.631 D 8,800 1,100 F 3350 0.419 ame Collector (no center lane) 8,000 5,450 0.631 D 6,800 1,100 F 3350 0.419 ame Collector (no center lane) 8,000 5,450 0.700 D 6,800 B 0.700 D 1000 ame Collector (no center lane) 8,000 3,450 0.700 D 6,800 B 0.700	Oregon St to Utah St	6 Lane Major Arterial	20,000	32,468	0.649	Э	42,800	958'0	Q	10332	0.207	NO
LiD1-805 Ramps 6 Lane Major Attential 50,000 39,116 0.782 C 48,800 0.976 E 9684 0.194 P Lo1-805 Ramps 6 Lane Major Attential 50,000 46,662 0.921 E 58,900 1.778 F 12838 0.257 P Blvd to University Ave 2 Lane Collector (no center lane) 8,000 3,375 0.422 B 7,400 0.925 E 4025 0.503 Ave to Upas St 2 Lane Collector (no center lane) 8,000 5,450 0.681 D 8,800 1,100 F 3350 0.419 P Ave to Upas St 2 Lane Collector (no center lane) 8,000 5,600 0.700 D 6,800 0.850 E 1200 0.150 Ave to Upas St 2 Lane Collector (no center lane) 8,000 5,600 0.700 D 6,800 0.850 E 1200 0.150	6 Lane Major Attenial 50,000 39,116 0.782 C 48,800 0.976 E 9684 0.194 6 Lane Major Attenial 50,000 46,062 0.921 E 58,900 1.178 F 12838 0.257 ane Collector (no center lane) 8,000 3,375 0.422 B 7,400 0.925 E 4025 0.503 ane Collector (no center lane) 8,000 5,450 0.681 D 6,800 1100 F 3350 0.419 ane Collector (no center lane) 8,000 5,600 0.700 D 6,800 1100 F 3350 0.419	Utah St to 30th St	6 Lane Major Arterial	20,000	32,191	0.644	Э	008′6€	962'0	S	6097	0.152	ON
tol.905 Ramps 6 Lane Major Atterial 50,000 46,062 0.921 E 58,900 1.178 F 12838 0.257 Bbb to Unreestly Ave 2 Lane Collector (no center lane) 8,000 3,375 0.422 B 7,400 0.925 E 4025 0.503 Ave to Robinson Ave 2 Lane Collector (no center lane) 8,000 5,450 0.681 D 8,800 1,100 F 3350 0.419 P Ave to Upas St. 2 Lane Collector (no center lane) 8,000 5,600 0.700 D 6,800 0.850 E 1200 0.150 Ave to Upas St. 2 Lane Collector (no center lane) 8,000 5,600 0.700 D 6,800 0.850 E 1200 0.150	6 Lane Major Atterial 50,000 46,062 0.921 E 58,900 1.178 F 12838 0.257 ane Collector (no center lane) 8,000 3,375 0.422 B 7,400 6.925 E 4025 0.503 0.419 ane Collector (no center lane) 8,000 5,450 0.681 D 8,800 1.100 F 3350 0.419 0.419 ane Collector (no center lane) 8,000 5,600 0.700 D 6,800 D 6,800 E 1200 0.150 0.150 collector (no Endre lane) 10,000 5,490 0.550 B 6,700 0.700 C 1200 0.150 0.150	30th St to Illinois St	6 Lane Major Arterial	20,000	39,116	0.782	D	48,800	926'0	Э	9684	0.194	YES
Bight to University Ave 2 Lane Collector (no center lane) 8,000 3,375 0.422 B 7,400 0.925 E 4025 0.503 Ave to Robinson Ave 2 Lane Collector (no center lane) 8,000 5,450 0.681 D 8,800 1.100 F 3350 0.419 Ave to Upas St 2 Lane Collector (no center lane) 8,000 5,600 0.700 D 6,800 0.850 E 1200 0.150 Amontay Field Dr. 2 Lane Collector (no fronting property) 10,000 5,498 0.550 B 6,700 0.670 C 1202 0.120	are Collector (no center lane) 8,000 3,375 0,422 B 7,400 0,925 E 4025 0.503 are Collector (no center lane) 8,000 5,450 0,681 D 8,800 1100 F 3350 0419 are Collector (no center lane) 8,000 5,450 0700 D 6,800 D 1200 0150 c Collector (no center lane) 8,000 5,498 0500 D 6,800 D 1200 0150	Illinois St to I-805 Ramps	6 Lane Major Arterial	20,000	46,062	0.921	Э	006'85	1.178	F	12838	0.257	YES
Bird to University Ave 2 Lane Collector (no center lane) 8,000 3,375 0.422 B 7,400 0.925 E 4,025 0.503 And y Ave to Robinson Ave 2 Lane Collector (no center lane) 8,000 5,450 0.681 D 8,800 1.100 F 3350 0.419 And Ave to Upas St. 2 Lane Collector (no center lane) 8,000 5,600 0.700 D 6,800 0.850 E 1200 0.150 And o Monday Field Dr. 2 Lane Collector (no fronting property) 10,000 5,498 0.550 B 6,700 0.670 C 1202 0.120	and Collector (no center lane) 8,000 3,375 0,422 B 7,400 0,925 E 4025 0.503 and Collector (no center lane) 8,000 5,450 0,681 D 8,800 1,100 F 3350 0,419 0 and Collector (no center lane) 8,000 5,600 0,700 D 6,800 0,850 E 1200 0,150 c Collector (no first ling property) 10,000 5,498 0,550 B 6,700 C 1202 0,120	Florida St		8	36	9				25 25			
Ay Ave to Robinson Ave 2 Lane Collector (no center lane) 8,000 5,450 0.681 D 8,800 1100 F 3350 0.419 P Ave to Upas St. 2 Lane Collector (no center lane) 8,000 5,600 0.700 D 6,800 0.850 E 1200 0.150 0.150 Amorbay Field Dr. 2 Lane Collector (no fronting property) 10,000 5,498 0.550 B 6,700 0.670 C 1202 0.120	and Collector (no center lane) 8,000 5,450 0.681 D 8,800 1.100 F 3350 0.419 and Collector (no center lane) 8,000 5,600 0.700 D 6,800 E 1200 0.150 collector (no fronting property) 10,000 5,498 0.550 B 6,700 C 1202 0.120	El Cajon Blvd to University Ave	2 Lane Collector (no center lane)	8,000	3,375	0.422	В	7,400	0.925	Ξ	4025	0.503	YES
Ave to Upas St. 2 Lane Collector (no center lane) 8,000 5,600 0.700 D 6,800 E 1200 0.150 o Monley Field Dr 2 Lane Collector (no fronting property) 10,000 5,498 0.550 B 6,700 0.670 C 1202 0.120	ane Collector (no center lane) 8,000 5,600 0700 D 6,800 0.850 E 1200 0.150 c Collector (no fronting property) 10,000 5,498 0.550 B 6,700 0.670 C 1202 0.120	University Ave to Robinson Ave	2 Lane Collector (no center lane)	8,000	5,450	0.681	Q	8,800	1.100	F	3350	0.419	YES
o Monley Field Dr 2 Lane Collector (to fronting property) 10,000 5,498 0.550 B 6,700 0.670 C 1202 0.120	© Collector (no fronting property) 10,000 5,498 0.550 B 6,700 0.670 C 1202 0.120	Robinson Ave to Upas St	2 Lane Collector (no center lane)	8,000	5,600	0.700	Д	6,800	0.850	ম	1200	0.150	YES
2 Lane Collector (no fronting property) 10,000 5,498 0.550 B 6,700 0.670 C 1202 0.120	e Collector (no fronting property) 10,000 5,498 0.550 B 6,700 0.670 C 1202 0.120	Florida Dr							200				
	Nithon	Upas St to Morley Field Dr	2 Lane Collector (no fronting property)	10,000	5,498	0.550	Д	6,700	0.670	S	1202	0.120	NO

Boid values indicate roadway segments operating at LOSE or F.
Capacity for non-standard roadway classifications were provided by City of San Diego staff
(a) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segments capacity.

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Table 4-8 Future Year Summary of Roadway Segment Analysis (cont.)

			1	EXISTING FUTURE YEAR		FU	FURE YEAF	3			
ROADWAY SECMENT	ROADWAY ETINCTIONAL CI ASSIBILIATION	LOSE	ADT	V/C RATIO	108	ADT	V/C RATIO	108	∆ in ADT	Δ in V/C	SIGNIFICANT?
TURNING TO A TOWN		NORTH PARK	PARK	9	202	100		2007	2		
Howard Ave				8	50			986	200		
Park Blyd to Florida St	2 Lane Collector (continuous left-turn lane)	15,000	3,000	0.200	A				1800	0.400	ON
	2 Lane Collector (no center lane)*	8,000				4,800	0.600	O			0.00
Florida St to Terras St	2 Lane Collector (continuous left-turn lane)	15,000	3,566	0.238	Ą				334	0.250	OIN
Tionida at to 1 coas at	2 Lane Collector (no center lane)*	8,000				3,900	0.488	C	100	0.470	740
Toward St to Titob St	2 Lane Collector (continuous left-turn lane)	15,000	4,815	0.321	A	900			5017	1 003	AEG
rexas of to orall of	2 Lane Collector (no center lane)*	8,000	90	(6		11,300	1.413	F	0407	1.092	LES
10 100 -110 1-11	2 Lane Collector (continuous left-turn lane)	15,000	6,137	0.409	м				400	7700	STEE
Utan of to 30th of	2 Lane Collector (no center lane)*	8,000				10,200	1.275	F	4004	0.800	YES
	2 Lane Collector (continuous left-turn lane)	15,000	7,187	0.479	O				0		- Commen
30th St to 32nd St	2 Lane Collector (no center lane)*	8,000				10,500	1.313	н	3313	0.834	YES
Juniper St											
30th St to 32nd St.	2 Lane Collector (no center lane)	8,000	3 646	0.456	O	6 200	0.775	0	2554	0.319	ON
32nd St to Commonwealth Ave	2 Lane Collector (no center lane)	8,000	2,826	0.353	м	4.400	0.550	O	1574	0.197	NO
Landis St											
Boundary St to Nile St	2 Lane Collector (no center lane)	8,000	3,790	0.474	D	4,000	0.500	D	210	0.026	NO
Lincoln Ave				000000000000000000000000000000000000000							The County
Florida St to Texas St	2 Lane Collector (no center lane)	8,000	066	0.124	Þ	4 300	0.538	Ü	3310	0.414	ON
Texas St to Titab St	2 Tane Collector (no center lane)	8,000	2 400	0300	4	3,200	0.400	α	800	0.100	ON
The Sto 30th St	2 Time Collector (continuous laft turn land)	15,000	4 550	0.303	ζ <	7.500	005.0	a c	2050	0.100	ON.
Octain of the Souli of	of the Collector (Collection Self-turn faile)	15,000	0000	0.505	Į p	0000	0,000	0	0067	0.197	NTO
30th St to 32nd St	2 Lane Collector (continuous left-turn lane)	15,000	5,563	0.571	n	3,200	0.613)	363/	0.242	ON.
32nd St to Boundary St	2 Lane Collector (continuous left-turn lane)	15,000	5,473	0.365	щ	9,800	0.653	C	4327	0.288	NO
Madison Ave					١						
Park Blvd to Mission Ave	2 Lane Collector (continuous left-turn lane)	15,000	6,110	0.407	В	8,100	0.540	C	1990	0.133	NO
Mission Ave to Texas St	2 Lane Collector (continuous left-tum lane)	15,000	8,040	0.536	2	10,300	0.687	Q	2260	0.151	NO
Texas St to Ohio St	2 Lane Collector (no center lane)	8,000	5,295	0.662	D	12,200	1.525	F	9069	0.863	YES
Meade Ave	97				tt.	25				0	
6 B -1 F -1 G -1 - G	2 Lane Collector (continuous left-turn lane)	15,000	4,060	0.271	Ą				4140	9300	BELLA
Fair Divid to 1 exas at	2 Lane Collector (no center lane)*	8,000				8,200	1.025	F	4 I 4	40.0	1E5
10 1000 11 10 1 1 1 E	2 Lane Collector (continuous left-turn lane)	15,000	5,280	0.352	В				4700	200 0	Butt
Texas of the source	2 Lane Collector (no center lane)*	8,000				9,900	1.238	F	1020	0.000	1.53
20th Ot to Illinoise Amo	2 Lane Collector (continuous left-turn lane)	15,000	8,576	0.572	C				2007	7700	VEC
Soul at to millions Ave	2 Lane Collector (no center lane)*	8,000				11,500	1.438	F	1354	0.000	1.53
This can St to I came St	2 Lane Collector (continuous left-tum lane)	15,000	8,651	0.577	2				2240	0 011	ALE
TIIIIOIS SE LO TOW'S SE	2 Lane Collector (no center lane)*	8,000				11,900	1.488	F	3243	0.911	IES
Mission Ave											
Park Blvd to Mississippi St	2 Lane Collector (one-way)	17,500	1,497	980'0	A	3,700	0.211	Ą	2203	0.125	NO
Monroe Ave				3							
Park Blvd to Mission Ave	2 Lane Collector (no center lane)	8,000	1,200	0.150	A	3,200	0.400	В	2000	0.250	NO
Mission Ave to Texas St	2 Lane Collector (no center lane)	8,000	1,500	0.188	Ą	5,500	0.688	Д	4000	0.500	NO
Texas St to 30th St	2 Lane Collector (no center lane)	8,000	2,158	0.270	A	5,700	0.713	D	3542	0.443	NO
Nile St											
Landis St to Thorn St	2 Lane Collector (no center lane)	000'8	4,305	0.538	D	5,000	0.625	Q	969	0.087	NO
Notes:											

Force.

*Howard Avenue and Meade Avenue will be classified as a two lane collector with no continous left turn lane to accommodate future bicycle boulevard pending further project level analysis Capacity for non-standard roadway classifications were provided by City of San Diego staff.

(a) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segments capacity.

Table 4-9 Future Year Summary of Roadway Segment Analysis (cont.)

	SIGNIFICANT?		3	NO	v	OIN	ON.		NO	O.E.	ON	YES	NO	NO		NO		YES	YES		NO	YES	NO	NO	SPECIAL SECTION SECTIO	YES	NO	YES	YES	YES	YES	YES	IES	2424	1E3	VES	ON	ON.		NO	NO	NO	YES	NO	NO	ARC
	∆ in V/C			0.176	e	141.0	101.0		0.010		0.2/1	0.151	0.000	0.344		0.218		0.385	0.173		0.153	0.329	0.235	0.161	200	0.313	0000	0.243	0.170	0.109	0.148	0.20	207.0	0.100	0.107	0.240	0.220	0.013		0.501	0.308	0.255	0.596	0.157	0.045	0020
	∆ in ADT		300	1/63	ř.	1,760	7077		75		4061	1212	0	2750		1740		11568	21737		2296	4939	1879	1286		4700	0	3642	2539	1627	00/1	4030	4032	1,500	1340	6726	1753	100		4008	2459	2038	4765	1800	360	1000
3	TOS		0	a r	¥		C		Ą	í	a	Е	O	C		D		H		Ή	Ω	Э	Д	Ö	2000	щ	H	E4 1	H 1	F4 [±4 F	±1 [4	F	4 6	4 12	4 0	Д		Q	D	D	Ε	В	Д	£
FUTURE YEAR	V/C RATIO (a)		2	0.850	1.060		0.547		0.288	000	30/33	006.0	0.614	0.550		0.738	2000	1.303	010000000000000000000000000000000000000	1.277	0.847	0.960	0.713	0.513	1000 E	1.593	1.441	1.580	1.527	1.387	5867	1.963	1.973	1 005	1.070	1 087	0.763	0.338		0.625	0.663	0.800	0.913	0.409	0.638	0000
FU	ADT		2	8,500	10,600		8,200		2,300	000	10,500	7.200	4,912	4,400		5,900		39,100	generally accounts	38,300	12,700	14,400	5,700	4,100	000000000000	23,900	21,611	23,700	22,900	20,800	22,800	20,500	000,67	0070	0,000	16 300	6 100	2,700		5,000	5,300	6,400	7,300	4,700	5,100	0000
	SOT			ပ	С	В			A	f	m)	Ω	O	A		O.	ļ	×	ш		Ω	O	ပ	В	20000	Щ	ĬΨ	[24] I	¥, [F4 [-	¥4 [4	-	4 6	4 0	0	Д		Ą	В	C	В	A	O	*
EXISTING	V/C RATIO (a)		0.00	0.6/4	С	0.396			0.278	007.0	0.429	0.749	0.614	0.206		0.520	1	0.918	1.18		0.694	0.631	0.478	0.352	90000000	1.280	1.441	1.337	1.557	1.278	C58.1	1,705	COV.1	0000	0000	0.638	0.543	0.325		0.124	0.355	0.545	0.317	0.252	0.593	0000
I	ADT	PARK	0.000	6,737	(8)	5,938	*		2,225	007.	6,439	5.988	4,912	1,650		4,160		27,532	16,563		10,404	9,461	3,821	2,814	200000000000000000000000000000000000000	19,200	21,611	20,058	20,361	19,173	21,100	19,044	20,708	001.0	7,160	0.574	4 347	2,600		366	2,841	4,362	2,535	2,900	4,740	0,00
8	LOS E CAPACITY	NORTH PARK		10,000	10,000	15,000	8,000		8,000	000	15,000	8.000	8,000	8,000		8,000		30,000	15,000	30,000	15,000	15,000	8,000	8,000		15,000	15,000	15,000	000,61	15,000	005,11	16,000	non'cı	0000	00000	15,000	8000	8,000		8,000	8,000	8,000	8,000	11,500	8,000	0000
	ROADWAY FUNCTIONAL CLASSIFICATION			2 Lane Collector (no fronting property)	2 Lane Collector (no fronting property)	2 Lane Collector (continuous left-turn lane)	2 Lane Collector (no center lane)*		2 Lane Collector (no center lane)		2 Lane Collector (continuous left-turn lane)	2 Lane Collector (no center lane)		2 Lane Collector (no center lane)	100	2 Lane Collector (no center lane)		3 Lane Major Artenal	2 Lane Collector (continuous left-turn lane)	4 Lane Collector	2 Lane Collector (continuous left-turn lane)		2 Lane Collector (no center lane)	2 Lane Collector (no center lane)		4 Lane Collector (no center lane)	4 Lane Collector (no center lane)		4 Lane Collector (no center lane)	4 Lane Collector (no center lane)	3 Lane Collector (no center lane)	3 Lane Collector (no center lane)	4 Lane Conector (no center lane)	Complete Annual Control of the Contr	2 Lang Collector (110 center lane)	2 Lane Collector (continuous lefttum lane)	2 Lane Collector (no center lane)	2 Lane Collector (no center lane)		2 Lane Collector (no center lane)	3 Lane Collector (no center lane)	2 Lane Collector (no center lane)	7 0 0			
	ROADWAY SEGMENT		North Park Way	30th St to 32nd St	Orange Ave/Howard Ave	Town T 44 T 0005	TOWA St to 1-803	Pentuckett Ave	Junper St to Fir St	Pershing Dr	Upas St to Redwood St Redwond St	28th St to 30th St	30th St to 32nd St	32nd St to Boundary St	Robinson Ave	Park Blvd to Florida St	Texas St	Adams Ave to Mission Ave	Mission Ave to El Caion Blvd		El Cajon Blvd to Howard Ave	Howard Ave to University Ave	University Ave to Myrtle Ave	Myrtle Ave to Upas St	University Ave	Park Blvd to Florida St	Florida St to Texas St	Texas St to Oregon St	Oregon St to Utan St	Utah St to 30th St	Sun St to Illinois St	Tillinois at to 32nd at	The St. to boundary of	A Tableson Of the Thomas Of	Trans St to Dombing Dd	Desching Rd to 30th St	30th St to 32nd St	32nd St to Boundary St	Utah St	Adams Ave to Monroe Ave	Meade Ave to El Cajon Blvd	El Cajon Blyd to Howard Ave	Howard Ave to Lincoln Ave	Lincoln Ave to University Ave	University Ave to North Park Way	100 22 1 222 1 22 27

Notes:

Bod values indicate roadway segments operating at LOSE or F.

Bod values indicate roadway segments operating at LOSE or F.

**Orange/Toward Avenue will be classified as a two lane collector with no continous left turn lane to accommodate future bicycle boulevard pending further project level analysis Capacity for non-standard roadway classifications were provided by City of San Diego staff.

(a) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

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Table 4-10 Future Year Summary of Roadway Segment Analysis (cont.)

ROADWAY SECAMENT ROADWAY FUNCTIONAL CLASSIFICATION 25th St. Russ Blvd to B St. 2 Lane Collector (continuous left-turn lane) B St to Broadway to F St. 2 Lane Collector (continuous left-turn lane) B St to C St. 2 Lane Collector (continuous left-turn lane) B St to C St. 2 Lane Collector (continuous left-turn lane) B St to C St. 2 Lane Collector (continuous left-turn lane) B St to C St. 2 Lane Collector (continuous left-turn lane) B St to C St. 2 Lane Collector (continuous left-turn lane) B St to C St. 2 Lane Collector (continuous left-turn lane) B St to C St. 2 Lane Collector (no center lane) B St to C St. 2 Lane Collector (no center lane) B St to C St. 2 Lane Collector (no center lane) B St to C St. 2 Lane Collector (no center lane) B St to C St. 2 Lane Collector (no center lane) B St to C St. 2 Lane Collector (no center lane) B St to C St. 2 Lane Collector (no center lane) C St to C St. 2 Lane Collector (no center lane) C St to C St. 2 Lane Collector (no center lane) C St to C St. 2 Lane Collector (no center lane) C St. 2 Lane C C St. 2 Lane C Collector (no center lane) C St. 2 Lane C C St. 2 Lane C Collector (no center lane) C St. 2 Lane C C St. 2 Lane C C C C C C C C C C C C C C C C C C C	CONAL CLASSIFICATION	LOSE AI	050 090 050	V/C RATIO (a)	TOS	ADT	V/C RATIO (a)	ros	∆ in ADT	Δ in V/C	SIGNIFICANT?
Blvd to B. St. O Broadway Iway to F. St. Blvd to B. St. O C St. Blvd to C St. O Broadway Iway to SR-94 St to Ash St. St to Ash St. St to 20th St.	nous left-turn lane) no center lane) nous left-turn lane) nous left-turn lane) nous left-turn lane) no center lane)	GOLDEN 15,000 15,000 15,000 15,000 15,000 8,000 8,000 8,000	7,550 9,409 12,105								
Bivd to B St	uous left-turn lane) no center lane) nuous left-turn lane) nuous left-turn lane) nuous left-turn lane) no center lane)	15,000 15,000 15,000 15,000 15,000 8,000 8,000 8,000 8,000 8,000	7,550 9,409 12,105								
Bird to B. St. 2 Lane Collector	uous left-turn lane) no certer lane) noo certer lane) nuous left-turn lane) nuous left-turn lane) no certer lane)	15,000 15,000 15,000 15,000 8,000 8,000 8,000 8,000 8,000	9,409	57	2						
O Broadway 1 Lane Calle Collication 1 Lane Calle Collication 2 Lane Collication 4 Lane Collication 2 Lane Collication 3 L	uous center lane) uous left-turn lane) no center lane) uous left-turn lane) no center lane)	15,000 15,000 15,000 8,000 8,000 8,000 8,000	9,409	0.503	U	7,800	0.520	U	250	0.017	NO
Autor Collector Later Collector	no center lane)	8,000 8,000 8,000 8,000 8,000	12,105	0.627	D D	10 000	262.0	c	1491	0.100	NO
Bird to B St	unous left-turn lane) unous left-turn lane) no center lane)	8,000 8,000 8,000 8,000 8,000 8,000	12,100	2000	C	10,500	0.727	ì			
Bird to B St	no center lane)	8,000 8,000 8,000 8,000 8,000 8,000		0.80/	i,	17.400	1.160	12	5295	0.353	YES
Elvd to B St 2 Lane Collic of CSI 2 Lane Collic of CSI o	no center lane)	8,000 8,000 8,000 8,000 8,000 8,000 8,000	10		77						
Dec CSt	no center lane)	8,000 8,000 8,000 8,000 8,000	9,152	1.144	Ŧ	9,152	1.14	H	0	0.000	NO
Bivit to C St	no center lane)	8,000 8,000 8,000	2,146	0.268	Ą	5,100	0.638	D	2954	0.370	ON
Blvd to C St 2 Lane Collic Blvd to C St 2 Lane Collic Blvd to C St 2 Lane Collic Blvd to SR-94 2 Lane Collic Blvd to Ash St 2 Lane Collic Blvd to Ash St 2 Lane Collic Blvd to SR-94 2 Lane Collic Blvd to SR-94 2 Lane Collic Blvd to St to C to C to C to C to C to C to	no center lane)	8,000									
Care Colle	no center lane)	8,000	4,888	0.611	S	8,800	1.100	Ŧ	3912	0.489	YES
Stro Ash St. 2 Lane Colls	no center lane) no center lane) no center lane) no center lane)	8,000	8,150	1.019		10,500	1.313	H	2350	0.294	YES
St to Ash St 2 Lane Collists	no center lane) no center lane) no center lane)		10,697	1.337	H	19,100	2.388	ы	8403	1.051	YES
Stro Ash St	no center lane) no center lane) no center lane)			,							
Decoderacy Came Collic France France France Collic France Fra	no center lane)	8,000	3,865	0.483	Ü	6,900	0.863	Э	3035	0.380	YES
It is a content of the collector It is a c	no center lane)	8,000	16,610	2.076	F	19,800	2.475	F	3190	0.399	YES
Strong of the collection of		8,000	4,210	0.526	O	9,500	1.188	ĮΞų	5290	0.662	YES
1	Section Sectio										
15 to 20th St	ector (no center lane)	8,000	2,299	0.287	А	4,700	0.588	C	2401	0.301	ON
20th St Lane Colls 2.20th St 2.1ane Collector	3										
25th St 2 Lane Collic C	ector (no center lane)	15,000	5,372	0.358	В	6,500	0.433	В	1128	0.075	ON
2 Lane Colle 28th St 2 Lane Collector 50th St 2 Lane Collector Fern St 2 Lane Collector 25th St <th< td=""><td>ector (no center lane)</td><td>8,000</td><td>3,708</td><td>0.464</td><td>0</td><td>5,400</td><td>0.675</td><td>Ω</td><td>1692</td><td>0.211</td><td>ON</td></th<>	ector (no center lane)	8,000	3,708	0.464	0	5,400	0.675	Ω	1692	0.211	ON
22th St 2 Lane Collic 20th St 2 Lane Collic 20th St 2 Lane Collic 20th St 2 Lane Collector 25th	ector (no center lane)	8,000	4,600	0.575	ಲ	7,500	0.938	Ξ	2900	0.363	YES
2 Lane Colis 2 Lane Colis	ector (no center lane)	8,000	6,200	0.775		7,100	0.888	Э	006	0.113	YES
Pern St 2 Lane Collic 20th St 2 Lane Collector 25th St 2 Lane Collector 28th St 2 Lane Collector 28th St 2 Lane Collector	ector (no center lane)	8,000	2,713	0.339	м	5,700	0.713	Ω	2987	0.374	NO
2 Lane Collector 2 Lane Coll					4						
20th St 2 Lane Collector 25th St 2 Lane Collector 25th St 2 Lane Collector	ector (no center lane)	8,000	1,770	0.221	A	6,200	0.775	Ω	4430	0.554	NO
2 Lane Collector 2 Lane Collector 2 Lane Collector											
2 Lane Collector 2 Lane Collector	(continuous left-turn lane)	15,000	5,788	0.386	м	6,000	0.400	В	212	0.014	ON
2 Lane Collector	(continuous left-turn lane)	15,000	4,867	0.324	A	8,000	0.533	O	3133	0.209	NO
	(continuous left-turn lane)	15,000	4,165	0.278	Ą	5,500	0.367	В	1335	0.089	ON
	(continuous left-tum lane)	15,000	3,279	0.219	Ą	4,900	0.327	Ą	1621	0.108	NO
h St to SR-94 2 Lane Coll.	ector (no center lane)	8,000	15,881	1.985	[24	15,811	1.976	H	-70	-0.009	NO
-	Se Sec	\$ 000000000000000000000000000000000000	000000000000000000000000000000000000000	0.000		20000000000					00.000
1 Lane C	r (one-way)	7,500	3,827	0.510	0	6,100	0.813		2273	0.303	ON :
2 Lane Collector	(continuous left-turn lane)	15,000	3,923	0.26	Ą	4,500	0.300	4	211	0.038	ON
2 Lane Collector	(continuous left-tum lane)	15,000	500	0.000		2,500	0.367	g	-		y
2 Lane Collector	(continuous left-turn lane)	15,000	2,658	0.177	Ą	4,100	0.273	Ą	1442	0.096	ON
to 34th St 2 Lane Coll	ector (no center lane)	8,000	4,230	0.53	D)	7,900	0.988	Э	3670	0.459	YES
10 mg				2 22 22 22	-						20.000
St to Felton St 2 Lane Coll	ector (no center lane)	8,000	2,815	0.352	щ	3,400	0.425	М	585	0.073	NO
	Name of the color		0		ŀ	0000	0.00		6	0000	TO SERVICE A
pest 2 Lane Coll	ector (no center lane)	8,000	0000	1.044	- 4 [300	1.113	4 1	000	0.009	YES
Grape at to A at	ector (no center lane)	8,000	280,8	010.1		000,61	1.875	4	8189	0.860	YES
1-0-1-10	/	9999	2,014	505.0	6	900	301.1	-	7007	0000	AZEG
30th St to 31st St	ector (no center lane)	8,000	2,614	0.527	n	3,000	1.125	4	6386	0.798	YES

Both values indicate roadway segments operating at LOS E or F.

**Crange-Howard Avenue with the classified as a two lane collector with no continous left turn lane to accormmodate fiture bicycle boulevard pending further project level analysis capacity for non-standard roadway classifications were provided by City of San Diego staff

(a) The Vic Ratio is calculated by dividing the ADT volume by each respective roadway segments capacity.

Table 4-11 Future Year Freeway Segment Analysis Summary

				DNIESIAS	SNI	DITTIDE VEAD	VEAB		
EDEEWAV SECMENT	DIBECTION	NUMBER OF LANES	CAPACITY	V/C RATTO	TOS	V/C RATIO	LOS	(a) V	SIGNIFICANT?
	No.	OF LANES	(a)	AM PEAK					
I-5									
Old Town Ave to Washington St	NB	4 M + 1 A	9,200	0.950	E	1.183	F0	0.234	YES
	SB	4 M + 1 A	9,200	0.746	C	0.798	С	0.052	NO
Washington St to Pacific Highway	NB	4 M	8,000	0.840	D	1.096	F0	0.256	YES
	SB	4 M	8,000	0.660	C	0.739	C	0.079	NO
First Ave to Sixth Ave	NB	4 M + 1 A	9,200	1.264	F1	1.341	F1	0.078	YES
	SB	5 M + 1 A	11,200	0.346	Α	0.743	С	0.397	NO
SR-163 to SR-94	NB	5 M + 1 A	11,200	1.085	F0	1.149	F0	0.064	YES
t and or con-ma	SB	5 M + 1 A	11,200	0.362	Α	0.901	D	0.540	NO
SR-94 to Imperial Ave	NB	4 M + 1 A	9,200	1.035	F0	1.064	F0	0.029	YES
SYSTEM TO THE STATE OF THE STAT	SB	4 M + 1 A	9,200	0.345	Α	0.835	D	0.490	ON
I-8									
Hotel Circle (W) to Hotel Circle (E)	WB	4 M + 1 A	9,200	1.022	F0	1.333	F1	0.311	YES
	EB	4 M	8,000	0.887	D	0.763	С	-0.124	NO
Mission Center Rd to Qualcomm Wv	WB	4 M + 1 A	9,200	1.109	F0	1.366	F2	0.257	YES
	EB	4 M + 1 A	9,200	0.837	D	0.680	С	-0.157	NO
L-805 to SR-15	WB	4 M + 1 A	9,200	1.349	F1	1.545	F2	0.196	YES
	EB	4 M + 1 A	9,200	0.727	C	0.766	С	0.040	NO
SR-15									
I-805 to SR-94	NB	3 M + 1 A	7,200	0.532	В	0.772	С	0.241	NO
	SB	2 M + 1 A	5,200	0.976	Ε	1.283	F1	0.307	YES
I-805					i				
I-8 to Adams Ave	NB	4 M + 1 A	9,200	1.262	F1	1.515	F2	0.253	YES
	SB	5 M + 1 A	11,200	0.383	А	0.458	В	0.074	NO
El Caion Blyd to University Ave	NB	4 M	8,000	0.602	В	1.427	F2	0.825	YES
	SB	4 M + 1 A	9,200	1.063	F0	0.457	В	-0.607	NO
Thivereity Ave to SR-15	NB	4 M + 1 A	9,200	0.466	В	1.207	F0	0.740	YES
	SB	4 M + 1 A	9,200	0.947	E	0.421	В	-0.526	NO
SR-94									
25th St to 28th St	WB	4 M	8,000	0.976	E	1.241	F0	0.264	YES
	EB	4 M	8,000	0.361	А	0.470	В	0.109	NO
28th St to 30th St	WB	4 M	8,000	1.095	F0	1.303	F1	0.208	YES
	EB	4 M	8,000	0.405	А	0.494	В	0.089	NO
Broadway to SR-15	WB	4 M	8,000	1.214	F0	1.414	F2	0.200	YES
, , ,	EB	4 M + 1 A	9,200	0.390	Α	0.466	В	0.075	NO
SR-163			c c	1	ţ		ŝ	1	
I-8 to Washington St	NB	3 M + 1 A	7,200	6/5.0	g l	1.121	FO	0.546	YES
	SB	3 M + 1 A	7,200	0.828	Q	0.950	H	0.122	YES
Washington St to Robinson Ave	NB	2 M	4,000	0.800	၁	0.830	D	0.031	ON
)	SB	2 M	4,000	1.151	F0	1.846	F2	969.0	YES
Onince Dr to L-5	NB	2 M	4,000	0.884	D	0.914	D	0.030	NO
	SB	2 M	4,000	1.641	F2	2.032	F3	0.391	YES
Notes: Bod values indicate freeway segments operating at LOS E or F. (a) The capacity is calculated as 2,000 ADT per lane and 1,200 ADT per auxiliary lane.	S E or F. d 1,200 ADT per auxil	iary lane							
(b) Traffic volumes provided by City of San Diego model	lel .								
(c) Peak-hour volume calculated by: (AD 1 * K*D)/1 ruck Factor	k Factor								

Table 4-12 Future Year Freeway Segment Analysis Summary (Cont.)

		NIMBER	CAPACITY	EXISTING	ING	FUTURE YEAR	YEAR		
FREEWAY SEGMENT	DIRECTION	OF LANES	(a)	V/C RATIO	ros	V/C RATIO	LOS	Δ (c)	SIGNIFICANT?
			P.	PM PEAK					
I-5	!		6				ı	6	
Old Town Ave to Washington St	NB	4 M + I A	9,200	0.780	، ان	1.000	Э (j	0.220	YES
	SB	4 M + 1 A	9,200	0.916	Q	1.187	F0	0.271	YES
Washington St to Pacific Highway	NB	4 M	8,000	0.690	C	0.926	E	0.236	YES
0	SB	4 M	8,000	0.810	D	1.100	F0	0.290	YES
First Ave to Sixth Ave	NB	4 M + 1 A	9,200	1.078	F0	1.133	F0	0.055	YES
	SB	5 M + 1 A	11,200	0.498	В	1.105	$\mathbf{F0}$	0.607	YES
SP 163 to SP 04	NB	5 M + 1 A	11,200	0.926	E	1.091	F0	0.166	YES
5N-73 to 5N-74	SB	5 M + 1 A	11,200	0.521	В	1.213	F0	0.693	YES
SD 04 to Immerial Area	NB	4 M + 1 A	9,200	0.883	D	1.011	F0	0.127	YES
SN-94 to impend Ave	SB	4 M + 1 A	9,200	0.497	В	1.124	F0	0.627	YES
I-8									
Hotel Circle (W) to Hotel Circle (E)	WB	4 M + 1 A	9,200	0.807	D	0.889	D	0.082	NO
	EB	4 M	8,000	1.134	F0	1.449	F2	0.315	YES
Mission Center Rd to Ougloomm Wv	WB	4 M + 1 A	9,200	0.876	D	0.910	D	0.035	NO
Mission Conto Ad to Caalconnin wy	EB	4 M + 1 A	9,200	1.070	F0	1.291	F1	0.221	YES
1-805 to SB-15	WB	4 M + 1 A	9,200	0.893	D	0.920	E	0.027	YES
CINC OF CONT	EB	4 M + 1 A	9,200	1.183	F0	1.511	F2	0.327	YES
SR-15									
1-805 to SR-94	NB	3 M + 1 A	7,200	0.532	В	1.120	F0	0.589	YES
	SB	2 M + 1 A	5,200	0.976	E	1.367	F2	0.391	YES
I-805									
L-8 to Adams Ave	NB	4 M + 1 A	9,200	0.588	В	1.063	F0	0.475	YES
	SB	5 M + 1 A	11,200	0.937	E	1.297	F1	0.360	YES
El Cajon Blyd to University Ave	NB	4 M	8,000	1.095	F0	1.001	F0	-0.094	NO
	SB	4 M + 1 A	9,200	0.635	C	1.293	F1	0.659	YES
Thivareity Ava to SR-15	NB	4 M + 1 A	9,200	0.848	D	0.867	D	0.019	NO
University Ave to SN-15	SB	4 M + 1 A	9,200	0.565	В	1.203	F0	0.637	YES
SR-94									
75th St to 38th St	WB	4 M	8,000	0.401	A	0.612	В	0.210	NO
20 11 21 10 2 2011 21	EB	4 M	8,000	0.936	E	1.482	F2	0.545	YES
28th St to 30th St	WB	4 M	8,000	0.450	В	0.642	C	0.192	NO
2011 31 10 30111 31	EB	4 M	8,000	1.050	F0	1.556	F2	0.506	YES
Broadway to SR-15	WB	4 M	8,000	0.499	В	0.697	С	0.198	NO
Diogramay to Stylis	EB	4 M + 1 A	9,200	1.012	$\mathbf{F0}$	1.468	F2	0.456	YES
SR-163									
I-8 to Washington St	NB	3 M + 1 A	7,200	0.870	D	1.301	F1	0.431	YES
ac magningar a cara-	SB	3 M + 1 A	7,200	0.533	В	0.797	C	0.264	NO
Washington St to Robinson Ave	NB	2 M	4,000	1.209	F0	1.658	F2	0.449	YES
Washington of the modification	SB	2 M	4,000	0.741	C	1.016	F0	0.275	YES
Oning Dr to 1 5	NB	2 M	4,000	1.364	F2	1.362	F2	-0.001	NO
Cannoe Di to 1-3	SB	2 M	4,000	1.162	F0	1.160	F0	-0.001	ON
Notes:									
Bold values indicate freeway segments operating at LOS E or F.	SEOrF.								
(a) The capacity is carculated as 2,000 AD I per rate and 1,200 AD I per auxiliary rans (b) Traffic volumes provided by City of San Diego model	ld 1,200 AD1 per auxii lel	iary taine							
(c) Peak-hour volume calculated by: (ADT*K*D)/Truck Factor	k Factor								

Table 4-13 Future Year Summary of Ramp Metering Analysis

		METER	EXISTING	EXCESS	AVERAGE	FUTURE	EXCESS	AVERAGE FUTURE	A IN DELAY WITH		AVERAGE WITH
1	PEAK	RATE ¹	DEMAND ²	DEMAND	DELAY	DEMAND ²	DEMAND	DELAY	PROJECT	SIGNIFICANT	PROJECT
ON-KAMP	PEKIOD	(ven/nr)	(ven/nr)	(ven/nr)	(mm)	(ven/hr)	(ven/nr)	(mmn)	(mm)	,	QUEUE
				ILNI	INTERSTATE 5						
Workington St to 1 5 MD	AM	966	1020	24	1.4	1241	245	14.8	13.3	ON	6,125 ft
Washington St to 1-5 IND	PM	966	1034	38	2.3	1227	231	13.9	11.6	NO	5,775 ft
India C+ to I & ND	AM	966	915	0	0.0	1007	11	9.0	9.0	ON	263 ft
muia St to 1-3 IND	PM	966	1066	70	4.2	1173	177	10.6	6.4	NO	4,415 ft
Hourthown St to I S MB	AM	966	454	0	0.0	460	0	0.0	0.0	ON	0 ft
Hawmoin Stro I-5 IND	PM	966	842	0	0.0	825	0	0.0	0.0	ON	0 ft
Honocot C+ to I 5 CB	AM			Ramp no	not metered in the a.m. peak	a.m. peak			0.0	ON	0 ft
nancock of to 1-3 ob	PM	1140	1287	147	7.7	1542	402	21.2	13.4	YES	10,050 ft
GS 5 I of build to	AM			Ramp no	Ramp not metered in the a.m. peak	a.m. peak			0.0	ON	0 ft
Neumer Bivd to I-3 3B	PM	498	269	0	0.0	861	363	43.7	43.7	YES	9,070 ft
E:6th A :: 0 to 1 5 CD	AM			Ramp no	Ramp not metered in the a.m. peak	a.m. peak			0.0	ON	0 ft
Film Ave to 1-3 3B	PM	966	1087	91	5.5	1894	868	54.1	48.6	YES	22,462 ft
				INT	NTERSTATE 8						
ND Torres Ct 45 I 9 ED	AM			Ramp no	Ramp not metered in the a.m. peak	a.m. peak			0.0	ON	0 ft
IND TEXAS SUID I-0 ED	PM	498	465	0	0.0	579	81	9.8	8.6	ON	2,026 ft
SB Tayne St to I 8 EB	$_{ m AM}$			Ramp no	Ramp not metered in the a.m. peak	a.m. peak			0.0	NO	0 ft
3D 164as 31 to 1-6 ED	PM	1140	998	0	0.0	888	0	0.0	0.0	NO	0 ft
				INI	INTERSTATE 8						
El Caion Blyd to L805 NB	AM	1140	098	0	0.0	1118	0	0.0	0.0	ON	0 ft
El Cajon Diva to 1-802 ivi	PM			Ramp no	Ramp not metered in the p.m. peak	p.m. peak			0.0	NO	0 ft
University Ave to L805 MB	AM	1140	866	0	0.0	1132	0	0.0	0.0	ON	0 ft
Offiversity Ave to Food IND	PM			Ramp no	Ramp not metered in the p.m. peak	p.m. peak			0.0	NO	0 ft
				INTE	INTERSTATE 94						
28th St to SR-94 WB	AM	534	100	0	0.0	205	0	0.0	0.0	ON	0 ft
	PM			Rampno	Ramp not metered in the p.m. peak	p.m. peak			0.0	ON	0 ft
32nd St/Broadway to SR-94 WB	AM	570	66	0	0.0	173	0	0.0	0.0	ON	0 ft
	PM			Ramp no	Ramp not metered in the p.m. peak	p.m. peak			0.0	ON	0 ft
25th St to SR-94 FB	AM		•	Ramp no	Ramp not metered in the a.m. peak	a.m. peak			0.0	NO	0 ft
	PM	096	785	0	0.0	935	0	0.0	0.0	ON	0 ft
28th St to SR-94 FB	AM	,		Ramp no	Ramp not metered in the a.m. peak	a.m. peak			0.0	ON	0 ft
	PM	096	732	0	0.0	870	0	0.0	0.0	NO	0 ft
32nd St/Broadway to SP. 04 EB	AM			Ramp no	not metered in the a.m. peak	a.m. peak			0.0	NO	0 ft
Sziid St Dioadway to Siv 74 ED	PM	570	464	0	0.0	558	0	0.0	0.0	NO	0 ft
				INTE	INTERSTATE 163						
Washington St to SR-163 SB	AM	498	373	0	0.0	615	117	14.2	14.2	ON	2,936 ft
Washington of to or-103 od	PM			Ramp no	Ramp not metered in the p.m. peak	p.m. peak			0.0	ON	0 ft
Notes:											

1) Meter rate is the assumed peak bour capacity expected to be processed through the ramp meter (using Caltrans fast rate)
2) Demand is the peak bour demand using the on-ramp

5 SIGNIFICANCE OF IMPACTS AND MITIGATION MEASURES

This chapter addresses the project impacts for each of the three communities based on a comparison between the Future Year conditions and the Existing conditions. Per the City's significance thresholds and the analysis methodology presented in this report, the following cumulative impacts to intersections and roadway segments were determined:

5.1 UPTOWN

5.1.1 SIGNIFICANCE OF IMPACTS

INTERSECTIONS

- Washington Street & Fourth Avenue
- Washington Street & Eighth Avenue/ SR-163 Off-Ramp
- Washington Street/ Normal Street & Campus Avenue/ Polk Avenue
- University Avenue & Sixth Avenue
- Elm Street & Sixth Avenue
- Cedar Street & Second Avenue

- First Avenue: Washington Street to University Avenue
- First Avenue: University Avenue to Robinson Avenue
- First Avenue: Robinson Avenue to Grape Street
- Fourth Avenue: Arbor Drive to Washington Street
- Fourth Avenue: Walnut Avenue to Laurel Street
- Fifth Avenue: Robinson Avenue to Walnut Avenue
- Sixth Avenue: Washington Street to University Avenue
- Sixth Avenue: University Avenue to Laurel Street
- Sixth Avenue: Laurel Street to Elm Street
- Ninth Avenue: Washington Street to University Avenue
- Campus Avenue/ Polk Avenue: Washington Street to Park Boulevard
- Cleveland Avenue: Tyler Street to Richmond Street
- Fort Stockton Drive: Sunset Boulevard to Goldfinch Street
- Grape Street: First Avenue to Third Avenue
- Grape Street: Third Avenue to Sixth Avenue
- Hawthorn Street: First Avenue to Third Avenue
- Hawthorn Street: Third Avenue to Sixth Avenue
- India Street: Washington Street to Winder Street
- India Street: Glenwood Drive to Sassafrass Street
- India Street: Sassafrass Street to Redwood Street
- Laurel Street: Columbia Street to Sixth Avenue
- Lincoln Avenue: Washington Street to Park Boulevard
- Park Boulevard: Mission Avenue to El Cajon Boulevard
- Park Boulevard: Robinson Avenue to Upas Street
- Richmond Street: Cleveland Avenue to Upas Street
- Robinson Avenue: First Avenue to Third Avenue

- Robinson Avenue: Third Avenue to Eighth Avenue
- San Diego Avenue: Hortensia Street to Pringle Street
- State Street: Laurel Street to Juniper Street
- University Avenue: Ibis Street to Fifth Avenue
- University Avenue: Sixth Avenue to Eighth Avenue
- University Avenue: Normal Street to Park Boulevard
- Washington Street: Fourth Avenue to Sixth Avenue
- Washington Street: Richmond Street to Normal Street

5.1.2 MITIGATION MEASURES

INTERSECTIONS

- Washington Street & Fourth Avenue: Widen Fourth Avenue in the southbound direction to add a second left-turn lane. Restripe the southbound approach to be two left-turn lanes, one through lane, and one right-turn lane. Uptown CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure.
- Washington Street & Eighth Avenue/ SR-163 Off-Ramp: Widen Washington Street in the
 eastbound direction to four lanes and the eastbound direction to three lanes. Widen the SR-163
 Off-ramp to two lanes. Uptown CPU significant traffic impact to this intersection would be fully
 mitigated with the implementation of this mitigation measure.
- Washington Street/ Normal Street & Campus Avenue/ Polk Avenue: Widen Washington
 Street in the northeast direction to add and exclusive right-turn lane. Uptown CPU significant
 traffic impact to this intersection would be fully mitigated with the implementation of this mitigation
 measure.
- University Avenue & Sixth Avenue: Widen 6th Avenue in the southbound to add a second leftturn lane. Uptown CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure.
- **Elm Street & Sixth Avenue:** Widen Elm Street in the westbound direction to add second right-turn lane. Uptown CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure.
- Cedar Street & Second Avenue: Install a traffic signal at this intersection. Uptown CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure.

- First Avenue from Washington Street to University Avenue: Restripe the roadway to a 2 lane collector with continuous left-turn lane. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- First Avenue from University Avenue to Robinson Avenue: Widen the roadway to a 4 lane collector with continuous left-turn lane. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.

- First Avenue from Robinson Avenue to Laurel Street: Restripe the roadway to a 2 lane collector with continuous left-turn lane. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- First Avenue from Laurel Street to Hawthorn Street: Restripe the roadway to a 2 lane collector with continuous left-turn lane. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. This improvement project is identified in the Uptown IFS.
- First Avenue from Hawthorn Street to Grape Street: Restripe the roadway to a 2 lane collector with continuous left-turn lane. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Fourth Avenue from Arbor Drive to Washington Street: Widen the roadway to a 4 lane collector with continuous left-turn lane. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Fourth Avenue from Walnut Avenue to Laurel Street: Restore the roadway to a 3 lane oneway collector for vehicles and remove the dedicated multi-modal lane. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Fifth Avenue from Robinson Avenue to Walnut Avenue: Restore the roadway to a 3 lane one-way collector for vehicles and remove the dedicated multi-modal lane. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- **Sixth Avenue from Washington Street to University Avenue:** Widen the roadway to a 6 lane prime arterial. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- **Sixth Avenue from University Avenue to Laurel Street:** Widen the roadway to a 4 lane major arterial. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Sixth Avenue from Laurel Street to Elm Street: Widen the roadway to a 4 lane collector. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Ninth Avenue from Washington Street to University Avenue: Restripe the roadway to a 2 lane collector with continuous left-turn lane. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Campus Avenue/ Polk Avenue from Washington Street to Park Boulevard: Restripe the
 roadway to a 2 lane collector with continuous left-turn lane. Uptown CPU significant traffic impact
 to this roadway segment would be fully mitigated with the implementation of this mitigation
 measure.
- Cleveland Avenue from Tyler Street to Richmond Street: Restripe the roadway to a 2 lane collector with continuous left-turn lane. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Fort Stockton Drive from Sunset Boulevard to Goldfinch Street: Restripe the roadway to a 2 lane collector with continuous left-turn lane. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.

- **Grape Street from First Avenue to Sixth Avenue:** Restripe the roadway to a 2 lane collector with continuous left-turn lane. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Hawthorn Street from First Avenue to Sixth Avenue: Restripe the roadway to a 2 lane collector with continuous left-turn lane. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- India Street from Washington Street to Winder Street: Restripe the roadway to a 2 lane collector with continuous left-turn lane. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- India Street from Glenwood Drive to Sassafrass Street: Widen the roadway to a 4 lane oneway collector. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- India Street from Sassafrass Street to Redwood Street: Widen the roadway to a 3 lane oneway collector. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Laurel Street from Columbia Street to Sixth Avenue: Widen the roadway to a 4 lane collector. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Lincoln Avenue from Washington Street to Park Boulevard: Restripe the roadway to a 2 lane collector with continuous left-turn lane. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Park Boulevard from Mission Avenue to El Cajon Boulevard: Widen the roadway to a 4 lane one-way collector. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Park Boulevard from Robinson Avenue to Upas Street: Widen the roadway to a 4 lane oneway collector. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Richmond Street from Cleveland Avenue to Robinson Avenue: Restripe the roadway to a 2
 lane collector with continuous left-turn lane. Uptown CPU significant traffic impact to this roadway
 segment would be fully mitigated with the implementation of this mitigation measure. This
 improvement project is identified in the Uptown IFS.
- Richmond Street from Robinson Avenue to Upas Street: Restripe the roadway to a 2 lane collector with continuous left-turn lane. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Robinson Avenue from First Avenue to Third Ave: Restripe the roadway to a 2 lane collector with continuous left-turn lane. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Robinson Avenue from Third to Eighth Avenue: Widen the roadway to a 4 lane collector. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.

- San Diego Avenue from Hortensia Street to Pringle Street: Restripe the roadway to a 2 lane collector with continuous left-turn lane. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- State Street from Laurel Street to Juniper Street: Restripe the roadway to a 2 lane collector with continuous left-turn lane. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. This improvement project is identified in the Uptown IFS.
- University Avenue from Ibis Street to Fifth Avenue: Widen the roadway to a 4 lane collector. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- University Avenue from Sixth Avenue to Eighth Avenue: Widen the roadway to a 4 lane major arterial and install a raised median. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- University Avenue from Normal Street to Park Boulevard: Widen the roadway to a 4 lane collector. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Washington Street from Fourth Avenue to Sixth Avenue: Widen the roadway to a 6 lane major arterial. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Washington Street from Richmond Street to Normal Street: Restripe the roadway to a 6 lane prime arterial and remove on-street parking. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.

CORRIDORS

Intelligent Transportation Systems (ITS) is the application of technology to transportation systems to maximize efficiency of services. Applying ITS technology to a corridor can improve capacity and operations along the individual segments within the corridor. In the Uptown community, the following corridors would benefit from ITS technology integration:

- Sixth Avenue
- University Avenue
- Washington Avenue

TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) combines marketing and incentive programs to reduce dependence on automobiles. TDM measures within the Uptown community should be encouraged and supported to help prevent or minimize congestion and parking issues.

5.2 NORTH PARK

5.2.1 SIGNIFICANCE OF IMPACTS

INTERSECTIONS

- Madison Avenue & Texas Street
- El Cajon Boulevard & 30th Street
- El Cajon Boulevard & I-805 SB Ramps
- University Avenue & 30th Street
- University Avenue, Wabash Avenue & I-805 NB Ramps
- North Park Way/ I-805 SB Ramps & Boundary Street/33rd Street
- Upas Street & 30th Street (W)

SEGMENTS

- 30th Street: Meade Avenue to El Cajon Boulevard
- 30th Street: Howard Avenue to University Avenue
- 30th Street: North Park Way to Upas Street
- 30th Street: Upas Street to Juniper Street
- 32nd Street: University Avenue to Upas Street
- Adams Avenue: Texas Street to 30th Street
- Boundary Street: University Avenue to North Park Way
- El Cajon Boulevard: 30th Street to I-805 Ramps
- Florida Street: El Cajon Boulevard to Upas Street
- Howard Avenue: Texas Street to 32nd Street
- Madison Avenue: Texas Street to Ohio Street
- Meade Avenue: Park Boulevard to Iowa Street
- Redwood Street: 28th Street to 30th Street
- Texas Street: Adams Avenue to El Cajon Boulevard
- Texas Street: Howard Avenue to University Avenue
- University Avenue: Park Boulevard to Florida Street
- University Avenue: Texas Street to 32nd Street
- University Avenue: 32nd Street to Boundary Street
- Upas Street: Alabama Street to Pershing Road
- Upas Street: Pershing Road to 30th Street
- Utah Street: Howard Avenue to Lincoln Avenue
- Utah Street: North Park Way to Upas Street

5.2.2 MITIGATION MEASURES

INTERSECTIONS

- Madison Avenue & Texas Street: Widen Texas Street in the northbound direction to add a
 second through lane. Widen Madison Avenue in the westbound direction to add a second rightturn lane. North Park CPU significant traffic impact to this intersection would be fully mitigated
 with the implementation of this mitigation measure.
- **El Cajon Boulevard & 30**th **Street:** Restripe 30th Street in the southbound direction to add a second left-turn lane and remove parking. Restripe El Cajon Boulevard in the westbound direction

- to add a second WB left-turn lane and remove parking. North Park CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure.
- **El Cajon Boulevard & I-805 SB Ramps:** Widen the I-805 SB off-ramp to add a second right-turn lane. North Park CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure.
- University Avenue & 30th Street: Restripe 30th street in the southbound direction to add a second through lane and remove parking. North Park CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure.
- University Avenue, Wabash Avenue & I-805 NB Ramps: Widen University Avenue in the eastbound direction to add an exclusive right-turn lane. Widen University Avenue in the westbound direction to add a shared through right-turn lane. Restripe and reconstruct medians on the I-805 northbound ramps to have dual left-turn lanes and an exclusive through lane and right-turn lane. North Park CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure.
- North Park Way/ I-805 SB Ramps & Boundary Street/33rd Street: Signalize intersection and add a second left-turn lane in the southbound direction on Boundary Street. Widen the I-805 southbound on-ramp to add an additional receiving lane. North Park CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure. Perform Intersection Control Evaluation (ICE) per Caltrans Traffic Operations Policy Directive #13-02 to verify mitigation.
- **Upas Street & 30**th **Street (W):** Restripe Upas Street in the westbound direction to add an exclusive right-turn lane. North Park CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure.

- 30th Street from Meade Avenue to El Cajon Boulevard: Widen the roadway to a 4 lane collector. North Park CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- **30**th **Street from Howard Avenue to University Avenue:** Widen the roadway to a 4 lane collector. North Park CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- **30**th **Street from North Park Way to Upas Street:** Widen the roadway to a 4 lane collector. North Park CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- **30**th **Street from Upas Street to Juniper Street**: Restripe the roadway to a 2 lane collector with continuous left-turn lane. North Park CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- **32**nd **Street from University Avenue to Upas Street:** Restripe the roadway to a 2 lane collector with continuous left-turn lane. North Park CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Adams Avenue from Texas Street to 30th Street: Widen the roadway to a 4 lane collector.
 North Park CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.

- Boundary Street from University Avenue to North Park Way: Widen the roadway to a 4 lane collector. North Park CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. This improvement project is identified in the North Park Impact Fee Study (IFS).
- El Cajon Boulevard from 30th Street to I-805 Ramps: Widen the roadway to an 8 lane major arterial. North Park CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Florida Street from El Cajon Boulevard to Upas Street: Restripe the roadway to a 2 lane collector with continuous left-turn lane. North Park CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Howard Avenue from Texas Street to 32nd Street: Remove proposed bicycle boulevard and provide a 2 lane collector with continuous left-turn lane. North Park CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Madison Avenue from Texas Street to Ohio Street: Restripe the roadway to a 2 lane collector
 with continuous left-turn lane. North Park CPU significant traffic impact to this roadway segment
 would be fully mitigated with the implementation of this mitigation measure. This improvement
 project is identified in the North Park Impact Fee Study (IFS).
- Meade Avenue from Park Boulevard to Iowa Street: Remove proposed bicycle boulevard and provide a 2 lane collector with continuous left-turn lane. North Park CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Redwood Street from 28th Street to 30th Street: Restripe the roadway to a 2 lane collector with continuous left-turn lane. North Park CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Texas Street from Adams Avenue to El Cajon Boulevard: Widen the roadway to a 6 lane
 major arterial. North Park CPU significant traffic impact to this roadway segment would be fully
 mitigated with the implementation of this mitigation measure. However, partial mitigation has
 been proposed with the construction of a 4 lane collector with continuous center left-turn lane
 between Madison Avenue and El Cajon Boulevard.
- Texas Street from Howard Avenue to University Avenue: Widen the roadway to a 4 lane collector. North Park CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- University Avenue from Park Boulevard to Florida Street: Widen the roadway to a 4 lane collector. North Park CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- University Avenue from Texas Street to 32nd Street: Widen the roadway to a 4 lane collector.
 North Park CPU significant traffic impact to this roadway segment would be fully mitigated with
 the implementation of this mitigation measure.
- University Avenue from 32nd Street to Boundary Street: Widen the roadway to a 4 lane major arterial and add a raised median. North Park CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.

- Upas Street from Alabama Street to Pershing Road: Restripe the roadway to a 2 lane collector with continuous left-turn lane. North Park CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Upas Street: Pershing Road to 30th Street: Widen the roadway to a 4 lane collector. North Park
 CPU significant traffic impact to this roadway segment would be fully mitigated with the
 implementation of this mitigation measure.
- **Utah Street from Howard Avenue to Lincoln Avenue:** Restripe the roadway to a 2 lane collector with continuous left-turn lane. North Park CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- **Utah Street from North Park Way to Upas Street:** Restripe the roadway to a 2 lane collector with continuous left-turn lane. North Park CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.

CORRIDORS

Intelligent Transportation Systems (ITS) is the application of technology to transportation systems to maximize efficiency of services. Applying ITS technology to a corridor can improve capacity and operations along the individual segments within the corridor. In the North Park community, the following corridors would benefit from ITS technology integration:

- University Avenue
- El Cajon Boulevard

TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) combines marketing and incentive programs to reduce dependence on automobiles. TDM measures within the North Park community should be encouraged and supported to help prevent or minimize congestion and parking issues.

5.3 GOLDEN HILL

5.3.1 SIGNIFICANCE OF IMPACTS

INTERSECTIONS

- B Street & 17th Street/ I-5 SB Off-Ramp
- SR-94 WB Ramps & Broadway
- SR-94 WB Ramp & 28th Street
- SR-94 EB Ramp & 28th Street
- F Street & 25th Street
- G Street & 25th Street

- 25th Street: Broadway to F Street
- 28th Street: Russ Boulevard to SR-94
- 30th Street: Grape Street to SR-94

• B Street: 25th Street to 28th Street

• C Street: 30th Street to 34th Street

Fern Street: Juniper Street to A Street

• Grape Street: 30th Street to 31st Street

5.3.2 MITIGATION MEASURES

INTERSECTIONS

- B Street & 17th Street/ I-5 SB Off-Ramp: Install traffic signal control at the intersection. Golden Hill CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure. This improvement project is identified in the Golden Hill Impact Fee Study (IFS).
- SR-94 WB Ramps & Broadway: Install traffic signal control at the intersection. Golden Hill CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure. However, signal warrants are not met for the signalization of this location. This improvement will be placed on the watch list for future signalization in the Golden Hill IFS.
- SR-94 WB Ramps & 28th Street: Install traffic signal control at the intersection. Golden Hill CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure. This improvement project is identified in the Golden Hill IFS.
- SR-94 EB Ramps & 28th Street: Install traffic signal control at the intersection. Restripe the southbound approach to have an exclusive left-turn lane and a through lane. Golden Hill CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure. This improvement project is identified in the Golden Hill IFS.
- **F Street & 25th Street:** Install traffic signal control at the intersection. Golden Hill CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure. However, signal warrants are not met for the signalization of this location. This improvement will be placed on the watch list for future signalization in the Golden Hill IFS.
- G Street & 25th Street: Install traffic signal control at the intersection. Golden Hill CPU significant
 traffic impact to this intersection would be fully mitigated with the implementation of this mitigation
 measure. However, signal warrants are not met for the signalization of this location. This
 improvement will be placed on the watch list for future signalization in the Golden Hill IFS.

- 25th Street from Broadway to F Street: Widen the roadway to a 4 lane collector. Golden Hill CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- **28**th **Street from Russ Boulevard to Broadway:** Restripe the roadway to a 2 lane collector with continuous left-turn lane. Golden Hill CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- **28**th **Street from Broadway to SR-94:** Widen the roadway to a 4 lane collector. Golden Hill CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation

of this mitigation measure. However, partial mitigation is proposed at this location with the widening of the roadway to a two lane collector with continuous left-turn lane. This improvement project is identified on the Golden Hill IFS.

- **30**th **Street from Grape Street to Ash Street:** Restripe the roadway to a 2 lane collector with continuous left-turn lane. Golden Hill CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- 30th Street from A Street to Broadway: Widen the roadway to a 4 lane collector. Golden Hill
 CPU significant traffic impact to this roadway segment would be fully mitigated with the
 implementation of this mitigation measure. However, partial mitigation is proposed at this location
 with the widening of the roadway to a two lane collector with continuous left-turn lane. This
 improvement project is identified on the Golden Hill IFS.
- **30**th **Street from Broadway to SR-94:** Widen roadway to a 2 lane collector with continuous left-turn lane. Golden Hill CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. This improvement project is identified on the Golden Hill IFS.
- **B Street from 25**th **Street to 28**th **Street:** Restripe the roadway to a 2 lane collector with continuous left-turn lane. Golden Hill CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- **C Street from 30**th **Street to 34**th **Street:** Restripe the roadway to a 2 lane collector with continuous left-turn lane. Golden Hill CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Fern Street from Juniper Street to Grape Street: Restripe the roadway to a 2 lane collector with continuous left-turn lane. Golden Hill CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- **Fern Street from Grape Street to A Street:** Widen the roadway to a 4 lane collector. Golden Hill CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- **Grape Street from 30**th **Street to 31**st **Street:** Restripe the roadway to a 2 lane collector with continuous left-turn lane. Golden Hill CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.

TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) combines marketing and incentive programs to reduce dependence on automobiles. TDM measures within the Golden Hill community should be encouraged and supported to help prevent or minimize congestion and parking issues.

5.4 FREEWAYS

As shown in Chapter 4, the evaluated CPU land uses would have a cumulative traffic related impact at the following mainline freeway segments:

5.4.1 SIGNIFICANCE OF IMPACTS

MAINLINE SEGMENTS

• I-5 NB: Old Town Avenue to Imperial Avenue

• I-5 SB: Old Town Avenue to Imperial Avenue

• I-8 WB: Hotel Circle (W) to SR-15

I-8 EB: Hotel Circle (W) to SR-15

SR-15 NB: I-805 to SR-94

SR-15 SB: I-805 to SR-94

• I-805 NB: I-8 to SR-15

I-805 SB: I-8 to SR-15

SR-94 WB: 25th Street to SR-15

SR-94 EB: 25th Street to SR-15

SR-163 NB: I-8 to Robinson Avenue

SR-163: SB: I-8 to I-5

INTERCHANGE RAMPS

- Hancock St to I-5 SB
- Kettner Boulevard to I-5 SB
- Fifth Avenue to I-5 SB

5.4.2 MITIGATION MEASURES

MAINLINE SEGMENTS

- •—I-5 NB from Old Town Avenue to Imperial Avenue: No improvements are identified for this freeway segment in SANDAG's RP. SANDAG's 2050 Revenue Constrained RTP includes operational improvements along I-5 between Old Town Avenue and Imperial Avenue. This project is expected to be constructed by year 2050. This measure provides partial mitigation since it improves freeway operation in the vicinity of the project.
- I-5 SB from Old Town Avenue to Imperial Avenue: No improvements are identified for this freeway segment in SANDAG's RP.SANDAG's 2050 Revenue Constrained RTP includes operational improvements along I-5 between Old Town Avenue and Imperial Avenue. This project is expected to be constructed by year 2050. This measure provides partial mitigation since it improves freeway operation in the vicinity of the project.
- I-8 WB from Hotel Circle (W) to SR-15: SANDAG's 2050 Revenue Constrained RTP includes operational improvements along I-8 between Hotel Circle (W)I-5 and SR-125. This project is expected to be constructed by year 2050. This measure provides partial mitigation since it improves freeway operation in the vicinity of the project.
- I-8 EB from Hotel Circle (W) to SR-15: SANDAG's 2050 Revenue Constrained RTP includes operational improvements along I-8 between Hotel Circle (W)I-5 and SR-125. This project is expected to be constructed by year 2050. This measure provides partial mitigation since it improves freeway operation in the vicinity of the project.
- SR-15 NB from I-805 to SR-94: SANDAG's 2050 Revenue Constrained RTP proposes the
 construction of managed lanes along SR-15 from I-5 tobetween I-805 and from I-8 to SR-163SR-

- 94. Between I-8 and SR-163, the project is expected to be constructed by 2035; between SR-94 and I-805, the project is expected to be constructed by 2035; and between I-5 and SR-94, the project is expected to be constructed by 2050. This project is expected to be constructed by year 2035. This measure provides partial mitigation since it reduces the traffic demand on the freeway general purpose lane.
- SR-15 SB from I-805 to SR-94: SANDAG's 2050 Revenue Constrained RTP proposes the construction of managed lanes along SR-15 from I-5 to between I-805 and from I-8 to SR-94163. Between I-8 and SR-163, the project is expected to be constructed by 2035; between SR-94 and I-805, the project is expected to be constructed by 2035; and between I-5 and SR-94, the project is expected to be constructed by 2050. This project is expected to be constructed by year 2035. This measure provides partial mitigation since it reduces the traffic demand on the freeway general purpose lane.
- I-805 NB from I-8 to SR-15: SANDAG's 2050 Revenue Constrained RTP proposes the construction of managed lanes along I-805 between I-8SR-15 and SR-15163. This project is expected to be constructed by year 20350. This measure provides partial mitigation since it reduces the traffic demand on the freeway general purpose lane. Additionally, Caltrans is studying buses on shoulder options along the I-805 corridor on an interim basis.
- I-805 SB from I-8 to SR-15: SANDAG's 2050 Revenue Constrained RTP proposes the construction of managed lanes along I-805 between I-8SR-15 and SR-15163. This project is expected to be constructed by year 20350. This measure provides partial mitigation since it reduces the traffic demand on the freeway general purpose lane. Additionally, Caltrans is studying buses on shoulder options along the I-805 corridor on an interim basis.
- SR-94 WB from 25th Street to SR-15: SANDAG's 2050 Revenue Constrained RTP proposes the construction of managed lanes along SR-94 between 25th StreetI-5 and SR-125. Between I-5 and I-805, this project is expected to be constructed by year 2035. In 2050 the project is expected to be constructed between I-805 and SR-125. This project is expected to be constructed by year 2020. Caltrans is evaluating alternatives to this measure as part of the environmental analysis for the SR 94 Express Lanes Project. This measure (or an alternative measure) would This measure provides partial mitigation since it reduces the traffic demand on the freeway general purpose lanes. Additionally, Caltrans is studying buses on shoulder options, general purpose lane conversions and access to transit from local communities along SR-94.
- SR-94 EB from 25th Street to SR-15: SANDAG's 2050 Revenue Constrained RTP proposes the construction of managed lanes along SR-94 between 25th Street 1-5 and SR-125. Between 1-5 and I-805, this project is expected to be constructed by year 2035. In 2050 the project is expected to be constructed between I-805 and SR-125. This project is expected to be constructed by year 2020. Caltrans is evaluating alternatives to this measure as part of the environmental analysis for the SR 94 Express Lanes Project. This measure (or an alternative measure) would This measure provides partial mitigation since it reduces the traffic demand on the freeway general purpose lane. Additionally, Caltrans is also studying buses on shoulder options, general purpose lane conversions and access to transit from local communities along SR-94.
- **SR-163 NB from I-8 to Robinson Avenue:** No improvements are identified for this state route segment in SANDAG's 2050-RTP.
- SR-163: SB from I-8 to I-5: No improvements are identified for this state route segment in SANDAG's 2050-RTP.

INTERCHANGE RAMPS

- Hancock St On-Ramp to I-5 SB: SANDAG's 2050 Revenue Constrained RTP includes operational improvements along I-5 between SR-15 and I-8. This project is expected to be constructed by year 2050. This measure provides partial mitigation since it improves freeway operation in the vicinity of the project.
- Kettner Boulevard On-Ramp to I-5 SB: SANDAG's 2050 Revenue Constrained RTP includes operational improvements along I-5 between SR-15 and I-8. This project is expected to be constructed by year 2050. This measure provides partial mitigation since it improves freeway operation in the vicinity of the project.
- **Fifth Avenue to On-Ramp I-5 SB:** SANDAG's 2050 Revenue Constrained RTP includes operational improvements along I-5 between SR-15 and I-8. This project is expected to be constructed by year 2050. This measure provides partial mitigation since it improves freeway operation in the vicinity of the project.

6 POST-MITIGATION ANALYSIS

This section provides a description of the future community buildout conditions with the implementation of the traffic mitigation measures described in Chapter 5.

6.1 INTERSECTION ANALYSIS

Table 6-1 displays the LOS analysis results for the study intersections within the study area after the implementation of the mitigation measures described in Chapter 5. As shown in the table, the mitigation measures described in Chapter 5 would restore operations to LOS D or better during both peak hours at all locations. As discussed in Chapter 5, mitigations are recommended by the CPU at one location within Uptown and all six locations within Golden Hill.

Appendix D contains the peak-hour intersections LOS calculation worksheets.

6.2 ROADWAY SEGMENT ANALYSIS

Tables 6-2 through 6-7 displays the LOS analysis results for the study roadway segments within the study area after the implementation of the mitigation measures described in Chapter 5. As shown in the table, the mitigation measures described in Chapter 5 would restore operations to LOS D or better at all locations. As discussed in Chapter 5, mitigations are recommended by the CPU along three roadways within Uptown, one roadway within North Park and two roadways within Golden Hill.

6.3 FREEWAY SEGMENT AND RAMP METER ANALYSIS

The improvements identified in SANDAG's Regional Transportation Plan would improve operations along the freeway segments and ramps; however, to what extent is still undetermined. As these are future improvements that will be defined more over time, no post mitigation analysis was performed as part of these planning efforts. Using the RTP as the instrument to implement freeway improvements, it can be determined that none of the freeway impacts would be fully mitigated by the CPU.

Table 6-1 Post Mitigation Summary of Intersection Analysis

	PEAK	FUTURE	YEAR	POST-MIT	IGATION
INTERSECTIONS	HOUR	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)
		UPTOWN			
W 1' (C, 0 F (1 A	AM	31.8	С	27.3	С
Washington St & Fourth Ave	PM	59.9	E	42.7	D
W1:	AM	71.5	E	22.3	С
Washington St & Eighth Ave/SR-163 Off Ramp	PM	331.7	F	49.5	D
Washington St/Normal St & Campus Ave/Polk Ave	AM	62.7	E	49.9	D
washington 3t/Normai St & Campus Ave/Folk Ave	PM	57.3	E	39.5	D
University Ave & Sixth Ave	AM	38.7	D	40	D
Oliversity Ave & Sixili Ave	PM	55.3	E	50.8	D
Elm St & Sixth Ave	AM	153.6	F	20.6	C
Ellii St & Sixtii Ave	PM	18.8	В	12.5	В
Cedar St & Second Ave	AM	ECL	F	25.9	C
Cedal St & Second Ave	PM	43	E	10.1	В
	N	ORTH PARK			
Madison Ave & Texas St	AM	144.4	F	36.2	D
Madison Ave & Texas St	PM	63.9	E	35	D
El Caion Divid & 20th St	AM	29.7	С	26.1	C
El Cajon Blvd & 30th St	PM	68.1	E	52	D
El Caion Divid & I 905 CD Dames	AM	21.9	С	15.5	В
El Cajon Blvd & I-805 SB Ramps	PM	96.8	F	37.7	D
University Ave 9- 20th Ct	AM	26.5	C	25.9	C
University Ave & 30th St	PM	57.8	E	44.3	D
University Ave & L 905 ND Domes	AM	45.5	D	52.6	D
University Ave & I-805 NB Ramps	PM	80.9	F	54.9	D
North Dorle Way, I 905 CD Dames, & Days daw, Ct	AM	18.1	С	15.6	В
North Park Way, I-805 SB Ramps, & Boundary St	PM	134.8	F	47.2	D
Upog St. & 20th St	AM	40.1	E	14.5	В
Upas St & 30th St	PM	54.8	F	34.1	D
	G	OLDEN HILL			
B St & 17th St/ I-5 SB Off-Ramp	AM	ECL	F	25.1	C
B St & 17th St/1-3 SB On-Ramp	PM	20.4	С	7.2	A
CD 04 W/D Domns & Proodysov	AM	ECL	F	11.1	В
SR-94 WB Ramps & Broadway	PM	ECL	F	13.2	В
SD 04 WD Downs & 28th St	AM	ECL	F	15.4	В
SR-94 WB Ramps & 28th St	PM	ECL	F	14.6	В
SR-94 EB Ramps & 28th St	AM	ECL	F	13.8	A
SK-74 ED Kamps & Zour St	PM	ECL	F	18.4	В
F St & 25th St	AM	82.3	F	12.5	В
1° St & 25th St	PM	39.4	E	7.5	A
C St % 25th St	AM	55.2	F	19.8	В
G St & 25th St	PM	68	F	16.5	В

Notes:

ECL = Exceeds Calculable Limit. Reported when delay exceeds 180 seconds.

⁽a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

⁽b)LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual and performed using Synchro 8

Table 6-2 Post Mitigation Summary of Roadway Segment Analysis

ROADWAY SEGMENT	FUTURE YEAR ADT	RC	ROADWAY FUNCTIONAL CLASSIFICATION	LOSE	V/C RATIO (a)	ros
First Ave						
TIVE A religious of the III	0 100	Future Year	2 Lane Collector (No center lane)	8,000	1.138	F
w asimigton of to university Ave	9,100	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.607	C
TT.	16 300	Future Year	2 Lane Collector (No center lane)	8,000	2.038	Ŧ
University Ave to Koomson Ave	000,01	Post Mitigation	4 Lane Collector	30,000	0.543	C
To the following of a to the second of a first	11 500	Future Year	2 Lane Collector (No center lane)	8,000	1.438	Ħ
Koonison Ave to Pennsylvania Ave	005,11	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.767	D
4	13 860	Future Year	2 Lane Collector (No center lane)	8,000	1.600	Ŧ
Femisylvaina Ave to wamin Ave	17,800	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.853	D
10 F - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	000	Future Year	2 Lane Collector (No center lane)	8,000	1.488	Ŀ
wannt Ave to Laurel St	006,11	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.793	D
70 17 - 14 - 770 1	9 400	Future Year	2 Lane Collector (No center lane)	8,000	1.050	ш
Laurel 51 to Hawinorn 51	8,400	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.560	۵
2 C -3	000	Future Year	2 Lane Collector (No center lane)	8,000	0.850	Ξ
Hawinorn of the Grape of	0,000	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.453	В
Fourth Ave						
70 - 7 - 11 - 21 - 7 - U - 7 V	1 1 000	Future Year	2 Lane Collector (No center lane)	8,000	1.863	F
Alboi Di to washington at	14,500	Post Mitigation	4 Lane Collector	30,000	0.497	C
40 January 1 at 224 August 2777	16 100	Future Year	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	0.863	E
w anut Ave to Laurel St	001,61	Post Mitigation	3 Lane Collector (one-way)	26,000	0.581	C
Fifth Ave						
only subject of only monique of	15 900	Future Year	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	0.903	E
KODILISOH AVE 10 WAIHUL AVE	13,000	Post Mitigation	3 Lane Collector (one-way)	26,000	0.608	C
Sixth Ave						
out A referenciated I of \$2 and be midwell?	45 100	Future Year	3 Lane Collector (two-way)	20,000	2.255	F
w asimigron of to omiversity Ave	001,01	Post Mitigation	6 Lane Prime Arterial	60,000	0.752	C
ATA MANAGA O A ATA THE MATERIAL	33 600	Future Year	4 Lane Collector (no center lane)	15,000	2.173	F
The mosmoon of the first than the	000,20	Post Mitigation	4 Lane Major Arterial	40,000	0.815	D
Dobinson Anato Ilnas St	000 00	Future Year	4 Lane Collector (no center lane)	15,000	1.993	F
Notinged Average St.	000,54	Post Mitigation	4 Lane Major Arterial	40,000	0.748	C
43 loans I of 43 nowII	000 31	Future Year	4 Lane Collector (no center lane)	15,000	1.727	F
Opas St to Laurer St	008,52	Post Mitigation	4 Lane Major Arterial	40,000	0.648	C
10 as aims I of 40 leave I	16 600	Future Year	2 Lane Collector (continuous left-turn lane)	15,000	1.107	F
ramer or to amber	10,000	Post Mitigation	4 Lane Collector	30,000	0.553	C
Tuniner St to Grane St	18 700	Future Year	2 Lane Collector (continuous left-turn lane)	15,000	1.247	Ħ
amper of the order	00/107	Post Mitigation	4 Lane Collector	30,000	0.623	C
Grone St to Elm St	20 300	Future Year	2 Lane Collector (continuous left-turn lane)	15,000	1.353	Ā
or ape or to tall or	000,02	Post Mitigation	4 Lane Collector	30,000	0.677	D
Maton						

 Table 6-3
 Post Mitigation Summary of Roadway Segment Analysis

ROADWAY SEGMENT	FUTURE YEAR ADI	RO	ROADWAY FUNCTIONAL CLASSIFICATION	LOS E	V/C RATIO (a)	ros
Ninth Ave						
	0000	Future Year	2 Lane Collector (No center lane)	8,000	1.000	F
washington St to University Ave	8,000	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.533	C
Campus Ave/Polk Ave						
Workington St to Donly Died	7 400	Future Year	2 Lane Collector (No center lane)	8,000	0.925	E
Washington of the Divid	00+51	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.493	C
Cleveland Ave				•		
Tyles Stee Income Ave	7 200	Future Year	2 Lane Collector (No center lane)	8,000	0.900	E
Tyle of to Emcour Ave	007,1	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.480	C
Lincoln Ave to Richmond St	9,600	Future Year	2 Lane Collector (No center lane)	8,000	1.200	ŭ
		Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.640	Ö
Fort Stockton Dr		Determ View	V - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	0000	0000	F
Sunset Blvd to Hawk St	7,900	Post Mitigation	2 Lane Collector (No center lane)	8,000	0.988	a (
		Fust Mingarion	2 Latte Collector (Collimons Jenston lane)	8 000	1 113) [
Hawk St to Goldfinch St	8,900	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15.000	0.593	4 0
Grape St						
Till A to the All	7 300	Future Year	2 Lane Collector (No center lane)	8,000	0.913	E
FIRST AVE TO LINING AVE	1,300	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.487	C
Thing Arm to Sirely Arm	0000	Future Year	2 Lane Collector (No center lane)	8,000	1.125	F
THEO SYSTO SIXTE SAS	3,000	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.600	C
Hawthorn St						
Direct Ages to Theirs Ages	7 300	Future Year	2 Lane Collector (No center lane)	8,000	0.913	E
THE CASE OF THE CASE	006,1	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.487	C
Third Aus to Sixth Ave	8 700	Future Year	2 Lane Collector (No center lane)	8,000	1.088	¥
	20.10	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.580	Ö
India St						
Moshington Ct to Window St	11,000	Future Year	2 Lane Collector (No center lane)	8,000	1.375	F
washington of to wincer of	11,000	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.733	D
Glammand Date Sacrafferes St	30,000	Future Year	2 Lane Collector (one-way)	17,500	1.714	Ŧ
Ciciroca Di to Sassaniaso Si	20000	Post Mitigation	4 Lane Collector (one-way)	35,000	0.857	D
Sassafrass St to Redwood St	21.300	Future Year	3 Lane Collector (two-way)	20,000	1.065	ía i
T Comment	2012/00/02	Post Mitigation	3 Lane Collector (one-way)	26,000	0.819	Д
Laure St		Duchum Vacar	A I was Callacter (na contex land)	15,000	1 407	Ē
Columbia St to Union St	21,100	Post Mitigation	4 Lane Collector	30,000	0.703	ų Q
2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		Future Year	2 Lane Collector (continuous left-turn lane)	15,000	1.193	H
Union St to First Ave	17,900	Post Mitigation	4 Lane Collector	30,000	0.597	S
E	00171	Future Year	2 Lane Collector (continuous left-turn lane)	15,000	1.073	14
HIST AVE TO LITED AVE	16,100	Post Mitigation	4 Lane Collector	30,000	0.537	C
A 12 12 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18	00000	Future Year	2 Lane Collector (continuous left-turn lane)	15,000	1.347	F
Init'd Ave to Sixth Ave	20,200	Post Mitigation	4 Lane Collector	30,000	0.673	D
Lincoln Ave						
Washington St to Park Blvd	11.100	Future Year	2 Lane Collector (No center lane)	8,000	1.388	í4
	00060	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.740	D
Vatera						

Table 6-4 Post Mitigation Summary of Roadway Segment Analysis

ROADWAY SEGMENT	FUTURE YEAR	ROAI	ROADWAY FUNCTIONAL CLASSIFICATION	LOSE	V/C RATIO	ros
Park Blvd	AD1				STATE OF THE PERSON OF THE PER	
		Future Year	3 Lane Collector (no center lane)	11,500	1.417	1
Mission Ave to El Cajon Blvd	16,300	Post Mitigation	4 Lane Collector (one-way)	30,000	0.543	၁
n - L:	000 21	Future Year	2 Lane Collector (continuous left-tum lane)	15,000	1.147	F
Kobinson Ave to ∪pas St	17,200	Post Mitigation	4 Lane Collector (one-way)	30,000	0.573	C
Richmond St				3		
Cloud and Anatomicator Ave	0000	Future Year	2 Lane Collector (No center lane)	8,000	1.125	F
Cleveland Ave to University Ave	9,000	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.600	C
Their condity And to Dobinson Arre	002.9	Future Year	2 Lane Collector (No center lane)	8,000	0.838	E
Olliversily Ave to Koollison Ave	00,,0	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.447	В
Dobinson Arroto Hones Ct	0 100	Future Year	2 Lane Collector (No center lane)	8,000	1.013	F
ROOMSON AVETO Opas St	001,0	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.540	C
Robinson Ave						
First Ave to Third Ave	11 500	Future Year	2 Lane Collector (No center lane)	8,000	1.438	Ħ
THS AVE TO THIS AVE	000,11	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.767	D
Third Ave to Fighth Ave	14 400	Future Year	2 Lane Collector (No center lane)	8,000	1.800	Ŧ
THE CLASSICAL CONTRACTOR	001,11	Post Mitigation	4 Lane Collector	30,000	0.480	C
San Diego Ave						
Hortensia St to Dringle St	10 500	Future Year	2 Lane Collector (No center lane)	8,000	1.313	F
Holtensia St.to rimgie St.	10,200	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.700	D
State St						
I arred St to Tuninar St	000 8	Future Year	2 Lane Collector (No center lane)	8,000	1.025	F
ramer of to sumper of	0,700	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.547	C
University Ave						
This Of to Albertages Of	002.71	Future Year	2 Lane Collector (No center lane)	8,000	1.838	F
TO SOUTH OF THE STOTE	14,700	Post Mitigation	4 Lane Collector	30,000	0.490	C
Albotrone Ct to Direct Arro	000 00	Future Year	2 Lane Collector (No center lane)	8,000	2.600	F
AIDAU OSS SUO LUSUAVE	000,02	Post Mitigation	4 Lane Collector	30,000	0.693	D
Divid Arra to Donneth Arra	14.100	Future Year	2 Lane Collector (no fronting property)	10,000	1.410	F
THE TAKE IO TOWN TAKE	24,100	Post Mitigation	4 Lane Collector	30,000	0.470	C
Fourth Ave to Eifth Ave	31,600	Future Year	2 Lane Collector (continuous left-turn lane)	15,000	1.440	F
TOWN TAVE TO THE AVE	2000,17	Post Mitigation	4 Lane Collector	30,000	0.720	D
Sixth Ave to Fighth Ave	19300	Future Year	4 Lane Collector (no center lane)	15,000	1.953	F
AND THE TAKE THE	0000	Post Mitigation	4 Lane Major Arterial	40,000	0.733	C
Normal St to Bark Blud	21 200	Future Year	4 Lane Collector (no center lane)	15,000	1.413	Ħ
DAIGUME TO 1C BUILDAT	21,200	Post Mitigation	4 Lane Collector	30,000	0.707	D
Washington St						
Fourth Ave to Fifth Ave	37 300	Future Year	4 Lane Maj or Arterial	40,000	0.933	E
2417 mm 1 01 2417 mm 1	000-6	Post Mitigation	6 Lane Major Arterial	50,000	0.746	C
Eith Aveto Sixth Ave	100	Future Year	4 Lane Major Arterial	40,000	1.028	F
THE AVE TO SIGH AVE	001,11	Post Mitigation	6 Lane Major Arterial	50,000	0.822	D
Dichmond Ct to Mormal Ct	100	Future Year	6 Lane Major Arterial	50,000	0.942	E
Accumond 34 to round 34	001,'+	Post Mitigation	6 Lane Prime Arterial	60,000	0.785	C
E a for						

 Table 6-5
 Post Mitigation Summary of Roadway Segment Analysis

ROADWAY SEGMENT	FUTURE	RC	ROADWAY FUNCTIONAL CLASSIFICATION	LOSE	V/C RATIO	TOS
	ADT			CAFACILL	(a)	
30th St						
Meade Ave to El Cajon Blvd	14.400	Future Year	2 Lane Collector (continuous left-turn lane)	15,000	096'0	A
		Post Mitigation	4 Lane Collector	30,000	0.480	ບ
Howard Ave to Lincoln Ave	17.900	Future Year	2 Lane Collector (continuous left-turn lane)	15,000	1.193	F
	20.74	Post Mitigation	4 Lane Collector	30,000	0.597	ŭ
Tincoln Ave to Thiversity Ave	14 000	Future Year	2 Lane Collector (continuous left-turn lane)	15,000	0.933	Э
Emcoll Ave to Officially Ave	200,41	Post Mitigation	4 Lane Collector	30,000	0.467	C
North Park Way Ave to Hoas St	16 500	Future Year	2 Lane Collector (continuous left-turn lane)	15,000	1.100	Ħ
NOTH FAIR WAY AVE to Opas St	10,500	Post Mitigation	4 Lane Collector	30,000	0.550	C
Thas St to Redwood St	11 900	Future Year	2 Lane Collector (No center lane)	8,000	1.488	F
c hos at to tream or at	11,200	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.793	D
Redwood St to Inniner St	12.100	Future Year	2 Lane Collector (No center lane)	8,000	1.513	F
72. 44		Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.807	D
32nd St		F				ţ
University Ave to Myrtle Ave	11,200	Doct Mitigation	2 Lane Collector (No center lane)	8,000	1.400	4 C
		Future Vear	2 Lane Collector (No center lane)	8 000	0.747	d F
Myrtle Ave to Upas St	7,900	Doct Mitigation	2 Tane Collector (continuous left-turn lane)	15,000	0.500	10
Adome Ava		r ost minganon	2 Dane Conector (Commons rentaminate)	000,01	1770	ر
Audins Ave		Future Veer	2 I and Collactor (continuous laft turn land)	15,000	0000	þ
Texas St to 30th St	13,800	Doct Mitigation	A Tane Collector (Collector)	30,000	0.26.0	4 0
Boundary St		ros mingaion	TOTALING AIRT L	non-ne	2001-20	q
	100000000000000000000000000000000000000	Future Year	2 Lane Collector (No center lane)	8 000	2,000	Œ
University Ave to North Park Way	16,000	Post Mitigation	4 Lane Collector	30.000	0.533	Į.
El Caion Blvd		0				
	1000	Future Year	6 Lane Major Arterial	50,000	0.976	ы
30th St to Illinois St	48,800	Post Mitigation	8 Lane Major Arterial	000,09	0.813	Ü
T 200 T 170	000 01	Future Year	6 Lane Major Arterial	50,000	1.178	Ħ
Illinois St to 1-805 Kamps	006,85	Post Mitigation	8 Lane Major Arterial	000'09	0.982	E
Florida St		CHAC	2		in the second se	
F1 Caion Blud to Hniversity Ave	7 400	Future Year	2 Lane Collector (No center lane)	8,000	0.925	E
	32.	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.493	Ü
University Ave to Robinson Ave	8.800	Future Year	2 Lane Collector (No center lane)	8,000	1.100	H
		Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.587	C
Robinson Ave to Ilnas St	6 800	Future Year	2 Lane Collector (No center lane)	8,000	0.850	Э
ic and or any meanings.	202,0	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.453	В
Howard Ave		3			7000)
Texas St to IIIah St	11.300	Future Year	2 Lane Collector (No center lane) **	8,000	1.413	H
		Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.753	D
Utah St to 30th St	10.200	Future Year	2 Lane Collector (No center lane)**	8,000	1.275	Ħ
		Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.680	D
30th St to 32nd St	10 500	Future Year	2 Lane Collector (No center lane) **	8,000	1.313	Ħ
		Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.700	D
Madison Ave					500000	
Texas St to Ohio St	12,200	Future Year Post Mitigation	2 Lane Collector (No center lane) 2 Lane Collector (continuous left-turn lane)	8,000	0.813	J D
Notes						

Table 6-6 Post Mitigation Summary of Roadway Segment Analysis

ROADWAY SEGMENT	FUTURE YEAR	RO	ROADWAY FUNCTIONAL CLASSIFICATION	LOSE	V/C RATIO (8)	ros
Meade Ave	1011					
Total Died to Tones Of	900	Future Year	2 Lane Collector (No center lane)	8,000	1.025	Ŧ
Fair Divu to texas St	007,0	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.547	C
Tayes Of to 30th St	000 0	Future Year	2 Lane Collector (No center lane)	8,000	1.238	F
IC INCC OT IC CREAT	00000	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.660	Ü
30th St to Illinois St	11 500	Future Year	2 Lane Collector (No center lane)	8,000	1.438	F
16 SIQUIII OLIO III OC	11,300	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.767	D
Illinois St to Town St	11 000	Future Year	2 Lane Collector (No center lane)	8,000	1.488	F
HILLOIS SE TO TOWA SE	11,500	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.793	D
North Park Way		-		1000-000-000000000000000000000000000000	00/2/2010/2010	
32nd St to Boundary St	10,600	Future Year Post Mitigation	2 Lane Collector (no fronting property) 2 Lane Collector (continuous left-turn lane)	10,000	1.060	F
Redwood St						
28th St to 30th St	7,200	Future Year	2 Lane Collector (No center lane)	8,000	0.900	E
Tey as St		rost minganon	z nane Conector (commuous tentum rane)	000,61	0.400	ט
A CA 600 D.		Future Vear	3 Lane Major Arterial	30 000	1 3/13	<u>[</u>
Adams Ave to Mission Ave	39,100	Post Mitigation	5 Lane Major Arterial	50,000	0.787	ع د
		Future Year	2 Lane Collector (continuous left-turn lane)	15 000	2,553) [=
Mission Ave to El Caion Blvd	38,300	Partial Mitigation	4 Lane Collector	30,000	1.277	F
	kı	Post Mitigation	6 Lane Major Arterial	50,000	0.766	S
	007	Future Year	2 Lane Collector (continuous left-turn lane)	15,000	096'0	E
Howard Ave to University Ave	14,400	Post Mitigation	4 Lane Collector	30,000	0.480	C
University Ave						
Park Blyd to Florida St	73 900	Future Year	4 Lane Collector (no center lane)	15,000	1.593	Ŧ
IC BOTOLI OLDATO AM L	on o'com	Post Mitigation	4 Lane Collector	30,000	0.797	D
Texas St to Oregon St	23.700	Future Year	4 Lane Collector (no center lane)	15,000	1.580	F
to tropic or to compare	00,400	Post Mitigation	4 Lane Collector	30,000	0.790	D
Oregon St to 11tah St	22 900	Future Year	4 Lane Collector (no center lane)	15,000	1.527	F
	0000	Post Mitigation	4 Lane Collector	30,000	0.763	D
TTesh St to 30th St	008 06	Future Year	4 Lane Collector (no center lane)	15,000	1.387	F
O 141 St 10 30 H 31	000,07	Post Mitigation	4 Lane Collector	30,000	0.693	D
30th St to Illinois St	008 66	Future Year	3 Lane Collector (no center lane)	11,500	1.983	F
	22,200	Post Mitigation	4 Lane Collector	30,000	0.760	D
Illinois St to 32nd St	22,600	Future Year	3 Lane Collector (no center lane)	11,500	1.965	F
	200,422	Post Mitigation	4 Lane Collector	30,000	0.753	D
32nd St to Boundary St	29.600	Future Year	4 Lane Collector (no center lane)	15,000	1.973	F
	ķa	Post Mitigation	4 Lane Major Arterial	40,000	0.740	Ü
Upas St			The second secon		2000	
Alabama St to Texas St	8.600	Future Year	2 Lane Collector (No center lane)	8,000	1.075	¥
		Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.573	ŭ
Texas St to Pershing Rd	11 500	Future Year	2 Lane Collector (No center lane)	8,000	1.438	Œ,
	200411	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.767	D
Derching Dd to 30th St	16 300	Future Year	2 Lane Collector (continuous left-turn lane)	15,000	1.087	F
retaining for to 30 in 51	10,300	Post Mitigation	4 Lane Collector	30,000	0.543	C
Utah St						
Howard Ave to Lincoln Ave	7 300	Future Year	2 Lane Collector (No center lane)	8,000	0.913	E
	DOCK (Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.487	ŭ
North Park Way to Ilpas St	7.500	Future Year	2 Lane Collector (No center lane)	8,000	0.938	E
		Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.500	C

Table 6-7 Post Mitigation Summary of Roadway Segment Analysis

ROADWAY SEGMENT	FUTURE YEAR ADT	RO	ROADWAY FUNCTIONAL CLASSIFICATION	LOS E CAPACITY	V/C RATIO (a)	ros
25th St						
Decomposite to D Of	17.400	Future Year	2 Lane Collector (continuous left-turn lane)	15,000	1.160	F
Dioduwdy to L St	17,400	Post Mitigation	4 Lane Collector	30,000	0.580	C
28th St					10	
20 % -14In	900	Future Year	2 Lane Collector (No center lane)	8,000	1.100	Ŧ
Kuss Bivd to C St	000,0	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.587	C
to the Handacone	10 600	Future Year	2 Lane Collector (No center lane)	8,000	1.313	F
C St to Broadway	005,01	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.700	D
		Future Year	2 Lane Collector (No center lane)	8,000	2.388	F
Broadway to SR-94	19,100	Partial Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	1.273	Ŧ
		Post Mitigation	4 Lane Collector	30,000	0.637	C
30th St				· ·		
12 de A of 12 arens	000 9	Future Year	2 Lane Collector (No center lane)	8,000	0.863	E
Orape of to Asir of	00.6,0	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.460	В
		Future Year	2 Lane Collector (No center lane)	8,000	2.475	F
A St to Broadway	19,800	Partial Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	1.320	F
		Post Mitigation	4 Lane Collector	30,000	0.660	C
Do on drawn to CD Od	003	Future Year	2 Lane Collector (no fronting property)	10,000	0.950	E
Dioduway to St. 74	000.6	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.633	C
B St						
2 44 Ct to 45C	7 500	Future Year	2 Lane Collector (No center lane)	8,000	0.938	E
25 110 2011 55	0000,	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.500	C
2 4th St to 28th St	7 100	Future Year	2 Lane Collector (No center lane)	8,000	0.888	E
2011 21 10 2011 21	001,	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.473	C
C St						
20th St to 31th St	7 000	Future Year	2 Lane Collector (No center lane)	8,000	0.988	Ħ
10 111 111 111	200	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.527	C
Fern St						
Tuning Of to Games Of	000 8	Future Year	2 Lane Collector (No center lane)	8,000	1.113	F
oumper of to Grape of	00,5,0	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.593	C
Grand Of to A Ct	15,000	Future Year	2 Lane Collector (No center lane)	8,000	1.875	F
Orașe St. O. S.	000,01	Post Mitigation	4 Lane Collector	30,000	0.500	၁
Grape St						
20th Ct to 21 of Ct	000	Future Year	2 Lane Collector (No center lane)	8,000	1.125	F
30H SLIO 31SL 31	9,000	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.600	C

APPENDIX A

EXISTING TRAFFIC SIGNAL TIMING SHEETS

APPENDIX B

EXISTING INTERSECTION GEOMETRICS

APPENDIX C

TRAFFIC COUNT SHEETS

APPENDIX D

SYNCHRO PEAK-HOUR INTERSECTION ANALYSIS SHEETS

APPENDIX E

RAMP METER RATES

APPENDIX F

POST-MODEL VOLUME ADJUSTMENTS

APPENDIX G

PEAK-HOUR VOLUMES FORECAST WORKSHEETS



From: Mychal Loomis, Kimley-Horn and Associates

To: Marlon Pangilinan and George Ghossain, City of San Diego

Date: March 15, 2016

Re: North Park & Uptown Updated Residential Densities Traffic Evaluation Summary of Findings

for the Cluster Community Plan Update

This memorandum summarizes the results of the traffic evaluation to reflect updated residential densities within the study area of the Cluster Community Plan Update (CPU). City staff provided the specific changes by traffic analysis zones (TAZs) including new trip generation volumes and high-level assumptions of traffic distribution patterns.

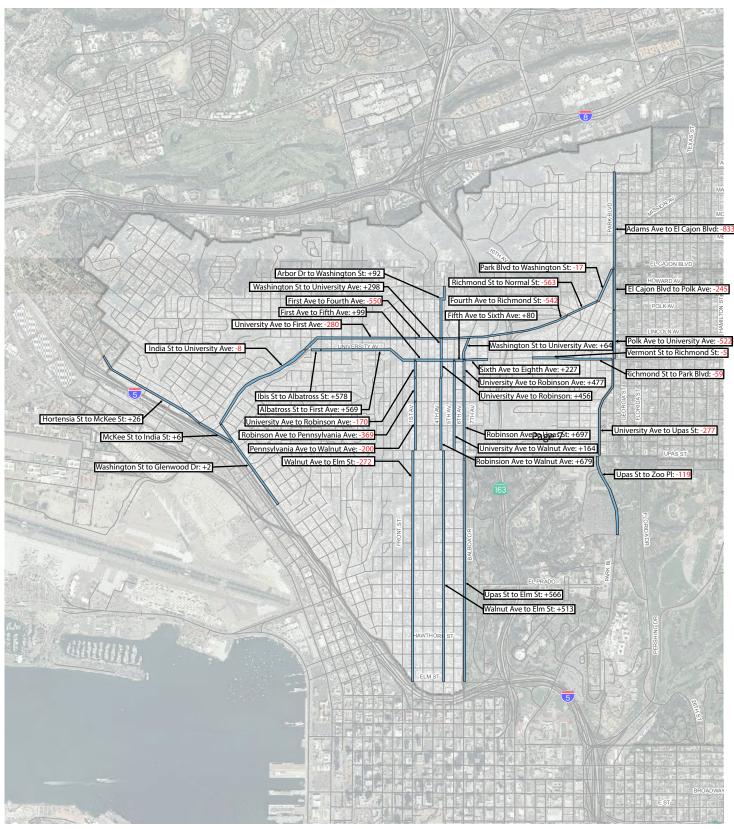
Approach Methodology

The City-provided TAZ changes were incorporated into the analysis completed for future year by adjusting roadway segment volumes where applicable given the location of the TAZ. Adjusted TAZs were residential and mixed land uses. Given the TAZs proximity to local freeways it was assumed that the trip distribution of these uses were similar and primarily distribute to and from the freeways via major local arterials. The collector roads feeding the local arterials were taken into account where applicable.

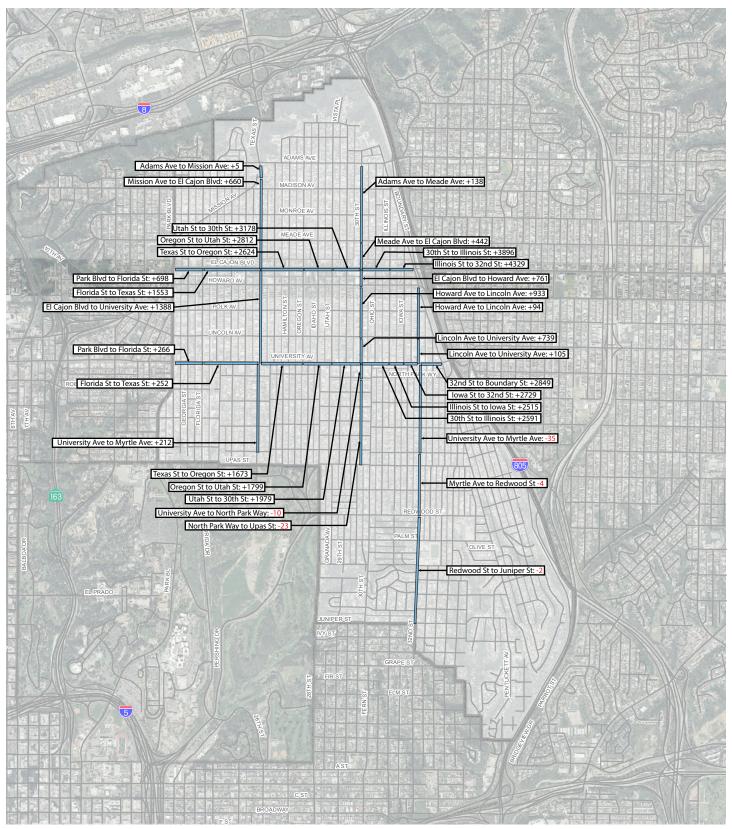
After daily trip volumes were adjusted and assigned to the roadway network, a comparative assessment was conducted between the previous roadway segment volumes and the adjusted roadway segment volumes. Typically, daily volumes fluctuate no more than 10% throughout a typical week (i.e., Tuesday, Wednesday, and Thursday typical weekdays). To ensure changes in ADT weren't attributed to this daily volume fluctuation, segments were identified for further consideration if the volumes when compared to the original analysis were greater than a 5% difference for at least two consecutive segments, or greater than 10% for any single segment. Locations where changes resulted in less than this criteria was considered a marginal change whose impacts to the traffic analysis would likely be negligible or de minimis.

A full list of all TAZ assumptions and the corresponding change in volume along each roadway segment can be seen in the Attachments.











Locations Requiring Additional Assessment

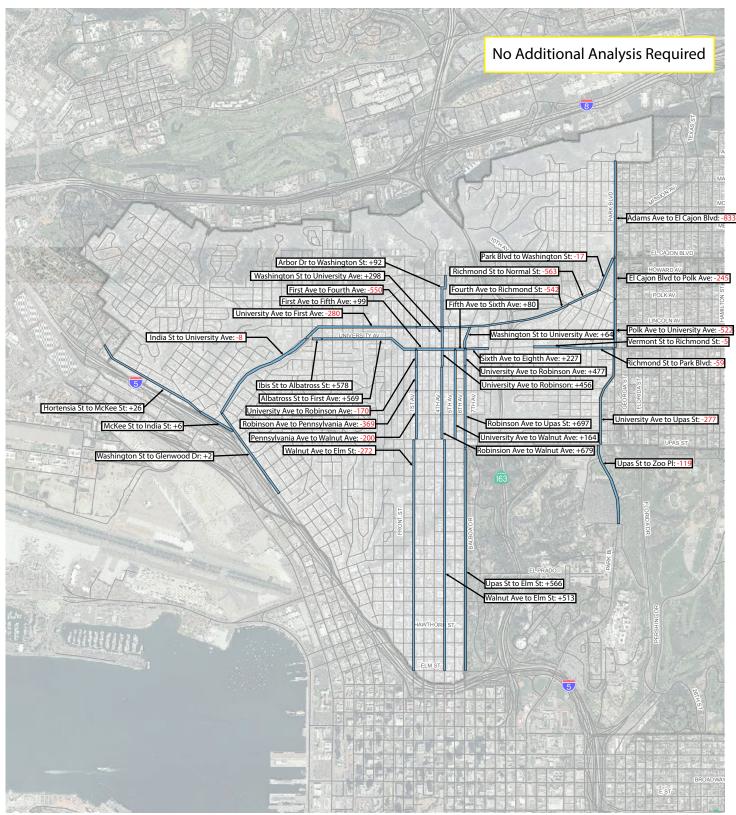
The locations described below and outlined in Exhibit 3 and 4 were selected for additional assessment using the criteria given the percent difference in volume subsequent to the updated residential densities. The updated results for these locations are provided in this evaluation. Significant impacts are not expected at the remaining CPU study intersection.

Roadway Segments

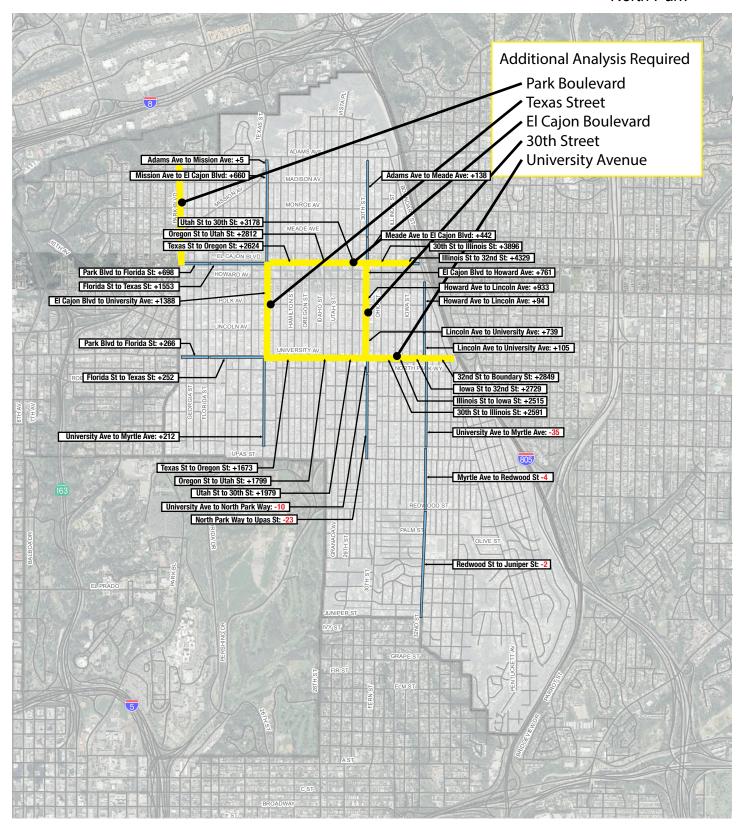
Park Boulevard between Adams Avenue and El Cajon Boulevard: 5-6% decrease 30th Street between El Cajon Boulevard and University Avenue: 5-6% increase El Cajon Boulevard between Texas Street and 32nd Street: 7-8% increase Texas Street between El Cajon Boulevard and University Avenue: 9-11% increase University Avenue between Texas Street and Boundary Street: 7-12% increase *Intersections*

- 32. El Cajon Boulevard and Texas Street
 - a. Increase movements to and from the east leg of intersection by 8%
 - b. Increase movements to and from the south leg of intersection by 11%
 - c. Increase movements that include the east and south leg by the higher value, 11%
- 33. El Cajon Boulevard and 30th Street
 - a. Increase movements to and from the east and west legs of intersection by 8%
 - b. Increase movements to and from the south leg of intersection by 6%
 - c. Increase movements that include the east or west leg and south leg by the higher value, 8%
- 34. El Cajon Boulevard and I-805 SB Ramps
 - a. Increase movements to and from the east and west leg of intersection by 7%
- 35. El Cajon Boulevard and I-805 NB Ramps
 - a. Increase movements to and from the west leg of intersection by 7%
- 36. University Avenue and Texas Street
 - a. Increase movements to and from the east leg of intersection by 7%
 - b. Increase movements to and from the north leg of intersection by 9%
 - c. Increase movements that include the east and north leg by the higher value, 9%
- 37. University Avenue and 30th Street
 - a. Increase movements to and from the east and west legs of intersection by 11%
 - b. Increase movements to and from the north leg of intersection by 5%
 - c. Increase movements that include the east or west leg and north leg by the higher value, 11%
- 38. University Avenue and Boundary Street
 - a. Increase movements to and from the west leg of intersection by 10%
- 39. University Avenue and I-805 NB Ramps
 - a. Increase movements to and from the west leg of intersection by 5%
- 40. North Park Way/I-805 SB Ramps and Boundary Street/33rd Street
 - a. Increase movements to and from the north leg of intersection by 5%











No locations within the Uptown community would experience increase in volumes as a result of the residential density updates. All locations that may have potential impacts from the updated residential densities are within the North Park community. Park Boulevard would have a decrease in volumes.

Potential Impacts to Roadway Segments

Table 1 provides a comparison of roadway segment analysis between the residential density assumptions originally studied in the CPU and the updated residential densities. Table 2 provides an updated roadway segment impact analysis when compared to existing conditions. The previous impact analysis tables are provided as an Attachment for reference, and would be updated with tables in this document.

The decrease in volumes on Park Boulevard would result in similar roadway operations. The volume reductions would not remove any potential impacts.

The increase in volumes on 30th Street would result in the segment between El Cajon Boulevard and Howard Avenue changing from a LOS D to a LOS E. This would be a new significant impact. To mitigate this impact, the segment would need to be widening to a 4-lane collector.

The increase in volumes on El Cajon Boulevard would result in the segment between Oregon Street and Utah Street changing from a LOS D to a LOS E. This would be a new significant impact. To mitigate this impact, the segment would need to widened to an 8-lane major arterial or reclassified as a six-lane prime arterial (which would also require widening).

The increase in volumes on Texas Street would result in the segment between El Cajon Boulevard and Howard Avenue changing from a LOS D to a LOS E. This would be a new significant impact. To mitigate this impact, the segment would need to be widening to a 4-lane collector.

The increase in volumes on University Avenue would result in the same number and locations of significant impacts.

As discussed in the CPU study, recommended mitigations should be limited to modifications within the current public right of way. Mitigating the new impacts above would require widening of roadways and impacts to adjacent properties. The above mitigations are, therefore, not recommended.

Potential Impacts to Intersections

Table 3 provides a comparison of intersection analysis between the residential density assumptions originally studied in the CPU and the updated residential densities. Table 4 provides an updated intersection impact analysis when compared to existing conditions. The previous impact analysis tables are provided as an Attachment for reference, and would be updated with tables in this document.

The increase in volumes would create a new significant impact at the intersection of University Avenue and Boundary Street during the PM peak. To mitigate this impact, the southbound approach would need to be restriped to have exclusive right-turn, through, and left-turn lanes. This would require repurposing of the right-of-way and a signal modification to adjust pole locations. The resulting post-mitigation results are provided in Table 5.

The increase in volumes would create a new significant impact at the intersection of University Avenue and I-805 Northbound Ramps during the AM peak. There was already an impact at this location during the PM peak. The previous mitigation identified at this location still applies and was not recommended.



The impacts at the intersections of El Cajon Boulevard and 30th Street, El Cajon Boulevard and I-805 Southbound Ramps, University Avenue and 30th Street, and North Park Way and I-805 SB Ramps are consistent with the previous impact evaluation. Mitigations identified in the original CPU analysis were not recommended at these locations and would continue to not be recommended for the same reasons.



			CPU STUD	CPU STUDY EVALUATION	N	UPDATEI	UPDATED RESIDENTIAL DENSITIES	L DENSITIES	
		LOSE		V/C	C	CHANGE IN		A/C	
ROADWAY SEGMENT	ROADWAY FUNCTIONAL CLASSIFICATION	CAPACITY	FUTURE ADT RATIO (a)		ros	ADT	FUTURE ADT RATIO (a)	RATIO (a)	ros
Park Blvd									
Adams Ave to Mission Ave	2 Lane Collector (continuous left-turn lane)	15,000	14,893	0.993	Е	-832.8	14,060	0.937	E
Mission Ave to El Cajon Blvd	3 Lane Collector (no center lane)	11,500	16,300	1.417	F	-832.8	15,467	1.345	F
30th St									
El Cajon Blvd to Howard Ave	2 Lane Collector (continuous left-turn lane)	15,000	12,684	0.846	D	760.5	13,445	968.0	E
Howard Ave to Lincoln Ave	2 Lane Collector (continuous left-turn lane)	15,000	17,900	1.193	F	933.3	18,833	1.256	F
Lincoln Ave to University Ave	2 Lane Collector (continuous left-turn lane)	15,000	14,000	0.933	E	738.9	14,739	0.983	E
El Cajon Blvd									
Texas St to Oregon St	6 Lane Major Arterial	50,000	34,800	969.0	С	2623.95	37,424	0.748	С
Oregon St to Utah St	6 Lane Major Arterial	50,000	42,800	0.856	D	2811.6	45,612	0.912	E
Utah St to 30th St	6 Lane Major Arterial	50,000	39,800	962.0	C	3177.9	42,978	098.0	D
30th St to Illinois St	6 Lane Major Arterial	50,000	48,800	926.0	E	3896.4	52,696	1.054	F
Illinois St to I-805 Ramps	6 Lane Major Arterial	50,000	58,900	1.178	F	4329	63,229	1.265	Ŧ
Texas St									
El Cajon Blvd to Howard Ave	2 Lane Collector (continuous left-turn lane)	15,000	12,700	0.847	D	1338	14,038	0.936	E
Howard Ave to University Ave	2 Lane Collector (continuous left-turn lane)	15,000	14,400	0.960	Е	1338	15,738	1.049	F
University Ave									
Texas St to Oregon St	4 Lane Collector (no center lane)	15,000	23,700	1.580	F	1672.95	25,373	1.692	¥
Oregon St to Utah St	4 Lane Collector (no center lane)	15,000	22,900	1.527	F	1798.8	24,699	1.647	¥
Utah St to 30th St	4 Lane Collector (no center lane)	15,000	20,800	1.387	F	1978.5	22,779	1.519	1
30th St to Illinois St	3 Lane Collector (no center lane)	11,500	22,800	1.983	F	2591.4	25,391	2.208	Ŧ
Illinois St to 32nd St	3 Lane Collector (no center lane)	11,500	22,600	1.965	F	2728.5	25,329	2.203	1
32nd St to Boundary St	4 Lane Collector (no center lane)	15,000	29,600	1.973	F	2848.8	32,449	2.163	1
Notes:									, S
Bold values indicate roadway segments operating at LOS E or F.	3 or F.								

Capacity for non-standard roadway classifications were provided by City of San Diego staff.

(a) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

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				EXISTING			FUTURE				
		LOSE		V/C RATIO			V/C RATIO		∆ in ADT	Δ in ADT Δ in V/C	SIGNIFI CANT?
ROADWAY SEGMENT	ROADWAY FUNCTIONAL CLASSIFICATION	CAPACITY	ADT	(a)	LOS	ADT	(a)	ros			
Park Blvd											
Adams Ave to Mission Ave	2 Lane Collector (continuous left-turn lane)	15,000	14,839	686'0	H	14,060	0.937	H	622-	-0.052	ON
Mission Ave to El Cajon Blvd	3 Lane Collector (no center lane)	11,500	11,806	1.027	F	15,467	1.345	F	3661	0.318	YES
30th St											
El Cajon Blvd to Howard Ave	2 Lane Collector (continuous left-turn lane)	15,000	12,684	0.846	D	13,445	968.0	E	761	0.050	YES
Howard Ave to Lincoln Ave	2 Lane Collector (continuous left-turn lane)	15,000	12,703	0.847	D	18,833	1.256	Ŧ	6130	0.409	YES
Lincoln Ave to University Ave	2 Lane Collector (continuous left-turn lane)	15,000	12,500	0.833	D	14,739	0.983	H	2239	0.150	YES
El Cajon Blvd											
Texas St to Oregon St	6 Lane Major Arterial	50,000	24,479	0.490	В	37,424	0.748	С	12945	0.258	NO
Oregon St to Utah St	6 Lane Major Arterial	50,000	32,468	0.649	С	45,612	0.912	E	13144	0.263	YES
Utah St to 30th St	6 Lane Major Arterial	50,000	32,191	0.644	С	42,978	098.0	D	10787	0.216	ON
30th St to Illinois St	6 Lane Major Arterial	50,000	39,116	0.782	С	52,696	1.054	F	13580	0.272	YES
Illinois St to I-805 Ramps	6 Lane Major Arterial	50,000	46,062	0.921	E	63,229	1.265	F	17167	0.344	YES
Texas St											
El Cajon Blvd to Howard Ave	2 Lane Collector (continuous left-turn lane)	15,000	10,404	0.694	D	14,038	0.936	E	3634	0.242	YES
Howard Ave to University Ave	2 Lane Collector (continuous left-turn lane)	15,000	9,461	0.631	С	15,738	1.049	F	6277	0.418	YES
University Ave											
Texas St to Oregon St	4 Lane Collector (no center lane)	15,000	20,058	1.337	F	25,373	1.692	F	5315	0.355	YES
Oregon St to Utah St	4 Lane Collector (no center lane)	15,000	20,361	1.357	F	24,699	1.647	F	4338	0.290	YES
Utah St to 30th St	4 Lane Collector (no center lane)	15,000	19,173	1.278	F	22,779	1.519	F	3606	0.241	YES
30th St to Illinois St	3 Lane Collector (no center lane)	11,500	21,100	1.835	F	25,391	2.208	F	4291	0.373	YES
Illinois St to 32nd St	3 Lane Collector (no center lane)	11,500	19,644	1.708	F	25,329	2.203	F	5885	0.495	YES
32nd St to Boundary St	4 Lane Collector (no center lane)	15,000	25,568	1.705	F	32,449	2.163	F	6881	0.458	YES
Notes:					:						

Notes:

Bold values indicate roadway segments operating at LOS E or F.

Capacity for non-standard roadway classifications were provided by City of San Diego staff.

(a) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.



			CPU STUDY I	CPU STUDY EVALUATION	UPDATED RESIDENTIAL DENSITIES	ESIDENTIAL ITIES
		PEAK	FUT	FUTURE	FUT	FUTURE
	INTERSECTION	HOUR	DELAY (a)	(q) SOT	DELAY (a)	(q) SOT
3.3	El Coisse Divid & Towar Q+	AM	37.6	Q	38.9	Q
32	El Cajoli Bivu & Texas St	Μd	85.3	F	100.3	A
2.3	El Coion Divid & 20th St	AM	29.7	Э	31.4	Э
66	Et Cajon Diva & 30th 3t	Md	68.1	E	84.4	A
3.4	El Coisse Divid & 1 805 CD Domes	AM	21.9	Э	24.3	Э
-	Et Cajon Biva & 1-003 SB Namps	Md	8.96	F	119.9	Ħ
35	El Coion Blyd & I 805 NB Bomms	AM	30.1	Э	32.3	Э
55	Et Cajon Biva & 1-003 IND Namps	Md	24.7	Э	25.3	Э
72	Ilmirogenitry Aria & Tavas Ct	MM	25.5	Э	35.2	Q
20	University Ave & Texas St	Μd	49.5	D	48.1	Q
27	11 with Aria & 20th Ct	AM	26.5	Э	26.9	Э
) (University Ave ∞ 30th 3t	Md	57.8	E	73.7	${f H}$
30	IInivorcitiv Avo & Doundow, Ct	MM	26.0	Э	30.2	Э
) o	University Ave & Boundary St	PM	50.0	D	60.4	${f H}$
20	Illuivanniter Avia & 1 805 MD Dames	MM	45.5	D	58.8	${f H}$
37	University Ave & 1-803 IND Namps	PM	6.08	F	93.9	H
40	North Borb Way/I 805 SB Romes & Boundar	AM	18.1	C	20.7	Э
	100 til ratk Way/1-003 3B Kamps & Boundar	PM	134.8	F	45.2	${f H}$

Notes.

Bold values indicate intersections operating at LOS E or F.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a one-way or two-way stop-controlled intersection, delay refers to the worst movem (b) LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual and performed using Synchro 8

K:\SND_TPTO\095240042_Land Use Change Evaluation\[240042IN02_-land use changes.xlsm]Summary



		TRAFFIC	PEAK	Existing	ting	Future	ure		
	INTERSECTION	CONTROL	HOUR	DELAY (a)	(q) SOT	DELAY (a)	(q) SOT	(c)	SIGNIFICANT?
22	El Caion Blyd & Tavas St	Signal	AM	35.9	D	38.9	D	3.0	NO
70	El Cajon Diva & 1 caas of	ाष्ट्राखा	PM	106.8	F	100.3	F	-6.5	NO
33	El Caion Blyd & 30th St	Signal	AM	26.0	Э	31.4	C	5.4	NO
0	El Cajon Diva & Join St	ाष्ट्राखा	PM	50.2	D	84.4	F	34.2	YES
75	El Caion Blyd & I-805 SB Rame	Signal	AM	18.4	В	24.3	C	6.5	NO
5	El Cajon Diva & 1-000 3D Mamps	ाष्ट्राखा	PM	80.9	F	119.9	F	39.0	YES
35	El Caion Blyd & I-805 NB Ramns	Signal	AM	27.9	Э	32.3	C	4.4	NO
CC	El Cajon Diva & 1-803 ind ivanips	Olguai	Md	19.2	В	25.3	C	6.1	NO
36	Iniversity Ave & Tayes St	Signal	AM	19.5	В	35.2	D	15.7	NO
2	Offiversity Ave & 1exas St	ाष्ट्राखा	PM	72.7	E	48.1	D	-24.6	NO
27	Imitiantify Ava & 20th St	Cianal	AM	25.0	Э	26.9	С	6.1	NO
		Olguai	Md	49.2	Q	73.7	E	24.5	YES
38	Iniversity Ave & Boundary St	Signal	AM	23.0	Э	30.2	C	7.Z	NO
၁၀	Offiversity Ave & Boundary 31	Olguai	PM	42.1	D	60.4	E	18.3	YES
30	Iniversity Ave & I-805 NB Bames	Signal	AM	29.0	Э	58.8	E	8.62	YES
6	Cinversity Ave & 1-605 to be realities	ाष्ट्राखा	PM	35.6	D	93.9	F	58.3	YES
9	North Park Way/I-805 SB Ramps &	All Wow Cton	AM	18.1	Э	20.7	Э	9.2	ON
}	Boundary St/33rd St	All-way Stop	PM	10.6	В	45.2	E	34.6	YES

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a one-way or two-way stop-controlled intersection, delay refers to the worst movement. (b) LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual and performed using Synchro 8 KISND_TPTO095240042\Land Use Change Evaluation[2400421N02_land use changes.x8m]NEW Future1

Bold values indicate intersections operating at LOS E or F.



		TRAFFIC	PEAK	Future Before M	e Mitigation	Future After Mitigat	r Mitigation
	INTERSECTION	CONTROL	HOUR	DELAY (a)	LOS (b)	DELAY (a)	(q) SOT
30	Thirogenity Avo & Doundowy Ct	Cimol	AM	30.2	C	29.8	Э
90		Olgilal	PM	60.4	E	53.9	D

Notes:

Bold values indicate intersections operating at LOS E or F.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a one-way or two-way stop-controlled intersection, delay refers to the worst

(b) LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual and performed using Synchro 8

K:\SND_TPTO\095240042_Land Use Change Evaluation\(2400421N02_-\and use changes.x\sm]NEW Mitigation



Attachments

- TAZ Distribution Assumptions
- Original Roadway Segment Impact Analysis Summary
- Original Intersection Impact Analysis Summary
- Synchro Worksheets

ATTACHMENT

$FUTURE\ Without\ Lane\ Reductions-Original\ Evaluation$ Roadway Segment Impact Analysis Summary

				EXISTING			FUTURE				
		LOS E		V/C RATIO			V/C RATIO		∆ in ADT	∆ in V/C	SIGNIFICANT?
ROADWAY SEGMENT	ROADWAY FUNCTIONAL CLASSIFICATION	CAPACITY	ADT	(a)	LOS	ADT	(a)	LOS			
Park Blvd											
Adams Ave to Mission Ave	2 Lane Collector (continuous left-turn lane)	15,000	14,839	0.989	E	14,893	0.993	E	54	0.004	NO
Mission Ave to El Cajon Blvd	3 Lane Collector (no center lane)	11,500	11,806	1.027	F	16,300	1.417	F	4,494	0.390	YES
30th St											
El Cajon Blvd to Howard Ave	2 Lane Collector (continuous left-turn lane)	15,000	12,684	0.846	D	12,684	0.846	E	0	0.000	NO
Howard Ave to Lincoln Ave	2 Lane Collector (continuous left-turn lane)	15,000	12,703	0.847	D	17,900	1.193	F	5,197	0.346	YES
Lincoln Ave to University Ave	2 Lane Collector (continuous left-turn lane)	15,000	12,500	0.833	D	14,000	0.933	E	1,500	0.100	YES
El Cajon Blvd											
Texas St to Oregon St	6 Lane Major Arterial	50,000	24,479	0.490	В	34,800	0.696	C	10,321	0.206	NO
Oregon St to Utah St	6 Lane Major Arterial	50,000	32,468	0.649	C	42,800	0.856	E	10,332	0.207	NO
Utah St to 30th St	6 Lane Major Arterial	50,000	32,191	0.644	C	39,800	0.796	D	7,609	0.152	NO
30th St to Illinois St	6 Lane Major Arterial	50,000	39,116	0.782	C	48,800	0.976	F	9,684	0.194	YES
Illinois St to I-805 Ramps	6 Lane Major Arterial	50,000	46,062	0.921	E	58,900	1.178	F	12,838	0.257	YES
Texas St											
El Cajon Blvd to Howard Ave	2 Lane Collector (continuous left-turn lane)	15,000	10,404	0.694	D	12,700	0.847	E	2,296	0.153	NO
Howard Ave to University Ave	2 Lane Collector (continuous left-turn lane)	15,000	9,461	0.631	C	14,400	0.960	F	4,939	0.329	YES
University Ave											
Texas St to Oregon St	4 Lane Collector (no center lane)	15,000	20,058	1.337	F	23,700	1.580	F	3,642	0.243	YES
Oregon St to Utah St	4 Lane Collector (no center lane)	15,000	20,361	1.357	F	22,900	1.527	F	2,539	0.170	YES
Utah St to 30th St	4 Lane Collector (no center lane)	15,000	19,173	1.278	F	20,800	1.387	F	1,627	0.109	YES
30th St to Illinois St	3 Lane Collector (no center lane)	11,500	21,100	1.835	F	22,800	1.983	F	1,700	0.148	YES
Illinois St to 32nd St	3 Lane Collector (no center lane)	11,500	19,644	1.708	F	22,600	1.965	F	2,956	0.257	YES
32nd St to Boundary St	4 Lane Collector (no center lane)	15,000	25,568	1.705	F	29,600	1.973	F	4,032	0.268	YES

Notes:

Bold values indicate roadway segments operating at LOS E or F.

Capacity for non-standard roadway classifications were provided by City of San Diego staff.

(a) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

ATTACHMENT

FUTURE Without Lane Reductions - Original Evaluation Intersection Impact Analysis Summary

				Existi	ng	Futu	re		
	INTERSECTION	TRAFFIC CONTROL	PEAK HOUR	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Δ (c)	SIGNIFICANT?
32	El Cajon Blvd & Texas St	Signal	AM	35.9	D	37.6	D	1.7	NO
32	El Cajoli Biva & Texas St	Signai	PM	106.8	F	85.3	F	-21.5	NO
33	El Cajon Blvd & 30th St	Signal	AM	26.0	C	29.7	C	3.7	NO
33	El Cajoli Biva & 30th St	Signai	PM	50.2	D	68.1	E	17.9	YES
34	El Cajon Blvd & I-805 SB	Signal	AM	18.4	В	21.9	C	3.5	NO
34	Ramps	Signal	PM	80.9	F	96.8	F	15.9	YES
35	El Cajon Blvd & I-805 NB	Signal	AM	27.9	С	30.1	С	2.2	NO
33	Ramps	Signai	PM	19.2	В	24.7	С	5.5	NO
36	Hairrangita Arra & Tayras St	Cional	AM	19.5	В	25.5	С	6.0	NO
30	University Ave & Texas St	Signal	PM	72.7	E	49.5	D	-23.2	NO
37	University Ave & 30th St	Signal	AM	25.0	С	26.5	С	1.5	NO
37	Olliversity Ave & 30th St	Signai	PM	49.2	D	57.8	E	8.6	YES
38	University Ave & Boundary	Cional	AM	23.0	С	26.0	С	3.0	NO
36	St	Signal	PM	42.1	D	50.0	D	7.9	NO
39	University Ave & I-805 NB	C:1	AM	29.0	С	45.5	D	16.5	NO
39	Ramps	Signal	PM	35.6	D	80.9	F	45.3	YES
	North Park Way/I-805 SB	All-Way	AM	18.1	С	18.1	С	0.0	NO
40	Ramps & Boundary St/33rd St	Stop	PM	10.6	В	134.8	F	124.2	YES

Notes:

Bold values indicate intersections operating at LOS E or F.

⁽a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a one-way or two-way stop-controlled intersection, delay refers to the worst movement.

⁽b) LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual and performed using Synchro 8

	TAZ 3109		TAZ 3143		TAZ 3145		TAZ 3180		TAZ	3182	TAZ 32	225	TAZ 3227		TAZ 32	77	TAZ	3280	TA	Z 3281	TAZ 33	385
ROADWAY SEGMENT	Change in ADT =	6	Change in ADT =	-24	Change in ADT =	72	Change in ADT =	-24	Change in ADT =	6	Change in ADT =	-6	Change in ADT =	-138	Change in ADT =	234	Change in ADT =	450	Change in ADT =	24	Change in ADT =	-84
	Dist %	Assign	Dist %	Assign	Dist %	Assign	Dist %	Assign	Dist %	Assign	Dist %	Assign	Dist %	Assign	Dist %	Assign	Dist %	Assign	Dist %	Assign	Dist %	Assign
													<u> </u>									
First Ave																						
Arbor Dr to Washington Ave Washington Ave to University Ave University Ave to Robinson Ave				0		0		0		0		0		0		0		0		0		0 0
University Ave to Robinson Ave Robinson Ave to Pennsylvania Ave				0		0		0		0		0		0		0		0		0		0
Pennsylvania Ave to Walnut Ave Walnut Ave to Laurel St				0		0		0		0		0		0		0		0		0		0
Laurel St to Juniper St Juniper St to Grape St				0		0		0		0		0		0		0		0		0		0
Grape St to Elm St Fourth Ave				0		0		0		0		0		0		0		0		0		0
Arbor Dr to Washington Ave				0		0		0		0		0		0		0		0		0		0
Washington Ave to University Ave University Ave to Robinson Ave Robinson Ave to Walnut Ave				0		0		0		0		0		0		0		0		0		0
Walnut Ave to Laurel St Laurel St to Grape St				0		0		0		0		0		0		0		0		0		0
Grape St to Elm St				0		0		0		0		0		0		0		0		0		0
Fifth Ave Washington Ave to University Ave				0		0		0		0		0		0		0		0		0		0
University Ave to Robinson Ave Robinson Ave to Walnut Ave				0		0		0		0		0		0		0		0		0		0
Walnut St to Laurel St Laurel St to Hawthorn St				0		0		0		0		0		0		0		0		0		0
Hawthorn St to Grape St Grape St to Elm St				0		0		0		0		0		0		0		0		0		0
Sixth Ave Washington St to University Ave				0		0		0		0		0		0		0		0		0		0
Washington St to University Ave University Ave to Robinson Ave Robinson Ave to Upas St				0		0		0		0		0		0		0		0		0		0
Upas St to Laurel St				0		0		0		0		0		0		0		0		0		0
Laurel St to Juniper St Juniper St to Grape St Grape St to Elm St				0		0		0		0		0		0		0		0		0		0
India St				2		0		0		0		0		0		0		0		0		
Washington St to Glenwood Dr Glenwood Dr to Sassafrass St				0		0		0		0		0		0		0		0		0		0
Sassafras St to Redwood St Redwood St to Palm St				0		0		0		0		0		0		0		0		0		0
Normal St Park Blvd to Washington St				0		0		0		0		0		0		0		0		0		0
Washington St to University Ave Park Blvd Adams Ave to Mission Ave				0		0		0		0		0		0		0		0		0		0
Mission Ave to El Cajon Blvd				0		0		0		0		0		0		0		0		0		0
El Cajon Blvd to Polk Ave Polk Ave to University Ave				0		0		0		0		0		0		0		0		0		0
University Ave to Robinson Ave Robinson Ave to Upas St				0		0		0		0		0		0		0		0		0		0
Upas St to Zoo Pl San Diego Ave				0		0		0		0		0		0		0		0		0		0
Hortensia St to McKee St				0		0		0		0		0		0		0		0		0		0
McKee St to Washington St Washington St to India St University Ave				0		0		0		0		0		0		0		0		0		0
lbis St to Albatross St Albatross St to First Ave				0		0		0		0		0		0		0		0		0		0
First Ave to Fifth Ave Fifth Ave to Sixth Ave				0		0		0		0		0		0		0		0		0		0
Sixth Ave to Eighth Ave				0		0		0		0		0		0		0		0		0		0
Vermont St to Richmond St Richmond St to Park Blvd				0		0		0		0		0		0		0		0		0		0
Upas St Third Ave to Sixth Ave				0		0		0		0		0		0		0		0		0		0
Washington St India St to University Ave				0		0		0		0		0		0		0		0		0		0
University Ave to First Ave First Ave to Fourth Ave				0		0		0		0		0		0		0		0		0		0
Fourth Ave to Fifth Ave Fifth Ave to Sixth Ave				0		0		0		0		0		0		0		0		0		0
Sixth Ave to Richmond St Richmond St to Normal St				0		0		0		0		0		0		0		0		0		0
					<u>, </u>								•							-		
30th St Adams Ave to Meade Ave				0	100%	72	30%	-7.2		0		0		0		0		0		0		0
Meade Ave to El Cajon Blvd El Cajon Blvd to Howard Ave				0	100% 30%	72 21.6	30% 30%	-7.2 -7.2		0	30% 30%	-1.8 -1.8		0		0		0	15%	0 3.6		0
Howard Ave to Lincoln Ave Lincoln Ave to University Ave		-		0	30% 30%	21.6 21.6	30% 30%	-7.2 -7.2		0	30% 30%	-1.8 -1.8		0		0	-	0	15% 15% 15%	3.6 3.6		0
University Ave to North Park Way				0																		
North Park Way Ave to Upas St Upas St to Redwood St Redwood St to Juniper St				0																		
32nd St Howard Ave to Lincoln Ave				0		0		0		0		0		0		0		0		0		0
Lincoln Ave to University Ave University Ave to Myrtle Ave				0		0		0		0		0		0		0		0		0		0
Myrtle Ave to Upas St				0		0		0		0		0		0		0		0		0		0
Upas St St to Redwood St Redwood St to Juniper St				0		0		0		0		0		0		0		0		0		0
El Cajon Blvd Park Blvd to Florida St				0 -9.6		0		0		0		0	35% 70%	-48.3	18% 35%	40.95		0		0		0
Florida St to Texas St Texas St to Oregon St	30%	1.8	40% 100%	-24		0		0	70%	4.2	35%	-2.1	70%	-96.6 -96.6	50%	81.9 117	33%	146.25		0		0
Oregon St to Utah St Utah St to 30th St 30th St to Illinois St	30% 30%	1.8	100% 100%	-24 -24		0		0	70% 70%	4.2 4.2	70% 70%	-4.2 -4.2	70% 70%	-96.6 -96.6	50% 50%	117 117	50% 50%	225 225		0		0
Illinois St to 32nd St	30% 30%	1.8 1.8	100% 100%	-24 -24	70% 70%	50.4 50.4	70% 70%	-16.8 -16.8	70% 70%	4.2 4.2	70% 70%	-4.2 -4.2	70% 70%	-96.6 -96.6	50% 50%	117 117	50% 50%	225 225	50% 85%	12 20.4		0
Texas St Adams Ave to Mission Ave	100%	6	30%	-7.2		0		0	100%	6		0		0		0		0		0		0
Mission Ave to El Cajon Blvd El Cajon Blvd to Howard Ave	100% 70% 70%	6 4.2	60%	-14.4 0		0		0	100% 30%	6 1.8		0	30% 30%	-41.4 -41.4	15%	0 35.1 35.1	15%	0 67.5 67.5		0		0
Howard Ave to University Ave University Ave to Myrtle Ave	70%	4.2		0		0		0	30% 30%	1.8		0	30%	-41.4 0	15% 15%	35.1 0	15% 15%	67.5 0	-	0		0 0
Myrtle Ave to Upas St				0		0		0		0		0		0		0		0		0		0
University Ave Park Blvd to Florida St Florida St to Texas St				0		0		0		0		0		0	18% 35%	40.95 81.9		0		0	35% 70%	-29.4 -58.8
Texas St to Oregon St Oregon St to Utah St	70% 70%	4.2 4.2		0		0		0	30% 30%	1.8		0	30% 30%	-41.4 -41.4	50% 50%	117	33% 50%	146.25 225		0	70% 70%	-58.8 -58.8
Utah St to 30th St 30th St to Illinois St	70%	4.2		0	30%	0	304	-7.2 -7.2	30%	1.8	3044	0	30%	-41.4 -41.4	50%	117	50% 50%	225	15%	0 3.6	70%	-58.8
Iowa St to 32nd St	70% 70% 70%	4.2		0	30% 30%	21.6 21.6	30% 30% 30%	7.2	30% 30% 30%	1.8	30% 30%	-1.8 -1.8	30% 30%	-41.4	50% 50% 50%	117 117	50%	225 225 225	15% 15% 15%	3.6	70% 70% 70%	-58.8 -58.8
2nd St to Boundary St	70%	4.2		0	30%	21.6	30%	-7.2	30%	1.8	30%	-1.8	30%	-41.4	50%	117	50%	225	15%	3.6	70%	-58.8

	TAZ 3387 TAZ 3415		TAZ 3415 TAZ 3490			TAZ 3509 TAZ 3521			3521	TAZ	3547	TAZ 46	34	TAZ	4685	TAI	Z 4686	TAZ 4687		TAZ	4688	
ROADWAY SEGMENT	Change in ADT =	-150	Change in ADT =	-420	Change in ADT =	-6	Change in ADT =	-6	Change in ADT =	-6	Change in ADT =	12	Change in ADT =	468	Change in ADT =	450	Change in ADT =	606	Change in ADT =	102	Change in ADT =	522
KOAD WAT SEGMENT	Dist %	Assign	Dist %	Assign	Dist %	Assign	Dist %	Assign	Dist %	Assign	Dist %	Assign	Dist %	Assign	Dist %	Assign	Dist %	Assign	Dist %	Assign	Dist %	Assign
				1000														1000				
First Ave																						
Arbor Dr to Washington Ave Washington Ave to University Ave		0		0		0		0		0		0		0		0		0		0		0
University Ave to Robinson Ave Robinson Ave to Pennsylvania Ave		0		0		0		0		0		0		0		0		0		0		0
Pennsylvania Ave to Walnut Ave Walnut Ave to Laurel St		0		0		0		0		0		0		0		0		0		0		0
Laurel St to Juniper St Juniper St to Grape St		0		0		0		0		0		0		0		0		0		0		0
Grape St to Elm St Fourth Ave		0		0		0		0		0		0		0		0		0		0		0
Arbor Dr to Washington Ave Washington Ave to University Ave		0		0		0		0		0		0		0		0		0		0		0
University Ave to Robinson Ave Robinson Ave to Walnut Ave		0		0		0		0		0		0		0		0		0		0		0
Walnut Ave to Laurel St Laurel St to Grape St		0		0		0		0		0		0		0		0		0		0		0
Grape St to Elm St Fifth Ave Washington Ave to University Ave		0		0		0		0		0		0		0		0		0		0		0
Washington Ave to University Ave University Ave to Robinson Ave		0		0		0		0		0		0		0		0		0		0		0
Robinson Ave to Walnut Ave		0		0		0		0		0		0		0		0		0		0		0
Walnut St to Laurel St Laurel St to Hawthorn St		0		0		0		0		0		0		0		0		0		0		0
Hawthorn St to Grape St Grape St to Elm St		0		0		0		0		0		0		0		0		0		0		0
Sixth Ave Washington St to University Ave University Ave to Robinson Ave		0		0		0		0		0		0		0		0		0		0		0
Robinson Ave to Upas St		0		0		0		0		0		0		0		0		0		0		0
Upas St to Laurel St Laurel St to Juniper St		0		0		0		0		0		0		0		0		0		0		0
Juniper St to Grape St Grape St to Elm St		0		0		0		0		0		0		0		0		0		0		0
India St Washington St to Glenwood Dr		0		0		0		0		0		0		0		0		0		0		0
Glenwood Dr to Sassafrass St Sassafras St to Redwood St Redwood St to Palm St		0		0		0		0		0		0		0		0		0		0		0
Redwood St to Palm St Normal St		0		0		0		0		0		0		0		0		0		0		0
Park Blvd to Washington St Washington St to University Ave		0		0		0		0		0		0		0		0		0		0		0
Park Blvd Adams Ave to Mission Ave		0		0		0		0		0		0		0		0		0		0		0
Mission Ave to El Cajon Blvd El Cajon Blvd to Polk Ave		0		0		0		0		0		0		0		0		0		0		0
Polk Ave to University Ave		0		0		0		0		0		0		0		0		0		0		0
University Ave to Robinson Ave Robinson Ave to Upas St Upas St to Zoo Pl		0		0		0		0		0		0		0		0		0		0		0
Upas St to Zoo Pl San Diego Ave Hortensia St to McKee St		0		0		0		0		0		0		0		0		0		0		0
McKee St to Washington St Washington St to India St		0		0		0		0		0		0		0		0		0		0		0
University Ave		0		0		0		0		0		0		0		0		0		0		0
lbis St to Albatross St Albatross St to First Ave First Ave to Fifth Ave		0		0		0		0		0		0		0		0		0		0		0
Fifth Ave to Sixth Ave Sixth Ave to Eighth Ave		0		0		0		0		0		0		0		0		0		0		0
Vermont St to Richmond St Richmond St to Park Blvd		0		0		0		0		0		0		0		0		0		0		0
Upas St Third Ave to Sixth Ave		0		0		ů		0		0		0		0		0		0				0
Washington St				0		0						0		0		0		0		0		
India St to University Ave University Ave to First Ave		0		0		0		0		0		0		0		0		0		0		0
First Ave to Fourth Ave Fourth Ave to Fifth Ave		0		0		0		0		0		0		0		0		0		0		0 0 0
Fifth Ave to Sixth Ave Sixth Ave to Richmond St		0		0		0		0		0		0		0		0		0		0		0
Richmond St to Normal St		0		0		0		0		0		0		0		0		0		0		0
30th St Adams Ave to Meade Ave		0		0		0		0		0		0		0		0		0		0		0
Meade Ave to Meade Ave Meade Ave to El Cajon Blvd El Cajon Blvd to Howard Ave		0		0		0		0		0		0		0		0		0		0		0
Howard Ave to Lincoln Ave Lincoln Ave to University Ave		0		0		0		0		0		0		0	1	0		0		0		0
University Ave to North Park Way	15% 15%	-22.5 -22.5		0		0		0		0		0		0		0		0		0		0
University Ave to North Park Way North Park Way Ave to Upas St Upas St to Redwood St Redwood St to Juniper St	1376	-22.5 0 0		0		0	70%	0 -4.2	70%	0 0 -4.2	70%	0 8.4		0		0		0		0		0
32nd St		0		0		0	1076	-4.2	7070	-4.2	10%	0		0		0		0		0		0
Howard Ave to Lincoln Ave Lincoln Ave to University Ave University Ave to Myrtle Ave		0		0	700/	0		0		0		0		0		0		0		0		0
Myrtle Ave to Upas St		0		0	70% 70% 70%	-4.2 -4.2		0		0		0		0		0		0		0		0
Upas St St to Redwood St Redwood St to Juniper St		0		0	70% 30%	-4.2 -1.8		0		0		0		0		0		0		0		0
El Cajon Blvd Park Blvd to Florida St		0	30%	-126		0		0		0		0	100%	468		0		0		0		0
Florida St to Texas St Texas St to Oregon St		0	30% 30%	-126 -126		0		0		0		0	100% 70%	468 327.6	100% 70%	450 315	30%	0 181.8	30%	0 30.6	70%	365.4
Oregon St to Utah St Utah St to 30th St 30th St to Illinois St		0	30% 30%	-126 -126		0		0		0		0	70% 70%	327.6 327.6	70% 70%	315 315	30% 30%	181.8 181.8	30% 30%	30.6 30.6	70% 70%	365.4 365.4
Illinois St to 32nd St		0	30% 30%	-126 -126		0		0		0		0	70% 70%	327.6 327.6	70% 70%	315 315	30% 30%	181.8 181.8	30% 30%	30.6 30.6	70% 70%	365.4 365.4
Texas St Adams Ave to Mission Ave		0		0		0		0		0		0		0		0		0		0		0
Mission Ave to El Cajon Blvd El Cajon Blvd to Howard Ave		0		0		0		0		0		0	30% 30%	0 140.4 140.4	30% 30%	0 135	30% 30%	181.8 181.8 181.8	30% 30% 30%	30.6 30.6 30.6	30% 30%	0 156.6 156.6
Howard Ave to University Ave University Ave to Myrtle Ave Myrtle Ave to Upas St		0		0		0		0		0		0	30%	0	30%	135	30% 30%	181.8	30% 30%	30.6	30%	0
Myrtle Ave to Upas St University Ave Park Blvd to Florida St		0		0		0		0		0		0		0		0		0		0		0
Florida St to Texas St		0	50% 70%	-210 -294		0		0		0		0		0		0	70% 70%	424.2 424.2	70% 70%	71.4 71.4		0
Texas St to Oregon St Oregon St to Utah St	35% 70%	-52.5 -105		0		0		0		0		0	30% 30%	140.4 140.4	30% 30%	135 135	70% 70%	424.2 424.2	70% 70%	71.4 71.4	30% 30%	156.6 156.6
Utah St to 30th St 30th St to Illinois St	70% 100% 100%	-105 -150		0		0		0		0		0	30% 30% 30%	140.4 140.4 140.4	30% 30% 30%	135 135	70% 70% 70%	424.2 424.2 424.2	70% 70%	71.4 71.4 71.4	30% 30%	156.6 156.6 156.6
Iowa St to 32nd St 32nd St to Boundary St	100% 100%	-150 -150 -150		0	70%	0 -4.2		0		0		0	30% 30%	140.4 140.4	30% 30%	135 135	70% 70%	424.2 424.2	70% 70% 70%	71.4 71.4	30% 30% 30%	156.6 156.6
		-				-		-	-	-	-			-	-	-						-

Team Sits Origins St																							
The content of the		TAZ	4689	TAZ	Z 4691	TAZ 4	1692	TAZ 4693		TAZ	4694	TAZ 4	1695	TAZ 469	3	TAZ	4697	TA	Z 4698	TAZ	1699	TAZ	4700
Mart	ROADWAY SEGMENT	Change in ADT =	270	Change in ADT =	594	Change in ADT =	-24	Change in ADT =	408	Change in ADT =	-24	Change in ADT =	30	Change in ADT =	480	Change in ADT =	846	Change in ADT =	66	Change in ADT =	72	Change in ADT =	12
	KOADWAI SEGMENT	Dist %	Assign	Dist %	Assion	Dist %	Assion	Dist %	Assion	Dist %	Assign	Dist %	Assion	Dist %	Assion	Dist %	Assign	Dist %	Assign	Dist %	Assion	Dist %	Assign
		D18.70	Amga	Din 70	Asaga	DIA 70	Anaga	Dit 7	Amga	D181 79	Amgu	228 70	Anaga	Din 74	Assign	Dist. 70	Assign	Din 70	Amga	Dist. 74	Assign	Dia /s	Amga
	First Ave																						
	Arbor Dr to Washington Ave		0		0		0				0		0		0		0		0		0		0
	University Ave to Robinson Ave		0		0		0				0		0		0		0		0		0		0
	Pennsylvania Ave to Walnut Ave		0		0		0						0		0		0		0		0		
	Laurel St to Juniper St		0		0		0		0		0		0		0		0		0		0		0
	Grape St to Elm St				0								0		0		0		0		0		0
Second	Arbor Dr to Washington Ave		0		0		0		0		0		0		0		0		0		0		0
	University Ave to Robinson Ave		0		0		0		0		0		0		0		0		0		0		
	Walnut Ave to Laurel St		0																				0
	Grape St to Elm St						0								0		0						
	Fifth Ave Washington Ave to University Ave		0		0		0		0		0		0		0		0		0		0		0
	University Ave to Robinson Ave																						
The section of the se	Walnut St to Laurel St Laurel St to Hawthorn St		0		0		0		0		0		0		0		0		0		0		0
The column The	Hawthorn St to Grape St				0		0		0		0		0		0		0		0		0		0
	Sixth Ave																						
Column	University Ave to Robinson Ave		0		0		0		0		0		0		0	1	0		0		0		0
Service	Upas St to Laurel St																						
The second sec	Laurel St to Juniper St Juniper St to Grape St		0		0		0								0		0						
THE COLOR OF THE C	India St				0		0		0		0		0		0		0		0		0		0
TAMES OF THE PARTY	Washington St to Glenwood Dr Glenwood Dr to Sassafrass St		0						0						0								
Company	Sassafras St to Redwood St Redwood St to Palm St		0														0						
Case	Normal St		0		0		0		0		0		0		0		0		0		0		0
March	Washington St to University Ave		0		0		0				0		0		0		0		0		0		0
Second	Adams Ave to Mission Ave		0		0		0		0		0		0		0		0		0		0		0
March Marc	El Cajon Blvd to Polk Ave		0		0		0		0		0		0		0		0		0		0		0
	Polk Ave to University Ave University Ave to Robinson Ave		0		0		0		0		0		0		0		0		0				0
The second sec	Robinson Ave to Upas St Upas St to Zoo Pl		0						0		0				0				0		0		0
The second column 1	Hortensia St to McKee St				0		0		0				0		0		0		0		0		
The second column 1	McKee St to Washington St Washington St to India St		0																				
March	University Ave		0		0		0		0		0		0		0		0		0		0		0
Manufact	Albatross St to First Ave First Ave to Fifth Ave																0						
Column	Fifth Ave to Sixth Ave		0		0		0		0		0		0		0		0				0		0
The state of the	Vermont St to Richmond St		0		0		0		0		0		0		0		0		0		0		0
The content	Upas St								-						-						-		
Company	Washington St				0		U		0				U		0		0		0		U		
Series of the se	University Ave to First Ave		0		0		0						0		0		0		0		0		0
Marchan S. S. S. S. S. S. S. S	Fourth Ave to Fifth Ave		0		0		0		0		0		0		0		0		0		0		0
Martin M					0												0				0		
Management Man	Richmond St to Normal St		0		0		0		0		0		0		0		0		0		0		0
Management Man	30th St																						
Control Cont	Adams Ave to Meade Ave	30%												30%									
Section 19	El Cajon Blvd to Howard Ave Howard Ave to Lincoln Ave	30% 30%	81	65%	386.1	30% 30%	-7.2 -7.2	30%	122.4	30%	-7.2 -7.2	30% 30%	9	30% 30%	144 144		0	30%	19.8	30% 30%	21.6		0
Machine Mach	Lincoln Ave to University Ave	35%	94.5	30%	178.2	30%	-7.2	30%	122.4	30% 30%	-7.2	30%	9	30%	144		0	30%	19.8	30%	21.6		0
Second	North Park Way Ave to Upas St Upas St to Redwood St		0		0		0		0	2070	0		0		0		0	3070	0		0		0
Desire the first bear Desi	Redwood St to Juniper St		0		0		0		0		0		0		ŏ		0		0		0		0
Second Ministry Second Min	Howard Ave to Lincoln Ave																						
First No.	University Ave to Myrtle Ave		0				0		0		0		0		0		0		0		0		0
Part	Upas St St to Redwood St		0		0		0		0		0		0		0		0		0		0		0
Park No France 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Redwood St to luniner St																						
Trans No Super No. 1	Florida St to Texas St		0		0		0		0		0		0		0		0		0		0		0
20% 20% 25%	Texas St to Oregon St Oregon St to Utah St		0		0		0				0		0		0	70%			0				4.2
Blanck Starled No. 30% 31 70% 415 30% 72 70% 265 30% 72 70% 21 70% 21 70% 338 70% 622 30% 18 70% 504 70% 8.4	Utah St to 30th St 30th St to Illinois St	30%		35% 70%	207.9 415.8	30%	0 -7.2	35%	0	30%	0 -7.2	70%	0 21	35%	0 168	70%	592.2	30%	0 19.8	40%		70% 70%	8.4 8.4
Admire de Messie Ne Messie	Illinois St to 32nd St	30%	81	70%	415.8	30%	-7.2	70%	285.6	30%	-7.2	70%	21	70%	336	70%	592.2	30%	19.8	70%	50.4	70%	8.4
Company Age	Adams Ave to Mission Ave		0		0		0				0		0		0	3044			0		0	3094	
Chieses Company Comp	El Cajon Blvd to Howard Ave				0				0							30%	253.8 253.8		0		0	30%	3.6
Note	University Ave to University Ave University Ave to Myrtle Ave		0				0		0		0		0		0	30%	0		0			30%	0
Florida No Fread No	University Ave																						
Corpus No. 10m/s No. 10	Florida St to Texas St														0		0				0		0
Unb St to Hinsis St 94.5 0 0 0 0 0 0 0 30% 253.8 70% 46.2 0 30% 3.6 Down St to Hinsis St 70% 189 30% 178.2 35% -8.4 30% 9 30% 144 30% 253.8 70% 46.2 30% 21.6 30% 3.8 Low 3 to 32.04 St 70% 189 30% 172.2 70% -16.8 30% 9 30% 144 30% 253.8 70% 46.2 30% 21.6 30% 3.6	Oregon St to Utah St		0													30%	253.8		0			30%	3.6
Down Stu 32nd St 70% 189 30% 1782 70% -16.8 30% 122.4 70% -16.8 30% 9 30% 144 30% 253.8 70% 46.2 30% 21.6 30% 3.6	Utah St to 30th St 30th St to Illinois St	35% 70%	94.5 189	30%	0 178.2	35%	0 -8.4	30%	0 122.4	35%	0 -8.4	30%	9	30%	0 144	30% 30%	253.8 253.8	70% 70%	46.2 46.2	30%	0 21.6	30% 30%	3.6 3.6
	Iowa St to 32nd St 32nd St to Boundary St	70% 70%	189 189	30% 30%	178.2 178.2	70% 70%	-16.8 -16.8	30% 30%	122.4 122.4	70% 70%	-16.8 -16.8	30% 30%		30% 30%	144 144	30% 30%	253.8 253.8	70% 70%	46.2 46.2	30% 30%	21.6 21.6	30% 30%	3.6 3.6

LAND	USE	CHANGES	

													LAND	USE CHANGES								
	TAZ 4701		TAZ	4705	TAZ 4	706	TAZ 4708		TAZ	4714	TAZ	4715	TAZ 4	716	TAZ	4734	TAZ 4735		TAZ 4736		TAZ	4737
	Change in ADT =	1140	Change in ADT =	36	Change in ADT =	-24		-180	Change in ADT =	162	Change in ADT =	-102	Change in ADT =	186	Change in ADT =	168		168	Change in ADT =	162	Change in ADT =	150
ROADWAY SEGMENT																						
	Dist %	Assign	Dist %	Assign	Dist %	Assign	Dist %	Assign	Dist %	Assign	Dist %	Assig	Dist %	Assign	Dist %	Assign	Dist %	Assign	Dist %	Assign	Dist %	Assign
	l l		I						l				l l		UPTOWN						l	
First Ave																						
Arbor Dr to Washington Ave Washington Ave to University Ave		0		0		0		0		0		0		0		0		0		0		0
University Ave to Robinson Ave Robinson Ave to Pennsylvania Ave		0		0		0		0		0		0		0		0		0		0		0
Pennsylvania Ave to Walnut Ave		0		0		0		0		0		0		0		0		0		0		0
Walnut Ave to Laurel St Laurel St to Juniper St		0		0		0		0		0		0		0		0		0		0		0
Juniper St to Grape St Grape St to Elm St		0		0		0		0		0		0		0		0		0		0		0
Fourth Ave																						
Arbor Dr to Washington Ave Washington Ave to University Ave		0		0		0		0		0		0		0		0		0		0		0
University Ave to Robinson Ave Robinson Ave to Walnut Ave		0		0		0		0		0		0		0		0		0		0		0
Walnut Ave to Laurel St		0		0		0		0		0		0		0		0		0		0		0
Laurel St to Grape St Grape St to Elm St		0		0		0		0		0		0		0		0		0		0		0
Fifth Ave Washington Ave to University Ave		0		0		0		0		0		0		0		0		0		0		0
University Ave to Robinson Ave		0		0		0		0		0		0		0		0		0		0		0
Robinson Ave to Walnut Ave Walnut St to Laurel St		0		0		0		0		0		0		0		0		0		0		0
Laurel St to Hawthorn St Hawthorn St to Grape St		0		0		0		0		0		0		0		0		0		0		0
Grape St to Elm St Sixth Ave		0		0		0		0		0		0		0		0		0		0		0
		0		0		0		0		0		0		0		0		0		0		0
University Ave to Robinson Ave Robinson Ave to Upas St		0		0	1	0		0		0		0		0		0		0		0		0
Upas St to Laurel St		0		0		0		0		0		0		0		0		0		0		0
Laurel St to Juniper St Juniper St to Grape St		0		0		0		0		0		0		0		0		0		0		0
Grape St to Elm St India St		0		0		0		0		0		0		0		0		0		0		0
Washington St to Glenwood Dr Glenwood Dr to Sassafrass St		0		0		0		0		0		0		0		0		0		0		0
Sassafras St to Redwood St		0		0		0		0		0		0		0		0		0		0		0
Redwood St to Palm St Normal St		0		0		0		0		0		0		0		0		0		0		0
Park Blvd to Washington St Washington St to University Ave		0		0		0		0		0		0		0		0		0		0		0
Park Blvd				Ů								ů				Ů		Ů				Ů
Adams Ave to Mission Ave Mission Ave to El Cajon Blvd		0		0		0		0		0		0		0		0		0		0		0
El Cajon Blvd to Polk Ave Polk Ave to University Ave		0		0		0		0		0		0		0		0		0		0		0
University Ave to Robinson Ave		0		0		0		0		0		0		0		0		0		0		0
Robinson Ave to Upas St Upas St to Zoo Pl		0		0		0		0		0		0		0		0		0		0		0
San Diego Ave		_						_		0				0		0		0				0
Hortensia St to McKee St McKee St to Washington St		0		0		0		0		0		0		0		0		0		0		0
Washington St to India St University Ave Ibis St to Albatross St		0		0		0		0		0		0		0		0		0		0		0
lbis St to Albatross St Albatross St to First Ave		0		0		0		0		0		0		0		0		0		0		0
First Ave to Fifth Ave		0		0		0		0		0		0		0		0		0		0		0
Fifth Ave to Sixth Ave Sixth Ave to Eighth Ave		0		0		0		0		0		0		0		0		0		0		0
Vermont St to Richmond St Richmond St to Park Blvd		0		0		0		0		0		0		0		0		0		0		0
Unas St																						
Third Ave to Sixth Ave Washington St India St to University Ave		0		U		0		0		0		0		0		0		0		0		U
India St to University Ave University Ave to First Ave		0		0		0		0		0		0		0		0		0		0		0
First Ave to Fourth Ave Fourth Ave to Fifth Ave		0		0		0		0		0		0		0		0		0		0		0
Fifth Ave to Sixth Ave		0		0		0		0		0		0		0		0		0		0		0
Sixth Ave to Richmond St Richmond St to Normal St		0		0		0		0		0		0		0		0		0		0		0
			•	•	*								,	GREA	TER NORTH PARK		<u> </u>		<u> </u>			
30th St		_						0		0				0				0				0
Adams Ave to Meade Ave Meade Ave to El Cajon Blvd		0		0		0		0	50%	81		0		0		0		0		0		0
El Cajon Blvd to Howard Ave Howard Ave to Lincoln Ave		0		0	30% 30%	-7.2 -7.2		0	30% 30%	48.6 48.6		0	30%	0 55.8	30% 30%	50.4 50.4		0		0		0
Lincoln Ave to University Ave		0		0	30%	-7.2 0		0	30%	48.6 0		0		55.8 0	30%	50.4		0		0		0
University Ave to North Park Way North Park Way Ave to Upas St Upas St to Redwood St Redwood St to Juniper St		0		0		0		0		0		0		0		0		0		0		0
Upas St to Redwood St Redwood St to Juniper St		0		0		0		0		0		0		0		0		0		0		0
32nd St Howard Ave to Lincoln Ave				0		n		0		0						0		0	30%	48.6	304	45
Lincoln Ave to University Ave		0	30%	10.8		0		0		0		0		0		0		0	30% 30%	48.6	30% 30%	45
University Ave to Myrtle Ave Myrtle Ave to Upas St		0		0		0		0		0	30%	-30.i		0		0		0		0		0
Upas St St to Redwood St Redwood St to Juniper St		0		0		0		0		0		0		0		0		0		0		0
El Cajon Blvd Park Blvd to Florida St	050/						2001															
Florida St to Texas St	35% 70%	399 798		0		0		-36 -72		0		0		0		0	35%	0 58.8		0		0
Texas St to Oregon St Oregon St to Utah St	70% 70%	798 798		0	+	0	70% 70%	-126 -126		0		0		0	35%	0 58.8	50%	84 84		0		0
Utah St to 30th St 30th St to Illinois St	70%	798		0	95.55	0	70%	-126	50%	81		0		0	50%	84	50%	84		0		0
Illinois St to 32nd St	70% 70%	798 798		0	30% 30%	-7.2 -7.2	70% 70%	-126 -126	70% 70%	113.4 113.4		0		0	50% 50%	84 84	50% 50%	84 84	70%	0 113.4		0
Texas St Adams Ave to Mission Ave		0		0		0		0		0		0		0		0		0		0		0
Mission Ave to El Cajon Blvd El Cajon Blvd to Howard Ave	30%	342		0		0	60%	-108		0		0		0		0		0		0		0
Howard Ave to University Ave	30% 30%	342 342		0		0	30% 30%	-54 -54		0		0		0		0	30% 30%	50.4 50.4		0		0
University Ave to Myrtle Ave Myrtle Ave to Linas St		0		0	 	0		0		0		0		0		0		0		0		0
University Ave Park Blvd to Florida St														-								
Florida St to Texas St		0		0		0		0		0		0		0		0	35%	0 58.8		0		0
Texas St to Oregon St Oregon St to Utah St	30% 30%	342 342		0	+	0	30% 30%	-54 -54		0		0		0	35%	0 58.8		84	-	0		0
Utah St to 30th St 30th St to Illinois St	30%	342		0	70%	-16.8	30%	-54	2007	0	7001	0		0	50%	84	50%	84		0		0
Iowa St to 32nd St	30% 30%	342 342 342		0	70% 70%	-16.8 -16.8	30% 30%	-54 -54	30% 30%	48.6 48.6	70% 95%	-71. -96.	60% 100% 100%	111.6 186	50% 50%	84 84	50% 50%	84 84		0	70%	0 105 150
32nd St to Boundary St	30%	342	100%	36	70%	-16.8	30%	-54	30%	48.6	100%	-102	100%	186	50%	84	50%	84	30%	48.6	100%	150

	TAZ	4740	TAZ	Z 4741	TAZ	Z 3142	TAZ 316	3	TAZ	3186	TAZ	3216	TAZ 322	0	TAZ	3229	TA	AZ 3252	TAZ :	1296	TAZ	3303
ROADWAY SEGMENT	Change in ADT =	-396	Change in ADT =	204	Change in ADT =	-24	Change in ADT =	-102	Change in ADT =	-546	Change in ADT =	-168	Change in ADT =	-6	Change in ADT =	-6	Change in ADT =	42	Change in ADT =	-96	Change in ADT =	-78
	Dist %	Assign	Dist %	Assign	Dist %	Assign	Dist %	Assign	Dist %	Assign	Dist %	Assign	Dist %	Assign	Dist %	Assign	Dist %	Assign	Dist %	Assign	Dist %	Assign
					<u> </u>				<u> </u>								<u> </u>					
First Ave																						
Arbor Dr to Washington Ave Washington Ave to University Ave		0		0		0		0		0		0		0		0		0		0		0
University Ave to Robinson Ave Robinson Ave to Pennsylvania Ave		0		0		0		0		0		0		0		0		0		0		0
Pennsylvania Ave to Walnut Ave Walnut Ave to Laurel St		0		0		0		0		0		0		0		0		0		0		0
Laurel St to Juniper St Juniper St to Grape St		0		0		0		0		0		0		0		0		0		0		0
Grape St to Elm St Fourth Ave		0		0		0		0		0		0		0		0		0		0		0
Arbor Dr to Washington Ave Washington Ave to University Ave		0		0		0		0		0		0		0		0		0		0		0
University Ave to Robinson Ave Robinson Ave to Walnut Ave		0		0		0		0		0		0		0		0		0		0		0
Walnut Ave to Laurel St		0		0		0		0		0		0		0		0		0		0		0
Laurel St to Grape St Grape St to Elm St		0		0		0		0		0		0		0		0		0		0		0
Grape St to Elm St Fifth Ave Washington Ave to University Ave		0		0		0		0		0		0		0		0		0		0		0
University Ave to Robinson Ave Robinson Ave to Walnut Ave		0		0		0		0		0		0		0		0		0		0		0
Walnut St to Laurel St Laurel St to Hawthorn St		0		0		0		0		0		0		0		0		0		0		0
Hawthorn St to Grape St Grape St to Elm St		0	-	0	-	0		0		0		0		0		0		0		0		0
Sixth Ave		0		0		0		0		0		0		0		0		0	30%	-28.8		0
Washington St to University Ave University Ave to Robinson Ave Robinson Ave to Upas St		0		0		0		0		0		0		0		0		0		0		0
Upas St to Laurel St		0		0		0		0		0		0		0		0		0		0		0
Laurel St to Juniper St Juniper St to Grape St Grape St to Elm St		0		0		0		0		0		0		0		0		0		0		0
India St		0		0		0		-		0		0		- U		0		0		- 0		0
Washington St to Glenwood Dr Glenwood Dr to Sassafrass St		0		0		0		0		0		0		0		0		0		0		0
Sassafras St to Redwood St Redwood St to Palm St		0		0		0		0		0		0		0		0		0		0		0
Normal St Park Blvd to Washington St		0		0	70%	-16.8		0		0		0		0		0		0		0		0
Washington St to University Ave Park Blvd		0		0		0		0		0		0		0		0		0		0		0
Adams Ave to Mission Ave Mission Ave to El Cajon Blvd		0		0	70% 70%	-16.8 -16.8	100% 100%	-102 -102	100% 100%	-546 -546	100% 100%	-168 -168		0		0		0		0		0
El Cajon Blvd to Polk Ave	70%	0 -277.2		0	10%	0	30% 30%	-30.6 -30.6	30% 30%	-163.8 -163.8	30% 30%	-50.4 -50.4		0		0		0		0		0
Polk Ave to University Ave University Ave to Robinson Ave Robinson Ave to Upas St	70%	-277.2		0		0	30%	0	30%	0	30%	-50.4		0		0		0		0		0
Upas St to Zoo Pl San Diego Ave	70% 30%	-277.2 -118.8		0		0		0		0		0		0		0		0		0		0
Hortensia St to McKee St		0		0		0		0		0		0		0		0		0		0		0
McKee St to Washington St Washington St to India St		0		0		0		0		0		0		0		0		0		0		0
University Ave Ibis St to Albatross St Albatross St to First Ave		0		0		0		0		0		0		0		0		0		0	30%	-23.4
Albatross St to First Ave First Ave to Fifth Ave		0		0		0		0		0		0		0		0		0		0	30% 30% 30%	-23.4 -23.4
Fifth Ave to Sixth Ave Sixth Ave to Eighth Ave		0		0		0		0		0		0		0		0		0	30%	0 -28.8	30% 30%	-23.4 -23.4
Vermont St to Richmond St Richmond St to Park Blvd		0		0	70% 70%	-16.8 -16.8	30%	-30.6 -71.4	30% 30%	-163.8 -163.8	30% 30%	-50.4 -50.4		0		0		0		0	30% 30%	-23.4 -23.4
Upas St Third Ave to Sixth Ave		0		0		0		0		0		0		0		0		0		0		0
Washington St India St to University Ave		0		0		0	70%	-71.4	70%	-382.2	70%	-117.6		0	70%	-4.2	70%	29.4	70%	-67.2	70%	-54.6
University Ave to First Ave		0		0		0	70% 70%	-71.4	70% 70%	-382.2	70% 70%	-117.6 -117.6		0	70%	-4.2	70%	29.4	70% 70%	-67.2	10%	0
First Ave to Fourth Ave Fourth Ave to Fifth Ave		0		0		0	70%	-71.4 -71.4	70% 70% 70%	-382.2 -382.2 -382.2	70% 70% 70%	-117.6 -117.6 -117.6		0		0	70% 70%	29.4 29.4 29.4	70% 70% 70%	-67.2 -67.2		0 0 0
Fifth Ave to Sixth Ave Sixth Ave to Richmond St		0		0		0	70% 70%	-71.4 -71.4	70%	-382.2	70%	-117.6 -117.6 -117.6		0		0	70% 70%	29.4	70%	-67.2 -67.2		0
Richmond St to Normal St		0		0		0	70%	-71.4	70%	-382.2	70%	-117.6		0		0	70%	29.4		0		0
30th St																						
Adams Ave to Meade Ave Meade Ave to El Cajon Blvd		0		0		0		0		0		0		0		0		0		0		0
El Cajon Blvd to Howard Ave Howard Ave to Lincoln Ave		0	30%	61.2		0		0		0		0		0		0		0		0		0
Lincoln Ave to University Ave University Ave to North Park Way		0		0		0		0		0		0		0		0		0		0		0
University Ave to North Park Way North Park Way Ave to Upas St Upas St to Redwood St		0		0		0		0		0		0		0		0		0		0		0
Redwood St to Juniper St 32nd St		0		0		0		0		0		0		0		0		0		0		0
Howard Ave to Lincoln Ave Lincoln Ave to University Ave		0		0		0		0		0		0		0		0		0		0		0
University Ave to Myrtle Ave Myrtle Ave to Unas St		0		0		0		0		0		0		0		0		0		0		0
Upas St St to Redwood St Redwood St to Juniper St		0		0		0		0		0		0		0		0		0		0		0
El Cajon Blvd Park Blvd to Florida St				0				0		0		0				0		0		0		
Florida St to Texas St		0	15%	0 0 30.6		0		0		0		0		0		0		0		0		0
Texas St to Oregon St Oregon St to Utah St		0	35%	71.4		0		0		0		0		0		0		0		0		0
Utah St to 30th St 30th St to Illinois St		0	50% 50%	102 102		0		0		0		0		0		0		0		0		0 0
Illinois St to 32nd St Texas St		0	50%	102		0		0		0		0		0		0		0		0		
Adams Ave to Mission Ave Mission Ave to El Cajon Blvd		0		0		0		0		0		0		0		0		0		0		0
El Cajon Blvd to Howard Ave Howard Ave to University Ave		0	15% 15%	30.6 30.6		0		0		0		0		0	+	0	+	0		0		0
University Ave to Myrtle Ave Myrtle Ave to Unas St		0		0		0		0		0		0		0		0		0		0		0
University Ave Park Blvd to Florida St	70%				35%	-8.4											3047				30%	
Florida St to Texas St Texas St to Oregon St	70% 70% 70%	-277.2 -277.2 -277.2	15%	0 0 30.6	35% 35% 35%	-8.4 -8.4		0		0		0 0		0		0 0	30% 30% 30%	12.6 12.6 12.6		0 0	30% 30% 30%	-23.4 -23.4 -23.4
Oregon St to Utah St	70%	-277.2	35%	71.4	35%	-8.4		0		0		0		0		0	30%	12.6		0	30%	-23.4
Utah St to 30th St 30th St to Illinois St Iowa St to 32nd St	70% 70% 70%	-277.2 -277.2 -277.2	50% 50% 50%	102 102	35% 35% 35%	-8.4 -8.4 -8.4		0		0		0		0	1	0	30% 30%	12.6 12.6 12.6		0	30% 30% 30%	-23.4 -23.4 -23.4
	/0%	-277.2 -277.2	50% 50%	102 102	35% 35%	-8.4 -8.4		0	1	0	+	0	1	0	1	0	30% 30%	12.6 12.6		0	30% 30%	-23.4 -23.4

No.																							
The column The		TAZ 3	16	TAI	3317	TAZ 33	318	TAZ 3336		TAZ	3337	TAZ	3341	TAZ 334	48	TAZ	3383	TAI	Z 3384	TAZ 3	389	TAZ	3391
Marie Mari	ROADWAY SEGMENT	Change in ADT =	-30	Change in ADT =	66	Change in ADT =	-12	Change in ADT =	54	Change in ADT =	6	Change in ADT =	168	Change in ADT =	-126	Change in ADT =	264	Change in ADT =	-42	Change in ADT =	276	Change in ADT =	6
	KOADWAI SEGMENI	Dist %	Assion	Dist %	Assign	Dist %	Assign	Dist %	Assign	Dist %	Assign	Dist %	Assign	Dist %	Assign	Dist %	Assign	Dist %	Assien	Dist %	Assign	Dist %	Assign
		Dia /v	Angi	Dill 74	Assign	Din 70	Assign	Din A	Amgi	Dist /s	Amgu	22.00 70	Ainga	Dist 74	Angi	Dist 70	Assgu	Dill /4	Amga	Dist. /v	Amga	DIM 70	Amga
	First Ave																	I					
	Arbor Dr to Washington Ave		0		0		0				0		0		0		0		0		0		0
	University Ave to Robinson Ave		0		0		0		0		0		0		0		0		0		0		0
	Pennsylvania Ave to Walnut Ave		0		0		0						0		0		0		0		0		0
	Laurel St to Juniper St		0		0		0		0		0		0		0		0		0		0		0
	Grape St to Elm St				0		0						0		0		0		0		0		0
Company	Arbor Dr to Washington Ave		0		0		0		0		0		0		0				0		0		0
	University Ave to Robinson Ave		0		0		0		0		0		0		0		92.4		0		0		0
	Walnut Ave to Laurel St		0													35%	92.4						0
	Grape St to Elm St						0								0								0
	Fifth Ave Washington Ave to University Ave		0		0		0		0		0		0		0		0		0		0		0
	University Ave to Robinson Ave																						0
Column	Walnut St to Laurel St Laurel St to Hawthorn St		0		0		0		0		0		0		0		0		0		0		0
Martine I I I I I I I I I I I I I I I I I I I	Hawthorn St to Grape St Grape St to Elm St				0		0		0		0		0		0		0		0		0		0
Column	Sixth Ave						0									35%	92.4						0
Marie	Robinson Ave to Upas St		0		0		0		0		0		0		0	35%	92.4		0	30%	82.8		0
Company Comp	Upas St to Laurel St															35%	92.4			30%	82.8		0
The second sec	Juniper St to Grape St Grape St to Elm St		0		0		0								0	35%	92.4		0	30%	82.8		0
	India St				0		0		0		0		0			30 %	92.4		0	30.6	02.0		0
Company	Glenwood Dr to Sassafrass St		0						0						0								0
Company	Sassafras St to Redwood St Redwood St to Palm St		0														0						0
Column	Park Blvd to Washington St		0		0		0				0		0		0		0		0		0		0
The content of the	Park Blvd																0						0
Manufacture	Mission Ave to El Cajon Blvd		0		0		0		0		0		0		0		0		0		0		0
Marging 1	Polk Ave to University Ave		0		0		0		0		0		0		0		0		0		0		0
Marging 1	University Ave to Robinson Ave Robinson Ave to Upas St		0								0										0		0
Company Comp	Upas St to Zoo Pl San Diego Ave		0		0						0		0				0		0		0		0
Company Comp	Hortensia St to McKee St																						0
Property	Washington St to India St				0		0						0				0				0		0
The state of the	Ibis St to Albatross St Albatross St to First Ave		0				0		16.2 16.2	70%			0		-37.8 -37.8				0		0	100%	6 1.8
Company Comp	First Ave to Fifth Ave		0	30%	19.8		0	30%	16.2		0			30%	-37.8	30%						30%	1.8
Company Comp	Sixth Ave to Eighth Ave		0	30%	19.8		0	30%	16.2		0	30%	50.4	30%	-37.8 -37.8	30 %	0		0	70%	193.2	30%	1.8 1.8
The section of the se	Richmond St to Park Blvd		0				0				0	30%	50.4		-37.8		0	30%		70%		30%	1.8
### Company of the co	Third Ave to Sixth Ave		0		0		0		0		0		0		0		0		0		0		0
Part 19	India St to University Ave			70%		70%		70%					117.6	70%			0				0	70%	4.2
Control Cont	First Ave to Fourth Ave	70%	-21		0	70%	-8.4		0		0	70%	117.6		0		0	70%	-29.4		0		0
The following The first	Fifth Ave to Sixth Ave	70%	-21		0		0		0		0	70% 70%	117.6 117.6		0		0	70% 70%	-29.4 -29.4		0		0
The state of the		70% 70%										70%						70%					0
Comparison Com																							
Control Cont	Adams Ave to Meade Ave																						0
Section Sect	El Cajon Blvd to Howard Ave		0		0				0		0		0						0				0
Seed for School 10	Lincoln Ave to University Ave		0		0		0		0		0		0		0		0		0		0		0
Second Control of Co	University Ave to North Park Way North Park Way Ave to Upas St		0		0		0		0		0		0		0		0		0		0		0
Seed and both Company	Redwood St to Juniper St		0		0		0		0		0				0		0		0		0		0
The state of the s	Howard Ave to Lincoln Ave																						0
Option O	University Ave to Myrtle Ave		0				0		0		0		0		0		0		0		0		0
Anthon	Myrtle Ave to Upas St		0	-	0		0		0		0	-	0				0		0		0		0
Park S 1	Redwood St to Juniner St				0		0				0		0		0		0		0		0		0
Face	Park Blvd to Florida St Florida St to Texas St		0		0		0				0		0		0				0		0		0
Chair No	Texas St to Oregon St		0		0		0		0		0		0		0		0		0				0
Files Start Star	Utah St to 30th St 20th St to Illinoir St		0		0		0		0		0		0		0		0		0		0		0
Adam see Nession Ace 0	Illinois St to 32nd St		0				0		0		0								0		0		0
El Capital Moto Novel Ace 0 0 0 0 0 0 0 0 0	Adams Ave to Mission Ave		0		0		0				0		0		0		0		0		0		0
Chicagna Age of May 12	El Cajon Blvd to Howard Ave				0				0										0				0
Mythe New 16 pas 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	University Ave to Myrtle Ave		0				0		0		0		0		0		0		0		0		0
Florida Sto Company	Myrtle Ave to Upas St		0				0				0						0						0
Teas No Organ St Unit Degree St Unit	Florida St to Texas St		0	30% 30%	19.8 19.8		0	30% 30%	16.2 16.2		0	30% 30%	50.4 50.4	30% 30%	-37.8 -37.8		0	30% 30%	-12.6 -12.6	70% 70%	193.2 193.2		0
Table Site Side Side Side Side Side Side Side Sid	Texas St to Oregon St Oregon St to Utah St		0	30%	19.8		0	30%	16.2		0	30%	50.4	30%	-37.8			30%	-12.6	70%	193.2		0
10ma St to 32nd St 0 30% 19.8 0 30% 16.2 0 30% 50.4 30% 37.8 0 30% 14.25 70% 183.2 0	Utah St to 30th St 30th St to Illinois St		0	30%	19.8		0	30%	16.2		0	30%	50.4	30%	-37.8		0	30%	-12.6	70%	193.2		0
	Iowa St to 32nd St 32nd St to Boundary St		0	30% 30%	19.8 19.8		0	30%	16.2 16.2		0	30% 30%	50.4 50.4	30% 30%	-37.8 -37.8		0	30% 30%	-12.6 -12.6	70% 70%	193.2 193.2		0 0

	TAZ	2 3392	TA	Z 3411	TAZ	Z 3414	TAZ 342	4	TAZ	3458	TAZ	3467	TAZ 34	472	TAZ	3473	TAZ	3485	TAZ 3	1495	TAZ	3523
ROADWAY SEGMENT	Change in ADT =	-6	Change in ADT =	12	Change in ADT =	102	Change in ADT =	-18	Change in ADT =	654	Change in ADT =	12	Change in ADT =	-54	Change in ADT =	-612	Change in ADT =	60	Change in ADT =	-90	Change in ADT =	-102
KOADWAI SEGNERI	Dist %	Assign	Dist %	Assign	Dist %	Assign	Dist %	Assign	Dist %	Assign	Dist %	Assign	Dist %	Assign	Dist %	Assign	Dist %	Assign	Dist %	Assign	Dist %	Assign
	Dia 70	Amga	Dia 7	Assign	Dist /s	Anaga	Ditt 74	Angi	Dist 79	Assign	DIM 70	Angi	Dia 74	Assign	DIA 70	Assign	Din 70	Amgu	Dist. 70	Amgu	Disk 70	Annga
First Ave																						
Arbor Dr to Washington Ave Washington Ave to University Ave		0		0		0		0		0		0		0		0		0		0		0
University Ave to Robinson Ave Robinson Ave to Pennsylvania Ave		0		0		0		0	25% 25%	163.5 163.5		0	50% 80%	-27 -43.2	50% 80%	-306 -489.6		0		0		0
Pennsylvania Ave to Walnut Ave Walnut Ave to Laurel St		0		0		0		0		0		0	30% 30%	-16.2 -16.2	30% 30%	-183.6 -183.6	50%	0		0	100%	0
Laurel St to Juniper St Juniper St to Grape St		0		0		0		0		0		0	30%	-16.2	30%	-183.6 -183.6	50%	30		0	100%	-102 -102
Grape St to Elm St Fourth Ave		0		0		0		0		0		0	30% 30%	-16.2 -16.2	30% 30%	-183.6	50% 50%	30		0	100% 100%	-102 -102
Arbor Dr to Washington Ave		0		0		0		0		0		0		0		0		0		0		0
Washington Ave to University Ave University Ave to Robinson Ave		0		0		0		0	30% 30%	196.2		0		0		0		0		0		0
Robinson Ave to Walnut Ave Walnut Ave to Laurel St		0		0		0		0	30%	196.2 0		0		0		0	50%	30		0		0
Laurel St to Grape St Grape St to Elm St		0		0		0		0		0		0		0		0	50% 50%	30 30		0		0
Grape St to Elm St Fifth Ave Washington Ave to University Ave		0		0		0		0		0		0		0		0		0		0		0
University Ave to Robinson Ave Robinson Ave to Walnut Ave		0		0		0		0	25% 25%	163.5 163.5		0		0		0		0		0		0
Walnut St to Laurel St Laurel St to Hawthorn St		0		0		0		0		0		0		0		0		0		0		0
Hawthorn St to Grape St Grape St to Elm St		0		0		0		0		0		0		0		0		0		0		0
Sixth Ave		0		0		0		0		0		0		0		0		0		0		0
Washington St to University Ave University Ave to Robinson Ave Robinson Ave to Unas St		0	30%	3.6		0		0	20% 20%	130.8 130.8		0		0		0		0		0		0
Robinson Ave to Upas St Upas St to Laurel St		0		0		0		0	2076	0		0		0		0		0		0		0
Laurel St to Juniper St Juniper St to Grape St Grape St to Elm St		0		0		0		0		0		0		0		0		0		0		0
India St		0		0		0		0		0		0		0		0		0		0		0
Washington St to Glenwood Dr Glenwood Dr to Sassafrass St		0		0	25% 25%	25.5 25.5	25% 25%	-4.5 -4.5		0	25% 25%	3		0		0		0	25% 25%	-22.5 -22.5		0
Sassafras St to Redwood St Redwood St to Palm St		0		0		0		0		0		0		0		0		0		0		0
Normal St Park Blvd to Washington St		0		0		0		0		0		0		0		0		0		0		
Washington St to University Ave Park Blvd		0		0		0		0		0		0		0		0		0		0		0
Adams Ave to Mission Ave Mission Ave to El Cajon Blvd		0		0		0		0		0		0		0		0		0		0		0
El Cajon Blvd to Polk Ave		0		0		0		0		0		0		0		0		0		0		0
Polk Ave to University Ave University Ave to Robinson Ave Robinson Ave to Upas St		0		0		0		0		0		0		0		0		0		0		0
Robinson Ave to Upas St Upas St to Zoo Pl San Diego Ave		0		0		0		0		0		0		0		0		0		0		0
Hortensia St to McKee St		0		0	25%	25.5		0		0		0		0		0		0		0		0
McKee St to Washington St Washington St to India St		0		0	25% 25%	25.5 25.5		0		0	25% 25%	3		0		0		0	25% 25%	-22.5 -22.5		0
University Ave Ibis St to Albatross St Albatross St to First Ave		0		0		0		0	50%	327		0		0		0		0		0		0
Albatross St to First Ave First Ave to Fifth Ave	70%	-4.2		0		0		0	50% 50%	327 327		0	70%	0 -37.8	70%	0 -428.4		0		0		0
Fifth Ave to Sixth Ave Sixth Ave to Eighth Ave	70% 70%	-4.2 -4.2	100%	0 12		0		0	50% 50%	327 327		0	70% 70%	-37.8 -37.8	70% 70%	-428.4 -428.4		0		0		0
Vermont St to Richmond St Richmond St to Park Blvd	70% 70%	-4.2 -4.2	100%	12 12		0		0	50% 50%	327 327		0	70% 70%	-37.8 -37.8	70% 70%	-428.4 -428.4		0		0		0
Upas St Third Ave to Sixth Ave		0		0		0		0		0		0		0		0		0		0		0
Washington St India St to University Ave		0		0		0		0	50%	327		0		0		0		0		0		0
University Ave to First Ave		0		0		0		0	50%	0		0		0		0		0		0		0
First Ave to Fourth Ave Fourth Ave to Fifth Ave		0		0		0		0		0		0		0		0		0		0		0 0
Fifth Ave to Sixth Ave Sixth Ave to Richmond St		0		0		0		0		0		0		0		0		0		0		0
Richmond St to Normal St		0		0		0		0		0		0		0		0		0		0		0
30th St				_				•														
Adams Ave to Meade Ave Meade Ave to El Cajon Blvd		0		0		0		0		0		0		0		0		0		0		0
El Cajon Blvd to Howard Ave Howard Ave to Lincoln Ave		0		0		0		0		0		0		0		0		0		0		0
Lincoln Ave to University Ave University Ave to North Park Way		0		0		0		0		0		0		0		0		0		0		0
University Ave to North Park Way North Park Way Ave to Upas St Upas St to Redwood St		0		0		0		0		0		0		0		0		0		0		0
Redwood St to Juniper St 32nd St		0		0		0		0		0		0		0		0		0		0		0
Howard Ave to Lincoln Ave Lincoln Ave to University Ave		0		0		0		0		0		0		0		0		0		0		0
University Ave to Myrtle Ave Myrtle Ave to Unas St		0		0		0		0		0		0		0		0		0		0		0
Upas St St to Redwood St Redwood St to Juniner St		0		0		0		0		0		0		0		0		0		0		0
El Cajon Blvd Park Blvd to Florida St				0				0		0		0		0		0		0		0		
Florida St to Texas St		0		0		0		0		0		0		0		0		0		0		0
Texas St to Oregon St Oregon St to Utah St		0		0		0		0		0		0		0		0		0		0		0
Utah St to 30th St 30th St to Illinois St		0		0		0		0		0		0		0		0		0		0		0 0
Illinois St to 32nd St Texas St		0		0		0		0		0		0		0		0		0		0		
Adams Ave to Mission Ave Mission Ave to El Cajon Blvd		0		0		0		0		0		0		0		0		0		0		0
El Cajon Blvd to Howard Ave Howard Ave to University Ave		0		0		0		0		0		0		0		0		0		0		0
University Ave to Myrtle Ave Myrtle Ave to Upas St		0		0		0		0		0		0		0		0		0		0		0
University Ave Park Blvd to Florida St	70%		100%	12		0			50%				70%		70%	-428.4				0		
Florida St to Texas St Texas St to Oregon St	70% 70% 70%	-4.2 -4.2 -4.2	100% 100% 100%	12		0		0	50% 50% 50%	327 327 327		0 0	70% 70% 70%	-37.8 -37.8 -37.8	70% 70% 70%	-428.4 -428.4		0 0		0		0
Oregon St to Utah St	70%	-4.2	100%	12		0		0	50%	327 327 327		0	70%	-37.8	70%	-428.4		0		0		0
Utah St to 30th St 30th St to Illinois St	70% 70% 70%	-4.2 -4.2 -4.2	100% 100% 100%	12		0		0	50% 50% 50%	327 327		0	70% 70% 70%	-37.8 -37.8 -37.8	70% 70% 70%	-428.4 -428.4 -428.4		0		0		0
Iowa St to 32nd St 32nd St to Boundary St	70%	-4.2 -4.2	100%	12		0		0	50%	327 327		0	70%	-37.8 -37.8	70%	-428.4 -428.4		0		0		0

	TAZ		TAZ						=
ROADWAY SEGMENT	Change in ADT =	1116	Change in ADT =	126		Total ADT		Resulting	NOTES
	Dist %	Assign	Dist %	Assign	2035 ADT	Change	% Change	2035 ADT	
First Ave									
Arbor Dr to Washington Ave Washington Ave to University Ave		0		0	7,500 9,100 16,300	0	0%	7500 9100 16130	
University Ave to Robinson Ave Robinson Ave to Pennsylvania Ave Pennsylvania Ave to Walnut Ave		0 0		0 0	16,300 11,500 12,800	-169.5 -369.3 -199.8	-1% -3% -2%	16130 11131 12600	
Walnut Ave to Laurel St Laurel St to Juniper St		0		0	11,900	-271.8 -271.8	-2% -2% -3%	11628 8128	
Juniper St to Grape St Grape St to Elm St		0		0	6,800 4,500	-271.8 -271.8	-4% -6%	6528 4228	
Fourth Ave Arbor Dr to Washington Ave		0		0	14,900	92.4	1%	14992	
Washington Ave to University Ave University Ave to Robinson Ave	15% 15%	167.4 167.4	30%	37.8 0	10,400 12,900	297.6 456	3% 4%	10698 13356	
Robinson Ave to Walnut Ave Walnut Ave to Laurel St	35% 35% 35%	390.6 390.6 390.6		0 0	11,400 15,100	679.2 513 513	6% 3%	12079 15613	
Laurel St to Grape St Grape St to Elm St Fifth Ave	35%	390.6		0	13,700 9,700	513	4% 5%	14213 10213	
Washington Ave to University Ave University Ave to Robinson Ave		0		0	11,800	0 163.5	0% 1%	11800 14164	
Robinson Ave to Walnut Ave Walnut St to Laurel St		0		0	15,800 14,800	163.5 0	1% 0%	15964 14800	
Laurel St to Hawthorn St Hawthorn St to Grape St		0		0	14,400 14,300	0	0% 0%	14400 14300	
Grape St to Elm St Sixth Ave		0		0	10,100	0	0%	10100	
Washington St to University Ave University Ave to Robinson Ave Robinson Ave to Unas St	15% 35%	0 167.4 390.6		0 0	45,100 32,600 29,900	63.6 477 696.6	0% 1% 2%	45164 33077 30597	
Robinson Ave to Upas St Upas St to Laurel St Laurel St to Juniper St	35% 35% 35%	390.6 390.6 390.6		0 0	29,900 25,900 16,600	696.6 565.8 565.8	2% 2% 3%	30597 26466 17166	
Juniper St to Grape St Grape St to Elm St	35% 35%	390.6 390.6		0	18,700 20,300	565.8 565.8	3%	19266 20866	
India St Washington St to Glenwood Dr		0		0	11,000	1.5	0%	11002	
Glenwood Dr to Sassafrass St Sassafras St to Redwood St		0		0	10,700 30,000	1.5 0	0% 0%	10702 30000	
Redwood St to Palm St Normal St		0		0	21,300	0	0%	21300	
Park Blvd to Washington St Washington St to University Ave		0		0	28,300 4,974	-16.8 0	0% 0%	28283 4974	
Park Blvd Adams Ave to Mission Ave Mission Ave to El Caion Blvd		0		0	14,893	-832.8 -832.8	-6%	14060 15467	
El Cajon Blvd to Polk Ave Polk Ave to University Ave		0		0	18,600 22,500	-244.8 -522	-1% -2%	18355 21978	
University Ave to Robinson Ave Robinson Ave to Upas St		0		0	19,800 17,200	-277.2 -277.2	-1% -2%	19523 16923	
Upas St to Zoo Pl San Diego Ave		0		0	17,700	-118.8	-1%	17581	
Hortensia St to McKee St McKee St to Washington St Washington St to India St		0 0		0 0	10,500 18,200 7,100	25.5 6	0% 0% 0%	10526 18206 7106	
University Ave Ibis St to Albatross St	15%	167.4	15%	18.9	14,700	577.5	4%	15278	
Albatross St to First Ave First Ave to Fifth Ave	15% 15%	167.4 167.4	15% 15%	18.9 18.9	20,800	569.1 98.7	3% 1%	21369 14199	
Fifth Ave to Sixth Ave Sixth Ave to Eighth Ave	15% 15%	167.4 167.4		0	24,900 29,300	79.8 227.4	0% 1%	24980 29527	
Vermont St to Richmond St Richmond St to Park Blvd	15% 15%	167.4 167.4		0	25,600 21,200	-5.4 -58.8	0% 0%	25595 21141	
Upas St Third Ave to Sixth Ave Washington St		0		0	8,500	0	0%	8500	
Washington St India St to University Ave University Ave to First Ave	15% 15%	167.4 167.4	85% 85%	107.1 107.1	34,800 25,400	-7.5 -279.9	0% -1%	34793 25120	
First Ave to Fourth Ave Fourth Ave to Fifth Ave	10.6	0	6076	0	25,745 37,300	-550.2 -541.8	-1% -2% -1%	25120 25195 36758	
Fifth Ave to Sixth Ave Sixth Ave to Richmond St		0		0	41,100 41,778	-541.8 -541.8	-1% -1%	40558 41236	
Richmond St to Normal St		0		0	47,100	-562.8	-1%	46537	
30th St Adams Ave to Meade Ave		0		0	10,400	138	101	10538	
Meade Ave to El Cajon Blvd El Cajon Blvd to Howard Ave		0		0	14,400 12,684	442.2 760.5	1% 3% 6%	14842	Recommend intersection evaluation adjustments
Howard Ave to Lincoln Ave Lincoln Ave to University Ave		0		0	17,900	933.3 738.9	5% 5%		Recommend intersection evaluation adjustments Recommend intersection evaluation adjustments
University Ave to North Park Way North Park Way Ave to Upas St		0		0	12,500 16,500	-9.9 -22.5	0% 0%	12490 16477	·
Upas St to Redwood St Redwood St to Juniper St		0		0	11,900 12,100	0	0% 0%	11900 12100	
32nd St Howard Ave to Lincoln Ave		0		0	4,400	93.6	2%	4494	
Lincoln Ave to University Ave University Ave to Myrtle Ave Myrtle Ave to Upas St		0		0 0	3,300 11,200 7,900	-34.8 -4.2	3% 0% 0%	3404 11165 7896	
Myrtle Ave to Upas St Upas St St to Redwood St Redwood St to Juniner St		0 0		0	7,900 5,200 2,600	-4.2 -4.2 -1.8	0% 0% 0%	7896 5196 2598	
El Cajon Blvd Park Blvd to Florida St		0		0	27,100	697.65	3%	27798	
Florida St to Texas St Texas St to Oregon St		0		0	34,600 34,800	1552.5 2623.95	4% 8%	36153 37424	Recommend intersection evaluation adjustments
Oregon St to Utah St Utah St to 30th St		0		0	42,800 39,800	2811.6 3177.9	7% 8%	42978	Recommend intersection evaluation adjustments Recommend intersection evaluation adjustments
30th St to Illinois St Illinois St to 32nd St		0		0	48,800 58,900	3896.4 4329	8% 7%	52696 63229	Recommend intersection evaluation adjustments Recommend intersection evaluation adjustments
Adams Ave to Mission Ave		0		0	39,100 38,300	4.8 660	0% 2%	39105 38960	
Mission Ave to El Cajon Blvd El Cajon Blvd to Howard Ave Howard Ave to University Ave		0 0		0 0	38,300 12,700 14,400	660 1338 1338	2% 11% 9%		Recommend intersection evaluation adjustments Recommend intersection evaluation adjustments
University Ave to Myrtle Ave Myrtle Ave to Upas St		0		0	5,700 4,100	212.4	4%	5912 4100	Alaguate Portug
University Ave Park Blvd to Florida St	15%	167.4		0	23,900	265.95	1%	24166	
Florida St to Texas St Texas St to Oregon St	15% 15%	167.4 167.4		0	21,611 23,700	252.3 1672.95	1% 7%	21863 25373	Recommend intersection evaluation adjustments
Oregon St to Utah St Utah St to 30th St	15% 15%	167.4 167.4		0	22,900 20,800	1798.8 1978.5	8% 10%	24699 22779 25391	Recommend intersection evaluation adjustments Recommend intersection evaluation adjustments
									Recommend intersection evaluation adjustments
30th St to Illinois St Iowa St to 32nd St 32nd St to Boundary St	15% 15% 15%	167.4 167.4		0 0	22,800 22,600 29,600	2591.4 2728.5 2848.8	11% 12% 10%	25329	Recommend intersection evaluation adjustments Recommend intersection evaluation adjustments

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ተተኈ		ሻ	ተተ _ጮ			€ 1₽			414	
Traffic Volume (vph)	102	397	18	51	764	121	72	320	26	102	179	97
Future Volume (vph)	102	397	18	51	764	121	72	320	26	102	179	97
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	
Lane Util. Factor	1.00	0.91		1.00	0.91			0.95			0.95	
Frpb, ped/bikes	1.00	1.00		1.00	0.99			1.00			0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.99		1.00	0.98			0.99			0.96	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.99	
Satd. Flow (prot)	1770	5035		1770	4920			3471			3329	
Flt Permitted	0.95	1.00		0.95	1.00			0.99			0.99	
Satd. Flow (perm)	1770	5035		1770	4920			3471			3329	
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)	111	432	20	55	830	132	78	348	28	111	195	105
RTOR Reduction (vph)	0	3	0	0	14	0	0	4	0	0	27	0
Lane Group Flow (vph)	111	449	0	55	948	0	0	450	0	0	384	0
Confl. Peds. (#/hr)			14			17			8			19
Confl. Bikes (#/hr)						2			3			
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		4	4		3	3	
Permitted Phases												
Actuated Green, G (s)	10.9	59.4		7.5	56.0			21.7			22.3	
Effective Green, g (s)	10.9	59.4		7.5	56.0			21.7			22.3	
Actuated g/C Ratio	0.08	0.46		0.06	0.43			0.17			0.17	
Clearance Time (s)	4.4	4.9		4.4	4.9			4.9			4.9	
Vehicle Extension (s)	2.0	6.8		2.0	6.8			2.0			2.0	
Lane Grp Cap (vph)	148	2300		102	2119			579			571	
v/s Ratio Prot	c0.06	c0.09		0.03	c0.19			c0.13			c0.12	
v/s Ratio Perm	0.75	0.00		0.54	0.45			0.70			0.07	
v/c Ratio	0.75	0.20		0.54	0.45			0.78			0.67	
Uniform Delay, d1	58.2	21.0		59.6	26.1			51.8			50.4	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	17.1	0.2		2.7	0.7			5.9			2.5	
Delay (s) Level of Service	75.3 E	21.2 C		62.3 E	26.8 C			57.8			52.9	
	Е	31.9		Е	28.7			57.8			D 52.9	
Approach Delay (s) Approach LOS		31.9 C			20.7 C			57.6 E			52.9 D	
Approach LOS		C			C						U	
Intersection Summary												
HCM 2000 Control Delay			38.9	Н	CM 2000	Level of	Service		D			
HCM 2000 Volume to Capa	acity ratio		0.58									
Actuated Cycle Length (s)			130.0		um of lost				19.1			
Intersection Capacity Utiliza	ation		73.7%	IC	CU Level	of Service	:		D			
Analysis Period (min)			15									

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	Ť	↑ ↑₽		7	↑ ↑		7	f)		7	f)	
Traffic Volume (vph)	37	702	43	89	1102	110	77	153	86	156	148	54
Future Volume (vph)	37	702	43	89	1102	110	77	153	86	156	148	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.0		4.4	5.0		4.4	4.9		4.4	4.9	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	0.95		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5017		1770	4974		1770	1742		1770	1765	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5017		1770	4974		1770	1742		1770	1765	
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)	40	763	47	97	1198	120	84	166	93	170	161	59
RTOR Reduction (vph)	0	5	0	0	8	0	0	22	0	0	13	0
Lane Group Flow (vph)	40	805	0	97	1310	0	84	237	0	170	207	0
Confl. Peds. (#/hr)			23			27			22			40
Confl. Bikes (#/hr)			2			1			2			5
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	4.9	43.6		9.1	47.8		8.1	24.9		11.7	28.5	
Effective Green, g (s)	4.9	43.6		9.1	47.8		8.1	24.9		11.7	28.5	
Actuated g/C Ratio	0.05	0.40		0.08	0.44		0.07	0.23		0.11	0.26	
Clearance Time (s)	4.4	5.0		4.4	5.0		4.4	4.9		4.4	4.9	
Vehicle Extension (s)	2.0	6.0		2.0	6.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	80	2025		149	2201		132	401		191	465	
v/s Ratio Prot	0.02	0.16		c0.05	c0.26		0.05	c0.14		c0.10	c0.12	
v/s Ratio Perm												
v/c Ratio	0.50	0.40		0.65	0.60		0.64	0.59		0.89	0.44	
Uniform Delay, d1	50.4	22.9		47.9	22.8		48.5	37.0		47.5	33.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.8	0.6		7.5	1.2		7.2	1.6		35.6	0.2	
Delay (s)	52.1	23.5		55.4	24.0		55.7	38.6		83.1	33.4	
Level of Service	D	С		Е	С		Е	D		F	С	
Approach Delay (s)		24.8			26.1			42.8			55.1	
Approach LOS		С			С			D			Е	
Intersection Summary												
HCM 2000 Control Delay			31.4	Н	CM 2000	Level of S	Service		С			
HCM 2000 Volume to Capac	ity ratio		0.64									
Actuated Cycle Length (s)	·		108.0	S	um of los	t time (s)			18.7			
Intersection Capacity Utilizat	ion		75.2%			of Service			D			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ተተተ	7	77	^					ሻ	र्स	7
Traffic Volume (vph)	0	967	608	203	1265	0	0	0	0	159	2	457
Future Volume (vph)	0	967	608	203	1265	0	0	0	0	159	2	457
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	4.2	5.0					5.0	5.0	5.0
Lane Util. Factor		0.91	1.00	0.97	0.91					0.95	0.95	1.00
Frpb, ped/bikes		1.00	0.98	1.00	1.00					1.00	1.00	0.98
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00					1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.95	1.00
Satd. Flow (prot)		5085	1559	3433	5085					1681	1687	1557
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.95	1.00
Satd. Flow (perm)		5085	1559	3433	5085					1681	1687	1557
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)	0	1051	661	221	1375	0	0	0	0	173	2	497
RTOR Reduction (vph)	0	0	365	0	0	0	0	0	0	0	0	50
Lane Group Flow (vph)	0	1051	296	221	1375	0	0	0	0	88	87	447
Confl. Peds. (#/hr)			2			1			1			4
Confl. Bikes (#/hr)												1
Turn Type		NA	Perm	Prot	NA					Perm	NA	Perm
Protected Phases		2	•	1	6					•	8	•
Permitted Phases		40.0	2	44.0	50.0					8	07.0	8
Actuated Green, G (s)		43.0	43.0	11.8	59.0					27.0	27.0	27.0
Effective Green, g (s)		43.0	43.0	11.8	59.0					27.0	27.0	27.0
Actuated g/C Ratio		0.45	0.45	0.12	0.61					0.28	0.28	0.28
Clearance Time (s)		5.0	5.0	4.2	5.0					5.0	5.0	5.0
Vehicle Extension (s)		5.5	5.5	3.0	4.8					2.0	2.0	2.0
Lane Grp Cap (vph)		2277	698	421	3125					472	474	437
v/s Ratio Prot		0.21	0.40	c0.06	c0.27					0.05	0.05	0.00
v/s Ratio Perm		0.40	0.19	0.50	0.44					0.05	0.05	c0.29
v/c Ratio		0.46	0.42	0.52	0.44					0.19	0.18	1.02
Uniform Delay, d1		18.4	18.1	39.5	9.8					26.2	26.1	34.5
Progression Factor		1.00	1.00	1.03	0.58					1.00	1.00	1.00
Incremental Delay, d2		0.7	1.9	0.8	0.3					0.1	0.1	48.8
Delay (s) Level of Service		19.1	19.9	41.4	5.9					26.2	26.2	83.3
		B 19.4	В	D	A 10.9			0.0		С	C 68.4	F
Approach LOS					10.9 B						00.4 E	
Approach LOS		В			Б			Α			Е	
Intersection Summary			04.0		014 0000	11 - 6 (<u> </u>					
HCM 2000 Control Delay	L		24.3	Н	CIVI 2000	Level of	service		С			
HCM 2000 Volume to Capacit	ty ratio		0.66						440			
Actuated Cycle Length (s)			96.0		um of los				14.2			
Intersection Capacity Utilization	on		76.7%	IC	U Level	of Service	<u> </u>		D			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1,4	ተተተ			ተተኈ		J.	र्स	7			
Traffic Volume (vph)	707	417	0	0	751	453	714	4	134	0	0	0
Future Volume (vph)	707	417	0	0	751	453	714	4	134	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	5.0			5.0		5.0	5.0	5.0			
Lane Util. Factor	0.97	0.91			0.91		0.95	0.95	1.00			
Frpb, ped/bikes	1.00	1.00			0.99		1.00	1.00	0.99			
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	1.00			
Frt	1.00	1.00			0.94		1.00	1.00	0.85			
Fit Protected	0.95	1.00			1.00		0.95	0.95	1.00			
Satd. Flow (prot)	3433	5085			4774		1681	1686	1563			
Flt Permitted	0.95	1.00			1.00		0.95	0.95	1.00			
Satd. Flow (perm)	3433	5085		2.22	4774	2.00	1681	1686	1563	2.00		2.22
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)	768	453	0	0	816	492	776	4	146	0	0	0
RTOR Reduction (vph)	0	0	0	0	113	0	0	0	105	0	0	0
Lane Group Flow (vph)	768	453	0	0	1195	0	388	392	41	0	0	0
Confl. Peds. (#/hr)			4			1			1			
Confl. Bikes (#/hr)		N14	1									
Turn Type	Prot	NA			NA		Perm	NA	Perm			
Protected Phases	5	2			6		4	4	4			
Permitted Phases	04.4	FO 4			20.0		4	00.0	4			
Actuated Green, G (s)	24.1	59.1			30.8		26.9	26.9	26.9			
Effective Green, g (s)	24.1	59.1 0.62			30.8		26.9	26.9 0.28	26.9			
Actuated g/C Ratio Clearance Time (s)	0.25 4.2	5.0			0.32 5.0		0.28 5.0	5.0	0.28 5.0			
Vehicle Extension (s)	3.0	4.2			5.3		2.0	2.0	2.0			
Lane Grp Cap (vph) v/s Ratio Prot	861	3130			1531		471	472	437			
	c0.22	0.09			c0.25		0.23	0.23	0.03			
v/s Ratio Perm v/c Ratio	0.89	0.14			0.78		0.23	0.23	0.03			
Uniform Delay, d1	34.7	7.8			29.5		32.3	32.4	25.5			
Progression Factor	0.68	1.05			1.00		1.00	1.00	1.00			
		0.1										
Incremental Delay, d2 Delay (s)	10.8 34.4	8.3			4.0 33.5		10.6 43.0	11.3 43.7	0.0 25.6			
Level of Service	C C	0.5 A			33.3 C		45.0 D	43.7 D	23.0 C			
Approach Delay (s)	U	24.7			33.5		U	40.5	U		0.0	
Approach LOS		C C			00.0 C			T0.5			Α	
• •		U			U						А	
Intersection Summary												
HCM 2000 Control Delay			32.3	Н	CM 2000	Level of	Service		С			
HCM 2000 Volume to Capa	acity ratio		0.83		-							
Actuated Cycle Length (s)			96.0		um of los				14.2			
Intersection Capacity Utiliz	ation		76.7%	IC	CU Level	of Service)		D			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	, T	∱ 1≽		¥	∱ ∱		7	f)		J.	f)	
Traffic Volume (vph)	98	280	32	10	413	33	124	89	12	47	77	125
Future Volume (vph)	98	280	32	10	413	33	124	89	12	47	77	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0		4.0	5.0		4.5	4.5		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.99		1.00	0.98		1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3473		1770	3486		1770	1830		1770	1690	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3473		1770	3486		1770	1830		1770	1690	
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)	107	304	35	11	449	36	135	97	13	51	84	136
RTOR Reduction (vph)	0	9	0	0	7	0	0	5	0	0	63	0
Lane Group Flow (vph)	107	330	0	11	478	0	135	105	0	51	157	0
Confl. Peds. (#/hr)			6			16						
Confl. Bikes (#/hr)			2			10	0 111			0 111		
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		7	7	
Permitted Phases	4.0	00.4		0.5	40.0		0.0	0.0		- A	- 4	
Actuated Green, G (s)	4.3	20.1		0.5	16.3		9.0	9.0		5.4	5.4	
Effective Green, g (s)	4.3	20.1		0.5	16.3		9.0	9.0		5.4	5.4	
Actuated g/C Ratio	0.07	0.34		0.01	0.28		0.15	0.15		0.09	0.09	
Clearance Time (s)	4.0	5.0		4.0	5.0		4.5	4.5		4.0	4.0	
Vehicle Extension (s)	2.0	2.2		2.0	2.1		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	129	1183		15	963		270	279		162	154	
v/s Ratio Prot	c0.06	c0.10		0.01	c0.14		c0.08	0.06		0.03	c0.09	
v/s Ratio Perm	0.00	0.00		0.70	0.50		0.50	0.00		0.24	4.00	
v/c Ratio	0.83	0.28		0.73	0.50		0.50	0.38		0.31	1.02	
Uniform Delay, d1	27.0	14.2		29.2	17.9		22.9	22.5 1.00		25.1 1.00	26.8	
Progression Factor Incremental Delay, d2	1.00 32.3	1.00 0.1		1.00 93.0	1.00 0.2		1.00 0.5	0.3		0.4	1.00 78.3	
•	59.3	14.2		122.2	18.1		23.5	22.8		25.5	105.1	
Delay (s) Level of Service	59.5 E	14.2 B		122.2 F	10.1		23.5 C	22.0 C		25.5 C	F	
	Е	25.0		Г	20.4		C	23.2		C	90.1	
Approach Delay (s) Approach LOS		25.0 C			20.4 C			23.2 C			90.1 F	
•		C			C			C			Г	
Intersection Summary												
HCM 2000 Control Delay	., .,		35.2	Н	CM 2000	Level of	Service		D			
HCM 2000 Volume to Capa	acity ratio		0.54						04.5			
Actuated Cycle Length (s)			59.0		um of los				21.5			
Intersection Capacity Utiliza	ation		53.6%	IC	CU Level	of Service)		Α			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	∱ î≽		Ť	ħβ		ሻ	f)		7	₽	
Traffic Volume (vph)	83	381	40	122	402	54	68	200	114	56	207	63
Future Volume (vph)	83	381	40	122	402	54	68	200	114	56	207	63
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		4.4	4.9		3.4	4.9	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	0.98		1.00	0.98		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.98		1.00	0.95		1.00	0.97	
FIt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3460		1770	3397		1770	1726		1770	1761	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3460		1770	3397		1770	1726		1770	1761	
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)	90	414	43	133	437	59	74	217	124	61	225	68
RTOR Reduction (vph)	0	9	0	0	12	0	0	27	0	0	15	0
Lane Group Flow (vph)	90	448	0	133	484	0	74	314	0	61	278	0
Confl. Peds. (#/hr)			38			85			40			82
Confl. Bikes (#/hr)			4			6			7			4
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	6.3	25.1		9.0	27.8		6.1	23.6		4.7	21.2	
Effective Green, g (s)	6.3	25.1		9.0	27.8		6.1	23.6		4.7	21.2	
Actuated g/C Ratio	0.08	0.31		0.11	0.35		0.08	0.30		0.06	0.26	
Clearance Time (s)	4.4	4.9		4.4	4.9		4.4	4.9		3.4	4.9	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	139	1085		199	1180		134	509		103	466	
v/s Ratio Prot	0.05	0.13		c0.08	c0.14		c0.04	c0.18		0.03	0.16	
v/s Ratio Perm												
v/c Ratio	0.65	0.41		0.67	0.41		0.55	0.62		0.59	0.60	
Uniform Delay, d1	35.8	21.6		34.1	19.9		35.6	24.3		36.7	25.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	7.5	1.2		6.4	1.1		2.8	1.6		5.9	1.4	
Delay (s)	43.3	22.8		40.5	20.9		38.4	25.9		42.7	27.0	
Level of Service	D	С		D	С		D	С		D	С	
Approach Delay (s)		26.2			25.1			28.1			29.7	
Approach LOS		С			С			С			С	
Intersection Summary												
HCM 2000 Control Delay			26.9	Н	CM 2000	Level of	Service		С			
HCM 2000 Volume to Capac	city ratio		0.56									
Actuated Cycle Length (s)			80.0		um of lost				18.6			
Intersection Capacity Utiliza	tion		66.5%	IC	CU Level of	of Service	!		С			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4₽	7		414			4	7		र्स	7
Traffic Volume (vph)	8	963	177	220	513	0	138	8	121	29	86	1
Future Volume (vph)	8	963	177	220	513	0	138	8	121	29	86	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5			4.5	4.5		4.5	4.5
Lane Util. Factor		0.95	1.00		0.95			0.95	0.95		1.00	1.00
Frpb, ped/bikes		1.00	0.96		1.00			1.00	0.99		1.00	1.00
Flpb, ped/bikes		1.00	1.00		1.00			1.00	1.00		1.00	1.00
Frt		1.00	0.85		1.00			0.99	0.85		1.00	0.85
Flt Protected		1.00	1.00		0.99			0.96	1.00		0.99	1.00
Satd. Flow (prot)		3538	1527		3487			1675	1482		1839	1583
Flt Permitted		1.00	1.00		0.99			0.67	1.00		0.88	1.00
Satd. Flow (perm)		3538	1527		3487			1167	1482		1645	1583
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)	9	1047	192	239	558	0	150	9	132	32	93	1
RTOR Reduction (vph)	0	0	66	0	0	0	0	5	96	0	0	1
Lane Group Flow (vph)	0	1056	126	0	797	0	0	167	23	0	125	0
Confl. Peds. (#/hr)			5			11			2			
Confl. Bikes (#/hr)			2			4						
Turn Type	Split	NA	Perm	Split	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	2	2		1	1			8			4	
Permitted Phases			2				8		8	4		4
Actuated Green, G (s)		23.0	23.0		19.9			13.6	13.6		13.6	13.6
Effective Green, g (s)		23.0	23.0		19.9			13.6	13.6		13.6	13.6
Actuated g/C Ratio		0.33	0.33		0.28			0.19	0.19		0.19	0.19
Clearance Time (s)		4.5	4.5		4.5			4.5	4.5		4.5	4.5
Vehicle Extension (s)		2.0	2.0		2.0			2.0	2.0		2.0	2.0
Lane Grp Cap (vph)		1162	501		991			226	287		319	307
v/s Ratio Prot		c0.30			c0.23							
v/s Ratio Perm			0.08					c0.14	0.02		0.08	0.00
v/c Ratio		0.91	0.25		0.80			0.74	0.08		0.39	0.00
Uniform Delay, d1		22.5	17.2		23.2			26.5	23.1		24.6	22.7
Progression Factor		1.00	1.00		1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2		12.0	1.2		4.5			10.4	0.0		0.3	0.0
Delay (s)		34.4	18.4		27.8			36.9	23.1		24.9	22.7
Level of Service		С	В		С			D	С		С	С
Approach Delay (s)		32.0			27.8			31.3			24.9	
Approach LOS		С			С			С			С	
Intersection Summary												
HCM 2000 Control Delay			30.2	Н	CM 2000	Level of	Service		С			
HCM 2000 Volume to Capaci	ity ratio		0.83									
Actuated Cycle Length (s)			70.0		um of lost				13.5			
Intersection Capacity Utilizati	ion		75.9%	IC	CU Level	of Service)		D			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4₽	7		414			414			4	
Traffic Volume (vph)	12	323	755	340	366	16	355	114	168	32	73	18
Future Volume (vph)	12	323	755	340	366	16	355	114	168	32	73	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.6		4.6			4.6			4.6	
Lane Util. Factor		0.95	1.00		0.95			0.95			1.00	
Frpb, ped/bikes		1.00	0.98		1.00			1.00			1.00	
Flpb, ped/bikes		1.00	1.00		1.00			1.00			1.00	
Frt		1.00	0.85		1.00			0.96			0.98	
Flt Protected		1.00	1.00		0.98			0.97			0.99	
Satd. Flow (prot)		3533	1551		3445			3291			1802	
Flt Permitted		1.00	1.00		0.98			0.76			0.67	
Satd. Flow (perm)		3533	1551		3445			2556			1224	
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)	13	351	821	370	398	17	386	124	183	35	79	20
RTOR Reduction (vph)	0	0	368	0	2	0	0	54	0	0	9	0
Lane Group Flow (vph)	0	364	453	0	783	0	0	639	0	0	125	0
Confl. Peds. (#/hr)			6			10			7			
Confl. Bikes (#/hr)			3			3						
Turn Type	Split	NA	Perm	Split	NA		Perm	NA		Perm	NA	
Protected Phases	2	2		1	1			4			4	
Permitted Phases			2				4			4		
Actuated Green, G (s)		17.0	17.0		18.1			19.1			19.1	
Effective Green, g (s)		17.0	17.0		18.1			19.1			19.1	
Actuated g/C Ratio		0.25	0.25		0.27			0.28			0.28	
Clearance Time (s)		4.6	4.6		4.6			4.6			4.6	
Vehicle Extension (s)		2.0	2.0		2.0			2.0			2.0	
Lane Grp Cap (vph)		883	387		916			717			343	
v/s Ratio Prot		0.10			c0.23							
v/s Ratio Perm			c0.29					c0.25			0.10	
v/c Ratio		0.41	1.17		0.85			0.93dl			0.36	
Uniform Delay, d1		21.3	25.5		23.7			23.5			19.6	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		1.4	100.8		7.6			13.0			0.2	
Delay (s)		22.7	126.3		31.3			36.5			19.8	
Level of Service		С	F		С			D			В	
Approach Delay (s)		94.5			31.3			36.5			19.8	
Approach LOS		F			С			D			В	
Intersection Summary												
HCM 2000 Control Delay			58.8	Н	CM 2000	Level of	Service		Е			
HCM 2000 Volume to Capaci	ity ratio		0.97									
Actuated Cycle Length (s)			68.0	S	um of lost	time (s)			13.8			
Intersection Capacity Utilizati	on		86.1%		U Level)		Е			
Analysis Period (min)			15									
dl Defacto Left Lane. Reco	de with 1	though I	ane as a l	eft lane.								
c Critical Lane Group		v										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			र्स	7		4			£	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	128	8	92	128	263	44	0	81	425	30	64
Future Volume (vph)	0	128	8	92	128	263	44	0	81	425	30	64
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	139	9	100	139	286	48	0	88	462	33	70
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1							
Volume Total (vph)	148	239	286	136	565							
Volume Left (vph)	0	100	0	48	462							
Volume Right (vph)	9	0	286	88	70							
Hadj (s)	0.00	0.12	-0.57	-0.28	0.12							
Departure Headway (s)	6.5	6.4	3.2	6.0	5.6							
Degree Utilization, x	0.27	0.43	0.25	0.23	0.87							
Capacity (veh/h)	509	527	1112	555	565							
Control Delay (s)	11.9	14.1	7.3	10.7	34.9							
Approach Delay (s)	11.9	10.4		10.7	34.9							
Approach LOS	В	В		В	D							
Intersection Summary												
Delay			20.7									
Level of Service			С									
Intersection Capacity Utiliza	ition		64.9%	IC	U Level	of Service			С			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ተተኈ		ሻ	↑ ↑↑			€ 1Ъ			414	
Traffic Volume (vph)	256	980	38	73	700	147	52	371	68	402	700	199
Future Volume (vph)	256	980	38	73	700	147	52	371	68	402	700	199
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	
Lane Util. Factor	1.00	0.91		1.00	0.91			0.95			0.95	
Frpb, ped/bikes	1.00	1.00		1.00	0.99			0.99			1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.99		1.00	0.97			0.98			0.98	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.98	
Satd. Flow (prot)	1770	5041		1770	4900			3426			3393	
Flt Permitted	0.95	1.00		0.95	1.00			0.99			0.98	
Satd. Flow (perm)	1770	5041	0.00	1770	4900	0.00	0.00	3426	0.00	0.00	3393	0.00
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)	278 0	1065 3	41	79 0	761 21	160	57	403 9	74 0	437	761 10	216
RTOR Reduction (vph)	278	1103	0	79	900	0	0	525	0	0	1404	0
Lane Group Flow (vph) Confl. Peds. (#/hr)	210	1103	13	19	900	8	U	525	23	U	1404	0 8
Confl. Bikes (#/hr)			5			2			23			2
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	5	2		1 101	6		4	4		3	3	
Permitted Phases	J			·	U			7		<u> </u>	J	
Actuated Green, G (s)	24.6	41.4		9.4	26.2			28.0			52.1	
Effective Green, g (s)	24.6	41.4		9.4	26.2			28.0			52.1	
Actuated g/C Ratio	0.16	0.28		0.06	0.17			0.19			0.35	
Clearance Time (s)	4.4	4.9		4.4	4.9			4.9			4.9	
Vehicle Extension (s)	2.0	6.8		2.0	6.8			2.0			2.0	
Lane Grp Cap (vph)	290	1391		110	855			639			1178	
v/s Ratio Prot	c0.16	0.22		0.04	c0.18			c0.15			c0.41	
v/s Ratio Perm												
v/c Ratio	0.96	0.79		0.72	1.05			0.82			1.19	
Uniform Delay, d1	62.2	50.3		69.0	61.9			58.6			49.0	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	40.9	4.7		16.9	45.4			8.0			95.0	
Delay (s)	103.1	55.0		85.9	107.3			66.6			144.0	
Level of Service	F	Е		F	F			Е			F	
Approach Delay (s)		64.7			105.6			66.6			144.0	
Approach LOS		Е			F			Е			F	
Intersection Summary												
HCM 2000 Control Delay			100.3	Н	CM 2000	Level of	Service		F			
HCM 2000 Volume to Capa	acity ratio		1.04									
Actuated Cycle Length (s)			150.0	S	um of lost	t time (s)			19.1			
Intersection Capacity Utiliza	ation		105.9%		CU Level)		G			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	↑ ↑		7	ተተኈ		¥	f)		J.	f)	
Traffic Volume (vph)	113	1432	135	214	1356	119	143	334	152	227	444	107
Future Volume (vph)	113	1432	135	214	1356	119	143	334	152	227	444	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.0		4.4	5.0		4.4	4.9		4.4	4.9	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.98		1.00	0.99		1.00	0.98		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	0.95		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	4913		1770	4958		1770	1742		1770	1780	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	4913		1770	4958		1770	1742		1770	1780	
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)	123	1557	147	233	1474	129	155	363	165	247	483	116
RTOR Reduction (vph)	0	8	0	0	7	0	0	12	0	0	6	0
Lane Group Flow (vph)	123	1696	0	233	1596	0	155	516	0	247	593	0
Confl. Peds. (#/hr)			64			40			38			58
Confl. Bikes (#/hr)			6			7			10			12
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	12.0	45.0		18.0	51.0		12.8	39.3		19.0	45.5	
Effective Green, g (s)	12.0	45.0		18.0	51.0		12.8	39.3		19.0	45.5	
Actuated g/C Ratio	0.09	0.32		0.13	0.36		0.09	0.28		0.14	0.32	
Clearance Time (s)	4.4	5.0		4.4	5.0		4.4	4.9		4.4	4.9	
Vehicle Extension (s)	2.0	6.0		2.0	6.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	151	1579		227	1806		161	489		240	578	
v/s Ratio Prot	0.07	c0.35		c0.13	0.32		0.09	0.30		c0.14	c0.33	
v/s Ratio Perm												
v/c Ratio	0.81	1.07		1.03	0.88		0.96	1.06		1.03	1.03	
Uniform Delay, d1	62.9	47.5		61.0	41.7		63.4	50.4		60.5	47.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	26.2	45.4		66.8	6.7		59.2	56.3		65.9	44.2	
Delay (s)	89.1	92.9		127.8	48.4		122.5	106.7		126.4	91.4	
Level of Service	F	F		F	D		F	F		F	F	
Approach Delay (s)		92.7			58.5			110.3			101.6	
Approach LOS		F			Е			F			F	
Intersection Summary												
HCM 2000 Control Delay			84.4	Н	CM 2000	Level of	Service		F			
HCM 2000 Volume to Capa	city ratio		1.06									
Actuated Cycle Length (s)	•		140.0	S	um of los	t time (s)			18.7			
Intersection Capacity Utiliza	tion	,	102.3%		CU Level	. ,			G			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ተተተ	7	77	^						4	7
Traffic Volume (vph)	0	1315	835	375	1100	0	0	0	0	865	6	1164
Future Volume (vph)	0	1315	835	375	1100	0	0	0	0	865	6	1164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	4.2	5.0					5.0	5.0	5.0
Lane Util. Factor		0.91	1.00	0.97	0.91					0.95	0.95	1.00
Frpb, ped/bikes		1.00	0.96	1.00	1.00					1.00	1.00	0.99
Flpb, ped/bikes		1.00	1.00	1.00 1.00	1.00					1.00	1.00	1.00
Frt Flt Protected		1.00 1.00	0.85 1.00	0.95	1.00 1.00					1.00 0.95	1.00 0.95	0.85 1.00
Satd. Flow (prot)		5085	1523	3433	5085					1681	1687	1562
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.95	1.00
Satd. Flow (perm)		5085	1523	3433	5085					1681	1687	1562
	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Peak-hour factor, PHF	0.92	1429	908	408	1196	0.92	0.92	0.92	0.92	940	0.92	1265
Adj. Flow (vph) RTOR Reduction (vph)	0	1429	573	400	0	0	0	0	0	940	0	27
Lane Group Flow (vph)	0	1429	335	408	1196	0	0	0	0	470	477	1238
Confl. Peds. (#/hr)	U	1429	11	400	1190	7	U	U	U	470	411	1230
Confl. Bikes (#/hr)			5			3						ı
Turn Type		NA	Perm	Prot	NA					Perm	NA	Perm
Protected Phases		2	reiiii	1	6					reiiii	8	Fellil
Permitted Phases			2	ı	U					8	0	8
Actuated Green, G (s)		27.0	27.0	15.8	47.0					63.0	63.0	63.0
Effective Green, g (s)		27.0	27.0	15.8	47.0					63.0	63.0	63.0
Actuated g/C Ratio		0.22	0.22	0.13	0.39					0.52	0.52	0.52
Clearance Time (s)		5.0	5.0	4.2	5.0					5.0	5.0	5.0
Vehicle Extension (s)		5.5	5.5	3.0	4.8					2.0	2.0	2.0
Lane Grp Cap (vph)		1144	342	452	1991					882	885	820
v/s Ratio Prot		c0.28	042	c0.12	0.24					002	000	020
v/s Ratio Perm		00.20	0.22	00.12	0.24					0.28	0.28	c0.79
v/c Ratio		1.25	0.98	0.90	0.60					0.53	0.54	1.51
Uniform Delay, d1		46.5	46.2	51.3	29.0					18.8	18.9	28.5
Progression Factor		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Incremental Delay, d2		119.5	44.0	21.0	1.3					0.3	0.3	235.9
Delay (s)		166.0	90.2	72.3	30.4					19.1	19.2	264.4
Level of Service		F	F	E	С					В	В	F
Approach Delay (s)		136.6	•	_	41.1			0.0		_	159.4	
Approach LOS		F			D			Α			F	
• •												
Intersection Summary			440.0		014 0000	1 1 6	<u> </u>					
HCM 2000 Control Delay			119.9	Н	CM 2000	Level of S	Service		F			
HCM 2000 Volume to Capac	ity ratio		1.35		afla:	1 1:ma = /=\			14.0			
Actuated Cycle Length (s)			120.0		um of los				14.2			
Intersection Capacity Utilizat	ion		101.8%	IC	U Level	of Service			G			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	14.14	ተተተ			ተተ _ጉ		Ŋ	र्स	7			
Traffic Volume (vph)	423	1810	0	0	1042	349	479	2	301	0	0	0
Future Volume (vph)	423	1810	0	0	1042	349	479	2	301	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	5.0			5.0		5.0	5.0	5.0			
Lane Util. Factor	0.97	0.91			0.91		0.95	0.95	1.00			
Frpb, ped/bikes	1.00	1.00			0.99		1.00	1.00	0.98			
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	1.00			
Frt	1.00	1.00			0.96		1.00	1.00	0.85			
Flt Protected	0.95	1.00			1.00		0.95	0.95	1.00			
Satd. Flow (prot)	3433	5085			4859		1681	1686	1555			
Flt Permitted	0.95	1.00			1.00		0.95	0.95	1.00			
Satd. Flow (perm)	3433	5085			4859		1681	1686	1555			
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)	460	1967	0	0	1133	379	521	2	327	0	0	0
RTOR Reduction (vph)	0	0	0	0	42	0	0	0	45	0	0	0
Lane Group Flow (vph)	460	1967	0	0	1470	0	260	263	282	0	0	0
Confl. Peds. (#/hr)			15			7			4			
Confl. Bikes (#/hr)			2			5			1			
Turn Type	Prot	NA			NA		Perm	NA	Perm			
Protected Phases	5	2			6		4	4	4			
Permitted Phases	00.0	00.0			O		4	05.0	4			
Actuated Green, G (s)	20.8	80.8			55.8		25.2	25.2	25.2			
Effective Green, g (s)	20.8	80.8			55.8		25.2	25.2	25.2			
Actuated g/C Ratio	0.18 4.2	0.70			0.48		0.22	0.22 5.0	0.22			
Clearance Time (s)		5.0 4.2			5.0 5.3		5.0		5.0			
Vehicle Extension (s)	3.0						2.0	2.0	2.0			
Lane Grp Cap (vph)	615	3541			2337		365	366	337			
v/s Ratio Prot	c0.13	0.39			c0.30		0.45	0.46	-0.10			
v/s Ratio Perm	0.75	0.56			0.62		0.15	0.16	c0.18			
v/c Ratio	0.75	0.56 8.7			0.63 22.4		0.71 42.0	0.72 42.1	0.84 43.4			
Uniform Delay, d1 Progression Factor	45.1 1.00	1.00			1.00		1.00	1.00	1.00			
	_											
Incremental Delay, d2 Delay (s)	5.0 50.1	0.6 9.3			1.3 23.7		5.4 47.4	5.5 47.6	15.6 59.0			
Level of Service	50.1 D	9.5 A			23.7 C		47.4 D	47.0 D	59.0 E			
Approach Delay (s)	U	17.1			23.7		D	51.9			0.0	
Approach LOS		В			23.7 C			D D			Α	
••		ט			U			U			^	
Intersection Summary												
HCM 2000 Control Delay			25.3	Н	CM 2000	Level of	Service		С			
HCM 2000 Volume to Capa	acity ratio		0.70									
Actuated Cycle Length (s)			116.0		um of lost				14.2			
Intersection Capacity Utiliza	ation		101.8%	IC	CU Level	of Service)		G			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	∱ î≽		ሻ	∱ }		ሻ	f)		7	f)	
Traffic Volume (vph)	152	770	48	14	592	87	61	193	34	245	193	122
Future Volume (vph)	152	770	48	14	592	87	61	193	34	245	193	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0		4.0	5.0		4.5	4.5		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	0.98		1.00	0.99		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.98		1.00	0.98		1.00	0.94	
Flt Protected	0.95	1.00 3490		0.95 1770	1.00 3413		0.95	1.00 1802		0.95 1770	1.00 1727	
Satd. Flow (prot) Flt Permitted	1770 0.95	1.00		0.95	1.00		1770 0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3490		1770	3413		1770	1802		1770	1727	
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)	165	837	52	15	643	95	66	210	37	266	210	133
RTOR Reduction (vph)	0	3	0	0	10	0	0	6	0	0	20	0
Lane Group Flow (vph)	165	886	0	15	728	0	66	241	0	266	323	0
Confl. Peds. (#/hr)	100	000	20	10	720	42	00		28	200	020	17
Confl. Bikes (#/hr)			18			12			3			2
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	_
Protected Phases	5	2		1	6		8	8		7	7	
Permitted Phases												
Actuated Green, G (s)	10.2	34.0		2.3	26.1		15.5	15.5		19.3	19.3	
Effective Green, g (s)	10.2	34.0		2.3	26.1		15.5	15.5		19.3	19.3	
Actuated g/C Ratio	0.10	0.34		0.02	0.26		0.16	0.16		0.19	0.19	
Clearance Time (s)	4.0	5.0		4.0	5.0		4.5	4.5		4.0	4.0	
Vehicle Extension (s)	2.0	2.2		2.0	2.1		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	180	1188		40	892		274	279		342	333	
v/s Ratio Prot	c0.09	c0.25		0.01	0.21		0.04	c0.13		0.15	c0.19	
v/s Ratio Perm												
v/c Ratio	0.92	0.75		0.38	0.82		0.24	0.86		0.78	0.97	
Uniform Delay, d1	44.4	29.1		48.0	34.6		37.0	41.1		38.2	40.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	43.0	2.3		2.1	5.6		0.2	22.4		9.7	40.4	
Delay (s)	87.3	31.4		50.2	40.2		37.2	63.6		48.0	80.4	
Level of Service	F	C		D	D		D	E .		D	F	
Approach LOS		40.2			40.4			58.0			66.2	
Approach LOS		D			D			E			Е	
Intersection Summary												
HCM 2000 Control Delay			48.1	H	CM 2000	Level of	Service		D			
HCM 2000 Volume to Capa	acity ratio		0.80									
Actuated Cycle Length (s)			99.8		um of lost				21.5			
Intersection Capacity Utiliza	ation		68.8%	IC	U Level	of Service	!		С			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	∱ ∱		Ť	∱ ∱		7	4Î		7	f)	
Traffic Volume (vph)	162	677	90	168	503	93	109	435	149	148	574	138
Future Volume (vph)	162	677	90	168	503	93	109	435	149	148	574	138
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		4.4	4.9		3.4	4.9	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.97		1.00	0.94		1.00	0.98		1.00	0.97	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.98		1.00	0.96		1.00	0.97	
Fit Protected	0.95	1.00 3374		0.95 1770	1.00 3264		0.95	1.00 1749		0.95 1770	1.00 1759	
Satd. Flow (prot) Flt Permitted	1770 0.95	1.00		0.95	1.00		1770 0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3374		1770	3264		1770	1749		1770	1759	
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)	176	736	98	183	547	101	118	473	162	161	624	150
RTOR Reduction (vph)	0	11	0	0	15	0	0	12	0	0	8	0
Lane Group Flow (vph)	176	823	0	183	633	0	118	623	0	161	766	0
Confl. Peds. (#/hr)	170	020	103	100	000	134	110	020	66	101	100	113
Confl. Bikes (#/hr)			10			9			8			4
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	10.4	24.1		10.2	23.9		7.0	39.5		8.6	40.1	
Effective Green, g (s)	10.4	24.1		10.2	23.9		7.0	39.5		8.6	40.1	
Actuated g/C Ratio	0.10	0.24		0.10	0.24		0.07	0.40		0.09	0.40	
Clearance Time (s)	4.4	4.9		4.4	4.9		4.4	4.9		3.4	4.9	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	184	813		180	780		123	690		152	705	
v/s Ratio Prot	0.10	c0.24		c0.10	0.19		0.07	0.36		c0.09	c0.44	
v/s Ratio Perm												
v/c Ratio	0.96	1.01		1.02	0.81		0.96	0.90		1.06	1.09	
Uniform Delay, d1	44.6	38.0		44.9	35.9		46.4	28.4		45.7	29.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	52.9	34.8		71.5	9.0		67.2	14.8		89.6	59.6	
Delay (s)	97.5	72.7		116.4	44.9		113.6	43.3		135.3	89.6	
Level of Service	F	E		F	D		F	D		F	F	
Approach Delay (s)		77.0			60.6			54.3			97.4	
Approach LOS		Е			Е			D			F	
Intersection Summary												
HCM 2000 Control Delay			73.7	Н	CM 2000	Level of	Service		Е			
HCM 2000 Volume to Capa	acity ratio		1.07									
Actuated Cycle Length (s)			100.0		um of lost	. ,			18.6			
Intersection Capacity Utiliza	ation		93.0%	IC	U Level	of Service)		F			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4₽	7		47>			4	7		र्स	7
Traffic Volume (vph)	9	1019	278	265	705	2	183	19	271	39	144	3
Future Volume (vph)	9	1019	278	265	705	2	183	19	271	39	144	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5			4.5	4.5		4.5	4.5
Lane Util. Factor		0.95	1.00		0.95			0.95	0.95		1.00	1.00
Frpb, ped/bikes		1.00	0.85		1.00			1.00	0.96		1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00			1.00	1.00		1.00	1.00
Frt		1.00	0.85		1.00			0.98	0.85		1.00	0.85
Fit Protected		1.00 3538	1.00 1345		0.99 3490			0.96 1663	1.00 1445		0.99	1.00 1557
Satd. Flow (prot)		1.00			0.99			0.52			1843 0.76	
Flt Permitted		3538	1.00 1345		3490			891	1.00 1445		1423	1.00 1557
Satd. Flow (perm)	0.00			0.00		0.00	0.00			0.00		
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) RTOR Reduction (vph)	10 0	1108 0	302 78	288 0	766 0	2	199 0	21 5	295 200	42 0	157 0	3
Lane Group Flow (vph)	0	1118	224	0	1056	0	0	245	65	0	199	2
	U	1110	32	U	1000	28	U	245	13	U	199	4
Confl. Peds. (#/hr) Confl. Bikes (#/hr)			10			20 8			2			4
· · · · ·	Colit	NA		Colit	NA		Dorm	NA		Perm	NA	Dorm
Turn Type Protected Phases	Split 2	NA 2	Perm	Split 1	1		Perm	NA 8	Perm	Perm	NA 4	Perm
Permitted Phases	2		2	ı	ı		8	0	8	4	4	4
Actuated Green, G (s)		32.5	32.5		29.5		U	24.5	24.5	4	24.5	24.5
Effective Green, g (s)		32.5	32.5		29.5			24.5	24.5		24.5	24.5
Actuated g/C Ratio		0.32	0.32		0.29			0.24	0.24		0.24	0.24
Clearance Time (s)		4.5	4.5		4.5			4.5	4.5		4.5	4.5
Vehicle Extension (s)		2.0	2.0		2.0			2.0	2.0		2.0	2.0
Lane Grp Cap (vph)		1149	437		1029			218	354		348	381
v/s Ratio Prot		c0.32	701		c0.30			210	334		J -1 U	301
v/s Ratio Perm		00.02	0.17		60.50			c0.27	0.04		0.14	0.00
v/c Ratio		0.97	0.51		1.03			1.12	0.18		0.14	0.00
Uniform Delay, d1		33.3	27.3		35.2			37.8	29.8		33.1	28.5
Progression Factor		1.00	1.00		1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2		20.8	4.3		34.9			97.8	0.1		1.4	0.0
Delay (s)		54.1	31.6		70.2			135.5	29.9		34.6	28.5
Level of Service		D	С		E			F	C		С	C
Approach Delay (s)		49.3	_		70.2			81.2			34.5	_
Approach LOS		D			E			F			С	
Intersection Summary												
HCM 2000 Control Delay			60.4	Ш	CM 2000	Lovel of	Contino		E			
HCM 2000 Control Delay HCM 2000 Volume to Capa	oity rotio	60.4 HCM 2000 Level of Ser 1.03							Е			
Actuated Cycle Length (s)	City ratio	1.03 100.0 Sum of lost time (s)							13.5			
Intersection Capacity Utiliza	tion		97.5%		CU Level				13.5 F			
Analysis Period (min)	IIIOI I		15	IC.	O LEVEL	JI JEI VICE	.		Г			
Alialysis i cliou (IIIII)			10									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		41∱	7		र्सी के			€ 1₽			4	
Traffic Volume (vph)	16	614	676	192	439	22	500	204	269	72	44	43
Future Volume (vph)	16	614	676	192	439	22	500	204	269	72	44	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.6		4.6			4.6			4.6	
Lane Util. Factor		0.95	1.00		0.95			0.95			1.00	
Frpb, ped/bikes		1.00	0.95		1.00			0.99			1.00	
Flpb, ped/bikes		1.00	1.00		1.00			1.00			1.00	
Frt		1.00	0.85		0.99			0.96			0.96	
Flt Protected		1.00	1.00		0.99			0.97			0.98	
Satd. Flow (prot)		3535	1505		3462			3276			1755	
Flt Permitted		1.00	1.00		0.99			0.72			0.27	
Satd. Flow (perm)		3535	1505		3462			2409			484	
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)	17	667	735	209	477	24	543	222	292	78	48	47
RTOR Reduction (vph)	0	0	201	0	2	0	0	36	0	0	12	0
Lane Group Flow (vph)	0	684	534	0	708	0	0	1021	0	0	161	0
Confl. Peds. (#/hr)			21			32			14			
Confl. Bikes (#/hr)			8			5			1			
Turn Type	Split	NA	Perm	Split	NA		Perm	NA		Perm	NA	
Protected Phases	2	2		1	1			4			4	
Permitted Phases			2				4			4		
Actuated Green, G (s)		34.1	34.1		20.6			41.5			41.5	
Effective Green, g (s)		34.1	34.1		20.6			41.5			41.5	
Actuated g/C Ratio		0.31	0.31		0.19			0.38			0.38	
Clearance Time (s)		4.6	4.6		4.6			4.6			4.6	
Vehicle Extension (s)		2.0	2.0		2.0			2.0			2.0	
Lane Grp Cap (vph)		1095	466		648			908			182	
v/s Ratio Prot		0.19			c0.20							
v/s Ratio Perm			c0.36					c0.42			0.33	
v/c Ratio		0.62	1.15		1.09			1.14dl			0.88	
Uniform Delay, d1		32.5	37.9		44.7			34.2			32.0	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		2.7	88.4		63.0			70.2			35.0	
Delay (s)		35.2	126.4		107.7			104.5			66.9	
Level of Service		D	F		F			F			Е	
Approach Delay (s)		82.4			107.7			104.5			66.9	
Approach LOS		F			F			F			Е	
Intersection Summary												
HCM 2000 Control Delay			93.9	Н	CM 2000	Level of	Service		F			
HCM 2000 Volume to Capa	city ratio		1.12						-			
Actuated Cycle Length (s)	,		110.0	S	um of los	t time (s)			13.8			
Intersection Capacity Utiliza	tion		89.5%		U Level)		E			
Analysis Period (min)			15		3 _3,01				_			
dl Defacto Left Lane. Rec	code with 1	though I		left lane								
c Critical Lane Group												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ર્ન			4	7		4			f)	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	263	41	317	209	600	47	0	85	543	105	102
Future Volume (vph)	0	263	41	317	209	600	47	0	85	543	105	102
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	286	45	345	227	652	51	0	92	590	114	111
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1							
Volume Total (vph)	331	572	652	143	815							
Volume Left (vph)	0	345	0	51	590							
Volume Right (vph)	45	0	652	92	111							
Hadj (s)	-0.05	0.15	-0.57	-0.28	0.10							
Departure Headway (s)	7.8	7.5	3.2	8.5	7.5							
Degree Utilization, x	0.72	1.00	0.58	0.34	1.00							
Capacity (veh/h)	452	572	1118	392	815							
Control Delay (s)	28.3	68.8	10.5	15.9	68.5							
Approach Delay (s)	28.3	37.7		15.9	68.5							
Approach LOS	D	Е		С	F							
Intersection Summary												
Delay			45.2									
Level of Service			Е									
Intersection Capacity Utilization 103.5%		103.5%	IC	U Level	of Service			G				
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		41₽	7		€Î₽			4	7	7	↑	7
Traffic Volume (vph)	8	963	177	220	513	0	138	8	121	29	86	1
Future Volume (vph)	8	963	177	220	513	0	138	8	121	29	86	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5			4.5	4.5	4.5	4.5	4.5
Lane Util. Factor		0.95	1.00		0.95			0.95	0.95	1.00	1.00	1.00
Frpb, ped/bikes		1.00	0.98		1.00			1.00	0.99	1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00		1.00			1.00	1.00	1.00	1.00	1.00
Frt		1.00	0.85		1.00			0.99	0.85	1.00	1.00	0.85
Flt Protected		1.00	1.00		0.99			0.96	1.00	0.95	1.00	1.00
Satd. Flow (prot)		3538	1550		3487			1675	1482	1770	1863	1583
Flt Permitted		1.00	1.00		0.99			0.69	1.00	0.56	1.00	1.00
Satd. Flow (perm)		3538	1550		3487			1203	1482	1034	1863	1583
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)	9	1047	192	239	558	0	150	9	132	32	93	1
RTOR Reduction (vph)	0	0	66	0	0	0	0	5	96	0	0	1
Lane Group Flow (vph)	0	1056	126	0	797	0	0	167	23	32	93	0
Confl. Peds. (#/hr)			5			11			2			
Confl. Bikes (#/hr)			2			4						
Turn Type	Split	NA	Perm	Split	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	2	2		1	1			8			4	
Permitted Phases			2				8		8	4		4
Actuated Green, G (s)		23.1	23.1		20.0			13.4	13.4	13.4	13.4	13.4
Effective Green, g (s)		23.1	23.1		20.0			13.4	13.4	13.4	13.4	13.4
Actuated g/C Ratio		0.33	0.33		0.29			0.19	0.19	0.19	0.19	0.19
Clearance Time (s)		4.5	4.5		4.5			4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)		2.0	2.0		2.0			2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)		1167	511		996			230	283	197	356	303
v/s Ratio Prot		c0.30			c0.23						0.05	
v/s Ratio Perm			0.08					c0.14	0.02	0.03		0.00
v/c Ratio		0.90	0.25		0.80			0.73	0.08	0.16	0.26	0.00
Uniform Delay, d1		22.4	17.1		23.1			26.6	23.2	23.6	24.1	22.9
Progression Factor		1.00	1.00		1.00			1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		11.6	1.1		4.4			9.3	0.0	0.1	0.1	0.0
Delay (s)		34.0	18.2		27.6			35.9	23.3	23.8	24.2	22.9
Level of Service		С	В		С			D	С	С	С	С
Approach Delay (s)		31.5			27.6			30.7			24.1	
Approach LOS		С			С			С			С	
Intersection Summary												
•	HCM 2000 Control Delay 29.8			Н	CM 2000	Level of	Service		С			
1 /			0.83	_								
, ,			70.0		um of los				13.5			
Intersection Capacity Utilizat	tion		75.9%	IC	CU Level	of Service	;		D			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		41₽	7		€1 }			4	7	ሻ		7
Traffic Volume (vph)	9	1019	278	265	705	2	183	19	271	39	144	3
Future Volume (vph)	9	1019	278	265	705	2	183	19	271	39	144	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5			4.5	4.5	4.5	4.5	4.5
Lane Util. Factor		0.95	1.00		0.95			0.95	0.95	1.00	1.00	1.00
Frpb, ped/bikes		1.00	0.91		1.00			1.00	0.96	1.00	1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00			1.00	1.00	1.00	1.00	1.00
Frt		1.00	0.85		1.00			0.98	0.85	1.00	1.00	0.85
Flt Protected		1.00	1.00		0.99			0.96	1.00	0.95	1.00	1.00
Satd. Flow (prot)		3538	1441		3490			1663	1445	1770	1863	1556
Flt Permitted		1.00	1.00		0.99			0.58	1.00	0.36	1.00	1.00
Satd. Flow (perm)		3538	1441		3490			1006	1445	678	1863	<u> 1556</u>
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)	10	1108	302	288	766	2	199	21	295	42	157	3
RTOR Reduction (vph)	0	0	78	0	0	0	0	5	205	0	0	2
Lane Group Flow (vph)	0	1118	224	0	1056	0	0	245	60	42	157	1
Confl. Peds. (#/hr)			32			28			13			4
Confl. Bikes (#/hr)			10			8			2			
Turn Type	Split	NA	Perm	Split	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	2	2		1	1			8			4	
Permitted Phases			2				8		8	4		4
Actuated Green, G (s)		33.5	33.5		30.5			22.5	22.5	22.5	22.5	22.5
Effective Green, g (s)		33.5	33.5		30.5			22.5	22.5	22.5	22.5	22.5
Actuated g/C Ratio		0.34	0.34		0.30			0.22	0.22	0.22	0.22	0.22
Clearance Time (s)		4.5	4.5		4.5			4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)		2.0	2.0		2.0			2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)		1185	482		1064			226	325	152	419	350
v/s Ratio Prot		c0.32			c0.30						80.0	
v/s Ratio Perm			0.16					c0.24	0.04	0.06		0.00
v/c Ratio		0.94	0.47		0.99			1.09	0.18	0.28	0.37	0.00
Uniform Delay, d1		32.3	26.2		34.6			38.8	31.3	32.0	32.8	30.0
Progression Factor		1.00	1.00		1.00			1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		15.7	3.2		25.6			84.5	0.1	0.4	0.2	0.0
Delay (s)		48.0	29.4		60.2			123.3	31.4	32.4	33.0	30.0
Level of Service		D	С		Е			F	С	С	С	С
Approach Delay (s)		44.1			60.2			76.0			32.8	
Approach LOS		D			Е			Е			С	
Intersection Summary												
HCM 2000 Control Delay 53.9			53.9	Н	CM 2000	Level of	Service		D			
HCM 2000 Volume to Capac	HCM 2000 Volume to Capacity ratio 1.00											
Actuated Cycle Length (s) 100			100.0	S	um of lost	t time (s)			13.5			
Intersection Capacity Utilizat	ion		95.3%		U Level				F			
Analysis Period (min)			15									