UPTOWN, NORTH PARK AND GOLDEN HILL CPU

Traffic Impact Study



JUNE 2015 | FINAL

Prepared By: **Kimley » Horn**

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 & 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

Segments

- 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.

Contents

EXEC	UTIVE	SUMMARY	2
1	INTR	ODUCTION	1-1
	1.1	Project Description	
	1.2	Analysis Scenarios	
2	METI	HODOLOGY	2-1
	2.1	Study Intersections	2-1
	2.2	Analysis Process	2-5
	2.3	Significance Determination	2-9
3	EXIS	TING CONDITIONS	3-1
	3.1	Road Network	
	3.2	Traffic Volumes	
	3.3	Intersection Analysis	
	3.4	Roadway Segment Analysis	
	3.5	Freeway Segment Analysis	
	3.6	Freeway Ramp Metering Analysis	
4	FUTU	JRE COMMUNITY BUILDOUT CONDITIONS	4-1
	4.1	Road Network	4-1
	4.2	Traffic Volumes	4-1
	4.3	Intersection Analysis	
	4.4	Roadway Segment Analysis	
	4.5	Freeway Segment Analysis	
	4.6	Freeway Ramp Metering Analysis	
5	SIGN	IFICANCE OF IMPACTS AND MITIGATION MEASURES	5-1
	5.1	Uptown	5-1
	5.2	North Park	5-6
	5.3	Golden Hill	
	5.4	Freeways	
6	POS	T-MITIGATION ANALYSIS	6-15
	6.1	Intersection Analysis	6-15
	6.2	Roadway Segment Analysis	6-15
	6.3	Freeway Segment and Ramp Meter Analysis	6-15

Figures

Figure 1-1 Regional Vicinity Map	1-2
Figure 1-2 Project Area Boundary	1-3
Figure 1-3 Propose Land Use: Uptown	1-11
Figure 1-4 Propose Land Use: North Park	1-12
Figure 1-5 Propose Land Use: Golden Hill	1-13
Figure 2-1 Study Intersections	2-4
Figure 3-1 Existing Roadway Functional Classification: Uptown	3-13
Figure 3-2 Existing Roadway Functional Classification: North Park	3-14
Figure 3-3 Existing Roadway Functional Classification: Golden Hill	3-15
Figure 3-4 Existing Peak-Hour Intersection Volumes: Uptown	3-17
Figure 3-5 Existing Peak-Hour Intersection Volumes: Uptown (Cont.)	3-18
Figure 3-6 Existing Peak-Hour Intersection Volumes: North Park	3-19
Figure 3-7 Existing Peak-Hour Intersection Volumes: Golden Hill	3-20
Figure 3-8 Existing Roadway Segment ADT Volumes: Uptown	3-21
Figure 3-9 Existing Roadway Segment ADT Volumes: North Park	3-22
Figure 3-10 Existing Roadway Segment ADT Volumes: Golden Hill	3-23
Figure 4-1 Future Year Proposed Land Use Roadway Segment ADT Volumes: Uptown	4-2
Figure 4-2 Future Year Proposed Land Use Roadway Segment ADT Volumes: North Park	4-3
Figure 4-3 Future Year Proposed Land Use Roadway Segment ADT Volumes: Golden Hill	4-4
Figure 4-4 Future Year Proposed Land Use Peak-Hour Intersection Volumes: Uptown	4-6
Figure 4-5 Future Year Proposed Land Use Peak-Hour Intersection Volumes: Uptown (Cont.)	4-7
Figure 4-6 Future Year Proposed Land Use Peak-Hour Intersection Volumes: North Park	4-8
Figure 4-7 Future Year Proposed Land Use Peak-Hour Intersection Volumes: Golden Hill	4-9

Tables

Table 1-1 Trip Generation Comparison: Uptown	1-4
Table 1-2 Trip Generation Comparison: Uptown (cont.)	1-5
Table 1-3 Trip Generation Comparison: Uptown (cont.)	1-6
Table 1-4 Trip Generation Comparison: North Park	1-7
Table 1-5 Trip Generation Comparison: North Park (cont.)	1-8
Table 1-6 Trip Generation Comparison: Golden Hill	1-9
Table 1-7 Trip Generation Comparison: Golden Hill (cont.)	1-10
Table 2-1 Study Intersections: Uptown	2-1
Table 2-1.2 Study Intersections: North Park	2-2
Table 2-1.3 Study Intersections: Golden Hill	2-3
Table 2-2 Level of Service (LOS) Criteria for Intersections	2-6
Table 2-3 City of San Diego Roadway Segment Capacity and Level of Service	2-7
Table 2-4 LOS Criteria For Freeway Segment Analysis	2-8
Table 2-5 Significance Criteria For Facilities in Study Area	2-10
Table 3-1 Existing Conditions Summary of Intersection Analysis	3-26
Table 3-2 Existing Conditions Summary of Intersection Analysis (Cont.)	3-27
Table 3-3 Existing Conditions Summary of Intersection Analysis (Cont.)	3-28
Table 3-4 Existing Conditions Roadway Segment LOS Summary	3-31
Table 3-5 Existing Conditions Roadway Segment LOS Summary (cont.)	3-32
Table 3-6 Existing Conditions Roadway Segment LOS Summary (cont.)	3-33
Table 3-7 Existing Conditions Roadway Segment LOS Summary (cont.)	3-34
Table 3-8 Existing Conditions Roadway Segment LOS Summary (cont.)	3-35
Table 3-9 Existing Conditions Roadway Segment LOS Summary (cont.)	3-36
Table 3-10 Existing Conditions Roadway Segment LOS Summary (cont.)	3-37
Table 3-11 Existing Conditions Freeway Segment Analysis Summary	3-39
Table 3-12 Existing Conditions Freeway Segment Analysis Summary (cont.)	3-40
Table 3-13 Existing Conditions Freeway Segment Analysis Summary (cont.)	3-41
Table 3-14 Existing Conditions Freeway Segment Analysis Summary (cont.)	3-42
Table 3-15 Existing Conditions Summary of Freeway Ramp Metering	3-43
Table 4-1 Future Year Summary of Intersection Analysis	4-11
Table 4-2 Future Year Summary of Intersection Analysis (cont.)	4-12
Table 4-3 Future Year Summary of Intersection Analysis (cont.)	4-13
Table 4-4 Future Year Summary of Roadway Segment Analysis	4-14
Table 4-5 Future Year Summary of Roadway Segment Analysis (cont.)	4-15
Table 4-6 Future Year Summary of Roadway Segment Analysis (cont.)	4-16

Table 4-7 Future Year Summary of Roadway Segment Analysis (cont.)	4-17
Table 4-8 Future Year Summary of Roadway Segment Analysis (cont.)	4-18
Table 4-9 Future Year Summary of Roadway Segment Analysis (cont.)	4-19
Table 4-10 Future Year Summary of Roadway Segment Analysis (cont.)	4-20
Table 4-11 Future Year Freeway Segment Analysis Summary	4-21
Table 4-12 Future Year Freeway Segment Analysis Summary (cont.)	4-22
Table 4-13 Future Year Summary of Ramp Metering Analysis	4-23
Table 6-1 Post Mitigation Summary of Intersection Analysis	6-15
Table 6-2 Post Mitigation Summary of Roadway Segment Analysis	6-16
Table 6-3 Post Mitigation Summary of Roadway Segment Analysis	6-17
Table 6-4 Post Mitigation Summary of Roadway Segment Analysis	6-18
Table 6-5 Post Mitigation Summary of Roadway Segment Analysis	6-19
Table 6-6 Post Mitigation Summary of Roadway Segment Analysis	6-20
Table 6-7 Post Mitigation Summary of Roadway Segment Analysis	6-21

Appendices

- 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

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

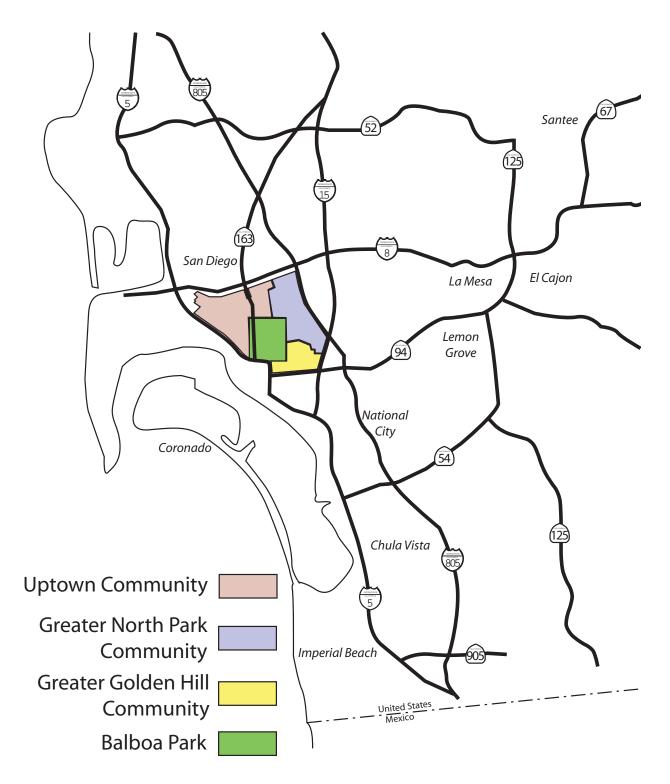
A total of two scenarios were analyzed as part of the project, which are listed below:

Existing Conditions

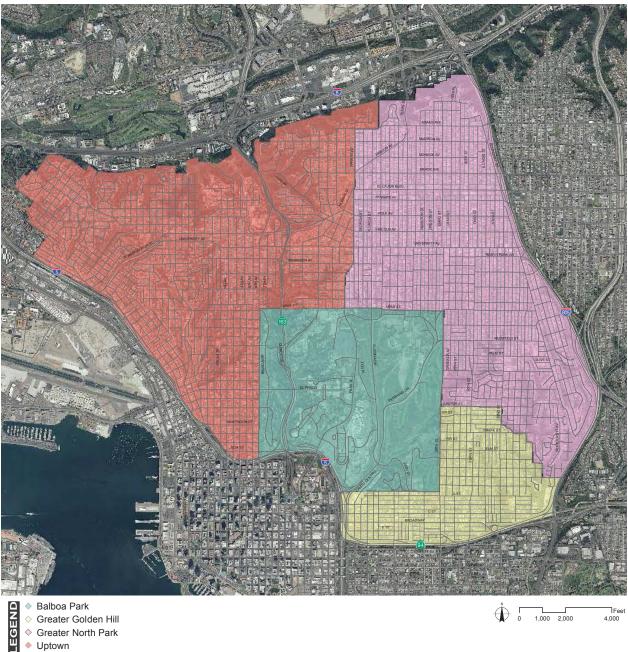
1) Existing Conditions: Represents the traffic conditions of the existing street network.

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.



Regional Vicinity Map



Balboa Park
 Greater Golden Hill
 Greater North Park

Uptown

0 1,000 2,000 Feet 4,000

Project Area Boundary

Land Lies		2008			Adopte	d	Proposed			
Land Use	Amou	nt	Vehicle	ehicle Amount		Vehicle	Amount		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 1-1 Trip Generation Comparison: Uptown

Land Use		2008			Adopte	d	Proposed			
Land Use	Amou	nt	Vehicle	Amo	ount Vehicle		Amount		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 1-2 Tri	o Generation	Comparison:	Uptown	(cont.))

Land Use		2008			Adopte	d	Proposed		
Land Ose	Amou	nt	t Vehicle Amount Vehicle 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 1-3 Trip Generation Comparison: Uptown (cont.)

	-	2008		-	Adopted					
Land Use			Vehicle			Vehicle	Proposed icle Amount		Vehicle	
ACTIVE PARK (AC)	15.5	acre	773	15.5	acre	773	16	acre	798	
ARTERIAL COMMERCIAL	15.5	acie	775	13.5	acie	775	10	acre	798	
(KSF)	1163.9	ksf	46126	608.3	ksf	24213	608.3	ksf	24213	
AUTO DEALERSHIP {KSF)	32.3	ksf	1621	0.6	ksf	30	0.6	ksf	30	
AUTO PART SALE (KSF)	18.7	ksf	1198	0	ksf	0	0	ksf	0	
	10.7	KJI	1150	0	KJI	0	0	KJI	0	
AUTO RENTAL SERV (LS-KSF)	2.8	ls-ksf	36	0	ls-ksf	0	0	ls-ksf	0	
AUTO REPAIR (KSF)	82.6	ksf	1703	14.4	ksf	296	14.4	ksf	296	
CAR-WASH (SELF-WASH										
STALL)	8	stalls	797	0	stalls	0	0	stalls	0	
CASINO (ksf)	0.3	ksf	3	0	ksf	0	0	ksf	0	
CHURCH (NO DAY-CARE KSF)	358.2	ksf	1791	358.2	ksf	1791	358.2	ksf	1791	
CLINIC (KSF)	0	ksf	0	1	ksf	33	1	ksf	33	
COMMUNICATION OR						_			-	
UTILITY COMMUNITY COMMERCIAL	1	acre	3	1	acre	2	1	acre	2	
(KSF)	12.6	ksf	879	627 E	ksf	44531	612.0	ksf	42876	
CONVALESCENT/NURSING	12.0	KSI	879	637.5	KSI	44551	613.8	KSI	42870	
(BED)	12	bed	35	12	bed	35	12	bed	35	
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	1384	
DRUG STORE (KSF)	37.7	ksf	3397	37.7	ksf	3397	37.7	ksf	3397	
	_	-			-			-		
ELEMENTARY SCHOOL (STU)	1282	stu	3725	1897	stu	5512	1897	stu	5512	
FINAN INST(W/O-DR/THR-										
KSF)	20.3	ksf	2870	20.3	ksf	2870	20.3	ksf	2870	
FINANCIAL INST(W DR/THR-			2207			2207				
KSF)	11.7	ksf	2207	11.7	ksf	2207	11.7	ksf	2207	
FIRE OR POLICE STATION	0	site	0	1	site	228	1	site	228	
FURNITURE STORE (KSF)	47.1	ksf	283	2	ksf	12	2	ksf	12	
GAS STATION W FMART (PUMP)	50		0270	FC		0270	FC		0270	
	56	pump	8379	56	pump	8379	56	pump	8379	
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	0	
		-	_		-	_	-	-	-	
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	
LIBRARY (KSF)	18.8	ksf	939	18.8	ksf	939	18.8	ksf	939	
LIGHT INDUSTRY (KSF)	17.4	ksf	263	0	ksf	0	0	ksf	0	
LOW-RISE HOTEL/MOTEL-				-		-	Ŧ		-	
ROOM	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	2234	
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	927	
LR OFFICE (5K-10K KSF)	81	ksf	2568	81	ksf	2568	81	ksf	2568	

		2008			Adopted					
Land Use	Δm	ount	Vehicle	Δm	ount	Vehicle	Proposed Vehicle Amount		Vehicle	
LR OFFICE (U 5K KSF)	73.4	ksf	2869	73.4	ksf	2869	73.4	ksf	2869	
MARKET OPEN 16HR/DAY	73.4	K31	2809	73.4	K31	2809	73.4	K31	2809	
(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	12.5	ucie	Ū	1.5	ucre	0	1.0	ucre	0	
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) RESTAURANT (FAST-FOOD	12.7	ksf	495	12.7	ksf	495	12.7	ksf	495	
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	
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	

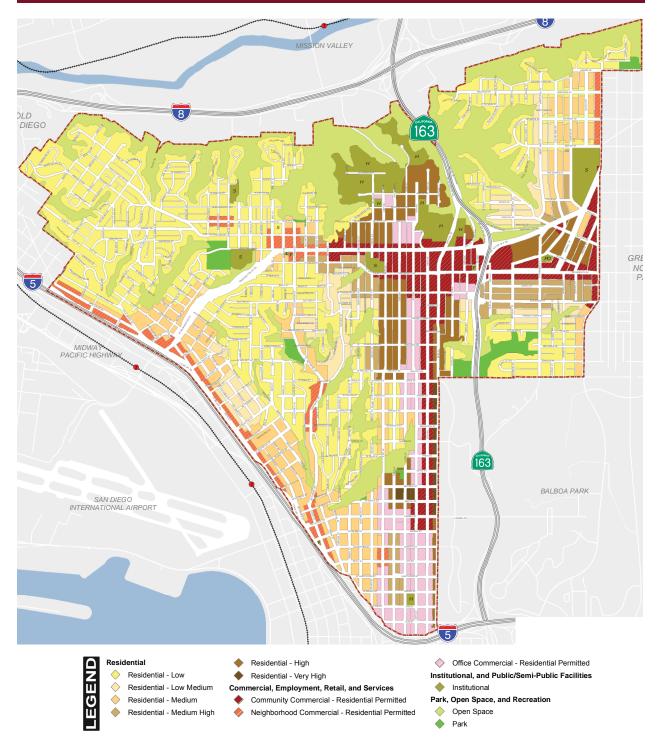
Table 1-5 Trip Generation Comparison: North Park (cont.)

		2008			Adopted					
Land Use	Am	ount	Vehicle	Am	ount	Vehicle	Am	Proposed ount	Vehicle	
ARTERIAL COMMERCIAL	,	ount	veniere	,	ount	v ennere	,	ount	Veniere	
(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	ksf	321	21.4	ksf	321	21.4	ksf	321	
COMMUNITY	21.4	K31	521	21.4	K31	521	21.4	K31	521	
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	
(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										
(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										
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		1050	303	uujuere	2111	303	uujuere	2112	
(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 GROUP QUARTERS	0.8	acre	3	0	acre	0	0	acre	0	
OTHER GROUP QUARTERS	0.0		5	Ŭ		5	5		, j	
(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.										
(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	5.0	167	1120	0	1671	0	0	121	0	
KSF)	2.8	ksf	1930	2.8	ksf	1930	2.8	ksf	1930	

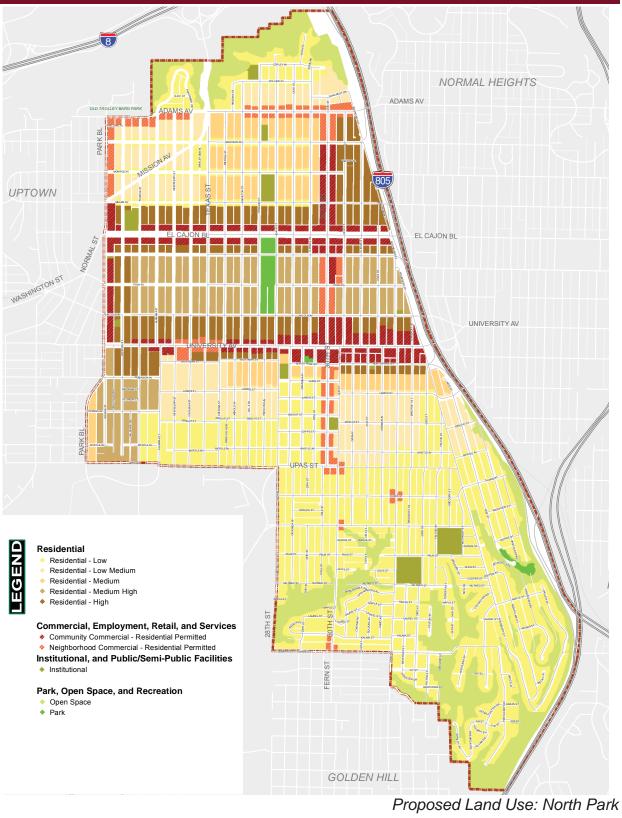
Table 1-6 Trip Generation Comparison: Golden Hill

Land Use		2008		Adopted Proposed					
Land Ose	Amo	ount	Vehicle	Am	ount	Vehicle	Amo	ount	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

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

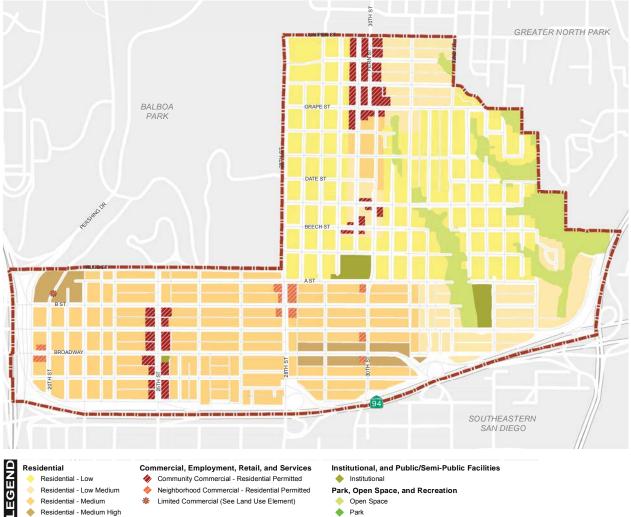


Proposed Land Use: Uptown



٠

Residential - Medium High



- * Limited Commercial (See Land Use Element)
- 🔶 Open Space
- 🔶 Park

Proposed Land Use: Golden Hill

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

	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

Table 2-1 Study Intersections: Uptown

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	Sassafras St & Kettner Blvd	Traffic Signal
21	Sassafras St & India St	Traffic Signal
22	Laurel St & India St/ I-5 NB On-Ramp	Traffic Signal
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.

	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

 Table 2-1.2
 Study Intersections: North Park

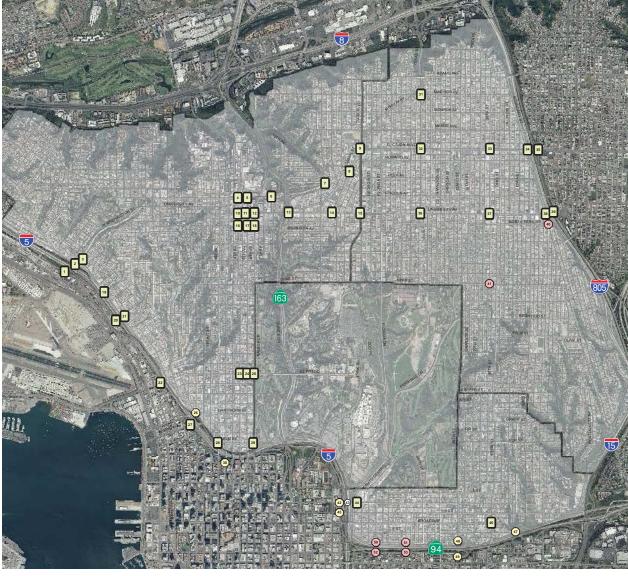
As shown in the table, 9 of the 11 intersections evaluated in the North Park community are signalized while 2 intersections are all-way stop controlled unsignalized. The majority of the intersections include at least one of the major roadways within the community, which are El Cajon Boulevard, University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

	Table 2-1.3	Study Intersections: Golden Hill	
--	-------------	----------------------------------	--

	Intersection	Traffic Control
42	B St & 17th St/I-5 SB Off-Ramp	One-way stop controlled
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





Feet 0 1,000 2,000 4,000

Study Intersections

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.

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:			
(a)	2000 Highway Capacity Manual,	, Chapter 16, Page 2, Exhibit 16-2	
(b)	2000 Highway Capacity Manual,	, Chapter 17, Page 2, Exhibit 17-2	

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

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.

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	5 000	7 000	10.000	12.000	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	_	_

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

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.

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, freedom to maneuver 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, maneuverability and psychological comfort extremely poor
Fo	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
F₃	1.36 - 1.45	Very severe 2-3 hour delay	Extremely heavy congestion, very long queues
F ₄	>1.46	Extremely severe 3+ hour delay	Gridlock
Notes: Based o	on the 1992 Caltrans guidelines.		

Table 2-4 LOS Criteria For Freeway Segment Analysis

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 material substances and the project as 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
- 3. 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.

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

Table 2-5 Significance Criteria For Facilities in Study Are	Table 2-5	Significance	Criteria Fo	r Facilities in	Study Area
---	-----------	--------------	-------------	-----------------	------------

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. The posted speed limit is 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 is 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.

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 is 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.

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. 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 its western terminus and Park Boulevard, and as a Class III (Bike Route) facility between Park Boulevard and University Avenue with an option of a Class II (Bike Lanes) facility between 30th 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 Thom 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 B 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, 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 Upass 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 1-5 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 1-5 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.

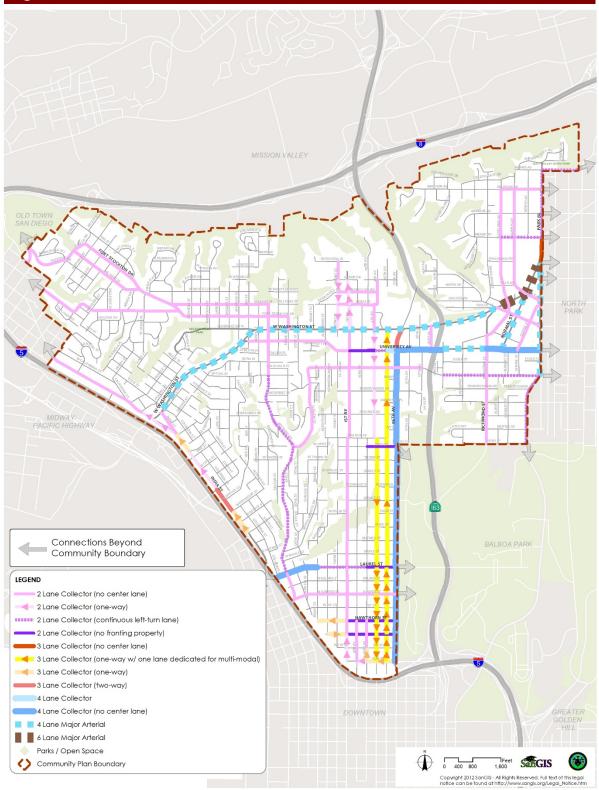
State Route 15 / Interstate 15 is a significant north-south interstate that traverses from San Diego to Salt Lake City through the states of California, Nevada, and Utah. SR-15 can be accessed by SR-94 and I-805, but direct access is not provided from within the vicinity of the study area.

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.

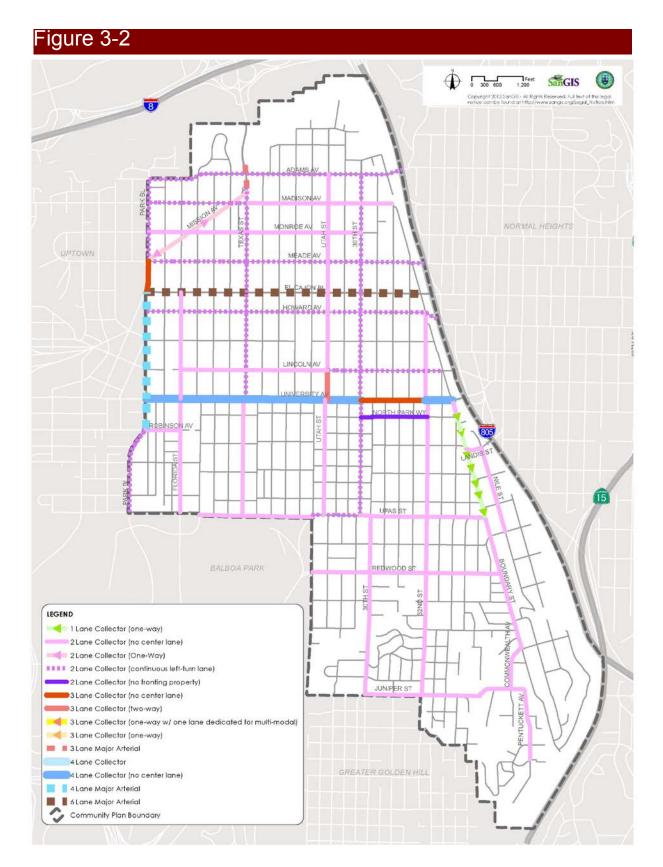
State Route 94 connects San Diego with the rural areas east of San Diego. Termini are located at downtown San Diego and at I-8 near the community of Boulevard in southeastern San Diego County. SR-94 can be directly accessed from the Golden Hill community and provides connections with I-5, SR-15 and I-805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

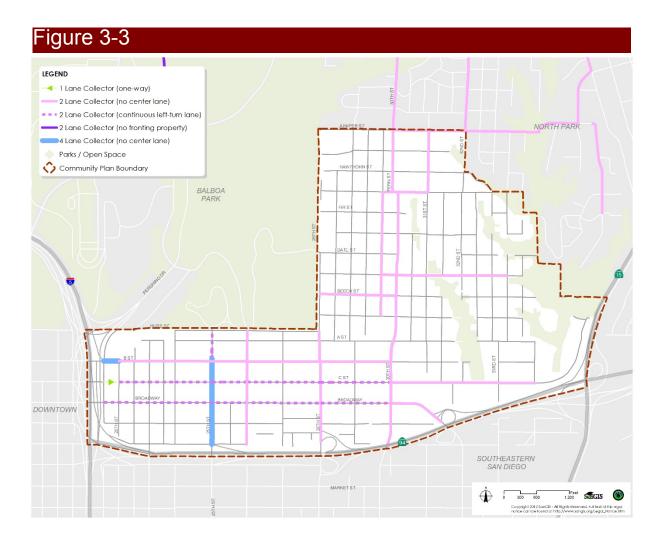
Figure 3-1



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	3-4						
1 1 1 1 1 1 1 1 1 1 1 1 1 1	⇔ 372 / 363 2 399 / 394 Washington St	2 St object St obje	 545 545 651 / 573 Washington St 0 0 221 / 521 60 	3 LL 6 2 0 4 / 27 534 / 989 10 / 85 5 10 / 85 5 10 / 85 5 10 / 85 10 / 85 10 / 85 10 / 85 10 / 85 10 / 85 10 / 10 / 10 / 10 / 10 / 10 / 10 / 10 /	 ∞ 0 / 9 ⇔ 1302 / 1061 ∞ 24 / 68 Washington St ∞ 0 / 9 ∞	4 4 122 /149 122 /149 122 /149 122 /149 122 /149 122 /149 123 /149 123 /149 113 /116 8 Fourth Ave	 S 120 / 61 ⇔ 1147 / 951 271 / 304 Washington St
5 247 c t t t t t t t t t t t t t t t t t t	© 0 / 116 ⇔ 1379 / 979 Washington St © ⊕ Ø 9980 / 0 80 /	6 7 0 21/ 8 4 7 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1110 1110	7 430 / 714	∾ 1409 / 761 ⇔ 669 / 433 Washington St 27 4	8 6 6 6 7 7 7 7 7 7 7 7 7 7 7 7 7	 № 11/11 ⇔ 25/23 ∞ 285/116 ∞ 1/2 Polk Ave ♀ ♀ ♀ ♀<!--</td-->
9 041 / 188 12 86 9 / 66 69 / 66	© 74 / 55 ⊕ 511 / 391 2 129 / 143 El Cajon Blvd © 0 80 80 80 80 129 / 143 El Cajon Blvd 0 90 127 / 12 129 / 143 El Cajon Blvd 0 129 / 143 129 / 155 129 / 143 129 / 150 120 / 10	10 66 / 61 0 23 / 71 S 10 00 00 0 00 0 0	⇔ 42 / 416 2 66 / 195 University Ave	11 \$\$\$ \$\$\$ \$\$\$ \$\$\$ \$\$\$ \$\$\$ \$\$\$	 ≈ 258 / 248 ⇔ 641 / 630 University Ave % 0 2 % 0 4 <	12 12 12 14 158/358 24/43 % 158/358 ⇔ 24/43 %	© 203 / 187 © 373 / 427 2 134 / 140 University Ave © 100 - 1 0 - 100 - 100 - 1 0 - 100 -
13 69 / 92 / 9 69 / 92 / 9 99 / 92 2 0 49 / 145 0 385 / 895 ⇒ 71 / 178 ๖	∞ 16 / 23 ⇔ 604 / 585 ∞ 179 / 108 University Ave 095 / 61 ∞ 28/ 76 58/ 76 41	14 02 60 55 18 02 03 94<	∞ 56 / 40 ⇔ 544 / 594 University Ave	15 12 12 12 12 12 12 12 12 12 12	 S 97 / 81 ⇔ 480 / 420 ⊘ 110 / 79 University Ave S 0 Ø E 122 E 122	16 97 120 / 214 200 / 214 34 / 43 97 200 / 214 97 200 / 210 /	⇔ 151 / 265 2 76 / 73 Robinson Ave
17 ¥ ₩ ± 53 / 53 Ø 250 / 305 ↔	 № 66 / 106 ⇔ 228 / 231 Robinson Ave № 0 Ø L0 L / 8 E 60 L0 L / 8 E 60 	18 61.1/98 888 8 150/145 152/302 24/26 8 24/26	5 9 / 34 ⇔ 197 / 188 2 87 / 128 Robinson Ave 5 0 2 12 900 2 000	19 8 19	 54 / 33 ⇒ 26 / 21 Vine St \$ ⊕ 2 \$ ⊕ 2	© 02 00 © 02 00 © 02 00 02 00 00 00 00 00 00 00 00 00 00	⇔ 118 / 60 2 144 / 89 Sassafras St

UPTOWN



Existing Peak-Hour Intersection Volumes: Uptown

FIGURE 3	5-5						
21 šš epper	is 18 / 11 ⇔ 37 / 25 Sassafras St	22 55 99 Laurel St	5,5,007,8,009 0,125/174 5,6/0 ⇔ 182/202	 ≈ 97 /91 ≈ 456 /455 ≈ 31 /62 Fourth Ave 	⇔ 233 / 279 ☆ 58 / 41 Laurel St		55 ⊂ 54 / 78 ⇔ 195 / 335 Laurel St
84 / 285	220 / 115 ∞ 782 / 1380 ⇔ 9 / 25 ∞	3 / 622	28/32 Ø 16/7 0 97/220 0 16/42 Ø	324 / 561 ⇔ 86 / 48 ∿		137 / 214	85 / 69 ∞ 593 / 764 ⇔ 58 / 105 ∞
 5 140 / 136 ⇔ 477 / 522 ⊗ 69 / 103 Sixth Ave 	∾ 19 / 120 ⇔ 42 / 84 ∞ 14 / 67 Laurel St	92 32 32 32 32 32 32 32 32 32 32 32 32 32	∾ 379 / 786 ⇔ 55 / 129 Hawthorn St	27 8 9 8 9 8 9 8 9 8 9 8 9 8 9 8 9 8 9 8	Grape St	28	2
128 / 236	64 /81 ≥ 326 /395 ⇒ 26 /62 ≥		3 /2 3 0 /1 5 48 /108 2	44 / 23	49 /84 स्		584 / 1368 ∞ 140 / 219 ⇔ 33 / 45 ∞
67 88 / 68 / 68 / 68 / 68 / 68 / 68 / 68	 № 1082 / 356 ⇔ 1200 / 398 № 1166 / 468 Elm St 	 R 108 / 234 M 149 / 130 M 149 / 130 M 63 / 43 Second St 	Cedar St				
		644 / 412 ⇔ 214 / 49 ∾	20 / 74 ⇔ 14 / 16 ⊵				

UPTOWN





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

FIGURE 3	0-0						
0 40 /123 0 252 857 0 59 /215 Texas St	© 386 / 195 ⇔ 39 / 54 2 22 / 19 Madison Ave	25 5 73/123 ⇒ 151/481 ∞ 74/272 Texas St	 588 / 100 585 / 579 44 / 66 El Cajon Blvd 	22 25 /61 ⇒ 146 / 302 ⇒ 146 / 302 ⇒ 107 /164 30th St	 5 73 / 85 ⇔ 860 / 1083 ∞ 71 / 192 El Cajon Blvd 	34 2/2 2/2 ∞ 2/2 137/607 Heloo SB Ramps	⇔ 946 / 943 ∞ 188 / 280 El Cajon Blvd
307 / 226	9 /24 & 614 /563 ⊕ 13 /12 &	75 / 165	59 / 41 & 265 / 253 ग 20 / 60 &	29 / 64	76 / 101 & 146 / 232 & 146 / 232 & 136 & 136 &	716 / 1123 ⇔ 502 / 601 ଋ	
35 sdmg H805 H805 H805 H805 H805 H805 H805 H805	∾ 346 / 275 ⇔ 613 / 866 El Cajon Blvd	92 ⇒ 73 /66 ⇔ 55 /136 ∞ 71 /171 Texas St	 № 48 / 62 ⇔ 434 / 490 № 9 / 12 University Ave 	22 29 / 81 ⇔ 176 / 407 ∞ 40 / 95 30th St	 S 38 / 59 ⇔ 384 / 399 ∞ 109 / 141 University Ave 	85 1 / 2 ⇔ 62 / 101 ∞ 26 / 31 Boundary St	 N 0 / 2 ⇔ 437 / 557 ∞ 180 / 233 University Ave
513 / 265	519 / 333 & 1 / 1 + 1 + 1 + 1 + 1 + 1 + 1 + 1 + 1 +	58 / 87	67 / 49 27 71 / 135 45 13 / 32 22	67 / 98	65 / 84 2 168 / 306 4 101 / 126 2	1 / 2	86 / 118
6 6 6 13 / 30 ⇔ 52 / 30 ⇔ 20 / 54 I-905 NB Ramps	 № 8 / 17 ⇔ 290 / 372 ∞ 265 / 159 University Ave 	40 80 1 43 80 1 43 80 1 433 80 1 43 80 1	 № 187 / 413 ⇔ 107 / 229 ≥ 88 / 309 I-805 SB Ramps 	 4157 / 159 8 157 / 159 9 127 / 307 30th St (W) 	∾ 244 / 236 ⇔ 287 / 207 Upas St		
5 / 8	331 / 382 ≈ 85 / 149 ⇔ 132 / 223 ∿	107 / 238 ⇔ 57 6 / 17 ∿ 228	40 /24 23 76 /80 23	91 / 176 ⊘ 103 / 313 ⇔ and	1/1		

NORTH PARK



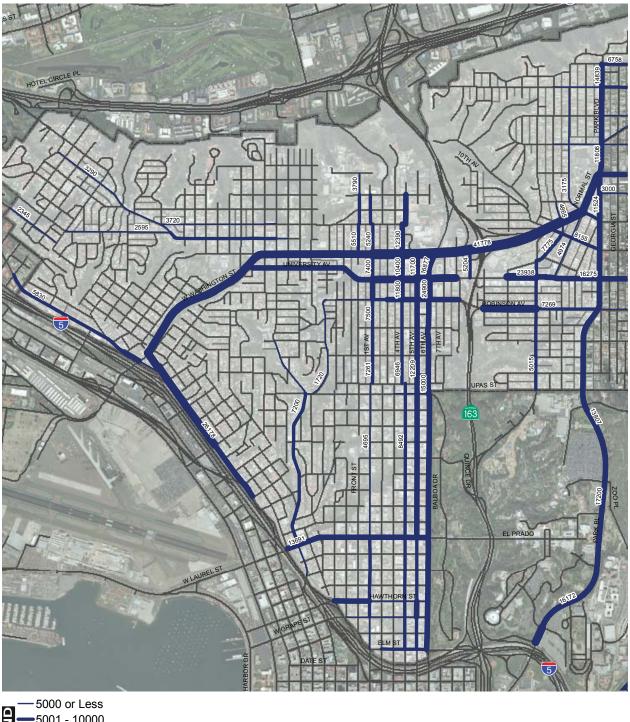
Existing Peak-Hour Intersection Volumes: North Park

FIGURE 3	D-1						
 5 427 / 294 ⇔ 23 / 52 H5 SB Ramps 	⇔ 1159 / 536 2 80 / 45 B St	43	⇔ 391 / 144 B St	(amp #	 № 16 / 21 ⇔ 346 / 101 ⇔ 337 / 125 	45 45	C St
17th St		L5 NB Off- Ramp	813 / 426 % 21 / 36 %	2/0 ⊅ 17/17 ⇔	61 / 28 2 232 / 146 2 97 / 234 4 8 / 20 2	326 / 754 ⇔ 129 / 289 ଋ	
49 14 / 30 ☆ 106 / 164 ☆ 501 / 384	∾ 498 / 484 ⇔ 161 / 75 ஜ 17 / 52 Broadway	vex 533 / 454 ⇔ 51 / 50 Broadway	∾ 577 / 511 ஜ 249 / 285 SR-94 WB Ramps	48 ⇔ 293.1444 ∞ 60./68 28th St	© 278 / 181 ⇔ 15 / 13 2 147 / 257 SR-94 WB Ramps	67 ⇔ 256 / 359 ∞ 297 / 446 28th St	∾ 81 / 153 ∞ 46 / 73 SR-94 EB Ramps
14 / 40 ở 35 / 57 ⇔ š 29 / 38 ∿ š	60 / 32 2 101 / 111 4 25 / 31 2		83 / 90 년 48 / 67 2	2 / 2	6 / 6 ⊘ 194 / 253 ⇔ 38 / 67 ∿		161 / 168 ⇔ 210 / 286 ∿
0 32 / 21 ⊕ 55 / 81 22nd St	 S 20 / 13 ⇔ 549 / 97 ☆ 62 / 62 FSt 	51 04/98 232/233 232/233 80binson Ave	 № 174 / 200 ⇔ 399 / 78 ≥ 99 / 212 F St 	 51 / 84 61 / 53 22nd St 	G St	2555 / 388 ∞ 217 / 369 25th St	G St
	142 /75 & 80 /76 &		130 /70 & 220 /196 ⇔	45 / 62	169 / 89 라 85 / 40 양	41 / 63	307 / 196 다 146 / 281 1

GOLDEN HILL

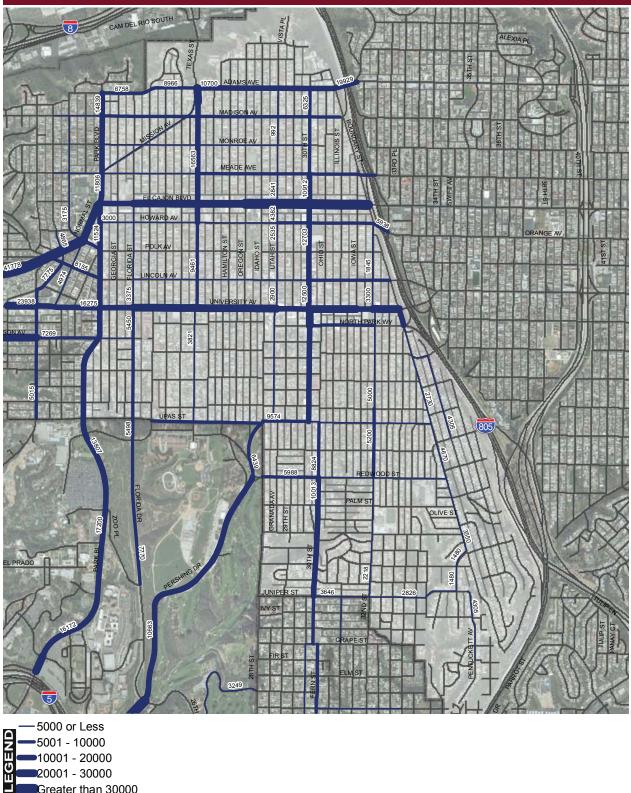


Existing Peak-Hour Intersection Volumes: Golden Hill

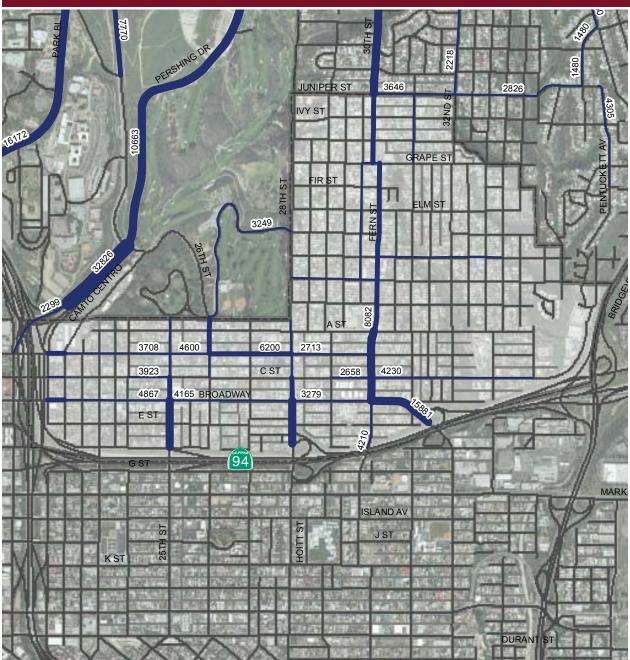


Existing Roadway Segment ADT Volumes: Uptown

20001 - 30000 Greater than 30000



Existing Roadway Segment ADT Volumes: North Park



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.

				EXIST	ГING
	INTERSECTION	TRAFFIC CONTROL	PEAK HOUR	DELAY (a)	LOS (b)
		UPT	OWN		
1	Washington St & Hancock St	Signal	AM	24.9	С
1	washington St & Hancock St	Sigilal	PM	28.2	С
2	Washington St & San Diego Ave	Signal	AM	19.7	В
2	washington St & San Diego Ave	Signal	PM	17.6	В
3	Washington St & India St	Signal	AM	11.7	В
5	washington St & India St	Signar	PM	14.2	В
4	Washington St & Fourth Ave	Signal	AM	25.2	С
-	washington St & Fourth Ave	Signar	PM	37.3	D
5	Washington St & Fifth Ave	Signal	AM	15.2	В
5	Washington St & That Tive	Digital	PM	16.3	В
6	Washington St & Eighth Ave/SR-163 Off-	Signal	AM	42.6	D
0	Ramp	5151101	PM	ECL	F
7	Washington St & Richmond St/SR-163	Signal	AM	18.6	В
· ·	On-Ramp	S-Billi	PM	13.2	В
8	Washington St/Normal St & Campus	Signal	AM	43.0	D
Ŭ	Ave/Polk Ave	5-ginii	PM	50.0	D
9	Normal St/El Cajon Blvd & Park Blvd	Signal	AM	25.2	С
		Signa	PM	34.3	С
10	University Ave & Fourth Ave	Signal	AM	29.1	С
10		5-ginii	PM	28.2	С
11	University Ave & Fifth Ave	Signal	AM	12.9	В
		Signa	PM	25.3	С
12	University Ave & Sixth Ave	Signal	AM	32.9	С
		5-ginii	PM	54.8	D
13	University Ave & Tenth St	Signal	AM	18.6	В
15		orginar	PM	20.6	С
14	University Ave & Normal St	Signal	AM	5.6	А
14	University Ave & Norman St	Signal	PM	10.6	В
15	University Ave & Park Blvd	Signal	AM	24.5	С
15	University Ave & Fark Bivd	Sigilar	PM	39.4	D
16	Debinson Ass & Esseth Ass	C:1	AM	21.4	С
16	Robinson Ave & Fourth Ave	Signal	PM	18.4	В
17		0. 1	AM	10.8	В
17	Robinson Ave & Fifth Ave	Signal	PM	15.0	В
10		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	B
20	Sassafras St & Kettner Blvd	Signal	PM	12.5	B
			AM	6.3	A
21	Sassafras St & India St	Signal	PM	20.9	C

Table 3-1 Existing Conditions Summary of Intersection Analysis

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 movement.

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

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

				EXIS	ГING	
	INTERSECTION	TRAFFIC CONTROL	PEAK HOUR	DELAY (a)	LOS (b)	
		UPTOW	N (cont.)			
22	Laurel St & India St/I-5 NB On-Ramp	Signal	AM	17.0	В	
22	Laurer St & India SVI-5 NB On-Kamp	Signal	PM	21.4	С	
23	Laurel St & Fourth Ave	Signal	AM	12.2	В	
25		Bighar	PM	14.9	В	
24	Laurel St & Fifth Ave	Signal	AM	12.3	В	
2.			PM	12.7	В	
25	Laurel St & Sixth Ave	Signal	AM	13.7	В	
_			PM	20.5	С	
26	Hawthorn St & Brant St	Two-Way Stop	AM	9.9	А	(SB F
			PM	12.9	В	(SB R
27	Grape St & State St	Signal	AM	15.7	В	
		Ű	PM	18.7	В	
28	Elm St & First Ave	Signal	AM	13.3	В	
		C .	PM	21.6	С	
29	Elm St & Sixth Ave	Signal	AM	54.4	D	
		Ű	PM	14.8	В	
30	Cedar St & Second Ave	Two-Way Stop	AM	31.8	D	(SB F
			PM	18.0	С	(SB R
	1	NORT	HPARK	/		
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	С	
		-	PM	50.2	D	
34	El Cajon Blvd & I-805 SB Ramps	Signal	AM	18.4	В	
			PM	80.9	F	
35	El Cajon Blvd & I-805 NB Ramps	Signal	AM	27.9	С	
			PM	19.2	В	
36	University Ave & Texas St	Signal	AM	19.5	В	
20		, Signal	PM	72.7	E	
37	University Ave & 30th St	Signal	AM	25.0	С	
57	Chivelshy Ave & Sour St	Bighar	PM	49.2	D	
38	University Ave & Boundary St	Signal	AM	23.0	С	
50	buildary St	Sigliai	PM	42.1	D	
39	University Ave & I-805 NB Ramps	Signal	AM	29.0	С	
39	University Ave & 1-003 IND Kallips	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	

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

otes:

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 movement.

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

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

				EXISTING			
	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	С		
71		7 m- 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	
			PM	29.3	D	(SB TR	
43	B St & I-5 NB Off-Ramp	No Conflicting	AM	N/A	N/A		
10	b bree i b i ib on i iump	Movements	PM	N/A	N/A		
44	B St & 19th St/I-5 NB On-Ramp	NORTH PARK All-Way Stop GOLDEN H One-Way Stop	AM	9.4	А		
	b St & Thir Strip The On-Ramp	Signar	PM	6.8	А		
45	C St & 17 St	One Way Stop	AM	13.7	В	(SB TR	
45	6 51 & 17 51	One-way Stop	PM	23.3	С	(SB TR	
46	Broadway & 30th St	Signal	AM	14.2	В		
40			PM	11.9	В		
47	SR-94 WB Ramps & Broadway	One Way Stop	AM	63.0	F	(WB L	
47	SK-94 WB Kallips & 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	SK-94 WB Kallips & 28th 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	(WB L	
47	SK-94 EB Kamps & 28m St	One-way Stop	PM	507.0	F	(WB L	
50	F St & 22nd St	All Way Stop	AM	13.6	В		
50	F St & 22lid St	All-way Stop	PM	8.6	А		
51	F St & 25th St	All Way Stor	AM	20.8	С		
51		An-way Stop	PM	16.2	С		
52	G St & 22nd St	All Way Stor	AM	9.6	А		
52		All-Way Stop	PM	9.4	А		
53	G St & 25th St	All Way Stor	AM	12.4	В		
33	0 51 & 25111 51	All-Way Stop	PM	16.0	С		

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

Notes:

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 movement.

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

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

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)

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	А
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	Е
Pennsylvania Ave to Walnut Ave	2 Lane Collector (no center lane)	8,000	7,261	0.908	Е
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	C
Grape St to Elm St	2 Lane Collector (one-way)	17,500	3,285	0.188	Ā
Fourth Ave		17,000	0,200	0.100	
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 (no center lanc) 2 Lane Collector (one-way)	17,500	10,400	0.594	C
University Ave to Robinson Ave	2 Lane Collector (one-way) 2 Lane Collector (one-way)	17,500	11,800	0.674	C
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	B
Laurel St to Grape St	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	7,790	0.445	B
Grape St to Elm St	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	7,570	0.433	B
Fifth Ave	5 Earle Concetor (one-way w/ one rane dedicated for mant-modal)	17,500	7,570	0.435	D
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	C
Robinson Ave to Walnut Ave	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	12,209	0.698	c c
Walnut Ave to Laurel St	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	11,400	0.651	c c
Laurel St to Hawthorn St	· · · · ·	17,500	9,260	0.529	В
	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	,	,		C D
Hawthorn St to Grape St	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500 17,500	10,045 9,220	0.574 0.527	B
Grape St to Elm St	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,300	9,220	0.327	D
Sixth Ave	(Lana Callector (no conter lana)	15,000	16,877	0.844	D
Washington St to University Ave	4 Lane Collector (no center lane)	,	<i>,</i>		F
University Ave to Robinson Ave	4 Lane Collector (no center lane)	15,000	24,900	1.660	
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	3 Lane Collector (no center lane)	15,000	10,140	0.676	D
Juniper St to Grape St	3 Lane Collector (no center lane)	15,000	10,915	0.728	D
Grape St to Elm St	3 Lane Collector (no center lane)	15,000	10,650	0.710	D
Ninth Ave		0.000	5 00 1	0.651	
Washington St to University Ave	2 Lane Collector (no center lane)	8,000	5,204	0.651	D
Campus Ave/Polk Ave		0.000	2.177	0.207	n
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		0.077	1.0.7	0.000	-
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	А
Elm St					
Second Ave to Third Ave	2 Lane Collector (one-way)	17,500	7,889	0.451	В
Third Ave to Fifth Ave	3 Lane Collector (one-way)	26,000	8,179	0.315	А
Fifth Ave to Sixth Ave	3 Lane Collector (one-way)	26,000	6,720	0.258	А

Table 3-4 Existing Conditions Roadway Segment LOS Summary

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.

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

	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	А
Grape St			•		
Albatross St to First Ave	3 Lane Collector (one-way)	26,000	2,082	0.080	А
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	А
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		• •		<u> </u>	
Winder St to Glenwood Dr	3 Lane Collector (one-way)	26,000	8,345	0.321	А
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	E
Redwood St to Palm St	3 Lane Collector (one-way)	26,000	16,705	0.643	C
Juan St					
Harney St to Witherby St	2 Lane Collector (no center lane)	8,000	2,345	0.293	А
Laurel St			,0 10		
Columbia St to Union St	4 Lane Collector (no center lane)	15,000	13,691	0.913	Е
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		10,000	11,010	01700	
Fort Stockton Dr to Goldfinch St	2 Lane Collector (no center lane)	8,000	3,720	0.465	С
Lincoln Ave		0,000	*,,=*		
Washington St to Park Blvd	2 Lane Collector (no center lane)	8,000	8,155	1.019	F
Madison Ave		0,000	0,155	1.019	
Cleveland Ave to Park Blvd	2 Lane Collector (no center lane)	8,000	3,750	0.469	С
Meade Ave		0,000	5,750	0.102	
Cleveland Ave to Park Blvd	2 Lane Collector (continuous left-turn lane)	15,000	3,290	0.219	А
Normal St	2 Lane conceror (continuous ien-turn lane)	13,000	5,290	0.217	л
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	0.446	A

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 3-6 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	Е
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	А
Polk Ave to University Ave	4 Lane Major Arterial	40,000	13,936	0.348	А
University Ave to Robinson Ave	4 Lane Major Arterial	40,000	14,400	0.360	А
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	А
Reynard Wy					
Torrance St to Curlew St	2 Lane Collector (continuous left-turn lane)	15,000	1,955	0.130	А
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	Ε
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					
Brant St to First Ave	2 Lane Collector (no center lane)	8,000	1,995	0.249	А
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
Richmond St to Park Blvd	2 Lane Collector (continuous left-turn lane)	15,000	7,269	0.485	C
San Diego Ave			,,,		-
Hortensia St to Pringle St	2 Lane Collector (no center lane)	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	(\	,	.,.=•		
Laurel St to Juniper St	2 Lane Collector (no center lane)	8,000	4,140	0.518	С
Sunset Blvd		0,000	.,1 10	0.010	0
Witherby St to Fort Stockton Dr	2 Lane Collector (no center lane)	8,000	2,595	0.324	В
University Ave	2 Eane Concertor (no conter ante)	0,000	2,070	0.021	
Ibis St to Albatross St	2 Lane Collector (no center lane)	8,000	10,527	1.316	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 (no fronting property) 2 Lane Collector (continuous left-turn lane)	15,000	20,250	1.350	F
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	+ Lane Concetor (110 cellier falle)	13,000	10,275	1.005	ſ
Third Ave to Sixth Ave	2 Lane Collector (no fronting property)	10,000	4,475	0.448	В
Washington St	2 Lane Concetor (no nonting property)	10,000	+,+75	0.440	d
India St to University Ave	1 Lana Major Artorial	40,000	27,929	0.698	С
	4 Lane Major Arterial 4 Lane Major Arterial				
University Ave to First Ave	5	40,000	20,477	0.512	B
First Ave to Fourth Ave	4 Lane Major Arterial	40,000	25,745	0.644	<u>C</u>
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

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

ROADWAY SEGMENT	ROADWAY FUNCTIONAL CLASSIFICATION	LOS E CAPACITY	ADT	V/C RATIO (a)	LOS
	NORTH PARK				
30th St					
Adams Ave to Meade Ave	2 Lane Collector (continuous left-turn lane)	15,000	6,325	0.422	В
Meade Ave to El Cajon Blvd	2 Lane Collector (continuous left-turn lane)	15,000	10,912	0.727	D
El Cajon Blvd to Howard Ave	2 Lane Collector (continuous left-turn lane)	15,000	12,684	0.846	D
Howard Ave to Lincoln Ave	2 Lane Collector (continuous left-turn lane)	15,000	12,703	0.847	D
Lincoln Ave to University Ave	2 Lane Collector (continuous left-turn lane)	15,000	12,500	0.833	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 (continuous left-turn lane)	15,000	12,241	0.816	D
Upas St to Redwood St	2 Lane Collector (no center lane)	8,000	8,824	1.103	F
Redwood St to Juniper St	2 Lane Collector (no center lane)	8,000	10,013	1.252	F
32nd St					
Howard Ave to Lincoln Ave	2 Lane Collector (no center lane)	8,000	1,845	0.231	А
Lincoln Ave to University Ave	2 Lane Collector (no center lane)	8,000	3,300	0.413	В
University Ave to Myrtle Ave	2 Lane Collector (no center lane)	8,000	5,000	0.625	D
Myrtle Ave to Upas St	2 Lane Collector (no center lane)	8,000	6,985	0.873	E
Upas St St to Redwood St	2 Lane Collector (no center lane)	8,000	5,200	0.650	D
Redwood St to Juniper St	2 Lane Collector (no center lane)	8,000	2,218	0.277	A
Adams Ave		0,000	2,210	0.277	
Park Blvd to Alabama St	2 Lane Collector (continuous left-turn lane)	15,000	6,758	0.451	В
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
Boundary St	2 Lane conceror (continuous ien-turn lane)	15,000	1),)2)	1.52)	r
University Ave to North Park Way	2 Lane Collector (no center lane)	8,000	12,620	1.578	F
North Park Way to Myrtle Ave	1 Lane Collector (no center lanc)	7,500	2,730	0.364	B
Myrtle Ave to Redwood St	2 Lane Collector (on center lane)	8,000	4,670	0.584	C
Redwood St to Commonwealth Ave	2 Lane Collector (no center lane)	8,000	3,550	0.384	c
Commonwealth Ave	2 Lane Conector (no center rane)	8,000	3,330	0.444	C
	2 Lane Collector (no center lane)	8,000	1,480	0.185	٨
Boundary St to Juniper St	2 Lane Conector (no center rane)	8,000	1,400	0.185	A
El Cajon Blvd Park Blvd to Florida St	6 Lane Major Arterial	50,000	19,407	0.388	А
	ř.	50,000	23,366	0.388	B
Florida St to Texas St	6 Lane Major Arterial	50,000		0.407	В
Texas St to Oregon St	6 Lane Major Arterial	,	24,479		C
Oregon St to Utah St	6 Lane Major Arterial	50,000	32,468	0.649	
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		0.000	2.275	0.422	D
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		10.000		0.5-0	-
Upas St to Morley Field Dr	2 Lane Collector (no fronting property)	10,000	5,498	0.550	В
Howard Ave				0.0	
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	А
Texas St to Utah St	2 Lane Collector (continuous left-turn lane)	15,000	4,815	0.321	Α
Utah St to 30th St	2 Lane Collector (continuous left-turn lane)	15,000	6,137	0.409	В
30th St to 32nd St	2 Lane Collector (continuous left-turn lane)	15,000	7,187	0.479	С

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

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.

Juniper St 30th St to 32nd St 32nd St to Commonwealth Ave Landis St Boundary St to Nile St Lincoln Ave Florida St to Texas St Texas St to Utah St Utah St to 30th St 20th St to 32nd St	NORTH PARK 2 Lane Collector (no center lane) 2 Lane Collector (no center lane) 2 Lane Collector (no center lane)	8,000 8,000	3,646 2,826	0.455	
30th St to 32nd St 32nd St to Commonwealth Ave Landis St Boundary St to Nile St Lincoln Ave Florida St to Texas St Texas St to Utah St Utah St to 30th St	2 Lane Collector (no center lane) 2 Lane Collector (no center lane)			0.454	
32nd St to Commonwealth Ave Landis St Boundary St to Nile St Lincoln Ave Florida St to Texas St Texas St to Utah St Utah St to 30th St	2 Lane Collector (no center lane) 2 Lane Collector (no center lane)			0.455	
Landis St Boundary St to Nile St Lincoln Ave Florida St to Texas St Texas St to Utah St Utah St to 30th St	2 Lane Collector (no center lane)	8,000	2 826	0.456	С
Boundary St to Nile St Lincoln Ave Florida St to Texas St Texas St to Utah St Utah St to 30th St		•	2,820	0.353	В
Lincoln Ave Florida St to Texas St Texas St to Utah St Utah St to 30th St					
Florida St to Texas St Texas St to Utah St Utah St to 30th St		8,000	3,790	0.474	С
Texas St to Utah St Utah St to 30th St					
Utah St to 30th St	2 Lane Collector (no center lane)	8,000	990	0.124	А
	2 Lane Collector (no center lane)	8,000	2,400	0.300	А
20th St to 22nd St	2 Lane Collector (continuous left-turn lane)	15,000	4,550	0.303	А
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	· · · ·				
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		,			
Park Blvd to Texas St	2 Lane Collector (continuous left-turn lane)	15,000	4,060	0.271	А
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	C
Illinois St to Iowa St	2 Lane Collector (continuous left-turn lane)	15,000	8,651	0.577	C
Mission Ave		15,000	0,001	0.577	
Park Blvd to Mississippi St	2 Lane Collector (one-way)	17,500	1,497	0.086	А
	2 Eale Concetor (one-way)	17,500	1,497	0.080	Α
Monroe Ave	2 Janes Callester (na senter lans)	8,000	1 200	0.150	
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	А
Nile St		0.000	1 207	0.520	
Landis St to Thorn St	2 Lane Collector (no center lane)	8,000	4,305	0.538	С
North Park Way					
30th St to 32nd St	2 Lane Collector (no fronting property)	10,000	6,737	0.674	С
Orange Ave/Howard Ave		1	1	г – т	
Iowa St to I-805	2 Lane Collector (continuous left-turn lane)	15,000	5,938	0.396	В
Pentuckett Ave		- 1	1		
Juniper St to Fir St	2 Lane Collector (no center lane)	8,000	2,225	0.278	Α
Pershing Dr			1	· · · · · · · · · · · · · · · · · · ·	
Upas St to Redwood St	2 Lane Collector (continuous left-turn lane)	15,000	6,439	0.429	В
Redwood St					
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	С
32nd St to Boundary St	2 Lane Collector (no center lane)	8,000	1,650	0.206	А
Robinson Ave					
Park Blvd to Florida St	2 Lane Collector (no center lane)	8,000	4,160	0.520	С
Texas St					
Adams Ave to Mission Ave	3 Lane Major Arterial	30,000	27,532	0.918	Е
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	C
Myrtle Ave to Upas St	2 Lane Collector (no center lane)	8,000	2,814	0.352	В
Notes:		0,000	2,017	0.002	

Table 3-8 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	Е
Texas St to Pershing Rd	2 Lane Collector (no center lane)	8,000	7,160	0.895	Е
Pershing Rd to 30th St	2 Lane Collector (continuous left-turn lane)	15,000	9,574	0.638	С
30th St to 32nd St	2 Lane Collector (no center lane)	8,000	4,347	0.543	С
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	А
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	С
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	А
University Ave to North Park Way	2 Lane Collector (no center lane)	8,000	4,740	0.593	С
North Park Way to Upas St	2 Lane Collector (no center lane)	8,000	1,919	0.240	А

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

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.

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	А
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	А
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	А
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	А
25th St to 28th St	2 Lane Collector (continuous left-turn lane)	15,000	4,165	0.278	А
28th St to 30th St	2 Lane Collector (continuous left-turn lane)	15,000	3,279	0.219	А
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	А
28th St to 30th St	2 Lane Collector (continuous left-turn lane)	15,000	2,658	0.177	А
30th St to 34th St	2 Lane Collector (no center lane)	8,000	4,230	0.53	C
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 of	nerating at LOS F or F				
	fications were provided by City of San Diego staff.				
	g the ADT volume by each respective roadway segment's capacity.				

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

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.

(a) ADT (b) (b) SPLIT VOLUME (c) I AMPEAK 3.736 8.766 8.736 8.736 8.736 8.736 8.766 8.766			NUMBER	CAPACITY		PEAK HOUR VOLUME	D D DIRECTIONAL	PEAK- HOUR	V/C	
AM PEAK AMPEAK 1 4M+1A 9.200 196,000 15,600 0.560 8.736 0.95 4 4 9.200 196,000 15,600 0.560 8.736 0.95 4 4 8.000 148,000 15,500 0.560 6.720 0.84 4 8.000 148,000 15,500 0.750 116.25 1.26 5 11 11,200 210,000 15,500 0.750 3.875 0.35 5 M+1A 11,200 210,000 15,500 0.750 3.875 0.35 5 M+1A 9,200 164,000 15,500 0.750 9,405 1.26 5 M+1A 9,200 164,000 12,700 0.750 9,405 1.08 4 M+1A 9,200 164,000 17,900 0.750 9,405 1.02 4 4 9,200 206,000 17,900 0.750 9,405 1.02 <	FREEWAY SEGMENT	DIRECTION	OF LANES	(a)	ADT (b)	(p)	SPLIT)	VOLUME (c)	RATIO	ros
4 M+1 A 9,200 196,000 15,600 0,560 8,736 0,95 1 4 M+1 A 9,200 148,000 148,000 12,000 0,440 6,864 0,75 0,84 0,75 0,84 0,75 0,84 0,75 0,84 0,75 0,84 0,75 0,84 0,75 0,84 0,75 0,84 0,75 0,84 0,75 0,84 0,75 0,84 0,75 0,84 0,75 0,36 0,36 0,44 0,44 0,44 0,44 0,44 0,44 0,				AN	1 PEAK					
4M+1A 9.200 196,000 15,600 0.560 8.736 0.95 1 1 4M+1A 9.200 148,000 148,000 0.440 6.864 0.75 0 0.75 0 0.95 0 <td< td=""><td>I-5</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>	I-5									
4M+1A 9.200 10,000 10,000 0.440 6.864 0.75 1 4M 8.000 148,000 148,000 148,000 0.560 6,720 0.84 2 4M 8.000 148,000 15,500 0.560 6,720 0.84 2 5 M+1A 9.200 201,000 15,500 0.750 1.655 1.26 2 5 M+1A 11200 210,000 15,500 0.250 3,875 0.35 1.26 2 5 M+1A 9,200 16,200 0.750 1.650 0.750 1.26 1.26 4 M+1A 9,200 16,400 16,500 0.750 9,255 1.04 2 4 M+1A 9,200 16,500 0.750 9,255 1.02 0.35 4 M+1A 9,200 16,500 0.750 9,255 1.02 0.35 4 M+1A 9,200 16,500 0.730 1.25 0.317 0.35 4 M+1A 9,200 </td <td>Old Town Ave to Washington St</td> <td>NB</td> <td></td> <td>9,200</td> <td>106.000</td> <td>15 600</td> <td>0.560</td> <td>8,736</td> <td>0.95</td> <td>Е</td>	Old Town Ave to Washington St	NB		9,200	106.000	15 600	0.560	8,736	0.95	Е
4 M 8,000 148,000 12,000 0.500 0.84 0.84 4 M +1 A 9,200 201,000 15,500 0,750 11,625 12,66 0.66 5 M +1 A 11,200 201,000 15,500 0,750 11,625 12,66 0.66 5 M +1 A 11,200 210,000 16,500 0,750 12,150 10,85 0.35 5 M +1 A 11,200 210,000 16,200 0,750 12,150 10,8 0 5 M +1 A 9,200 164,000 16,200 0,750 9,525 1.04 1 4 M +1 A 9,200 28,000 16,500 0,570 0,590 0,36 1 4 M +1 A 9,200 28,000 17,900 0,570 0,293 1.11 1 4 M +1 A 9,200 24,000 10,190 0,590 0,66 0,36 0,36 1 1 4 M +1 A 9,200 24,000 10,190 0,590 0,38 0,38		SB	4 M + 1 A	9,200	170,000	000,01	0.440	6,864	0.75	С
4M 8,000 14,000 14,000 14,000 14,000 16,500 0,440 5,280 0,66 1 5 M + 1 A 11,200 201,000 15,500 0,750 11,625 126 126 5 M + 1 A 11,200 210,000 16,200 0,750 12,150 10,8 0.36 1 5 M + 1 A 11,200 210,000 16,200 0,750 12,150 10,8 1	Workington St to Booiffo Highmon	NB	4 M	8,000	148.000	12 000	0.560	6,720	0.84	D
4 M+1 A 9,200 501 1,650 0,550 1,650 0,35 1,26 1 5 M+1 A 11,200 210,000 15,500 0,550 3,875 0,35	washingun ouu fachic flighway	SB	4 M	8,000	140,000	12,000	0.440	5,280	0.66	С
5 M +1 A 11,200 50,000 11,200 11,200 0.35	Hiret Avia to Sivth Avia	NB	4 M + 1 A	9,200	201.000	15 500	0.750	11,625	1.26	F1
5 M + 1 A 11,200 210,000 16,200 0.750 12,150 1.08 1 1 M + 1 A 9,200 164,000 16,200 0.250 9,525 1.04 2.3 1 M + 1 A 9,200 164,000 12,700 0,750 9,525 1.04 2.3 1 M + 1 A 9,200 164,000 16,500 0,570 9,405 1.02 2.3 1 M + 1 A 9,200 208,000 16,500 0,570 9,405 1.02 2.3 1 M + 1 A 9,200 204,00 16,500 0,570 0,705 0.38 0.38 1 M + 1 A 9,200 224,000 17,900 0,570 10,203 1.11 1.35 1.35 1 M + 1 A 9,200 24,000 19,100 0,650 12,415 1.35 0.33 1 M + 1 A 9,200 24,000 19,100 0,650 12,415 1.35 1.35 1 M + 1 A 9,200 9,000 19,100 0,300 1.35		SB		11,200	201,000	000C*CT	0.250	3,875	0.35	A
5 M + 1 A 11,200 210,000 10,200 0,250 0,36 0.36 4 M + 1 A 9,200 164,000 12,700 9,525 1.04 1.04 4 M + 1 A 9,200 164,000 12,700 9,526 1.04 1.04 4 M + 1 A 9,200 208,000 16,500 0,570 9,405 1.02 1.04 4 M + 1 A 9,200 208,000 16,500 0,430 7,095 0,39 1.11 4 M + 1 A 9,200 224,000 17,900 0,570 0,405 0,39 1.11 4 M + 1 A 9,200 242,000 19,100 0,570 0,430 1.35 0,38 4 M + 1 A 9,200 242,000 19,100 0,570 0,585 0,73 1.35 3 M + 1 A 9,200 9,000 0,500 0,585 0,73 0,73 1.35 3 M + 1 A 9,200 9,000 0,500 0,500 0,743 0,73 0,73 1.35	SD 163 to SD 04	NB	5 M + 1 A	11,200	010,000	16 200	0.750	12,150	1.08	F0
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	+6-NG 01 C01-NG	SB	5 M + 1 A	11,200	Z10,000	10,200	0.250	4,050	0.36	A
4M+1A $9,200$ $10,100$ $12,100$ 0.250 $3,175$ 0.35 0.35 $4M+1A$ $9,200$ $208,000$ $16,500$ 0.570 $9,405$ 1.02 0.39 $4M+1A$ $9,200$ $208,000$ $16,500$ 0.570 $9,405$ 1.02 0.890 $4M+1A$ $9,200$ $224,000$ $17,900$ 0.130 1.11 0.203 0.13 $4M+1A$ $9,200$ $242,000$ $17,900$ 0.130 1.11 0.203 0.13 $4M+1A$ $9,200$ $242,000$ $10,100$ 0.430 $7,697$ 0.84 0.34 $4M+1A$ $9,200$ $242,000$ $19,100$ 0.650 $12,415$ 1.35 0.73 $3M+1A$ 7.200 $96,000$ $8,900$ 0.630 0.537 0.73 0.73 $3M+1A$ 7.200 $96,000$ $8,900$ 0.730 0.73 0.73 0.73 $2M+1A$ 5.200	CD 0/ to Immanial Area	NB		9,200	164.000	12 700	0.750	9,525	1.04	$\mathbf{F0}$
4 M + 1 A 9,200 208,000 16,500 0.570 9,405 1.02 4 M + 1 A 9,200 208,000 16,500 0.430 7,095 0.89 4 M + 1 A 9,200 224,000 17,900 0.570 10,203 1.11 4 M + 1 A 9,200 224,000 17,900 0.430 7,697 0.84 4 M + 1 A 9,200 242,000 19,100 0.430 7,697 0.84 4 M + 1 A 9,200 242,000 19,100 0.650 12,415 1.35 3 M + 1 A 7,200 96,000 8,900 0.650 3,827 0.53 3 M + 1 A 5,200 96,000 8,900 0.430 3,827 0.53		SB	4 M + 1 A	9,200	104,000	12,700	0.250	3,175	0.35	A
4 M + 1 A 9,200 208,000 16,500 0,570 9,405 1.02 1.02 4 M + 1 A 9,000 20,000 16,500 0,430 7,095 0,89 1.10 4 M + 1 A 9,200 224,000 17,900 0,730 1,010 0,89 1.11 4 M + 1 A 9,200 224,000 17,900 0,130 7,697 0,84 1.15 4 M + 1 A 9,200 242,000 19,100 0,130 12,415 1,35 1.35 4 M + 1 A 9,200 5,070 10,100 0,650 12,415 1,35 1.35 3 M + 1 A 7,200 9,000 8,900 0,350 5,073 0,53 1.35 2 M + 1 A 5,200 96,000 8,900 0,430 3,827 0,53 1.35	I-8									
4 M 8,000 500,000 10,000 0,430 7,095 0,89 0.89 4 M + 1 A 9,200 224,000 17,900 0,570 10,203 1,11 1 4 M + 1 A 9,200 224,000 17,900 0,430 7,697 0,84 1 4 M + 1 A 9,200 242,000 19,100 0,650 12,415 1,35 1 4 M + 1 A 9,200 242,000 19,100 0,650 12,415 1,35 1 1 3 M + 1 A 9,200 96,000 8,900 0,630 3,827 0,53 0,73 1 1 2 M + 1 A 5,200 96,000 8,900 0,570 5,073 0,58 0,53 1 <	Hotal Circle (W) to Hotal Circle (E)	WB	4 M + 1 A	9,200	000 800	16 500	0.570	9,405	1.02	F0
4 M + 1 A 9,200 224,000 17,900 0.570 10,203 1.11 4 M + 1 A 9,200 0,430 7,697 0.84 0.84 4 M + 1 A 9,200 24,000 19,100 0.650 12,415 1.35 4 M + 1 A 9,200 242,000 19,100 0.650 12,415 1.35 3 M + 1 A 9,200 96,000 8,900 0.350 6,685 0.73 0.73		EB	4 M	8,000	200,000	10,000	0.430	7,095	0.89	D
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	Mission Cantar Bd to Ousloomm Wy	WB	4 M + 1 A	9,200	000 000	17 000	0.570	10,203	1.11	F0
4 M + 1 A 9.200 242,000 19,100 0.650 12,415 1.35 1.35 4 M + 1 A 9.200 242,000 19,100 0.350 6,685 0.73 3 M + 1 A 7,200 96,000 8,900 8,900 0.430 3,827 0.53 2 M + 1 A 5,200 96,000 8,900 0,570 3,827 0.98		EB		9,200	ZZ4,000	11,700	0.430	7,697	0.84	D
4 M + 1 A 9,200 $272,000$ 0.350 $6,685$ 0.73 $3 M + 1 A$ 7.200 $96,000$ $8,900$ 0.430 3.827 0.53 $2 M + 1 A$ $5,200$ $96,000$ $8,900$ 0.370 $5,073$ 0.98	1_805 to SR_15	WB	4 M + 1 A	9,200	000 272	10 100	0.650	12,415	1.35	F1
3M + IA $7,200$ $96,000$ $8,900$ 0.430 $3,827$ 0.53 0.98 $2M + IA$ $5,200$ $96,000$ $8,900$ 0.570 $5,073$ 0.98 0.95 ADT per auxiliary lane		EB		9,200	244,000	12,100	0.350	6,685	0.73	С
3 M + 1 A 7.200 $96,000$ $8,900$ 0.430 3.827 0.53 0.98 $2 M + 1 A$ $5,200$ $96,000$ $8,900$ 0.570 5.073 0.98 0.98 ADT per auxiliary lane 0.570 0.570 5.073 0.98 0.94	SR-15									
2 M + 1 A 5,200 20,000 0.570 5,073 0.98 ADT per auxiliary lane	1 805 to SP 0/	NB	3 M + 1 A	7,200	06 000	8 000	0.430	3,827	0.53	В
Notes: Bold values indicate freeway segments operating at LOS E or F. 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 (b) Traffic volumes provided by Caltrans (2008) (c) Peak-hour volume calculated by: (2-way Peak-Hour Volume)*(D)		SB	2 M + 1 A	5,200	20,000	0,200	0.570	5,073	0.98	Е
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 (b) Traffic volumes provided by Caltrans (2008) (c) Peak-hour volume calculated by : (2-way Peak-Hour Volume)*(D)	Notes: Rold values indicate freeway segments menting at I (DS F or F								
 (a) The capacity is calculated as 2,000 ADT per main lane and 1,200 ADT per auxiliary lane (b) Traffic volumes provided by Caltrans (2008) (c) Peak-hour volume calculated by: (2-way Peak-Hour Volume)*(D) 	M=Main Lane; A= Auxiliary Lane.									
(b) Traffic volumes provided by Caltrans (2008) (c) Peak-hour volume calculated by: (2-way Peak-Hour Volume)*(D)	(a) The capacity is calculated as 2,000 ADT per main	lane and 1,200 ADT	per auxiliary lane							
[V] Feak-inou vuurite caetuatee by (.2-way Feak-from Volume) (.1)	(b) Traffic volumes provided by Caltrans (2008)	" Volumo)*(D)								
	Ic) rear-mout volume calculated by. (2-way rear-mou	(m). (alimin A in								

Table 3-11 Existing Conditions Freeway Segment Analysis Summary

					DFAK				
					HOUR	D	PEAK-		
FREEWAY SEGMENT	DIRECTION	NUMBER OF LANES	CAPACITY (a)	ADT (h)	VOLUME	(DIRECTIONAL SPLIT)	HOUR VOLUME (c)	V/C RATIO	SOT
				AMDEAE					
1 905			ATE						
C00-T	er.v		0,000			002.0	11 202	10,	P
I-8 to Adams Ave	NB	4 M + I A	9,200	192.000	15.900	0.730	11,60/	1.26	FI
	SB	5 M + 1 A	11,200			0.270	4,293	0.38	А
El Coion Blud to L'niversity Ave	NB	4 M	8,000	171 000	14 600	0.330	4,818	0.60	В
LI CAJON DIVA 10 OMIVAISHE AVC	SB	4 M + 1 A	9,200	1/1/000	14,000	0.670	9,782	1.06	$\mathbf{F0}$
IIniversity Avato CD 15	NB	4 M + 1 A	9,200	160,000	13 000	0.330	4,290	0.47	В
OILIVEISILY AVE LU BN-13	SB	4 M + 1 A	9,200	102,000	000,61	0.670	8,710	0.95	E
SR-94									
75th Ct to 70th Ct	WB	4 M	8,000	173 000	10.700	0.730	7,811	96.0	E
	EB	4 M	8,000	122,000	10,100	0.270	2,889	0.36	A
28th Ct to 30th Ct	WB	4 M	8,000	130,000	12 000	0.730	8,760	1.10	$\mathbf{F0}$
	EB	4 M	8,000	000,001	12,000	0.270	3,240	0.41	Α
Product to CD 15	WB	4 M	8,000	144 000	13 200	0.730	9,709	1.21	$\mathbf{F0}$
CI-MG ON GAMMAN	EB	4 M + 1 A	9,200	144,000	000,01	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
	SB	3 M + 1 A	7,200	120,000	10,100	0.590	5,959	0.83	D
Weshington St to Dohinson Ave	NB	2 M	4,000	06 000	7 800	0.410	3,198	0.80	С
	SB	2 M	4,000	000,07	000,1	0.590	4,602	1.15	$\mathbf{F0}$
Oningo Dr. fo I S	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	$\mathbf{F2}$
Notes: Roid values indicate freeway sements onerating at LOS E or	OS E or F.								
M-Main I and A- Auviliary I and									
W-Main Lanc, A- AuAnary Lanc. (a) The consortivity is coloral at 2 000 A DT nor main lane and 1 200 A DT nor any figure land	TUA 000 1 200 ADT.	oor onviliant land							
(b) Traffic volumes provided by Caltrans (2008)	Torra continue aunt	anni funnann rad							
(c) Peak-hour volume calculated by: (2-way Peak-Hour Volume)*(D)	rr Volume)*(D)								

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

					PEAK HOUR	D	PEAK-	Ç	
FREEWAY SEGMENT	DIRECTION	NUMBER OF LANES	CAPACITY (a)	ADT (b)	VOLUME (b)	(DIRECTIONAL SPLIT)	HOUR VOLUME (c)	V/C RATIO	TOS
				PM PEAK					
I-5									
Old Town And to Washington St	NB	4 M + 1 A	9200	106.000	15 600	0.460	7,176	0.78	С
	SB	4 M + 1 A	9200	170,000	000,01	0.540	8,424	0.92	D
Mochineton St to Docifio Uichnow	NB	4 M	8000	148.000	000.61	0.460	5,520	0.69	С
	SB	4 M	8000	140,000	12,000	0.540	6,480	0.81	D
Eiret Avia to Sivth Avia	NB	4 M + 1 A	9200	000 100	15 500	0.640	9,920	1.08	$\mathbf{F0}$
	SB	5 M + 1 A	11200	201,000	0000,01	0.360	5,580	0.50	В
SD 163 to SD 04	NB	5 M + 1 A	11200	010,000	16 200	0.640	10,368	0.93	E
+6-NG 01 COT-NG	SB	5 M + 1 A	11200	Z10,000	10,200	0.360	5,832	0.52	В
CD 01 to Imaginal Area	NB	4 M + 1 A	9200	164 000	002.01	0.640	8,128	0.88	D
	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	000-001	0.550	9,075	1.13	$\mathbf{F0}$
Mission Center Rd to Ousloomm Wy	WB	4 M + 1 A	9200	000 000	17 000	0.450	8,055	0.88	D
	EB	4 M + 1 A	9200	244,000	11,100	0.550	9,845	1.07	$\mathbf{F0}$
1_805 to SR_15	WB	4 M + 1 A	9200	242 000	10 100	0.430	8,213	0.89	D
	EB	4 M + 1 A	9200	212,000	11,100	0.570	10,887	1.18	$\mathbf{F0}$
SR-15		, ,							
I 805 to SD 04	NB	3 M + 1 A	7200	06 000	0000	0.430	3,827	0.53	В
+2-NG 01 C00-1	SB	2 M + 1 A	5200	20,000	0,200	0.570	5,073	0.98	E
Notes:									
Bold values indicate freeway segments operating at LOS E or	OS E or F.								
M=Main Lane; A= Auxiliary Lane.		-							
(a) The capacity is calculated as z/low ADJ per main lane and 1,200 ADJ per auxiliary lane ((b) Traffic volumes provided by Caltrans (2008)	lane and 1,200 AD1	er auxinary lane							
(c) Peak-hour volume calculated by: (2-way Peak-Hour Volume)*(D)	ır Volume)*(D)								

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

CAPACITY ADT (b) VOLUME DIRECTIONAL HOUR (a) ADT (b) (b) SPLIT VOLUME (c) R PACITY 11200 192,000 15,900 0.340 5,406 R 9200 171,000 14,600 0.6600 8,760 R R 9200 171,000 14,600 0.4000 5,200 R R 9200 171,000 13,000 13,000 0,4000 5,200 R R R 9200 130,000 13,000 10,700 9,400 S R						PEAK HOUR	D	PEAK-		
ATPEAK Amplities Amplite Amplities Amp	FREEWAY SEGMENT	DIRECTION	NUMBER OF LANES	CAPACITY (a)	ADT (b)	VOLUME (b)	(DIRECTIONAL SPLIT)	HOUR VOLUME (c)	V/C RATIO	ros
4 M + 1 A 9200 192000 15,900 0.340 5,406 0.59 5 M + 1 A 8000 171,000 15,900 0.660 0.494 0.94 4 M + 1 A 9200 171,000 14,600 0.600 5,840 0.63 4 M + 1 A 9200 169,000 13,000 0.600 5,840 0.63 4 M + 1 A 9200 10,700 0.600 5,840 0.63 4 M + 1 A 9200 13,000 13,000 0.600 7,800 0.63 4 M + 1 A 9200 13,000 10,700 9,300 0.640 0.63 4 M + 1 A 9200 13,000 13,000 13,000 0.700 7,490 0.94 4 M M 8000 13,000 13,300 0.700 9,300 0.94 1.05 4 M H 9200 13,000 13,300 0.700 9,310 0.04 1.05 4 M H 9200 13,300 0.700 9,300 0.04 0.05 <td></td> <td></td> <td></td> <td></td> <td>I PEAK</td> <td></td> <td></td> <td></td> <td></td> <td></td>					I PEAK					
4 M + 1 A 9200 192,000 15,900 0.340 5,406 0.59 N 5 M + 1 A 11200 117,000 15,900 0.6600 8,760 1.10 N 4 M + 1 A 9200 171,000 14,600 0.6600 8,760 0.053 N 4 M + 1 A 9200 169,000 13,000 0.6000 5,240 0.63 N 4 M + 1 A 9200 169,000 13,000 0.600 5,200 0.65 0.65 N	I-805									
5 M + 1 A 11200 12400 12400 12400 0.94 0.94 0.94 4 M + 1 A 8000 171,000 14,600 6600 8760 1.10 0.63 0.64 0.64 0.63 0.64 0.63 0.64 0.64 0.63 0.64 0.64 0.63 0.64 0.64 0.64 0.63 0.64 0.64 0.63 0.64<	I 0 to A dome Arro	NB	4 M + 1 A	9200	102 000	15 000	0.340	5,406	0.59	В
4 M 800 171,000 14,600 65,00 8,760 1.10 1.00 1 M + 1 A 9200 171,000 14,600 6,800 5,840 0.63 1.00 1 M + 1 A 9200 169,000 13,000 0300 7,800 0.85 1.0 1 M + 1 A 9200 153,000 13,000 0,000 5,200 0,07 1.00 1.0 1 M + 1 A 8000 13,000 13,000 0,000 3,500 0,45 1.0 1 H M 8000 13,000 13,000 0,000 3,600 0,45 1.0 1 H M 8000 13,000 13,000 12,000 0,300 0,45 1.0 1 H M 8000 13,000 13,300 13,300 13,000 10,400 1.05 1.01 1 H M 8000 14,4000 13,300 13,000 1.01 1.01 1.01 1.01 1 M + 1 A 1200 13,300 13,300 1.020 1	I-0 to Audilits Ave	SB		11200	172,000	006,01	0.660	10,494	0.94	Е
4 M + 1 A 9200 171000 14,000 5,340 0.63 1 4 M + 1 A 9200 169,000 13,000 0,600 5,200 0,85 1 4 M + 1 A 9200 169,000 13,000 0,600 5,200 0,85 1 1 M + 1 A 9200 15,000 13,000 0,0400 5,200 0,57 1 1 M + 1 A 8000 120,000 10,700 0,300 3,210 0,40 1 1 A + M 8000 130,000 13,300 0,700 8,9400 0,40 1 1 A + M 8000 130,000 13,330 0,700 8,9400 0,50 1 1 1 A + M 8000 13,330 0,700 9,310 1,05 1	El Coion Blud to University Aus	NB	4 M	8000	171 000	11 600	0.600	8,760	1.10	FO
4 M + 1 A 9200 169,000 13,000 0,600 7,800 0,85 0 4 M + 1 A 9200 169,000 13,000 0,400 5,200 0,57 0,57 0 0,57 0	EI Cajul DIVU IN UTIVEISILY AVE	SB		9200	1 / 1,000	14,000	0.400	5,840	0.63	С
4 M+1 A 9200 10,000 10,000 0,010 0,070 0,070 0,070 0,070 0,070 0,070 0,070 0,070 0,070 0,070 0,070 0,070 0,070 0,070 0,070 0,070 0,070 0,040	IIniversity Are to CD 15	NB	4 M + 1 A	9200	160,000	13 000	0.600	7,800	0.85	D
4 M 8000 123,000 10,700 0.300 3.210 0.40 4 M 8000 13,000 10,700 0.700 7,490 0.94 4 M 8000 130,000 12,000 0.300 3,600 0.45 4 M 8000 130,000 12,000 0.300 3,600 0.45 4 M 8000 144,000 13,300 0,300 3,600 0.45 4 M+1A 9200 144,000 13,300 0,300 3,600 0,45 3 M+1A 7200 144,000 13,300 0,300 3,690 0,50 3 M+1A 7200 126,000 10,100 0,620 6,262 0,87 3 M+1A 7200 96,000 7,800 0,620 4,836 1,21 3 M+1A 7200 96,000 0,380 3,838 0,53 2 M 4000 10,100 0,620 6,262 0,87 2 M 4000 10,800 0,100 0,	OIIIVEISILY AVE IN SN-13	SB	4 M + 1 A	9200	102,000	000,61	0.400	5,200	0.57	В
4 M 8000 123,000 10,700 3.210 0.400 10.400 1 4 M 8000 130,000 12,000 0.700 7,490 0.94 10.40 1 4 M 8000 130,000 12,000 8,400 1.05 0.45 1 4 M 8000 13,000 13,300 0.300 3,600 0.45 1.05 1 4 M H 8000 144,000 13,300 0.300 3,990 0.500 1.05	SR-94									
4 M 8000 12,000 12,000 7,490 0.94 0.94 4 M 8000 130,000 12,000 0.3600 0.450 0.45 1.05 4 M 8000 130,000 12,000 0.700 8,400 1.05 1.05 4 M 8000 144,000 13,300 0.300 9,310 1.05 1.05 4 M + 1 A 9200 144,000 13,300 0.700 9,310 1.05 1.05 3 M + 1 A 7200 144,000 10,100 0.500 9,310 1.01 3 M + 1 A 7200 95,000 7,800 0.620 6,262 0.87 1.01 1 M + 1 A 7200 95,000 7,800 0.620 4,836 1.21 1.01 2 M 4000 10,800 10,100 0.620 4,836 1.21 1.26 1.21 1.26 1.21 1.21 1.21 1.21 1.21 1.21 1.21 1.21 1.21 1.21	25th St to 28th St	WB	4 M	8000	123.000	10.700	0.300	3,210	0.40	А
4 M 8000 130,000 12,000 0.3600 0.45 0.45 4 M 8000 14,000 13,000 0.300 0.3900 0.105 105 4 M H 8000 144,000 13,300 0.300 9,310 1.05 105 4 M + I A 9200 144,000 13,300 0.300 9,310 1.05 105 1 M + I A 7200 144,000 13,300 0.700 9,310 1.01 1.01 3 M + I A 7200 126,000 1,300 0.700 9,310 1.01 1.01 1 M + I A 7200 10,100 0.620 4,836 0.53 0.53 1.21 1.01 1 M + I A 1000 10,800 0,780 0.380 2,944 1.21 1.26 1.21 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.21 1.26 1.26 1.26 1.26 1.21 1.20 1.20 1.20		EB	4 M	8000	143,000	10,/00	0.700	7,490	0.94	E
4 M 8000 1.00,000 1.100 8,400 1.05 1.05 4 M 8000 144,000 13,300 0.300 3,990 0.50 1.01 4 M + 1 A 9200 144,000 13,300 0.300 9,310 1.01 3 M + 1 A 7200 126,000 10,100 0.620 6,262 0.87 1.01 3 M + 1 A 7200 126,000 10,100 0.620 6,262 0.87 1.01 3 M + 1 A 7200 96,000 7,800 0.620 4,836 1.21 1.01 2 M 4000 96,000 7,800 0.620 4,836 1.21 1.26 2 M 4000 10,800 10,100 0.540 5,454 1.36 1.36 2 M 4000 10,100 0.540 5,454 1.36 1.36 20 2 M 4000 10,800 0.160 0.460 4,646 1.16 1.36 1.36 1.36 1.16 <td< td=""><td>28+h St to 30+h St</td><td>WB</td><td>4 M</td><td>8000</td><td>130,000</td><td>12 000</td><td>0.300</td><td>3,600</td><td>0.45</td><td>В</td></td<>	28+h St to 30+h St	WB	4 M	8000	130,000	12 000	0.300	3,600	0.45	В
4 M 8000 144,000 13,300 0.300 3,990 0.50 101 4 M + 1 A 9200 144,000 13,300 0,300 9,310 1.01 1.01 1 M + 1 A 7200 126,000 10,100 0.620 6,262 0.87 1.01 3 M + 1 A 7200 126,000 10,100 0.620 6,262 0.87 1.01 3 M + 1 A 7200 96,000 7,800 0.620 4,836 1.21 1.01 2 M 4000 96,000 7,800 0.620 4,836 1.21 1.36 2 M 4000 10,100 0.620 9,436 1.36 1.36 2 M 4000 10,800 10,100 0.540 5,454 1.36 1.36 2 M + 1000 10,800 10,100 0.460 4,646 1.16 1.36 1.36		EB	4 M	8000	000,001	12,000	0.700	8,400	1.05	$\mathbf{F0}$
4 M + 1 A 9200 $144, 00$ 9200 $144, 00$ 9200 $144, 00$ 9310 101 101 $3 M + 1 A$ 7200 $126,000$ $10,100$ 0.620 6.262 0.87 0.87 $3 M + 1 A$ 7200 $126,000$ $10,100$ 0.620 6.262 0.87 0.87 $3 M + 1 A$ 7200 $96,000$ $7,800$ 0.620 4.836 1.21 0.74 $2 M$ 4000 $96,000$ $7,800$ 0.620 4.836 1.21 0.74 $2 M$ 4000 $108,000$ $10,100$ 0.540 5.454 1.36 1.36 $2 M$ 4000 $10,100$ 0.460 $4,646$ 1.16	Decodation to CD 15	WB	4 M	8000	1 1 1 000	13 200	0.300	3,990	0.50	В
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	DIORUWAY IO DIVISION	EB		9200	144,000	000,01	0.700	9,310	1.01	$\mathbf{F0}$
3 M + 1 A 7200 126,000 10,100 0.620 6.262 0.87 0.87 3 M + 1 A 7200 126,000 10,100 0.380 3,838 0.53 1 2 M 4000 96,000 7,800 0.620 4,836 1.21 1 2 M 4000 96,000 7,800 0.630 2,964 0.74 1.36 2 M 4000 108,000 10,100 0.540 5,454 1.36 1.36 2 M 4000 10,100 0.460 4,646 1.16 1.36	SR-163									
3 M + 1 A 7200 12000 12000 0.380 3.838 0.53 0.53 2 M 4000 96,000 7,800 0.620 4,836 1.21 1.21 2 M 4000 96,000 7,800 0.620 4,836 1.21 1.21 2 M 4000 108,000 10,100 0.540 5,454 1.36 1.36 2 M 4000 108,000 10,100 0.540 5,454 1.36 1.36	I & to Washington St	NB	3 M + 1 A	7200	176,000	10 100	0.620	6,262	0.87	D
2 M 4000 96,000 7,800 0.620 4,836 1.21 2 M 4000 00,000 7,800 0.380 2.964 0.74 2 M 4000 108,000 10,100 0.340 5,454 1.36 2 M 4000 108,000 10,100 0.460 4,646 1.16		SB		7200	1 20,000	10,100	0.380	3,838	0.53	В
2 M 400 2000 7,000 0.380 2.964 0.74 0.74 2 M 4000 108,000 10,100 0.540 5,454 1.36 1.36 2 M 4000 108,000 10,100 0.540 5,454 1.36 1.36 ADT per auxiliary late 3 M per auxiliary late 0.3400 1.460 1.16	Woshington St to Dohinson Ava	NB	2 M	4000	06 000	7 800	0.620	4,836	1.21	$\mathbf{F0}$
2 M 4000 108,000 10,100 0.540 5,454 1.36 1.36 2 M 4000 108,000 10,100 0.460 4,646 1.16 1.16 ADT per auxiliary lane 10.100 10.460 1.646 1.16		SB	2 M	4000	20,000	000,7	0.380	2,964	0.74	С
2 M 4000 100,000 10,100 0.460 4,646 1.16 ADT per auxiliary lane	During Du to I 5	NB	2 M	4000	108 000	10.100	0.540	5,454	1.36	F2
Notes: Bold values indicate freeway segments operating at LOS E or F. 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 (b) Traffic volumes provided by Caltrans (2008) (c) Peak-hour volume calculated by: (2-way Peak-Hour Volume)*(D)		SB	2 M	4000	100,000	10,100	0.460	4,646	1.16	$\mathbf{F0}$
 both values include neway segments operating at LOS E of T. 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 (b) Traffic volumes provided by Caltrans (2008) (c) Peak-hour volume calculated by: (2-way Peak-Hour Volume)*(D) 	Notes:	20 E 2. E								
 (a) The capacity is calculated as 2,000 ADT per main lane and 1,200 ADT per auxiliary lane (b) Traffic volumes provided by Caltrans (2008) (c) Peak-hour volume calculated by: (2-way Peak-Hour Volume)*(D) 	DOM values murcate neeway segments operating at LA M-Main I and A Anviliary I and	.1 10 H C								
 (b) Traffic volumes provided by Caltrans (2008) (c) Peak-hour volume calculated by: (2-way Peak-Hour Volume)*(D) 	(a) The capacity is calculated as 2,000 ADT per main l	ane and 1,200 ADT	per auxiliary lane							
$[(c)$ Peak-bour volume calculated by: $(2-way Peak-Hour Volume)^{s}(D)$	(b) Traffic volumes provided by Caltrans (2008)									
	(c) Peak-hour volume calculated by: (2-way Peak-Hou	r Volume)*(D)								

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

	PEAK	METER	DEMAND ²	EXCESS DEMAND	AVERAGE
ON-RAMP		RATE ¹ (veh/hr)	(veh/hr)	(veh/hr)	DELAY (min)
ON-KAWI		NTERSTATE 5	(ven/m)	(ven/m)	
	AM	996	1020	24	1.4
Washington St to I-5 NB	PM	996	1020	38	2.3
	AM	996	915	0	0.0
India St to I-5 NB	PM	996	1066	70	4.2
	AM	996	454	0	0.0
Hawthorn St to I-5 NB	PM	996	842	0	0.0
	AM	//0	_	d in the a.m. peak	0.0
Hancock St to I-5 SB	PM	1140	1287	147	7.7
	AM		Ramp not metere	d in the a.m. peak	
Kettner Blvd to I-5 SB	PM	498	269	0	0.0
Fifth Ave to I-5 SB	AM		Ramp not metere	d in the a.m. peak	•
Filth Ave to I-5 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	
NB TEXAS ST 10 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	
SD Texas St to 1-6 LD	PM	1140	866	0	0.0
	IN	TERSTATE 805			
El Cajon Blvd to I-805 NB	AM	1140	860	0	0.0
	PM		1	d in the p.m. peak	-
University Ave to I-805 NB	AM	1140	998	0	0.0
	PM		Ramp not metere	d in the p.m. peak	
	1	ATE ROUTE 94			
28th St to SR-94 WB	AM	534	100	0	0.0
	PM		-	d in the p.m. peak	
32nd St/Broadway to SR-94 WB	AM	570	99	0	0.0
	PM			d in the p.m. peak	
25th St to SR-94 EB	AM	0.60		d in the a.m. peak	
	PM	960	785	0	0.0
28th St to SR-94 EB	AM	0.50	-	d in the a.m. peak	0.0
	PM	960	732	0	0.0
32nd St/Broadway to SR-94 EB	AM	570		d in the a.m. peak	0.0
	PM	570 ATE ROUTE 163	464	0	0.0
	1		373	0	0.0
Washington St to SR-163 SB	AM PM	498		Ů	0.0
Notes:	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

K:\SND_TPTO\095240042\Excel\[240042RM01.xls]Existing

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

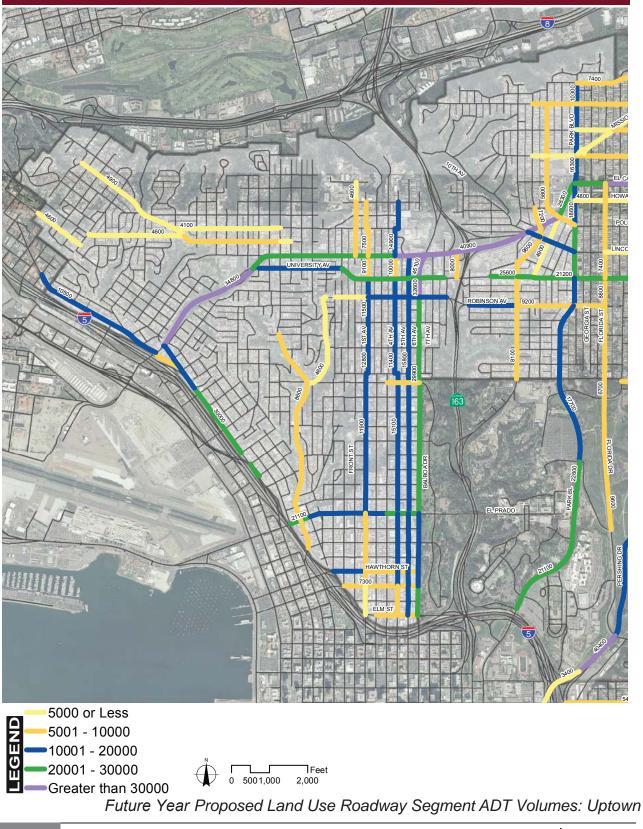
The projections of land use intensities were developed using GIS analysis techniques by the City of San Diego's Planning Department staff. Allowable uses, floor-to-area ratios, residential densities, allowable heights, and space for parking were all considered when determining the reasonably expected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

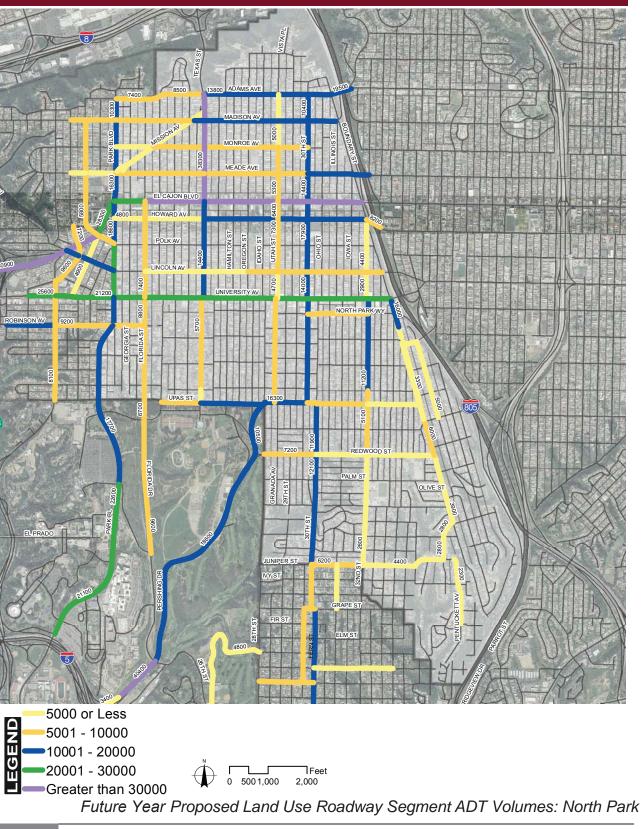
Model Adjustments

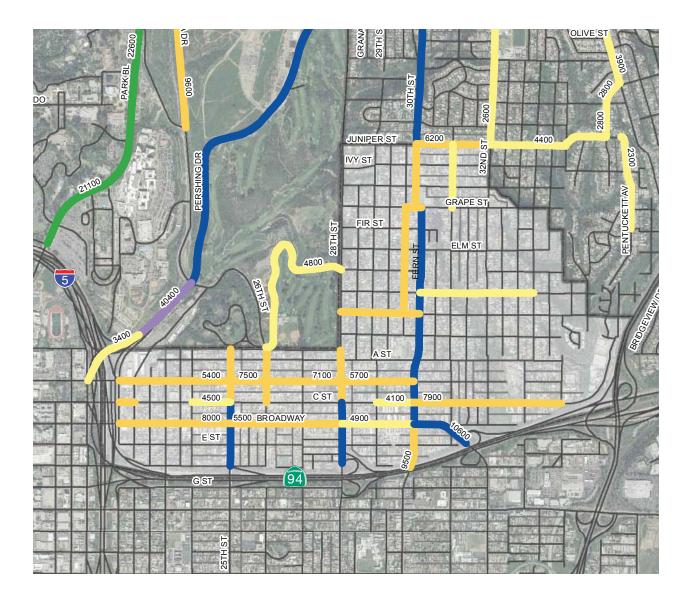
In the process of calibrating the existing model, it was concluded that several post model adjustments were needed for the forecasted Year 2035 traffic model volumes to make them consistent with existing vehicular counts and expected overall traffic patterns within the three communities.

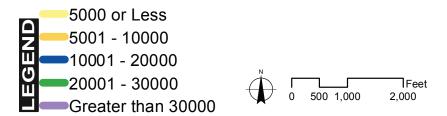
For roadway segments where the difference between the calibrated existing 2008 model and the
actual count exceeded 10% or 2,000 daily vehicles, the difference was subtracted or added to the
Year 2035 forecast model to adjust the future volume based on the discrepancy noted between base
year model volumes 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: Golden Hill

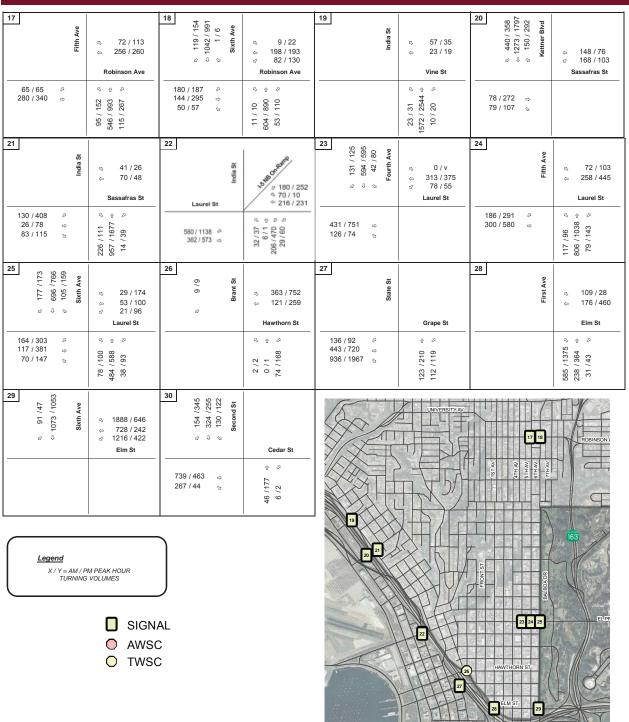
Turning Movement Volume Forecasts

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.

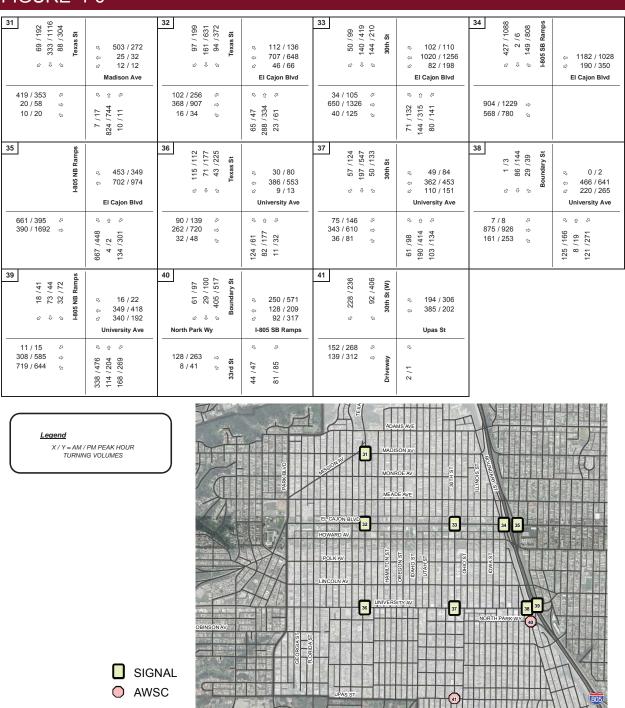
1 1 1 1 1 1 1 1 1 1 1 1 1 1	⇔ 257 / 249 2 689 / 710 Washington St	2	© 986 / 792 ⇔ 850 / 735 Washington St © ⊕ 2 987 / 287 987 / 987 987 / 987 / 987 987 / 987 / 987 / 987 987 / 987	3 7 7 7 7 7 7 7 7 7 7 7 7 7	© 0 / 7 ⊕ 1698 / 1387 ∅ 16 / 44 Washington St © 1/ 2 0 / 13 0 / 13 0 / 13 0 / 13 0 / 2 0 / 13 0 / 13 0 / 13 0 / 12 0 /	4 4 4 4 4 4 4 4 4 4 5 5 5 4 4 5 5 5 5 5 5 5 5 5 5 5 5 5	 № 176 / 89 ⇔ 1099 / 908 ⇒ 481 / 525 Washington St
5 86, 22 2 2 819 / 1769 ⇔	 S 0 / 260 ⇔ 1657 / 1117 Washington St S û Ø 610 / 181 / 0 610 / 181 / 0 610 / 181 / 0 660 / 000 / 000 	6 983 / 2782 0 96 / 291 9	10,14 0,00	7 627 / 1006 2 940 / 2510 ⇒ ts 180 / 587 ⊗ wuryty 180 / 587 ⊗	 ⊲ 1680 / 874 ⇔ 839 / 551 Washington St Ø Ø 0 € 	8 9 10/22 # 10/22 # 10/21 # 10/21#	© 22/22 © 77/45 © 309/127 @ 1/4 Polk Ave
9 09/1/92C 20 09/1/92C 20 00 00 00 00 00 00 00 00 00 00 00 00 0	 S 80 / 59 ⇔ 591 / 439 ∞ 198 / 221 El Cajon Blvd S ⊕ Z 8 27 	0082/99 60082/99 Fourth Ave Fourth Ave Fourth Ave	⇔ 50 / 508 ∞ 88 / 250 University Ave	11 •••••••••••••••••••••••••••••••••••	 354 / 343 755 / 745 University Ave 1 2 1 2 2 2 	● NF Hists 382/ 9001 ⇒ ⊕ 482/371 Ø ⊕ 482/371 Ø ⊕	 S 184 / 171 ⇔ 475 / 535 ⊘ 164 / 165 University Ave S ☆ Ø
13 13 13 13 13 13 13 13 13 13	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	39 / 115 9 14 52 108 / 125 9 93 / 582 9 93 / 582 9 93 / 582 9 94 9 95 9 96 9 97 9 97 9 97 9 97 9 97 9 97 9 97	 ы 115 / 96 ⇔ 550 / 607 University Ave 	5 67 / 95 ⇔ 365 / 437 ⊘ 71 / 238 Park Blvd	801/129 5147/129 514/448 2135/100 University Ave	42 \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	©27 (2017) ©27 (
108 / 311	131 / 180 ≥ 4 / 10 ⇒ 3 / 7 ≥	79 / 210 ⊅ 285 / 854 ⇔		49 / 159	77 / 113 ≈ 194 / 517 ⇔ 61 / 182 ≈	263 / 282 ⇔ 82 / 97 ∿	



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

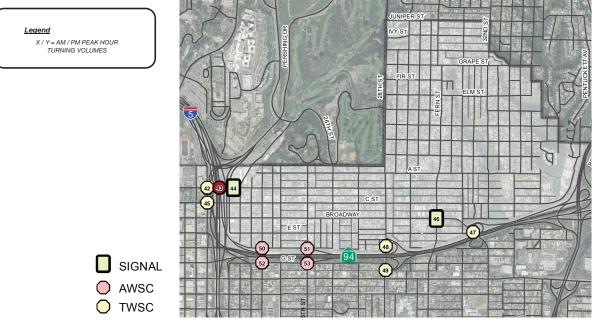


Future Year Proposed Land Use Peak-Hour Intersection Volumes: Uptown (Cont.)



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

sdura sd Sdura sdura sdur	⇔ 1317 / 606 ∞ 158 / 52 B St	43 dure31/10 gN 5-1 1050/ 16901	B St	44 ¹ 5 109 On Points B St 2/0 0 17/21 ⇒	8 21/28 58 422/129 58 521/229 58 521/22	45 86/0001 ⊗ 26/0001 ⊗ 315/865 ⇔ 229/363 ⊗	C St
46 80 / 520	 S 374 / 623 ⊕ 109 / 62 ⊕ 9 / 31 Broadway © ⊕ Ø E(7) 127 E(7) 1	47 999/223 8 273/666 8roadway		48 6/0 8 8 8 6/0 6/0 8 8 8 6/0 6/0 8 8 8 6/0 6/0 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	© 535 / 256 ⊕ 32 / 11 2 292 / 257 SR-94 WB Ramps © ⊕ 2 L/ 11 529 / 257 2 29 / 257 2 2 2 / 257 2 2 / 25	⇔ 483 /498 ∞ 413 /584 28th St	 № 100 / 190 2 41 / 63 SR-94 EB Ramps 2 8 98 98 27 98 27 28 27 28 27 28 27 28 20 20 21 22 22 23 24 24 24 24 24 24 24 25 25 25 26 27 21 22 22 23 24 24<
 45/31 49/110 22nd 8t 	 36 / 19 1043 / 111 78 / 69 F St \$0 \$10 \$10	51 662/7252 99/101 89/101 89/101 80/100	⇒ 570 / 85 2 155 / 201 FSt	52 46 / 92 & 30 / 82 & 30 / 82 & 52	163 / 118 ⇔ 161 / 43 ⊵ 9 15 9	53 53 53 53 53 55 55 55 55 55	v /0 % 517 /281 ⇔ % 268 /301 % 1



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	WN				•
1	Washington St. 9. Hangash St.	C:1	AM	24.9	С	33.2	С	8.3	NO
1	Washington St & Hancock St	Signal	PM	28.2	С	51.6	D	23.4	NO
2	Washington St & San Diago Ava	Signal	AM	19.7	В	15.4	В	-4.3	NO
2	Washington St & San Diego Ave	Signal	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
3	washington St & India St	Sigilai	PM	14.2	В	20.3	С	6.1	NO
4	Washington St & Fourth Ave	Signal	AM	25.2	С	31.8	С	6.6	NO
4	washington St & Fourth Ave	Sigilai	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
5	washington St & Film Ave	Signai	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
0	163 Off-Ramp	Sigilai	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	Sigilai	PM	13.2	В	33.9	С	20.7	NO
8	Washington St/Normal St &	Cianal	AM	43.0	D	62.7	Е	19.7	YES
0	Campus Ave/Polk Ave	Signal	PM	50.0	D	57.3	Е	7.3	YES
9	Normal St/El Cajon Blvd & Park	C:1	AM	25.2	С	26.6	С	1.4	NO
9	Blvd	Signal	PM	34.3	С	43.8	D	9.5	NO
10		0. 1	AM	29.1	С	31.8	С	2.7	NO
10	University Ave & Fourth Ave	Signal	PM	28.2	С	30.3	С	2.1	NO
1.1		G: 1	AM	12.9	В	13.7	В	0.8	NO
11	University Ave & Fifth Ave	Signal	PM	25.3	С	28.0	С	2.7	NO
10		G: 1	AM	32.9	С	38.7	D	5.8	NO
12	University Ave & Sixth Ave	Signal	PM	54.8	D	55.3	Е	0.5	YES
10		a. 1	AM	18.6	В	17.5	В	-1.1	NO
13	University Ave & Tenth St	Signal	PM	20.6	С	37.0	D	16.4	NO
		<i>a</i> : 1	AM	5.6	А	6.3	А	0.7	NO
14	University Ave & Normal St	Signal	PM	10.6	В	13.3	В	2.7	NO
			AM	24.5	C	25.2	C	0.7	NO
15	University Ave & Park Blvd	Signal	PM	39.4	D	42.1	D	2.7	NO
			AM	21.4	C	27.0	C	5.6	NO
16	Robinson Ave & Fourth Ave	Signal	PM	18.4	В	20.8	C	2.4	NO
			AM	10.8	B	12.5	B	1.7	NO
17	Robinson Ave & Fifth Ave	Signal			В	12.5	B	2.5	NO
			PM	15.0	C		C	-	
18	Robinson Ave & Sixth Ave	Signal	AM	21.6		22.7		1.1	NO
			PM	27.6	С	30.9	С	3.3	NO
19	Vine St & India St	Signal	AM	5.6	A	5.9	Α	0.3	NO
			PM	7.3	A	8.5	А	1.2	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	А	8.4	А	2.1	NO
-			PM	20.9	С	47.4	D	26.5	NO

Notes:

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 movement.

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

K:\SND_TPTO\095240042_Future\[240042IN02_Future_Without Reduction.xlsm]Future1



		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	Signal	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 & Fourth Ave	Signai	PM	14.9	В	23.8	С	8.9	NO
24	Laurel St & Fifth Ave	Signal	AM	12.3	В	13.3	В	1.0	NO
24	Lauter St & Film 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
25		Signai	PM	20.5	С	27.9	С	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	Hawtion St & Blant St	1 wo-way blop	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
27	Shape 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		Signai	PM	21.6	С	21.0	С	-0.6	NO
29	Elm St & Sixth Ave	Signal	AM	54.4	D	153.6	F	99.2	YES
		biginai	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
50		1 no nuj biop	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
-			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
		~-8	PM	106.8	F	85.3	F	-21.5	NO
33	El Cajon Blvd & 30th St	Signal	AM	26.0	С	29.7	С	3.7	NO
55		Signai	PM	50.2	D	68.1	Е	17.9	YES
34	El Cajon Blvd & I-805 SB Ramps	Signal	AM	18.4	В	21.9	С	3.5	NO
54	El Cajon Dive & 1-605 5D Ramps	Signai	PM	80.9	F	96.8	F	15.9	YES
35	FLC-i Dhad & L 205 ND Damas	C:	AM	27.9	С	30.1	С	2.2	NO
55	El Cajon Blvd & I-805 NB Ramps	Signal	PM	19.2	В	24.7	С	5.5	NO
26		0. 1	AM	19.5	В	25.5	С	6.0	NO
36	University Ave & Texas St	Signal	PM	72.7	Е	49.5	D	-23.2	NO
		<i>a</i> : 1	AM	25.0	С	26.5	С	1.5	NO
37	University Ave & 30th St	Signal	PM	49.2	D	57.8	Е	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
			AM	29.0	C	45.5	D	16.5	NO
39	University Ave & I-805 NB Ramps	Signal	PM	35.6	D	80.9	F	45.3	YES
	North Park Way/I-805 SB Ramps		AM	33.0 18.1	C	18.1	F C	45.5	NO
40	& Boundary St/33rd St	All-Way Stop	PM	18.1	В	134.8	F	124.2	YES
			AM	24.4	C	40.1	E	124.2	YES
41	Upas St & 30th St (W)	All-Way Stop	PM	25.9	D	54.8	F	28.9	YES

Notes:

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

K:\SND_TPTO\095240042_Future\[240042IN02_Future_Without Reduction.xlsm]Future1



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 1-5 Sb Oll-Ramp	One-way btop	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
	b St & 1-5 Hb Oll-Kallp	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	А	11.2	В	1.8	NO
44	b St & 19th St 1-9 NB Oll-Ramp	Signai	PM	6.8	А	7.1	А	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
45	6 51 & 17 51	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
40	bloadway & Soul 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	SR-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
-10	SR-94 WB Ramps & 20th St	1 wo-way blop	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
-12	SR-94 LD Ramps & 20th St	One-way btop	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	С	3.8	NO
50	i St & 22hd St	7 m- way blop	PM	8.6	А	8.7	А	0.1	NO
51	F St & 25th St	All-Way Stop	AM	20.8	С	82.3	F	61.5	YES
51	1 51 & 2511 51	7 m- way blop	PM	16.2	С	39.4	Е	23.2	YES
52	G St & 22nd St	All-Way Stop	AM	9.6	А	10.4	В	0.8	NO
52	S St & 22hu St	7 m- 11 ay 510p	PM	9.4	А	10.1	В	0.7	NO
53	G St & 25th St	All-Way Stop	AM	12.4	В	55.2	F	42.8	YES
	0.51 & 2511 51	7 m- 11 ay 510p	PM	16.0	С	68.0	F	52.0	YES

Notes:

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

K:\SND_TPTO\095240042_Future\[240042IN02_Future_Without Reduction.xlsm]Future1

			÷	CONTRACTOR OF STREET		1.01					
				DALLEAND		1	FULUKE YEAK				
ROADWAY SECONFINT	ROADWAY FINCTIONAL CLASSIFICATION	LOS E CAPACITY	ADT	RATIO	SOI	ADT	RATIO	SOI	AinADT	∆in V/C	SIGNIFICANT?
		UPTOWN			2024	1.752		207			
First Ave											
Arbor Dr to Washington St	2 Lane Collector (one-way)	17,500	5,240	0.299	A	7,500	0.429	В	2260	0.130	NO
Washington St to University Ave	2 Lane Collector (no center lane)	8,000	7,400	0.925	Э	9,100	1.138	F	1700	0.213	YES
University Ave to Robinson Ave	2 Lane Collector (no center lane)	8,000	10,100	1.263	Εł	16,300	2.038	F	6200	0.775	YES
Robinson Ave to Pennsylvania Ave	2 Lane Collector (no center lane)	8,000	7,500	0.938	ы	11,500	1.438	ы	4000	0.500	YES
Pennsylvania Ave to Walnut Ave	2 Lane Collector (no center lane)	8,000	7,261	0.908	ы	12,800	1.600	ы	5539	0.692	YES
Wahrut Ave to Laurel St	2 Lane Collector (no center lane)	8,000	4,695	0.587	υ	11,900	1.488	ы	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	F	1110	0.139	YES
Hawthorn St to Grape St	2 Lane Collector (no center lane)	8,000	3,810	0.476	C	6,800	0.850	Е	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	A	1215	0.069	NO
Fourth Ave				0							
Arbor Dr to Washington St	2 Lane Collector (no center lane)	8,000	12,390	1.549	H	14,900	1.863	Ŧ	2510	0.314	YES
Washington St to University Ave	2 Lane Collector (one-way)	17,500	10,400	0.594	ο	10,400	0.594	D	0	0.000	NO
University Ave to Robinson Ave	2 Lane Collector (one-way)	17,500	11,800	0.674	D	12,900	0.737	D	1100	0.063	NO
Robinson Ave to Walnut Ave	2 Lane Collector (one-way)	17,500	6,946	0.3 <i>97</i>	Ą	11,400	0.651	υ	4454	0.254	NO
Wahut Ave to Laurel St	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	8,492	0.485	ы	15,100	0.863	ы	6608	0.378	YES
Laurel St to Grape St		17,500	7,790	0.445	щ	13.700	0.783	D	5910	0.338	NO
Grape St to Ein St	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	7,570	0.433	щ	9.700	0.554	D	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	0	11,800	0.674	0	100	0.005	NO
University Ave to Robinson Ave	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	10,300	0.589	υ	14,000	0.800	Д	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	0	15,800	0.903	H	3591	0.205	YES
Wahut Ave to Laurel St	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	11,400	0.651	0	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	щ	14,400	0.823	р	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	υ	14,300	0.817	Ω	4255	0.243	NO
Grape St to Ehn St	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	9,220	0.527	д	10,100	0.577	υ	880	0.050	NO
Sixth Ave											
Washington St to University Ave	4 Lane Collector (no center lane)	15 000	16 877	0.844	Q	45 100	3 007	14	28223	2.163	YES
University Ave to Robinson Ave	4 Lane Collector (no center lane)	15,000	24.900	1.660	F4	32.600	2.173	E.	7700	0.513	YES
Robinson Ave to Upas St	4 Lane Collector (no center lane)	15,000	15.000	1 000	F	29.900	1 993	μ	14900	0.993	YES
Ubas Stito Laurel St	4 Lane Collector (no center lane)	15 000	15 12.8	1 0.09		25,900	1 727	i Fr	10772	0.718	YES
Laurel St to Juniper St	3 Lane Collector (no center lane)	15,000	10,140	0.676	D	16.600	1.107	ſ×,	6460	0.431	YES
Juniper St to Grape St	3 Lane Collector (no center lane)	15,000	10,915	0.728	D	18,700	1.247	H	7785	0.519	YES
Grape St to Eim St	3 Lane Collector (no center lane)	15,000	10,650	0.710	D	20,300	1.353	H	9650	0.643	YES
Ninth Ave											
Washington St to University Ave	2 Lane Collector (no center lane)	8,000	5,204	0.651	D	8,000	1.000	н	2796	0.349	YES
Campus Ave/Polk Ave			100								
Madison Ave to Washington St	2 Lane Collector (no center lane)	8,000	3,175	0.3 <i>97</i>	д	5,800	0.725	D	2625	0.328	NO
Washington St to Park Blvd	2 Lane Collector (no center lane)	8,000	5,610	0.701	D	7,400	0.925	E	1790	0.224	YES
Cleveland Ave											
Tyler St to Lincoln Ave	2 Lane Collector (no center lane)	8,000	4,865	0.608	υ	7,200	0.900	ы	2335	0.292	YES
Lincoln Ave to Richmond St	2 Lane Collector (no center lane)	8,000	7,775	0.972	E	9,600	1.200	14	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	С	2880	0.360	NO
Elm St			3	10	~						
Second Ave to Third Ave	2 Lane Collector (one-way)	17,500	7,889	0.451	ф	8,500	0.486	щ	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
Fifth 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: Bold values indicate roadway segments operating at LOSE or F.											
Convite for non-standard roadway classifications	arrest second double of Case Prices at #										

 Table 4-4
 Future Year Summary of Roadway Segment Analysis

Notes: Bold values indicate roadway segments operating at LOSE or F. Capataly for nun-standard roadway disastitations: were provided by City of San Diego staff (a) The vC Ratio is calculated by dividing the ADT volume by each respective readway segment's capacity

-

	Vertexerts Loss is and sector constrained of the sector consector constrained of t			2		EXISTING		FI	FUTURE YEAR	~			
TEADOR TEADOR TEADOR 2000 2100 0511 2 4000 0513 2 400 0202 matrix 2000 2100 0510 105 2 2000 0113 2 400 0202 matrix 2000 2100 0510 0510 0510 0510 0510 0513 2 200 0513 2 200 0513 2 200 0513 2 200 0513 2 200 0513 2 200 0513 2 200 0513 2 200 0513 2 200 0513 2 200 0513 2 200 0513 2 200 0513 2 200 0513 201 0013 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 <	TETAINA TETAINA TETAINA TETAINA TETAINA Collector contre lang) 2000 2300 0411 2 4000 0201 200 0201 RCOllector contre lang) 2000 2300 0411 2 400 0201 200 0001 RCOllector contre lang) 2000 2300 0313 C 4000 0311 2 400 0001 1010 1011 101 1011 101 10111 1011 1011 10	ROADWAY SECMENT	ROADWAY FUNCTIONAL CLASSIFICATION	LOS E CAPACITY	ADT	V/C RATIO (a)	TOS	ADT	V/C RATIO (a)	TOS	∆ in ADT	Δ in V/C	SIGNIFICANT?
	mc Collector (no enter line) S000 5100 <			UPTC	NMO								
mer Objects (not center late) 8,000 5,100 0.75 0.75 0.001 0.001 0.0001 mer Objects (not center late) 8,000 5,100 0.75 5 0.001 0.001 0.001 mer 0.000 3,400 0.053 5 0.013 5 0.001 0.001 0.001 mer 0.000 3,400 0.013 A 2,900 0.013 A 2,900 0.013 A mer 0.000 3,000 3,013 A 2,000 0.013 B 3,000 0.013 B 3,000 0.013 B 3,000 0.013 B D <thd< th=""> <thd< th=""> <thd< th=""></thd<></thd<></thd<>	mer Distant Support Su	Fort Stockton Dr		8						100 A			
memollate contract lane) 5,000 6,100 7,000 0.033 E 1,800 0.025 0.035 memollater (nocenter lane) 5,000 2,910 0.044 E 3,900 0.113 E 3,900 0.043 1 memollater (nocenter lane) 8,000 2,910 0.134 C 4,800 0.451 E 3,900 0.135 E 2,93	matrix Sign 6,10 0.55 D 7,20 0.55 E 7,00 0.55 D 0.025 matrix Sign 5,10 0.513 A 2,000 0.413 B 0.00 0.005 matrix Sign 0.731 A 2,000 0.731 A 2,000 0.735 C B 0.005 0.005 matrix Sign 0.731 A 2,000 0.735 C 2 200 0.013 E 2000 0.013	Arista St to Sunset Blvd	2 Lane Collector (no center lane)	8,000	3,290	0.411	ĥ	4,900	0.613	υ	1610	0.202	NO
mem collector (concerter lane) 8,000 8,450 10,051 F 8,000 113 F 450 0.005 0.005 mem collector (concerter lane) 8,000 3,710 0.713 A 7,300 0.713 F 300 0.136 0.005 mem collector (concerter lane) 8,000 3,700 0.713 A 7,300 0.713 F 3001 0.136 0.013 <td>memolocolated memoj 3000 34700 1131 E 3400 0.0371 6000 0.0371 Collector (core entre lane) 3000 3.730 0.1313 E 3000 0.133 0.0037 0.0037 In Collector (core entre lane) 3000 3.730 0.731 A 7,300 0.737 E 2000 0.136 In Collector (core entre lane) 3000 2,020 0.037 A 7,300 0.237 E 0.037 0.037 0.037 Inter Collector (core entre lane) 3000 2,020 0.043 Z 7,300 0.237 E 0.041 2 0.041 Z 2.000 0.011 Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z</td> <td>Sunset Blvd to Hawk St</td> <td>2 Lane Collector (no center lane)</td> <td>8,000</td> <td>6,100</td> <td>0.763</td> <td>D</td> <td>7,900</td> <td>0.988</td> <td>Е</td> <td>1800</td> <td>0.225</td> <td>YES</td>	memolocolated memoj 3000 34700 1131 E 3400 0.0371 6000 0.0371 Collector (core entre lane) 3000 3.730 0.1313 E 3000 0.133 0.0037 0.0037 In Collector (core entre lane) 3000 3.730 0.731 A 7,300 0.737 E 2000 0.136 In Collector (core entre lane) 3000 2,020 0.037 A 7,300 0.237 E 0.037 0.037 0.037 Inter Collector (core entre lane) 3000 2,020 0.043 Z 7,300 0.237 E 0.041 2 0.041 Z 2.000 0.011 Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z	Sunset Blvd to Hawk St	2 Lane Collector (no center lane)	8,000	6,100	0.763	D	7,900	0.988	Е	1800	0.225	YES
me Collector (no centre line) 8,000 2,910 0,214 C 4,000 0,379 0,013 C 3000 0,103 1000 0,103 1000 0,103 1000 0,103 1000 0,103 1000 0,103 1000 0,103 1000 0,103 1000 0,103 1000 0,103 1000 0,103 1000 0,103 1000 0,103 1000 0,103 1000 0,103 1000 0,103 1000 0,103 1000 0,103 10000 1000 1000 <th< td=""><td>mec Collector (nor event) 3000 2910 0344 3 3300 0413 5 300 0404 1014 mec Collector (nor event) 17,000 3,730 0434 7 2000 0,451 5 0010 0114 Later Collector (nor event) 8,000 3,510 0134 A 7,300 0731 F 0001 0134 Later Collector (nor event) 8,000 1,526 0336 C 7,300 0913 F 0130 0131 Later Collector (nor event) 8,000 1,536 0445 F 3,000 0537 F 3,000 0132 0431 F 0101 0131<td>Hawk St to Goldfinch St</td><td>2 Lane Collector (no center lane)</td><td>8,000</td><td>8,450</td><td>1.056</td><td>F</td><td>8,900</td><td>1.113</td><td>F</td><td>450</td><td>0.057</td><td>YES</td></td></th<>	mec Collector (nor event) 3000 2910 0344 3 3300 0413 5 300 0404 1014 mec Collector (nor event) 17,000 3,730 0434 7 2000 0,451 5 0010 0114 Later Collector (nor event) 8,000 3,510 0134 A 7,300 0731 F 0001 0134 Later Collector (nor event) 8,000 1,526 0336 C 7,300 0913 F 0130 0131 Later Collector (nor event) 8,000 1,536 0445 F 3,000 0537 F 3,000 0132 0431 F 0101 0131 <td>Hawk St to Goldfinch St</td> <td>2 Lane Collector (no center lane)</td> <td>8,000</td> <td>8,450</td> <td>1.056</td> <td>F</td> <td>8,900</td> <td>1.113</td> <td>F</td> <td>450</td> <td>0.057</td> <td>YES</td>	Hawk St to Goldfinch St	2 Lane Collector (no center lane)	8,000	8,450	1.056	F	8,900	1.113	F	450	0.057	YES
	mac Collector (nor-entre line) 3,00 3,750 0,114 C 4,600 0,511 E 2300 0,116 1 Lane Collector (nor-entre) 1,700 2,010 0,115 A 7,900 0,213 E 3011 0,711 0 0,715 0 0,715 E 0,001 0,715 0 0,715 E 0,001 0,715 E 0,715 0 0,715 0 0,715 0 0,715 0 0,715 0 0,715 0 0,715 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Goldfinch St to Falcon St	2 Lane Collector (no center lane)	8,000	2,910	0.364	ß	3,300	0.413	В	390	0.049	NO
mer Collector (concerta line) 13,000 3,730 0,471 5 0 0,471 5 0 0,471 5 0 0,101 <	and Collectric constrained) 13,000 3,730 0,473 C 7,900 0,731 C 10,01 10,10 10,10 Lame Collectric constrained) 3,500 2,350 0,313 C 7,300 0,313 E 2000 0,101 <	Front St											
Lane Collector (non-way) 17,500 5,510 0,315 A 7,900 0,451 B 2390 0,016 1 Lane Collector (non-way) 26,000 2,027 0,026 A 7,300 0,211 F 6,011 0,037 0 0,216 0,037 E 0,012 0,037 ane Collector (non-way) 26,000 11,558 0,445 E 1,110 F 5113 0,013 0 0,013 N Lane Collector (non-way) 26,000 11,588 0,445 E 1,1100 1,112 F 5113 0,013 N 0	Lane Collector (one-way) 17,500 5,510 0,315 A 7,900 0,451 B 2300 0,136 0 Lane Collector (one-way) 26,000 2,800 2,800 2,800 0,281 A 2,300 0,281 B 0,017 B 0,017 B 0,017 B 0,017 B 0,013 B D 0,013 B D D D D D D D D D D D D D D D D D </td <td>Dickinson St to Arbor Dr</td> <td>2 Lane Collector (no center lane)</td> <td>8,000</td> <td>3,790</td> <td>0.474</td> <td>U</td> <td>4,600</td> <td>0.575</td> <td>Ð</td> <td>810</td> <td>0.101</td> <td>NO</td>	Dickinson St to Arbor Dr	2 Lane Collector (no center lane)	8,000	3,790	0.474	U	4,600	0.575	Ð	810	0.101	NO
Late Collector (noe-wary) 26000 2800 2800 2800 2800 2360 2800 2360 2360 2360 2360 2360 2360 2360 2360 2360 2360 2360 2360 1125 E 5300 0313 E 5300 0331 0 0371 E 5300 0331 E 5300 0431 E 5300 0431 E 2300 0131 E 2302 0031 E <		Arbor Dr to Washington St	2 Lane Collector (one-way)	17,500	5,510	0.315	A	7,900	0.451	щ	2390	0.136	NO
	Lane Collector (one-aug) 26,000 2,082 0,083 A 7,300 0,291 A 2011 0,2011 and Collector (one rate lare) 3000 4,289 0,353 A 7,300 0,213 F 6001 0,377 Lane Collector (one rate lare) 3000 4,289 0,454 C 7,300 0,913 E 3011 0,933 Lane Collector (one rate lare) 3,000 3,577 0,447 C 7,300 0,913 E 3666 0,459 are Collector (on enter lare) 3,000 3,577 0,447 C 3,000 1,135 F 3660 0,459 are Collector (on enter lare) 3,000 1,370 C 3,000 1,375 F 3660 0,459 Lare Collector (on enter lare) 3,000 1,370 0,447 C 3,000 1,370 F 3650 0,313 Lare Collector (on enter lare) 3,000 1,370 7 7 3,320 0,313 0,313	Grape St											
mer Collector (no center line) 8,000 4,298 0.554 C 7,300 0.913 E 3011 0.371 0.371 mer Collector (no center line) 8,000 3,574 0.443 E 7,300 0.913 E 3012 0.433 Line Collector (no center line) 8,000 3,574 0.444 C 7,300 0.913 E 3666 0.433 0.643 0.6	me Collector (no center lane) 8,000 4,289 0.554 C 7,300 0.913 E 3011 0.371 0.371 me Collector (no center lane) 8,000 1,1558 0.443 E 1,2000 1,155 F 3024 0.433 E 3011 0.373 0.433 E 3010 0.353 0.433 E 3010 0.353 0.433 0.443 E 1.000 0.373 E 3026 0.433 0.443 E 1.000 0.373 E 3026 0.433 0.643 E 3020 0.353 0.433 0.435 0.443 E 1.000 0.373 E 3026 0.433 0.643 D 3256 0.433 E 3120 0.433 E 3120 0.433 E 3120 0.433 2026 0.433 2026 0.433 2026 0.433 2026 0.433 2026 0.433 2026 0.433 2026 0.433 2026 0.436 <th< td=""><td>Albatross St to First Ave</td><td>3 Lane Collector (one-way)</td><td>26,000</td><td>2,082</td><td>0:080</td><td>A</td><td>7,300</td><td>0.281</td><td>A</td><td>5218</td><td>0.201</td><td>NO</td></th<>	Albatross St to First Ave	3 Lane Collector (one-way)	26,000	2,082	0:080	A	7,300	0.281	A	5218	0.201	NO
mer Collector (nor enter lanc) $8,00$ $2,07$ $2,047$ $2,047$ $2,047$ $2,047$ $2,041$ $2,022$ $2,012$ $2,012$	mer Collector (no center hanc) 8,000 2,071 6,270 6,970 <	First Ave to Third Ave	2 Lane Collector (no center lane)	8,000	4,289	0.536	υ	7,300	0.913	ы	3011	0.377	YES
		Third Ave to Sixth Ave	2 Lane Collector (no center lane)	8.000	2.097	0.262	Å	9.000	1.125	F	6903	0.863	YES
		Hawthorn St	for a new second and the second as a second as		i.		ġ	-		ġ			
		Brant St to First Ave	3 Lane Collector (one-wav)	26.000	11.558	0.445	ф	15.000	0.577	υ	3442	0.132	NO
mer Collector (no center lane) $3,00$ $3,57$ 0.447 c $8,000$ $3,57$ 0.447 c $8,000$ $3,57$ 0.641 c $5,123$ 0.641 c ner Collector (no center lane) $8,000$ $8,345$ 0.321 A $10,000$ 1375 F 2355 0.021 c	are Collector (on center lane) $8,000$ $3,57$ 0.47 C $8,700$ 1.635 F 5123 0.641 T 5123 0.641 T 5123 0.641 T 2.357 0.641 T	First Aveto Third Ave	2. L'ane Collector (no center lane)	8 000	3 634	0454	U	7 300	0.913	F.	3666	0.459	VES
matrix	me contraction on contraction contractine contractine contraction contractin contraction contraction c	Third Arrato Sixth Arra	9 T and Collector (no center land)	0000	2 577	0.447	c	0.700	1 000	1 14	5123	0.641	VFC
mer Collector (no centre lane) $8,000$ 3.345 0.221 A $1,000$ 1.375 F $ -$	mer Collector (no enter lane) g_{000} g_{343} 0321 A $11,000$ 1375 F \cdot \cdot \cdot Lane Collector (no enter lane) $10,000$ 1376 F 2355 0031 10370 0412 F 2355 0131 Lane Collector (no evary) $20,000$ $18,676$ 01446 F 2355 0131 Lane Collector (no evary) $20,000$ $18,676$ 0143 F 2355 0131 Lane Collector (no evary) $26,000$ $18,676$ 0243 C $20,300$ 0751 D 3355 0131 Lane Collector (no evary) $15,000$ $11,216$ 0742 D $12,000$ 1477 P 2725 0232 ne Collector (no enter lane) $15,000$ $11,516$ 0742 D $20,000$ 1347 P 2745 0743 ne Collector (no enter lane) $5,000$ $11,516$ 0745 D $20,000$ 17	IIIIU AVE W DIAMI AVE	5 THING CONTECTION (TTO CENTREL MITE)	0,000	1100	7770	>	0,100	1.000	4	C71C	150	ILG
Inter-Collector (one-way) $25,000$ $8,445$ 0.321 A $10,700$ 0.412 A 2355 0.01 Lane Collector (one-way) $17,500$ $26,178$ 1496 \mathbf{F} $30,000$ 1714 \mathbf{F} 3225 0.018 Lane Collector (one-way) $25,000$ $16,705$ 0.643 \mathbf{E} $21,300$ 1714 \mathbf{F} 3255 0.13 Lane Collector (one-way) $25,000$ $15,700$ 2445 0.234 0.235 0.235 0.234 0.375 0.133 0.132 \mathbf{E} 0.375 0.235	matrix $23,000$ $8,445$ 0.321 A $10,700$ 6.12 A 2355 0.01 1.13 $1 = 0 \text{ collector (ne-way)}$ $17,500$ $26,178$ 1.496 F $30,000$ 1714 F 3225 0.018 $1 = \text{are Collector (ne-way)}$ $25,000$ $18,676$ 0.643 F 3256 0.131 $1 = \text{are Collector (ne-way)}$ $25,000$ $18,676$ 0.643 F 3256 0.131 $1 = \text{are Collector (ne-way)}$ $25,000$ $18,676$ 0.2345 0.234 0.234 0.235 0.236 0.313 $1 = \text{are Collector (ne-way)}$ $25,000$ $13,691$ 0.739 1.500 $11,367$ 0.739 1.360 0.737 0.739	Tillachinoton St to Tillindan St	9.1 and Collector (no center lend)	8 000				11 000	1 375	P			
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	TYLE A		00000	2450	1000	×	10,200	01010	4 4	3300	0.001	NIA.
Latere Collector (nor-way) $1,0,0$ $26,108$ $1,496$ \mathbf{F} $3,0,00$ $1,714$ \mathbf{F} $3,822$ 0.118 Latere Collector (nor-way) $26,000$ $16,705$ 0.643 \mathbf{C} $20,000$ $16,705$ 0.643 \mathbf{C} $20,000$ $16,705$ 0.2345 0.236 0.138 0.139 <td>Late Collector (mo-way) $1,300$ $25,136$ $1,436$ \mathbf{F} $3,300$ 1.74 \mathbf{F} $3,822$ 0.131 Late Collector (mo-way) $20,000$ $16,705$ 0.643 C $20,300$ 0.781 \mathbf{F} $3,825$ 0.131 Late Collector (mo-way) $26,000$ $16,705$ 0.643 C $20,300$ 0.781 \mathbf{F} $26,955$ 0.138 and Collector (mo-way) $26,000$ $15,000$ $11,128$ 0.732 D 27400 0.494 0.75 and Collector (continuous left-turn lane) $15,000$ $11,126$ 0.732 D $16,100$ $11,47$ \mathbf{F} 4744 0.319 ollector (continuous left-turn lane) $15,000$ $11,126$ 0.732 D $16,100$ $11,97$ \mathbf{F} 4774 0.319 ollector (continuous left-turn lane) $15,000$ $11,126$ 0.732 D $20,000$ $13,74$ P 4774 0.319 ollector (contintenue)</td> <td></td> <td>3 Latte Collector (offe-way)</td> <td>20,000</td> <td>0,440</td> <td>125.0</td> <td>4 1</td> <td>10,700</td> <td>0.412</td> <td>¥</td> <td>(12)</td> <td>140.0</td> <td>NO</td>	Late Collector (mo-way) $1,300$ $25,136$ $1,436$ \mathbf{F} $3,300$ 1.74 \mathbf{F} $3,822$ 0.131 Late Collector (mo-way) $20,000$ $16,705$ 0.643 C $20,300$ 0.781 \mathbf{F} $3,825$ 0.131 Late Collector (mo-way) $26,000$ $16,705$ 0.643 C $20,300$ 0.781 \mathbf{F} $26,955$ 0.138 and Collector (mo-way) $26,000$ $15,000$ $11,128$ 0.732 D 27400 0.494 0.75 and Collector (continuous left-turn lane) $15,000$ $11,126$ 0.732 D $16,100$ $11,47$ \mathbf{F} 4744 0.319 ollector (continuous left-turn lane) $15,000$ $11,126$ 0.732 D $16,100$ $11,97$ \mathbf{F} 4774 0.319 ollector (continuous left-turn lane) $15,000$ $11,126$ 0.732 D $20,000$ $13,74$ P 4774 0.319 ollector (contintenue)		3 Latte Collector (offe-way)	20,000	0,440	125.0	4 1	10,700	0.412	¥	(12)	140.0	NO
Lane Collector (no center lane) $20,000$ $18,676$ 0934 \mathbf{E} $21,300$ 1.065 \mathbf{F} 2.024 0.131 ane Collector (no center lane) $26,000$ $16,705$ 0643 \mathbf{C} $20,300$ 0781 \mathbf{D} 33956 0.138 0.138 ane Collector (no center lane) $15,000$ $13,691$ 0913 \mathbf{E} $21,100$ 1407 \mathbf{F} 7400 0494 ollector (continuous left-turn lane) $15,000$ $11,516$ 0783 \mathbf{D} $10,00$ 1347 \mathbf{F} 7400 0494 0799 ollector (continuous left-turn lane) $15,000$ $11,516$ 0783 \mathbf{D} $10,00$ 1347 \mathbf{F} 7474 0319 ollector (continuous left-turn lane) $8,000$ $3,720$ 0465 \mathbf{C} $4,100$ 0599 0369 0369 0369 0369 0369 0649 0649 0649 0649 0649 0660 0576 0590 <td< td=""><td>Lane Collector (me·way) $20,000$ $18,676$ 0.934 \mathbf{E} $21,300$ 1.065 \mathbf{F} 2.624 0.131 \mathbf{E} Iane Collector (one way) $26,000$ $16,705$ 0.643 \mathbf{C} $20,300$ 0.781 \mathbf{D} 33956 0.138 0.138 are Collector (one enter lane) $15,000$ $13,691$ 0.913 \mathbf{E} $21,000$ 1407 \mathbf{F} 7409 0.494 ollector (continuous left-turn lane) $15,000$ $11,216$ 0.782 \mathbf{D} $20,000$ 1347 \mathbf{F} 2473 0.799 ollector (continuous left-turn lane) $15,000$ $11,516$ 0.782 \mathbf{D} $20,000$ 1347 \mathbf{F} 2473 0.799 ollector (continuous left-turn lane) $8,000$ $3,720$ 0.485 C 300 0.781 0.799 0.799</td><td>Glenwood Dr to Sassatrass St</td><td>2 Lane Collector (one-way)</td><td>17,500</td><td>26,178</td><td>1.496</td><td>E.</td><td>30,000</td><td>1.714</td><td>E.</td><td>3822</td><td>0.218</td><td>YES</td></td<>	Lane Collector (me·way) $20,000$ $18,676$ 0.934 \mathbf{E} $21,300$ 1.065 \mathbf{F} 2.624 0.131 \mathbf{E} Iane Collector (one way) $26,000$ $16,705$ 0.643 \mathbf{C} $20,300$ 0.781 \mathbf{D} 33956 0.138 0.138 are Collector (one enter lane) $15,000$ $13,691$ 0.913 \mathbf{E} $21,000$ 1407 \mathbf{F} 7409 0.494 ollector (continuous left-turn lane) $15,000$ $11,216$ 0.782 \mathbf{D} $20,000$ 1347 \mathbf{F} 2473 0.799 ollector (continuous left-turn lane) $15,000$ $11,516$ 0.782 \mathbf{D} $20,000$ 1347 \mathbf{F} 2473 0.799 ollector (continuous left-turn lane) $8,000$ $3,720$ 0.485 C 300 0.781 0.799 0.799 0.799 0.799 0.799 0.799 0.799 0.799 0.799 0.799 0.799 0.799 0.799	Glenwood Dr to Sassatrass St	2 Lane Collector (one-way)	17,500	26,178	1.496	E.	30,000	1.714	E.	3822	0.218	YES
	Lane Collector (one-way) $26,000$ $16,706$ 0643 C $20,300$ 0731 D 3555 0138 0136 are Collector (on center lane) $8,000$ $2,345$ 0233 A $4,600$ 0757 C 2255 0232 0136 are Collector (no center lane) $15,000$ $13,630$ 073 D 1360 $13,700$ <td>Sassafras St to Redwood St</td> <td>3 Lane Collector (two-way)</td> <td>20,000</td> <td>18,676</td> <td>0.934</td> <td>ы</td> <td>21,300</td> <td>1.065</td> <td>F</td> <td>2624</td> <td>0.131</td> <td>YES</td>	Sassafras St to Redwood St	3 Lane Collector (two-way)	20,000	18,676	0.934	ы	21,300	1.065	F	2624	0.131	YES
me Collector (no center lane) $8,000$ $2,345$ 0.293 \mathbf{A} $4,600$ 0.575 0 2355 0.282 0.282 ame Collector (no center lane) $15,000$ $11,283$ 0.742 D 1407 \mathbf{F} 7409 0.494 0.494 ollector (continuous left-turn lane) $15,000$ $11,128$ 0.742 D $17,900$ $11,37$ \mathbf{F} 7409 0.494 0.615 ollector (continuous left-turn lane) $15,000$ $11,128$ 0.742 D $20,200$ $11,347$ \mathbf{F} 7409 0.494 0.6313 ollector (continuous left-turn lane) $15,000$ $11,126$ 0.765 D $20,200$ $13,47$ \mathbf{F} 7409 0.494 ane Collector (no center lane) $8,000$ $3,750$ 0.465 C $4,100$ 0.53 C 360 0.369 0.369 0.369 0.369 0.369 0.369 0.369 0.369 0.369 0.369	me Collector (too center lane) $8,000$ $2,345$ 0.293 \mathbf{x} $4,600$ 0.575 C 2235 0.282 0.282 are Collector (too center lane) $15,000$ $11,285$ 0.742 D $17,900$ $11,93$ \mathbf{r} 7400 0.494 0.615 ollector (continuous lef1-turn lane) $15,000$ $11,126$ 0.782 D $10,000$ $11,93$ \mathbf{r} 7400 0.491 0.615 ollector (continuous lef1-turn lane) $15,000$ $11,126$ 0.782 D $20,000$ $13,97$ \mathbf{F} 7400 0.491 0.679 ollector (continuous lef1-turn lane) $15,000$ $11,126$ 0.782 D $20,000$ $13,97$ F 7400 0.48 are Collector (no center lane) $8,000$ $3,720$ 0.465 F $4,104$ 0.78 0.25 0.25 0.264 0.264 0.264 0.264 0.264 0.264 0.264 0.264 0.264 <th< td=""><td>Redwood St to Paim St</td><td>3 Lane Collector (one-way)</td><td>26,000</td><td>16,705</td><td>0.643</td><td>D</td><td>20,300</td><td>0.781</td><td>D</td><td>3595</td><td>0.138</td><td>NO</td></th<>	Redwood St to Paim St	3 Lane Collector (one-way)	26,000	16,705	0.643	D	20,300	0.781	D	3595	0.138	NO
and Collector (no center lane) 8,000 2,345 0.293 A 4,600 0.575 C 2255 0.282 1 and Collector (no center lane) 15,000 13,691 0913 E 21,100 1407 F 7409 0494 1 0491 0494 1 0491 0491 0491 0752 0451 0451 0451 0451 0451 0451 0451 0451 0451 0451 0451 0759 0451 0599 0451 0759 0451 0759 0451 0759 0451 0759 0451 0759 0451 0759 0451 0759 0451 0759 0451 0759 0451 0759 0451 0759 07	and Collector (no center lane) 8,000 2,345 0.293 A 4,600 0575 C 2255 0.282 1 and Collector (no center lane) 15,000 13,691 0913 E 21,100 1407 F 7400 0494 0494 0494 0451 0451 0451 0451 0451 0451 0451 0451 0720 11,290 17,900 1793 F 4774 0318 0759 059 0595 0595 0595 0595 0595 0596 0595 0596 0595 0596 0595 0596 0595 0596 0595 0596 0595 0596 <	Juan St		3		2							
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	Hamey St to Witherby St	2 Lane Collector (no center lane)	8,000	2,345	0.293	A	4,600	0.575	υ	2255	0.282	NO
ame Collector (no center lane) 15,000 13,801 0913 E 21,100 14,07 F 74,09 0434 14,00 11,33 17,900 11,33 F 74,09 0431 14,01 14,01 F 74,09 0431 0431 14,01 14,01 17,900 11,33 F 74,09 0431 0431 14,01 01451 14,100 14,101 17 016 0133 F 74,09 0431 0431 14,100 14,101 17 00 0133 F 74,09 0431 14,101 11,100 11,347 F 0,579 0431 14,101 0313 F 0,579 0313 10,219 <th100< th=""> <th< td=""><td>ame Collector (no center lane) 15,000 13,801 0913 \mathbf{E} 21,100 1407 \mathbf{F} 7409 0444 Indector (continuous left-turn lane) 15,000 11,128 0732 D 0451 0451 Indector (continuous left-turn lane) 15,000 11,128 0735 D 17,900 1737 0451 Indector (continuous left-turn lane) 15,000 11,516 0785 D 20,200 1347 F 6473 0431 Indector (continuous left-turn lane) 11,516 0785 D 20,200 1347 F 6834 0579 ane Collector (continuous left-turn lane) 8,000 3,720 0465 C 4,100 1388 F 2345 0369 are Collector (no center lane) 8,000 3,720 0469 C 6,100 0763 F 2345 0369 1044 are Collector (no center lane) 8,000 3,720 0469 C 6,100 0763 D 2350 0294</td><td>Laurel St</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th<></th100<>	ame Collector (no center lane) 15,000 13,801 0913 \mathbf{E} 21,100 1407 \mathbf{F} 7409 0444 Indector (continuous left-turn lane) 15,000 11,128 0732 D 0451 0451 Indector (continuous left-turn lane) 15,000 11,128 0735 D 17,900 1737 0451 Indector (continuous left-turn lane) 15,000 11,516 0785 D 20,200 1347 F 6473 0431 Indector (continuous left-turn lane) 11,516 0785 D 20,200 1347 F 6834 0579 ane Collector (continuous left-turn lane) 8,000 3,720 0465 C 4,100 1388 F 2345 0369 are Collector (no center lane) 8,000 3,720 0469 C 6,100 0763 F 2345 0369 1044 are Collector (no center lane) 8,000 3,720 0469 C 6,100 0763 D 2350 0294	Laurel St											
		Columbia St to Union St	4 Lane Collector (no center lane)	15,000	13,691	0.913	E	21,100	1.407	н	7409	0.494	YES
		Union St to First Ave	2 Lane Collector (continuous left-turn lane)	15,000	11,128	0.742	D	17,900	1.193	F	6772	0.451	YES
	ollector (continuous left.turn lane) 15 (000 $11/516$ 0.686 $D.5$	First Ave to Third Ave	2 Lane Collector (continuous left-turn lane)	15,000	11,326	0.755	A	16,100	1.073	Ŧ	4774	0.318	YES
mer Collector (no center lane) 8,000 3,720 0.465 C 4,100 0.513 C 380 0.048 6 ane Collector (no center lane) 8,000 8,155 1.019 \mathbf{F} 11,100 1388 \mathbf{F} 2945 0.369 0.369 ane Collector (no center lane) 8,000 3,750 0.469 C 6,100 0.763 \mathbf{D} 2350 0.294 0.369 0 ollector (no center lane) 8,000 3,750 0.469 C 6,100 0.763 \mathbf{D} 2350 0.294 0.324 <td>are Collector (too center lane) $8,000$ $3,720$ 0.465 C $4,100$ 0.513 C 360 0.048 0.048 are Collector (too center lane) $8,000$ $8,155$ 1019 \mathbf{F} $11,100$ 1.388 \mathbf{F} 2.945 0.369 0.369 are Collector (too center lane) $8,000$ $3,750$ 0.469 C $6,100$ 0.763 \mathbf{D} 2350 0.294 0.364 0.294 0.369 0.364 0.369 0.364 0.264 0.264 0.364 0.294 0.214 0.214 0.214 <</td> <td>Third Ave to Sixth Ave</td> <td>2 Lane Collector (continuous left-turn lane)</td> <td>15,000</td> <td>11,516</td> <td>0.768</td> <td>D</td> <td>20,200</td> <td>1.347</td> <td>F</td> <td>8684</td> <td>0.579</td> <td>YES</td>	are Collector (too center lane) $8,000$ $3,720$ 0.465 C $4,100$ 0.513 C 360 0.048 0.048 are Collector (too center lane) $8,000$ $8,155$ 1019 \mathbf{F} $11,100$ 1.388 \mathbf{F} 2.945 0.369 0.369 are Collector (too center lane) $8,000$ $3,750$ 0.469 C $6,100$ 0.763 \mathbf{D} 2350 0.294 0.364 0.294 0.369 0.364 0.369 0.364 0.264 0.264 0.364 0.294 0.364 0.294 0.364 0.294 0.364 0.294 0.364 0.294 0.364 0.294 0.364 0.294 0.214 0.214 0.214 <	Third Ave to Sixth Ave	2 Lane Collector (continuous left-turn lane)	15,000	11,516	0.768	D	20,200	1.347	F	8684	0.579	YES
are Collector (no centrer lane) [3,000] 3,720 [0465] C [4,100 [0513] C [360 [048] 048] [370] [are Collector (no centre lane) 8,000 3,720 0465 C 4,100 0.513 C 360 0.048 are Collector (no centre lane) 8,000 8,155 1019 F 11,100 1.388 F 2945 0.369 are Collector (no centre lane) 8,000 3,750 0468 C 6,100 0.763 D 2330 0.294 are Collector (no centre lane) 8,000 3,750 0468 C 6,100 0.763 D 2330 0.294 ollector (no centre lane) 15,000 3,290 0219 A 3,500 0.233 D 2330 0.294 ollector (contrinuous left-turn lane) 15,000 3,290 0.219 A 3,500 0.565 C 6.004 0.120 14 4.574 0124 B 28,300 0.566 C 6.004 0.120 0.498 0.648 0.120 0.498 0.648 0.120 0.498 0.648 0.120 0.6044 0.120 0.604<	Lewis St											
are Collector (ino center lane) $8,000$ $8,155$ 1019 \mathbf{F} 1388 \mathbf{F} 2345 0.369 are Collector (in center lane) $8,000$ $3,750$ 0.469 \mathbf{C} $6,100$ 0.763 \mathbf{D} 2350 0.294 ollector (continuous left-turn lane) $15,000$ $3,250$ 0219 \mathbf{A} $3,500$ 0.233 \mathbf{A} 210 0014 of Lane Major Atterial $50,000$ $2,226$ 0.446 \mathbf{B} $28,300$ 0.566 \mathbf{C} 6004 0120 4 Lane Major Atterial $50,000$ $22,226$ 0.446 \mathbf{B} $28,300$ 0.566 \mathbf{C} 6004 0120 4 Lane Major Atterial $4,904$ \mathbf{N} \mathbf{A} \mathbf{A} \mathbf{C} \mathbf{C} \mathbf{O} <	are Collector (to center lane) 8,000 8,155 1019 F 11,100 1.388 F 2945 0.369 0.369 are Collector (to center lane) 8,000 3,750 0.469 C 6,100 0.763 D 2350 0.294 0 ollector (continuous left-turn lane) 15,000 3,290 0219 A 3,500 0.233 A 210 0014 0 ollector (continuous left-turn lane) 15,000 22,296 0446 B 28,300 0.566 C 6004 0104 014 B 0144 B 0156 C 6004 0120 0144 B 0156 C 6004 0120 0146 B 0566 C 6004 0104 0120 0146 B 0566 C 6004 0120 0146 B 0156 C 0146 B 0556 C 6004 0120 0146 B 0556 C 6004 0120 0498 0146 B 0556 C 6004 0120 0146 B 05	Fort Stockton Dr to Goldfinch St	2 Lane Collector (no center lane)	8,000	3,720	0.465	Ð	4,100	0.513	υ	380	0.048	NO
ane Collector (no centre lane) 8,000 8,155 1019 F 11,100 1388 F 2945 0369 ane Collector (no centre lane) 8,000 3,750 0469 C 6,100 0763 D 2350 0294 0364 ollector (no centre lane) 8,000 3,750 0465 C 6,100 0763 D 2350 0294 034 ollector (continuous left-turn lane) 15,000 3,250 0219 A 3,500 0233 A 210 0014 C clane Major Arterial 50,000 22,296 0446 B 28,300 0566 C 6004 0124 Lane Major Arterial 0 0436 C 604 0124 C 6146 D 0460 0436 C 6446 D 7 4,944 0126 C 6004 0120 0436 a collector (no center lane)* 8,000 222,296 0446 D 7 0 044 D	ane Collector (no center lane) $8,000$ $8,155$ 1019 \mathbf{r} 1388 \mathbf{r} 2945 0369 ane Collector (no center lane) $8,000$ $3,750$ 0469 C $6,100$ 0763 D 2350 0294 0124 044 0124 0456 C 6004 0120 0498 0496 0124 0494 0622 C 0044 0120 0498 0120 0498 0120 0498 0120 0498 0120 0498 01204 06120 06120 0120 0498 06120 06120 0120 0120 0120 0120 01204 01204 01204 01204 01204 01204 01204 01204 01204 01204 012	Lincoln Ave											
are Collector (no center lane) 8,000 3,750 0.469 C 6,100 0.763 D 2350 0.294 Olded and and and and and and and and and an	are Collector (no center lane) 8,000 3,750 0469 C 6,100 0.763 D 2350 0.294 O ollector (continuous left-turn lane) 15,000 3,290 0219 A 3,500 0.233 A 210 0014 I 6 Lane Major Arterial 50,000 22,296 0446 B 28,300 0.566 C 6004 0120 4 Lane Major Arterial 4,000 4,974 0124 A 4,974 0.622 0 0 0498	Washington St to Park Blvd	2 Lane Collector (no center lane)	8,000	8,155	1.019	F	11,100	1.388	Ŧ	2945	0.369	YES
ane Collector (no center lane) 8,000 3,750 0.469 C 6,100 0.763 D 2350 0.294 ollector (continuous left-turn lane) 15,000 3,290 0219 A 3,500 0233 A 210 0014 6 Lane Major Anterial 50,000 2,2296 0446 B 28,300 0.566 C 6004 0120 1 4 Lane Major Anterial 40,000 4,974 0124 A 4,974 0.622 0 0.498 0 0 0498 0	are Collector (no center lane) 8,000 3,750 0.469 C 6,100 0.763 D 2330 0.294 0.24 0.24 0.24 0.24 0.24 0.24 0.24 0.2	Madison Ave		8	50 57	8					8		
Ollector (continuous left-turn lane) 15,000 3.290 0.219 A 3,500 0.233 A 210 0.014 6 Lane Major Atterial 50,000 22,296 0.446 B 28,300 0.566 C 6004 0.120 4 Lane Major Atterial 40,000 4,974 0.124 A 3,500 0.566 C 6004 0.120 a lane Major Atterial 4,974 0.622 C 6004 0.120	ollector (continuous leff-turn lane) 15,000 3,290 0219 A 3,500 0.233 A 210 0014 6 Lane Major Arterial 50,000 22,296 0446 B 28,300 0.566 C 6004 0120 4 Lane Major Arterial 4,000 4,574 0124 A A 7 0 0498 ne Collector (no center lane)* 8,000 5,000 57,49 0,522 C 0 0498	Cleveland Aveto Park Blvd	2 Lane Collector (no center lane)	8,000	3,750	0.469	Ð	6,100	0.763	Д	2350	0.294	NO
ollector (continuous left-turn lane) 15,000 3,290 0219 A 3,500 0233 A 210 0014 6 Lane Major Arterial 50,000 22,296 0446 B 28,300 0.566 C 6004 0120 12,00 12	ollector (continuous left.turn lane) 15,000 3,290 0219 A 3,500 0233 A 210 0014 6 Lame Major Arterial 50,000 22,296 0446 B 28,300 0.566 C 6004 0120 120 1010 1010 4 4 Lame Major Arterial 4,974 0124 A 4,974 0124 A 0 0498 0498 0120 0498 10498 01208 10498 01208	Meade Ave											
6 Lane Major Arterial 50,000 22,296 0446 B 28,300 0.566 C 6004 0.120 4 Lane Major Arterial 4 Lane Major Arterial 40,000 4,574 0.124 A 40.00 4,574 0.124 A 0.052 C 0 0498 0.0448 0.0448 0	CLame Major Attenial 50,000 22,296 0.445 B 28,300 0.566 C 6004 0120 4 Lame Major Artenial 4,074 0124 A 4,574 0.566 C 6004 0120 ne Collector (no center lane)* 8,000 4,574 0.724 C 0 0438	Cleveland Ave to Park Blvd	2 Lane Collector (continuous left-turn lane)	15,000	3,290	0.219	Å	3,500	0.233	A	210	0.014	NO
6 Lame Major Arterial 50,000 22,296 0.446 B 28,300 0.566 C 6004 0.120 4 Lame Major Arterial 40,000 4,974 0.124 A 6 6 6 6 6 6 6 9 9 8 6 6 6 6 6 9 no 0.000 4,974 0.124 0.622 C 0 0 9 9 <t< td=""><td>6 Lane Major Arterial 50,000 22,296 0.446 B 28,300 0.566 C 6004 0.120 4 Lane Major Arterial 40,000 4,974 0.124 A 0 0.466 0 6004 0.120 0 a Lane Major Arterial 4,974 0.124 A 0 4,974 0.622 C 0 0.498 ne Collector (no center lane)* 8,000 4,974 0.622 C 0 0.498</td><td>Normal St</td><td></td><td>-</td><td>2</td><td></td><td></td><td></td><td></td><td>1</td><td></td><td></td><td></td></t<>	6 Lane Major Arterial 50,000 22,296 0.446 B 28,300 0.566 C 6004 0.120 4 Lane Major Arterial 40,000 4,974 0.124 A 0 0.466 0 6004 0.120 0 a Lane Major Arterial 4,974 0.124 A 0 4,974 0.622 C 0 0.498 ne Collector (no center lane)* 8,000 4,974 0.622 C 0 0.498	Normal St		-	2					1			
4 Lame Major Arterial 40,000 4,974 0.124 A 0.021 0 0.498	4 Lane Major Arterial 40,000 4,974 0.124 A 0.022 0 0.498 ne Collector (no center lane)* 8,000 4,974 0.622 C 0	Park Blvd to Washington St	6 Lane Major Arterial	50,000	22,296	0.446	щ	28,300	0.566	υ	6004	0.120	NO
ne Collector (no center lare)* 8,000 4,974 0.622 C 0 0.498	ne Collector (no center lane)* 8,000 8,000 4,974 0.622 C ⁰ 0.498		4 Lane Major Arterial	40,000	4,974	0.124	A						
		Washington St to University Ave	2 Lane Collector (no center lane)*	8.000				4.974	0.622	υ	0	0.498	NO
			former more our researce ourse	22262						,			

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

bod values indicate roadway segments in LOS E or F. "Normal Street will be classified as a two lane collector with no continous center 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.

				EVISTING	-	ETT.	FITTER VEAR	~			
				A/C		-	V/C		A L. VIV	A 11 VICE	CHARLE FOR THE PARTY OF THE PAR
ROADWAY SEGMENT	ROADWAY FUNCTIONAL CLASSIFICATION	LOS E CAPACITY	ADT	RATIO (a)	TOS	ADT	RATIO (a)	SOT	∆ m AD1		STORIFFICATIVE /
		UPTOWN									
Park Blvd					1	2					
Adams Ave to Mission Ave	2 Lane Collector (continuous left-turn lane)	15,000	14,839	0.989	E	14,060	0.937	H	-179	-0.052	NO
Mission Ave to El Cajon Blvd	3 Lane Collector (no center lane)	11,500	11,806	1.027	fra -	15,467	1.345	F4 1	3661	0.318	YES
El Cajon Blyd to Polk Ave	4 Lane Major Artenal	40,000	11,524	0.288	4	18,600	0.465	n a	10/6	0.177	NO
Polk Aveto University Ave	4 Lane Major Arterial	40,000	13,936	0.348	A.	22,500	0.563	0	8564	0.215	ON
University Ave to Robinson Ave	4 Lane Major Artenal	40,000	14,400	0.360	A	19,800	0.495	щ	5400	0.135	ON
Robinson Ave to Upas St	2 Lane Collector (continuous left-turn lane)	15,000	12,501	0.833	Ω	17,200	1.147	E4	4699	0.314	YES
Upas St to Zoo Pl	4 Lane Major Arterial	40,000	13,807	0.345	A	17,700	0.443	м	3893	0.098	NO
Reynard Wy		-									
Torrance St to Curlew St	2 Lane Collector (continuous left-turn lane)	15,000	1,955	0.130	A	5,300	0.353	щ	3345	0.223	ON
Curlew St to Laurel St	2 Lane Collector (continuous left-turn lane)	15,000	7,200	0.480	υ	8,600	0.573	D	1400	0.093	ON
Richmond St											
Cleveland Ave to University Ave	2 Lane Collector (no center lane)	8,000	7,085	0.886	Е	9,000	1.125	F	1915	0.239	YES
University Ave to Robinson Ave	2 Lane Collector (no center lane)	8,000	5,345	0.668	D	6,700	0.838	E	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	And And And	100 Mar				3					
Brant St to First Ave	2 Lane Collector (no center lane)	8,000	1,995	0.249	A	4,600	0.575	υ	2605	0.326	ON
First Ave to Third Ave	2 Lane Collector (no center lane)	8,000	5,800	0.725	р	11,500	1.438	H	5700	0.713	YES
Third Ave to Eighth Ave	2 Lane Collector (no center lane)	8,000	11,022	1.378	F4	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	р	12,300	0.820	Ω	2180	0.145	NO
Richmond St to Park Blvd		15,000	7,269	0.485	v	9,200	0.613	υ	1931	0.128	ON
San Diego Ave											
Hortensia St to Pringle St	2 Lane Collector (no center lane)	8,000	5,830	0.729	D	10,500	1.313	£4	4670	0.584	YES
McKee St to Washington St	3 Lane Collector (one-way)	26,000	13,920	0.535	щ	18,200	0.700	υ	4280	0.165	ON
Washington St to India St	2 Lane Collector (one-way)	17,500	4,920	0.281	A	7,100	0.406	A	2180	0.125	NO
State St											
Laurel St to Juniper St	2 Lane Collector (no center lane)	8,000	4,140	0.518	υ	8,200	1.025	H	4060	0.507	YES
Sunset Blvd											
Witherby St to Fort Stockton Dr	2 Lane Collector (no center lane)	8,000	2,595	0.324	щ	4,600	0.575	υ	2005	0.251	NO
University Ave											
This St to Albatross St	2 Lane Collector (no center lane)	8,000	10,527	1.316	H	14,700	1.838	H	4173	0.522	YES
Albatross St to First Ave	2 Lane Collector (no center lane)	8.000	16.851	2.106	ſ×.	20.800	2.600	ſ±,	3949	0.494	YES
First Ave to Fourth Ave	2 Lane Collector (no fronting property)	10,000	11,750	1.175	E4	14,100	1.410	E4	2350	0.235	YES
Fourth Ave to Fifth Ave	2 Lane Collector (continuous left-turn lane)	15.000	20.250	1.350	14	21.600	1.440	н	1350	060.0	YES
Fifth Ave to Sixth Ave		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	ы	29,300	1.953	H	4900	0.326	YES
Vermont St to Normal St	4 Lane Major Arterial	40,000	23,938	0.598	c	25,600	0.640	υ	1662	0.042	NO
Normal St to Park Blvd	4 Lane Collector (no center lane)	15,000	16,275	1.085	H	21,200	1.413	Ŧ	4925	0.328	YES
Upas St											
Third Ave to Sixth Ave	2 Lane Collector (no fronting property)	10,000	4,475	0.448	ф	8,500	0.850	А	4025	0.402	NO
Washington St											
India St to University Ave	4 Lane Major Arterial	40,000	27,929	0.698	υ	34,800	0.870	Ω	6871	0.172	ON
University Ave to First Ave	4 Lane Major Arterial	40,000	20,477	0.512	щ	25,400	0.635	υ	4923	0.123	ON
First Ave to Fourth Ave	4 Lane Major Arterial	40,000	25,745	0.644	0	25,745	0.644	υ	0	0.000	ON
FOURTH AVE TO FILL AVE	4 Lane Major Arterial	40,000	30,900	0.775	a	51,500	0.955	я	6400	0.160	YES
Fifth Ave to Sixth Ave	4 Lane Major Artenal	40,000	38,428	19610	ы	41,100	1.028	-	26/2	0.067	YES
Sixth Ave to Richmond St	4 Lane Major Arterial	40,000	41,778	1.044	F.	41,778	1.044	E.	0	0.000	ON
Richmond St to Normal St	6 Lane Major Arterial	50,000	38,725	0.775	υ	47,100	0.942	ы	8375	0.167	YES
Notes: Bold values indicate roadway segments operating at LOS E or F	arating at LOSE or F.										
Capacity for non-standard roadway classific	Capacity for non-standard roadway classifications were provided by City of San Diego staff										
(a) The v/c Ratio is calculated by dividing ti	he ADT volume by each respective roadway segments capacity.										

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

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

Т

				THE REPORT OF A PARTY		ł					
				EXISTING		H	FUTURE YEAR				
		LOSE		V/C RATIO			V/C RATIO		Δ in ADT	Δ in V/C	SIGNIFICANT?
ROADWAY SEGMENT	ROADWAY FUNCTIONAL CLASSIFICATION	CAPACITY	ADT	(a)	LOS	ADT	(a)	LOS	0	0	
		NORTH PARK	PARK								
30th St											
Adams Ave to Meade Ave	Ξ.	15,000	6,325	0.422	ß	10,400	0.693	А	4075	0.271	NO
Meade Ave to El Cajon Blvd		15,000	10,912	0.727	Д	14,400	0,960	Э	3488	0.233	YES
El Cajon B lvd to Howard Ave	2 Lane Collector (continuous left-turn lane)	15,000	12,684	0.846	A	12,684	0.846	D	0	0.000	NO
Howard Aveto Lincoln Ave	2 Lane Collector (continuous left-turn lane)	15,000	12,703	0.847	D	17,900	1.193	F	5197	0.346	YES
Lincoln Ave to University Ave		15,000	12,500	0.833	D	14,000	0.933	Е	1500	0.100	YES
University Ave to North Park Way	2 Lane Collector (continuous left-turn lane)	15,000	12,150	0.810	D	12,500	0.833	Д	350	0.023	NO
North Park Way Ave to Upas St		15,000	12,241	0.816	D	16,500	1.100	н	4259	0.284	YES
Upas St to Redwood St		8,000	8,824	1.103	í-	11,900	1.488	H	3076	0.385	YES
Redwood St to Juniper St	2 Lane Collector (no center lane)	8,000	10,013	1.252	Ē	12,100	1.513	E E	2087	0.261	YES
32nd St											
Howard Aveto Lincoln Ave	2 Lane Collector (no center lane)	8,000	1.845	0.231	A	4,400	0.550	U	2555	0.319	NO
Lincoln Ave to University Ave	2 Lane Collector (no center lane)	8,000	3,300	0.413	щ	3,300	0.413	щ	0	0.000	NO
Thriversity Ave to Mortle Ave	2. Lane Collector (no center Jane)	8000	5 000	0.625	L C	11 200	1 400	L T	6200	0.775	YES
Muttle Ave to Upas St	2 Lane Collector (no center lane)	8.000	6.985	0.873	ы	7.900	0.988	ы	915	0.115	YES
Ubas St. St. to Redwood St.	2. Lane Collector (no center lane)	8000	5 200	0.650	q	5 2:00	0.650	q	0	0.000	NO
Redwood St to Juniper St.	2. Lane Collector (no center fane)	8000	2.218	0 2.77	A	2.600	0 325	ц сс	382	0.048	NO
Adams Ave	former sources and reasonread sources a	2000	24462	1	4	22264		ł	-		
Park Blvd to Alahama St	2.1. ane Collector (continuous left-turn lane)	15 000	6758	0451	щ	7 400	0.493	c	642	0.042	NO
Alahama St to Texas St		15 000	8 966	0.598	a c	8 966	0.598	c	0	0.000	ON
Terrar St to 30th St		15,000	10.700	0.713		13 800	0.000	- F	3100	0.202	VFC
a Chhisti to W. Mountain View Dr	2 Laure Collector (contrinuous feur-tuni laure) 2 Lane Collector (contrinuous left-tum lane)	15,000	10,000	1 329	- 1 ⊨	10,000	0.320	4	0	0.000	NO
Doundary St		000 (21	10/11	1000	-	17/10/	1.000	4	þ	0000	~H7
		0000	00/01	000 1	ŗ	1 1 000	0000	ŗ	0000	0.400	No balance
University Ave to North Park Way	2 Latte Collector (no center lane)	8,000	12,620	8/CT	÷.	16,000	2.000	<u>ب</u>	5580	0.422	YES
North Park Way to Myrtle Ave	1 Lane Collector (one-way)	7,500	2,730	0.364	m	3,300	0.440	щ	570	0.076	NO
Myrtle Ave to Redwood St	2 Lane Collector (no center lane)	8,000	4,670	0.584	υ	6,000	0.750	Ω	1330	0.166	NO
Redwood St to Commonwealth Ave	2 Lane Collector (no center lane)	8,000	3,550	0.444	U	3,900	0.488	D	350	0.044	NO
Commonwealth Ave											
Boundary St to Juniper St	2 Lane Collector (no center lane)	8,000	1,480	0.185	A	2,800	0.350	щ	1320	0.165	NO
El Cajon Blvd											
Park Blvd to Florida St	6 Lane Major Arterial	50,000	19,407	0.388	A	27,100	0.542	В	7 693	0.154	ON
Florida St to T exas St	6 Lane Major Arterial	50,000	23,366	0.4 <i>67</i>	В	34,600	0.692	D	11234	0.225	ON
Texas St to Oregon St	6 Lane Major Arterial	50,000	24,479	0.490	В	34,800	0.696	C	10321	0.206	NO
Oregon St to Utah St	6 Lane Major Arterial	50,000	32,468	0.649	ç	42,800	0.856	D	10332	0.207	NO
Utah St to 30th St	6 Lane Major Arterial	50,000	32,191	0.644	D	39,800	0.796	D	7609	0.152	NO
30th St to Illinois St	6 Lane Major Arterial	50,000	39,116	0.782	C	48,800	0.976	Э	9684	0.194	YES
Illinois St to I-805 Ramps	6 Lane Major Arterial	50,000	46,062	0.921	Ξ	58,900	1.178	F	12838	0.257	YES
Florida St		8	2	2 2				1 1	5 2	1	
El Cajon B lvd to University Ave	2 Lane Collector (no center lane)	8,000	3,375	0.422	щ	7,400	0.925	Э	4025	0:503	YES
University Ave to Robinson Ave	2 Lane Collector (no center lane)	8,000	5,450	0.681	Д	8,800	1.100	F	3350	0.419	YES
Robinson Ave to Upas St	2 Lane Collector (no center lane)	8,000	5,600	0.700	D	6,800	0:850	Э	1200	0.150	YES
Florida Dr											
Upas St to Morley Field Dr	2 Lane Collector (no fronting property)	10,000	5,498	0:550	Э	6,700	0.670	D	1202	0.120	ON
Notes:											
Bold values indicate roadway segments operating at LOS E or F.	rating at LOS E or F.										
Capacity for non-standard roadway classific.	Capacity for non-standard roadway classifications were provided by City of San Diego staff										
(a) The v/c Ratio is calculated by dwiding th	ne ADT volume by each respective roadway segment's capacity.										

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

			I	EXISTING		H	FUTURE YEAR	R			
ROADWAY SECENENT	ROADWAY FUNCTIONAL CLASSIFICATION	LOS E CAPACITY	ADT	V/C RATIO (a)	SOT	ADT	V/C RATIO (a)	SOT	Δ in ADT	Δ in V/C	SIGNIFICANT?
		NORTE	NORTH PARK							2	
Howard Ave		3			50 10			- 60			
Douls Dirid to Elouido Ct	2 Lane Collector (continuous left-turn lane)	15,000	3,000	0.200	A				1000	0.400	NIO
TALK DUT OF TOULDAND	2 Lane Collector (no center lane)*	8,000				4,800	0.600	U	1000	0.400	PI-C
Elowida Ct to Tarrac Ct	2 Lane Collector (continuous left-turn lane)	15,000	3,566	0.238	A				224	0.950	NO
TIOTICS DI 10 T 2000 DI	2 Lane Collector (no center lane)*	8,000				3,900	0.488	U		0.470	_ LT
Trans of the Tritely St	2 Lane Collector (continuous left-turn lane)	15,000	4,815	0.321	A				6105	1 002	AFC
	2 Lane Collector (no center lane)*	8,000		2		11,300	1.413	F	0407	1.072	1.15.3
	2 Lane Collector (continuous left-turn lane)	15,000	6,137	0.409	B				1063	0 066	VFC
	2 Lane Collector (no center lane)*	8,000				10,200	1.275	F	4002	0.000	C.T.I
10 7 10 11 10 100	2 Lane Collector (continuous left-turn lane)	15,000	7,187	0.479	D				C1-CE	0 03 4	VEG
18 DUZE OF THE UTOE	2 Lane Collector (no center lane)*	8,000				10,500	1.313	F	6166	0.634	1 F.S
Juniper St											
30th St to 32nd St	2 Lane Collector (no center lane)	8,000	3,646	0.456	υ	6,200	0.775	Q	2554	0.319	NO
32nd St to Commonwealth Ave	2 Lane Collector (no center lane)	8,000	2,826	0.353	щ	4,400	0.550	c	1574	0.197	NO
Landis St				0							
Boundary St to Nile St	2 Lane Collector (no center lane)	8,000	3,790	0.474	υ	4,000	0.500	υ	210	0.026	NO
Lincoln Ave											
Florida St to Texas St	2 Lane Collector (no center lane)	8,000	966	0.124	A	4,300	0.538	o	3310	0.414	NO
Texas St to Utah St		8,000	2,400	0.300	A	3,200	0.400	щ	800	0.100	NO
Utah St to 30th St	2 Lane Collector (continuous left-turn lane)	15,000	4,550	0.303	A	7,500	0.500	C	2950	0.197	NO
30th St to 32nd St	2 Lane Collector (continuous left-turn lane)	15,000	5,563	0.371	щ	9,200	0.613	o	3637	0.242	NO
32nd St to Boundary St	2 Lane Collector (continuous left-turn lane)	15,000	5,473	0.365	В	9,800	0.653	D	4327	0.288	NO
Madison Ave		22				all a second					
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-turn lane)	15,000	8,040	0.536	C	10,300	0.687	D	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	6905	0.863	YES
Meade Ave		17 17	a 0	50 mm		(t.		1914 - 1914 - 1914 - 1914 - 1914 - 1914 - 1914 - 1914 - 1914 - 1914 - 1914 - 1914 - 1914 - 1914 - 1914 - 1914 -			
Doub Dirid to Transe Ot	2 Lane Collector (continuous left-turn lane)	15,000	4,060	0.271	A				A140	0 754	VFG
FAIN DIVE TO 1 CARD OF	2 Lane Collector (no center lane)*	8,000				8,200	1.025	F	1110	1000	PHT T
Taves at to 30th at	2 Lane Collector (continuous left-turn lane)	15,000	5,280	0.352	ф	2			1620	0 886	VFS
	2 Lane Collector (no center lane)*	8,000				9,900	1.238	F	1050	0.000	NTT I
20th Of the Illinois Arra	2 Lane Collector (continuous left-turn lane)	15,000	8,576	0.572	υ				1004	0 066	VFG
DATE STOTHET OF 15 INCC	2 Lane Collector (no center lane)*	8,000				11,500	1.438	H	1201	0.000	1977
Tilinois St to Toma St	2 Lane Collector (continuous left-turn lane)	15,000	8,651	0.577	C				3240	0 01 1	VEC
	2 Lane Collector (no center lane)*	8,000				11,900	1.488	F	2012	0.711	PTT
Mission Ave		NP 10				444				8	
Park Blvd to Mississippi St	2 Lane Collector (one-way)	17,500	1,497	0.086	A	3,700	0.211	A	2203	0.125	NO
Monroe Ave											
Park Blvd to Mission Ave	2 Lane Collector (no center lane)	8,000	1,200	0.150	A	3,200	0.400	B	2000	0.250	NO
Mission Ave to Texas St	2 Lane Collector (no center lane)	8,000	1,500	0.188	A	5,500	0.688	р	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 Thom St	2 Lane Collector (no center lane)	8,000	4,305	0.538	C	5,000	0.625	D	695	0.087	NO
Notes:											
Bold values indicate roadway segments operating at LOS E or F.	Bold values indicate roadway segments operating at LOS E or F.					3	2				

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

Procession and the second second a new type and the second sec

WAY SEGMENT WAY SEGMENT of St oundary St oundary St oundary St edwood St edwood St h St h St h St h St h St h St h St h	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 (no center lane)	LOSE CAPACITY AI CAPACITY AI NORTH PARK NORTH PARK 10,000 6.7 10,000 5.9 8,000 5.9 8,000 5.9 15,000 5.9 8,000 5.9 15,000 5.9 15,0000 5.9 15,0000 5.9 15,0000 5.9 15,0	33 31 JI	V/C RATIO (a)	TOS	ADT	V/C RATIO (a)	SOT	∆in ADT	Δ in V/C	SIGNIFICANT?
AY SECAMENT St Indary St I	┫┃┽┤┼┤┤┥┥┾┼┥┝┤┾	CAPACITY NORTH PJ 10,000 8,0000 8,0000 8,0000 8,0000 8,0000000 8,0000 8,000000	37 JT		SOT	ADT	(a)	ros			
St Mary St and Ave 5 1 1 1 1 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1	are Collector (no fronting property) are Collector (no fronting property) ie Collector (continuous left-turn lare) ie Collector (no center lane)* 2 Lane Collector (no center lane) e Collector (no center lane) ie Collector (no center lane) 2 Lane Collector (no center lane) 2 Lane Collector (no center lane) 3 Lane Maiot Arterial 3 Lane Maiot Arterial e Collector (no center lane)	NORTH P2 10,000 8,000 8,000 15,000 15,000 15,000 8,000 8,000 8,000 8,000 8,000	ARK 6,737 5.938								
St. Indary	are Collector (no fronting property) are Collector (no fronting property) e Collector (continuous left-turn lane) 2 Lane Collector (no center lane)* 2 Lane Collector (no center lane) 2 Lane Collector (no center lane) 3 Lane Major Arterial a Collector (no center lane)	10,000 10,000 8,0000 8,0000 8,0000 8,0000 8,00000000	6,737 - 5.938								
Annost Boundary St Hioward Ave 1-805 1-805 I-805 Redwood St Redwood St 20th St 20th St 20th St Boundary St	ame contector too normang property) ame collector (no fronting property) ize collector (no fronting property) iz collector (continuous left.turn lane) 2 Lane Collector (no center lane) 3 Lane Major Arterial e Collector (no center lane)	10,000 15,000 15,000 15,000 8,000 8,000 8,000 8,000 8,000 8,000 8,000 8,000 8,000	5.938	1000	ŀ	0000	0000	ſ	0,0,0		
Ecumary st. Huward Ave 1-805 Leads to Fir St Redwood St 2 Stoth St 2 Boundary St.	ame Coulector uno montrag property) are Collector (contirmuous left.4um lane) 2 Lane Collector (no center lane)* 2 Lane Collector (no center lane) are Collector (no center lane) 2 Lane Collector (no center lane) 2 Lane Collector (no center lane) 3 Lane Maior Arterial are Collector (no center lane)	15,000 15,000 8,000 8,000 8,000 8,000 8,000 8,000 8,000 8,000	5.938	0.0/4	2	000'8	0.800	a r	1/03	0/1/0	ON1
I-B05 2La I-B05 2La to Fir St Redwood St 2La Stat St Boundary St	ie Collector (continuous left-turn larre) 2.1.ane Collector (no center lane)* 2.1.ane Collector (no center lane) ie Collector (no center lane) 2.1.ane Collector (no center lane) 2.1.ane Collector (no center lane) 2.1.ane Collector (no center lane) 3.1.ane Maior Arterial ne Collector (continuous left.turn lane)	15,000 8,000 8,000 8,000 8,000 8,000 8,000 8,000 8,000	5.938	c	0	10,000	1.000	4	C	0	ų,
I-805	2. Lane Collector (too center lane)* 2. Lane Collector (too center lane) 2. Lane Collector (too center lane) 3. Lane Major Arterial ne Collector (too center lane)	8,000 8,000 8,000 8,000 8,000 8,000 8,000 8,000		0 39K	щ						
tve lo Fir St 2 La Redwood St 2 La 30th St 30th St 20th St 2 Boundary St 10th 2 La	2 Larte Collector (no center larte) re Collector (contrauous left.4um larte) 2 Larte Collector (no center larte) 2 Larte Collector (no center larte) 2 Larte Collector (no center larte) 3 Larte Major Arterial re Collector (no center larte)	8,000 8,000 8,000 8,000 8,000 8,000 8,000		0/7/0	t	8.200	0.547	0	2262	0.151	ON
to Fir St Redwood St 2.Ls 30th St 32nd St Boundary St	2 Lane Collector (no center lane) re Collector (continuous left-turn lane) re Collector (conternate lane) 2 Lane Collector (no center lane) 2 Lane Collector (no center lane) 2 Lane Collector (no center lane) 3 Lane Maior Arterial ne Collector (continuous left-turn lane)	8,000 8,000 8,000 8,000 8,000 8,000									
Redwood St 2 Ls 30th St 32nd St Boundary St	ie Collector (continuous left-ium lane) 2 Lane Collector (no center lane) 2 Lane Collector (no center lane) 2 Lane Collector (no center lane) 3 Lane Major Arterial a Collector (no center lane)	15,000 8,000 8,000 8,000	2,225	0.278	A	2,300	0.288	A	75	0.010	ON
Redwood St 2 La SOth St 23nd St 2nd S	ie Collector (continuous left.turn lane) 2 Lane Collector fon center lane) 3 Lane Major Arterial e Collector continuous left.turn lane)	15,000 8,000 8,000 8,000									
30th St 32nd St Boundary St	2.Lane Collector (no center lane) 2.Lane Collector (no center lane) 2.Lane Collector (no center lane) 2.Lane Collector (no center lane) 3.Lane Major Arterial ne Collector (continuous leith.turn lane)	8,000 8,000 8,000	6,439	0.429	щ	10,500	0.700	A	4061	0.271	NO
30th St 32nd St Boundary St		8,000 8,000 8,000 8,000 8,000 8,000 8,000 8,000 8,000 8,000 8,000 8,000 1,00000000									
nd St oundary St	0 0 0	8,000 8,000 8,000	5.988	0.749	E	7.200	0.900	ш	1212	0.151	YES
oundary St	0 0 0 0	8,000 8,000	4.912	0.614	υ	4,912	0.614	U	0	0.000	NO
	0 00 9	8,000	1,650	0.206		4,400	0.550	υ	2750	0.344	ON
KOD INSON AVE	01 00 9	8,000		č							
Park Blvd to Florida St			4,160	0.520	C	5,900	0.738	D	1740	0.218	ON
Texas St	~ V										
Adams Ave to Mission Ave	Ψ.	30,000	27,532	0.918	E	39,100	1.303	F	11568	0.385	YES
3 Lan		15,000	16,563	1.104	F				0000	0.01	ATEG
	4 Lane Collector	30,000				38,300	1.277	F	15/17	0.1/3	CHI
El Cajon Blvd to Howard Ave 2 Lan	2 Lane Collector (continuous left-turn lane)	15,000	10,404	0.694		12,700	0.847	Д	2296	0.153	ON
	2 Lane Collector (continuous left-turn lane)	15,000	9,461	0.631	0	14,400	0.960	ы	4939	0.329	YES
University Ave to Myrtle Ave	2 Lane Collector (no center lane)	8,000	3,821	0.478		5,700	0.713	Д	1879	0.235	ON
	2 Lane Collector (no center lane)	8,000	2,814	0.352	щ	4,100	0.513	o	1286	0.161	ON
					2						
31 21	4 Lane Collector (no center lane)	15,000	19,200	1.280	E.	23,900	1.593	E4	4700	0.313	YES
Florida St to Texas St 4	4 Lane Collector (no center lane)	15,000	21,611	1.441	E.	21,611	1.441	F	0	0.000	ON
	4 Lane Collector (no center lane)	15,000	20,058	1.337		23,700	1.580	F	3642	0.243	YES
0.0	4 Lane Collector (no center lane)	15,000	20,361	1.357	a	22,900	1.527	F	2539	0.170	YES
Utah St to 30th St	4 Lane Collector (no center lane)	15,000	19,173	1.278	E.	20,800	1.387	F	1627	0.109	YES
	3 Lane Collector (no center lane)	11,500	21,100	1.835	F	22,800	1.983	F	1700	0.148	YES
	3 Lane Collector (no center lane)	11,500	19,644	1.708	F	22,600	1.965	F	2956	0.257	YES
St to Boundary St	4 Lane Collector (no center lane)	15,000	25,568	1.705	E4	29,600	1.973	F	4032	0.268	YES
Alabama St to Texas St	2 Lane Collector (no center lane)	8,000	7,100	0.888	-	8,600	1.075	ы	1500	0.187	YES
d	2 Lane Collector (no center lane)	8,000	7,160	0.895		11,500	1.438	F	4340	0.543	YES
hSt	2 Lane Collector (continuous left-turn lane)	15,000	9,574	0.638		16,300	1.087	F	6726	0.449	YES
d	2 Lane Collector (no center lane)	8,000	4,347	0.543	o	6,100	0.763	Q	1753	0.220	NO
St to Boundary St	2 Lane Collector (no center lane)	8,000	2,600	0.325		2,700	0.338	щ	100	0.013	ON
	2 Lane Collector (no center lane)	8,000	992	0.124	A	5,000	0.625	Ω	4008	0.501	NO
	2 Lane Collector (no center lane)	8,000	2,841	0.355	-	5,300	0.663	A	2459	0.308	ON
e		8,000	4,362	0.545		6,400	0.800	р	2038	0.255	ON
	2 Lane Collector (no center lane)	8,000	2,535	0.317		7,300	0.913	ы	4765	0.596	YES
	3 Lane Collector (no center lane)	11,500	2,900	0.252		4,700	0.409	A	1800	0.157	ON
rk Way	2 Lane Collector (no center lane)	8,000	4,740	0.593		5,100	0.638	Ω	360	0.045	ON
North Park Way to Upas St	2 Lane Collector (no center lane)	8,000	1,919	0.240	A	7,500	0.938	ы	5581	0.698	YES

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

Bold values indicate roadway segments operating at LOSE or F. ArangeFiroward Areane with the classified as a two lare as the lare of accommodate future bicycle bouleward pending further project level analysis capacity for non-standard roadway classifications were provided by City of San Diego staff. (a) The v/o Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

		2		DNITSTVT		1111	ULLE VEAD				
				DVITTETY		4	V/C		A in ADT	A in V/C	SIGNIEICA NT'?
ROADWAY SEGMENT	ROADWAY FUNCTIONAL CLASSIFICATION	LOS E CAPACITY	ADT	RATIO (a)	ros	ADT	RATIO (a)	LOS			
		GOLDEN HILL	N HILL								
25th St 5	- 2	16 000	1000	0 5 00	ζ	0000	0 500	5	050	0.010	NIO.
IC A OI DAIA SSIN	2 Latte Collector (contributious left-turn) latte)	15 000	00000	505.0	ی ر	1,800	076.0	ç	0.07	/ 10:0	INC
B St to Broadway	2 Lane Collector (continuous left-turn lane)	15,000	20t's	0.047	>	10.900	0.727	D	1491	0.100	NO
Particular In the last	4 Lane Collector (no center lane)	15 000	12,105	0.807	C			ı	1000000W	SCOLUCE AND	SAMARAN SA
Broadway to F St	2 Lane Collector (continuous left-turn lane)	15,000	Î			17,400	1.160	ы	5295	0.353	YES
26th St			4							4	
Russ Blyd to B St	2 Lane Collector (no center lane)	8,000	9,152	1.144	E.	9,152	1.144	E4	0	0.000	ON
BsttoCst	2 Lane Collector (no center lane)	8,000	2,146	0.268	A	5,100	0.638	Q	2954	0.370	ON
28th St											
Russ Blyd to C St	2 Lane Collector (no center lane)	8,000	4,888	0.611	υ	8,800	1.100	ſΞ	3912	0.489	YES
C St to Broadway		8,000	8,150	1.019	F	10,500	1.313	ſщ	2350	0.294	YES
Broadway to SR-94	2 Lane Collector (no center lane)	8,000	10,697	1.337	F	19,100	2.388	ſ±,	8403	1.051	YES
30th St											
Grape St to Ash St	2 Lane Collector (no center lane)	8,000	3,865	0.483	υ	6,900	0.863	ы	3035	0.380	YES
A St to Broadway	2 Lane Collector (no center lane)	8,000	16,610	2.076	ſщ	19,800	2.475	í4	3190	0.399	YES
Broadway to SR-94	2 Lane Collector (no center lane)	8,000	4,210	0.526	D S	9,500	1.188	ĺΞ.	5290	0.662	YES
31 st St			i i			ŝ					
Juniper St to Grape St	2 Lane Collector (no center lane)	8,000	2,299	0.2 <i>87</i>	A	4,700	0.588	υ	2401	0.301	NO
B St											
19th St to 20th St	4 Lane Collector (no center lane)	15,000	5,372	0.358	щ	6,500	0.433	щ	1128	0.075	NO
20th St to 25th St	2 Lane Collector (no center lane)	8,000	3,708	0.464	D	5,400	0.675	Q	1692	0.211	NO
25th St to 26th St	2 Lane Collector (no center lane)	8,000	4,600	0.575	D	7,500	0.938	ы	2900	0.363	YES
26th St to 28th St	2 Lane Collector (no center lane)	8,000	6,200	0.775	Д	7,100	0.888	Э	900	0.113	YES
28th St to 30th St	2 Lane Collector (no center lane)	8,000	2,713	0.339	щ	5,700	0.713	Ω	2987	0.374	NO
Beech St											
28th St to Fern St	2 Lane Collector (no center lane)	8,000	1,770	0.221	A	6,200	0.775	D	4430	0.554	NO
Broadway			-								
19th St to 20th St	2 Lane Collector (continuous left-turn lane)	15,000	5,788	0.386	щ	6,000	0.400	щ	212	0.014	NO
20th St to 25th St	2 Lane Collector (continuous left-turn lane)	15,000	4,867	0.324	A	8,000	0.533	υ	3133	0.209	NO
25th St to 28th St	2 Lane Collector (continuous left-turn lane)	15,000	4,165	0.278	A	5,500	0.367	ш	1335	0.089	NO
28th St to 30th St	2 Lane Collector (continuous left-turn lane)	15,000	3,279	0.219	A	4,900	0.327	A	1621	0.108	NO
30th St to SR-94	2 Lane Collector (no center lane)	8,000	15,881	1.985	F	15,811	1.976	Ŧ	-70	-0.009	NO
cst											
19th St to 20th St	60	7,500	3,827	0.510	D	6,100	0.813	Ω	2273	0.303	NO
20th St to 25th St	2 Lane Collector (continuous left-turn lane)	15,000	3,923	0.26	A	4,500	0.300	A	577	0.038	ON
25th St to 28th St	2 Lane Collector (continuous left-turn lane)	15,000	1000		2	000,0	0.36/	щ	1	1	0
28th St to 30th St		15,000	2,658	0.177	A	4,100	0.273	4	142	0.096	ON
30th St to 34th St	2 Lane Collector (no center lane)	8,000	4,230	0.53	S	1,900	0.988	ы	36/0	0.459	YES
Cedar St	V	0000	210.0	0300	f	007 0	2010	ŕ	ene	0000	NI/
	2 LATE COLLECTOR (ITO CETICE' LATE)	\$,000	C18,2	200.0	ĥ	3,400	0.420	η	CQC	6/0.0	NO.
Trum St. Tuniner St to Grane St	2 T and Chillector (no center land)	8,000	8 350	1 044	r1	8 900	1 113	[±	550	0.069	VFS
Grape St to A St	2 Lane Collector (no center lane)	8,000	8,082	1.010	. E4	15,000	1.875	- E4	6918	0.865	YES
Grape St											
30th St to 31st St	2 Lane Collector (no center lane)	8,000	2,614	0.327	щ	9,000	1.125	F	6386	0.798	YES
Notes:											
Bold values indicate roadway segments operating at LOS E or F	rating at LOSE or F.	0 0 10 10 10 10		1000							
*Orange/Howard Avenue will be classified a	*Orange/Howard 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	late future bicycle bou	alevard pendir	ig further proj	ect level ana	lysis					
Capacity for non-standard roadway classific	ations were provided by City of San Diego statt										
(a) The V/C Katio is calculated by unvirtig u	he A.D.T. volume by each respective roadway segmenus capacity.										

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

		NUMBER	CAPACITY -	EXISTING	ING	FUTURE YEAR	YEAR		-
FREEWAY SEGMENT	DIRECTION	OF LANES	(a)	V/C RATIO	TOS	V/C RATIO	TOS	Δ (c)	SIGNIFICANT?
ų			Al	AM PEAK					
<u>61</u>	NB	$4 M \pm 1 A$	0.200	0.950	Ľ.	1 183	ΕŪ	0.734	VFS
Old Town Ave to Washington St	SB	4M + 1A	9 200	0.746		0 798		0.052	NO
	BN	4 M	8.000	0.840	D	1.096	FO	0.256	YES
Washington St to Pacific Highway	SB	4 M	8,000	0.660	C	0.739	С	0.079	ON
Eiret Avia to Sivth Avia	NB	4 M + 1 A	9,200	1.264	F1	1.341	$\mathbf{F1}$	0.078	YES
	SB	5 M + 1 A	11,200	0.346	А	0.743	С	0.397	NO
SP_163 to SP_04	NB	5 M + 1 A	11,200	1.085	F0	1.149	$\mathbf{F0}$	0.064	YES
	SB	5 M + 1 A	11,200	0.362	А	0.901	D	0.540	NO
SR-94 to Imnerial Ave	NB	4 M + 1 A	9,200	1.035	$\mathbf{F0}$	1.064	$\mathbf{F0}$	0.029	YES
	SB	4 M + 1 A	9,200	0.345	A	0.835	D	0.490	NO
I-8	-			1	ŝ		1		të tën s
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	C	-0.157	NO
I-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	С	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	Е	1.283	F1	0.307	YES
I-805									_
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
Fl Caion Blyd to Hniversity Ave	NB	4 M	8,000	0.602	В	1.427	F2	0.825	YES
EI CADILETAU IN CHILVEISHY AVE	SB	4 M + 1 A	9,200	1.063	$\mathbf{F0}$	0.457	в	-0.607	NO
	NB	4 M + 1 A	9,200	0.466	В	1.207	$\mathbf{F0}$	0.740	YES
University Ave to SK-15	SB	4 M + 1 A	9,200	0.947	Е	0.421	В	-0.526	ON
SR-94									-
	WB	4 M	8,000	0.976	Э	1.241	$\mathbf{F0}$	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	$\mathbf{F0}$	1.303	F1	0.208	YES
	EB	4 M	8,000	0.405	А	0.494	В	0.089	NO
Broadman to CD 15	WB	4 M	8,000	1.214	$\mathbf{F0}$	1.414	$\mathbf{F2}$	0.200	YES
	EB	4 M + 1 A	9,200	0.390	А	0.466	В	0.075	NO
SR-163									-
I-8 to Washington St	NB	3 M + 1 A	7,200	0.575	в	1.121	$\mathbf{F0}$	0.546	YES
	SB	3 M + 1 A	7,200	0.828	D	0.950	E	0.122	YES
Washington St to Rohinson Ave	NB	2 M	4,000	0.800	С	0.830	D	0.031	NO
	SB	2 M	4,000	1.151	F0	1.846	F2	0.696	YES
Onince Dr to I 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:									
Bold values indicate freeway segments operating at LOS E or F. (a) The canactiv is calculated as 2 000 ADT ner lane and 1 200 ADT ner auviliary lane	IS E or F. 1 200 ADT ner auxil	iarv lane							
(b) Traffic volumes provided by City of San Diego model	lel								
(c) Peak-hour volume calculated by: $(ADT^*K^*D)/Truck$ Factor	k Factor								

Table 4-11 Future Year Freeway Segment Analysis Summary

FREEWAY SEGMENT DIRECTION L-5		NUMBER	CAPACITY	EXISTING	UND	TOTAL TOTAL	VEAR		
FREEWAY SEGMENT wn Ave to Washington St gton St to Pacific Highway e to Sixth Ave i to SR-94 i to SR-94 i to Srth Ave i to SR-94 i to Srth Ave i to SR-94 i to SR-94						FUTURE YEAK	TRAN		
wn Ave to Washington St gton St to Pacific Highway ee to Sixth Ave i to SR-94 i to SR-94		OF LANES	(a)	V/C RATIO	TOS	V/C RATIO	LOS	Δ (c)	SIGNIFICANT?
wn Ave to Washington St gton St to Pacific Highway ve to Sixth Ave to SR-94 it o SR-94 in Center Rd to Qualcomm Wy o SR-15			P	PM PEAK					
wn Ave to Washington St gton St to Pacific Highway e to Sixth Ave to SR-94 to SR-94 in SR-94 in Center Rd to Qualcomm Wy SR-15	B	4 M + 1 A	9.200	0.780	C	1.000	Е	0.220	YES
gron St to Pacific Highway e to Sixth Ave to SR-94 to SR-94 in SR-94 incle (W) to Hotel Circle (E) incle (W) to Hotel Circle (E) circle (N) to Hotel Circle (E)	В	4 M + 1 A	9,200	0.916	D	1.187	F0	0.271	YES
gion 51 to Facture rugitway re to Sixth Ave to SR-94 it o SR-94 in Center Rd to Qualcomm Wy 5 SR-15	NB	4 M	8,000	0.690	C	0.926	E	0.236	YES
ve to Sixth Ave to SR-94 io Imperial Ave ircle (W) to Hotel Circle (E) Center Rd to Qualcomm Wy 5 SR-15	SB	4 M	8,000	0.810	D	1.100	$\mathbf{F0}$	0.290	YES
to SR-94 to Imperial Ave ircle (W) to Hotel Circle (E) Center Rd to Qualcomm Wy 5 SR-15	NB	4 M + 1 A	9,200	1.078	$\mathbf{F0}$	1.133	$\mathbf{F0}$	0.055	YES
i to SR-94 to Imperial Ave ircle (W) to Hotel Circle (E) n Center Rd to Qualcomm Wy 5 SR-15	SB	5 M + 1 A	11,200	0.498	В	1.105	F0	0.607	YES
in Imperial Ave incle (E) incle (W) to Hotel Circle (E) Center Rd to Qualcomm Wy SR-15	NB	5 M + 1 A	11,200	0.926	E	1.091	F0	0.166	YES
io Imperial Ave fircle (W) to Hotel Circle (E) 1 Center Rd to Qualcomm Wy 5 SR-15	SB	5 M + 1 A	11,200	0.521	В	1.213	F0	0.693	YES
Tircle (W) to Hotel Circle (E)	B	4 M + 1 A	9,200	0.883	D	1.011	F0	0.127	YES
fircle (W) to Hotel Circle (E) 1 Center Rd to Qualcomm Wy 5 SR-15	в	4 M + 1 A	9,200	0.497	В	1.124	F0	0.627	YES
ircle (W) to Hotel Circle (E) Center Rd to Qualcomm Wy SR-15	B	4 M + 1 A	9.200	0.807	q	0.889	Q	0.082	NO
1 Center Rd to Qualcomm Wy 5 SR-15	e	4 M	8.000	1.134	FO	1 449	F2	0.315	YFS
1 Center Kd to Qualcomm Wy 5 SR-15	9	4 M + 1 A	9.200	0.876	D	0.910	D	0.035	ON
5.Rr.15	B	4 M + 1 A	9,200	1.070	F0	1.291	FI	0.221	YES
	WB	4 M + 1 A	9,200	0.893	D	0.920	E	0.027	YES
	B	4 M + 1 A	9,200	1.183	$\mathbf{F0}$	1.511	F2	0.327	YES
L-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									_
I-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 Caion Blvd to University Ave	NB	4 M	8,000	1.095	$\mathbf{F0}$	1.001	F0	-0.094	NO
	SB	4 M + 1 A	9,200	0.635	С	1.293	F1	0.659	YES
Initiality Aria to SD 15 NI	NB	4 M + 1 A	9,200	0.848	D	0.867	D	0.019	NO
CI-NC ID AVA (DIS	SB	4 M + 1 A	9,200	0.565	В	1.203	$\mathbf{F0}$	0.637	YES
SR-94									
25th St to 28th St WI	WB	4 M	8,000	0.401	А	0.612	В	0.210	NO
	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	С	0.192	NO
EB	B	4 M	8,000	1.050	$\mathbf{F0}$	1.556	F2	0.506	YES
Broadway to SR-15 W1	WB	4 M	8,000	0.499	в	0.697	С	0.198	NO
EB	B	4 M + 1 A	9,200	1.012	F0	1.468	F2	0.456	YES
SR-163					,		;		20 mm
I-8 to Washington St	NB	3 M + I A	/,200	0.8/0	ŋ	1.301	FI	0.431	YES
	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
	SB	2 M	4,000	0.741	C	1.016	F0	0.275	YES
Ouince Dr to L5	NB	2 M	4,000	1.364	F2	1.362	F2	-0.001	NO
	В	2 M	4,000	1.162	$\mathbf{F0}$	1.160	F0	-0.001	NO
Notes:									
DOM values inducate neeway segments operating at LOS E of F. (a) The capacity is calculated as 2,000 ADT per lane and 1,200 ADT per auxiliary lane	oT per auxilia	ury lane							
(b) Traffic volumes provided by City of San Diego model									
(c) Peak-hour volume calculated by: (ADT*K*D)/Truck Factor									

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

FERIOD (verthor) (control (verthor) (verthor)		PEAK	METER RATE ¹	EXISTING DEMAND ²	EXCESS EXISTING DEMAND	AVERAGE EXISTING DELAY	FUTURE DEMAND ²	EXCESS FUTURE DEMAND	AVERAGE FUTURE DELAY	A IN DELAY WITH PROJECT	SIGNIFICANT	AVERAGE WITH PROJECT
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	ON-RAMP	PERIOD	(veh/hr)	(veh/hr)	(veh/hr)	(min)	(veh/hr)	(veh/hr)	(min)	(min)	~•	QUEUE
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$		AM	966	1020		1.4	1241	245	14.8	13.3	ON	6.125 ft
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	Washington St to I-5 NB	ΡM	966	1034	38	2.3	1227	231	13.9	11.6	ON	5,775 ft
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	Indio C+ to I 5 ND	AM	966	915	0	0.0	1007	11	0.6	0.6	NO	263 ft
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$		PM	966	1066	70	4.2	1173	177	10.6	6.4	NO	4,415 ft
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	Hawthorn St to L5 NB	AM	966	454	0	0.0	460	0	0.0	0.0	NO	0 fî
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$		ΡM	966	842	0	0.0		0	0.0	0.0	NO	0 fi
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	Hancock St to I-5 SB	AM			Ramp no	t metered in the	e a.m. peak	-		0.0	NO	0 ft
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$		PM	1140	1287	147	7.7	1542	402	21.2	13.4	YES	10,050 ft
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	Kettner Blud to L5 CB	AM			Ramp no	t metered in the	e a.m. peak			0.0	NO	0 ft
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	de c-i oi nate taimasi	PM	498	269	0	0.0	861	363	43.7	43.7	YES	9,070 ft
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	Fifth Ave to L5 SB	AM			Ramp no	t metered in the	e a.m. peak			0.0	NO	0 fi
INTERSTATE 8 AM 48 Runp not metered in the a.m. peak 00 NO AM 498 465 0 0 00 NO AM 1140 866 0 0 00 NO NO AM 1140 866 0 0 00 00 NO NO AM 1140 986 0 011132 0 00 NO NO AM 1140 986 0 01132 0 00 NO NO AM 1140 988 0 0 00 NO NO NO AM 1140 986 0 0 0 0 NO NO NO AM 570 99 0 0 0 0 NO		PM	966	1087		5.5	1894	898	54.1	48.6	YES	22,462 ft
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$					ILUI	ERSTATE 8						
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	NR Tevas St to L8 FB	AM			Ramp no	t metered in the	e a.m. peak			0.0	NO	0 fi
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$		ΡM	498	465	0	0.0	579	81	9.8	9.8	NO	2,026 ft
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	SR Texas St to L8 FR	AM			Ramp no	t metered in the	e a.m. peak			0.0	NO	0 ft
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$		ΡM	1140	866		0.0	888	0	0.0	0.0	NO	0 ft
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$					ILNI	ERSTATE 8						
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	El Caion Blvd to I-805 NB	AM	1140	860	0	0.0	1118	0	0.0	0.0	NO	0 ft
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$		PM			Ramp no	t metered in the	e p.m. peak			0.0	NO	0 ft
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	Iniversity Ave to L805 NR	AM	1140	998	0	0.0	1132	0	0.0	0.0	NO	0 fî
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	UNIVERSITY AVE WE FOUND	PM			Ramp no	t metered in the	e p.m. peak			0.0	NO	0 fi
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$					INTE	RSTATE 94						
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	28th St to SP 04 WB	AM	534	100	0	0.0	205	0	0.0	0.0	NO	0 fi
AM 570 99 0 0.0 173 0 0.0 0.0 NO PM AM Ramp not metered in the p.m. pack 0.0 0.0 NO NO AM 960 785 0 0.0 0.0 NO NO PM 960 785 0 0.0 0.0 NO NO AM M 200 732 0 0.0 870 0 0.0 NO AM 960 732 0 0.0 870 0 0.0 NO NO AM 960 732 0 0.0 0.0 0.0 NO NO AM 960 732 0 0.0 0.0 0.0 NO NO AM 570 464 0 0.0 0.0 0.0 NO NO AM 498 373 0 0.0 0.0 0.0 NO NO		ΡM			Ramp no	t metered in the	e p.m. peak			0.0	NO	0 ft
FM Kamp not metered in the p.m. peak 0.0 NO AM 960 785 0 0.0 NO NO PM 960 785 0 0.0 935 0 0.0 NO AM 960 732 0 0.0 870 0 0.0 NO AM 960 732 0 0.0 0.0 0.0 NO AM 960 732 0 0.0 0.0 0.0 NO AM 570 464 0 0.0 0.0 0.0 NO NO AM 570 464 0 0.0 558 0 0.0 NO NO AM 498 373 0 0.0 615 117 14.2 14.2 NO AM 498 373 0 0.0 8.0 NO NO NO AM 498 373 0 0.0 0.0<	32nd St/Broadway to SR-94 WB	AM	570	66	0,	0.0	173	0	0.0	0.0	ON S	0 ft 2 e
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$		ΡΜ			Kamp no	metered in the	e p.m. peak			0.0	DN OX	0.11
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	25th St to SR-94 EB	PM	ORO	785			035	0	00	0.0	ON	0.ft
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$		AM	2007	201	Ramp noi	t metered in the	a.m. neak	>	0.0	0.0	ON	0 fi
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	28th St to SR-94 EB	PM	960	732	0	0.0	870	0	0.0	0.0	ON	0 ft
PM 570 464 0 0.0 558 0 0.0 0.0 NO NO AM 498 373 0 0.0 615 117 14.2 14.2 NO PM PM PM Ramp not metered in the p.m. peak 0.0 NO N	22 nd Ct/Bundmin to CD 04 ED	AM			Ramp no	t metered in the	e a.m. peak			0.0	NO	0 ft
INTERSTATE 163 AM 498 373 0 0.0 615 117 14.2 NO PM PM Ramp not metered in the p.m. peak 0.0 NO NO NO	22114 SU DIOGUWAY IO SIV-94 ED	ΡM	570	464	0	0.0	558	0	0.0	0.0	NO	0 ft
AM 498 373 0 0.0 615 117 14.2 14.2 NO PM PM Ramp not metered in the p.m. peak 0.0 NO NO					INTE	RSTATE 163						
PM Ramp not metered in the p.m. peak 0.0 NO	Workington Ct to CD 162 CD	ΜM	498	373	0	0.0	615	117	14.2	14.2	NO	2,936 ft
	de col-ae ou le holghingem	PM			Ramp noi	t metered in the	e p.m. peak			0.0	ON	0 ft
	2) Demand is the peak hour demand using the on-ramp											

Table 4-13 Future Year Summary of Ramp Metering Analysis

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 rightturn lane. Uptown 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 Uptown Impact Fee Study (IFS).
- 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 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.
- 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 & 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 right-turn lane. North Park CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure.
- El Cajon Boulevard & 30th 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 & 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.
- Upas Street & 30th 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.

- **30**th **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.
- **30th 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.
- 30th 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.
- **32nd 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 30**th **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.

- **25**th **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.
- 28th 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.
- **28th 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.

- **30th 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 leftturn 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 25th Street to 28th 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 30th Street to 34th 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 30th Street to 31st 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: 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: 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) and SR-15. 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) and SR-15. 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 between I-805 and SR-94. 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 between I-805 and SR-94. 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-8 and SR-15. This project is expected to be constructed by year 2030. This measure provides partial mitigation since it reduces the traffic demand on the freeway general purpose lane.
- 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-8 and SR-15. This project is expected to be constructed by year 2030. This measure provides partial mitigation since it reduces the traffic demand on the freeway general purpose lane.
- 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 Street and SR-15. This project is expected to be constructed by year 2020. This measure provides partial mitigation since it reduces the traffic demand on the freeway general purpose lanes.
- 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 and SR-15. This project is expected to be constructed by year 2020. This measure provides partial mitigation since it reduces the traffic demand on the freeway general purpose lane.
- 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.

	PEAK	FUTURE	YEAR	POST-MIT	IGATION
INTERSECTIONS	HOUR	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)
		UPTOWN	•		
Washington St & Fourth Ave	AM	31.8	С	27.3	С
Washington St & Fourth Ave	PM	59.9	Ε	42.7	D
Washington St & Eighth Ave/SR-163 Off Ramp	AM	71.5	Ε	22.3	С
washington St & Eighth Ave/SR-105 On Ramp	PM	331.7	F	49.5	D
Washington St/Normal St & Campus Ave/Polk Ave	AM	62.7	E	49.9	D
washington Servorman St & Campus Aver olk Ave	PM	57.3	Е	39.5	D
University Ave & Sixth Ave	AM	38.7	D	40	D
	PM	55.3	Е	50.8	D
Elm St & Sixth Ave	AM	153.6	F	20.6	С
	PM	18.8	В	12.5	В
Cedar St & Second Ave	AM	ECL	F	25.9	С
	PM	43	E	10.1	В
	N	ORTH PARK			
Madison Ave & Texas St	AM	144.4	F	36.2	D
Wadison Ave & Texas St	PM	63.9	Е	35	D
El Cajon Blvd & 30th St	AM	29.7	С	26.1	С
	PM	68.1	Е	52	D
El Cajon Blvd & I-805 SB Ramps	AM	21.9	С	15.5	В
	PM	96.8	F	37.7	D
University Ave & 30th St	AM	26.5	С	25.9	С
	PM	57.8	E	44.3	D
University Ave & I-805 NB Ramps	AM	45.5	D	52.6	D
	PM	80.9	F	54.9	D
North Park Way, I-805 SB Ramps, & Boundary St	AM	18.1	С	15.6	В
Torin Fain Way, Food DD Tampo, & Doundary Dr	PM	134.8	F	47.2	D
Upas St & 30th St	AM	40.1	E	14.5	В
	PM	54.8	F	34.1	D
	G	OLDEN HILL			
B St & 17th St/ I-5 SB Off-Ramp	AM	ECL	F	25.1	С
	PM	20.4	С	7.2	А
SR-94 WB Ramps & Broadway	AM	ECL	F	11.1	В
	PM	ECL	F	13.2	В
SR-94 WB Ramps & 28th St	AM	ECL	F	15.4	В
······································	PM	ECL	F	14.6	В
SR-94 EB Ramps & 28th St	AM	ECL	F	13.8	А
. r	PM	ECL	F	18.4	В
F St & 25th St	AM	82.3	F	12.5	В
	PM	39.4	E	7.5	А
G St & 25th St	AM	55.2	F	19.8	В
	PM	68	F	16.5	В

Table 6-1 Post Mitigation Summary of Intersection Analysis

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

ROADWAY SECMENT	FUTURE YEAR ADT	RC	ROADWAY FUNCTIONAL CLASSIFICATION	LOS E CAPACITY	V/C RATIO (a)	SOT
First Ave						
Windhinston St to Theirsedit. A.s.	0.100	Future Year	2 Lane Collector (No center lane)	8,000	1.138	F
W ashington St to University Ave	001,6	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.607	С
	000 / 1	Future Year	2 Lane Collector (No center lane)	8,000	2.038	H
University Ave to Robinson Ave	105.01	Post Mitigation	4 Lane Collector	30,000	0.543	υ
Dahimana Arrata Damarinania Arra	003 11	Future Year	2 Lane Collector (No center lane)	8,000	1.438	F
komison Ave to remissivama Ave	000011	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.767	D
Domericanic Arrets Biolent Arre	11 000	Future Year	2 Lane Collector (No center lane)	8,000	1.600	F
AVA ULUE VI OLO VA ULUE LAVA	14,000	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.853	D
Welmit A we to I amed St	11 000	Future Year	2 Lane Collector (No center lane)	8,000	1.488	F
IS ITALE TO LAND THE W	11,200	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.793	D
I arread Ct to Transform Ct	8 100	Future Year	2 Lane Collector (No center lane)	8,000	1.050	F
Laurel SI 10 Hawmonl SI	8,4UU	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.560	C
Hourishows Of to Conner Of	v 600	Future Year	2 Lane Collector (No center lane)	8,000	0.850	E
16 add ID 01 16 ILI0IIIMBH	0,000	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.453	В
Fourth Ave						
Ashee De to Wienhimston Ct	1 4 000	Future Year	2 Lane Collector (No center lane)	8,000	1.863	F
ALDOT DT LO W ASHINGTON SI	14,900	Post Mitigation	4 Lane Collector	30,000	0.497	C
Wednest Arests I arread St	15 100	Future Year	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	0.863	E
IS IZATED TO A VENTION W	001,61	Post Mitigation	3 Lane Collector (one-way)	26,000	0.581	c
Fifth Ave						
Debineen Are to Blolent Are	15 200	Future Year	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	0.903	Е
KOOIIISOII AVE 10 WAIIIUI AVE	000,01	Post Mitigation	3 Lane Collector (one-way)	26,000	0.608	C
Sixth Ave						
Illochineton Ct to Ilniversity Aux	45 100	Future Year	3 Lane Collector (two-way)	20,000	2.255	F
W ashington of to University Ave	00T'C+	Post Mitigation	6 Lane Prime Arterial	60,000	0.752	C
ITmirroweith: Arro to Dobineous Arro	37 600	Future Year	4 Lane Collector (no center lane)	15,000	2.173	F
OIIIVEISILY AVE IN KUUIIISUII AVE	000,20	Post Mitigation	4 Lane Major Arterial	40,000	0.815	D
Dahinson Aria to Ilnos Ct	000.00	Future Year	4 Lane Collector (no center lane)	15,000	1.993	F
10 SDAD OL AVE HOSTINON	00000	Post Mitigation	4 Lane Major Arterial	40,000	0.748	c
I Towar Of to I arread Of	15 000	Future Year	4 Lane Collector (no center lane)	15,000	1.727	F
Opas of to Laurer of	005,07	Post Mitigation	4 Lane Major Arterial	40,000	0.648	c
I arreal Ct to Trucings Ct	16 600	Future Year	2 Lane Collector (continuous left-turn lane)	15,000	1.107	F
ic radium (of ic is more	000001	Post Mitigation	4 Lane Collector	30,000	0.553	C
Tuniner St to Greene St	1 8 700	Future Year	2 Lane Collector (continuous left-turn lane)	15,000	1.247	F
10 advin of 10 radium	10, 00	Post Mitigation	4 Lane Collector	30,000	0.623	c
to serve of to Dime of	002.01	Future Year	2 Lane Collector (continuous left-turn lane)	15,000	1.353	F
	000,02	Post Mitigation	4 Lane Collector	30,000	0.677	D
Notes: 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.	s were provided T volume by ea	by City of San Diego staff. tch respective roadway segi	nent's capacity.			

 Table 6-2
 Post Mitigation Summary of Roadway Segment Analysis

ROADWAY SEGMENT YEAR ADT ADT Ninth Ave Nuture Year Ninth Ave 8,000 Future Year Washington St to University Ave 8,000 Future Year Washington St to Dark Blvd 7,400 Future Year Washington St to Park Blvd 7,400 Future Year Washington St to Park Blvd 7,200 Future Year Tyler St to Lincoln Ave 7,200 Future Year Lincoln Ave to Richmond St 9,600 Future Year Lincoln Ave to Richmond St 7,900 Future Year Lincoln Ave to Richmond St 9,600 Post Mitigation Four Storts 7,900 Future Year Lincoln Ave to Richmond St 7,900 Post Mitigation For Storts 7,900 Post Mitigation First Ave to Third Ave 7,900 Post Mitigation Crape St 7,900 Post Mitigation Crape St 7,900 Post Mitigation First Ave to Third Ave 7,300 Post Mitigation	ROADWAY FUNCTIONAL CLASSIFICATION 2 Lane Collector (so center lane) 2 Lane Collector (continuous left-turn lane) 2 Lane Collector (so center lane) 2 Lane Collector (so center lane) 2 Lane Collector (continuous left-turn lane)	CAPACITY 8,000 15,000 15,000 15,000 15,000 8,000 15,000 15,000 15,000 8,000 15,0000 15,0000 15,0000 15,0000 15,0000 15,0000 15,0000 15,00000 15,00000 15,00000 15,0000000000	(a) (a) (b) (c) (c) (c) (c) (c) (c) (c) (c	LOS FC BC BCFC BCFC FC
8,000 7,400 7,200 9,600 8,900 8,900 9,000 9,000		8,000 15,000	1.000 1.000 0.533 0.925 0.493 0.483 0.487 1.113 0.593 0.515 0.515 0.	FO BO BOFO BOFO BOF
8,000 7,400 7,200 9,600 8,900 8,900 8,900 9,000 9,000 9,000		8,000 15,000 15,000 15,000 15,000 15,000 8,000 15,0000 15,0000 15,0000 15,0000 15,0000 15,0000 15,0000 15,00000 15,00000 15,0000000000	1.000 0.533 0.493 0.493 0.493 0.493 0.500 0.640 0.640 0.640 0.533 0.533 0.913 0.913 0.913 0.913 0.600 0.600 0.600 0.600 0.613 0.	FO BO BOFO BOFO BOF
7,400 7,200 9,600 8,900 8,900 9,000 9,000 9,000 9,000		15,000 15,000	0.533 0.533 0.925 0.925 0.480 0.480 0.640 0.640 0.527 1.113 0.527 0.53 0.593 0.503 0.600 0	0 BO BOFO BOFO BOF
7,400 7,200 9,600 8,900 8,900 9,000		8,000 15,000 8,000 8,000 15,0000 15,0000 15,0000 15,0000 15,0000 15,0000 15,0000 15,00000 15,00000 15,00000 15,0000000000	0.925 0.493 0.480 0.540 0.540 0.527 1.113 0.523 0.593 0.503 0.503 0.600	
7,400 7,200 9,600 8,900 8,900 9,000 9,000		8,000 15,000 15,000 8,000 8,000 15,000 15,000 8,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000	0.925 0.493 0.480 0.480 0.640 0.640 0.527 1.113 0.527 1.113 0.527 1.113 0.523 0.593 0.593 0.503	80 80 E0 80 E0 80 E
7,200 7,200 8,500 8,900 7,300 7,300 9,000 9,000		15,000 8,000 15,000 8,000 15,0000 15,0000 15,0000 15,0000 15,0000 15,0000 15,0000 15,00000 15,00000 15,00000 15,0000000000	0.493 0.490 0.480 0.480 0.640 0.640 0.527 1.112 0.513 0.513 0.487 0.600	
7,200 9,600 8,900 7,300 7,300 9,000 9,000		8,000 15,000 8,000 15,000 15,000 15,000 15,000 8,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000	0.900 0.480 1.200 0.640 0.527 1.113 0.527 1.113 0.593 0.593 0.593 0.513 0.503 0.600	
7,200 9,600 8,900 7,300 7,300 9,000		15,000 15,000 8,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000	0.900 0.480 0.640 0.640 0.588 0.588 0.527 0.527 0.523 0.593 0.593 0.593 0.593 0.593 0.600	
8,900 7,900 8,900 7,000 7,000 9,000		15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000	0.480 1.200 0.640 0.527 1.113 0.593 0.593 0.593 0.593 0.500 0.600	0 E 0 E 0 E 0 E
9,500 7,900 8,900 7,300 9,000		8,000 15,000 15,000 15,000 8,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000	1.200 0.640 0.528 0.527 1.113 0.523 0.593 0.593 0.593 0.513 0.513 0.600	ыоа оново 19
000, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2,		15,000 8,000 15,000 8,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000	0.640 0.988 0.527 1.113 0.593 0.593 0.593 0.593 0.513 0.487 1.125 0.600	0 80 k 0 80 k
000,7 000,8 000,8 000,9 000,9		8,000 15,000 8,000 15,000 15,000 8,000 15,000 15,000 15,000 15,000	0.988 0.527 1.113 0.593 0.593 0.513 0.487 1.125 0.600	ຍິນພິນ ຍິນພ
7,300 7,300 9,000 9,000		8,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000	0.600 0.527 1.113 0.593 0.913 0.487 1.125 0.600	ຍິວເຊັດ ຊີດເຊັ
8,900 6,000 6,000 6,000 6,000		15,000 8,000 15,000 15,000 15,000 15,000 15,000	0.527 1.113 0.593 0.593 0.487 1.125 0.600	ပမာပ မာပမ
7,300 9,000		8,000 15,000 8,000 15,000 8,000 15,000	1.113 0.593 0.913 0.487 1.125 0.600	ED ED E
000, 000, 000, 000, 000, 000, 000, 000	-	15,000 8,000 15,000 8,000 15,000	0.593 0.913 0.487 1.125 0.600	U B D F
000,9		8,000 15,000 8,000 15,000	0.913 0.487 1.125 0.600	E C E
7,300		8,000 15,000 8,000 15,000	0.913 0.487 1.125 0.600	ыCн
000,9		15,000 8,000 15,000	0.487 1.125 0.600	L C
6,000		8,000 15,000	1.125 0.600	F
000,6		15,000	0.600	
				C
Hawthorn St				
First Ave to Third Ave 7 300 Future Year	_	8,000	0.913	Э
d open	2 Lai	15,000	0.487	υ
Third Area to Sireth Area 8 700 Future Year		8,000	1.088	F
^ 	2 Lane Collector (continuous left-turn lane)	15,000	0.580	υ
India St				
Washington St to Winder St 11 000 Euture Year		8,000	1.375	Ŧ
	2 Lane	15,000	0.733	D
Glamwood Dr to Sassafrass St 30 000 Future Year		17,500	1.714	F
5		35,000	0.857	D
Sassafrass St to Bedwood St 21 300 Future Year		17,500	1.217	F
	3 Lane Collector (one-way)	26,000	0.819	D
Laurel St	-		-	
Columbia St to Union St 21.100 Future Year	4 Lane (15,000	1.407	н
, ,		30,000	0.703	D
IInion St to First Ave 17 900 Future Year	2 Lane Colle	15,000	1.193	н
£		30,000	0.597	υ
First Ave to Third Ave 16 100 Future Year	2 Lane Collector (continuous left-turn lane)	15,000	1.073	F
	4 Lane Collector	30,000	0.537	ŋ
Third Ave to Sixth Ave 20 200 Euture Year	2 Lane Colle	15,000	1.347	F
	4 Lane Collector	30,000	0.673	D
Lincoln Ave	-		-	
Washington St to Park Blvd 11 100 Future Year	_	8,000	1.388	н
	2 Lane Collector (continuous left-turn lane)	15,000	0.740	D

 Table 6-3 Post Mitigation Summary of Roadway Segment Analysis

	YEAR	ROAL	ROADWAY FUNCTIONAL CLASSIFICATION	LOS E CAPACITY	V/C RATIO (a)	ros
Park Blvd	-					
		Future Year	3 Lane Collector (no center lane)	11,500	1.417	F
Mission Ave to El Cajon Blvd	16,300	Post Mitigation	4 Lane Collector (one-way)	30,000	0.543	υ
	000 1	Future Year	2 Lane Collector (continuous left-turn lane)	15,000	1.147	F
KODIDSON AVE 10 UP48 SI	1/,200	Post Mitigation	4 Lane Collector (one-way)	30,000	0.573	υ
Richmond St						
Claristand Area to II microsofter Area	0000	Future Year	2 Lane Collector (No center lane)	8,000	1.125	F
Cleveland Ave to University Ave	000,6	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.600	υ
Their conder A to the Dationers A to	< 700	Future Year	2 Lane Collector (No center lane)	8,000	0.838	Е
OIIIVEISILY AVE TO RODILISOU AVE	0,/00	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.447	В
Dobinson Ave to ITnes St	\$ 100	Future Year	2 Lane Collector (No center lane)	8,000	1.013	F
	00T'n	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	F
		Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.767	D
Third Ave to Fishth Ave	14 400	Future Year	2 Lane Collector (No center lane)	8,000	1.800	F
	001-11	Post Mitigation	4 Lane Collector	30,000	0.480	υ
San Diego Ave						
Hortensia St to Dringle St	10 500	Future Year	2 Lane Collector (No center lane)	8,000	1.313	Ŀ
	000-601	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.700	D
State St						
I arreal St to Timinar St	000 8	Future Year	2 Lane Collector (No center lane)	8,000	1.025	F
16 Indum C OI 16 In mp-T	004.0	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.547	c
University Ave						
This Of to Albettere Of	1 1 700	Future Year	2 Lane Collector (No center lane)	8,000	1.838	F
	14,/00	Post Mitigation	4 Lane Collector	30,000	0.490	U
	000 00	Future Year	2 Lane Collector (No center lane)	8,000	2.600	Ŧ
AIDBUOS SI 10 FIISLAVE		Post Mitigation	4 Lane Collector	30,000	0.693	D
	00111	Future Year	2 Lane Collector (no fronting property)	10,000	1.410	F
AVE III MO T OL AVE IS IL I	14,100	Post Mitigation	4 Lane Collector	30,000	0.470	υ
Transfer A to Titt A to	11 600	Future Year	2 Lane Collector (continuous left-turn lane)	15,000	1.440	F
	41,000	Post Mitigation	4 Lane Collector	30,000	0.720	D
Sinth Arrots Eichth Arro	002.04	Future Year	4 Lane Collector (no center lane)	15,000	1.953	F
	000, 67	Post Mitigation	4 Lane Major Arterial	40,000	0.733	C
Mommel St to Dark Bland	006.16	Future Year	4 Lane Collector (no center lane)	15,000	1.413	F
	007,12	Post Mitigation	4 Lane Collector	30,000	0.707	D
Washington St						
Rounth Ave to Fifth Ave	37 300	Future Year	4 Lane Major Arterial	40,000	0.933	E
	000°, / C	Post Mitigation	6 Lane Major Arterial	50,000	0.746	υ
Hifth Ave to Sivth Ave	11 100	Future Year	4 Lane Major Arterial	40,000	1.028	H
-	001111	Post Mitigation	6 Lane Major Arterial	50,000	0.822	D
Dishmond Ct to Monual Ct	100	Future Year	6 Lane Major Arterial	50,000	0.942	Е
	4/,100	Post Mitigation	6 Lane Prime Arterial	60,000	0.785	C

 Table 6-4 Post Mitigation Summary of Roadway Segment Analysis

Hold Holms Year 21 and Collector (continuous left-turn line) 15,000 Are $1/400$ Pear Mignition 1.1 and Collector (continuous left-turn line) 15,000 Are $1/700$ Pear Mignition 1.1 and Collector (continuous left-turn line) 30,000 Are $1/100$ Pear Mignition 1.1 and Collector (continuous left-turn line) 30,000 Parter Year 1.1 and Collector (continuous left-turn line) $30,000$ $30,000$ Parter Year 1.1 and Collector (continuous left-turn line) $30,000$ $30,000$ Si $1.2,00$ Pear Mignition 1.1 and Collector (continuous left-turn line) $30,000$ Si $1.2,00$ Pear Mignition 2.1 and Collector (continuous left-turn line) $50,00$ Si $1.2,00$ Pear Mignition 2.1 and Collector (continuous left-turn line) $50,00$ Are $1.2,00$ Pear Mignition 2.1 and Collector (continuous left-turn line) $50,00$ Are $1.2,00$ Pear Mignition 2.1 and Collector (continuous left-turn line) $50,00$ Are $1.2,00$	14,400 Future Yant 2.1ant Collector (continuous left-turn lane) 15,000 17,000 Post Mitgation 3.1ant Collector (continuous left-turn lane) 30,000 14,00 Post Mitgation 2.1ant Collector (continuous left-turn lane) 30,000 14,00 Post Mitgation 2.1ant Collector (continuous left-turn lane) 30,000 14,00 Post Mitgation 2.1ant Collector (continuous left-turn lane) 30,000 11,00 Post Mitgation 2.1ant Collector (continuous left-turn lane) 30,000 12,10 Post Mitgation 2.1ant Collector (continuous left-turn lane) 30,000 12,00 Post Mitgation 2.1ant Collector (continuous left-turn lane) 30,000 12,00 Post Mitgation 2.1ant Collector (continuous left-turn lane) 30,000 13,00 Post Mitgation 2.1ant Collector (continuous left-turn lane) 15,000 13,00 Post Mitgation 2.1ant Collector (continuous left-turn lane) 15,000 14,00 Post Mitgation 2.1ant Collector (continuous left-turn lane) 15,000 15,00 Post Mitgation 2.1ant Collector (continuous left-turn lane) <th>14,00 Phine Yeer 2.1ane Collector (continuous left-turn lane) 15,000 17,00 Func Yeer 2.man Collector (continuous left-turn lane) 15,000 14,00 Ford Mignetin 2.man Collector (continuous left-turn lane) 15,000 14,00 Ford Mignetin 2.man Collector (continuous left-turn lane) 15,000 16,00 Ford Mignetin 2.man Collector (continuous left-turn lane) 15,000 10,00 Ford Mignetin 2.man Collector (continuous left-turn lane) 15,000 11,00 Ford Mignetin 2.man Collector (continuous left-turn lane) 15,000 12,100 Ford Mignetin 2.man Collector (continuous left-turn lane) 15,000 12,100 Ford Mignetin 2.man Collector (continuous left-turn lane) 15,000 12,100 Ford Mignetin 2.man Collector (continuous left-turn lane) 15,000 12,100 Ford Mignetin 2.man Collector (continuous left-turn lane) 15,000 12,100 Ford Mignetin 2.man Collector (continuous left-turn lane) 15,000 12,100 Ford Mignetin 2.man Collector (continuous left-turn lane) 15,000</th> <th>ROADWAY SEGMENT</th> <th>FUTURE YEAR ADT</th> <th>ROA</th> <th>ROADWAY FUNCTIONAL CLASSIFICATION</th> <th>LOS E CAPACITY</th> <th>V/C RATIO (a)</th> <th>SOT</th>	14,00 Phine Yeer 2.1ane Collector (continuous left-turn lane) 15,000 17,00 Func Yeer 2.man Collector (continuous left-turn lane) 15,000 14,00 Ford Mignetin 2.man Collector (continuous left-turn lane) 15,000 14,00 Ford Mignetin 2.man Collector (continuous left-turn lane) 15,000 16,00 Ford Mignetin 2.man Collector (continuous left-turn lane) 15,000 10,00 Ford Mignetin 2.man Collector (continuous left-turn lane) 15,000 11,00 Ford Mignetin 2.man Collector (continuous left-turn lane) 15,000 12,100 Ford Mignetin 2.man Collector (continuous left-turn lane) 15,000 12,100 Ford Mignetin 2.man Collector (continuous left-turn lane) 15,000 12,100 Ford Mignetin 2.man Collector (continuous left-turn lane) 15,000 12,100 Ford Mignetin 2.man Collector (continuous left-turn lane) 15,000 12,100 Ford Mignetin 2.man Collector (continuous left-turn lane) 15,000 12,100 Ford Mignetin 2.man Collector (continuous left-turn lane) 15,000	ROADWAY SEGMENT	FUTURE YEAR ADT	ROA	ROADWAY FUNCTIONAL CLASSIFICATION	LOS E CAPACITY	V/C RATIO (a)	SOT
14,00 Potture Year 2.1are Collector continuous lefh-turn lane) 35,000 17,00 Pota Mitgation 1.1are Collector 30,000 14,00 Pota Mitgation 1.1are Collector 30,000 16,500 Pota Mitgation 1.1are Collector 30,000 16,500 Pota Mitgation 2.1are Collector (continuous lefh-turn lane) 15,000 16,500 Pota Mitgation 2.1are Collector 30,000 11,500 Pota Mitgation 2.1are Collector 30,000 11,500 Pota Mitgation 2.1are Collector (continuous lefh-turn lane) 15,000 11,200 Pota Mitgation 2.1are Collector (continuous lefh-turn lane) 15,000 11,200 Pota Mitgation 2.1are Collector (continuous lefh-turn lane) 15,000 11,200 Pota Mitgation 2.1are Collector (continuous lefh-turn lane) 15,000 11,200 Pota Mitgation 2.1are Collector (continuous lefh-turn lane) 15,000 11,200 Pota Mitgation 2.1are Collector (continuous lefh-turn lane) 15,000 11,200 Pota Mitgation 2.1are Collector (c	14,00 Future Year 2. Lare Collector (continuous left-turn late) 30,000 17,00 Post Mitgation 2. Late Collector (continuous left-turn late) 30,000 14,00 Post Mitgation 2. Late Collector (continuous left-turn late) 30,000 16,500 Post Mitgation 2. Late Collector (continuous left-turn late) 30,000 11,00 Post Mitgation 2. Late Collector (continuous left-turn late) 30,000 11,00 Post Mitgation 2. Late Collector (continuous left-turn late) 30,000 11,00 Post Mitgation 2. Late Collector (continuous left-turn late) 30,000 11,100 Post Mitgation 2. Late Collector (continuous left-turn late) 30,000 11,100 Post Mitgation 2. Late Collector (continuous left-turn late) 8,000 11,100 Post Mitgation 2. Late Collector (continuous left-turn late) 8,000 11,100 Post Mitgation 2. Late Collector (continuous left-turn late) 8,000 11,100 Post Mitgation 2. Late Collector (continuous left-turn late) 8,000 10,00 Post Mitgation 2. Late Collector (continuous left-t	Lane Callect (continuous left-turn late) 15,000 0.396 1390 2 Lane Collector 31,000 0.389 13,000 0.389 2 Lane Collector 30,000 0.389 13,000 0.389 2 Lane Collector 30,000 0.389 0.467 0.467 2 Lane Collector (continuous left-turn late) 1,5,000 0.347 0.597 2 Late Collector (continuous left-turn late) 1,5,000 0.347 0.577 2 Late Collector (continuous left-turn late) 1,5,000 0.347 0.577 2 Late Collector (continuous left-turn late) 1,5,000 0.346 0.577 2 Late Collector (continuous left-turn late) 1,5,000 0.346 0.577 2 Late Collector 2 Late Collector 30,000	30th St						
1700 Post Mitgation 17000 Post Mitgation 17000 Post Mitgation 17000 Post Mitgation 17000	1700 Post Mitgation 17100 Des Mitgation 17000 Post Mitgation 17000 11100	4 Late: Collector 30000 10480 10480 2 Late: Collector (continuous left-turn late) 30,000 0.597 1093 2 Late: Collector (continuous left-turn late) 30,000 0.597 100 2 Late: Collector (continuous left-turn late) 15,000 0.493 100 2 Late: Collector (continuous left-turn late) 15,000 0.475 100 1100 2 Late: Collector (continuous left-turn late) 15,000 0.747 1110 1110 2 Late: Collector (continuous left-turn late) 15,000 0.747 1110 1113 2 Late: Collector (continuous left-turn late) 15,000 0.747 100 1113 2 Late: Collector (continuous left-turn late) 15,000 0.747 100 1113 2 Late: Collector (continuous left-turn late) 15,000 0.747 100 1113 2 Late: Collector (continuous left-turn late) 15,000 0.747 100 1110 2 Late: Collector (continuous left-turn late) 15,000 0.747 100 1110 2 Late: Collector (continuous left-turn late) 15,000 </td <td>Manda Arra to El Caion Dlud</td> <td>14 400</td> <td>Future Year</td> <td>2 Lane Collector (continuous left-turn lane)</td> <td>15,000</td> <td>0.960</td> <td>E</td>	Manda Arra to El Caion Dlud	14 400	Future Year	2 Lane Collector (continuous left-turn lane)	15,000	0.960	E
17 900 Future Yeter 2 Lane Collector (continuous left-turn lane) 15,000 14 000 Post Mingation 2 Lane Collector (continuous left-turn lane) 30,000 16,500 Post Mingation 2 Lane Collector (continuous left-turn lane) 35,000 10,900 Post Mingation 2 Lane Collector (continuous left-turn lane) 35,000 11,900 Post Mingation 2 Lane Collector (continuous left-turn lane) 35,000 11,900 Post Mingation 2 Lane Collector (continuous left-turn lane) 35,000 11,900 Post Mingation 2 Lane Collector (continuous left-turn lane) 35,000 11,200 Post Mingation 2 Lane Collector (continuous left-turn lane) 35,000 11,200 Post Mingation 2 Lane Collector (continuous left-turn lane) 30,000 13,800 Post Mingation 2 Lane Collector (continuous left-turn lane) 30,000 13,800 Post Mingation 2 Lane Collector (continuous left-turn lane) 30,000 14,800 Post Mingation 2 Lane Collector (continuous left-turn lane) 30,000 13,800 Post Mingation 2 Lane Collector (continuous left-tu	17 Differ Year 2 Lanc Collector (continuous left-turn late) 15,000 14 Thine Year 2 Lanc Collector (continuous left-turn late) 30,000 16 Post Milgadion 2 Lanc Collector (continuous left-turn late) 30,000 11,000 Post Milgadion 2 Lanc Collector (continuous left-turn late) 30,000 11,000 Post Milgadion 2 Lanc Collector (continuous left-turn late) 30,000 11,000 Post Milgadion 2 Lanc Collector (continuous left-turn late) 30,000 11,200 Post Milgadion 2 Lanc Collector (continuous left-turn late) 30,000 11,200 Post Milgadion 2 Lanc Collector (continuous left-turn late) 30,000 11,200 Post Milgadion 2 Lanc Collector (continuous left-turn late) 30,000 11,200 Post Milgadion 2 Lanc Collector (continuous left-turn late) 30,000 11,200 Post Milgadion 2 Lanc Collector (continuous left-turn late) 30,000 11,200 Post Milgadion 2 Lanc Collector (continuous left-turn late) 30,000 11,200 Post Milgadion 2 Lanc Collector (continuous left-turn late)	Lane Collector (continuous left-turn late) 15,000 1,133 1,133 2 Lane Collector (continuous left-turn late) 15,000 0,357 1,000 1,105 2 Lane Collector 30,000 0,570 0,359 0,350 0,359 2 Lane Collector (continuous left-turn late) 15,000 0,350 0,360 0,359 2 Lane Collector (sociminous left-turn late) 15,000 0,376 0,375 1 2 Lane Collector (sociminous left-turn late) 15,000 0,374 0,374 1 2 Lane Collector (sociminous left-turn late) 15,000 0,374 1 1 1 2 Lane Collector (sociminous left-turn late) 15,000 0,374 1		001-11T	Post Mitigation	4 Lane Collector	30,000	0.480	c
		4 Lane Collector $3,0,000$ 0.597 1.100 1 Lane Collector $31,000$ 0.367 $31,000$ 0.367 1 Lane Collector $31,000$ 0.367 $31,000$ 0.367 2 Lane Collector $30,000$ 0.367 1.100 0.367 2 Lane Collector (No center lane) $8,000$ 1.300 0.387 2 Lane Collector (No center lane) $8,000$ 1.486 0.747 2 Lane Collector (No center lane) $8,000$ 0.747 0.747 2 Lane Collector (No center lane) $8,000$ 0.747 0.747 2 Lane Collector (No center lane) $8,000$ 0.747 0.747 2 Lane Collector (No center lane) $8,000$ 0.747 0.747 2 Lane Collector (No center lane) $8,000$ 0.737 0.747 2 Lane Collector (No center lane) $8,000$ 0.737 0.747 2 Lane Collector (No center lane) $8,000$ 0.747 0.747 2 Lane Collector (No center lane) $8,000$ 0.730	Howard Ave to Lincoln Ave	17.900	Future Year	2 Lane Collector (continuous left-turn lane)	15,000	1.193	F
14,000 Future Year 2 Lane Collector Collector Solutions Solution Solutin Solutin Solution <td>14,000 Future Year 2 Lane Collector (continuous lef1-turn lane) 15,000 No 16,500 Finture Year 2 Lane Collector (continuous lef1-turn lane) 30,000 30,000 11,900 Forture Year 2 Lane Collector (continuous lef1-turn lane) 30,000 30,000 11,900 Forture Year 2 Lane Collector (continuous lef1-turn lane) 30,000 30,000 11,200 Forture Year 2 Lane Collector (continuous lef1-turn lane) 30,000 30,000 7,900 Forture Year 2 Lane Collector (continuous lef1-turn lane) 8,000 30,000 7,900 Forture Year 2 Lane Collector (continuous lef1-turn lane) 8,000 30,000 13,500 Forture Year 2 Lane Collector (continuous lef1-turn lane) 15,000 30,000 13,500 Forture Year 2 Lane Collector (continuous lef1-turn lane) 30,000 30,000 14,500 Forture Year 2 Lane Collector (continuous lef1-turn lane) 30,000 30,000 13,500 Forture Year 2 Lane Collector (continuous lef1-turn lane) 30,000 30,000 16,000</td> <td>2 Lane Collector 15,000 0.933 1 2 Lane Collector 30,000 0.467 100 0.935 2 Lane Collector 1 Lane Collector 30,000 0.4560 1.100 2 Lane Collector 0 center lane) 15,000 0.456 1.33 2 Lane Collector (No center lane) 15,000 0.793 1.31 2 Lane Collector (No center lane) 15,000 0.793 1.31 2 Lane Collector (No center lane) 15,000 0.797 1.31 2 Lane Collector (No center lane) 8,000 0.747 1.31 2 Lane Collector (No center lane) 8,000 0.747 1.400 2 Lane Collector (Continuous left-turn lane) 15,000 0.747 1.400 2 Lane Collector (Continuous left-turn lane) 15,000 0.757 1.400 2 Lane Collector (Continuous left-turn lane) 15,000 0.760 1.400 2 Lane Collector 2 Lane Collector 3.0,000 0.753 1.400 2 Lane Collector 4 Lane Collector 3.0,000 0.753 1.400 <</td> <td></td> <td></td> <td>Post Mitigation</td> <td>4 Lane Collector</td> <td>30,000</td> <td>0.597</td> <td>C</td>	14,000 Future Year 2 Lane Collector (continuous lef1-turn lane) 15,000 No 16,500 Finture Year 2 Lane Collector (continuous lef1-turn lane) 30,000 30,000 11,900 Forture Year 2 Lane Collector (continuous lef1-turn lane) 30,000 30,000 11,900 Forture Year 2 Lane Collector (continuous lef1-turn lane) 30,000 30,000 11,200 Forture Year 2 Lane Collector (continuous lef1-turn lane) 30,000 30,000 7,900 Forture Year 2 Lane Collector (continuous lef1-turn lane) 8,000 30,000 7,900 Forture Year 2 Lane Collector (continuous lef1-turn lane) 8,000 30,000 13,500 Forture Year 2 Lane Collector (continuous lef1-turn lane) 15,000 30,000 13,500 Forture Year 2 Lane Collector (continuous lef1-turn lane) 30,000 30,000 14,500 Forture Year 2 Lane Collector (continuous lef1-turn lane) 30,000 30,000 13,500 Forture Year 2 Lane Collector (continuous lef1-turn lane) 30,000 30,000 16,000	2 Lane Collector 15,000 0.933 1 2 Lane Collector 30,000 0.467 100 0.935 2 Lane Collector 1 Lane Collector 30,000 0.4560 1.100 2 Lane Collector 0 center lane) 15,000 0.456 1.33 2 Lane Collector (No center lane) 15,000 0.793 1.31 2 Lane Collector (No center lane) 15,000 0.793 1.31 2 Lane Collector (No center lane) 15,000 0.797 1.31 2 Lane Collector (No center lane) 8,000 0.747 1.31 2 Lane Collector (No center lane) 8,000 0.747 1.400 2 Lane Collector (Continuous left-turn lane) 15,000 0.747 1.400 2 Lane Collector (Continuous left-turn lane) 15,000 0.757 1.400 2 Lane Collector (Continuous left-turn lane) 15,000 0.760 1.400 2 Lane Collector 2 Lane Collector 3.0,000 0.753 1.400 2 Lane Collector 4 Lane Collector 3.0,000 0.753 1.400 <			Post Mitigation	4 Lane Collector	30,000	0.597	C
		4 Lane Collector 30,000 0.467 0.1ane Collector 1 Lane Collector 30,000 0.467 0.1ane Collector (No center lane) 30,000 0.530 1.488 0.1ane Collector (No center lane) 15,000 1.513 1.488 0.1ane Collector (No center lane) 8,000 1.513 1.400 0.1ane Collector (No center lane) 8,000 1.5100 0.367 1.2 Lane Collector (No center lane) 8,000 1.400 0.747 1.2 Lane Collector (No center lane) 8,000 0.747 0.747 1.2 Lane Collector (No center lane) 8,000 0.747 0.747 1.2 Lane Collector (No center lane) 8,000 0.747 0.747 1.2 Lane Collector (No center lane) 8,000 0.747 0.747 1.2 Lane Collector (No center lane) 8,000 0.747 0.747 1.2 Lane Collector (No center lane) 8,000 0.747 0.747 1.2 Lane Collector 1.1 ane 0.700 0.733 1.2 Lane Collector 0.000 0.7400 0.745	I incoln Ave to II niversity Ave	14 000	Future Year	2 Lane Collector (continuous left-turn lane)	15,000	0.933	E
$16,00$ Future Year $2 Lane Collector (No center into) 31,000 31,000 11,900 Post Milgation 2 \text{ Lane Collector (No center into) 30,000 30,000 11,900 Post Milgation 2 \text{ Lane Collector (No center into) 8,000 30,000 12,100 Post Milgation 2 \text{ Lane Collector (No center into) 8,000 8,000 11,200 Post Milgation 2 \text{ Lane Collector (No center into) 8,000 8,000 7,900 Post Milgation 2 \text{ Lane Collector (No center into) 8,000 8,000 7,900 Post Milgation 2 \text{ Lane Collector (No center into) 8,000 8,000 13,800 Post Milgation 2 \text{ Lane Collector (No center into) 8,000 8,000 10,000 Post Milgation 2 \text{ Lane Collector (Continuous left-turn inteo) 15,000 15,000 10,000 Post Milgation 2 \text{ Lane Collector (Continuous left-turn inteo) 15,000 15,000 10,000 Post Milgation 2 \text{ Lane Collector (Continuous left-turn inteo) 15,000 15,000 $	$16,00$ FMIRE Year $2.1 \mathrm{anc}$ Collector $31,000$ $31,000$ $11,000$ Post Milgation $2.1 \mathrm{anc}$ Collector (No center inter) $30,000$ $30,000$ $12,100$ Post Milgation $2.1 \mathrm{anc}$ Collector (No center inter) $8,000$ $8,000$ $12,100$ Post Milgation $2.1 \mathrm{anc}$ Collector (No center inter) $8,000$ $8,000$ $11,200$ Post Milgation $2.1 \mathrm{anc}$ Collector (No center inter) $8,000$ $8,000$ $7,900$ Post Milgation $2.1 \mathrm{anc}$ Collector (No center inter) $8,000$ $8,000$ $7,900$ Post Milgation $2.1 \mathrm{anc}$ Collector (No center inter) $8,000$ $8,000$ $13,800$ Post Milgation $2.1 \mathrm{anc}$ Collector (No center inter) $8,000$ $8,000$ $13,800$ Post Milgation $2.1 \mathrm{anc}$ Collector (No center inter) $8,000$ $8,000$ $13,800$ Post Milgation $2.1 \mathrm{anc}$ Collector (No center inter) $8,000$ $9,000$ $16,000$ Post Milgation $2.1 \mathrm{anc}$ Collector (No center inter) $8,000$ $9,000$ $16,000$	1 ane Collector (continuous leth-thm late) 15,000 1.100 1.100 2 lane Collector (No center late) 8,000 0.793 1.488 2 lane Collector (No center late) 8,000 0.793 1.488 2 lane Collector (No center late) 8,000 0.793 1.415 2 lane Collector (No center late) 8,000 0.747 2.667 2 lane Collector (No center late) 8,000 0.747 2.667 2 lane Collector (No center late) 8,000 0.747 2.667 2 late Collector (continuous left-turn late) 15,000 0.747 2.667 2 late Collector (continuous left-turn late) 15,000 0.747 2.667 2 late Collector (continuous left-turn late) 15,000 0.747 2.667 2 late Collector (continuous left-turn late) 15,000 0.747 2.666 2 late Collector (continuous left-turn late) 15,000 0.747 2.660 2 late Collector (continuous left-turn late) 15,000 0.747 2.660 3 late Collector (continuous left-turn late) 15,000 0.747 2.600		000111	Post Mitigation	4 Lane Collector	30,000	0.467	υ
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	4 Lane Collector 39,000 0.550 1.468 2 Lane Collector (No center lane) 8,000 1.468 1.468 2 Lane Collector (No center lane) 8,000 1.460 1.513 2 Lane Collector (No center lane) 8,000 1.460 1.513 2 Lane Collector (continuous left-turn lane) 8,000 1.400 1.800 2 Lane Collector (so tenter lane) 8,000 1.400 1.800 2 Lane Collector (so tenter lane) 8,000 0.747 1.800 2 Lane Collector (so tenter lane) 8,000 0.747 1.800 2 Lane Collector (so tenter lane) 8,000 0.740 1.800 2 Lane Collector (so tenter lane) 8,000 0.740 1.800 2 Lane Collector (so tenter lane) 8,000 0.920 0.740 2 Lane Collector (so tenter lane) 30,000 0.740 0.740 2 Lane Collector (so tenter lane) 8,000 0.925 1.178 3 Lane Collector (so tenter lane) 8,000 0.925 1.178 3 Lane Collector (so tenter lane) 8,000 0.925<	North Park Way Ave to I'nas St	16 500	Future Year	2 Lane Collector (continuous left-turn lane)	15,000	1.100	F
11.900 Future Year $2 \text{ Lane Collector (continuous left-lum lane)} 13.000 13.000 12.100 Future Year 2 \text{ Lane Collector (continuous left-lum lane)} 13.000 13.000 12.100 Future Year 2 \text{ Lane Collector (continuous left-lum lane)} 13.000 13.000 12.100 Future Year 2 \text{ Lane Collector (continuous left-lum lane)} 13.000 13.000 11.200 Future Year 2 \text{ Lane Collector (continuous left-lum lane)} 13.000 13.000 13.800 Future Year 2 \text{ Lane Collector (continuous left-lum lane)} 13.000 13.000 13.800 Future Year 2 \text{ Lane Collector (continuous left-lum lane)} 13.000 13.000 13.800 Future Year 2 \text{ Lane Collector (continuous left-lum lane)} 13.000 13.000 13.800 Future Year 2 \text{ Lane Collector (continuous left-lum lane)} 13.000 13.000 13.800 Future Year 2 \text{ Lane Collector (continuous left-lum lane)} 13.000 13.000 16,000 Future Year 2 \text{ Lane Collector (continuous left-lum lane)} 13.000 13.000 $		2 Lane Collector (yo center lane) $8,000$ 1.488 1.488 2 Lane Collector (continuous left-turn lane) $15,000$ 0.793 1.513 2 Lane Collector (yo center lane) $8,000$ 0.747 1.610 2 Lane Collector (yo center lane) $8,000$ 0.747 0.747 2 Lane Collector (yo center lane) $8,000$ 0.747 0.747 2 Lane Collector (so center lane) $8,000$ 0.747 0.747 2 Lane Collector (so center lane) $8,000$ 0.747 0.747 2 Lane Collector (continuous left-turn lane) $15,000$ 0.747 0.747 2 Lane Collector (continuous left-turn lane) $15,000$ 0.747 0.747 2 Lane Collector (continuous left-turn lane) $15,000$ 0.747 0.745 2 Lane Collector (continuous left-turn lane) $15,000$ 0.747 0.745 2 Lane Collector (so center lane) $8,000$ 0.733 0.733 2 Lane Collector (so center lane) $8,000$ 0.735 0.733 1 Lane Collector (so center lane) <t< td=""><td>IC COLO CO AND A DAY THE THICK</td><td>oon or</td><td>Post Mitigation</td><td>4 Lane Collector</td><td>30,000</td><td>0.550</td><td>C</td></t<>	IC COLO CO AND A DAY THE THICK	oon or	Post Mitigation	4 Lane Collector	30,000	0.550	C
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	Lane Collector (continuous left-turn lane) 15,000 0.793 1.513 2 Lane Collector (No center lane) 15,000 0.800 0.807 2 Lane Collector (No center lane) 5,000 0.807 0.800 2 Lane Collector (No center lane) 8,000 0.747 0.800 2 Lane Collector (continuous left-turn lane) 8,000 0.747 0.747 2 Lane Collector (continuous left-turn lane) 8,000 0.747 0.747 2 Lane Collector (continuous left-turn lane) 8,000 0.747 0.746 2 Lane Collector (continuous left-turn lane) 15,000 0.920 0.747 2 Lane Collector (so center lane) 8,000 0.920 0.746 2 Lane Collector (so center lane) 8,000 0.920 0.746 2 Lane Collector (so center lane) 8,000 0.920 0.746 8 Lane Major Atterial 50,000 0.913 0.920 9 Lane Collector (so center lane) 8,000 0.923 0.923 1 Lane Collector (so center lane) 8,000 0.926 0.926 1 Lane Collector (so center lan	I Tree St to Deduced St	11 000	Future Year	2 Lane Collector (No center lane)	8,000	1.488	F
$12,100$ Future Year $2.1 \mathrm{ane}$ Collector (continuous left-turn lane) $8,000$ $11,200$ Pest Mitigetion $2.1 \mathrm{ane}$ Collector (continuous left-turn lane) $15,000$ $11,200$ Pest Mitigetion $2.1 \mathrm{ane}$ Collector (continuous left-turn lane) $15,000$ $7,900$ Post Mitigetion $2.1 \mathrm{ane}$ Collector (continuous left-turn lane) $15,000$ $13,800$ Post Mitigetion $2.1 \mathrm{ane}$ Collector (continuous left-turn lane) $15,000$ $13,800$ Future Year $2.1 \mathrm{ane}$ Collector (continuous left-turn lane) $15,000$ $13,800$ Future Year $2.1 \mathrm{ane}$ Collector (continuous left-turn lane) $15,000$ $13,800$ Future Year $2.1 \mathrm{ane}$ Collector (continuous left-turn lane) $15,000$ $13,800$ Future Year $2.1 \mathrm{ane}$ Collector (continuous left-turn lane) $15,000$ $13,800$ Future Year $2.1 \mathrm{ane}$ Collector (continuous left-turn lane) $15,000$ $13,800$ Future Year $1.1 \mathrm{ano}$ $3.0,000$ $4.1 \mathrm{ane}$ $5.1 \mathrm{ane}$ Collector (continuous left-turn lane) $3.0,000$ $38,900$ Future Year $1.1 \mathrm{ano}$ 5.000 5.000 Future Year $2.1 \mathrm{ane}$ Collector (contert lane) $30,000$ 5.000 Future Year $2.1 \mathrm{ane}$ Collector (contert lane) $30,000$ 5.000 Future Year $2.1 \mathrm{ane}$ Collector (contert lane) $30,000$ 5.000 Future Year $2.1 \mathrm{ane}$ Collector (contert lane) $30,000$ 5.000 Future Year $2.1 \mathrm{ane}$ Collector (contert lane) $30,00$		$2 \text{ Lane Collector (No center lane)}$ $8,000$ $15,000$ 0.807 $2 \text{ Lane Collector (No center lane)}$ $15,000$ 0.807 0.747 $2 \text{ Lane Collector (No center lane)}$ $8,000$ 1.400 0.747 $2 \text{ Lane Collector (No center lane)}$ $8,000$ 0.747 0.747 $2 \text{ Lane Collector (No center lane)}$ $8,000$ 0.747 0.747 $2 \text{ Lane Collector (No center lane)}$ $8,000$ 0.747 0.747 $2 \text{ Lane Collector (No center lane)}$ $8,000$ 0.747 0.746 $2 \text{ Lane Collector (No center lane)} 8,000 0.746 0.746 2 \text{ Lane Collector (No center lane)} 8,000 0.760 0.766 2 \text{ Lane Collector (No center lane)} 8,000 0.760 0.766 4 \text{ Lane Collector (No center lane)} 8,000 0.782 0.766 6 Lane Major Arterial 6,0,000 0.782 0.760 6 \text{ Lane Major Arterial 6,0,000 0.982 0.760 6 \text{ Lane Major Arterial 6,0,000 0.782 $	Upas St to Keuwood St	11,900	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.793	D
11,200 Pest Mitgation $21 ane Collector (continuous left-turn lane) 15,000 11,200 Post Mitgation 21 ane Collector (No center lune) 8,000 7,900 Post Mitgation 21 ane Collector (continuous left-turn lane) 15,000 7,900 Post Mitgation 21 ane Collector (continuous left-turn lane) 15,000 13,800 Future Year 21 ane Collector (continuous left-turn lane) 15,000 15,000 Post Mitgation 21 ane Collector (continuous left-turn lane) 15,000 15,000 Future Year 21 ane Collector (continuous left-turn lane) 15,000 16,000 Future Year 21 ane Collector (continuous left-turn lane) 15,000 15,000 Future Year 21 ane Collector (continuous left-turn lane) 15,000 15,000 Future Year 21 ane Collector (continuous left-turn lane) 50,000 15,000 Future Year 21 ane Collector (continuous left-turn lane) 50,000 15,000 Future Year 21 ane Collector (continuous left-turn lane) 50,000 17,400 Future Year 21 ane Co$	11,200Pest Mitigation $21 ane Collector (continuous left-turn lane)15,00011,200Pat Mitigation21 ane Collector (No center lane)8,0007,900Post Mitigation21 ane Collector (continuous left-turn lane)15,00013,800Post Mitigation21 ane Collector (continuous left-turn lane)15,00013,800Post Mitigation21 ane Collector (continuous left-turn lane)15,00013,800Future Year21 ane Collector (continuous left-turn lane)15,00015,000Post Mitigation21 ane Collector (continuous left-turn lane)30,00015,000Future Year21 ane Collector (continuous left-turn lane)30,00015,000Future Year21 ane Collector (continuous left-turn lane)30,00015,000Future Year21 ane Collector (continuous left-turn lane)30,00038,900Future Year61 ane Major Arterial30,00015,000Future Year21 ane Collector (continuous left-turn lane)30,00010,000Future Year21 ane Collector (continuous left-turn lane)30,00011,300Future Year21 ane Collector (continuous left-turn lane)30,00011,300Future Year21 ane Collector (continuous left-turn lane)15,00011,300Future Year21 ane Collector (continuous left-turn lane)15,00011,300Future Year21 ane Collector (continuous left-turn lane)15,00011,300Future Year21 ane Collecto$	2 Lane Collector (continuous left-turn lane) 15,000 0.807 0.807 2 Lane Collector (No center lane) 8,000 0.747 0.747 2 Lane Collector (continuous left-turn lane) 15,000 0.747 0.747 2 Lane Collector (continuous left-turn lane) 15,000 0.327 0.740 2 Lane Collector (continuous left-turn lane) 15,000 0.327 0.327 2 Lane Collector (continuous left-turn lane) 15,000 0.323 0.460 2 Lane Collector (continuous left-turn lane) 15,000 0.323 0.460 2 Lane Collector (so center lane) 8,000 0.323 0.460 1.1178 6 Lane Major Arterial 50,000 0.313 0.460 1.1178 6 Lane Major Arterial 50,000 0.362 1.128 1.128 6 Lane Major Arterial 50,000 0.362 1.128 1.128 6 Lane Major Arterial 50,000 0.362 1.128 1.128 7 Lane Collector (No center lane) 8,000 0.362 1.138 1.130 7 Lane Collector (No center lane)	Dedwood St to Timiner St	12 100	Future Year	2 Lane Collector (No center lane)	8,000	1.513	F
11,200 Future Year 21 ane Collector (continuous left-turn lane) 8,000 7,900 Future Year 21 ane Collector (continuous left-turn lane) 15,000 7,900 Future Year 21 ane Collector (continuous left-turn lane) 15,000 13,800 Future Year 21 ane Collector (continuous left-turn lane) 15,000 13,800 Future Year 21 ane Collector (continuous left-turn lane) 15,000 16,000 Future Year 21 ane Collector (continuous left-turn lane) 15,000 16,000 Future Year 21 ane Collector 30,000 16,000 Future Year 21 ane Collector 30,000 48,800 Future Year 21 ane Collector 30,000 58,500 Future Year 21 ane Collector 30,000 58,500 Future Year 21 ane Collector 50,000 58,500 Future Year 21 ane Collector (so center lane) 50,000 58,500 Future Year 21 ane Collector (so center lane) 50,000 58,500 Future Year 21 ane Collector (so center lane) 50,000 <tr< td=""><td>11,200 Future Year 21 ane Collector (Ko center lane) 8,000 7,900 Post Mitigation 21 ane Collector (continuous left-turn lane) 15,000 7,900 Future Year 21 ane Collector (continuous left-turn lane) 15,000 13,800 Future Year 21 ane Collector (continuous left-turn lane) 15,000 13,800 Future Year 21 ane Collector (continuous left-turn lane) 15,000 15,800 Future Year 21 ane Collector (continuous left-turn lane) 15,000 16,000 Future Year 21 ane Collector (continuous left-turn lane) 15,000 16,000 Future Year 21 ane Collector (continuous left-turn lane) 15,000 16,000 Future Year 1 ane Collector (continuous left-turn lane) 50,000 58,900 Future Year 6 Lane Major Arterial 50,000 58,900 Future Year 2 Lane Collector (continuous left-turn lane) 50,000 58,900 Future Year 2 Lane Collector (continuous left-turn lane) 50,000 58,900 Future Year 2 Lane Collector (continuous left-turn lane) 15,000 6,</td><td>2 Lane Collector (No center lane) $8,000$ 1400 1400 2 Lane Collector (continuous left-turn lane) $15,000$ 0.747 0.747 2 Lane Collector (continuous left-turn lane) $15,000$ 0.988 0.747 2 Lane Collector (continuous left-turn lane) $15,000$ 0.920 0.747 2 Lane Collector (continuous left-turn lane) $15,000$ 0.920 0.527 2 Lane Collector (continuous left-turn lane) $15,000$ 0.920 0.600 2 Lane Collector (so center lane) $8,000$ 0.920 0.600 2 Lane Collector (No center lane) $8,000$ 0.920 0.920 2 Lane Collector (No center lane) $8,000$ 0.935 0.500 6 Lane Major Arterial $50,000$ 0.925 0.925 8 Lane Major Arterial $50,000$ 0.925 0.925 1 Lane Collector (No center lane) $8,000$ 0.925 0.925 2 Lane Collector (No center lane) $8,000$ 0.925 0.925 2 Lane Collector (No center lane) $8,000$ 0.925</td><td>in indime of in poowneys</td><td>001,21</td><td>Post Mitigation</td><td>2 Lane Collector (continuous left-turn lane)</td><td>15,000</td><td>0.807</td><td>D</td></tr<>	11,200 Future Year 21 ane Collector (Ko center lane) 8,000 7,900 Post Mitigation 21 ane Collector (continuous left-turn lane) 15,000 7,900 Future Year 21 ane Collector (continuous left-turn lane) 15,000 13,800 Future Year 21 ane Collector (continuous left-turn lane) 15,000 13,800 Future Year 21 ane Collector (continuous left-turn lane) 15,000 15,800 Future Year 21 ane Collector (continuous left-turn lane) 15,000 16,000 Future Year 21 ane Collector (continuous left-turn lane) 15,000 16,000 Future Year 21 ane Collector (continuous left-turn lane) 15,000 16,000 Future Year 1 ane Collector (continuous left-turn lane) 50,000 58,900 Future Year 6 Lane Major Arterial 50,000 58,900 Future Year 2 Lane Collector (continuous left-turn lane) 50,000 58,900 Future Year 2 Lane Collector (continuous left-turn lane) 50,000 58,900 Future Year 2 Lane Collector (continuous left-turn lane) 15,000 6,	2 Lane Collector (No center lane) $8,000$ 1400 1400 2 Lane Collector (continuous left-turn lane) $15,000$ 0.747 0.747 2 Lane Collector (continuous left-turn lane) $15,000$ 0.988 0.747 2 Lane Collector (continuous left-turn lane) $15,000$ 0.920 0.747 2 Lane Collector (continuous left-turn lane) $15,000$ 0.920 0.527 2 Lane Collector (continuous left-turn lane) $15,000$ 0.920 0.600 2 Lane Collector (so center lane) $8,000$ 0.920 0.600 2 Lane Collector (No center lane) $8,000$ 0.920 0.920 2 Lane Collector (No center lane) $8,000$ 0.935 0.500 6 Lane Major Arterial $50,000$ 0.925 0.925 8 Lane Major Arterial $50,000$ 0.925 0.925 1 Lane Collector (No center lane) $8,000$ 0.925 0.925 2 Lane Collector (No center lane) $8,000$ 0.925 0.925 2 Lane Collector (No center lane) $8,000$ 0.925	in indime of in poowneys	001,21	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.807	D
11.200 Future Year $2.1 anc Collector (So centre Ianc) 5,000 15,000 7,900 Post Mitigation 2.1 anc Collector (So centre Ianc) 15,000 15,000 7,900 Post Mitigation 2.1 anc Collector (continuous left-turn lanc) 15,000 15,000 13,800 Future Year 2.1 anc Collector (continuous left-turn lanc) 15,000 15,000 16,000 Future Year 2.1 anc Collector (continuous left-turn lanc) 15,000 15,000 16,000 Future Year 2.1 anc Collector (continuous left-turn lanc) 15,000 15,000 16,000 Future Year 2.1 anc Collector (continuous left-turn lanc) 15,000 15,000 16,000 Future Year 2.1 anc Collector (continuous left-turn lanc) 15,000 15,000 16,000 Future Year 2.1 anc Collector (continuous left-turn lanc) 50,000 15,000 58,000 Future Year 2.1 anc Collector (continuous left-turn lanc) 50,000 15,000 58,000 Future Year 2.1 anc Collector (continuous left-turn lanc) 50,000 15,000 58,000 $	11.200 Future Year $2.1 \text{ ane Collector} (continuous left-turn lane) 5,000 1 7,900 Post Mitigation 2.1 \text{ ane Collector} (continuous left-turn lane) 15,000 15,000 7,900 Post Mitigation 2.1 \text{ ane Collector} (continuous left-turn lane) 15,000 15,000 13,800 Potture Year 2.1 \text{ ane Collector} (continuous left-turn lane) 15,000 15,000 16,000 Post Mitigation 2.1 \text{ ane Collector} (continuous left-turn lane) 15,000 15,000 16,000 Post Mitigation 2.1 \text{ ane Collector} (continuous left-turn lane) 15,000 15,000 16,000 Post Mitigation 1.1 \text{ ane Collector} (continuous left-turn lane) 15,000 15,000 16,000 Post Mitigation 1.1 \text{ ane Collector} (continuous left-turn lane) 50,000 15,000 7,400 Post Mitigation 8.1 \text{ ane Collector} (continuous left-turn lane) 50,000 15,000 7,400 Post Mitigation 8.1 \text{ ane Collector} (continuous left-turn lane) 50,000 15,000 8,800 Post Mitigation 2.1 \text{ ane Collector} (continuous left-turn lane) $	2 Lane Collector (No center lane) $8,000$ 1.400 2 Lane Collector (continuous left-turn lane) $1.5,000$ 0.747 2 Lane Collector (continuous left-turn lane) $1.5,000$ 0.527 2 Lane Collector (continuous left-turn lane) $1.5,000$ 0.920 2 Lane Collector (continuous left-turn lane) $1.5,000$ 0.920 2 Lane Collector (continuous left-turn lane) $1.5,000$ 0.920 2 Lane Collector (continuous left-turn lane) $30,000$ 0.920 2 Lane Collector (continuous left-turn lane) $30,000$ 0.920 2 Lane Collector (continuous left-turn lane) $8,000$ 0.916 2 Lane Collector (continuous left-turn lane) $8,000$ 0.923 6 Lane Major Arterial $6,0000$ 0.923 8 Lane Major Arterial $6,0000$ 0.923 8 Lane Major Arterial $6,0000$ 0.923 9 Lane Collector (continuous left-turn lane) $8,000$ 0.925 1 Lane Collector (continuous left-turn lane) $8,000$ 0.743 2 Lane Collector (continuous left-turn lane) $1.5,000$ 0.733	32nd St						
	$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	Image Collector (continuous left-turn lane) 15,000 0.747 2 Lane Collector (continuous left-turn lane) 15,000 0.747 2 Lane Collector (continuous left-turn lane) 15,000 0.527 2 Lane Collector (continuous left-turn lane) 15,000 0.527 2 Lane Collector (continuous left-turn lane) $15,000$ 0.527 2 Lane Collector $30,000$ 0.460 4 Lane Collector $30,000$ 0.766 2 Lane Collector $30,000$ 0.760 2 Lane Collector $30,000$ 0.760 6 Lane Major Arterial $50,000$ 0.733 6 Lane Major Arterial $50,000$ 0.976 8 Lane Major Arterial $50,000$ 0.976 8 Lane Major Arterial $50,000$ 0.790 8 Lane Major Arterial $50,000$ 0.925 8 Lane Major Arterial $50,000$ 0.925 8 Lane Major Arterial $50,000$ 0.925 9 Lane Collector No center lane) $8,000$ 0.925 9 Lane Collector No center lane) $15,000$ <	IIniversity Ave to Murtle Ave	11 200	Future Year	2 Lane Collector (No center lane)	8,000	1.400	F
$7,900$ Future Year $2 Lane Collector (continuous left-turn lane) 8,000 13,000 Future Year 2 \text{ Lane Collector (continuous left-turn lane) 13,000 $	7,900 Future Year 2 Lane Collector (continuous left-turn late) 8,000 15,000 13,800 Future Year 2 Lane Collector (continuous left-turn late) 15,000 15,000 16,000 Future Year 2 Lane Collector (continuous left-turn late) 15,000 15,000 16,000 Future Year 2 Lane Collector 3,000 15,000 16,000 16,000 Future Year 2 Lane Collector (No center late) 3,0,000 10,000 16,000 Future Year 2 Lane Mojor Afterial 50,000 10,000 38,900 Future Year 1 Lane Collector (No center late) 8,000 10,000 58,900 Future Year 2 Lane Mojor Afterial 50,000 10,000 58,000 Future Year 2 Lane Collector (No center late) 8,000 10,000 58,000 Future Year 2 Lane Collector (No center late) 15,000 10,000 6,000 Future Year 2 Lane Collector (No center late) 15,000 15,000 10,000 Future Year 2 Lane Collector (No center late) 15,000 15	2 Lane Collector (Ko center lane) $8,000$ 0.928 0.527 $2 Lane Collector (continuous left-turn lane)$ $15,000$ 0.920 0.527 $2 Lane Collector$ 0.5000 0.920 0.533 $2 Lane Collector$ 0.9000 0.920 0.9600 $2 Lane Collector$ 0.000 0.920 0.9600 $2 Lane Collector$ 0.000 0.916 0.533 $4 Lane Collector$ 0.000 0.916 0.533 $4 Lane Collector$ 0.000 0.916 0.533 $6 Lane Major Arterial$ 0.000 0.916 0.533 $6 Lane Major Arterial$ 0.000 0.925 0.900 $8 Lane Major Arterial$ 0.000 0.925 0.925 $2 Lane Collector (No center lane)$ $8,000$ 0.925 0.587 $2 Lane Collector (No center lane)$ $8,000$ 0.925 0.580 $2 Lane Collector (No center lane)$ $8,000$ 0.733 0.1100 $2 Lane Collector (No cent$			Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.747	D
Post Mitigation 2 Lane Collector (continuous left-turn lane) 15,000 13,800 Future Year 2 Lane Collector (continuous left-turn lane) 15,000 16,000 Post Mitigation 2 Lane Collector (continuous left-turn lane) 15,000 16,000 Post Mitigation 2 Lane Collector (continuous left-turn lane) 8,000 16,000 Post Mitigation 2 Lane Collector (continuous left-turn lane) 8,000 16,000 Post Mitigation 2 Lane Collector (continuous left-turn lane) 8,000 18,800 Post Mitigation 8 Lane Major Arterial 50,000 58,900 Post Mitigation 8 Lane Major Arterial 50,000 58,900 Post Mitigation 8 Lane Major Arterial 50,000 58,900 Post Mitigation 2 Lane Collector (continuous left-turn lane) 15,000 6,800 Post Mitigation 2 Lane Collector (continuous left-turn lane) 15,000 6,800 Post Mitigation 2 Lane Collector (continuous left-turn lane) 15,000 6,800 Post Mitigation 2 Lane Collector (continuous left-turn lane) 15,000 11,300	Post Mitigation 2 Lane Collector (continuous left-turn lane) 15,000 13,800 Future Year 2 Lane Collector (continuous left-turn lane) 15,000 16,000 Post Mitigation 31,000 15,000 16,000 Post Mitigation 2 Lane Collector (continuous left-turn lane) 15,000 16,000 Post Mitigation 2 Lane Collector (continuous left-turn lane) 8,000 48,800 Future Year 2 Lane Collector (No center lane) 8,000 58,000 Post Mitigation 8 Lane Major Arterial 50,000 58,000 Future Year 2 Lane Collector (No center lane) 8,000 7,400 Post Mitigation 2 Lane Collector (So center lane) 8,000 7,400 Post Mitigation 2 Lane Collector (No center lane) 8,000 8,800 Post Mitigation 2 Lane Collector (continuous left-turn lane) 13,000 8,800 Post Mitigation 2 Lane Collector (continuous left-turn lane) 13,000 8,800 Post Mitigation 2 Lane Collector (continuous left-turn lane) 13,000 9,800 Post Mitigation 2 Lane Coll	2 Lane Collector (continuous left-turn lane) 15,000 0.527 2 Lane Collector (continuous left-turn lane) 15,000 0.920 2 Lane Collector (No center lane) 30,000 0.920 1 Lane Collector $30,000$ 0.920 2 Lane Collector $30,000$ 0.920 1 Lane Collector $30,000$ 0.976 2 Lane Major Arterial $50,000$ 0.976 6 Lane Major Arterial $50,000$ 0.976 6 Lane Major Arterial $50,000$ 0.976 8 Lane Major Arterial $50,000$ 0.976 8 Lane Major Arterial $50,000$ 0.976 8 Lane Major Arterial $50,000$ 0.925 9 Lane Collector (No center lane) $8,000$ 0.925 1 Lane Collector (No center lane) $1.5,000$ 0.925 2 Lane Collector (No center lane) $1.5,000$ 0.753 2 Lane Collector (No center lane)** $8,000$ 0.753 2 Lane Collector (No center lane)** $8,000$ 0.753 2 Lane Collector (No center lane)** $8,000$ 0.753 2 Lane Collector (No center lane)**	Myrtle Ave to Upas St	7.900	Future Year	2 Lane Collector (No center lane)	8,000	0.988	н
13,800 Future Year 2 Lane Collector (continuous left-turn lane) 15,000 $16,000$ Future Year 4 Lane Collector (No center lane) 30,000 $16,000$ Future Year 2 Lane Collector (No center lane) 30,000 $16,000$ Future Year 0 Lane Major Arterial 50,000 $8,800$ Future Year 6 Lane Major Arterial 50,000 $8,800$ Future Year 0 Lane Major Arterial 50,000 $7,400$ Future Year 0 Lane Major Arterial 50,000 $7,400$ Future Year 2 Lane Collector (No center lane) 8,000 $7,400$ Future Year 2 Lane Collector (No center lane) 8,000 $8,800$ Future Year 2 Lane Collector (No center lane) 8,000 $6,800$ Future Year 2 Lane Collector (No center lane) 15,000 $6,800$ Future Year 2 Lane Collector (No center lane) 15,000 $11,300$ Future Year 2 Lane Collector (No center lane) 15,000 $11,300$ Future Year 2 Lane Collector (No center lane) 15,000 <tr< td=""><td>13,800Future Year2 Lane Collector (continuous left-turn lane)15,00016,000Post Mitigation4 Lane Collector30,00016,000Parture Year2 Lane Collector30,00016,000Post Mitigation4 Lane Collector30,00016,000Post Mitigation38,90039,00038,900Future Year6 Lane Major Arterial60,00058,900Future Year0 Lane Major Arterial50,00058,900Future Year2 Lane Collector30,0007,400Post Mitigation8 Lane Major Arterial50,00058,00Future Year2 Lane Collector (No center lane)50,0006,800Post Mitigation2 Lane Collector (No center lane)8,0008,800Future Year2 Lane Collector (No center lane)8,0006,800Post Mitigation2 Lane Collector (No center lane)8,00011,300Future Year2 Lane Collector (No center lane)15,00010,200Post Mitigation2 Lane Collector (No center lane)15,000<!--</td--><td>2 Lane Collector $15,000$ 0.200 0.460 3 Lane Collector $30,000$ 0.460 0.460 2 Lane Collector $30,000$ 0.363 0.460 2 Lane Collector $30,000$ 0.373 0.333 1 Lane Collector $30,000$ 0.373 0.333 2 Lane Major Arterial $50,000$ 0.976 0.333 6 Lane Major Arterial $50,000$ 0.976 0.333 8 Lane Major Arterial $50,000$ 0.915 0.333 2 Lane Collector 8.000 0.922 0.922 2 Lane Collector (continuous left-turn lane) $8,000$ 0.923 0.925 2 Lane Collector (No center lane) $8,000$ 0.357 0.925 2 Lane Collector (No center lane) $8,000$ 0.759 0.759 2 Lane Collector (No center lane) $15,000$ 0.753 0.753 2 Lane Collector (No center lane)** $8,000$ 0.753 0.753 2 Lane Collector (continuous left-turn lane) $15,000$ 0.753 0.753 2 Lane Collector (No center lane)** $8,000$</td><td></td><td></td><td>Post Mitigation</td><td>2 Lane Collector (continuous left-turn lane)</td><td>15,000</td><td>0.527</td><td>o</td></td></tr<>	13,800Future Year2 Lane Collector (continuous left-turn lane)15,00016,000Post Mitigation4 Lane Collector30,00016,000Parture Year2 Lane Collector30,00016,000Post Mitigation4 Lane Collector30,00016,000Post Mitigation38,90039,00038,900Future Year6 Lane Major Arterial60,00058,900Future Year0 Lane Major Arterial50,00058,900Future Year2 Lane Collector30,0007,400Post Mitigation8 Lane Major Arterial50,00058,00Future Year2 Lane Collector (No center lane)50,0006,800Post Mitigation2 Lane Collector (No center lane)8,0008,800Future Year2 Lane Collector (No center lane)8,0006,800Post Mitigation2 Lane Collector (No center lane)8,00011,300Future Year2 Lane Collector (No center lane)15,00010,200Post Mitigation2 Lane Collector (No center lane)15,000 </td <td>2 Lane Collector $15,000$ 0.200 0.460 3 Lane Collector $30,000$ 0.460 0.460 2 Lane Collector $30,000$ 0.363 0.460 2 Lane Collector $30,000$ 0.373 0.333 1 Lane Collector $30,000$ 0.373 0.333 2 Lane Major Arterial $50,000$ 0.976 0.333 6 Lane Major Arterial $50,000$ 0.976 0.333 8 Lane Major Arterial $50,000$ 0.915 0.333 2 Lane Collector 8.000 0.922 0.922 2 Lane Collector (continuous left-turn lane) $8,000$ 0.923 0.925 2 Lane Collector (No center lane) $8,000$ 0.357 0.925 2 Lane Collector (No center lane) $8,000$ 0.759 0.759 2 Lane Collector (No center lane) $15,000$ 0.753 0.753 2 Lane Collector (No center lane)** $8,000$ 0.753 0.753 2 Lane Collector (continuous left-turn lane) $15,000$ 0.753 0.753 2 Lane Collector (No center lane)** $8,000$</td> <td></td> <td></td> <td>Post Mitigation</td> <td>2 Lane Collector (continuous left-turn lane)</td> <td>15,000</td> <td>0.527</td> <td>o</td>	2 Lane Collector $15,000$ 0.200 0.460 3 Lane Collector $30,000$ 0.460 0.460 2 Lane Collector $30,000$ 0.363 0.460 2 Lane Collector $30,000$ 0.373 0.333 1 Lane Collector $30,000$ 0.373 0.333 2 Lane Major Arterial $50,000$ 0.976 0.333 6 Lane Major Arterial $50,000$ 0.976 0.333 8 Lane Major Arterial $50,000$ 0.915 0.333 2 Lane Collector 8.000 0.922 0.922 2 Lane Collector (continuous left-turn lane) $8,000$ 0.923 0.925 2 Lane Collector (No center lane) $8,000$ 0.357 0.925 2 Lane Collector (No center lane) $8,000$ 0.759 0.759 2 Lane Collector (No center lane) $15,000$ 0.753 0.753 2 Lane Collector (No center lane)** $8,000$ 0.753 0.753 2 Lane Collector (continuous left-turn lane) $15,000$ 0.753 0.753 2 Lane Collector (No center lane)** $8,000$			Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.527	o
13,800 Future Year 2 Lane Contector (continuous tert-turn late) 15,000 16,000 Future Year 3 Lane Collector 30,000 16,000 Future Year 3 Lane Collector 30,000 38,900 Fost Mitigation 4 Lane Collector 30,000 38,900 Fost Mitigation 8 Lane Major Arterial 50,000 38,900 Fost Mitigation 8 Lane Collector (continuous left-turn lane) 50,000 38,000 Fost Mitigation 2 Lane Collector (continuous left-turn lane) 50,000 38,000 Fost Mitigation 2 Lane Collector (continuous left-turn lane) 15,000 38,000 Fost Mitigation 2 Lane Collector (continuous left-turn lane) 15,000 38,000 Fost Mitigation 2 Lane Collector (continuous left-turn lane) 15,000 </td <td>13,800 runte Year <math>2.1ane Collector 3.0000 $1.2,000$ </math></td> <td>2 Latte Collector $12,000$ 0.920 0.960 4 Lane Collector $30,000$ 0.360 0.360 2 Lane Collector $30,000$ 0.533 0.460 1 Lane Collector $30,000$ 0.533 0.533 6 Lane Major Arterial $50,000$ 0.813 0.533 6 Lane Major Arterial $50,000$ 0.926 0.925 8 Lane Major Arterial $50,000$ 0.923 0.925 8 Lane Major Arterial $60,000$ 0.925 0.925 2 Lane Collector (sontinuous left-turn lane) $8,000$ 0.925 0.925 2 Lane Collector (No center lane) $8,000$ 0.925 0.925 2 Lane Collector (sontinuous left-turn lane) $8,000$ 0.493 0.925 2 Lane Collector (sontinuous left-turn lane) $8,000$ 0.453 0.925 2 Lane Collector (sontinuous left-turn lane) $15,000$ 0.453 0.925 2 Lane Collector (sontinuous left-turn lane) $15,000$ 0.453 0.925 2 Lane Collector (sontinuous left-turn lan</td> <td>Adams Ave</td> <td></td> <td>T. 4. 77</td> <td></td> <td></td> <td>0000</td> <td>ł</td>	13,800 runte Year $2.1ane Collector 3.0000 1.2,000 $	2 Latte Collector $12,000$ 0.920 0.960 4 Lane Collector $30,000$ 0.360 0.360 2 Lane Collector $30,000$ 0.533 0.460 1 Lane Collector $30,000$ 0.533 0.533 6 Lane Major Arterial $50,000$ 0.813 0.533 6 Lane Major Arterial $50,000$ 0.926 0.925 8 Lane Major Arterial $50,000$ 0.923 0.925 8 Lane Major Arterial $60,000$ 0.925 0.925 2 Lane Collector (sontinuous left-turn lane) $8,000$ 0.925 0.925 2 Lane Collector (No center lane) $8,000$ 0.925 0.925 2 Lane Collector (sontinuous left-turn lane) $8,000$ 0.493 0.925 2 Lane Collector (sontinuous left-turn lane) $8,000$ 0.453 0.925 2 Lane Collector (sontinuous left-turn lane) $15,000$ 0.453 0.925 2 Lane Collector (sontinuous left-turn lane) $15,000$ 0.453 0.925 2 Lane Collector (sontinuous left-turn lan	Adams Ave		T. 4. 77			0000	ł
Is,000Future Year $T = Lane CollectorT = 0.00016,000Future Year2 Lane Collector30,00016,000Future Year1 Lane Collector30,00038,800Future Year6 Lane Major Arterial5,00038,900Future Year6 Lane Major Arterial5,00038,900Future Year6 Lane Major Arterial5,0007,400Future Year1 Lane Collector (No center lane)5,0007,400Future Year2 Lane Collector (No center lane)5,0007,400Future Year2 Lane Collector (No center lane)5,0008,800Future Year2 Lane Collector (No center lane)8,0008,800Future Year2 Lane Collector (No center lane)8,0006,800Future Year2 Lane Collector (No center lane)8,0006,800Future Year2 Lane Collector (No center lane)8,0001,300Future Year2 Lane Collector (No center lane)8,0001,300Future Year2 Lane Collector (No center lane)8,0001,300Future Year2 Lane Collector (No center lane)1,5,0001,300Future Year2 Lane Collector (continuous left-turn lane)1,5,0001,300Future Year2 Lane Collector (No center lane)8,0001,300Future Year2 Lane Collector (No center lane)1,5,0001,300Fot Mitigation2 Lane Collector (continuous left-turn lane)1,5,000$	For A range and the string of the	-1 and Contexton $-1 and Contexton$ 2 Lane Collector (No center lane) 8,000 2,000 0,533 6 Lane Major Arterial 50,000 0,976 9 6 Lane Major Arterial 60,000 0,976 9 8 Lane Major Arterial 60,000 0,913 9 6 Lane Major Arterial 60,000 0,913 9 7 Lane Collector (No center lane) 8,000 0,925 9 2 Lane Collector (No center lane) 8,000 0,925 9 2 Lane Collector (No center lane) 8,000 0,925 9 2 Lane Collector (No center lane) 8,000 0,493 9 2 Lane Collector (No center lane) 8,000 0,493 9 2 Lane Collector (No center lane)** 8,000 0,433 9 2 Lane Collector (No center lane)** 8,000 0,433 9 2 Lane Collector (No center lane)** 8,000 0,433 9 2 Lane Collector (continuous left-turn lane) 15,000 0,433 9 2 Lane Collector (continuous left-turn lane) 15,000 0,753 9	Texas St to 30th St	13,800	Future Year	2 Lane Collector (continuous left-turn lane)	15,000	0.920	피며
16,000Future Year $2 Lane Collector (No center lane)$ $8,000$ $16,000$ Post Mitigation $4 Lane Collector$ $30,000$ $48,800$ Future Year $6 Lane Major Arterial$ $50,000$ $38,900$ Future Year $6 Lane Major Arterial$ $50,000$ $58,900$ Future Year $6 Lane Major Arterial$ $50,000$ $7,400$ Future Year $2 Lane Collector (No center lane)$ $8,000$ $7,400$ Future Year $2 Lane Collector (No center lane)$ $8,000$ $7,400$ Future Year $2 Lane Collector (No center lane)$ $8,000$ $8,800$ Future Year $2 Lane Collector (No center lane)$ $8,000$ $8,800$ Future Year $2 Lane Collector (No center lane)$ $8,000$ $6,800$ Fort Mitigation $2 Lane Collector (No center lane)$ $8,000$ $6,800$ Future Year $2 Lane Collector (No center lane)$ $8,000$ $11,300$ Future Year $2 Lane Collector (No center lane)$ $13,000$ $10,200$ Future Year $2 Lane Collector (No center lane)$ $13,000$ $10,200$ Future Year $2 Lane Collector (No center lane)$ $13,000$ $10,200$ Future Year $2 Lane Collector (No center lane)$ $13,000$ $10,200$ Future Year $2 Lane Collector (No center lane)$ $13,000$ $10,200$ Future Year $2 Lane Collector (No center lane)13,00010,200Future Year2 Lane Collector (No center lane)13,000$		$\begin{array}{c c c c c c c c c c c c c c c c c c c $	Roundary St		TON MINE WORLD	4 TAILS CONSCION	nnónc	001-0	7
16,000Post Mitigation $-1.000000000000000000000000000000000000$	16,000Post Mitigation $-1.000 \text{ Controllector}$ $30,000$ 18,800Pott Mitigation6 Laue Major Arterial $30,000$ 78,900Post Mitigation8 Laue Major Arterial $50,000$ 58,900Future Year6 Laue Major Arterial $50,000$ 7,400Future Year $0.1 \text{ and Mitigation}$ $8 Lane Major Arterial50,0007,400Future Year2 Lane Collector (No center lane)8,0008,800Post Mitigation2 Lane Collector (No center lane)8,0009,000Post Mitigation2 Lane Collector (No center lane)8,00011,300Post Mitigation2 Lane Collector (No center lane)8,00010,200Post Mitigation2 Lane Collector (No center lane)15,00010,200Post Mitigatio$	4 Lane Collector 30,000 0.533 4 Lane Collector 0.500 0.533 6 Lane Major Arterial 50,000 0.813 6 Lane Major Arterial 50,000 0.813 6 Lane Major Arterial 50,000 0.976 7 Lane Collector 0.976 1178 8 Lane Major Arterial 60,000 0.813 6 Lane Major Arterial 00,000 0.925 2 Lane Collector (No center lane) 8,000 0.925 2 Lane Collector (continuous left-turn lane) 8,000 0.493 2 Lane Collector (continuous left-turn lane) 15,000 0.453 2 Lane Collector (continuous left-turn lane) 15,000 0.453 2 Lane Collector (continuous left-turn lane) 15,000 0.453 2 Lane Collector (No center lane)** 8,000 0.453 2 Lane Collector (continuous left-turn lane) 15,000 0.453 2 Lane Collector (continuous left-turn lane) 15,000 0.753 2 Lane Collector (continuous left-turn lane)** 8,000 0.753 2 Lane Collector (continuous left-turn lane) 15,000 0.753 2 Lane Collector (continuous left-turn lane) 15,000 0.753 2 Lane Collector (continuous left-turn lane) 15,000 0.753 2 Lane Collec	ac manner	The second second second second	Future Vear	3 I ane Collector (No center lane)	8 000	2 000	Ľ.
48,800Future Year6 Lane Major Arterial50,000 $8,800$ Post Mitigation8 Lane Major Arterial50,000 $58,900$ Future Year6 Lane Major Arterial50,000 $58,900$ Post Mitigation8 Lane Major Arterial60,000 $7,400$ Future Year2 Lane Collector (No center lane)8,000 $7,400$ Post Mitigation2 Lane Collector (sontinuous leff-turn lane)8,000 $8,800$ Post Mitigation2 Lane Collector (continuous leff-turn lane)8,000 $8,800$ Post Mitigation2 Lane Collector (sontinuous leff-turn lane)8,000 $6,800$ Post Mitigation2 Lane Collector (sontinuous leff-turn lane)8,000 $6,800$ Post Mitigation2 Lane Collector (No center lane)8,000 $11,300$ Future Year2 Lane Collector (No center lane)8,000 $10,200$ Post Mitigation2 Lane Collector (sontinuous left-turn lane)15,000 $10,200$ Post Mitigation2 Lane Collector (No center lane)**8,000 $10,200$ Post Mitigation2 Lane Collector (No center lane)**8,000 $10,200$ Post Mitigation2 Lane Collector (No center lane)**15,000 $10,500$ Post Mitigation2 Lane Collector (continuous left-turn lane)15,000 $10,500$ Post Mitigation2 Lane Collector (so center lane)**8,000 $10,500$ Post Mitigation2 Lane Collector (so center lane)**8,000 $10,500$ Post Mitigation2 Lane Collector (so center lane)**8,000 10	48,800Future Year6 Lane Major Arterial50,00058,900Post Mitigation8 Lane Major Arterial50,00058,900Future Year0 Lane Major Arterial60,0007,400Future Year2 Lane Collector (No center lane)50,0007,400Future Year2 Lane Collector (No center lane)8,0008,800Future Year2 Lane Collector (No center lane)8,0008,800Future Year2 Lane Collector (continuous left-turn lane)15,0008,800Future Year2 Lane Collector (continuous left-turn lane)8,0006,800Future Year2 Lane Collector (continuous left-turn lane)8,0006,800Post Mitigation2 Lane Collector (continuous left-turn lane)8,00011,300Future Year2 Lane Collector (so center lane)8,00011,300Future Year2 Lane Collector (continuous left-turn lane)1,5,00010,200Post Mitigation2 Lane Collector (so center lane)**8,00010,200Post Mitigation2 Lane Collector (so center lane)**8,00010,500Post Mitigation2 Lane Collector (so center lane)**1,5,00010,500Post Mitigation2 Lane Collector (so center lane)**1,5,00010,500Post Mitigation2 Lane Collector (so center lane)**1,5,00010,200Post Mitigation2 Lane Collector (so center lane)**1,5,00010,200Post Mitigation2 Lane Collector (so center lane)**1,5,00010,500Post Mitigation2 Lane Coll	6 Lane Major Arterial 50,000 0.976 6 Lane Major Arterial 50,000 0.976 8 Lane Major Arterial 6,0,000 0.813 6 Lane Major Arterial 50,000 0.975 8 Lane Major Arterial 50,000 0.9813 9 Lane Major Arterial 50,000 0.975 8 Lane Major Arterial 50,000 0.925 2 Lane Collector (on center lane) 8,000 0.925 2 Lane Collector (on center lane) 8,000 0.453 2 Lane Collector (No center lane) 8,000 0.453 2 Lane Collector (No center lane) 8,000 0.453 2 Lane Collector (No center lane)** 8,000 0.753 2 Lane Collector (No center lane)** 8,000 0.753	University Ave to North Park Way	16,000	Post Mitigation	4 Lane Collector	30,000	0.533	С
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	6 Lane Major Arterial 50,000 0.766 0 8 Lame Major Arterial 60,000 0.813 0 8 Lame Major Arterial $60,000$ 0.925 0.925 8 Lame Major Arterial $60,000$ 0.925 0.925 8 Lane Volector (continuous left-turn lane) $8,000$ 0.357 0.587 2 Lane Collector (No center lane) $8,000$ 0.357 0.453 2 Lane Collector (No center lane) $8,000$ 0.453 0.453 2 Lane Collector (No center lane)** $8,000$ 0.453 0.453 2 Lane Collector (No center lane)** $8,000$ 0.753 0.453 2 Lane Collector (No center lane)** $8,000$ 0.753 0.753 2 Lane Collector (No center lane)** $8,000$ 0.753 0.753 2 Lane Collector (continuous left-turn lane) $1.5,000$	El Cajon Blvd		- >				
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	8 Lane Major Arterial 60,000 0.813 6 6 Lame Major Arterial 50,000 1.178 5 8 Lame Major Arterial 50,000 1.178 5 8 Lame Major Arterial 50,000 1.178 5 8 Lame Major Arterial 50,000 0.925 5 2 Lame Collector (continuous left-turn lane) 8,000 0.925 5 2 Lame Collector (continuous left-turn lane) 15,000 0.493 5 2 Lane Collector (continuous left-turn lane) 15,000 0.587 5 2 Lane Collector (continuous left-turn lane) 15,000 0.453 5 2 Lane Collector (continuous left-turn lane) 15,000 0.453 5 2 Lane Collector (No center lane)** 8,000 0.453 5 2 Lane Collector (continuous left-turn lane) 15,000 0.453 5 2 Lane Collector (so center lane)** 8,000 0.453 5 2 Lane Collector (continuous left-turn lane) 15,000 0.453 5 2 Lane Collector (continuous left-turn lane) 15,000 0.580		000 07	Future Year	6 Lane Major Arterial	50,000	0.976	ы
	$ \left \begin{array}{c c c c c c c c c c c c c c c c c c c $	6 Lane Major Arterial 50,000 1.178 1 8 Lane Major Arterial 60,000 0.982 1 2 Lane Collector (No center lane) $8,000$ 0.982 1 2 Lane Collector (continuous left-turn lane) $15,000$ 0.493 1 2 Lane Collector (continuous left-turn lane) $15,000$ 0.433 1 2 Lane Collector (continuous left-turn lane) $15,000$ 0.387 1 2 Lane Collector (No center lane) $8,000$ 0.433 1 2 Lane Collector (continuous left-turn lane) $15,000$ 0.453 1 2 Lane Collector (continuous left-turn lane) $15,000$ 0.453 1 2 Lane Collector (continuous left-turn lane) $15,000$ 0.753 1 2 Lane Collector (continuous left-turn lane) $15,000$ 0.753 1 2 Lane Collector (continuous left-turn lane) $15,000$ 0.753 1 2 Lane Collector (continuous left-turn lane) $15,000$ 0.753 1 2 Lane Collector (continuous left-turn lane) $15,000$ 0.753 1 <	16 STOLITILE OF 16 ILLUC	48,800	Post Mitigation	8 Lane Major Arterial	60,000	0.813	C
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	8 Lane Major Arterial 60,000 0.982 0.925 2 Lane Collector (No center lane) $8,000$ 0.925 0.925 2 Lane Collector (continuous left-turn lane) $15,000$ 0.925 0.925 2 Lane Collector (continuous left-turn lane) $15,000$ 0.925 0.925 2 Lane Collector (continuous left-turn lane) $8,000$ 0.1357 0.587 2 Lane Collector (sontinuous left-turn lane) $15,000$ 0.587 0.453 2 Lane Collector (sontinuous left-turn lane) $8,000$ 0.453 0.453 2 Lane Collector (sontinuous left-turn lane) $15,000$ 0.453 0.753 2 Lane Collector (sontinuous left-turn lane) $15,000$ 0.753 0.753 2 Lane Collector (sontinuous left-turn lane) $15,000$ 0.753 0.753 2 Lane Collector (sontinuous left-turn lane) $15,000$ 0.753 0.700 2 Lane Collector (sontinuous left-turn lane) $15,000$ 0.753 0.700 2 Lane Collector (sontinuous left-turn lane) $15,000$ 0.753 0.700 2 Lane Collector (s	Illinois St to L 205 Dames	58 000	Future Year	6 Lane Major Arterial	50,000	1.178	F
7,400Future Year2 Lane Collector (No center lane)8,0007,400Post Mitigation2 Lane Collector (continuous left-turn lane)15,0008,800Future Year2 Lane Collector (so center lane)8,0008,800Post Mitigation2 Lane Collector (so center lane)8,0006,800Future Year2 Lane Collector (so center lane)8,0006,800Future Year2 Lane Collector (so center lane)8,0006,800Future Year2 Lane Collector (No center lane)8,00011,300Future Year2 Lane Collector (No center lane)8,00010,200Future Year2 Lane Collector (so center lane)**8,00010,200Post Mitigation2 Lane Collector (No center lane)**8,00010,200Future Year2 Lane Collector (No center lane)**8,00010,200Post Mitigation2 Lane Collector (so center lane)**8,00010,200Post Mitigation2 Lane Collector (so center lane)**8,00010,500Post Mitigation2 Lane Collector (No center lane)**8,00010,500Post Mitigation2 Lane Collector (so center lane)**15,00012,200Post Mitigation2 Lane Collector (so center lane)**8,00012,200Rutue Year2 Lane Collector (so center lane)**8,00012,200Post Mitigation2 Lane Collector (so center lane)**8,00012,200Post Mitigation2 Lane Collector (so center lane)**8,00012,200Rutue Year2 Lane Collector (so center	7,400Future Year2 Lane Collector (No center lane)8,0007,400Post Mitigation2 Lane Collector (continuous left-turn lane)8,0008,800Future Year2 Lane Collector (No center lane)8,0008,800Future Year2 Lane Collector (No center lane)8,0006,800Future Year2 Lane Collector (No center lane)8,0006,800Future Year2 Lane Collector (No center lane)8,0006,800Future Year2 Lane Collector (No center lane)8,00011,300Future Year2 Lane Collector (No center lane)*8,00011,300Future Year2 Lane Collector (No center lane)*8,00010,200Post Mitigation2 Lane Collector (No center lane)*8,00010,200Post Mitigation2 Lane Collector (No center lane)**8,00010,500Post Mitigation2 Lane Collector (No center lane)**15,00010,500Post Mitigation2 Lane Collector (No center lane)**8,00010,500Post Mitigation2 Lane Collector (No center lane)**15,00010,500Post Mitigation2 Lane Collector (No center lane)**15,00010,500Post Mitigation2 Lane Collector ($\begin{array}{c c c c c c c c c c c c c c c c c c c $	SQUIDA COD-1 OF 16 STOLLINE	006,00	Post Mitigation	8 Lane Major Arterial	60,000	0.982	E
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	2 Lane Collector (No center lane) $8,000$ 0.925 0.925 $2 Lane Collector (continuous left-turn lane) 8,000 0.433 0.433 2 Lane Collector (continuous left-turn lane) 8,000 0.587 0.453 2 Lane Collector (continuous left-turn lane) 8,000 0.587 0.453 2 Lane Collector (No center lane) 8,000 0.453 0.453 2 Lane Collector (No center lane)** 8,000 0.453 0.453 2 Lane Collector (No center lane)** 8,000 0.453 0.453 2 Lane Collector (No center lane)** 8,000 0.753 0.753 2 Lane Collector (No center lane)** 8,000 0.753 0.753 2 Lane Collector (No center lane)** 8,000 0.753 0.753 2 Lane Collector (continuous left-turn lane) 15,000 0.750 0.753 2 Lane Collector (continuous left-turn lane) 15,000 0.753 0.753 2 Lane Collector (continuous left-turn lane) 15,000 0.760 0.768 2 Lane Collector (continuous left-turn lane) 15,000 0.760 0.760 $	Florida St		2000 (2010)	Č.		50 State 1	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	2 Lane Collector (continuous left-turn lane) $15,000$ 0.403 1000 2 Lane Collector (No center lane) $8,000$ 1.100 0.850 2 Lane Collector (No center lane) $8,000$ 0.357 0.850 2 Lane Collector (No center lane) $8,000$ 0.453 2 Lane Collector (No center lane) $8,000$ 0.453 2 Lane Collector (No center lane)** $8,000$ 0.453 2 Lane Collector (No center lane)** $8,000$ 0.453 2 Lane Collector (No center lane)** $8,000$ 0.753 2 Lane Collector (continuous left-turn lane) $15,000$ 0.753 2 Lane Collector (continuous left-turn lane) $15,000$ 0.730 2 Lane Collector (continuous left-turn lane) $15,000$ 0.760 2 Lane Collector (continuous left-turn lane) $15,000$ 0.700 2 Lane C	El Caion Blud to Iniversity Ave	7 400	Future Year	2 Lane Collector (No center lane)	8,000	0.925	Е
	$ \left \begin{array}{c c c c c c c c c c c c c c c c c c c $	2 Lane Collector (No center lane) $8,000$ 1.100 1.100 $2 Lane Collector (continuous left-turn lane)$ $15,000$ 0.587 0.587 $2 Lane Collector (No center lane)$ $8,000$ 0.587 0.453 $2 Lane Collector (No center lane)$ $15,000$ 0.573 0.453 $2 Lane Collector (continuous left-turn lane)$ $15,000$ 0.453 0.453 $2 Lane Collector (continuous left-turn lane)$ $8,000$ 1.413 0.453 $2 Lane Collector (continuous left-turn lane)$ $8,000$ 1.275 0.500 $2 Lane Collector (continuous left-turn lane)$ $8,000$ 1.275 0.753 $2 Lane Collector (continuous left-turn lane)$ $15,000$ 0.753 0.753 $2 Lane Collector (continuous left-turn lane)$ $15,000$ 0.753 0.700 $2 Lane Collector (continuous left-turn lane)$ $15,000$ 0.753 0.700 $2 Lane Collector (continuous left-turn lane)$ $15,000$ 0.700 0.700 $2 Lane Collector (continuous left-turn lane) 15,000 0.700 0.700 $	EI COMI DIANO OTTACIÓN AVE	00+' ·	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.493	С
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	ITniversity Ave to Robinson Ave	8 800	Future Year	2 Lane Collector (No center lane)	8,000	1.100	F
6,800 Future Year $2.1 ane Collector (No center lane)$ $8,000$ $11,300$ Post Mitigation $2.1 ane Collector (continuous left-turn lane)$ $15,000$ $11,300$ Future Year $2.1 ane Collector (continuous left-turn lane)$ $15,000$ $11,300$ Future Year $2.1 ane Collector (No center lane) * 8,000 10,200 Future Year 2.1 ane Collector (No center lane) * 8,000 10,200 Future Year 2.1 ane Collector (No center lane) * 8,000 10,200 Post Mitigation 2.1 ane Collector (No center lane) * 8,000 10,500 Post Mitigation 2.1 ane Collector (No center lane) * 8,000 10,500 Post Mitigation 2.1 ane Collector (No center lane) * 8,000 12,200 Post Mitigation 2.1 ane Collector (continuous left-turn lane) 15,000 12,200 Post Mitigation 2.1 ane Collector (continuous left-turn lane) 15,000 $	$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	2 Lane Collector (No center lane) 8,000 0.459 2 Lane Collector (continuous left-turn lane) 15,000 0.453 2 Lane Collector (continuous left-turn lane) 15,000 0.453 2 Lane Collector (continuous left-turn lane) 15,000 0.753 2 Lane Collector (continuous left-turn lane) 15,000 0.753 2 Lane Collector (continuous left-turn lane) 15,000 0.753 2 Lane Collector (continuous left-turn lane) 15,000 0.768 2 Lane Collector (continuous left-turn lane) 15,000 0.700		22262	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.587	C
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	2 Lane Collector (continuous left-turn lane) 15,000 0.453 2 Lane Collector (No center lane)** 8,000 1.413 2 Lane Collector (continuous left-turn lane) 15,000 0.753 2 Lane Collector (continuous left-turn lane) 8,000 1.275 2 Lane Collector (continuous left-turn lane) 15,000 0.580 2 Lane Collector (continuous left-turn lane) 15,000 0.680 2 Lane Collector (continuous left-turn lane) 15,000 0.700 2 Lane Collector (continuous left-turn lane) 15,000 0.700 2 Lane Collector (continuous left-turn lane) 15,000 0.700 2 Lane Collector (vo center lane)** 8,000 1.525	Rohinson Ave to Unas St	6.800	Future Year	2 Lane Collector (No center lane)	8,000	0.850	н
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	2 Lane Collector (No center lane)** 8,000 1.413 2 Lane Collector (continuous left-turn lane) 15,000 0.753 2 Lane Collector (No center lane)** 8,000 1.275 2 Lane Collector (No center lane)** 8,000 1.275 2 Lane Collector (No center lane)** 8,000 1.275 2 Lane Collector (continuous left-turn lane) 15,000 0.680 2 Lane Collector (continuous left-turn lane) 15,000 0.760 2 Lane Collector (continuous left-turn lane) 15,000 0.700 2 Lane Collector (continuous left-turn lane) 15,000 0.700 2 Lane Collector (continuous left-turn lane) 15,000 0.700 2 Lane Collector (vo center lane) 8,000 1.525		6	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.453	B
11,300 Post Mitigation 2 Lane Collector (continuous latin) $0,000$ 10,200 Post Mitigation 2 Lane Collector (so call Ent unt ane) 15,000 10,200 Post Mitigation 2 Lane Collector (so call Ent unt ane) 15,000 10,200 Post Mitigation 2 Lane Collector (so call Ent unt ane) 15,000 10,500 Post Mitigation 2 Lane Collector (continuous left-turn lane) 15,000 10,500 Post Mitigation 2 Lane Collector (continuous left-turn lane) 15,000 10,500 Post Mitigation 2 Lane Collector (continuous left-turn lane) 15,000 12,200 Future Year 2 Lane Collector (so caller lane)** 8,000 12,200 Future Year 2 Lane Collector (so caller lane) 8,000	$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	2 Lane Contector (tvo venter lane) 0,000 1.753 2 Lane Contector (vo center lane)** 15,000 0.753 2 Lane Collector (vo center lane)** 8,000 1.275 2 Lane Collector (vo center lane)** 8,000 1.275 2 Lane Collector (vo center lane)** 8,000 0.680 2 Lane Collector (continuous left-turn lane) 15,000 0.680 2 Lane Collector (continuous left-turn lane) 15,000 0.700	H oward Ave		Entree Voor	3 I and Collector (No conter leave) **	000	A2413	ų
FOSE Multiplication 2 Late Contector (continuous ten-tunt late) 1.5,000 10,200 Future Year 2 Late Collector (No center lane)** 8,000 10,500 Future Year 2 Late Collector (so continuous left-turn late) 15,000 10,500 Future Year 2 Late Collector (so continuous left-turn late) 15,000 10,500 Post Mitigation 2 Late Collector (so control late)** 8,000 12,200 Future Year 2 Late Collector (so center late)** 15,000 12,200 Future Year 2 Late Collector (No center late) 8,000	Interview $2 \text{ Lane Collector (continuous ten-tun late)}, 15,000 10,200 Future Year 2 \text{ Lane Collector (No center late)**}, 8,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 12,000$	2 Lane Collector (No center lane) 13,000 0.725 2 Lane Collector (No center lane)** 8,000 1.275 2 Lane Collector (sontinuous left-turn lane) 15,000 0.680 2 Lane Collector (No center lane)** 8,000 1.313 2 Lane Collector (sontinuous left-turn lane) 15,000 0.700 2 Lane Collector (No center lane) 15,000 0.700 2 Lane Collector (sontinuous left-turn lane) 15,000 0.700 2 Lane Collector (sontinuous left-turn lane) 15,000 0.813	Texas St to Utah St	11,300	Tutue real	2 Laure Contection (INO CENTRI Jaile)	0,000	0.752	4 4
10,200 Post Mitigation 2 Later Concertor (ivo center auc) 0,000 10,500 Future Year 2 Lane Collector (continuous left-turn lane) 15,000 10,500 Post Mitigation 2 Lane Collector (so center lane)* 8,000 10,500 Post Mitigation 2 Lane Collector (so center lane)* 8,000 12,200 Future Year 2 Lane Collector (so center lane)* 15,000	10,200 Post Multication 2 Late Contector (not one for turn are) 0,000 10,500 Post Miligation 21 Late Collector (No center lane) 15,000 15,000 10,500 Post Miligation 2 Lane Collector (No center lane)** 8,000 15,000 10,500 Post Miligation 2 Lane Collector (No center lane)** 8,000 15,000 12,200 Future Year 2 Lane Collector (No center lane) 15,000 15,000 12,200 Future Year 2 Lane Collector (No center lane) 8,000 15,000	2 Lane Contector (tvo venter lane) 2 Lane Contector (tvo venter lane) 1.2,000 1.2,13 2 Lane Collector (No center lane)** 8,000 1.313 2 Lane Collector (continuous left-turn lane) 15,000 0.700 2 Lane Collector (No center lane) 15,000 0.700 2 Lane Collector (No center lane) 15,000 0.700 2 Lane Collector (continuous left-turn lane) 15,000 0.813			FOSI MILIBALIOII	2 Lane Collector (collitingue lett-turit faile) 2 Lana Calladae (XIa anatae faina) **	000'CT	3261	<u>п</u> н
IO,500 Future Year 2 Lane Contextor (continuous left-turn lane) L2,000 10,500 Post Mitigation 2 Lane Collector (continuous left-turn lane) 15,000 12,200 Future Year 2 Lane Collector (continuous left-turn lane) 15,000 12,200 Future Year 2 Lane Collector (No center lane) 8,000	Total struggerout 2 Late Collector (continuous starturant) L 2,000 10,500 Post Mitigation 2 Lane Collector (continuous left-turn lane) 8,000 12,200 Future Year 2 Lane Collector (continuous left-turn lane) 8,000 12,200 Post Mitigation 2 Lane Collector (continuous left-turn lane) 8,000 12,200 Post Mitigation 2 Lane Collector (continuous left-turn lane) 15,000	2 Lane Collector (volumous terrain anter) 2.000 1.313 2 Lane Collector (sortinuous left-turn lane) 8,000 0.700 2 Lane Collector (continuous left-turn lane) 15,000 0.700 2 Lane Collector (sortinuous left-turn lane) 8,000 1.525 2 Lane Collector (sortinuous left-turn lane) 15,000 0.813	Utah St to 30th St	10,200	Post Mitigation	2 Latte Collector (NO CELLET Latte)	0,000 15,000	089.0	- C
10,500 Post Mitigation 2 Lane Collector (continuous left-turn lane) 15,000 12,200 Future Year 2 Lane Collector (No center lane) 8,000	10,500 Post Mitigation 2 Lane Collector (continuous left-turn lane) 15,000 12,200 Future Year 2 Lane Collector (continuous left-turn lane) 8,000 12,200 Post Mitigation 2 Lane Collector (continuous left-turn lane) 15,000	2 Lane Concetor (review rank) 0,700 1.510 2 Lane Collector (continuous left-turn lane) 15,000 0,700 2 Lane Collector (sontinuous left-turn lane) 15,000 1.525		5	Future Veer	2 Lane Concetor (Commucos ren-tant lane) 3 Lana Collactor (No cantar lana)**	8 000	1 212	а н
12.200 Future Year 2 Lane Collector (No center lane) 8,000	12,200 Future Year 2 Lane Collector (No center lane) 8,000 12,200 Post Mitigation 2 Lane Collector (continuous left-turn lane) 15,000	2 Lane Collector (No center lane) 8,000 1.525 2 Lane Collector (continuous left-turn lane) 15,000 0.813	30th St to 32nd St	10,500	Post Mitigation	2 Lane Convetor (continuous left-turn lane)	15 000	0.700	4
12.200 Future Year 2 Lane Collector (No center lane) 8,000	12,200 Future Year 2 Lane Collector (No center lane) 8,000 12,200 Post Mitigation 2 Lane Collector (continuous left-turn lane) 15,000	2 Lane Collector (No center lane) 8,000 1.525 2 Lane Collector (continuous left-turn lane) 15,000 0.813	Madison Ave		and and a second	APPRY FEMAL APAY MAAAPPENEAA) AAAAPPA APPA APPA	0		ì
17.700	12,200 Post Mitigation 2 Lane Collector (continuous left-turn lane) 15,000 1	2 Lane Collector (continuous left-turn lane) 15,000 0.813	HE	11 200	Future Year	2 Lane Collector (No center lane)	8,000	1.525	F
Post Mitigation 2 Lane Collector (continuous left-turn lane) 15,000		Notes: Capacity for non-standard roadway classifications were provided by City of San Diego staff. (a) The wire salendated by dividinge the ADT volume by each respective roadway segment's capacity.	1 e xas 51 10 Offio 15	12,200	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.813	D
Ammunite for an dead and and and an unsee second of for Oter of Can Diana and C	Capacity Iof non-standard foadway classifications were provided by City of Sair Liego stail.		(a) The v/c Ratio is calculated by dividing the AD	s were provided oT volume by ea	t by Unity of National Dirego Statt. ach respective roadway segme	urts capacity.			

 Table 6-5 Post Mitigation Summary of Roadway Segment Analysis

QUADALY SECONDARY MARKAR DECOMPARY TATAL MARKAR DECOMPARY TATALDEATR MARKAR DECOMPARY TATAL MARKAR DECOMPARY TATALDEATR MARKAR DECOMPARY MARKAR DECOMPARY TATALDEATR MARKAR DECOMPARY MARKAR DECOMPARY TATAL D								
$2,00$ Folue Yete $2.1 {\rm atter Culted of Not enter Inno) 8,000 1.020 0.247 9,00 Post Migginion 2.1 {\rm atter Culted of Not enter Inno) 8,000 0.247 1,500 Post Migginion 2.1 {\rm atter Culted of Not enter Inno) 8,000 0.560 0.560 1,500 Post Milguin 2.1 {\rm atter Culted of Continuou Infram Inno) 8,000 0.560 0.561 1,500 Post Milguin 2.1 {\rm atter Culted of Continuou Infram Inno) 8,000 0.561 1,500 Post Milguin 2.1 {\rm atter Culted of Continuou Infram Inno) 8,000 0.561 1,500 Post Milguin 2.1 {\rm atter Culted of Continuou Infram Inno) 1.000 0.761 1,500 Post Milguin 2.1 {\rm atter Culted of Continuou Infram Inno) 1.000 0.761 1,500 Post Milguin 2.1 {\rm atter Culted of Continuou Infram Inno) 1.000 0.761 1,500 Post Milguin 2.1 {\rm atter Culted of Continuou Infram Inno) 1.000 0.761 1,500 Post Milguin 2.1 {\rm atter Culted of Continnou$		ROADWAY SEGMENT	FUTURE YEAR ADT	RC	ADWAY FUNCTIONAL CLASSIFICATION	LOS E CAPACITY	V/C RATIO (a)	ros
8.100Butter Verter1.2 Inter Colffect OF Confert Into)1.8000.14259.00Futter Verter1.2 Inter Colffect OF Confert Into)1.8000.4471.1.00Per Milguint1.1 and Colffect OF Confert Into)1.8000.4471.1.00Per Milguint1.1 and Colffect OF Confert Into)1.8000.4761.1.00Per Milguint1.1 and Colffect OF Confinous Inter Into)1.8000.4761.1.00Per Milguint1.1 and Colffect OF Confinous Inter Into)1.8000.4761.1.00Per Milguint1.1 and Colffect OF Confinous Inter Into)1.9000.4761.1.00Per Milguint1.1 and Colffect OF Confinous Inter Into)1.9000.4761.1.01Per Milguint1.1 and Colffect OF Confinous Inter Into)1.9000.7071.1.01Per Milguint1.1 and Colffect OF Confirm1.9000.7071.1.01Per Milguint1.1 and Colffect OF Colffect OF Confirm1.9000.7051.1.01Per Milguint1.1 and Colffect OF Colffect OF Colffect OF Colffect OF Colffect OF C		Meade Ave						
		Doub Divid to Terror Ct	000 0	Future Year	2 Lane Collector (No center lane)	8,000	1.025	F
9,00 Putter Year 2.1.are Collected effect (noise) 5.000 0.1.236 11,50 Putter Year 2.1.are Collected effect (noise) 5.000 0.1.265 11,50 Putter Year 2.1.are Collected effect (noise) 5.000 0.1.265 11,50 Putter Year 2.1.are Collected effect (noise) 5.000 0.7.35 11,00 Putter Year 2.1.are Collected (continuous fielt-turn hano) 5.000 0.7.35 11,00 Putter Year 2.1.are Collected (continuous fielt-turn hano) 5.000 0.7.36 11,00 Putter Year 2.1.are Collected (continuous fielt-turn hano) 15.000 0.7.36 11,00 Putter Year 2.1.are Collected (continuous fielt-turn hano) 15.000 0.7.36 11,00 Putter Year 2.1.are Collected (continuous fielt-turn hano) 15.000 0.7.36 11,00 Putter Year 2.1.are Collected (continuous fielt-turn hano) 15.000 0.7.36 11,00 Putter Year 2.1.are Collected (continuous fielt-turn hano) 15.000 0.7.36 11,01 Putter Year 1.1.are Collected		10 COVATION DAVID T	007*0	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.547	υ
		Texas St to 30th St	006.6	Future Year	2 Lane Collector (No center lane)	8,000	1.238	F
11,500 Future Verter 1.2 Late Collector (No center later) 5,000 1.438 11,000 Future Verter 2.1 and Collector (No center later) 15,000 0.7 45 11,000 Future Verter 2.1 and Collector (No center later) 15,000 0.7 45 11,000 Future Verter 2.1 and Collector (No center later) 15,000 0.7 45 12,000 Future Verter 2.1 and Collector (Continuous left-later later) 15,000 0.7 45 12,000 Future Verter 2.1 and Collector (Continuous left-later later) 15,000 0.7 45 12,000 Future Verter 2.1 and Collector (continuous left-later later) 15,000 0.7 45 14,000 Future Verter 2.1 and Collector (continuous left-later later) 15,000 0.7 45 14,000 Future Verter 2.1 and Collector (continuous left-later later) 15,000 0.7 45 14,000 Future Verter 2.1 and Collector (continuous left-later later) 15,000 0.7 45 14,000 Future Verter 2.1 and Collector (continuous left-later later) 15,000 0.7 45 2,000				Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.660	υ
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$		30th St to Illinois St	11 500	Future Year	2 Lane Collector (No center lane)	8,000	1.438	F
11.000 Future Year $2.1ane Collector (No center lane) 5.000 1.488 10.000 Fature Year 2.1ane Collector (No center lane) 15.000 0.759 17.200 Pature Year 2.1ane Collector (No center lane) 15.000 0.769 17.200 Pature Year 2.1ane Collector (centinous left-turn lane) 15.000 0.769 17.200 Pature Year 2.1ane Collector (centinous left-turn lane) 15.000 0.769 20.10 Post Minguion 2.1ane Collector (centinous left-turn lane) 15.000 0.769 20.10 Post Minguion 2.1ane Collector (centinous left-turn lane) 15.000 0.769 20.10 Post Minguion 2.1ane Collector (centinous left-turn lane) 15.000 0.769 20.10 Post Minguion 2.1ane Collector (centinous left-turn lane) 15.000 0.769 20.10 Post Minguion 2.1ane Collector (centinous left-turn lane) 15.000 0.769 20.00 Post Minguion 2.1ane Collector (centinous left-turn lane) 15.000 0.769 20.00 Post Minguion 2$	ų		22241	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.767	D
1.7.00 Post Miljadion $2.1 ane Collector (notinuous left-turn lane) 15,000 0.729 1.0.00 Phune Year 2.1 ane Collector (not fonting gromery) 10,000 1000 0.720 7.200 Point Year 2.1 ane Collector (not fonting gromery) 10,000 1000 0.700 7.200 Point Migation 2.1 ane Collector (not fonting gromery) 10,000 1.000 0.700 90,10 Point Migation 2.1 ane Collector (continuous left-turn lane) 1.3,000 0.700 0.700 90,100 Point Migation 2.1 ane Collector (continuous left-turn lane) 1.3,000 0.700 0.700 1.4,400 Point Migation 2.1 ane Collector (continuous left-turn lane) 1.3,000 0.700 0.700 1.4,400 Point Migation 2.1 ane Collector (continuous left-turn lane) 1.5,000 0.700 0.700 1.4,100 Point Migation 2.1 ane Collector (continuous left-turn lane) 1.5,000 0.700 0.700 1.4100 Point Migation 2.1 ane Collector (continuous left-turn lane) $	5	Illinois St to Iowa St	11 900	Future Year	2 Lane Collector (No center lane)	8,000	1.488	н
	J		002'TT	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.793	D
$10,00$ Future Year $2 \ Lance Collector (continuous left-turn late), 10,00 $		North Park Way						(
mmmPost Milguinon $2 tane Collecta (collinous left-turn late)$ $15,000$ 0.707 $7,200$ Future Year $2 tane Collecta (collinous left-turn late)$ $15,000$ 0.707 $30,100$ Future Year $2 tane Collecta (collinous left-turn late)$ $30,000$ 0.700 $30,100$ Future Year $2 tane Collecta (collinous left-turn late)$ $30,000$ 0.700 $30,100$ Future Year $2 tane Collecta (collinous left-turn late)$ $30,000$ 0.700 $30,000$ Future Year $2 tane Collecta (collinous left-turn late)$ $30,000$ 0.780 $30,000$ Future Year $4 tane Collecta30,0000.78014,400Future Year4 tane Collecta30,0000.78023,700Future Year4 tane Collecta30,0000.79023,700Foot Milgation4 tane Collecta30,0000.780$		32 nd St to Boundary St	10 600	Future Year	2 Lane Collector (no fronting property)	10,000	1.060	F
7,200 Future Year 21 and Collector (so center lane) 8,000 0.900 0.480 90,100 Forking Year 21 and Collector (continuous lef1-turn lane) 15,000 0.480 1.330 90,100 Forking Year 3 Lane Collector (continuous lef1-turn lane) 15,000 0.782 38,700 Forking Year 3 Lane Collector (continuous lef1-turn lane) 15,000 0.783 38,700 Forking Mignition 1 Lane Collector (continuous lef1-turn lane) 15,000 0.780 14,400 Forking Xing 1 Lane Collector (continuous lef1-turn lane) 15,000 0.780 25,900 Forking Xing 1 Lane Collector (content lane) 15,000 0.780 25,900 Forking Xing 4 Lane Collector (content lane) 15,000 0.790 25,900 Forking Xing 4 Lane Collector (content lane) 15,000 0.790 25,900 Forking Xing 4 Lane Collector 0.000 0.790 25,900 Forking Xing 4 Lane Collector 0.000 0.790 25,900 Forkin Xing 4 Lane Collector			222521	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.707	D
7,200 Future Fat 2.1 are context of time 3.000 0.000 0.000 39,100 Future Year 2.1 are context of continuous fel-turn lane) 3.0000 0.300 0.300 39,100 Future Year 2.1 and context rundo 3.0000 1.307 0.300 39,100 Future Year 2.1 and context rundo 3.0000 1.307 0.300 39,100 Future Year 2.1 and context rundo 3.0000 1.307 0.300 39,100 Post Mitjaction 2.1 and context rundo 3.0 000 0.300 0.300 14,400 Post Mitjaction 2.1 and context rundo 3.0 000 0.300 0.300 2,300 Future Year 1.1 and context rundo 3.0 000 0.300 0.300 2,300 Post Mitjaction 1.1 and context rundo 1.1 and context rundo 3.0 000 0.300 2,300 Post Mitjaction 1.1 and context rundo 3.0 000 0.300 0.300 2,300 Post Mitjaction 1.1 and context rundo 1.1 and context rundo 1.300 <td< td=""><td></td><td>Redwood St</td><td></td><td></td><td>A.T A.H A.T.</td><td>0000</td><td>0000</td><td>;</td></td<>		Redwood St			A.T A.H A.T.	0000	0000	;
39,100 Future Year 31am Mijor Afterial 30,000 1300 1300 38,300 Parkin Migation 0.1ame Mijor Afterial 30,000 1360 2355 38,300 Parkin Migation 0.1ame Collector Collector Interview 30,000 0.785 255 38,300 Parkin Mitjaginon 0.1ame Collector Collector Interview 30,000 0.785 38,300 Parkin Mitjaginon 0.1ame Collector Interview 30,000 0.785 14,400 Post Mitjaginon 0.1ame Collector Interview 30,000 0.786 22,500 Post Mitjaginon 1.1ame Collector Interview 30,000 0.786 22,500 Post Mitjaginon 4.1ame Collector Interview 30,000 0.780 23,000 Post Mitjaginon 4.1ame Collector Interview 30,000 0.786 23,000 Post Mitjaginon 4.1ame Collector Interview 30,000 0.780 23,000 Post Mitjaginon 1.1ame Collector Interview 30,000 0.780 23,000 Post Mitjaginon 1.1ame Collector Interview 1.1ame Collec		28th St to 30th St	7,200	Future Year Post Mitigation	2 Lane Collector (No center lane) 2 Lane Collector (continuous left-turn lane)	8,000	0.480	a C
$39,100$ Patter Verr $3 \ Lanc Older Older Miterial 30,000 1.30 1.30 35,300 Pattal Miligation 1 \ Lanc Collector Continuous let1-turn line) 15,000 0.72 1.37 35,300 Pattal Miligation 2 \ Lanc Collector Continuous let1-turn line) 15,000 0.72 35,300 Pattal Miligation 2 \ Lanc Collector 30,000 1.37 14,400 Post Miligation 2 \ Lanc Collector 30,000 1.37 14,400 Post Miligation 1 \ Lanc Collector 30,000 1.37 23,900 Post Miligation 1 \ Lanc Collector 30,000 1.37 23,000 Post Miligation 1 \ Lanc Collector 30,000 0.790 23,000 Post Miligation 1 \ Lanc Collector 30,000 0.790 23,000 Post Miligation 1 \ Lanc Collector 30,000 0.790 23,000 Post Miligation 1 \ Lanc Collector 30,000 0.790 23,000 Post Miligation 1 \ Lanc Collector $		Texas St		10010 Quint 100 1	(Arms reas and managements) save are a senter a	2006		2
			001.00	Future Year	3 Lane Major Arterial	30,000	1.303	ų
36,300 Partial Mignation 21 ane Collector (continous left-turn lane) 15,000 2553 1277 14,400 Pest Mingation 61 ane May Apple Arterial 30,000 1,277 1277 14,400 Pest Mingation 01 ane Collector 30,000 0,360 0,360 14,400 Pest Mingation 21 ane Collector 30,000 0,360 0,360 23,000 Pest Mingation 1 ane Collector 30,000 0,797 0,379 23,000 Pest Mingation 41 ane Collector 30,000 0,796 1.393 23,000 Pest Mingation 41 ane Collector 30,000 0,796 1.393 23,000 Pest Mingation 41 ane Collector 30,000 0,766 1.393 23,000 Pest Mingation 41 ane Collector 30,000 0,763 1.353 23,000 Pest Mingation 31 ane Collector (oc enter lane) 15,000 0,763 1.353 23,000 Pest Mingation 31 ane Collector (oc enter lane) 15,000 0,763 1.353 <tr< td=""><td></td><td>Adams Ave to Mission Ave</td><td>39,100</td><td>Post Mitigation</td><td>6 Lane Major Arterial</td><td>50,000</td><td>0.782</td><td>C</td></tr<>		Adams Ave to Mission Ave	39,100	Post Mitigation	6 Lane Major Arterial	50,000	0.782	C
				Future Year	2 Lane Collector (continuous left-turn lane)	15,000	2.553	F
		Mission Ave to El Cajon Blvd	38,300	Partial Mitigation	4 Lane Collector	30,000	1.277	F
	-	ζ.		Post Mitigation	6 Lane Major Arterial	50,000	0.766	c
1,1,0,0 Post Mingation 4 Lane Collector 0.000 0.480 0.480 23,900 Future Year 4 Lane Collector 30,000 1539 0.797 23,700 Future Year 4 Lane Collector 30,000 0.797 1.580 23,700 Future Year 4 Lane Collector 30,000 0.780 0.795 23,700 Future Year 4 Lane Collector 30,000 0.790 0.790 23,700 Future Year 4 Lane Collector 30,000 0.760 1.560 20,800 Future Year 4 Lane Collector 30,000 0.765 1.560 22,800 Future Year 3 Lane Collector 1.10,00 1.760 1.765 22,800 Future Year 3 Lane Collector 30,000 0.795 1.975 22,800 Future Year 3 Lane Collector 30,000 0.795 1.975 22,600 Future Year 3 Lane Collector 30,000 0.790 0.795 22,600 Future Year 1 Lane Collector		University Aria to University Aria	14 400	Future Year	2 Lane Collector (continuous left-turn lane)	15,000	0.960	E
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$		TION OF TAKE TO OTHER STAR	T4,400	Post Mitigation	4 Lane Collector	30,000	0.480	c
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$		University Ave						
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$		Park Blvd to Florida St	73 900	Future Year	4 Lane Collector (no center lane)	15,000	1.593	н
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$		ACCOUNTED TO A STATE TO A STATE	22.22	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
			Ì	Post Mitigation	4 Lane Collector	30,000	0.790	D
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$		Oregon St to IItah St	22 900	Future Year	4 Lane Collector (no center lane)	15,000	1.527	F
				Post Mitigation	4 Lane Collector	30,000	0.763	D
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$		TITab St to 30th St	20 800	Future Year	4 Lane Collector (no center lane)	15,000	1.387	F
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$		10 HIGC 21 10 HILD	000,07	Post Mitigation	4 Lane Collector	30,000	0.693	D
$ \begin{array}{ c c c c c c c } \hline \hline $7,000$ \hline Post Mitigation & 4 Lane Collector (mo center lane) & $1,000$ & 0.760 & 0.753 & 1 Hure Year & 3 Lane Collector (mo center lane) & $1,500$ & 1.965 & 0 Future Year & 3 Lane Collector (mo center lane) & $1,500$ & 1.973 & 1 Lane Year & 4 Lane Collector (mo center lane) & $1,500$ & 1.973 & 1 Lane Year & 4 Lane Major Arterial & $1,500$ & 1.973 & 1 Lane Year & 2 future Year & 1 Lane Collector (No center lane) & $1,500$ & 1.973 & 1 Lane Year & 2 Lane Collector (No center lane) & $1,500$ & 0.740 & 0.740 & 1 Lane Year & 2 Lane Collector (No center lane) & $1,500$ & 0.730 & 0 Lane Year & 2 Lane Collector (No center lane) & $1,500$ & 1.975 & 1 Lane Year & 2 Lane Collector No center lane) & $1,500$ & 1.975 & 1 Lane Year & 2 Lane Collector No center lane) & $1,500$ & 1.975 & 1 Lane Year & 2 Lane Collector (continuous left-turn lane) & $1,500$ & 1.937 & 1 Lane Year & 2 Lane Collector (continuous left-turn lane) & $1,500$ & 0.767 & 1 Lane Year & 2 Lane Collector (so center lane) & $1,500$ & 1.937 & 2 Lane Collector (continuous left-turn lane) & $1,500$ & 0.767 & 2 Lane Collector (continuous left-turn lane) & $1,500$ & 0.767 & 2 Lane Collector (continuous left-turn lane) & $1,500$ & 0.767 & 2 Lane Collector (continuous left-turn lane) & $1,500$ & 0.767 & 2 Lane Collector (so center lane) & $3,000$ & 0.767 & 2 Lane Collector (continuous left-turn lane) & $1,500$ & 0.767 & 2 Lane Collector (so center lane) & $3,000$ & 0.767 & 2 Lane Collector (so center lane) & $1,500$ & 0.767 & 2 Lane Collector (so center lane) & $3,000$ & 0.767 & 2 Lane Collector (so center lane) & $3,000$ & 0.767 & 2 Lane Collector (so center lane) & $3,000$ & 0.767 & 2 Lane Collector (so center lane) & $3,000$ & 0.767 & 2 Lane Collector (so center lane) & $3,000$ & 0.767 & 2 Lane Collector (so center lane) & $3,000$ & 0.767 & 2 Lane Collector (so center lane) & $3,000$ & 0.767 &$		30th St to Illinois St	22 800	Future Year	3 Lane Collector (no center lane)	11,500	1.983	F
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$			000,77	Post Mitigation	4 Lane Collector	30,000	0.760	D
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$		Illinois St to 32nd St	22.600	Future Year	3 Lane Collector (no center lane)	11,500	1.965	F
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$				Post Mitigation	4 Lane Collector	30,000	0.753	D
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$		32nd St to Boundary St	29,600	Future Year	4 Lane Collector (no center lane)	15,000	1.973	EI (
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	0	Three Ct	2	Post Miligation	4 Lane Major Arteria	40,000	0.740	C
		C pas 51		Future Year	2 Lane Collector (No center lane)	8.000	1.075	ы
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$		Alabama St to Texas St	8,600	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.573	U
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$		E E		Future Year	2 Lane Collector (No center lane)	8,000	1.438	F
		I exas St to Persning Kd	nnc'11	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.767	D
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$		Desching Dd to 30th St	16 300	Future Year	2 Lane Collector (continuous left-turn lane)	15,000	1.087	F
7,300 Future Year 2 Lane Collector (No center lane) 8,000 0.913 7,300 Post Mitigation 2 Lane Collector (continuous left-turn lane) 15,000 0.487 7,500 Post Mitigation 2 Lane Collector (No center lane) 15,000 0.938 7,500 Post Mitigation 2 Lane Collector (No center lane) 15,000 0.938		IC INCOMENTS BUTTLE IN I	AND AND	Post Mitigation	4 Lane Collector	30,000	0.543	C
7,300 Future Y ear $2 Lane Collector (No center lane) 8,000 0.913 7,300 Post Mitigation 2 Lane Collector (continuous left-turn lane) 15,000 0.487 7,500 Post Mitigation 2 Lane Collector (No center lane) 15,000 0.487 7,500 Post Mitigation 2 Lane Collector (No center lane) 15,000 0.938 7,500 Post Mitigation 2 Lane Collector (continuous left-turn lane) 15,000 0.500 $		Utah St						
Post Mitigation $2.1ane Collector (continuous left-turn lane)15,0000.4877,500Putture Year2.1ane Collector (No center lane)8,0000.9387,500Post Mitigation2.1ane Collector (continuous left-turn lane)15,0000.500$		Howard Ave to Lincoln Ave	7.300	Future Year	2 Lane Collector (No center lane)	8,000	0.913	ы
7,500 ruture vear z Lattle Contector (xo center rate) 0,000 0,500 Post Mitigation 2 Lane Collector (continuous left-turn lane) 15,000 0.500		Vision management and the second and the second and the second and the second second and the second second second		Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.487	U,
Post Mingarion 2 Lane Collector (continuous left-furi lane) 12,000		North Park Way to Upas St	7,500	Future Year	2 Lane Collector (No center lane)	8,000	0.938	म्
	-1			Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	005.0	C
	Capa	Capacity for non-standard roadway classifications were provided by City of San Diego start.	ere provideu u	V CITY OL SAIL LIEGO STALL				

Table 6-6 Post Mitigation Summary of Roadway Segment 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.

2016.xt 2016.xt 2016.xt 2017.xt <	ROADWAY SEGMENT	FUTURE YEAR ADT	ROAD	ROADWAY FUNCTIONAL CLASSIFICATION	LOS E CAPACITY	V/C RATIO (a)	TOS
	25th St						
	Decoderors to D Ct	17 400	Future Year	2 Lane Collector (continuous left-turn lane)	15,000	1.160	F
	DI GAUWAY TO F. SI	1/,400	Post Mitigation	4 Lane Collector	30,000	0.580	c
	28th St		×.		7		
	During to C of	000 0	Future Year	2 Lane Collector (No center lane)	8,000	1.100	F
	Russ Blvd to C St	0,000	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.587	υ
	10 to 11 and 200	10 500	Future Year	2 Lane Collector (No center lane)	8,000	1.313	Ŧ
	C St to Broadway	nnc'n1	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	F
			Post Mitigation	4 Lane Collector	30,000	0.637	c
	30th St		· · · ·				
	Common Ct to A sh Ct	000 2	Future Year	2 Lane Collector (No center lane)	8,000	0.863	E
	10 IISV 01 10 20 ID	00×00	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	С
$ \begin{array}{ c c c c c } \hline \hline \label{eq:continuous} \ e$	Broadwart to CD -04	0 500	Future Year	2 Lane Collector (no fronting property)	10,000	0.950	Е
$ \left. \begin{array}{c c c c c c } \hline Fuhre Year & 2 Lane Collector (No center lane) & 8,000 & 0.938 & 0.500$	PLOGUM AD MODEL	00 <i>0</i> , ¢	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.633	С
	B St						
	2 544 Ct to 2644 Ct	7 600	Future Year	2 Lane Collector (No center lane)	8,000	0.938	E
	1C 1007 01 1C 11C7		Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.500	С
$ \begin{array}{ c c c c c } \hline \label{eq:condition} \hline \label{eq:condition} \hline \label{eq:condition} \hline \label{eq:condition} \hline \label{eq:condition} \hline \end{tilti} \hline \end{tilti} \hline \hline \end{ti} \hline \hline \end{tilti} \hline \hline t$	26th St to 28th St	7 100	Future Year	2 Lane Collector (No center lane)	8,000	0.888	Е
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	16 1007 01 16 1007	, 'tuu	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.473	c
$ \left(\begin{array}{c c c c c c c c c c c c c c c c c c c $	C St						
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	30th St to 34th St	7,900	Future Year	2 Lane Collector (No center lane)	8,000	0.988	ы
$ \left. \begin{array}{c c c c c c c c c c c c c c c c c c c $		22.26	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.527	υ
$ \left(\begin{array}{cccc} Hom Future Year & 2 Lane Collector (No center lane) & 8,000 & 1.113 \\ 8,900 & Post Mitigation & 2 Lane Collector (No center lane) & 15,000 & 0.593 \\ 15,000 & Post Mitigation & 2 Lane Collector (No center lane) & 15,000 & 0.500 \\ \hline 15,000 & Post Mitigation & 1 Lane Collector (No center lane) & 30,000 & 1.875 \\ \hline 15,000 & Post Mitigation & 2 Lane Collector (No center lane) & 30,000 & 1.125 \\ \hline 1,125 & -1200 & -1200 & 0.500 & 0.500 \\ \hline 1,126 & -1200 & -1200 & 0.600 & 0.600 \\ \hline 1,126 & -1200 & 0.600 & 0.600 & 0.600 \\ \hline 1,126 & -1200 & -1200 & -1200 & 0.600 & 0.600 \\ \hline 1,126 & -1200 & -1200 & -1200 & 0.600 & 0.600 \\ \hline 1,126 & -1200 & -1200 & -1200 & 0.600 & 0.600 \\ \hline 1,126 & -1200 & -1200 & -1200 & -1200 & 0.600 & 0.600 & 0.600 \\ \hline 1,126 & -1200 & -1200 & -1200 & 0.600 & 0.600 & 0.600 & 0.600 & 0.600 \\ \hline 1,126 & -1200 & -1200 & -1200 & -1200 & 0.600$	Fern St		-				
	Tuninar St to Grana St	8 000	Future Year	2 Lane Collector (No center lane)	8,000	1.113	Ŧ
	to add to ot to tadimin	oo <i>c</i> 'n	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.593	c
Dest Mitigation 4 Lane Collector 30,000 0.500 9,000 Future Year 2 Lane Collector (No center lane) 8,000 1.125 9,000 Post Mitigation 2 Lane Collector (continuous left-turn lane) 15,000 0.600	Grane Ct to A Ct	15 000	Future Year	2 Lane Collector (No center lane)	8,000	1.875	F
Puture Year 2 Lane Collector (No center lane) 8,000 1.125 9,000 Post Mitigation 2 Lane Collector (continuous left-turn lane) 15,000 0.600		000°CT	Post Mitigation	4 Lane Collector	30,000	0.500	С
Future Year 2 Lane Collector (No center lane) 8,000 1.125 9,000 Post Mitigation 2 Lane Collector (continuous left-turn lane) 15,000 0.600	Grape St						
Post Mitigation 2 Lane Collector (continuous left-turn lane) 15,000 0.600	30th St to 31 st St	0000	Future Year	2 Lane Collector (No center lane)	8,000	1.125	F
		000,0	Post Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	0.600	c

 Table 6-7 Post Mitigation Summary of Roadway Segment Analysis

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