

# Montezuma Road



## FUNCTIONAL CLASS

### Existing:

- 4-Lane Major Arterial

### Recommended:

- 4-Lane Major Arterial with Cycle Tracks - Fairmount Avenue to College Avenue
- 2-Lane Major Arterial with Cycle Tracks - College Avenue to El Cajon Boulevard

## EXISTING TRAFFIC VOLUMES

**24,800 - 48,700** - Fairmount Ave to 55th St

**32,500** - 55th St to College Ave

**21,300** - College Ave to E Campus Dr

**12,500 - 12,900** - E Campus Dr to El Cajon Bl

## CRASH SUMMARY

- 17 bicycle collisions (34%)
- 16 pedestrian collisions (27%)
- 101 vehicular collisions (24%)

% = percentage of crashes in the community planning area

### Most Common Violations

- 22350 – Speeding Violation (20%)
- 22107 – Turning Violation (18%)
- 21453 – Traffic Signal or Stop Sign Violation (15%)

## PEQE & LTS SUMMARY

### Pedestrian Environmental Quality

**Evaluation (PEQE)** measures the quality of pedestrian conditions along the roadway. High PEQE is the aspirational ideal for pedestrian districts and other areas anticipated to have high pedestrian activity. Medium PEQE represents adequate conditions and are suitable for most locations with moderate pedestrian activity, and Low PEQE are inadequate locations in need of improvement.

- High PEQE Mileage: 0%
- Medium PEQE Mileage: 63%
- Low PEQE Mileage: 37%

**Bicycle Level of Traffic Stress (LTS)** classifies the street network according to the estimated level of stress it causes cyclists. LTS 1 and 2 are considered low-stress, suitable for cyclists of most ages and abilities. LTS 3 represents a stressful environment to most cyclists; and LTS 4 represents a very stressful environment, intolerable to nearly all cyclists.

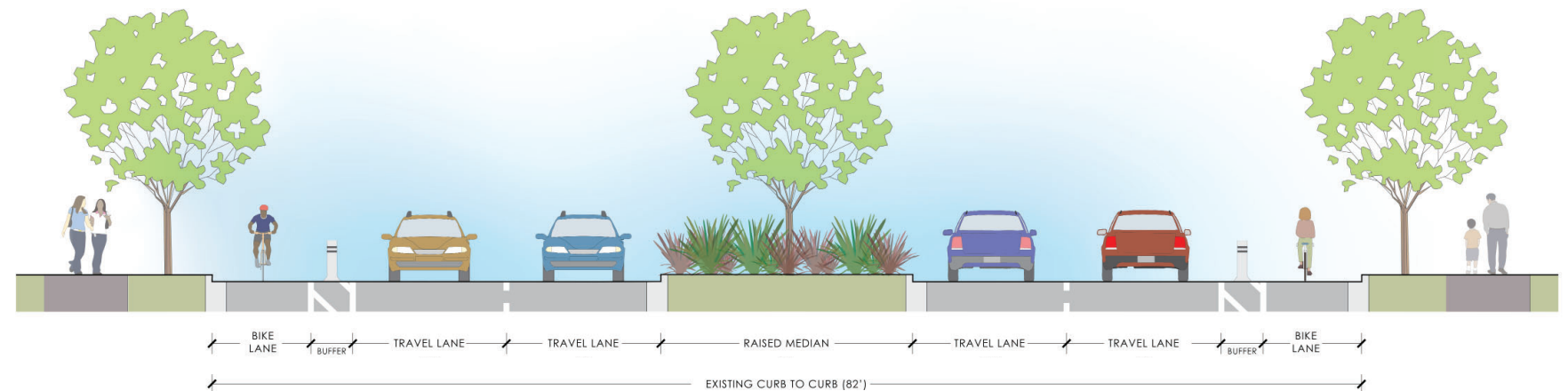
- LTS 1-2 Mileage: 0%
- LTS 3 Mileage: 40%
- LTS 4 Mileage: 60%

## POTENTIAL CORRIDOR IMPROVEMENTS

- **Cycle Tracks** - Improve cycling comfort within roadway environments that are stressful to many potential cyclists by providing physical separation between vehicular traffic and the bikeway.
- **Road Diet (between College Avenue and El Cajon Boulevard)** - Creates additional space for non-vehicular improvements and calms traffic. The road diet in this location will enable cycle tracks to be installed and provide space for a linear park.
- **Transit Signal Priority** - Improves transit operations by modifying the traffic signals to allow transit vehicles to minimize dwell time.

## GENERAL CORRIDOR CROSS SECTION

Varies by Segment (see pages MR-2 & MR-3)



## CORRIDOR LOCATION

LENGTH: 2.53 Miles

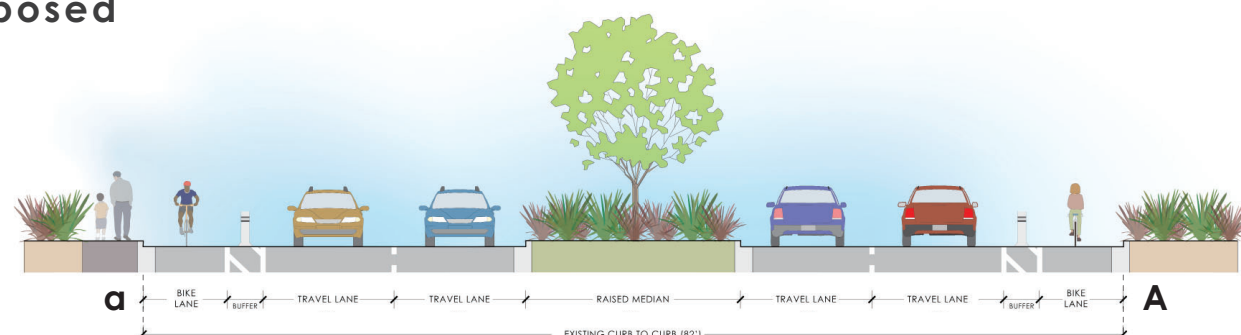


# Montezuma Road

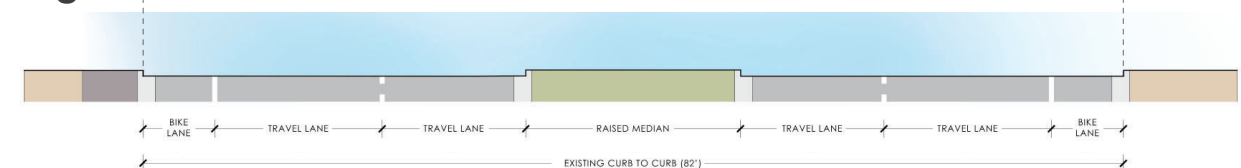


## A. FAIRMOUNT AVE TO COLLWOOD BL

### Proposed



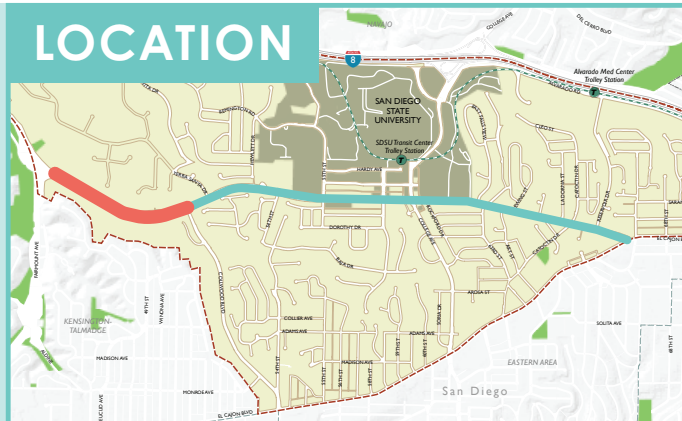
### Existing



#### Proposed Roadway Features:

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

#### LOCATION

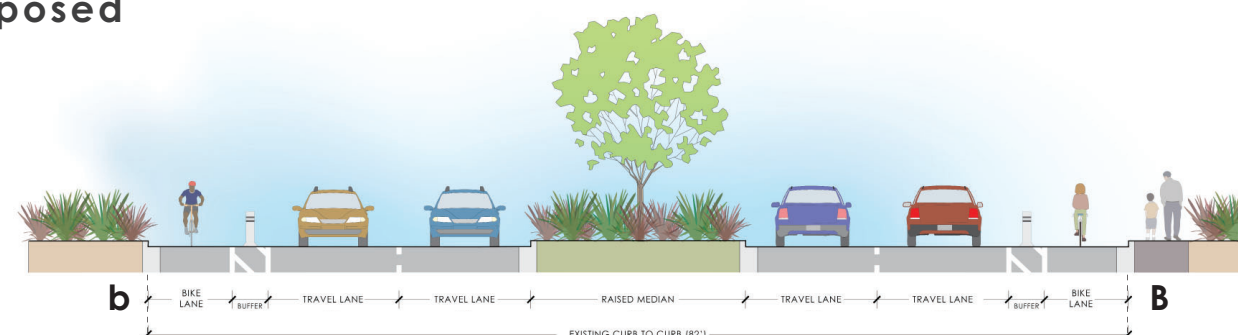


#### Roadway Modifications:

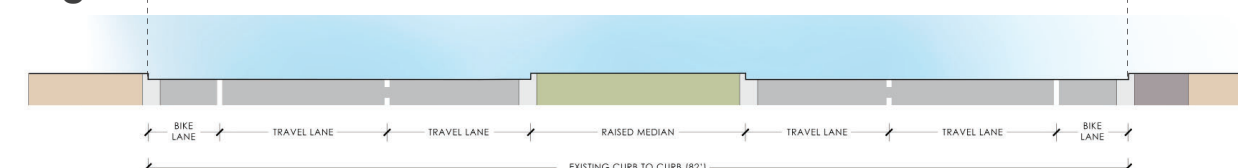
- Proposed reconfiguration would require:
  - Narrowing of existing travel lanes
  - Adding physical separation between the travel lane and bikeway
  - Transit signal priority

## B. COLLWOOD BL TO 55TH ST

### Proposed



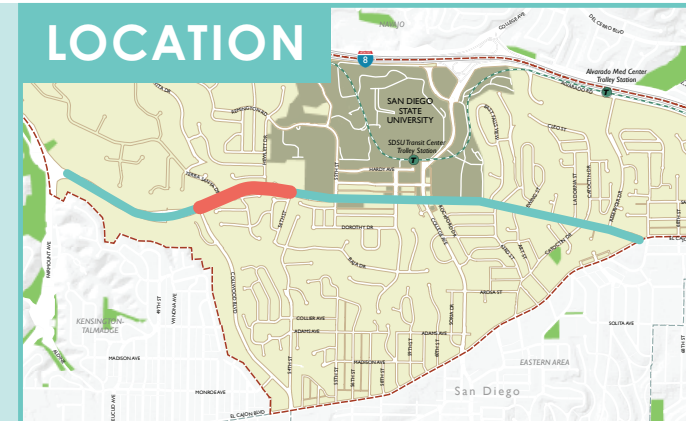
### Existing



#### Proposed Roadway Features:

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

#### LOCATION



#### Roadway Modifications:

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

**Notes:** Cross-sections shown are taken at most constrained or complex location within the segment limits. Cross-sections for the remainder of the segment are subject to vary. Dimensions shown are conceptual and used for feasibility assessment only. Landscaping depicted may require the formation of a Maintenance Assessment District (MAD). Lane colors are for illustrative purposes and do not necessarily indicate pavement marking color or pattern.

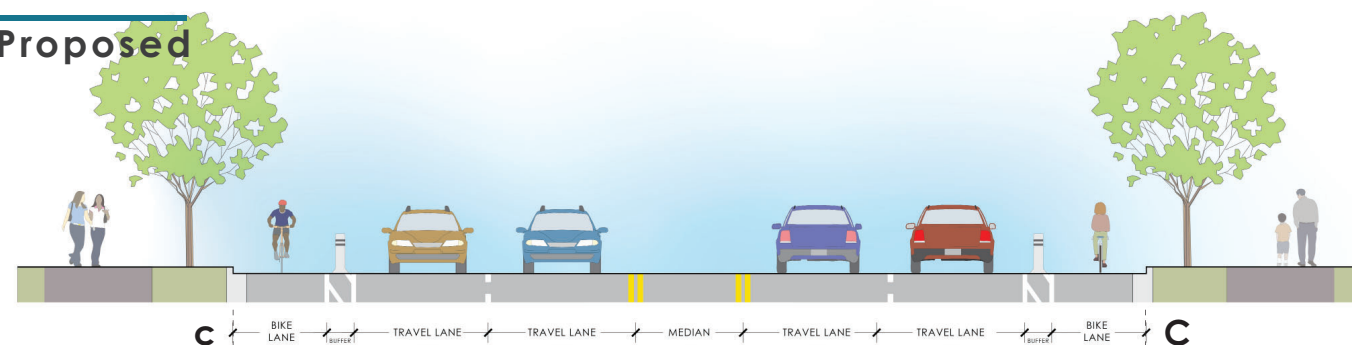


# Montezuma Road

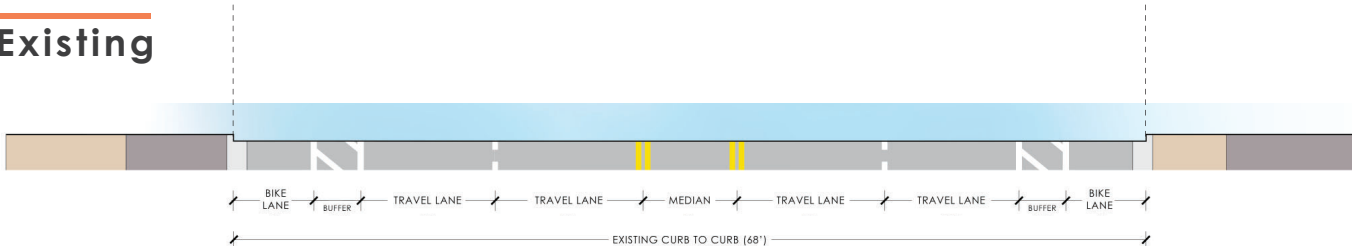


## C. 55TH ST TO COLLEGE AVE

Proposed



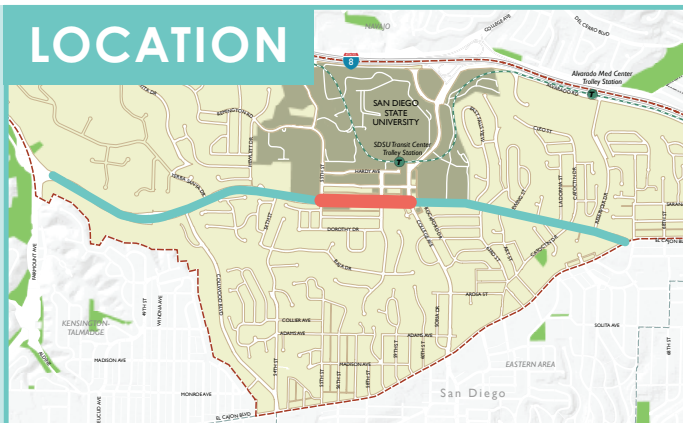
Existing



### Proposed Roadway Features:

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

### LOCATION

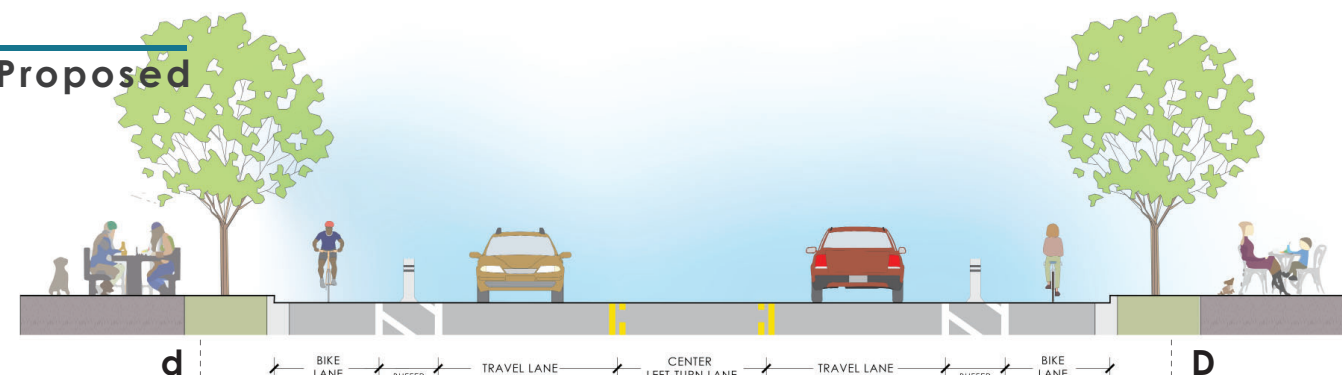


### Roadway Modifications:

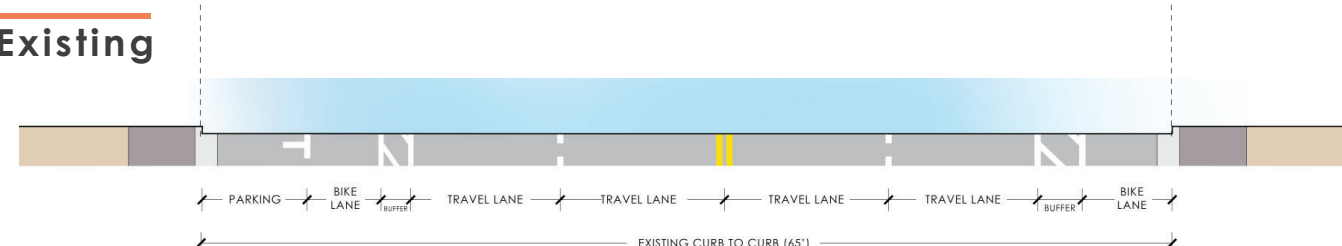
- Proposed reconfiguration would require:
  - Adjusting the widths of travel lanes and median
  - Adding physical separation between the travel lane and bikeway
  - Transit signal priority
- Corridor could also include potential expansion of right-of-way by 10' on each side of roadway through redevelopment, which could be dedicated to pedestrian amenities

## D. EAST CAMPUS DR TO EL CAJON BL

Proposed



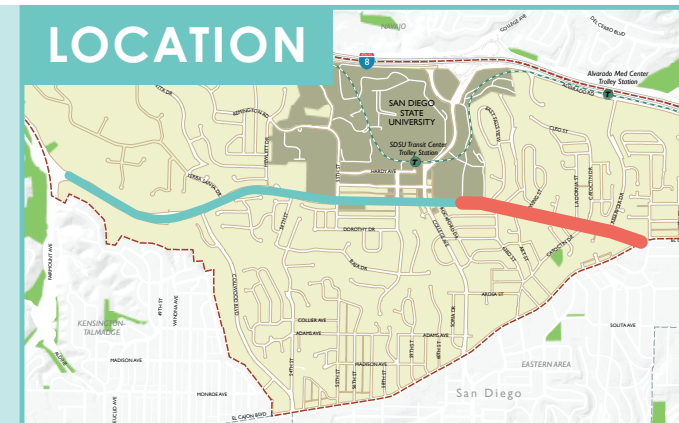
Existing



### Proposed Roadway Features:

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

### LOCATION



### Roadway Modifications:

- Proposed reconfiguration would require:
  - Road diet from 4 lanes to 3 lanes
  - Removal of on-street parking
  - Adding physical separation between the travel lane and bikeway
  - Transit signal priority
  - Narrow curb to curb width to 56'
- Corridor could also include potential expansion of right-of-way by 10' on each side of roadway through redevelopment, which could be dedicated to pedestrian amenities

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# El Cajon Boulevard



PLAN  
COLLEGE AREA

## FUNCTIONAL CLASS

### Existing:

- 4-Lane Major Arterial

### Recommended:

- 2-Lane Major Arterial with Transit Only Lanes - 54th Street to College Avenue
- 2-Lane Major Arterial with Cycle Tracks - College Avenue to Montezuma Road
- 4-Lane Major Arterial - Montezuma Road to 73rd Street

## EXISTING TRAFFIC VOLUMES

21,200 - 24,000 - 52nd St to College Ave

16,500 - 25,500 - College Ave to Montezuma Rd

15,900 - 20,900 - Montezuma Rd to 73rd St

## CRASH SUMMARY

- 18 bicycle collisions (36%)
- 29 pedestrian collisions (49%)
- 164 vehicular collisions (39%)

% = percentage of crashes in the community planning area

### Most Common Violations

- 21801 – Left-Turn or U-Turn Violation (16%)
- 22107 – Turning Violation (15%)
- 22350 – Speeding Violation (14%)

## PEQE & LTS SUMMARY

**Pedestrian Environmental Quality Evaluation (PEQE)** measures the quality of pedestrian conditions along the roadway. High PEQE is the aspirational ideal for pedestrian districts and other areas anticipated to have high pedestrian activity. Medium PEQE represents adequate conditions and are suitable for most locations with moderate pedestrian activity, and Low PEQE are inadequate locations in need of improvement.

- High PEQE Mileage: 10%
- Medium PEQE Mileage: 90%
- Low PEQE Mileage: 0%

**Bicycle Level of Traffic Stress (LTS)** classifies the street network according to the estimated level of stress it causes cyclists. LTS 1 and 2 are considered low-stress, suitable for cyclists of most ages and abilities. LTS 3 represents a stressful environment to most cyclists; and LTS 4 represents a very stressful environment, intolerable to nearly all cyclists.

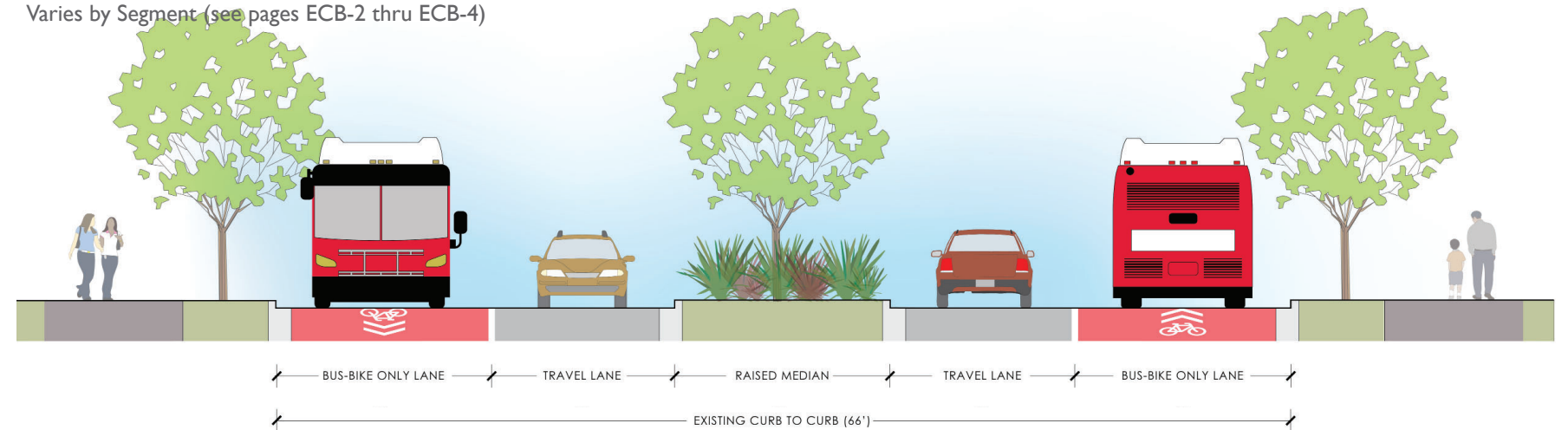
- LTS 1-2 Mileage: 0%
- LTS 3 Mileage: 0%
- LTS 4 Mileage: 100%

## POTENTIAL CORRIDOR IMPROVEMENTS

- **Shared Bus-Bike Lanes** - Can accommodate transit vehicles and cyclists where roadway space is insufficient to dedicate facilities to both travel modes. The lanes will improve transit operations and provide cyclists horizontal separation from vehicular traffic.
- **Cycle Tracks** - Improve cycling comfort within roadway environments that are stressful to many potential cyclists by providing physical separation between vehicular traffic and the bikeway.
- **Transit Signal Priority** - Improves transit operations by modifying the traffic signals to allow transit vehicles to minimize dwell time.

## GENERAL CORRIDOR CROSS SECTION

Varies by Segment (see pages ECB-2 thru ECB-4)



## CORRIDOR LOCATION

LENGTH: 2.47 Miles



### LEGEND

- Corridor
- Typical Cross Sections (see following sheets)

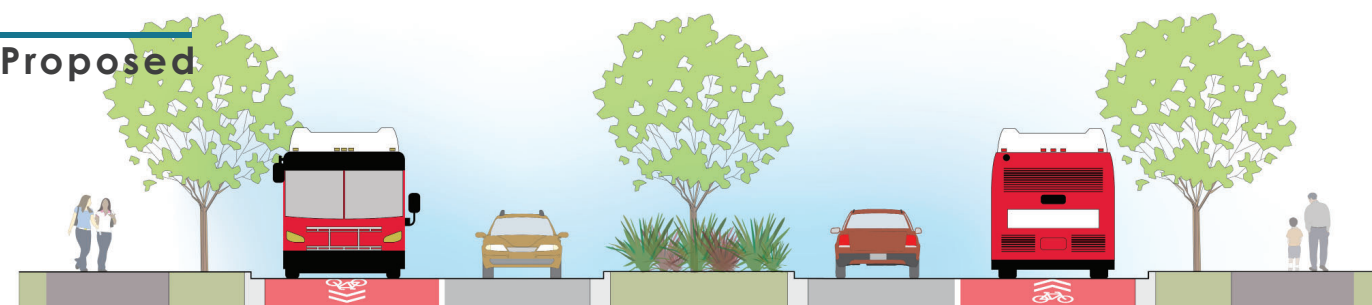


# El Cajon Boulevard

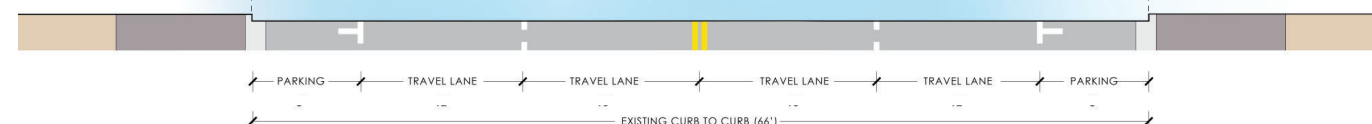


## A. 54TH ST TO COLLEGE AVE

Proposed



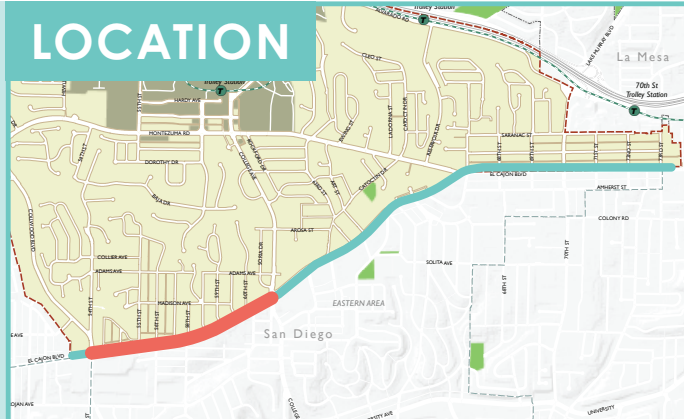
Existing



### Proposed Roadway Features:

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

### LOCATION



### Roadway Modifications:

- Proposed reconfiguration would require:
  - Road diet from 4 general purpose lanes to 2 general purpose lanes
  - Removal of on-street parking
  - Transit signal priority
- Corridor could also include potential expansion of right-of-way by 10' on each side of roadway through redevelopment, which could be dedicated to pedestrian amenities

**Notes:** Cross-sections shown are taken at most constrained or complex location within the segment limits. Cross-sections for the remainder of the segment are subject to vary. Dimensions shown are conceptual and used for feasibility assessment only. Landscaping depicted may require the formation of a Maintenance Assessment District (MAD). Lane colors are for illustrative purposes and do not necessarily indicate pavement marking color or pattern.

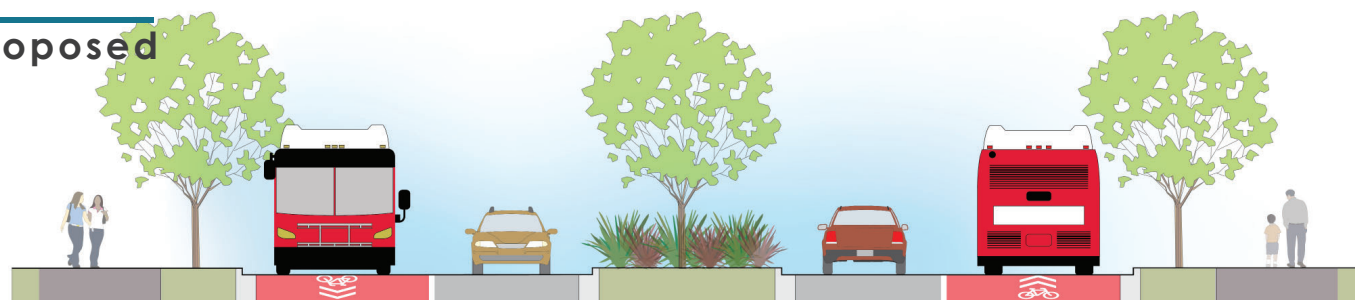
# El Cajon Boulevard



## B. COLLEGE AVE TO MONTEZUMA RD

### Alternative 1

#### Proposed



PROPOSED CURB TO CURB (66')

#### Existing

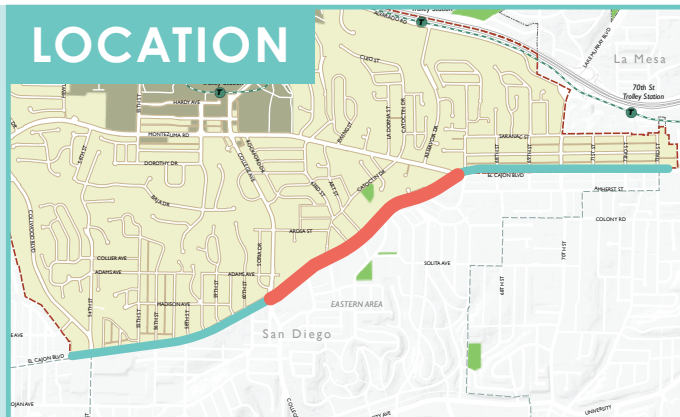


EXISTING CURB TO CURB (76-82')

#### Proposed Roadway Features:

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

#### LOCATION



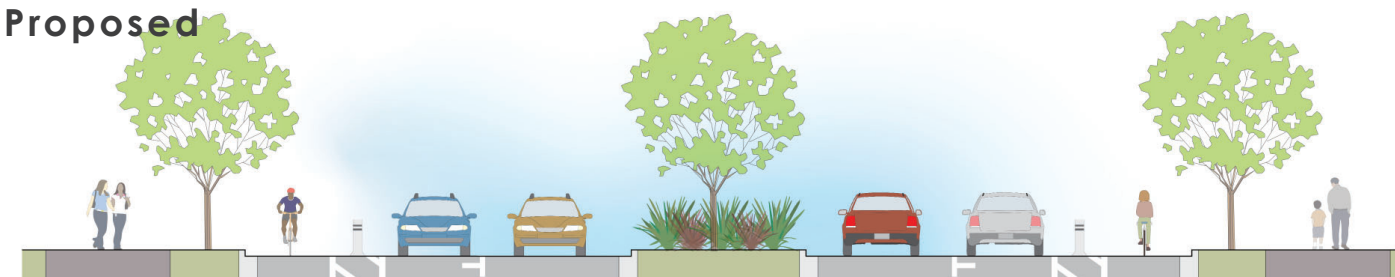
#### Roadway Modifications:

- Proposed reconfiguration would require:
  - Road diet from 4 general purpose lanes to 2 general purpose lanes
  - Removal of on-street parking
  - Transit signal priority
  - Narrowing of curb to curb from 76' to 66'
- Corridor could also include potential expansion of right-of-way by 10' on each side of roadway through redevelopment which could be dedicated to pedestrian amenities

## B. COLLEGE AVE TO MONTEZUMA RD

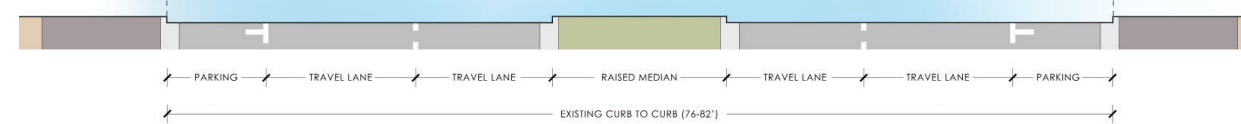
### Alternative 2

#### Proposed



PROPOSED CURB TO CURB (74')

#### Existing

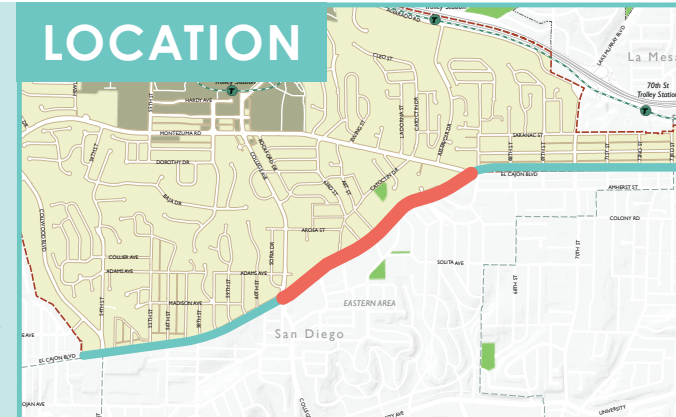


EXISTING CURB TO CURB (76-82')

#### Proposed Roadway Features:

- One general purpose travel lane in each direction
- Raised median
- One-way cycle tracks in each direction
- Parallel parking in each direction
- Additional space outside of the curb for potential linear park or wider sidewalks

#### LOCATION



#### Roadway Modifications:

- Proposed reconfiguration would require:
  - Road diet from 4 general purpose lanes to 2 general purpose lanes
  - Transit signal priority
- Corridor could also include potential expansion of right-of-way by 10' on each side of roadway through redevelopment which could be dedicated to pedestrian amenities

**Notes:** Cross-sections shown are taken at most constrained or complex location within the segment limits. Cross-sections for the remainder of the segment are subject to vary. Dimensions shown are conceptual and used for feasibility assessment only. Landscaping depicted may require the formation of a Maintenance Assessment District (MAD). Lane colors are for illustrative purposes and do not necessarily indicate pavement marking color or pattern.

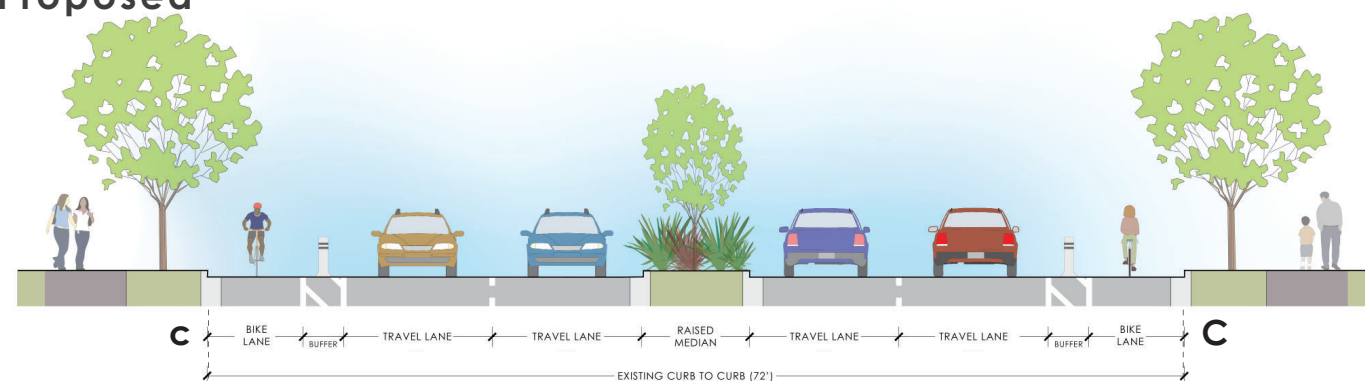


# El Cajon Boulevard

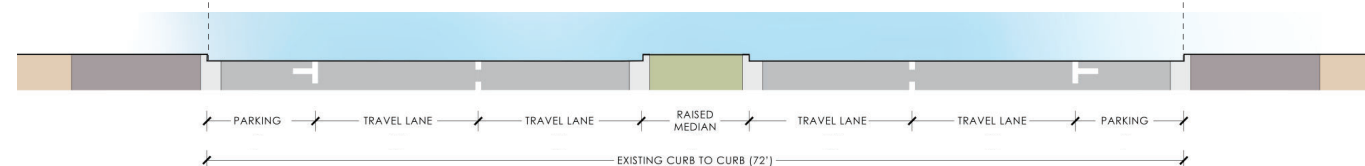


## C. MONTEZUMA RD TO 73RD ST

### Proposed



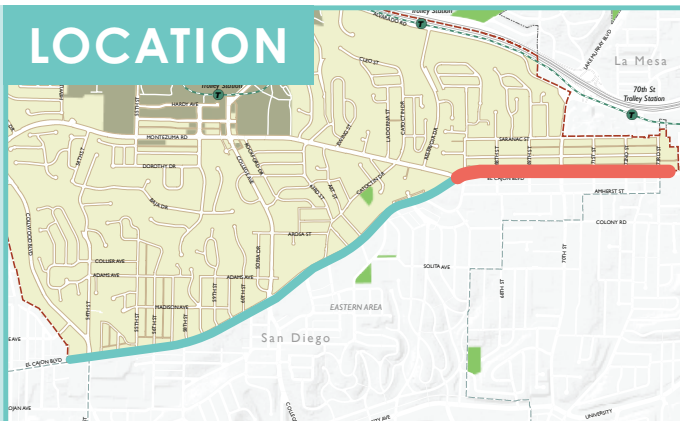
### Existing



#### Proposed Roadway Features:

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

#### LOCATION



#### Roadway Modifications:

- Proposed reconfiguration would require:
  - Narrowing of existing travel lanes
  - Removal of on-street parking
  - Transit signal priority
- Corridor could also include potential expansion of right-of-way by 10' on each side of roadway through redevelopment which could be dedicated to pedestrian amenities

**Notes:** Cross-sections shown are taken at most constrained or complex location within the segment limits. Cross-sections for the remainder of the segment are subject to vary. Dimensions shown are conceptual and used for feasibility assessment only. Landscaping depicted may require the formation of a Maintenance Assessment District (MAD). Lane colors are for illustrative purposes and do not necessarily indicate pavement marking color or pattern.

# Collwood Boulevard/ 54th Street



## FUNCTIONAL CLASS

### Existing:

- 2-Lane Collector with Two-Way Left Turn Lanes - Collwood Boulevard - Montezuma Road to Monroe Avenue
- 4-Lane Major Arterial - Collwood Boulevard/54th Street - Monroe Avenue to El Cajon Boulevard

### Recommended:

- 2-Lane Collector with Two-Way Left Turn Lane and Cycle Tracks - Collwood Boulevard - Montezuma Road to Monroe Avenue

## EXISTING TRAFFIC VOLUMES

**23,600** - Collwood Bl - Montezuma Rd to 54th St

**23,800** - 54th St - Collwood Bl to El Cajon Bl

## CRASH SUMMARY

- 5 bicycle collisions (10%)
- 2 pedestrian collisions (3%)
- 52 vehicular collisions (13%)

% = percentage of crashes in the community planning area

### Most Common Violations

- 22107 – Turning Violation (24%)
- 22350 – Speeding Violation (22%)
- 21453 – Traffic Signal or Stop Sign Violation (17%)

## PEQE & LTS SUMMARY

**Pedestrian Environmental Quality Evaluation (PEQE)** measures the quality of pedestrian conditions along the roadway. High PEQE is the aspirational ideal for pedestrian districts and other areas anticipated to have high pedestrian activity. Medium PEQE represents adequate conditions and are suitable for most locations with moderate pedestrian activity, and Low PEQE are inadequate locations in need of improvement.

- High PEQE Mileage: 0%
- Medium PEQE Mileage: 100%
- Low PEQE Mileage: 0%

**Bicycle Level of Traffic Stress (LTS)** classifies the street network according to the estimated level of stress it causes cyclists. LTS 1 and 2 are considered low-stress, suitable for cyclists of most ages and abilities. LTS 3 represents a stressful environment to most cyclists; and LTS 4 represents a very stressful environment, intolerable to nearly all cyclists.

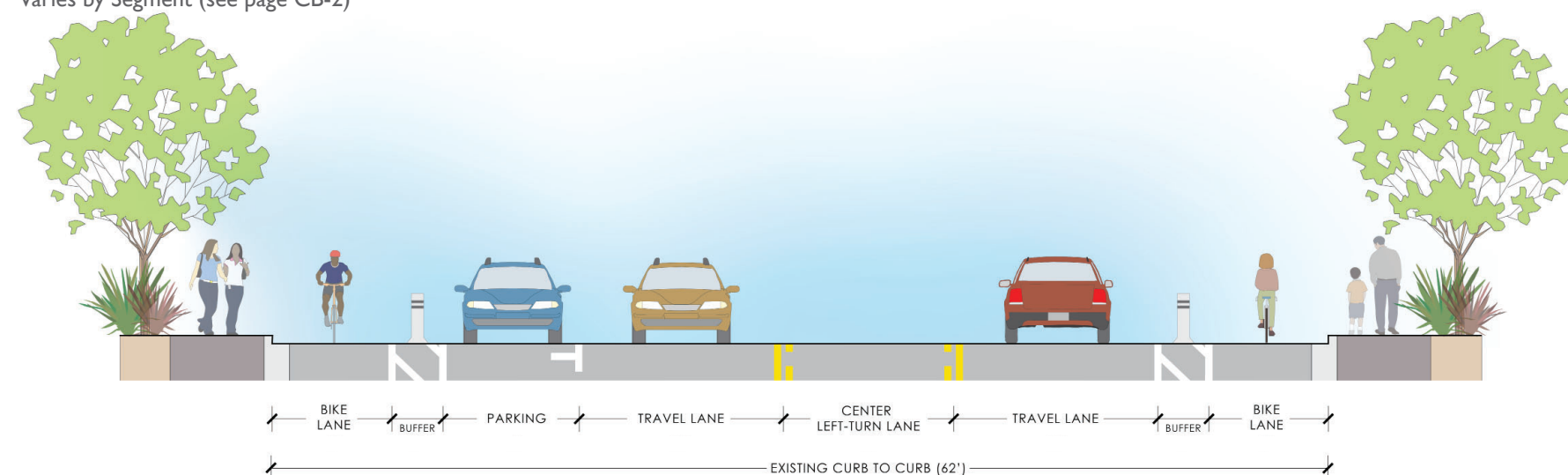
- LTS 1-2 Mileage: 0%
- LTS 3 Mileage: 0%
- LTS 4 Mileage: 100%

## POTENTIAL CORRIDOR IMPROVEMENTS

- **Cycle Tracks** - Improve cycling comfort within roadway environments that are stressful to many potential cyclists by providing physical separation between vehicular traffic and the bikeway.
- **Bike Box (between Monroe Avenue and El Cajon Boulevard)** - Designated space at a signalized intersection in front of the limit line that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase.
- **Mid-block Crossings** - Install crosswalks with either Rectangular Rapid-Flashing Beacon (RRFB) or Hawk Beacon signals at locations next to bus stops to improve pedestrian safety and visibility when crossing the street.

## GENERAL CORRIDOR CROSS SECTION

Varies by Segment (see page CB-2)



## CORRIDOR LOCATION

LENGTH: 0.95 Miles





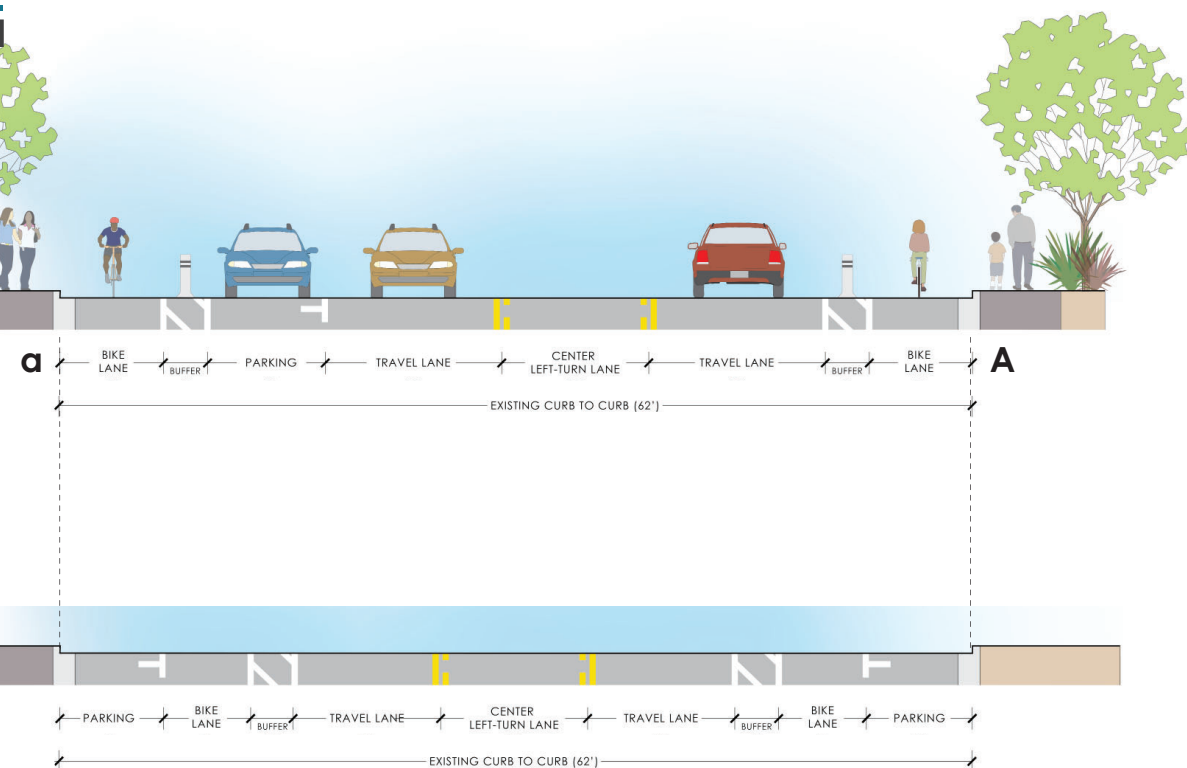
# Collwood Boulevard/ 54th Street



## A. MONTEZUMA RD TO MONROE AVE

Proposed

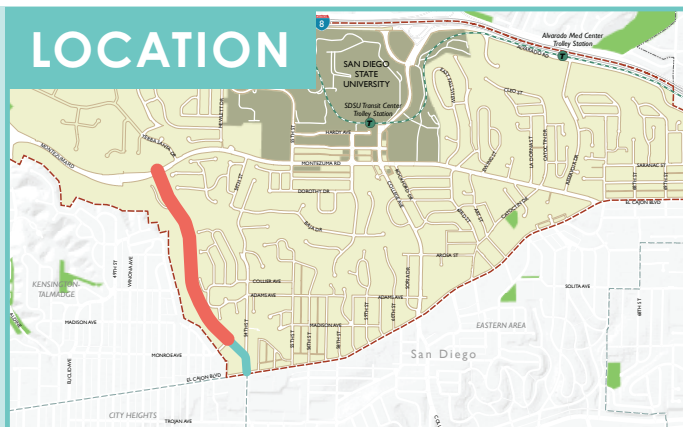
Existing



### Proposed Roadway Features:

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

### LOCATION



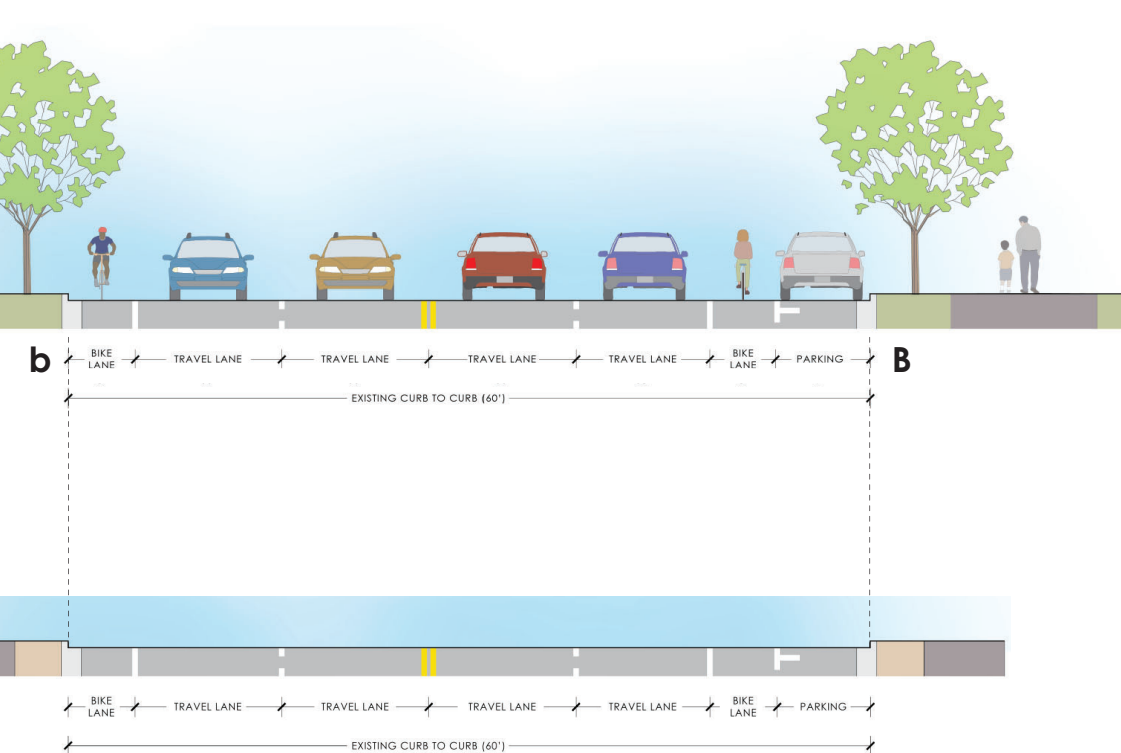
### Roadway Modifications:

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

## B. MONROE AVE TO EL CAJON BL

Proposed

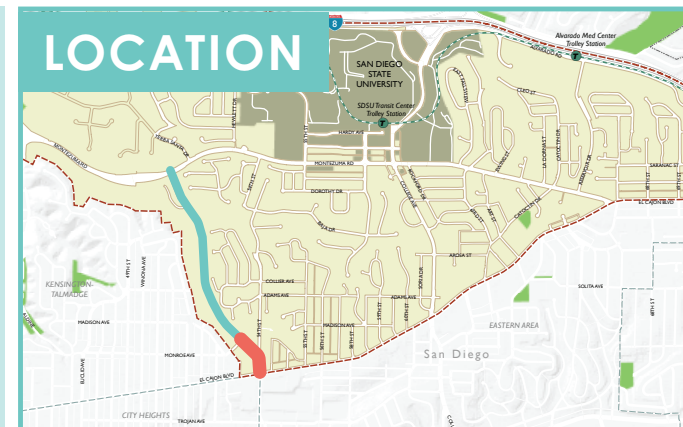
Existing



### Proposed Roadway Features:

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

### LOCATION



### Roadway Modifications:

- Corridor could also include potential expansion of right-of-way by 10' on each side of roadway through redevelopment which could be dedicated to pedestrian amenities

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# College Avenue



## FUNCTIONAL CLASS

### Existing:

- 4-Lane Major Arterial

### Recommended:

- 4-Lane Major Arterial with Bike Lanes

## EXISTING TRAFFIC VOLUMES

**29,800 - 48,800** - Alvarado Rd to Montezuma Rd

**28,250** - Montezuma Rd to El Cajon Bl

## CRASH SUMMARY

- 6 bicycle collisions (6%)
- 13 pedestrian collisions (13%)
- 78 vehicular collisions (81%)

% = percentage of crashes in the community planning area

### Most Common Violations

- 21443 – Traffic Signal or Stop Sign Violation (18%)
- 22107 – Turning Violation (18%)
- 22350 – Speeding Violation (13%)

## PEQE & LTS SUMMARY

### Pedestrian Environmental Quality

**Evaluation (PEQE)** measures the quality of pedestrian conditions along the roadway. High PEQE is the aspirational ideal for pedestrian districts and other areas anticipated to have high pedestrian activity. Medium PEQE represents adequate conditions and are suitable for most locations with moderate pedestrian activity, and Low PEQE are inadequate locations in need of improvement.

- High PEQE Mileage: 0%
- Medium PEQE Mileage: 70%
- Low PEQE Mileage: 30%

**Bicycle Level of Traffic Stress (LTS)** classifies the street network according to the estimated level of stress it causes cyclists. LTS 1 and 2 are considered low-stress, suitable for cyclists of most ages and abilities. LTS 3 represents a stressful environment to most cyclists; and LTS 4 represents a very stressful environment, intolerable to nearly all cyclists.

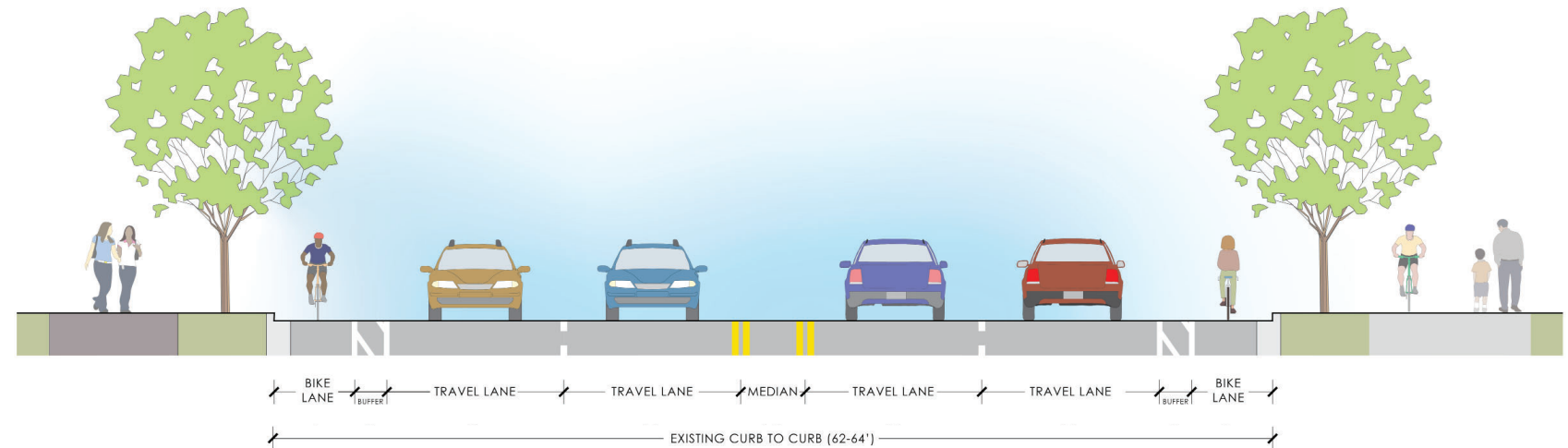
- LTS 1-2 Mileage: 0%
- LTS 3 Mileage: 19%
- LTS 4 Mileage: 81%

## POTENTIAL CORRIDOR IMPROVEMENTS

- **Bike Lanes** - Provide cyclists with dedicated space within the roadway apart from vehicular traffic.
- **Transit Signal Priority** - Improves transit operations by modifying the traffic signals to allow transit vehicles to minimize dwell time.
- **Multi-Use Path** - Improve cycling comfort within roadway environments that are stressful to many potential cyclists by providing a bikeway with physical separation from vehicular traffic.

## GENERAL CORRIDOR CROSS SECTION

Varies by Segment (see page CA-2)



## CORRIDOR LOCATION

**LENGTH: 1.33 Miles**

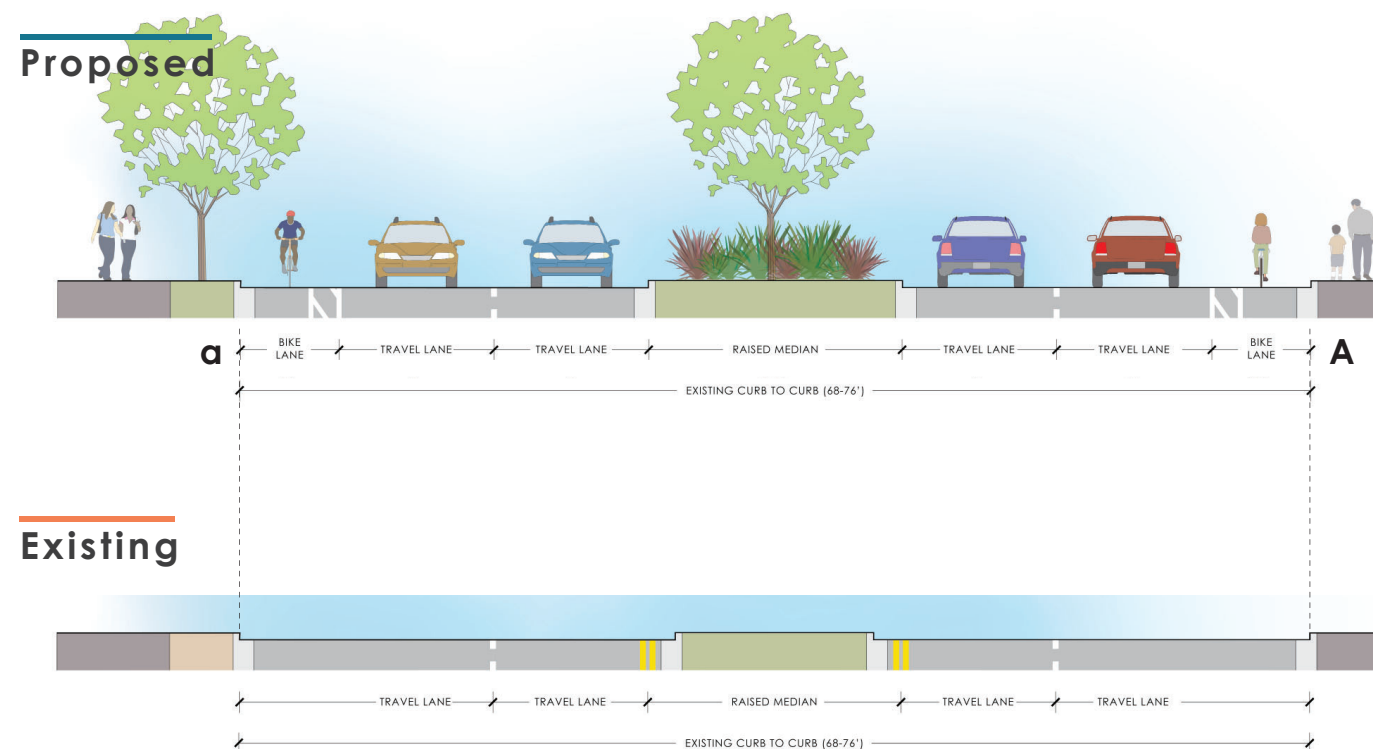




# College Avenue



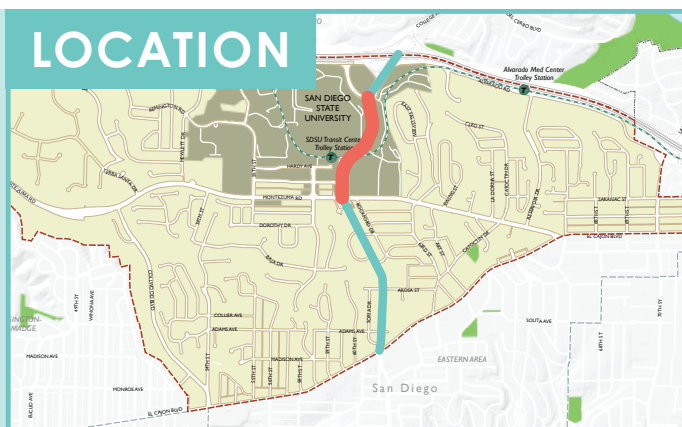
## A. ALVARADO RD TO MONTEZUMA RD



### Proposed Roadway Features:

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

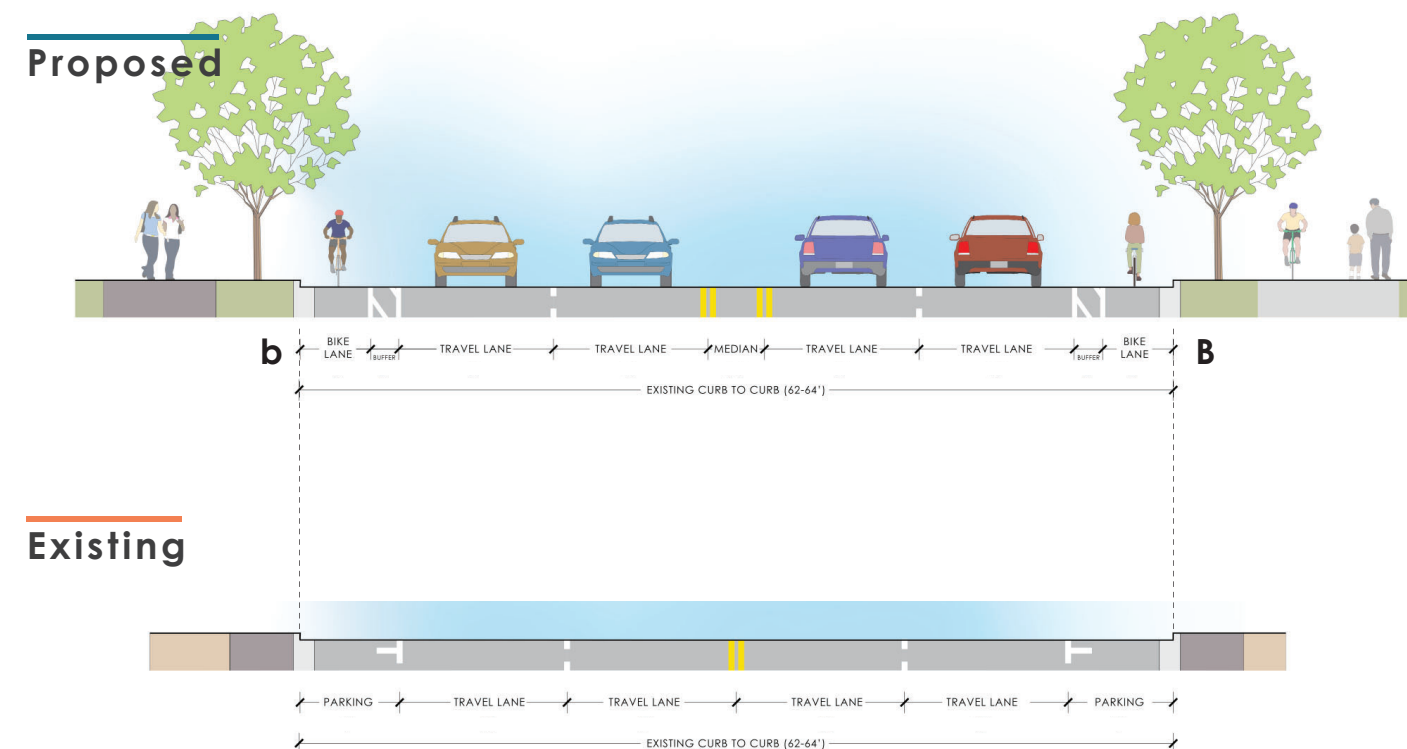
### LOCATION



### Roadway Modifications:

- Proposed reconfiguration would require:
  - Narrowing of existing travel lanes
  - Transit signal priority

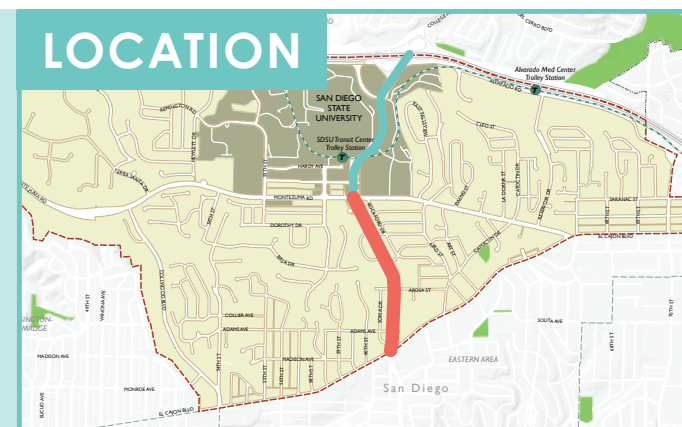
## B. MONTEZUMA RD TO EL CAJON BL



### Proposed Roadway Features:

- Two general purpose travel lanes in each direction
- One buffered bike lane in each direction
- Potential multi-use path

### LOCATION



### Roadway Modifications:

- Proposed reconfiguration would require:
  - Narrowing existing travel lanes
  - Removal of on-street parking
  - Transit signal priority
- Corridor could also include potential expansion of right-of-way by 10' on each side of roadway through redevelopment which could be dedicated to pedestrian amenities

**Notes:** Cross-sections shown are taken at most constrained or complex location within the segment limits. Cross-sections for the remainder of the segment are subject to vary. Dimensions shown are conceptual and used for feasibility assessment only. Landscaping depicted may require the formation of a Maintenance Assessment District (MAD). Lane colors are for illustrative purposes and do not necessarily indicate pavement marking color or pattern.

# 70th Street



## FUNCTIONAL CLASS

### Existing:

- 4-Lane Major Arterial

### Recommended:

- 4-Lane Major Arterial with Cycle Tracks - Alvarado Road to Saranac Street
- 4-Lane Major Arterial with Bike Lanes - Saranac Street to El Cajon Boulevard

## EXISTING TRAFFIC VOLUMES

**35,100** - Alvarado Rd to Saranac St

**31,300** - Saranac St to El Cajon Bl

## CRASH SUMMARY

- 1 bicycle collision (2%)
- 4 pedestrian collisions (6%)
- 20 vehicular collisions (5%)

% = percentage of crashes in the community planning area

### Most Common Violations

- 21453 – Traffic Signal or Stop Sign Violation (24%)
- 22350 – Left-Turn or U-Turn Violation (16%)
- 21950 – Driver Did Not Yield to Pedestrian (16%)

## PEQE & LTS SUMMARY

### Pedestrian Environmental Quality

**Evaluation (PEQE)** measures the quality of pedestrian conditions along the roadway. High PEQE is the aspirational ideal for pedestrian districts and other areas anticipated to have high pedestrian activity. Medium PEQE represents adequate conditions and are suitable for most locations with moderate pedestrian activity, and Low PEQE are inadequate locations in need of improvement.

- High PEQE Mileage: 0%
- Medium PEQE Mileage: 47%
- Low PEQE Mileage: 53%

**Bicycle Level of Traffic Stress (LTS)** classifies the street network according to the estimated level of stress it causes cyclists. LTS 1 and 2 are considered low-stress, suitable for cyclists of most ages and abilities. LTS 3 represents a stressful environment to most cyclists; and LTS 4 represents a very stressful environment, intolerable to nearly all cyclists.

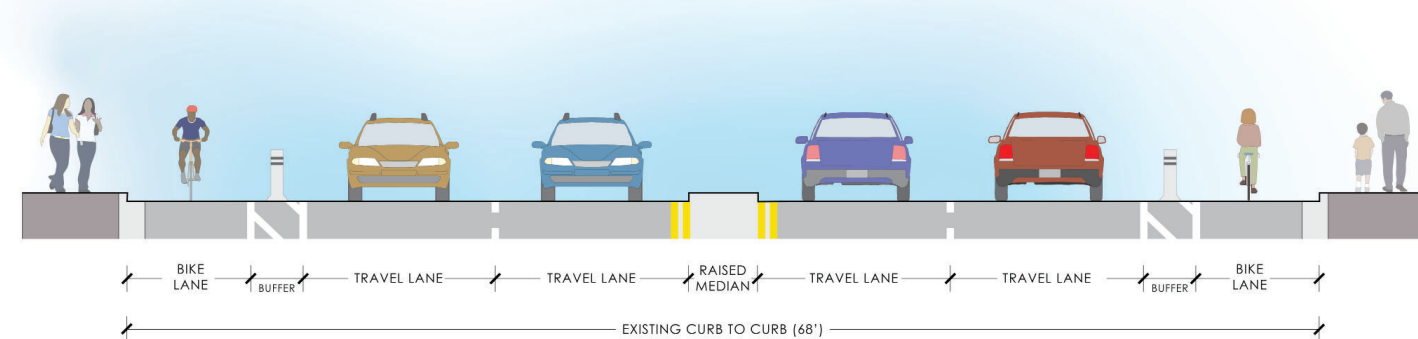
- LTS 1-2 Mileage: 0%
- LTS 3 Mileage: 100%
- LTS 4 Mileage: 0%

## POTENTIAL CORRIDOR IMPROVEMENTS

- **Cycle Tracks** - Improve cycling comfort within roadway environments that are stressful to many potential cyclists by providing physical separation between vehicular traffic and the bikeway.
- **Bike Lanes** - Provide cyclists with dedicated space within the roadway apart from vehicular traffic.

## GENERAL CORRIDOR CROSS SECTION

Varies by Segment (see page 70S-2)



## CORRIDOR LOCATION

LENGTH: 0.38 Miles



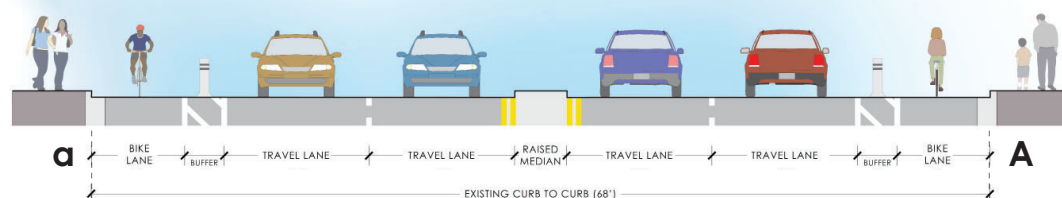


# 70th Street

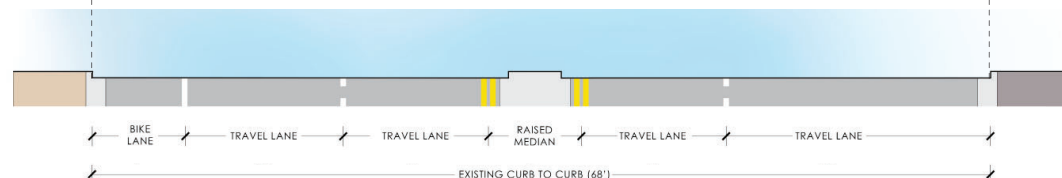


## A. ALVARADO RD TO SARANAC ST

### Proposed



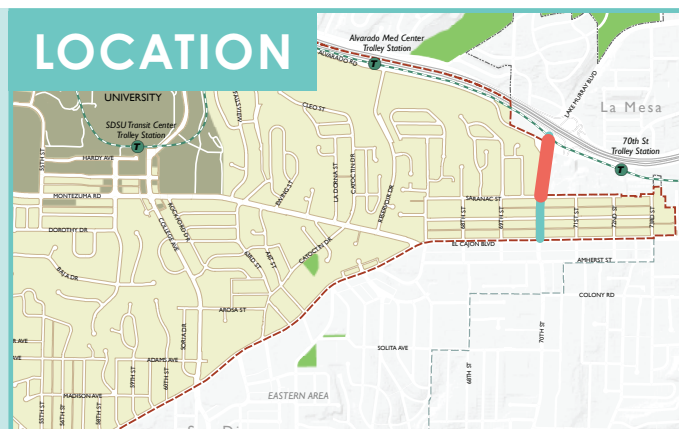
### Existing



#### Proposed Roadway Features:

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

#### LOCATION

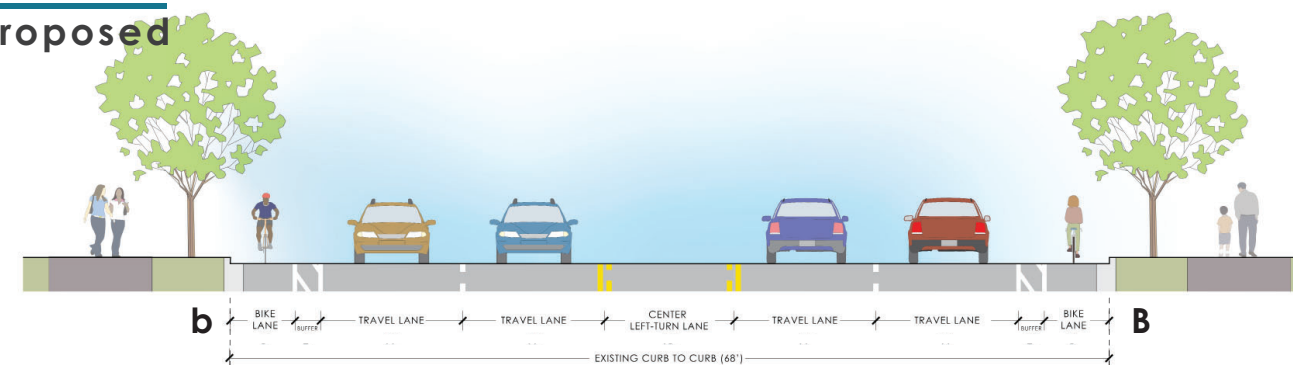


#### Roadway Modifications:

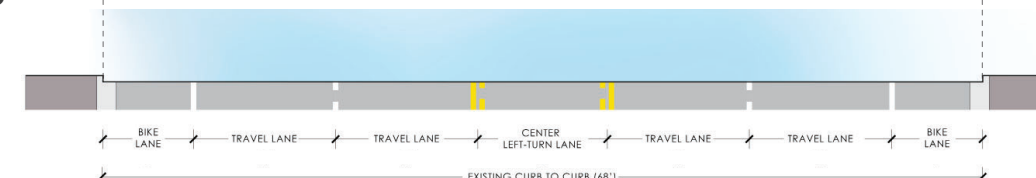
- Proposed reconfiguration would require:
  - Narrowing of existing travel lanes and median
  - Adding a northbound bike lane
  - Adding physical separation between the travel lane and bikeway
  - Construction of sidewalk on west side

## B. SARANAC ST TO EL CAJON BL

### Proposed



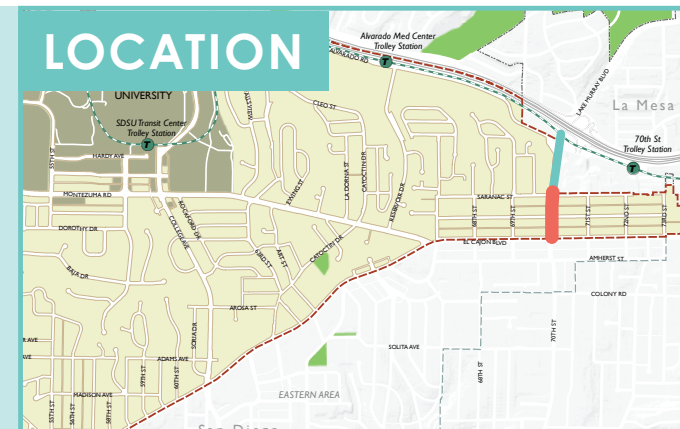
### Existing



#### Proposed Roadway Features:

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

#### LOCATION



#### Roadway Modifications:

- Proposed reconfiguration would require:
  - Striping a buffer between the bike lanes and outside travel lanes
- Corridor could also include potential expansion of right-of-way by 10' on each side of roadway through redevelopment which could be dedicated to pedestrian amenities

**Notes:** Cross-sections shown are taken at most constrained or complex location within the segment limits. Cross-sections for the remainder of the segment are subject to vary. Dimensions shown are conceptual and used for feasibility assessment only. Landscaping depicted may require the formation of a Maintenance Assessment District (MAD). Lane colors are for illustrative purposes and do not necessarily indicate pavement marking color or pattern.

# Alvarado Road



## FUNCTIONAL CLASS

### Existing:

- 2-Lane Collector

### Recommended:

- 2-Lane Collector with Bike Lanes - Reservoir Drive to 70th Street

## EXISTING TRAFFIC VOLUMES

No Data

## CRASH SUMMARY

- 1 bicycle collision (2%)
- 3 pedestrian collisions (5%)
- 22 vehicular collisions (5%)

% = percentage of crashes in the community planning area

### Most Common Violations

- 21453 – Traffic Signal or Stop Sign Violation (27%)
- 22107 – Turning Violation (19%)
- 22350 – Speeding Violation (19%)

## LTS SUMMARY

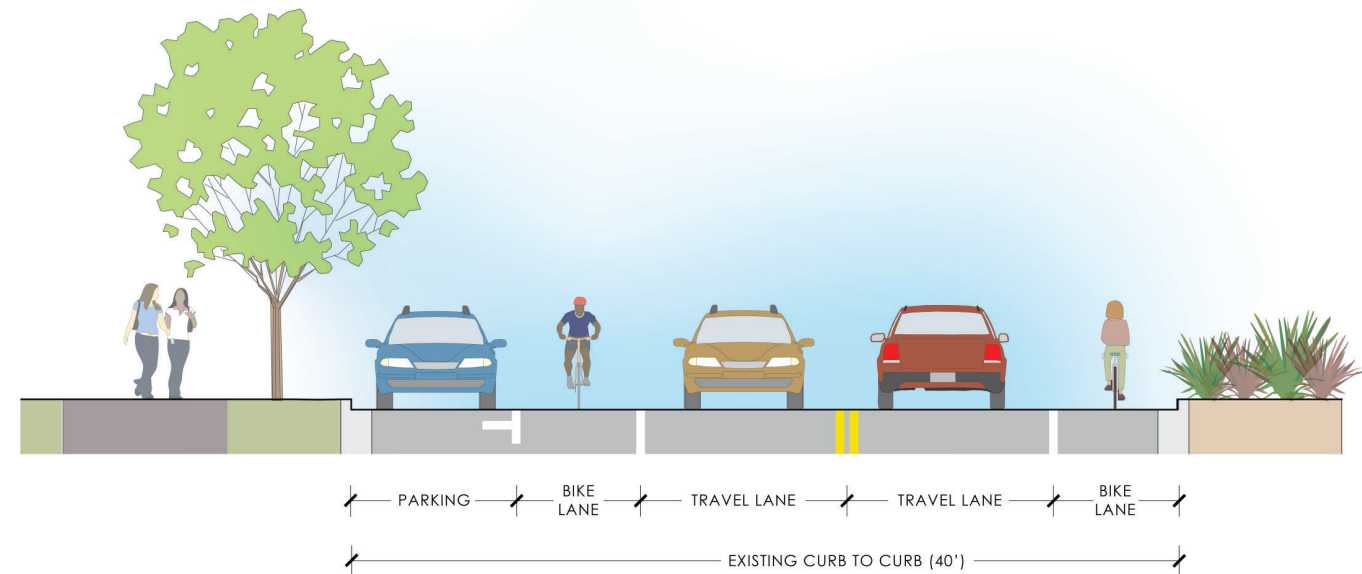
**Bicycle Level of Traffic Stress (LTS)** classifies the street network according to the estimated level of stress it causes cyclists. LTS 1 and 2 are considered low-stress, suitable for cyclists of most ages and abilities. LTS 3 represents a stressful environment to most cyclists; and LTS 4 represents a very stressful environment, intolerable to nearly all cyclists.

- LTS 1-2 Mileage: 35%
- LTS 3 Mileage: 47%
- LTS 4 Mileage: 18%

## POTENTIAL CORRIDOR IMPROVEMENTS

- **Bike Lanes** - Provide cyclists with dedicated space within the roadway apart from vehicular traffic.

## GENERAL CORRIDOR CROSS SECTION



## CORRIDOR LOCATION

LENGTH: 1.40 Miles



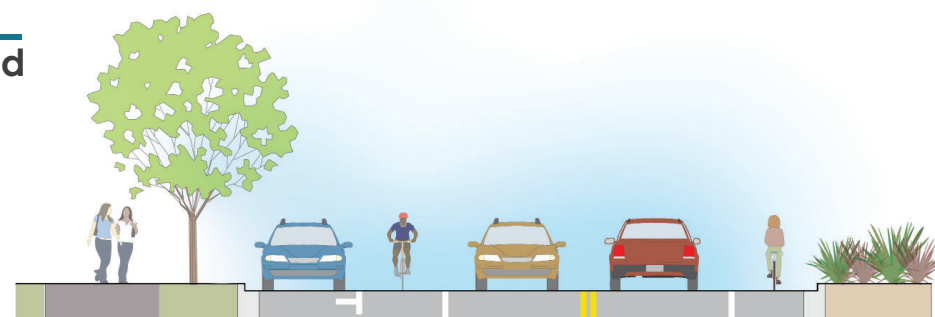


# Alvarado Road



## A. RESERVOIR DR TO 70TH ST

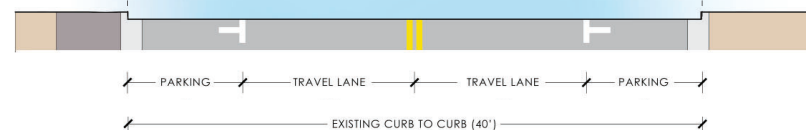
### Proposed



a — PARKING — BIKE LANE — TRAVEL LANE — TRAVEL LANE — BIKE LANE — A

EXISTING CURB TO CURB (40')

### Existing



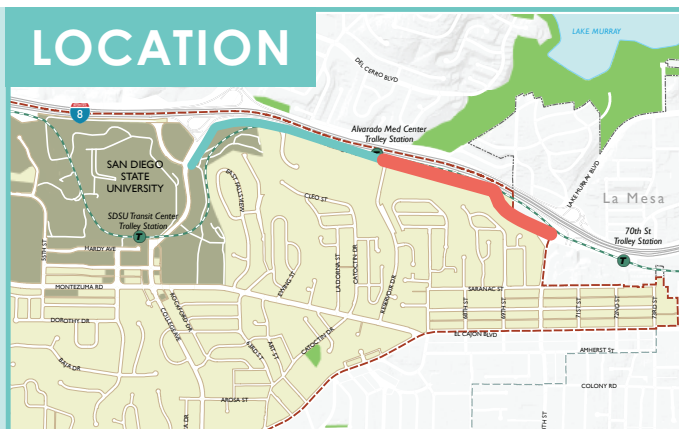
— PARKING — TRAVEL LANE — TRAVEL LANE — PARKING —

EXISTING CURB TO CURB (40')

#### Proposed Roadway Features:

- One general purpose travel lane in each direction
- One bike lane in each direction
- Parallel parking on south side

#### LOCATION



#### Roadway Modifications:

- Proposed reconfiguration would require:
  - Removal of on-street parking on north side of roadway
- Corridor could also include potential expansion of right-of-way by 10' on each side of roadway through redevelopment which could be dedicated to pedestrian amenities

**Notes:** Cross-sections shown are taken at most constrained or complex location within the segment limits. Cross-sections for the remainder of the segment are subject to vary. Dimensions shown are conceptual and used for feasibility assessment only. Landscaping depicted may require the formation of a Maintenance Assessment District (MAD). Lane colors are for illustrative purposes and do not necessarily indicate pavement marking color or pattern.

# Reservoir Drive



## POTENTIAL CORRIDOR IMPROVEMENTS

- **Bike Lanes** - Provide cyclists with dedicated space within the roadway apart from vehicular traffic.

## FUNCTIONAL CLASS

### Existing:

- 2-Lane Collector

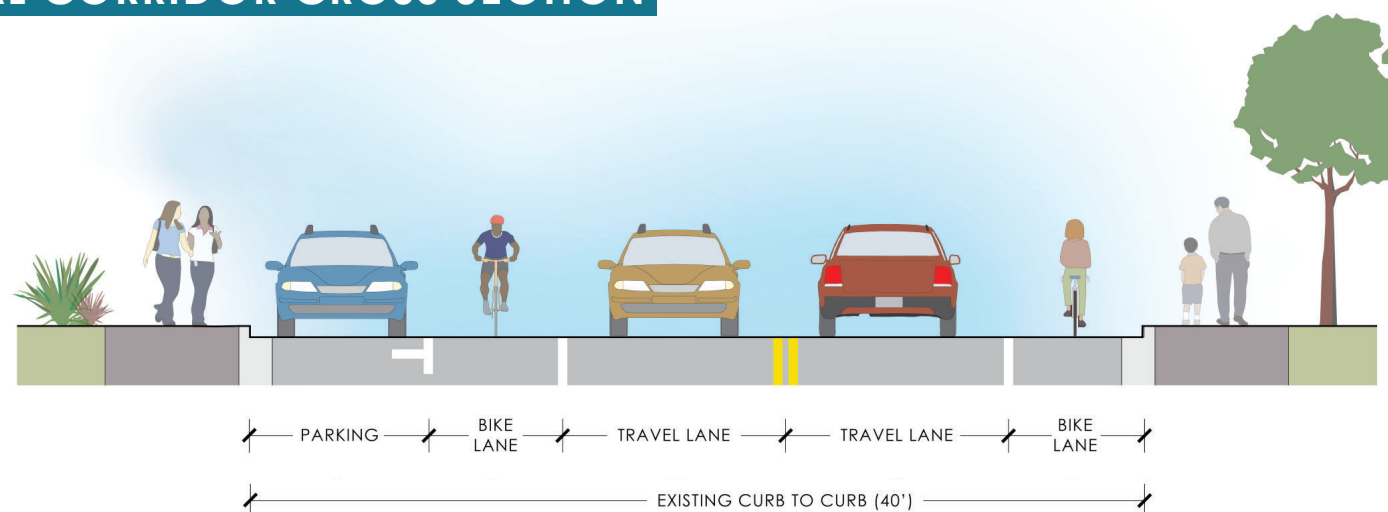
### Recommended:

- 2-Lane Collector with Bike Lanes

## EXISTING TRAFFIC VOLUMES

No Data

## GENERAL CORRIDOR CROSS SECTION



## CRASH SUMMARY

- 2 bicycle collisions (4%)
- 4 pedestrian collisions (7%)
- 6 vehicular collisions (1%)

% = percentage of crashes in the community planning area

### Most Common Violations

- 22107 – Turning Violation (33%)
- 21801 – Left-Turn or U-Turn Violation (17%)
- 21950 – Driver Did Not Yield to Pedestrian (17%)

## LTS SUMMARY

**Bicycle Level of Traffic Stress (LTS)** classifies the street network according to the estimated level of stress it causes cyclists. LTS 1 and 2 are considered low-stress, suitable for cyclists of most ages and abilities. LTS 3 represents a stressful environment to most cyclists; and LTS 4 represents a very stressful environment, intolerable to nearly all cyclists.

- LTS 1-2 Mileage: 0%
- LTS 3 Mileage: 100%
- LTS 4 Mileage: 0%

## CORRIDOR LOCATION

LENGTH: 0.58 Miles



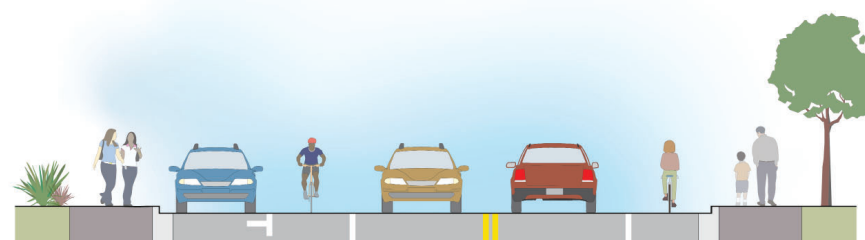


# Reservoir Drive

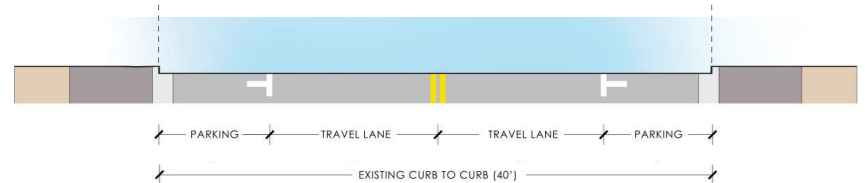


## A. ALVARADO RD TO MONTEZUMA RD

### Proposed



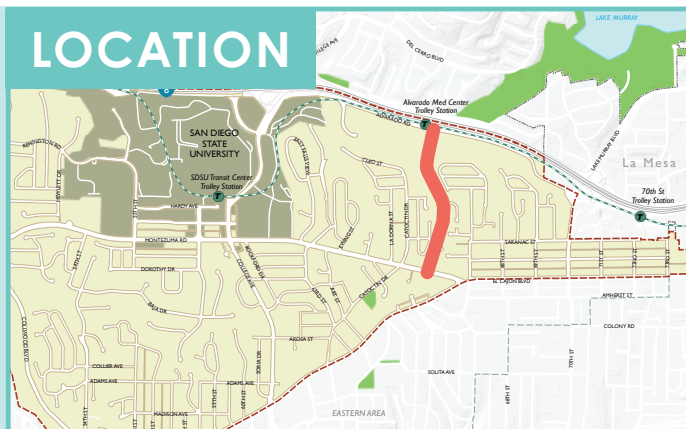
### Existing



#### Proposed Roadway Features:

- One general purpose travel lane in each direction
- One bike lane in each direction
- Parallel parking on west side

#### LOCATION



#### Roadway Modifications:

- Proposed reconfiguration would require:
  - Removal of on-street parking on east side of roadway

**Notes:** Cross-sections shown are taken at most constrained or complex location within the segment limits. Cross-sections for the remainder of the segment are subject to vary. Dimensions shown are conceptual and used for feasibility assessment only. Landscaping depicted may require the formation of a Maintenance Assessment District (MAD). Lane colors are for illustrative purposes and do not necessarily indicate pavement marking color or pattern.