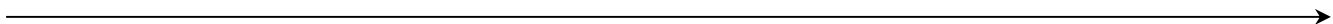

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Show search results for Scripps Merc...

Filter

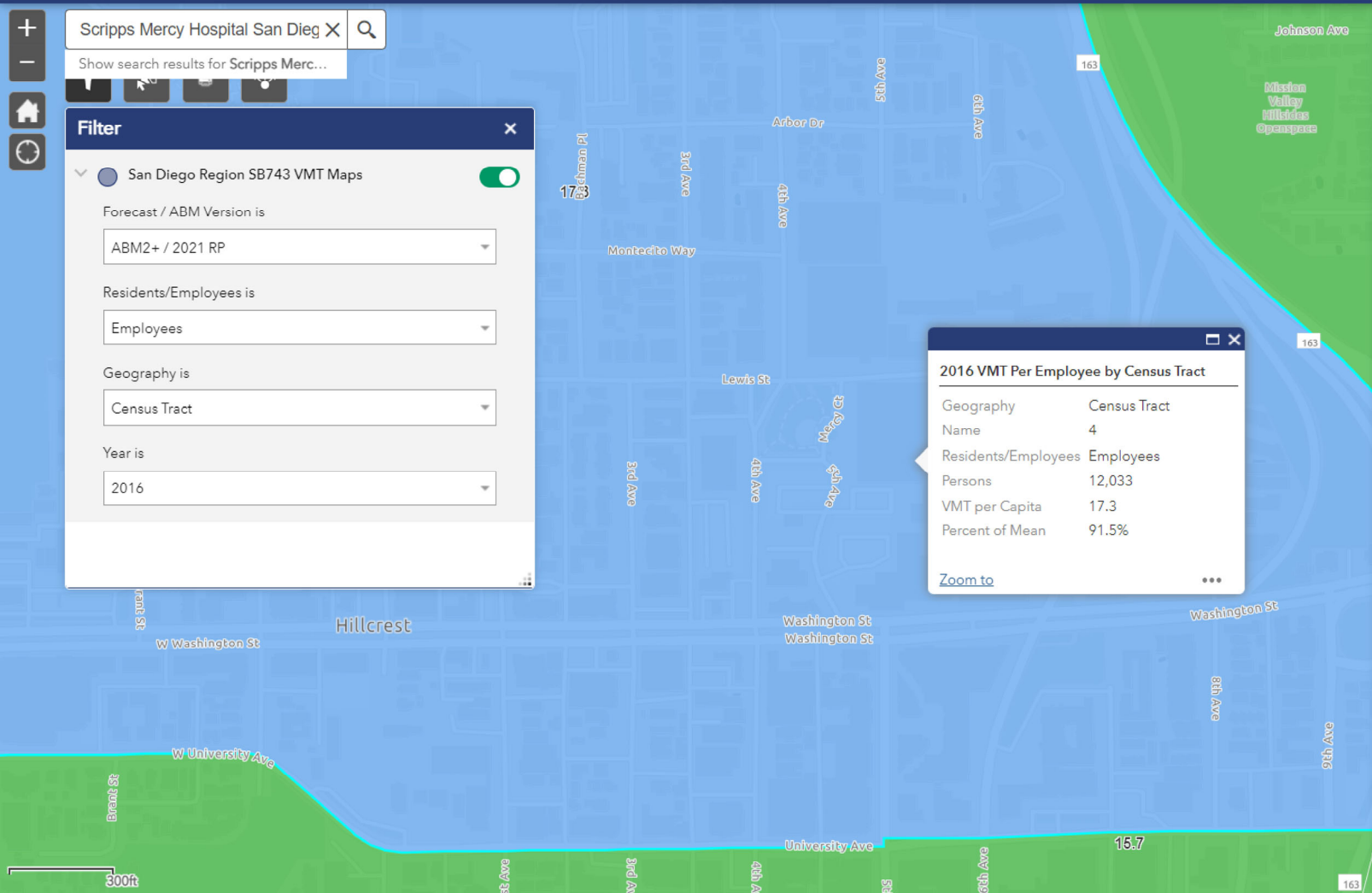
San Diego Region SB743 VMT Maps

Forecast / ABM Version is

Residents/Employees is

Geography is

Year is



Map Legend / Disclaimer

Map Legend

Percent of Mean

- More than 125% of Regional Mean
- 100% to 125% of Regional Mean
- 85% to 100% of Regional Mean
- 50% to 85% of Regional Mean
- Less than 50% of Regional Mean
- No Data
- Not Enough Data

Current Data

2016 - ABM2+ / 2021 RP (Scenario ID 458)

Regional Mean = 18.9 VMT per Resident

Regional Mean = 18.9 VMT per Employee

Archived Data

2016 - ABM2 / 2019 RTP (Scenario ID 434)

Regional Mean = 19.0 VMT per Resident

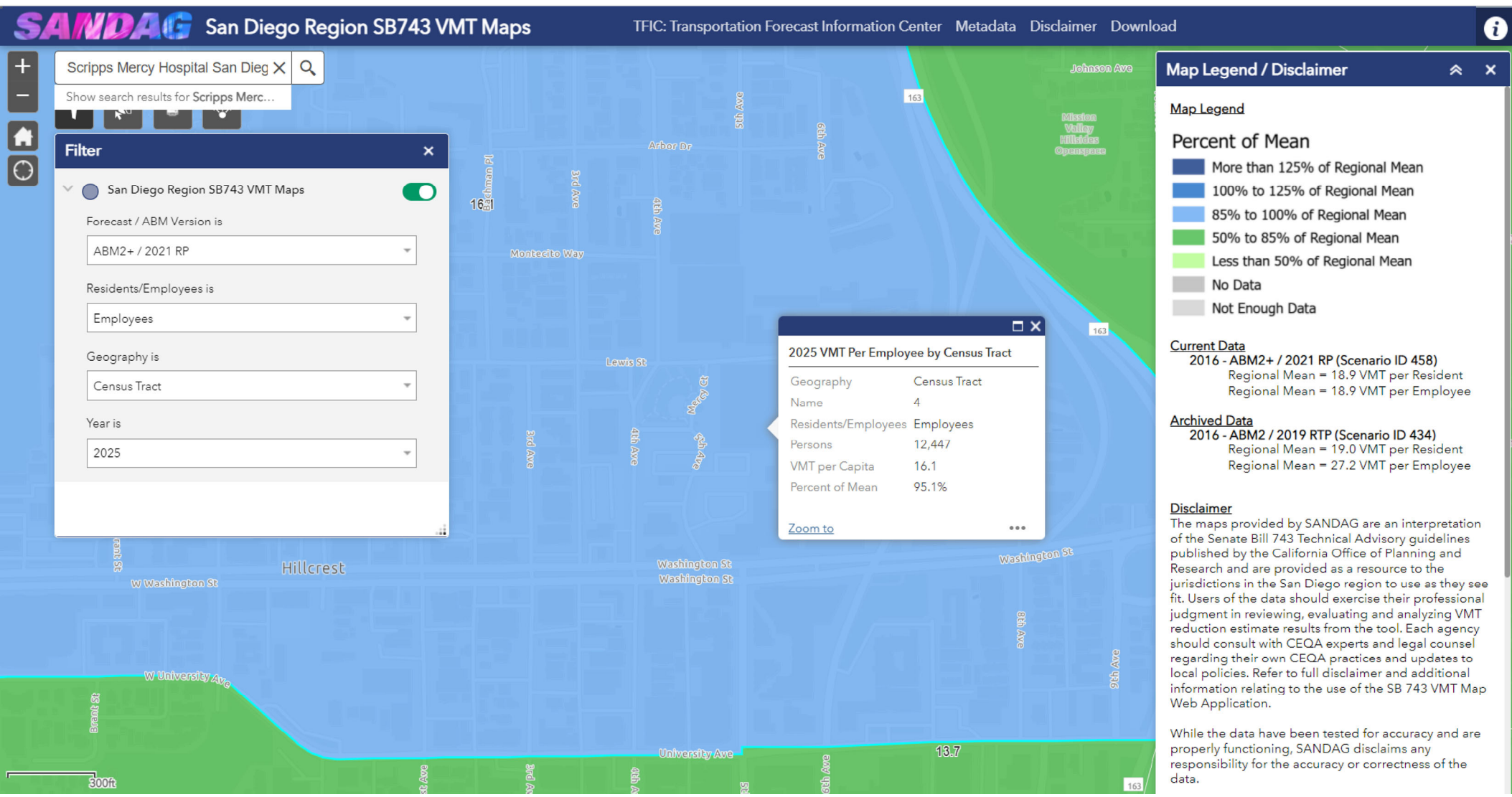
Regional Mean = 27.2 VMT per Employee

Disclaimer

The maps provided by SANDAG are an interpretation of the Senate Bill 743 Technical Advisory guidelines published by the California Office of Planning and Research and are provided as a resource to the jurisdictions in the San Diego region to use as they see fit. Users of the data should exercise their professional judgment in reviewing, evaluating and analyzing VMT reduction estimate results from the tool. Each agency should consult with CEQA experts and legal counsel regarding their own CEQA practices and updates to local policies. Refer to full disclaimer and additional information relating to the use of the SB 743 VMT Map Web Application.

While the data have been tested for accuracy and are properly functioning, SANDAG disclaims any responsibility for the accuracy or correctness of the data.

2025 Project Commute VMT per employee: 16.1
 2016 Regional Commute VMT per employee: 18.9
 Percent of Mean: 85.1%



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yr	mgra	lu	lu_description	plu	plu_description	acres	hs_sf	hs_mf	hs_mh	emp_adj	hotel_rooms			
2050	197	197	6502 Hospital - General	6502	Hospital - General	14.652	0	0	0	0	3219	0		
2050	197	197	7603 Open Space Park or Preserve	7603	Open Space Park or Preserve	1.999	0	0	0	0	0	0		
2050	197	197	4118 Road Right of Way	4118	Road Right of Way	4.149	0	0	0	0	0	0		
2050	197	197	6509 Other Health Care	6509	Other Health Care	1.497	0	0	0	0	250.7	0		
2050	197	197	4112 Freeway	4112	Freeway	0.658	0	0	0	0	0	0		
2050	197	197	6008 Medical Office Building	6008	Medical Office Building								0 SF	NEW
2050	197	197	9700 Mixed Use	9700	Mixed Use	0.467	0	34	0	0	40.3	0		
2050	205	205	1200 Multi-Family Residential	1200	Multi-Family Residential								235 DU	NEW
2050	205	205	5095 Specialty / Tourist Commercial	5095	Specialty / Tourist Commercial								8000 SF	NEW
2050	205	205	4118 Road Right of Way	4118	Road Right of Way	4.189	0	0	0	0	0	0		
2050	205	205	1409 Other Group Quarters Facility	1409	Other Group Quarters Facility	0.843	0	0	0	0	124.5	0		
2050	205	205	1200 Multi-Family Residential	1200	Multi-Family Residential	1.886	0	130	0	0	1.1	0		
2050	205	205	6509 Other Health Care	6509	Other Health Care	1.652	0	0	0	0	0	0		
2050	205	205	4112 Freeway	4112	Freeway	14.451	0	0	0	0	0	0		
2050	205	205	6502 Hospital - General	6502	Hospital - General	2.472	0	0	0	0	416.5	0		
2050	219	219	4118 Road Right of Way	4118	Road Right of Way	0.797	0	0	0	0	0	0	UCSD Hillcrest	
2050	219	219	6501 UCSD/VA Hospital/Balboa Hospital	6501	UCSD/VA Hospital/Balboa Hospital	27.339	0	0	0	0	3458	0		
2050	219	219	1200 Multi-Family Residential	1200	Multi-Family Residential				962				962 DU	NEW
2050	219	219	2106 Scientific Research and Development	2106	Scientific Research and Development						8		34 KSF	NEW
2050	221	221	4118 Road Right of Way	4118	Road Right of Way	1.837	0	0	0	0	0	0		
2050	221	221	6501 UCSD/VA Hospital/Balboa Hospital	6501	UCSD/VA Hospital/Balboa Hospital	3.33	0	5	0	0	169.9	0		
2050	221	221	6509 Other Health Care	6509	Other Health Care	0.726	0	0	0	0	120.1	0		
2050	221	221	7603 Open Space Park or Preserve	7603	Open Space Park or Preserve	1.177	0	0	0	0	0	0		
2050	221	221	6008 Medical Office (greater than 100000 SF)	6008	Medical Office (greater than 100000 SF)						1460		292 KSF	NEW
2050	221	221	6001 Office (High-Rise - greater than 100000 SF)	6001	Office (High-Rise - greater than 100000 SF)						537		161 KSF	NEW
2050	221	221	2106 Scientific Research and Development	2106	Scientific Research and Development						36		160 KSF	NEW
2050	221	221	5095 Specialty / Tourist Commercial	5095	Specialty / Tourist Commercial						10		4 KSF	NEW
2050	222	222	4118 Road Right of Way	4118	Road Right of Way	0.844	0	0	0	0	0	0		
2050	222	222	6002 Office (Low-Rise)	6002	Office (Low-Rise)	1.352	0	0	0	0	135	0		
2050	222	222	6007 Medical Office	6007	Medical Office						183		73 KSF	NEW
2050	222	222	1200 Multi-Family Residential	1200	Multi-Family Residential			50					50 DU	NEW

Vehicle Miles of Travel Report

Scenario ID 1221

Scrpps Mercy Hospital - 2050rcScrpps - TAZ 3425

Aggregate VMT

Gross VMT

Geography	VMT
Regionwide	96,797,462
Clip 1 SAN DIEGO	
Clip 2 Uptown	

Distribution VMT

Query	Type	Description	VMT
1	Zone		0
2	0		-
3	0		-
4	0		-

SB-743 VMT

VMT per Resident

Geography	Scenario ID	Residents	Total Trips	Person Miles of Travel	Vehicle Miles of Travel	VMT per Resident
Regionwide	1221	4,109,523	14,678,201	86,696,729	60,036,659	14.6
Jurisdiction SAN DIEGO	1221	1,818,537	6,507,522	34,012,571	22,703,594	12.5
CPA Uptown	1221	60,301	218,542	907,515	635,295	10.5
Site TAZ 3425	1221	148	497	2,044	1,500	10.1

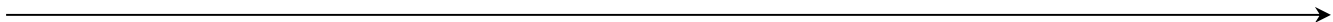
VMT per Employee

Geography	Scenario ID	Employees	Total Trips	Person Miles of Travel	Vehicle Miles of Travel	VMT per Employee
Regionwide	1221	1,737,029	5,653,060	43,835,946	37,537,475	21.6
Jurisdiction SAN DIEGO	1221	908,522	2,807,956	21,242,951	18,381,252	20.2
CPA Uptown	1221	33,905	96,308	596,040	511,925	15.1
Site TAZ 3425	1221	5,041	15,251	96,235	84,580	16.8

Report Generated: 06/29/20



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Intersection Turning Movement - Bicycle & Pedestrian Count



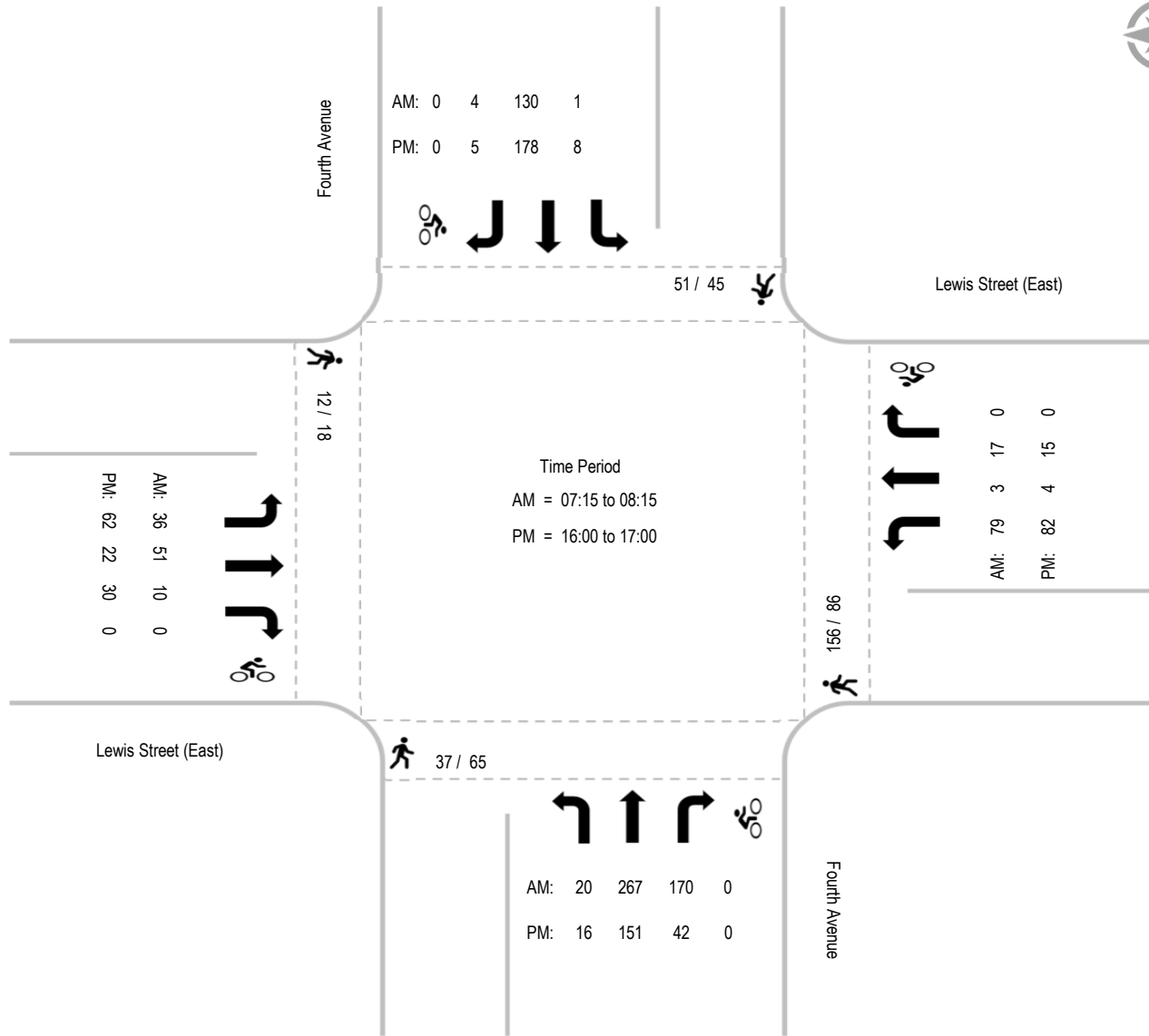
Location:	#05	File Name:	ITM-19-033-05
Intersection:	Fourth Avenue & Lewis Street (East)	Project:	LLG Ref. 3-19-3072
Date of Count:	Wednesday, March 27, 2019		San Diego Scripps Mercy

AM	Fourth Avenue Southbound				Lewis Street (East) Westbound				Fourth Avenue Northbound				Lewis Street (East) Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
7:00	5	0	0	0	18	0	0	0	2	0	0	0	1	0	0	0	26	0
7:15	9	0	0	0	14	0	0	0	2	0	0	0	0	0	0	0	25	0
7:30	5	0	0	0	21	0	0	0	6	0	0	0	0	0	0	0	32	0
7:45	5	0	0	0	23	0	0	0	7	0	0	0	1	0	0	0	36	0
8:00	5	0	0	0	17	0	0	0	10	0	0	0	2	0	0	0	34	0
8:15	13	0	0	0	25	0	0	0	5	0	0	0	4	0	0	0	47	0
8:30	6	0	0	0	12	0	0	0	1	0	0	0	0	0	0	0	19	0
8:45	3	0	0	0	26	0	0	0	4	0	0	0	4	0	0	0	37	0
Ped Total	51				156				37				12				256	
Bike Total		0	0	0		0	0	0		0	0	0		0	0	0		0

PM	Fourth Avenue Southbound				Lewis Street (East) Westbound				Fourth Avenue Northbound				Lewis Street (East) Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
16:00	7	0	0	0	0	0	0	0	18	0	0	0	0	0	0	0	25	0
16:15	5	0	0	0	10	0	0	0	2	0	0	0	2	0	0	0	19	0
16:30	8	0	0	0	14	0	0	0	6	0	0	0	4	0	0	0	32	0
16:45	10	0	0	0	11	0	0	0	3	0	0	0	3	0	0	0	27	0
17:00	2	0	0	0	24	0	0	0	16	0	0	0	2	0	0	0	44	0
17:15	3	0	0	0	8	0	0	0	6	0	0	0	0	0	0	0	17	0
17:30	4	0	0	0	9	0	0	0	8	0	0	0	3	0	0	0	24	0
17:45	6	0	0	0	10	0	0	0	6	0	0	0	4	0	0	0	26	0
Ped Total	45				86				65				18				214	
Bike Total		0	0	0		0	0	0		0	0	0		0	0	0		0

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Intersection Turning Movement - Peak Hour Summary



Intersection Turning Movement - Bicycle & Pedestrian Count

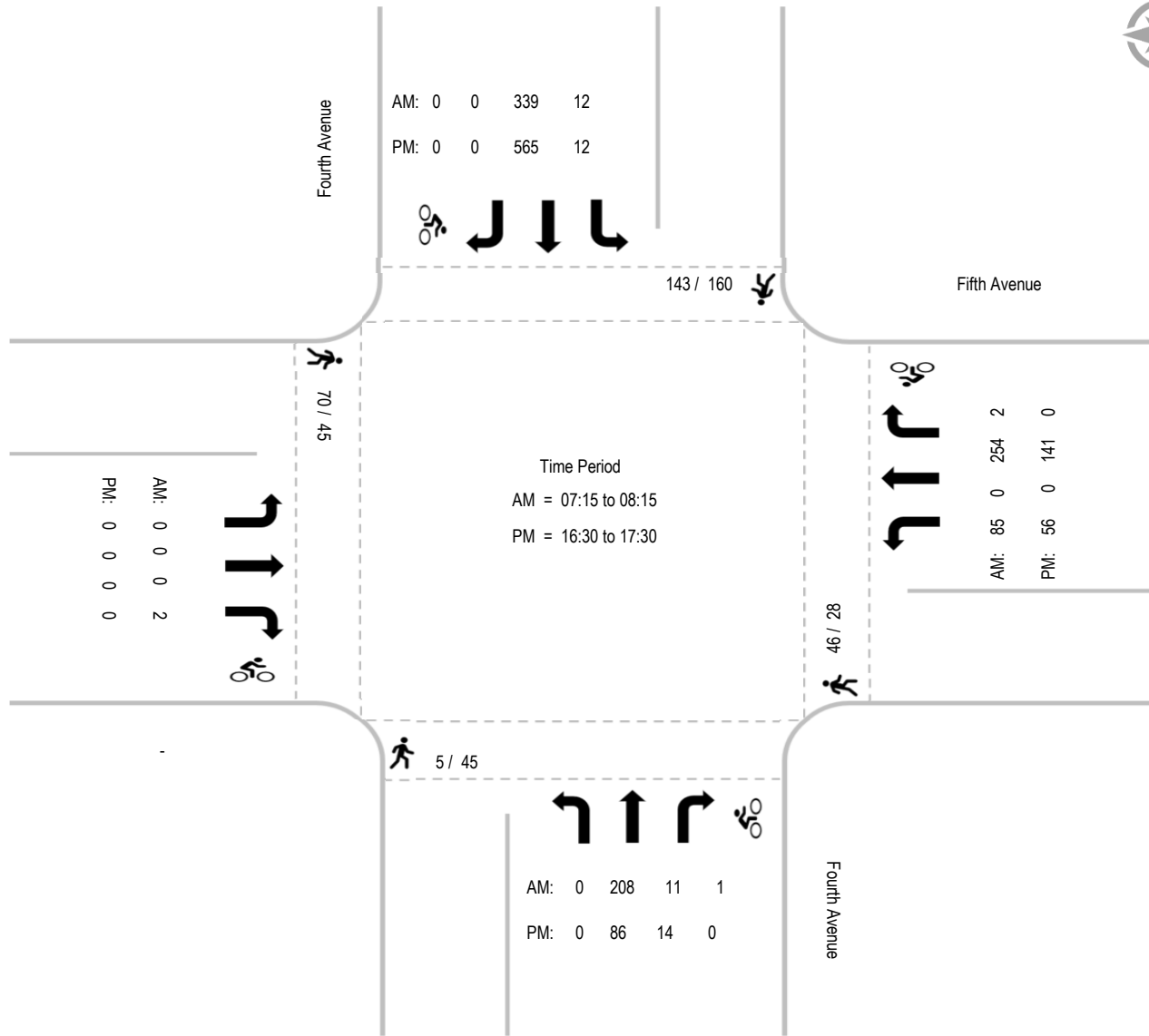
LINSCOTT LAW & GREENSPAN <i>engineers</i>	Location: #02	File Name: ITM-19-033-02
	Intersection: Fourth Avenue & Fifth Avenue	Project: LLG Ref. 3-19-3072
	Date of Count: Wednesday, March 27, 2019	San Diego Scripps Mercy

AM	Fourth Avenue Southbound				Fifth Avenue Westbound				Fourth Avenue Northbound				Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
7:00	9	0	0	0	4	0	0	0	0	0	0	0	4	0	0	1	17	1
7:15	9	0	0	0	4	1	0	0	0	0	0	0	6	0	0	0	19	1
7:30	21	0	0	0	9	0	0	0	1	0	0	0	12	0	0	1	43	1
7:45	13	0	0	0	7	0	0	0	0	0	0	0	5	0	0	0	25	0
8:00	21	0	0	0	8	0	0	0	2	0	0	0	5	0	0	0	36	0
8:15	31	0	0	0	8	0	0	0	1	0	0	0	10	0	0	0	50	0
8:30	21	0	0	0	2	0	0	0	0	0	1	0	11	0	0	0	34	1
8:45	18	0	0	0	4	1	0	0	1	0	0	0	17	0	0	0	40	1
Ped Total	143				46				5				70				264	
Bike Total		0	0	0		2	0	0		0	1	0		0	0	2		5

PM	Fourth Avenue Southbound				Fifth Avenue Westbound				Fourth Avenue Northbound				Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
16:00	26	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	30	0
16:15	14	0	0	0	4	0	0	0	6	0	0	0	6	0	0	0	30	0
16:30	15	0	0	0	5	0	0	0	5	0	0	0	5	0	0	0	30	0
16:45	22	0	0	0	4	0	0	0	6	0	0	0	6	0	0	0	38	0
17:00	37	0	0	0	5	0	0	0	5	0	0	0	5	0	0	0	52	0
17:15	14	0	0	0	4	0	0	0	5	0	0	0	5	0	0	0	28	0
17:30	19	0	0	0	2	0	0	0	5	0	0	0	5	0	0	0	31	0
17:45	13	0	0	0	4	0	0	0	11	0	0	0	11	0	0	0	39	0
Ped Total	160				28				45				45				278	
Bike Total		0	0	0		0	0	0		0	0	0		0	0	0		0

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Intersection Turning Movement - Peak Hour Summary



Intersection Turning Movement - Bicycle & Pedestrian Count

LINSCOTT LAW & GREENSPAN <i>engineers</i>	Location: #10	File Name: ITM-19-069-10
	Intersection: Washington Street & Fourth Avenue	Project: LLG Ref. 3-19-3072
	Date of Count: Tuesday, June 04, 2019	Scripps Mercy SD

AM	Fourth Avenue Southbound				Washington Street Westbound				Fourth Avenue Northbound				Washington Street Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
7:00	8	0	0	0	2	0	1	0	0	0	0	0	10	0	2	0	20	3
7:15	4	0	0	0	0	0	2	0	0	0	0	0	8	0	0	0	12	2
7:30	7	0	0	0	0	0	1	0	0	0	1	0	6	0	1	0	13	3
7:45	11	0	1	0	0	0	2	0	0	0	0	0	18	0	2	0	29	5
8:00	5	1	1	0	0	0	1	0	0	0	0	0	14	0	0	0	19	3
8:15	14	0	1	0	0	0	1	0	0	0	0	0	13	0	0	0	27	2
8:30	9	0	0	1	0	0	2	0	0	0	0	0	12	0	0	0	21	3
8:45	7	0	0	0	0	0	3	0	0	0	0	0	25	0	1	0	32	4
Ped Total	65				2				0				106				173	
Bike Total		1	3	1		0	13	0		0	1	0		0	6	0		25

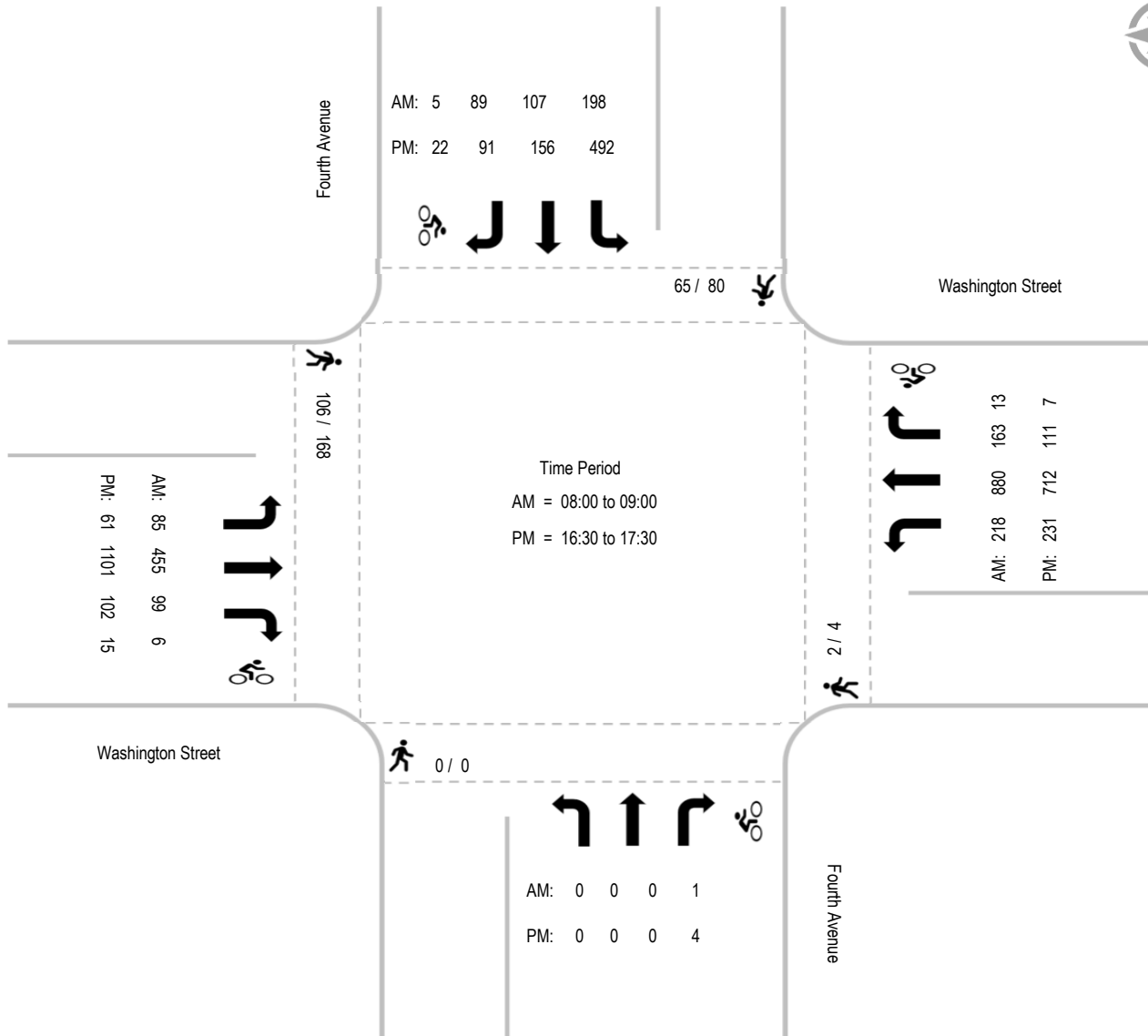
PM	Fourth Avenue Southbound				Washington Street Westbound				Fourth Avenue Northbound				Washington Street Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
16:00	18	0	5	1	0	0	0	0	0	0	0	0	27	0	0	0	45	6
16:15	6	3	2	0	1	0	1	1	0	0	0	0	18	0	1	0	25	8
16:30	9	1	0	0	0	0	1	0	0	0	0	0	23	0	2	1	32	5
16:45	14	1	0	0	0	0	1	0	0	0	0	0	18	0	0	3	32	5
17:00	12	0	0	0	3	0	0	0	0	1	2	0	20	0	0	0	35	3
17:15	13	1	4	0	0	0	1	0	0	0	0	0	24	0	4	1	37	11
17:30	4	1	0	0	0	0	2	0	0	0	0	0	16	0	3	0	20	6
17:45	4	1	2	0	0	0	0	0	0	0	1	0	22	0	0	0	26	4
Ped Total	80				4				0				168				252	
Bike Total		8	13	1		0	6	1		1	3	0		0	10	5		48

Intersection Turning Movement - Peak Hour Summary



Location: #10
 Intersection: Washington Street & Fourth Avenue
 Date of Count: Tuesday, June 04, 2019

File Name: ITM-19-069-10
 Project: LLG Ref. 3-19-3072
 Scripps Mercy SD



Intersection Turning Movement - Bicycle & Pedestrian Count

LINSCOTT LAW & GREENSPAN <i>engineers</i>	Location: #01	File Name: ITM-19-107-01
	Intersection: Washington Street & Fifth Avenue	Project: LLG Ref. 3-19-3072
	Date of Count: Tuesday, September 10, 2019	Scripps Mercy SD

AM	Fifth Avenue Southbound				Washington Street Westbound				Fifth Avenue Northbound				Washington Street Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
7:00	0	0	0	0	0	0	5	0	10	2	0	0	0	0	0	0	10	7
7:15	0	0	0	0	0	0	2	0	2	2	0	0	0	0	0	0	2	4
7:30	2	0	0	0	0	0	1	0	6	2	0	2	0	0	0	0	8	5
7:45	8	0	0	0	0	0	1	0	8	3	0	1	0	0	0	0	16	5
8:00	0	0	0	0	0	0	0	0	4	2	1	0	0	0	0	0	4	3
8:15	5	0	0	0	0	0	1	0	6	2	0	1	0	0	0	0	11	4
8:30	3	0	0	0	1	0	1	0	12	1	0	0	0	0	0	0	16	2
8:45	0	0	0	0	0	0	2	0	7	1	0	0	0	0	0	0	7	3
Ped Total	18				1				55				0				74	
Bike Total		0	0	0		0	13	0		15	1	4		0	0	0		33

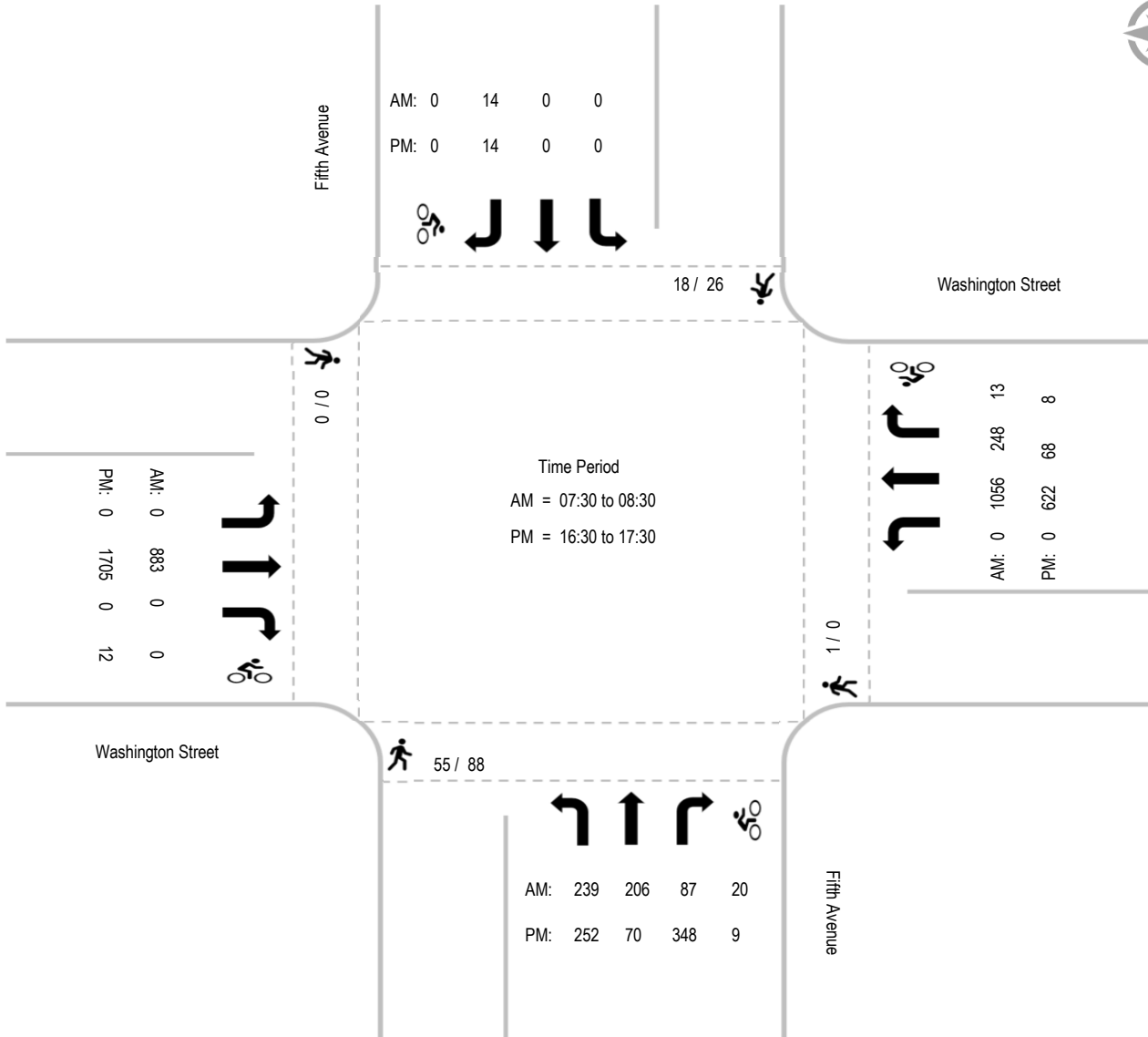
PM	Fifth Avenue Southbound				Washington Street Westbound				Fifth Avenue Northbound				Washington Street Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
16:00	0	0	0	0	0	0	1	0	12	1	0	0	0	0	2	0	12	4
16:15	5	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	7	3
16:30	1	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	5	0
16:45	2	0	0	0	0	0	2	0	7	1	0	0	0	0	6	0	9	9
17:00	6	0	0	0	0	0	0	0	20	3	0	0	0	0	1	0	26	4
17:15	4	0	0	0	0	0	1	0	12	2	0	0	0	0	1	0	16	4
17:30	4	0	0	0	0	0	1	0	16	1	0	0	0	0	1	0	20	3
17:45	4	0	0	0	0	0	0	0	15	1	0	0	0	0	1	0	19	2
Ped Total	26				0				88				0				114	
Bike Total		0	0	0		0	8	0		9	0	0		0	12	0		29

Intersection Turning Movement - Peak Hour Summary



Location: #01
 Intersection: Washington Street & Fifth Avenue
 Date of Count: Tuesday, September 10, 2019

File Name: ITM-19-107-01
 Project: LLG Ref. 3-19-3072
 Scripps Mercy SD



Intersection Turning Movement - Bicycle & Pedestrian Count

LINSCOTT LAW & GREENSPAN <i>engineers</i>	Location: #11	File Name: ITM-19-069-11
	Intersection: Washington Street & Eighth Avenue	Project: LLG Ref. 3-19-3072
	Date of Count: Thursday, June 06, 2019	Scripps Mercy SD

AM	Eighth Avenue Southbound				Washington Street Westbound				Eighth Avenue Northbound				Washington Street Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
7:00	1	0	0	0	0	0	0	0	2	0	0	0	2	0	2	0	5	2
7:15	1	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	3	3
7:30	0	0	0	0	0	0	5	0	0	0	0	0	2	0	0	0	2	5
7:45	2	0	0	0	0	0	1	0	0	0	0	0	4	0	0	0	6	1
8:00	0	0	0	0	0	0	3	0	1	0	0	0	0	0	1	0	1	4
8:15	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	3	0
8:30	0	0	0	0	0	0	2	0	2	0	0	0	1	0	1	0	3	3
8:45	1	0	0	0	0	0	1	0	6	0	0	0	1	0	1	0	8	2
Ped Total	5				0				15				11				31	
Bike Total		0	0	0		0	15	0		0	0	0		0	5	0		20

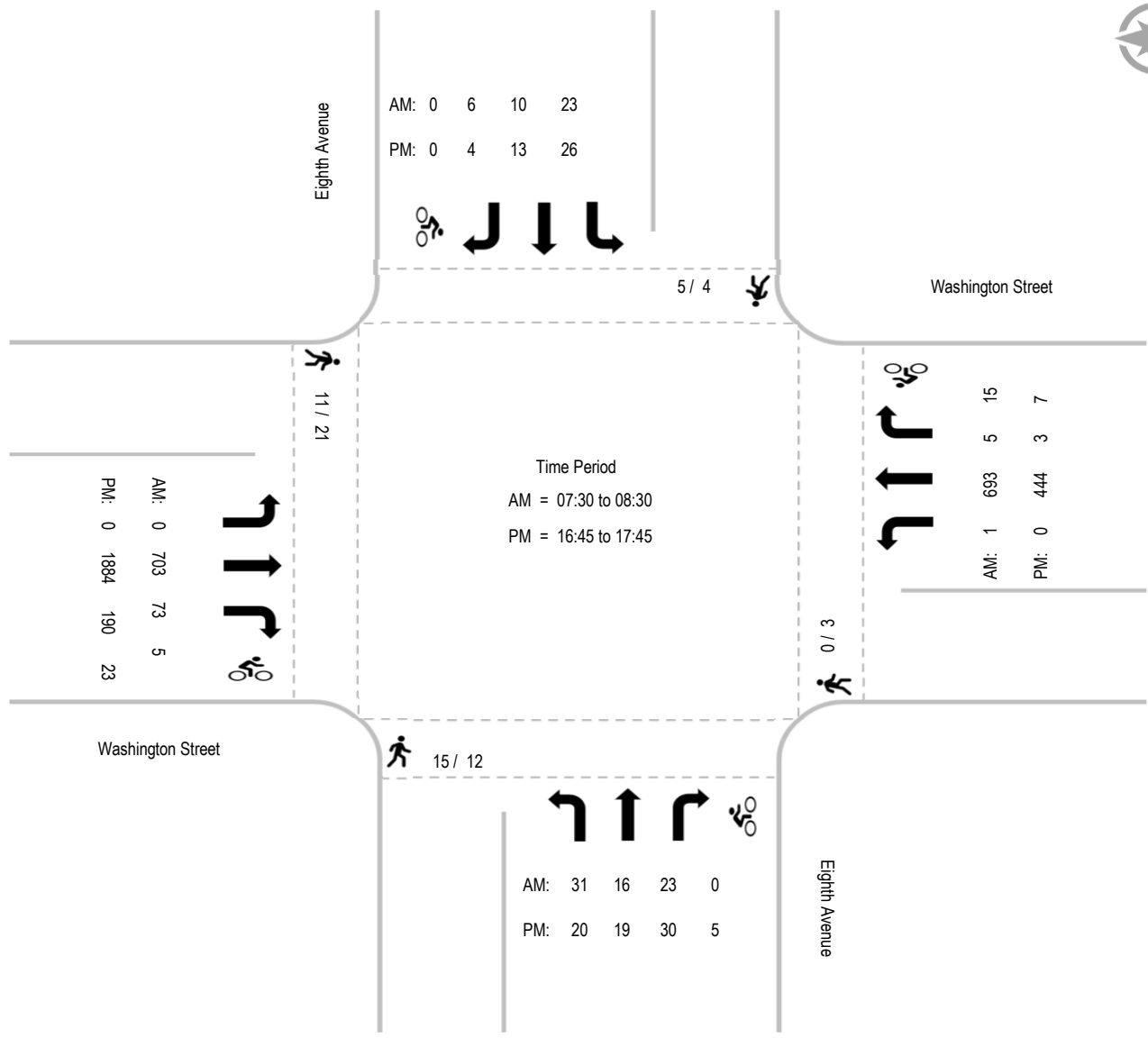
PM	Eighth Avenue Southbound				Washington Street Westbound				Eighth Avenue Northbound				Washington Street Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
16:00	0	0	0	0	0	0	1	0	1	2	0	0	1	0	3	0	2	6
16:15	0	0	0	0	0	0	2	0	2	0	0	0	2	0	8	0	4	10
16:30	0	0	0	0	2	0	2	0	1	1	0	0	6	0	2	0	9	5
16:45	2	0	0	0	0	0	1	0	2	0	0	0	0	0	3	0	4	4
17:00	1	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	5	0
17:15	0	0	0	0	1	0	0	0	0	2	0	0	2	0	2	0	3	4
17:30	1	0	0	0	0	0	0	0	2	0	0	0	3	0	3	0	6	3
17:45	0	0	0	0	0	0	1	0	3	0	0	0	4	0	2	0	7	3
Ped Total	4				3				12				21				40	
Bike Total		0	0	0		0	7	0		5	0	0		0	23	0		35

Intersection Turning Movement - Peak Hour Summary



Location: #11
 Intersection: Washington Street & Eighth Avenue
 Date of Count: Thursday, June 06, 2019

File Name: ITM-19-069-11
 Project: LLG Ref. 3-19-3072
 Scripps Mercy SD



Intersection Turning Movement - Bicycle & Pedestrian Count

LINSCOTT LAW & GREENSPAN <i>engineers</i>	Location: #20	File Name: ITM-19-069-20
	Intersection: SR-163 Off Ramp & Eighth Avenue	Project: LLG Ref. 3-19-3072
	Date of Count: Thursday, June 06, 2019	Scripps Mercy SD

AM	Eighth Avenue Southbound				SR-163 Off Ramp Westbound				Northbound				Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Ped Total	0				0				0				0				0	
Bike Total		0	0	0		0	0	0		0	0	0		0	0	0	0	

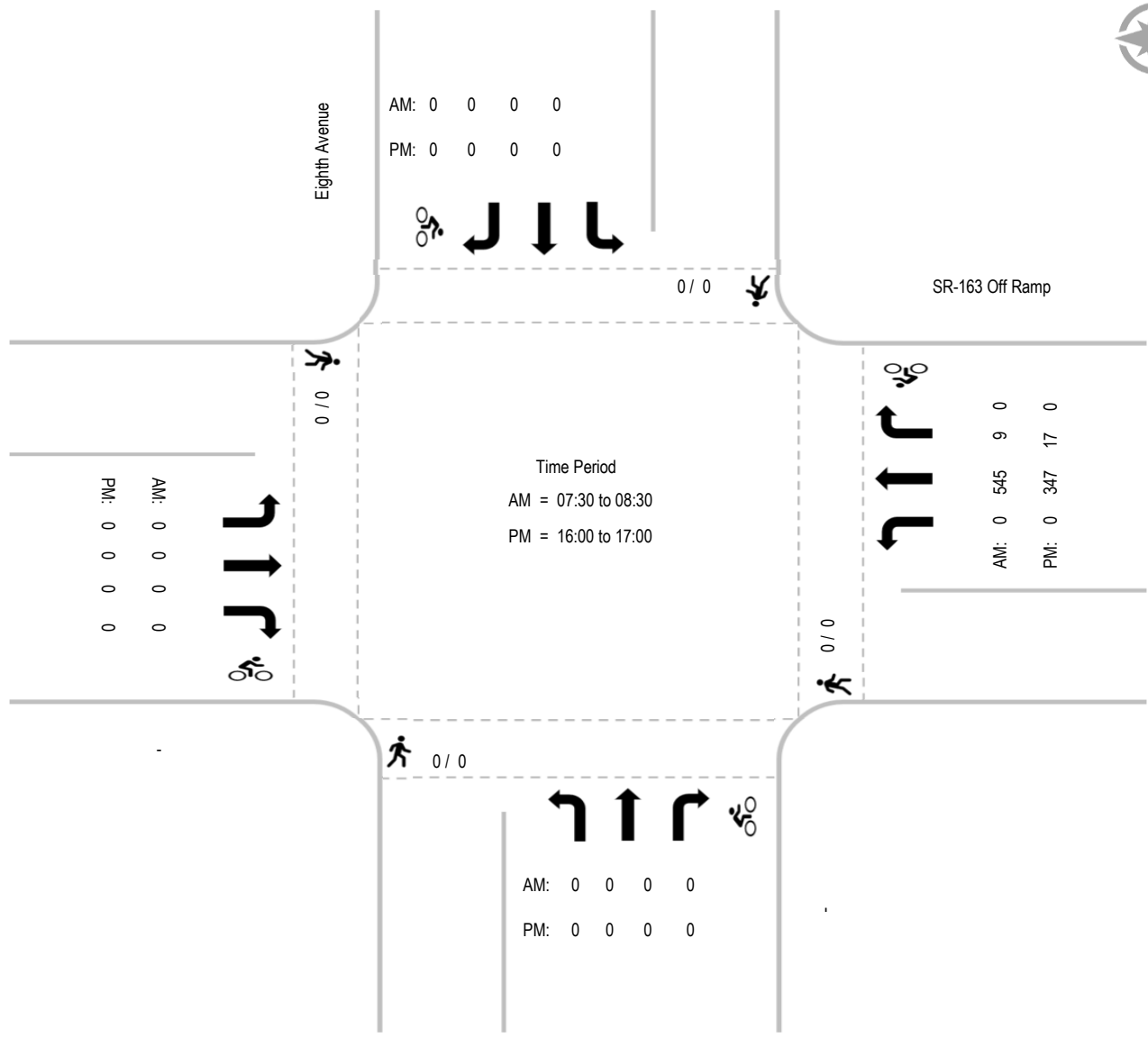
PM	Eighth Avenue Southbound				SR-163 Off Ramp Westbound				Northbound				Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Ped Total	0				0				0				0				0	
Bike Total		0	0	0		0	0	0		0	0	0		0	0	0	0	

Intersection Turning Movement - Peak Hour Summary



Location: #20
 Intersection: SR-163 Off Ramp & Eighth Avenue
 Date of Count: Thursday, June 06, 2019

File Name: ITM-19-069-20
 Project: LLG Ref. 3-19-3072
 Scripps Mercy SD



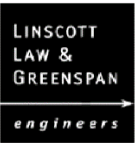
Intersection Turning Movement - Bicycle & Pedestrian Count

LINSCOTT LAW & GREENSPAN <i>engineers</i>	Location: #19	File Name: ITM-19-069-19
	Intersection: SR-163 SB Off Ramp @ Washington Street & Eighth Avenue	Project: LLG Ref. 3-19-3072
	Date of Count: Thursday, June 06, 2019	Scripps Mercy SD

AM	SR-163 SB Off Ramp Southbound				Washington Street Westbound				- Northbound				- Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Total	0				0				0				0				0	
Bike Total		0	0	0		0	0	0		0	0	0		0	0	0		0

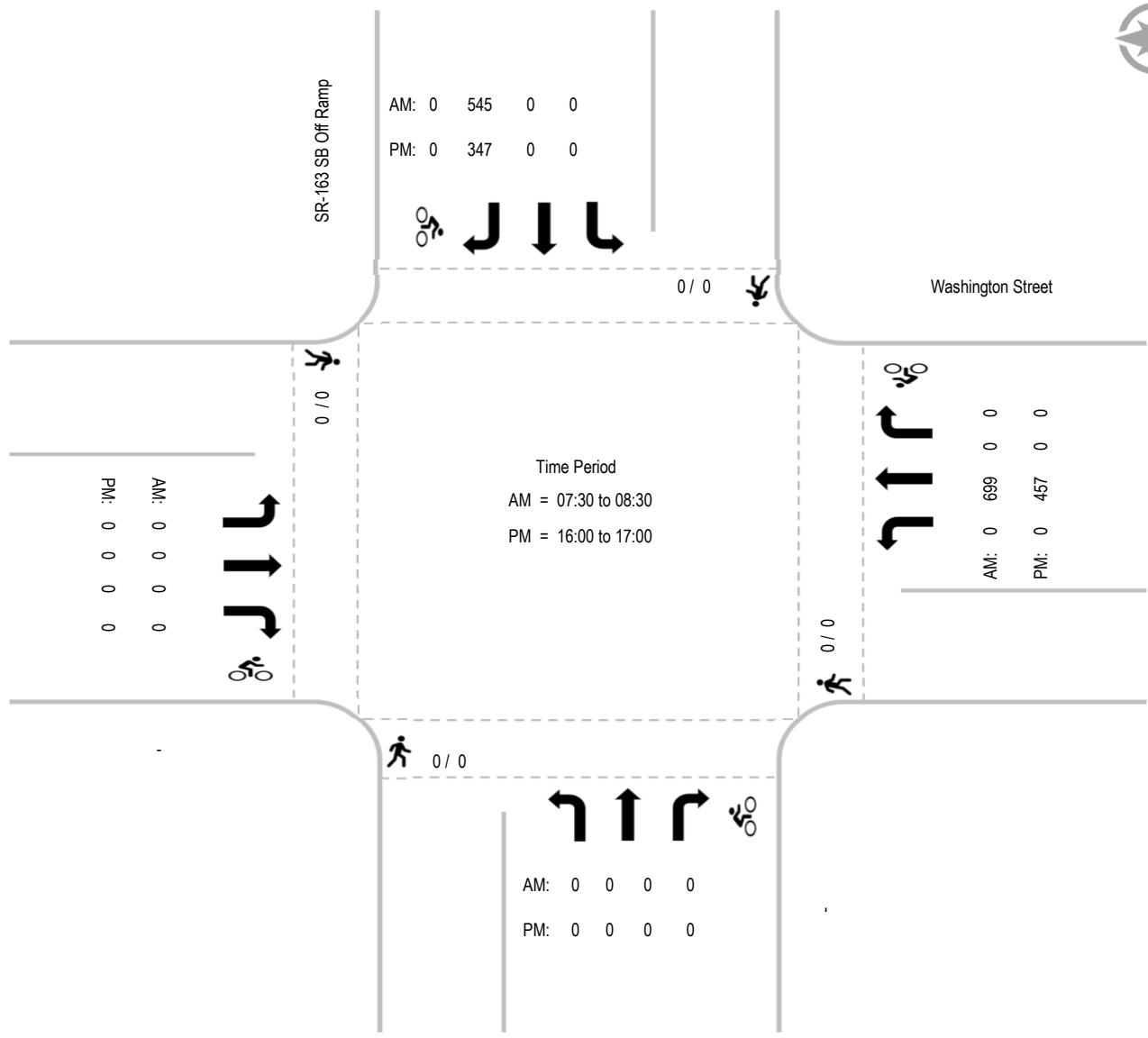
PM	SR-163 SB Off Ramp Southbound				Washington Street Westbound				- Northbound				- Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Total	0				0				0				0				0	
Bike Total		0	0	0		0	0	0		0	0	0		0	0	0		0

Intersection Turning Movement - Peak Hour Summary



Location: #19
 Intersection: SR-163 SB Off Ramp @ Washington Street & Eighth Avenue
 Date of Count: Thursday, June 06, 2019

File Name: ITM-19-069-19
 Project: LLG Ref. 3-19-3072
 Scripps Mercy SD



Intersection Turning Movement - Bicycle & Pedestrian Count

LINSCOTT LAW & GREENSPAN <i>engineers</i>	Location: #12	File Name: ITM-19-069-12
	Intersection: Washington Street & Richmond Street & SR-163 On Ramp	Project: LLG Ref. 3-19-3072
	Date of Count: Thursday, June 06, 2019	Scripps Mercy SD

AM	SR-163 On Ramp Southbound				Washington Street Westbound				Richmond Street Northbound				Washington Street Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
7:00	0	0	0	0	0	0	5	0	0	0	0	0	0	1	0	0	6	
7:15	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	4	
7:30	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	3	
7:45	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	
8:00	0	0	0	0	0	0	2	0	0	0	2	0	0	1	0	0	5	
8:15	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	4	
8:30	0	0	0	0	0	0	1	0	0	0	4	0	0	0	0	0	5	
8:45	0	0	0	0	0	0	2	0	0	0	4	0	0	0	0	0	6	
Ped Total	0				0				0			0				0		
Bike Total		0	0	0		0	14	0		0	0	21		0	4	0	39	

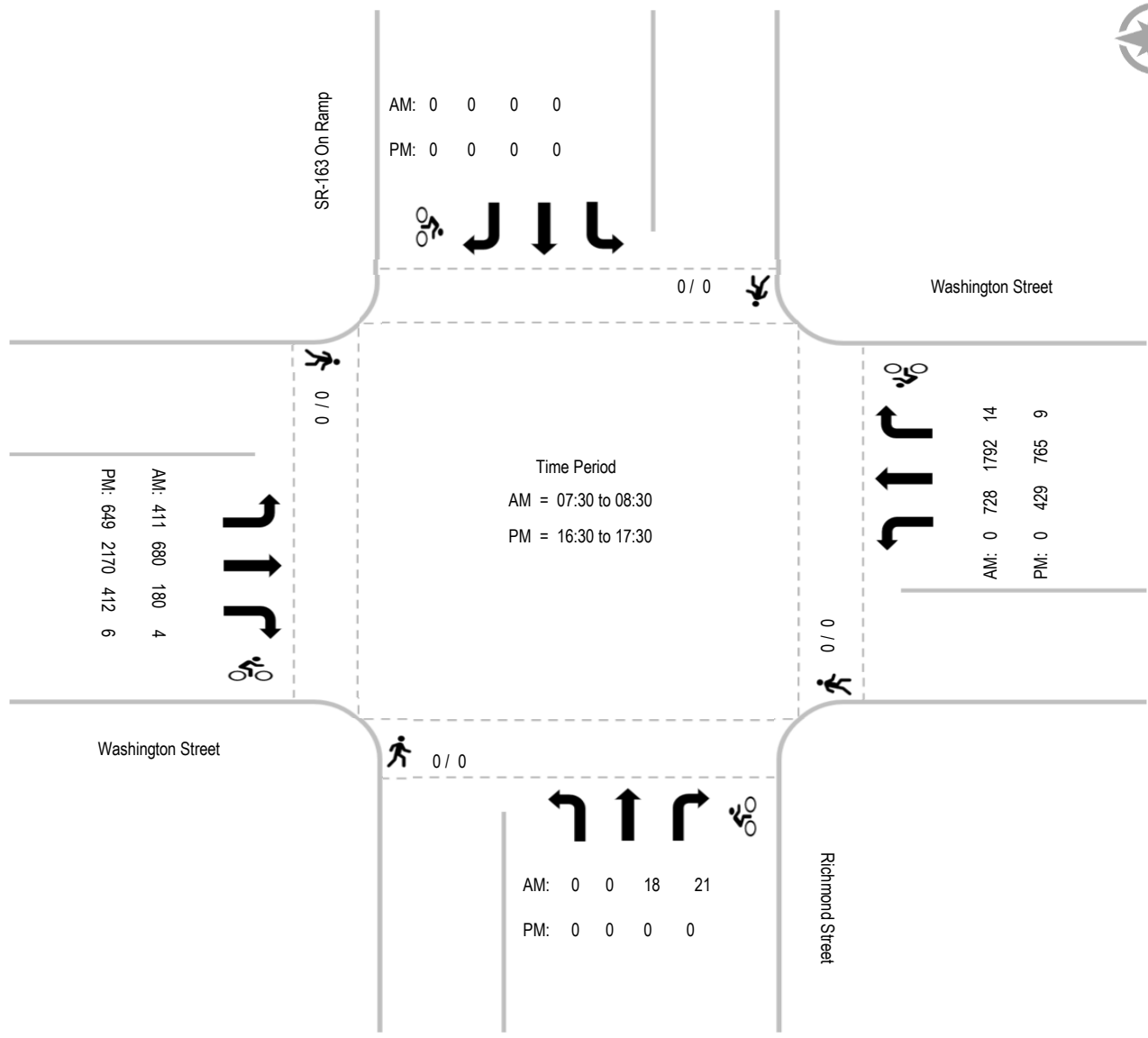
PM	SR-163 On Ramp Southbound				Washington Street Westbound				Richmond Street Northbound				Washington Street Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
16:00	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	4	
16:15	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	3	
16:30	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	3	
16:45	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	3	
17:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Ped Total	0				0				0			0				0		
Bike Total		0	0	0		0	9	0		0	0	0		0	6	0	15	

Intersection Turning Movement - Peak Hour Summary



Location: #12
 Intersection: Washington Street & Richmond Street & SR-163 On Ramp
 Date of Count: Thursday, June 06, 2019

File Name: ITM-19-069-12
 Project: LLG Ref. 3-19-3072
 Scripps Mercy SD



Intersection Turning Movement - Bicycle & Pedestrian Count

LINSCOTT LAW & GREENSPAN <i>engineers</i>	Location: #13	File Name: ITM-19-069-13
	Intersection: University Avenue & Fourth Avenue	Project: LLG Ref. 3-19-3072
	Date of Count: Tuesday, June 04, 2019	Scripps Mercy SD

AM	Fourth Avenue Southbound				University Avenue Westbound				Fourth Avenue Northbound				University Avenue Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
7:00	9	0	0	0	4	0	2	0	1	0	0	0	6	0	0	1	20	3
7:15	13	0	0	0	3	0	1	0	4	0	0	0	9	0	0	1	29	2
7:30	6	0	0	0	1	1	3	0	6	0	0	0	9	0	0	0	22	4
7:45	14	0	1	0	1	0	2	0	17	0	0	0	10	0	3	1	42	7
8:00	10	0	2	0	3	0	1	0	12	0	0	0	3	0	2	0	28	5
8:15	21	0	1	0	3	0	1	0	11	0	0	0	3	0	1	0	38	3
8:30	23	0	0	0	2	0	6	0	10	0	0	0	8	0	1	0	43	7
8:45	24	0	0	0	5	0	3	0	17	0	0	0	7	0	1	0	53	4
Ped Total	120				22				78				55				275	
Bike Total		0	4	0		1	19	0		0	0	0		0	8	3		35

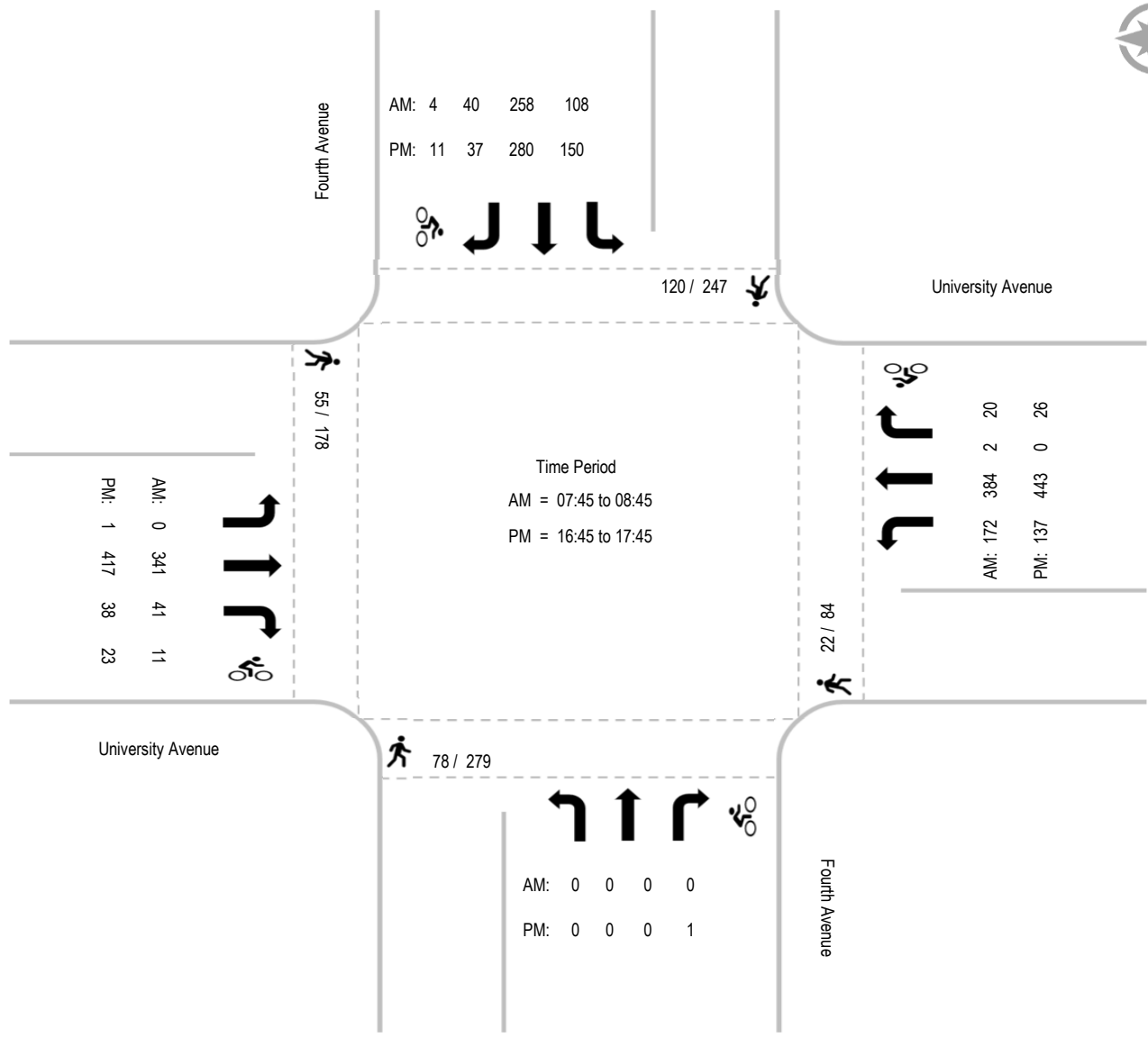
PM	Fourth Avenue Southbound				University Avenue Westbound				Fourth Avenue Northbound				University Avenue Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
16:00	24	0	0	0	0	0	1	0	24	0	0	0	26	0	0	1	74	2
16:15	16	1	0	0	10	0	6	0	41	0	0	0	26	0	1	0	93	8
16:30	32	0	1	0	14	0	2	0	29	0	0	0	24	0	1	0	99	4
16:45	40	1	0	0	5	0	0	3	29	0	0	0	14	0	4	0	88	8
17:00	42	1	0	0	20	0	3	0	34	0	0	0	15	0	5	0	111	9
17:15	24	2	2	0	13	0	5	0	29	0	0	0	21	0	3	1	87	13
17:30	24	0	1	0	7	0	0	1	25	0	0	0	15	0	3	0	71	5
17:45	45	1	1	0	15	0	4	1	68	0	1	0	37	0	3	1	165	12
Ped Total	247				84				279				178				788	
Bike Total		6	5	0		0	21	5		0	1	0		0	20	3		61

Intersection Turning Movement - Peak Hour Summary



Location: #13
 Intersection: University Avenue & Fourth Avenue
 Date of Count: Tuesday, June 04, 2019

File Name: ITM-19-069-13
 Project: LLG Ref. 3-19-3072
 Scripps Mercy SD



Intersection Turning Movement - Bicycle & Pedestrian Count

LINSCOTT LAW & GREENSPAN <i>engineers</i>	Location: #14RR	File Name: ITM-19-069-14
	Intersection: University Avenue & Fifth Avenue	Project: LLG Ref. 3-19-3072
	Date of Count: Tuesday, June 04, 2019	Scripps Mercy SD

AM	Fifth Avenue Southbound				University Avenue Westbound				Fifth Avenue Northbound				University Avenue Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
7:00	3	0	0	0	10	0	3	2	6	0	1	0	4	1	0	0	23	7
7:15	8	0	0	0	5	1	1	0	6	0	1	0	7	0	0	0	26	3
7:30	6	0	0	0	6	0	5	1	4	0	0	0	6	0	0	0	22	6
7:45	15	0	0	0	2	0	3	1	3	0	0	0	5	0	0	0	25	4
8:00	18	0	0	0	7	0	1	2	17	0	0	0	12	0	0	0	54	3
8:15	16	0	0	0	1	0	1	2	16	0	1	0	7	0	0	0	40	4
8:30	21	0	0	0	7	0	5	2	11	0	0	1	11	0	2	0	50	10
8:45	23	0	0	0	6	0	3	1	20	1	1	0	21	0	0	0	70	6
Ped Total	110				44				83				73				310	
Bike Total		0	0	0		1	22	11		1	4	1		1	2	0		43

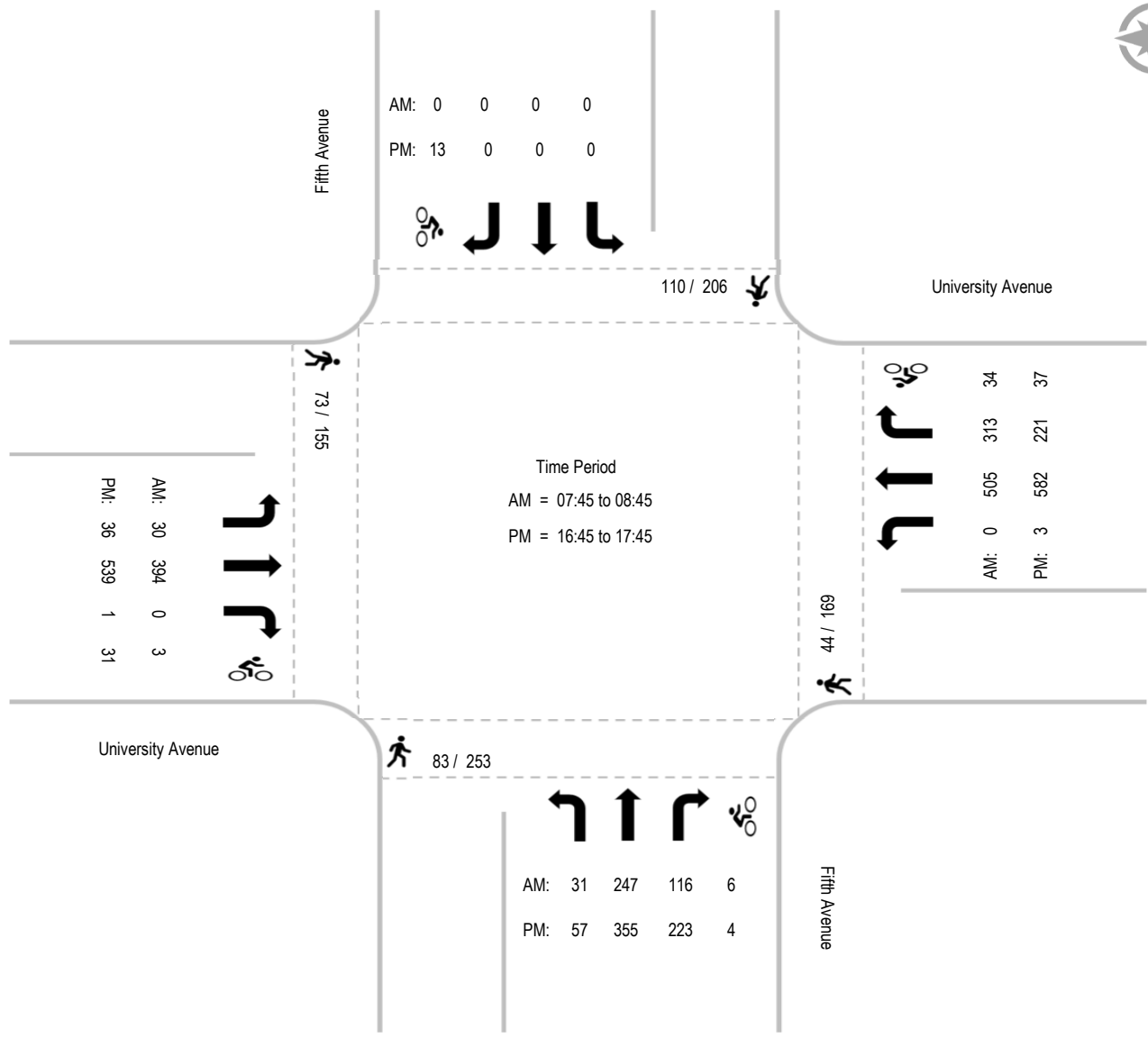
PM	Fifth Avenue Southbound				University Avenue Westbound				Fifth Avenue Northbound				University Avenue Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
16:00	36	0	0	0	0	0	4	0	28	2	0	0	17	0	1	0	81	7
16:15	24	0	1	0	20	0	7	0	36	2	0	0	17	0	4	0	97	14
16:30	28	0	1	0	15	0	3	0	30	0	0	0	20	0	0	0	93	4
16:45	20	0	0	0	19	0	7	1	31	0	0	0	26	0	5	0	96	13
17:00	26	0	3	0	19	0	4	0	22	0	0	0	30	0	7	0	97	14
17:15	24	0	1	0	17	0	5	0	24	0	0	0	16	0	5	0	81	11
17:30	21	0	4	0	36	0	1	1	40	0	0	0	14	0	2	0	111	8
17:45	27	0	3	0	43	0	3	1	42	0	0	0	15	0	7	0	127	14
Ped Total	206				169				253				155				783	
Bike Total		0	13	0		0	34	3		4	0	0		0	31	0		85

Intersection Turning Movement - Peak Hour Summary



Location: #14RR
 Intersection: University Avenue & Fifth Avenue
 Date of Count: Tuesday, June 04, 2019

File Name: ITM-19-069-14
 Project: LLG Ref. 3-19-3072
 Scripps Mercy SD



Intersection Turning Movement - Bicycle & Pedestrian Count



Location: #15 R	File Name: ITM-19-069-15
Intersection: University Avenue & Sixth Avenue	Project: LLG Ref. 3-19-3072
Date of Count: Tuesday, June 4, 2019	Scripps Mercy SD

AM	Sixth Avenue Southbound				University Avenue Westbound				Sixth Avenue Northbound				University Avenue Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
7:00	15	1	0	0	1	0	5	0	5	0	0	0	1	0	0	0	22	6
7:15	3	0	0	0	1	0	3	0	3	0	0	0	1	0	0	0	8	3
7:30	10	0	0	0	2	0	4	0	7	0	0	0	0	0	0	0	19	4
7:45	10	0	0	0	4	0	2	0	13	1	0	0	2	0	1	0	29	4
8:00	17	0	0	0	1	0	4	0	10	0	0	0	2	0	1	0	30	5
8:15	22	0	0	0	1	0	2	0	5	0	0	0	0	0	0	0	28	2
8:30	17	0	0	0	0	0	7	0	12	0	0	0	1	0	2	0	30	9
8:45	15	0	0	0	0	0	3	0	7	0	0	0	1	0	0	0	23	3
Ped Total	109				10				62				8				189	
Bike Total		1	0	0		0	30	0		1	0	0		0	4	0		36

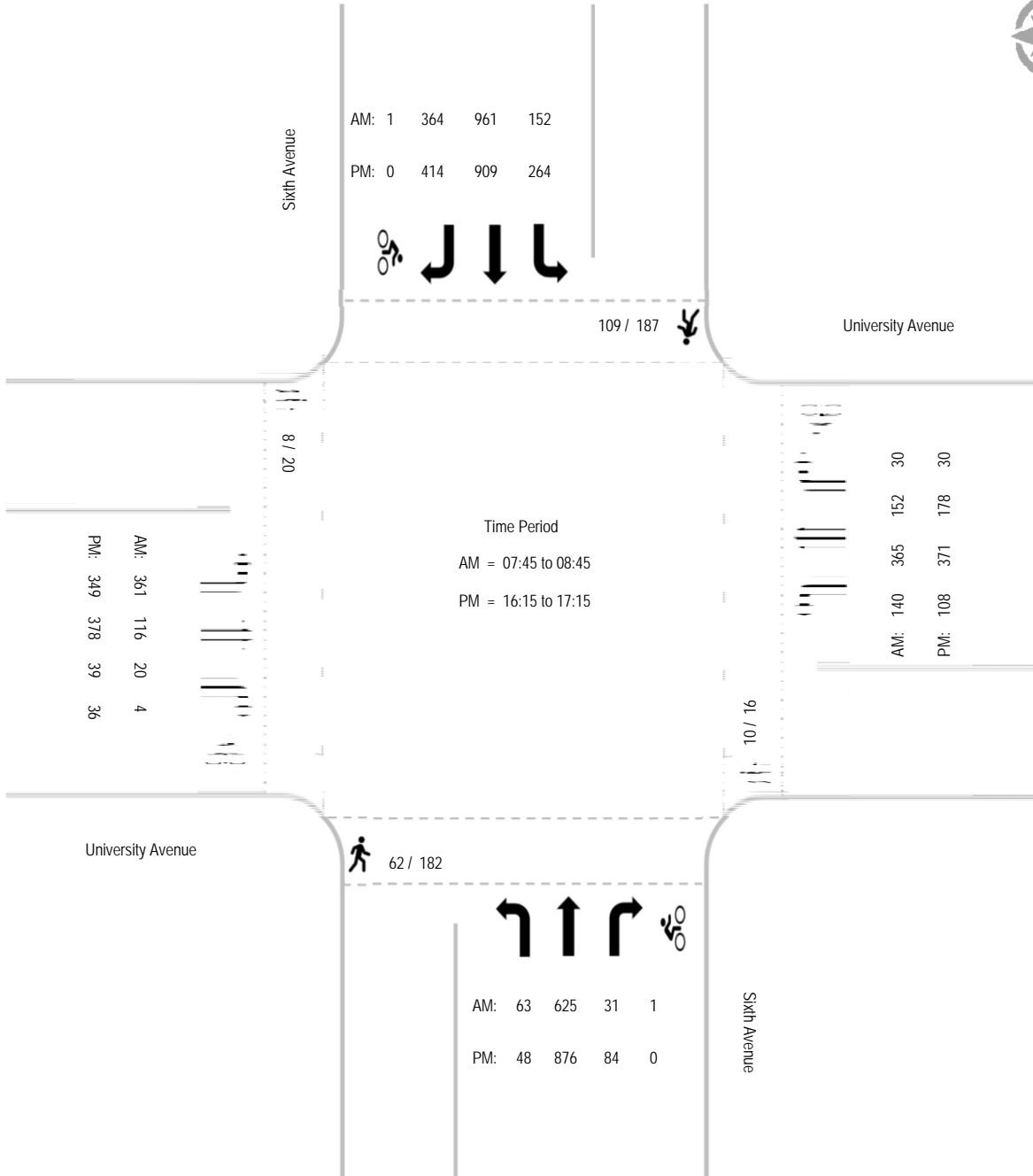
PM	Sixth Avenue Southbound				University Avenue Westbound				Sixth Avenue Northbound				University Avenue Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
16:00	18	0	0	0	0	0	2	0	23	0	0	0	5	0	4	0	46	6
16:15	29	0	0	0	4	0	6	0	21	0	0	0	0	0	5	0	54	11
16:30	20	0	0	0	2	0	3	0	26	0	0	0	3	0	3	0	51	6
16:45	8	0	0	0	3	0	6	0	24	0	0	0	0	0	8	0	35	14
17:00	32	0	0	0	0	0	3	0	19	0	0	0	3	0	4	0	54	7
17:15	39	0	0	0	0	0	4	0	24	0	0	0	6	0	3	0	69	7
17:30	29	0	0	0	1	0	3	0	31	0	0	0	1	0	6	0	62	9
17:45	12	0	0	0	6	0	3	0	14	0	0	0	2	0	3	0	34	6
Ped Total	187				16				182				20				405	
Bike Total		0	0	0		0	30	0		0	0	0		0	36	0		66

Intersection Turning Movement - Peak Hour Summary



Location: #15 R
 Intersection: University Avenue & Sixth Avenue
 Date of Count: Tuesday, June 4, 2019

File Name: ITM-19-069-15
 Project: LLG Ref. 3-19-3072
 Scripps Mercy SD



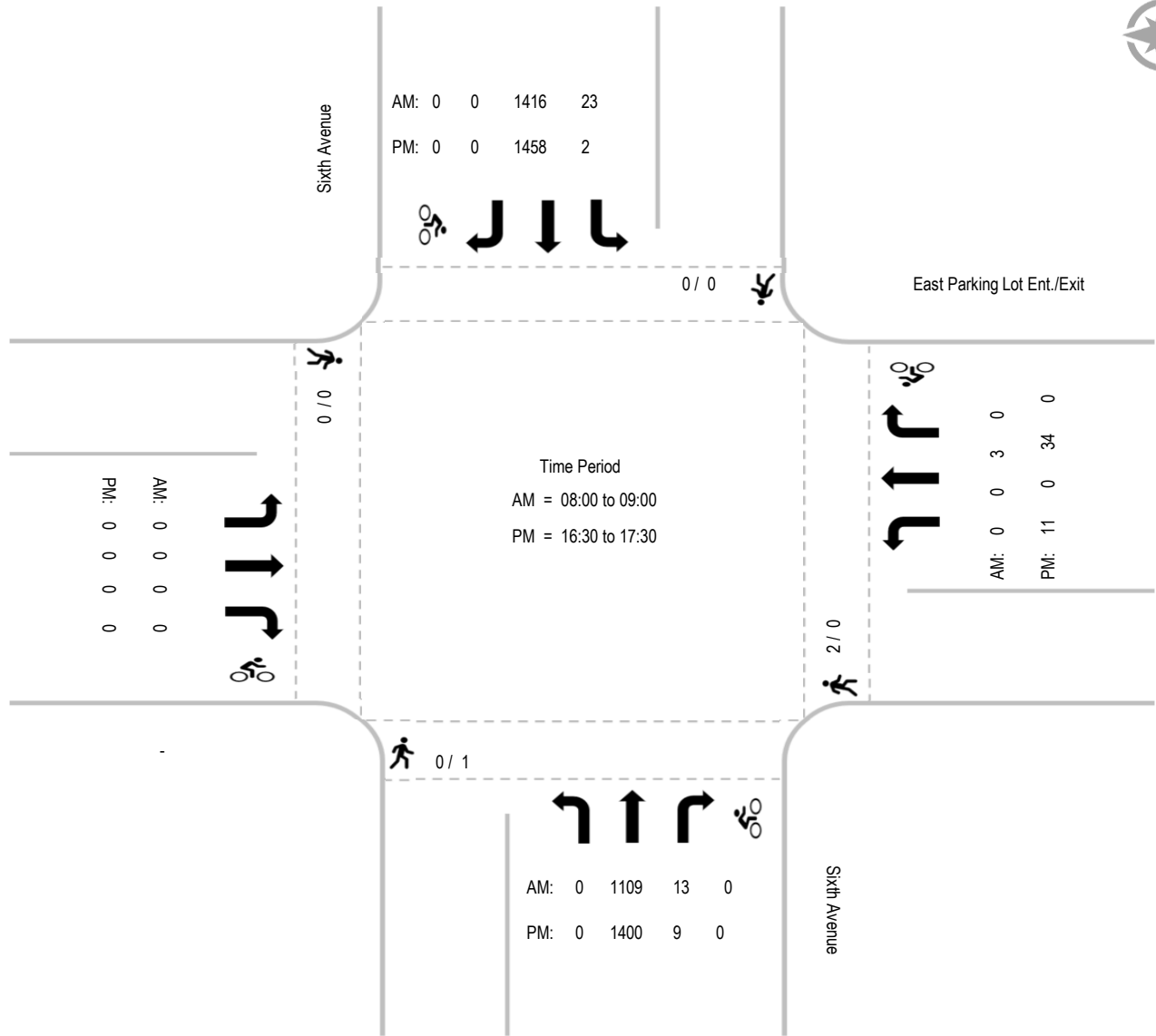
Intersection Turning Movement - Bicycle & Pedestrian Count

LINSCOTT LAW & GREENSPAN <i>engineers</i>	Location: #08	File Name: ITM-19-033-08
	Intersection: Sixth Avenue & East Parking Lot Entrance/Exit	Project: LLG Ref. 3-19-3072
	Date of Count: Wednesday, March 27, 2019	San Diego Scripps Mercy

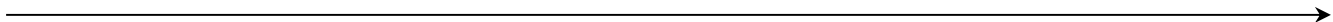
AM	Sixth Avenue Southbound				East Parking Lot Ent./Exit Westbound				Sixth Avenue Northbound				- Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Total	0				2				0				0				2	
Bike Total		0	0	0		0	0	0		0	0	0		0	0	0		0

PM	Sixth Avenue Southbound				East Parking Lot Ent./Exit Westbound				Sixth Avenue Northbound				- Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Total	0				0				1				0				1	
Bike Total		0	0	0		0	0	0		0	0	0		0	0	0		0

Report Generated by Bearcat Enterprises LLC, DBA "Count Data" | 619-987-5136 | info@yourcountdata.com



" , (!



ONE-WAY FARES / Tarifas Similicas

Table with 2 columns: Category (Adult, Senior, Youth, Day Pass, Monthly Passes) and Amount.

DIRECTORY / Directorio

Table with 2 columns: Service (MTS Information & Trip Planning, TTY/TDD, Customer Service, MTS Security, Lost & Found, Transit Store) and Contact Info (Phone Number).

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Effective JANUARY 26, 2020



Fashion Valley Transit Ctr. - Downtown La Mesa via El Cajon Bl.

- DESTINATIONS
Campus Plaza
Copley-Price Family YMCA
Hillcrest DMV
Hoover High School
The HUB Hillcrest Market



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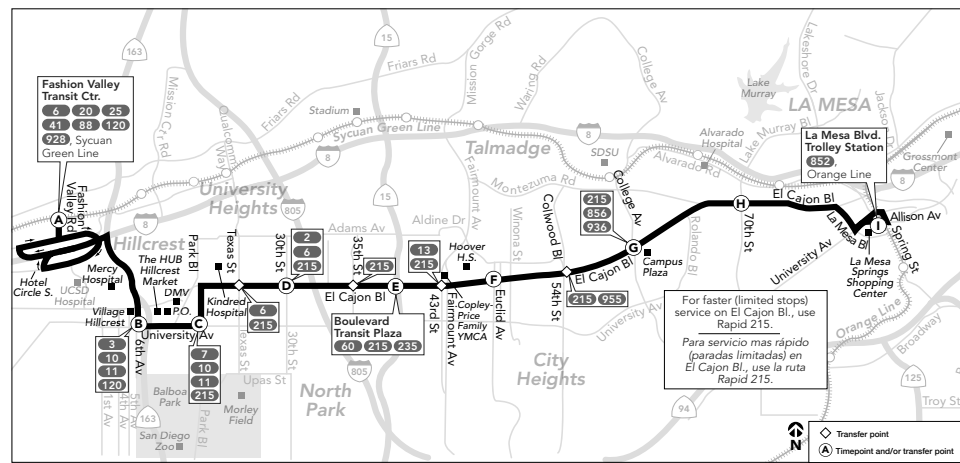


Route 1 - Monday through Friday / Lunes a viernes

Table showing Fashion Valley to City Heights to La Mesa routes with arrival and departure times for various stations.

Table showing La Mesa to City Heights to Fashion Valley routes with arrival and departure times for various stations.

Alternative formats available upon request. Please call: (619) 557-4555 / Formato alternativo disponible al preguntar. Favor de llamar: (619) 557-4555



For faster (limited stops) service on El Cajon Bl., use Rapid 215. Para servicio mas rapido (paradas limitadas) en El Cajon Bl., use la ruta Rapid 215.

Route 1 - Saturday / sabado

Table showing Fashion Valley to City Heights to La Mesa routes for Saturday service.

Table showing La Mesa to City Heights to Fashion Valley routes for Saturday service.

Route 1 - Sunday / domingo

Table showing Fashion Valley to City Heights to La Mesa routes for Sunday service.

Table showing La Mesa to City Heights to Fashion Valley routes for Sunday service.

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

ONE-WAY FARES / Tarifas Sencillas

Table with 2 columns: Category (Adult, Youth, Day Pass, Monthly Passes) and Fare (\$2.50, \$1.25, \$2.50, \$72.00, \$23.00, \$23.00).

*Proof of eligibility required. Senior Eligibility: Age 65 or born on or before September 1, 1959.

COMPASS CARDS / Tarjetas Compass. There is a \$2 charge for Compass Cards, which can be refunded for future use.

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DIRECTORY / Directorio

Table with 2 columns: Service (MTS Information & Trip Planning, TTY/TDD, InfoExpress, Customer Service, MTS Security, Lost & Found, Transit Stop) and Contact Info (Phone numbers).

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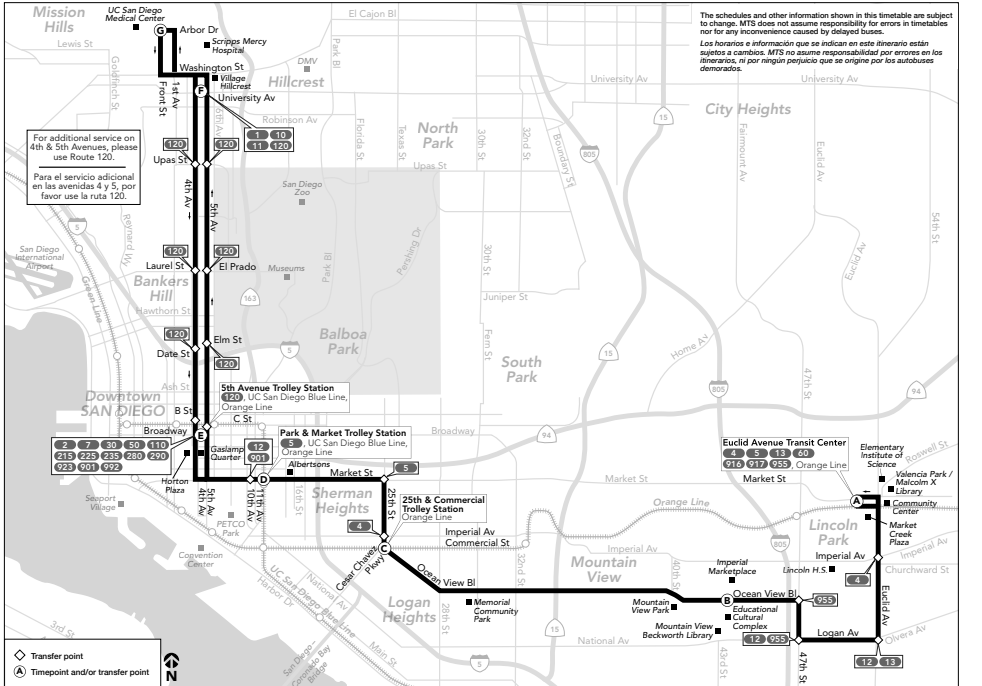
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Euclid Transit Center - UCSD Med. Ctr. / Hillcrest via Ocean View B. / Downtown

- DESTINATIONS: Balboa Park, Bankers Hill, Educational Cultural Complex, Gaslamp Quarter, Market Creek Plaza. TROLLEY CONNECTIONS: 5th Av., Park & Market, 25th & Commercial, Euclid Av.



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Route 3 - Sunday / domingo

Table with 10 columns (A-J) showing departure and arrival times for Route 3 on Sunday.

Hillcrest -> Downtown -> Lincoln Park

Table with 10 columns (A-J) showing departure and arrival times for Hillcrest to Downtown to Lincoln Park.

A Saturday or Sunday schedule will be operated on the following holidays and observed holidays. Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados.

Route 3 - Monday through Friday / lunes a viernes

Table with 10 columns (A-J) showing departure and arrival times for Route 3 Monday through Friday.

Table with 10 columns (A-J) showing departure and arrival times for Hillcrest to Downtown to Lincoln Park.

Route 3 - Saturday / sábado

Table with 10 columns (A-J) showing departure and arrival times for Route 3 on Saturday.

Table with 10 columns (A-J) showing departure and arrival times for Hillcrest to Downtown to Lincoln Park.

Old Town - University & College Limited Stops via University Av.

- DESTINATIONS
• City Heights Retail Village
• City Heights Transit Plaza
• Hillcrest DMV
• The HUB Hillcrest Market
• Scripps Mercy Hospital
• Village Hillcrest



- Old Town
• Washington St.

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ONE-WAY FARES / Tarifas Sencillas

Table with 2 columns: Fare Type (Adult, Senior/Disabled/Medicare, Youth, DAV Pass, Monthly Passes) and Amount.

*Proof of eligibility required. Senior Eligibility: Age 65+ or born on or before September 1, 1959. No vehicle verification or explanation. Handicapada para Personas Mayores: Edad 65+ o nacido en o antes del 1 de septiembre, 1959.

Compass Cards / Tarjeta Compass
There is a charge for Compass Card, which can be refunded for future use.

Compass Cloud
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Visit sdmts.com/fares for more info. Visite sdmts.com/fares para más información.

DIRECTORY / Directorio

Directory listing MTS Information & Trip Planning, TTY/TDD, InfoExpress, Customer Service, MTS Security, Lost & Found, Transit Stop, and MTS online trip planning contact info.

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Route 10 - Monday through Friday / lunes a viernes

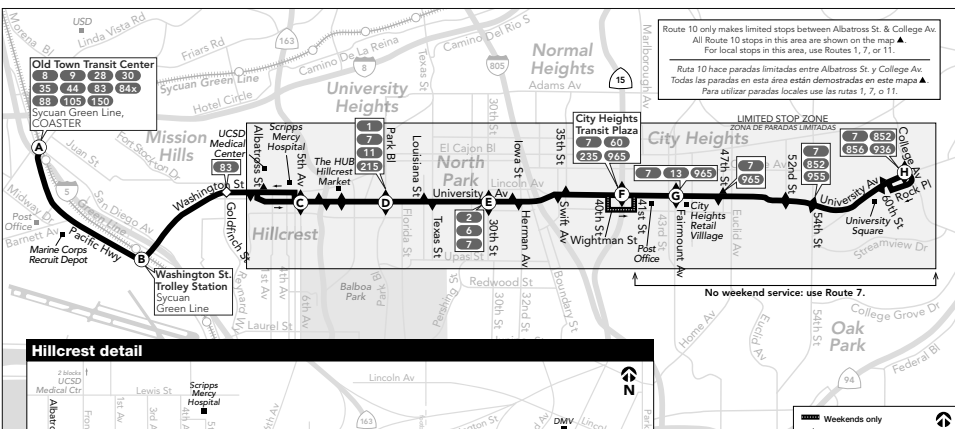
Old Town - Hillcrest - North Park - City Heights

Large departure and arrival schedule table for Route 10 (Monday-Friday) with columns for locations (A-H) and time.

City Heights - North Park - Hillcrest - Old Town

Large departure and arrival schedule table for Route 10 (Monday-Friday) with columns for locations (A-H) and time.

Alternative formats available upon request. Please call: (619) 557-4555 / Formato alternativo disponible al preguntar. Favor de llamar: (619) 557-4555



A Saturday or Sunday schedule will be operated on the following holidays and observed holidays. No weekend service: use Route 7.

New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas

Route 10 - Sunday / domingo

Old Town - Hillcrest - North Park - City Heights

Departure schedule for Route 10 on Sunday from Old Town to Hillcrest/CP.

City Heights - North Park - Hillcrest - Old Town

Departure schedule for Route 10 on Sunday from City Heights to Old Town.

Route 10 - Saturday / sábado

Old Town - Hillcrest - North Park - City Heights

Large departure and arrival schedule table for Route 10 (Saturday) with columns for locations (A-H) and time.

City Heights - North Park - Hillcrest - Old Town

Large departure and arrival schedule table for Route 10 (Saturday) with columns for locations (A-H) and time.

ONE-WAY FARES / Tarifas Sencillas

Exact fare, please / Favor de pagar la cantidad exacta	
Adult / Adulto	\$2.50
Senior/Disabled/Medicare* Personas Mayores/con Discapacidades/Medicare*	\$1.25
Youth (ages 6-18)* Jóvenes (edades 6-18)*	\$2.50
DAY PASS (Regional) / Pase diario (Regional)	
Adult / Adulto	\$6.00
Senior/Disabled/Medicare* Personas Mayores/con Discapacidades/Medicare*	\$3.00
Youth (ages 6-18)* Jóvenes (edades 6-18)*	\$3.00

MONTHLY PASSES / Pases mensual

Adult / Adulto	\$72.00
Senior/Disabled/Medicare* Personas Mayores/con Discapacidades/Medicare*	\$23.00
Youth (ages 6-18)* Jóvenes (edades 6-18)*	\$23.00

*Proof of eligibility required. Senior Eligibility: Age 65+ or born on or before September 1, 1959. *Se requiere verificación de elegibilidad. Elegibilidad para Personas Mayores: Edad 65+ o nacido en o antes del 1 de septiembre, 1959.

COMPASS CARDS / Tarjeta Compass

There is a \$2 charge for Compass Cards, which can be reloaded for future use. Hay un costo de \$2 por la tarjeta Compass Card, la cual puede ser recargada para usos futuros.

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DIRECTORY / Directorio

MTS Information & Trip Planning MTS Información y planeo de viaje	511 or/ó (619) 233-3004
TTY/TDD (teletype for hearing impaired) Teletipo para sordos	(619) 234-5005 or/ó (888) 722-4889
InfoExpress (24-hour info via Touch-Tone phone) Información las 24 horas (via teléfono de teclas)	(619) 685-4900
Customer Service / Suggestions Servicio al cliente / Sugerencias	(619) 557-4555
MTS Security MTS Seguridad	(619) 595-4960
Lost & Found Objetos extraviados	(619) 233-3004
Transit Store 12th & Imperial Transit Center M-F 8am-5pm	(619) 234-1060

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Para obtener más información sobre el uso de los servicios de MTS, recoja un 'Rider's Guide' en un autobús o en la Transit Store, o visita a sdmts.com.

Thank you for riding MTS! ¡Gracias por viajar con MTS!

83

Old Town – Downtown
via Reynard Way / Mission Hills

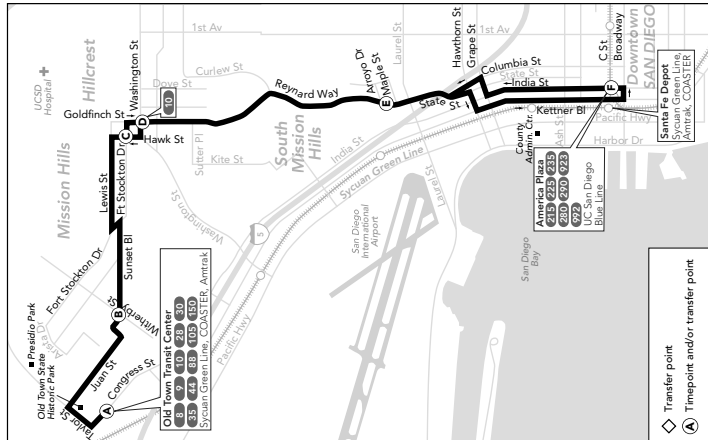
DESTINATIONS

- America Plaza
- Lewis St.
- Little Italy
- Old Town State Historic Park
- Reynard Way

- TROLLEY CONNECTIONS**
- America Plaza
 - Old Town



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compass card

S/D/M and Youth Compass Card
All riders using reduced fares must comply with one of the following options:

Option 1 (Recommended by MTS)
MTS offers a picture ID on a Compass Card to eliminate the need to carry multiple identifications for proof of eligibility.

Option 2
Riders using a standard S/D/M or Youth Compass Card or a one-way ticket must carry supporting identification to prove eligibility.

For additional benefits of Option 1 and/or list of valid forms of ID for Option 2 go to: sdmts.com/reduced-fares

Alternative formats available upon request.
Please call: (619) 557-4555
Formato alternativo disponible al preguntar.
Favor de llamar: (619) 557-4555

Route 83 – Monday through Friday / lunes a viernes

Old Town → Mission Hills → Downtown

(A) Old Town Transit Center DEPART	(B) Sunset Bl. & Witherby St.	(D) Goldfinch St. & Washington St.	(E) State St. & Maple St.	(F) America Plaza Trolley Station ARRIVE
7:08a	7:13a	6:11a	6:16a	6:26a
8:18	8:23	7:21	7:26	7:36
9:30	9:34	8:31	8:36	8:46
10:40	10:44	9:42	9:46	9:56
11:50	11:54	10:52	10:56	11:06
1:00p	1:04p	12:02p	12:06p	12:16p
2:08	2:13	1:12	1:16	1:26
3:18	3:23	2:21	2:26	2:36
4:33	4:38	3:31	3:36	3:46
5:48	5:53	4:46	4:51	5:01
		6:01	6:06	6:16

Downtown → Mission Hills → Old Town

(F) America Plaza Trolley Station ARRIVE	(E) State St. & Maple St.	(C) Hawk St. & Ft. Stockton Dr.	(B) Sunset Bl. & Witherby St.	(A) Old Town Transit Center DEPART
6:34a	6:41a	6:48a	6:53a	7:00a
7:44	7:51	7:58	8:03	8:10
8:54	9:01	9:08	9:13	9:20
10:04	10:10	10:17	10:22	10:28
11:14	11:20	11:27	11:32	11:38
12:24p	12:30p	12:37p	12:42p	12:48p
1:34	1:40	1:47	1:52	1:58
2:44	2:51	2:58	3:03	3:10
3:59	4:06	4:13	4:18	4:25
5:14	5:21	5:28	5:33	5:40
6:29	6:35	6:42	6:47	6:53

Route 83 does not operate on weekends or on the following holidays and observed holidays
La ruta 83 no ofrece servicio durante el fin de semana ó durante los siguientes días festivos y feriados observados >>> New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas

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ONE-WAY FARES / Tarifas Sencillos

Table with 2 columns: Service type (Adult, Senior/Disabled/Medicare, Youth) and Fare amount. Includes sub-sections for Day Pass, Monthly Passes, and Compass Cards.

DIRECTORY / Directorio

Table listing contact information for MTS Information & Trip Planning, TTY/TDD, Info/Esque, Customer Service, MTS Security, Lost & Found, and Transit Store.

For MTS online trip planning... For more information on riding MTS services... Para obtener más información sobre el uso de los servicios de MTS...

MTS 120 Downtown - Kearny Mesa Transit Center via Hillcrest / Fashion Valley / Linda Vista. Includes destinations list, trolley connections, and sdmts.com logo.

A Saturday or Sunday schedule will be operated on the following holidays and observed holidays... New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas

Route 120 - Monday through Friday / Lunes a viernes

Large schedule table for Route 120 Monday-Friday. Columns include stations (Downtown to Kearny Mesa) and arrival/departure times.

Kearny Mesa - Fashion Valley - Hillcrest - Downtown

Large schedule table for Route 120 Kearny Mesa - Downtown. Columns include stations (Kearny Mesa to Downtown) and arrival/departure times.

Alternative formats available upon request. Please call: (619) 557-4555 / Formato alternativo disponible al preguntar. Favor de llamar: (619) 557-4555

Route 120 - Sunday / domingo

Schedule table for Route 120 Sunday. Columns include stations and arrival/departure times.

Route 120 - Saturday / sábado

Schedule table for Route 120 Saturday. Columns include stations and arrival/departure times.

Map of Route 120 showing the path through Downtown, Hillcrest, Fashion Valley, and Kearny Mesa. Includes station locations, landmarks, and transfer points.

The schedules and other information shown in this timetable are subject to change... Los horarios e información que se indican en este itinerario están sujetos a cambios...

Appendix A:

Transportation Projects, Programs, and Phasing

Appendix A: Transportation Projects, Programs, and Phasing

San Diego Forward: The 2021 Regional Plan (2021 Regional Plan) re-envision the regional transportation system that connects us to where we want to go. This appendix breaks down the system into its components—projects, programs, and operations. It details how each project is phased, when specific improvements are expected to be completed, and their cost. Details on cost estimation are included in Appendix U: Cost Estimation Methodology.

California Assembly Bill 805 (Gonzalez Fletcher, 2017) (Chapter 658, Statutes of 2017) requires, among other things, that the 2021 Regional Plan identify disadvantaged communities and include transportation strategies to reduce pollution in these communities. Appendix A, Attachment 2 shows the location of disadvantaged communities and identifies specific transportation strategies to reduce exposure to pollution in these communities.

The tables that detail projects in this appendix include information such as the name of the project, a description of the project, and the cost of the project in 2020 dollars as part of the financially constrained plan. Table A.19 shows several illustrative goods movement projects for which funding has not yet been identified (i.e., they are considered part of a financially “unconstrained” plan).

This appendix is organized generally as follows:

1. A description of the types of transportation improvements that make up the transportation system.
2. A series of tables that identify specific transportation improvements by corridor (**Tables A.1–A.11**: Major Corridors)
3. A series of tables that identify specific transportation improvements by type:
 - **Table A.12**: Rural Corridors
 - **Table A.13**: Arterials
 - **Table A.14**: Mobility Hubs and Flexible Fleets
 - **Table A.15**: Next Operating System
 - **Table A.16**: Systemwide Transit Supportive Services
 - **Table A.17**: Supporting Policies and Programs
 - **Table A.18**: Other Systemwide Programs
 - **Table A.19**: Unconstrained Goods Movement Projects
4. A series of maps that show the progression of improvement through the implementation phases

Types of Transportation Improvements

Transportation improvements identified for each of the major corridors in Table A.1 through Table A.11 are grouped into the following project types and include a year-built phasing period (2025, 2035, and 2050) for each project.

Active Transportation

Active transportation projects include both on- and off-street improvements to create safe and comfortable paths for walking and biking. The costs reflect the comprehensive nature of active transportation projects, which often include retrofitting existing streets and roadways to meet the needs of users of all ages and abilities.

Complete Corridor: Active Transportation and Demand Management/Smart Intersection Systems

Active Transportation and Demand Management (ATDM) and Smart Intersection Systems (SIS) use technology to improve traffic flow and safety on our roadways. These technologies have been applied to freeways and arterial roadways in the regional transportation system.

Complete Corridor: Managed Lanes

Managed Lanes (MLs) offer priority access to people using transit, carpooling, riding motorcycles, or vanpooling along with emergency vehicles and some low-emission vehicles with appropriate decals. An example of MLs is currently on I-15 between SR 163 and SR 78. In the 2021 Regional Plan, MLs are expanded by repurposing shoulders or existing travel lanes, as feasible. Maps and tables in this appendix use descriptions of MLs to indicate the number of MLs in addition to the freeway lanes included in the total configuration for that phase. For example, a freeway segment labeled “8F+2ML” would represent eight freeway lanes plus two MLs on that segment. Many of the MLs will be fully built by 2035.

ML improvements are planned for both interregional and urban corridors. Interregional corridors connect us to neighboring counties and beyond and account for about 70% of vehicle miles driven on the region’s freeways. Urban corridors connect local cities and account for 27% of vehicle miles driven on the region’s freeways. Interregional corridor trips are typically longer than 20 miles while trips made on urban corridors are often between 5 and 20 miles.

Complete Corridor: Managed Lanes Connectors and Direct Access Ramps

Managed Lane Connectors (MLCs) seamlessly connect MLs, for example connecting an ML on I-15 to a future ML on SR 78. Direct Access Ramps (DARs) are freeway on-ramps that connect a local road directly to an ML on the freeway. These improvements could take the form of a transit-only lane, ramp modification, or technology enhancement. Also, some projects are included as Interchange and Arterial Operation Improvements which are improvements to facilities and adjacent roadways that connect two intersecting facilities.

Transit Leap

Transit Leap improvements make public transit a compelling option to driving—fast, convenient, and safe. Improvements include commuter rail, light rail, *Rapid*, local bus, and ferry service. Next Generation *Rapid* Service is a *Rapid* bus service operating in priority travel lanes and/or separated guideways and is given traffic signal priority. Many of the *Rapid* routes will be fully built in 2035 and 2050 as described in the tables, while some of the *Rapid* routes will be expedited to open sooner in 2025 with a “light version” (Phase 1). The light version of *Rapid* is meant to allow for a *Rapid* route to operate with minimal capital investment using existing bus stops. The full version of *Rapid* will build up the route’s amenities with improved shelters, bus guideways, and/or other transit priority measures. Commuter rail includes new and significantly upgraded rail service with high-speed trains that are fast and convenient and provide a compelling alternative to driving. Light Rail Transit (LRT) includes improvements to existing light rail services and new tram services. Ferry service operating in San Diego Bay is also included here.

Goods Movement

Projects in this category support goods movement improvements at freight gateways (land border crossings, maritime terminals, and air cargo terminals), on rail lines, and on roadways. Goods movement supportive projects are sometimes aligned with ML or other Complete Corridor and Transit Leap projects and are indicated in the tables; others are stand-alone projects for goods movement improvements.

Transportation System Phasing

The transportation system in the 2021 Regional Plan and its phasing by 2025, 2035, and 2050 are designed to address social equity, congestion, and state/federal mandates. Project “phasing” is a reference to the specific time periods when projects are anticipated to be in service and available to the public. For the 2021 Regional Plan, the 2025 phase year includes projects planned to be in service between 2021 and 2025; the 2035 phase year references the time period where projects would be in service between 2026 and 2035; and the 2050 phase year references the time period where projects would be in service between 2036 and 2050. The intent of the project phasing is to advance as many Transit Leap projects as possible first along with their associated supportive roadway improvements (such as MLs) based on the anticipated revenues.

Additionally, staff considered various factors and inputs in both the development and phasing of the projects and programs included in the 2021 Regional Plan, which are summarized as follows (and further described in Appendix T: Network Development and Performance):

- **Project Readiness:** A review and understanding of project readiness to help ensure that projects are ready for development and implementation as planned. This includes the evaluation of project construction duration by project type (e.g., Complete Corridor, Transit Leap, etc.), which often varies by mode type (e.g.,

commuter rail, *Rapid*, etc.). Timeframe observed on current or previous projects of similar type help to inform this component.

- **Project Connectivity:** Project connectivity is considered largely to leverage synergies among projects (e.g., MLCs for intersecting MLs or *Rapid* service on MLs) and timelines of adjacent supportive projects, and to ensure that projects are phased in consecutive segments.
- **Evaluation Criteria:** Evaluation criteria is a helpful tool to showcase the merits of projects or a group of projects. For the 2021 Regional Plan, SANDAG applied a project “bundle” (grouped projects by corridor) evaluation criteria approach to rank corridors according to anticipated benefit. The criteria included prioritizing access to transit for the region’s social equity focus populations among other things.
- **Phased Revenues:** Anticipated revenues are essential to determining what projects are included in the financially constrained 2021 Regional Plan and when those projects can be anticipated for construction and operation. The type of funding available is also critical because, for example, some funding sources only can be used for capital or construction projects and other sources for operating transit services or road maintenance.

Each of these factors was scored in order to help phase individual projects in the transportation system according to the type of project. For transit projects, projected ridership on individual routes (estimated by initial travel modeling) was considered in order to further clarify project phasing. This helped determine which transit projects to advance in earlier phases, particularly by 2035, based on the availability of revenues. Emphasis was placed on aligning flexible funding with transit projects and operational improvements, given the need to meet federal and state mandates for social equity, air quality, and greenhouse gas reductions.

Major Corridors

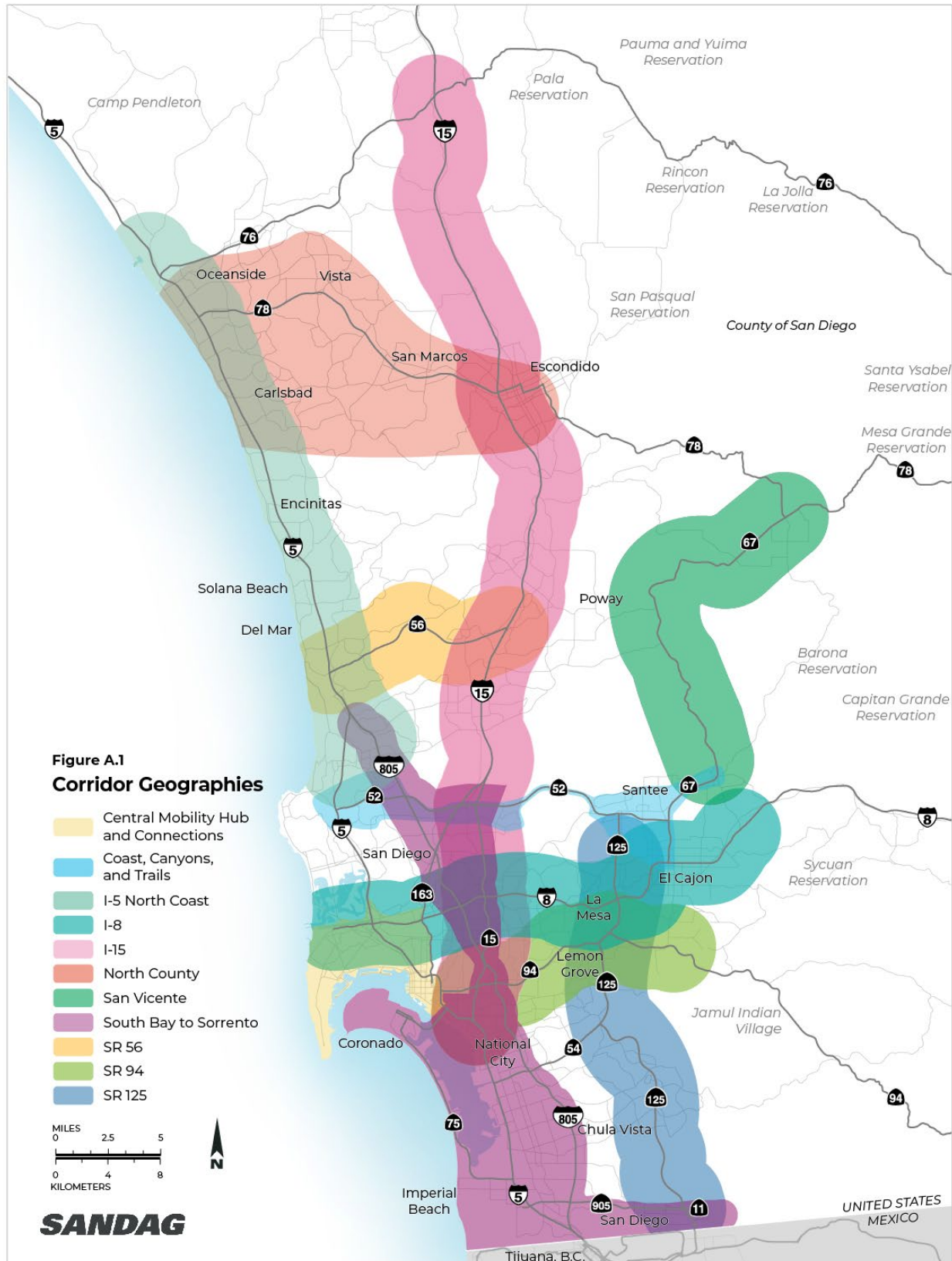
Our region’s 3.3 million residents, and others who visit to do business here, vacation, visit family, and even just pass through the area on their way to somewhere else, rely on major corridors for travel. They make up the primary circulatory system that keeps people moving as they seek economic opportunity, pursue education and training, and travel for a myriad of other reasons that enhance their quality of life.

The 2021 Regional Plan charts a course for “Complete Corridors” that will make travel along them safer and more efficient, while offering people more alternatives to driving alone—including more transit options, more rideshare options, and more opportunities for biking, walking, and other forms of active transportation. Along these major corridors of travel, mobility hubs will be strategically placed to offer people vital connections to a variety of transportation options for both short and long trips. Mobility hubs will be places of connectivity where people work, live, and connect with one another and the modes of travel they need to reach their destinations.

The 2021 Regional Plan has identified 11 major corridors of travel in our region, as well as improvements for each corridor. This appendix details those improvements. Tables A.1 through A.11 include detailed listings of the transit, roadway, active transportation, and technology improvements for each of the corridors. Figure A.1 depicts the 11 major corridors of travel in our region. Plans for a regional Central Mobility Hub north of Downtown San Diego, and the connections it will provide to the San Diego International Airport and numerous other destinations, is included in this list as it will serve as a major corridor of travel in its own right. The 11 major corridors discussed in the 2021 Regional Plan are:

1. South Bay to Sorrento Corridor
2. Central Mobility Hub and Connections
3. State Route 125 Corridor
4. Interstate 15 Corridor
5. Interstate 5 North Coast Corridor
6. State Route 94 Corridor
7. Interstate 8 Corridor
8. Coast, Canyons, and Trails Corridor
9. State Route 56 Corridor
10. San Vicente Corridor
11. North County Corridor

Figure A.1: Corridor Geographies



South Bay to Sorrento Corridor

Essential to international trade with Mexico and a key north-south corridor for people who live in communities throughout the South Bay and work in San Diego, the South Bay to Sorrento Corridor is vital for the region's economic prosperity. As a result, the 28 miles it covers are some of the region's most congested. The South Bay to Sorrento Corridor features significant transportation infrastructure designed to move people and goods between the U.S. and Mexico, through densely populated South Bay and Central San Diego communities, and to the region's largest employment centers in Kearny Mesa and Sorrento Valley. The corridor traverses several cities in San Diego County, including San Diego, Chula Vista, Coronado, National City, and Imperial Beach. Major roadways include I-5, I-8, I-805, SR 52, SR 54, SR 94, and SR 905. Travelers along this corridor are also served by major arterials and the Bayshore Bikeway. People who travel using public transportation can ride the COASTER, the UC San Diego Blue Line Trolley, multiple *Rapid* lines, and more than 25 local bus lines. The Orange and Green Line Trolley also bisect this corridor. Given the importance of this heavily traveled corridor to regional and international mobility, a variety of transportation improvements are planned. Some of these improvements include the following:

Active Transportation

Nearly 30 projects are planned to build up the interconnected bikeway systems along this corridor.

Complete Corridor: Managed Lanes and Goods Movement

MLs added to I-5 and I-805 will ease congestion—in part by giving priority access to *Rapid* transit vehicles—and promote seamless travel throughout the region. The movement of freight and other goods within the region and across the international border will become more efficient through improvements to SR 11, SR 905, I-5, and I-805; Harbor Drive; and new and improved facilities at land and sea ports of entry (POEs).

Transit Leap/Mobility Hubs

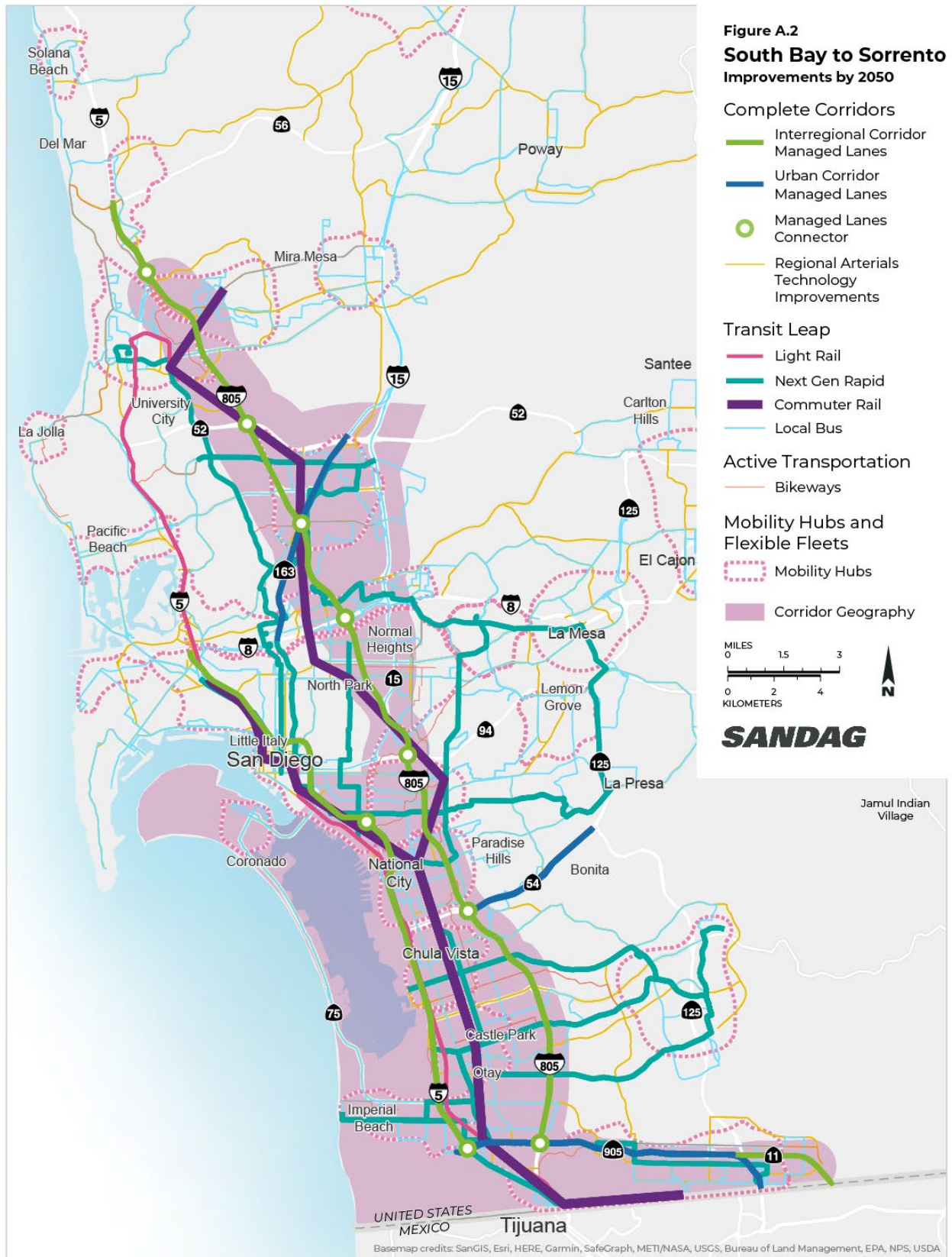
The much-anticipated commuter rail project in this corridor is the Purple Line at the heart of the South Bay to Sorrento Corridor. It will connect nearly the entire corridor, from San Ysidro to many of our region's urban communities and major job centers in Kearny Mesa, University City, and Sorrento Valley. Additionally, there are plans to enhance existing Trolley lines, including the Blue Line, to allow for higher speeds, broader spans of service, and more capacity. Complementing the expanded Trolley lines and providing travelers with additional public transit choices, the *Rapid* transit program will include more than 20 routes along the South Bay to Sorrento Corridor—many of which are scheduled to be in service before 2035. Mobility hubs are places of connectivity where mobility services, technology, and a variety of amenities create a landing spot for travelers to connect with high-frequency transit services, bike and rideshare options, and a variety of other modes of travel. One of the largest mobility hubs in the region is being planned at the San Ysidro Intermodal Transit Center at the international border with Mexico. Other mobility hubs are planned for urban communities and major education and employment centers throughout the corridor.

Projects in Table A.1 are organized by project type (Active Transportation, Complete Corridor: ATDM/SIS, Complete Corridor: ML, Complete Corridor: ML/Goods Movement, Complete Corridor: Connectors [DAR, Transit Operational Improvement, MLC], Goods Movement: Border, Goods Movement: Roadways, Transit Leap, Transit Leap/Mobility Hubs, and Transit Leap/Goods Movement) and by phasing period (2025, 2035, and 2050) within those project types.

South Bay to Sorrento

Project ID	Year Built	Category	Project Name	Description	Connecting Corridor(s)	Cost (\$2020) Millions
TL22	2035	Transit Leap	<i>Rapid</i> 12 Phase 2	Spring Valley to Downtown via Southeast San Diego (full version of <i>Rapid</i>)	I-15, SR 94, SR 125, CMH	\$73
TL25	2035	Transit Leap	<i>Rapid</i> 41	Fashion Valley to UTC/ UC San Diego via Linda Vista and Clairemont	I-8, CCT, CMH	\$58
TL28	2035	Transit Leap	<i>Rapid</i> 120	Kearny Mesa to Downtown via Mission Valley	I-8, I-15, CCT, CMH	\$109
TL35	2035	Transit Leap	<i>Rapid</i> 295	Spring Valley to Clairemont via La Mesa and Kearny Mesa	I-8, I-15, SR 94, SR 125, CCT	\$91
TL43	2035	Transit Leap	<i>Rapid</i> 625	San Diego State University (SDSU) to Palomar Station via East San Diego, Southeast San Diego, National City	I-8, I-15, SR 94	\$197
TL44	2035	Transit Leap	<i>Rapid</i> 630	Iris Trolley/Palomar to Kearny Mesa via I-5/ SR 163 and City College	I-8, I-15, SR 94, CCT, CMH	\$36
TL46	2035	Transit Leap	<i>Rapid</i> 637	North Park to 32nd Street Trolley Station via Golden Hill	I-8, I-15, SR 94	\$103
TL48	2035	Transit Leap	<i>Rapid</i> 640	San Ysidro to Central Mobility Hub via I-5 and City College	I-8, I-15, SR 94, CMH	\$28
TL49	2035	Transit Leap	<i>Rapid</i> 709	H Street Trolley Station to Millennia via H Street Corridor, Southwestern College	SR 125	\$99
TL53	2025	Transit Leap	<i>Rapid</i> 950 Phase 1	Otay Mesa POE to Imperial Beach via SR 905 (light version of <i>Rapid</i>)	SR 125	\$6
TL58	2035	Transit Leap	Ferry	San Diego – Coronado – Military Ferry	SR 94, CMH	\$—
TL59	2035	Transit Leap	<i>Rapid</i> 950 Phase 2	Otay Mesa POE to Imperial Beach via SR 905 (full version of <i>Rapid</i>)	SR 125	\$22
TL03 ²	2050	Transit Leap	Commuter Rail 582	National City to U.S. Border	I-15, SR 94	\$2,977
TL04	2050	Transit Leap	Commuter Rail 583	Central Mobility Hub to U.S. Border via Downtown San Diego	I-8, I-15, SR 94, CMH	\$7,581

Figure A.2: South Bay to Sorrento



Interstate 8 Corridor

The I-8 Corridor is a major east-west connector for the region and links the urban, coastal areas of San Diego with the rural, mountainous, and desert regions to the east. San Diego State University, one of our region's major institutions of higher learning, is situated along this corridor in the College area. At its west end, the corridor connects travelers through Mission Valley and to the I-5 and several of the region's beach communities and other family attractions. At its east end the corridor provides travelers with access to Alpine, Pine Valley, and other east county rural communities; camping and hiking in the Laguna Mountains; Anza-Borrego Desert State Park; tribal nation lands; Imperial County; and other points east. The corridor is especially valuable for the movement of goods heading to other parts of the nation in the Southwest and beyond. Existing transit services include the Green and Orange Line Trolley and multiple local bus routes. Improvements to this corridor include the following:

Active Transportation

The 2021 Regional Plan approach for this corridor prioritizes active transportation bikeway projects in San Diego connecting residents and visitors with beach communities, jobs, and the scenic San Diego River Trail.

Complete Corridor: Active Transportation and Demand Management/Smart Intersection Systems

ATDM and SIS technology improvements will be added along the I-8 providing for some key Complete Corridors, MLs, and connectors to allow for a dynamic use of the freeway to accommodate changing roadway demands.

Transit Leap/Mobility Hubs

Communities will benefit from the development of an east-west commuter rail route that will connect El Cajon to the main campus at San Diego State University, urban communities in City Heights and University Heights, and the future Central Mobility Hub. Enhancements to existing Trolley services and Next Generation *Rapid* transit routes in this corridor will provide competitive alternatives to private auto travel and be connected via the Regional Mobility Hub Network. These new connectivity centers feature streamlined multimodal options and include access to high-speed transit, secure bike parking, and rideshare options.

Projects in Table A.7 are organized by project type (Active Transportation, Complete Corridor: ATDM/SIS, Complete Corridor: ML/Goods Movement, Complete Corridor: Connectors [MLC], and Transit Leap) and by phasing period (2025, 2035, and 2050) within those project types.

Interstate 8

Project ID	Year Built	Category	Project Name	Description	Connecting Corridor(s)	Cost (\$2020) Millions
TL19	2025	Transit Leap	Rapid 10 Phase 1	La Mesa to Ocean Beach via Mid-City, Hillcrest, Old Town (light version of Rapid)	I-15, CMH, SR 94, SR 125, SB2S	\$36
TL16	2035	Transit Leap	LRT 530	Green Line (Santee to Downtown, double/third tracking and grade separations)	I-15, SR 94, SR 125, CCT, CMH, SB2S	\$384
TL20	2035	Transit Leap	Rapid 10 Phase 2	La Mesa to Ocean Beach via Mid-City, Hillcrest, Central Mobility Hub (full version of Rapid)	I-15, SR 94, SR 125, CMH, SB2S	\$146
TL01	2050	Transit Leap	Commuter Rail 581	581: Downtown to El Cajon via SDSU and La Mesa 581B: Central Mobility Hub to El Cajon via SDSU and La Mesa	I-15, SR 94, SR 125, CMH, SB2S	\$9,774
TL17	2050	Transit Leap	LRT 530	Green Line (Santee to Downtown, double/third tracking and grade separations)	I-15, SR 94, SR 125, CCT, CMH, SB2S	\$384

Figure A.8: I-8

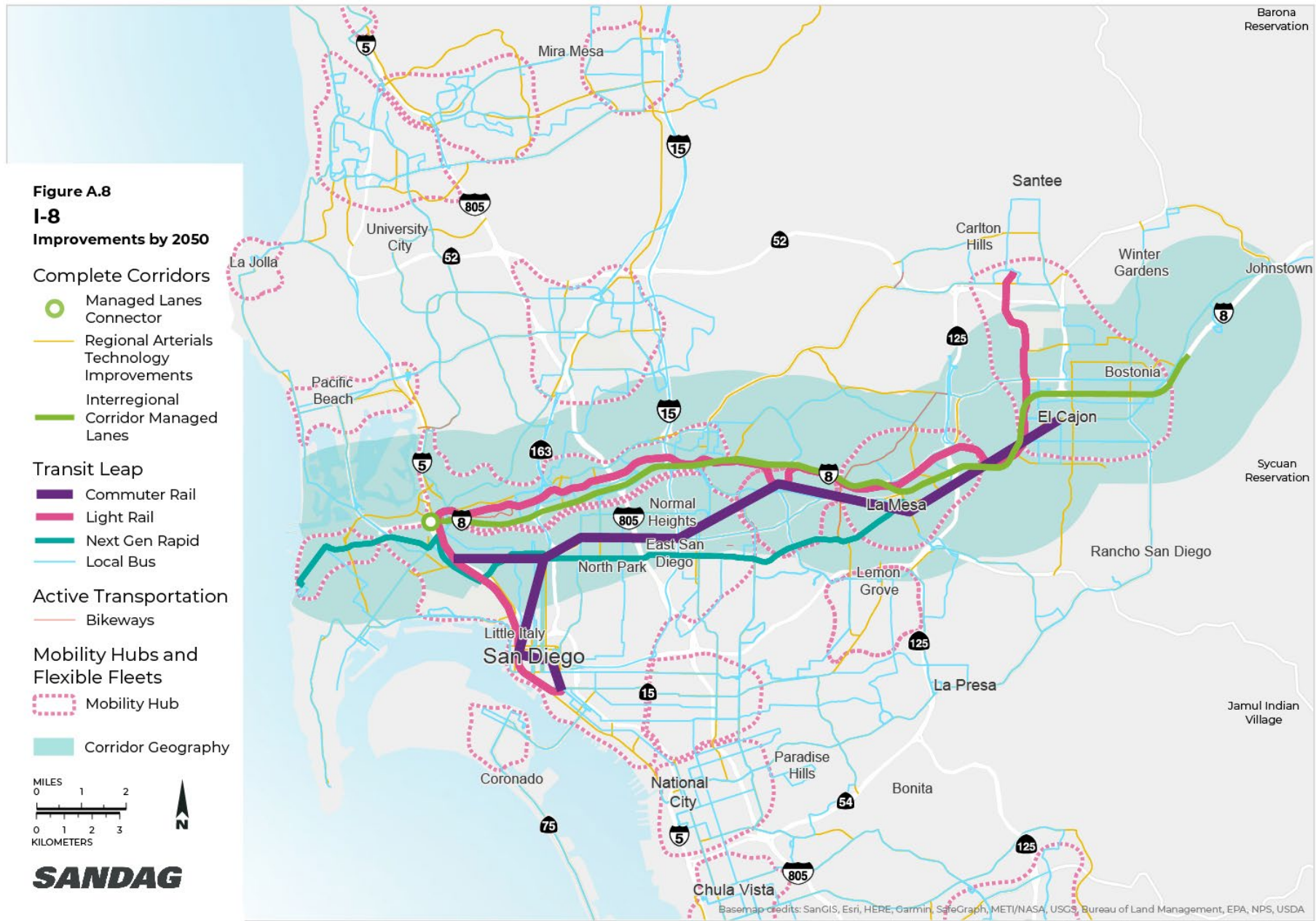


Figure shows improvements along this corridor. Investments in other corridors are shown in corresponding maps.

Mobility Hubs and Flexible Fleets

Mobility hubs are centers of connectivity that allow for a high concentration of travel choices. Flexible Fleets are shared, on-demand transportation services that provide convenient and personalized travel options, generally for short trips to neighborhood destinations such as schools, shopping, dining, parks, grocery stores, as well as connections to high-speed transit options.

A mobility hub's area of influence includes Complete Street treatments for improved on- and off-street accessibility typically spanning one, two, or a few miles around the hub. Facilities will be uniquely designed and based on community characteristics to fulfill a variety of travel needs while strengthening a sense of place. Investments in mobility hubs include land acquisition, amenities (e.g., secure micromobility parking and e-charging, interactive travel kiosks, electric vehicle (EV) charging infrastructure, passenger loading zones, parcel delivery lockers, and carshare parking), pedestrian improvements, and traffic calming treatments.

Figure A.14 shows the Regional Mobility Hub Network designed to connect to, from, and within our core urban communities. Table A.14 details the projects for all mobility hubs in the region, except for the San Ysidro Mobility Hub and Central Mobility Hub which are included in Table A.1 and Table A.2, respectively.

Flexible Fleets build on the popularity of services such as rideshare, bikeshare, and scootershare, and fleets can also include neighborhood shuttles and local delivery services. Many of these services are accessible through mobile apps, and they can be operated by public and private agencies or through partnerships between the two. These fleets provide people with services for all types of trips, 24/7, which can reduce the need to own a car. They also provide important connections between high-speed Transit Leap services and key destinations such as work or home, making it easier for commuters to choose transit.

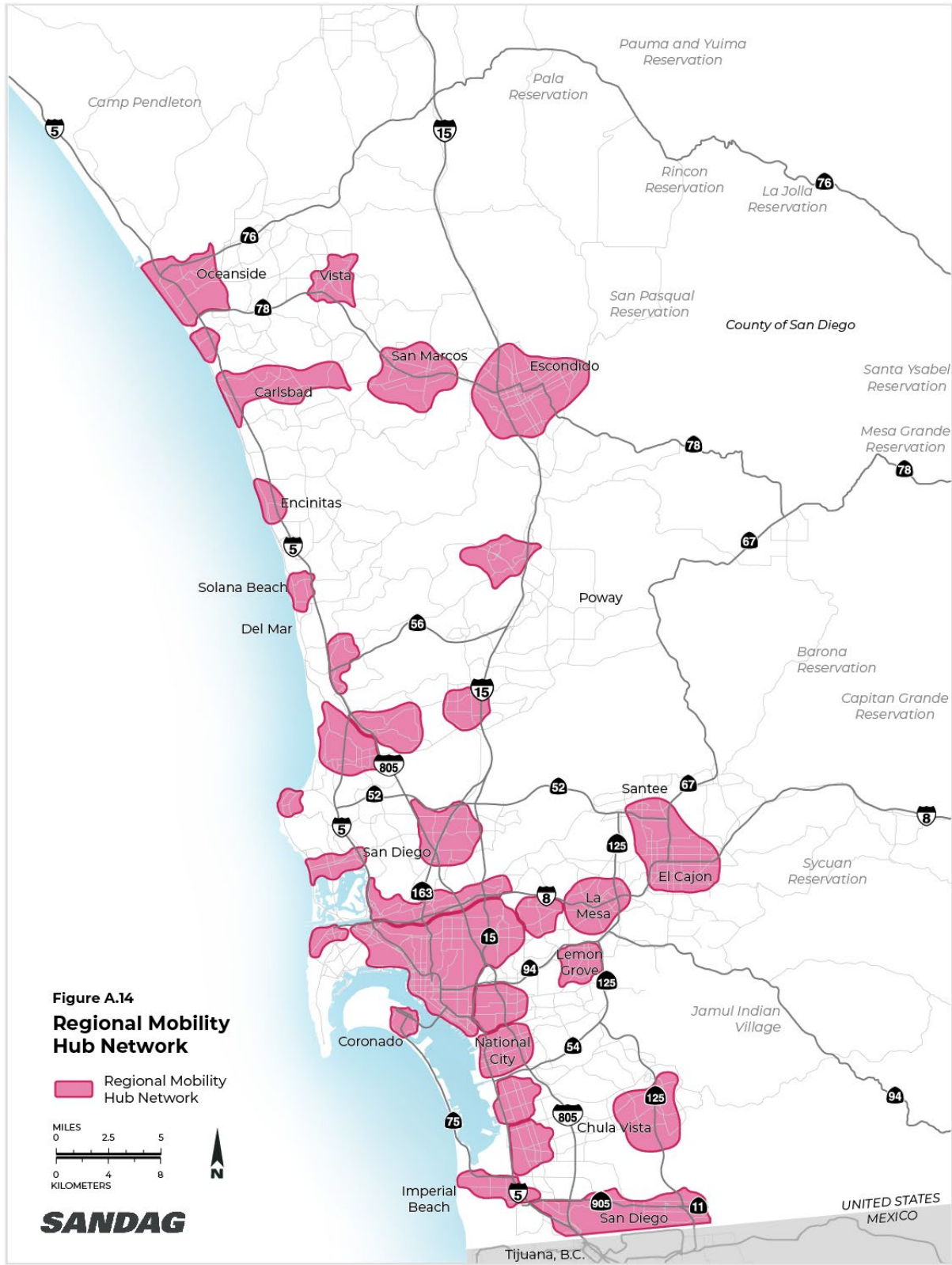
The elements of the Flexible Fleet investments are included in Table A.14 for the entire region.

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Table A.14: Mobility Hubs and Flexible Fleets

Mobility Hubs and Flexible Fleets					
Project ID	Year Built	Category	Project Name	Description	Cost (\$2020) Millions
MH1	2025	Mobility Hubs	Mobility Hub Amenities	Mobility hub amenities including secure micromobility parking and e-charging, interactive travel kiosks, EV charging infrastructure, passenger loading zones, parcel delivery lockers, and carshare parking	\$152
MH2	2035	Mobility Hubs	Mobility Hub Amenities	Mobility hub amenities including secure micromobility parking and e-charging, interactive travel kiosks, EV charging infrastructure, passenger loading zones, parcel delivery lockers, and carshare parking	\$247
MH3	2050	Mobility Hubs	Mobility Hub Amenities	Mobility hub amenities including secure micromobility parking and e-charging, interactive travel kiosks, EV charging infrastructure, passenger loading zones, parcel delivery lockers, and carshare parking	\$285
MHLA2	2035	Mobility Hubs	Other Mobility Hub Land Acquisition	Land acquisition for additional future mobility hub anchor stations	\$66
CCS11	2035	Mobility Hubs	Complete Streets Improvements	Complete streets improvements within mobility hubs such as pedestrian, micromobility, and other traffic calming treatments that complement the Adopted Regional Bike Network	\$1,857
CCS12	2050	Mobility Hubs	Complete Streets Improvements	Complete streets improvements within mobility hubs such as pedestrian, micromobility, and other traffic calming treatments that complement the Adopted Regional Bike Network	\$619
FF1	2025	Flexible Fleets	Flexible Fleets Operations	Operations for Flexible Fleet services including micromobility, ridehail/carshare, rideshare microtransit, and last-mile delivery	\$161
FF2	2035	Flexible Fleets	Flexible Fleets Operations	Operations for Flexible Fleet services including micromobility, ridehail/carshare, rideshare microtransit, and last-mile delivery	\$538
FF3	2050	Flexible Fleets	Flexible Fleets Operations	Operations for Flexible Fleet services including micromobility, ridehail/carshare, rideshare microtransit, and last-mile delivery	\$1,094

Figure A.14: Regional Mobility Hub Network



Next Operating System

The Next Operating System (Next OS) is the “brain” of the entire transportation system. It is a digital platform that compiles information from sources such as passenger vehicles, buses, ridesharing vehicles, delivery trucks, bikes, and scooters into a centralized data hub. Analysis of this data will improve how transportation is planned, operated, and experienced. Transportation operators will be able to better manage supply and demand by modifying how infrastructure and services are used throughout the day. The result will be a modernized transportation system with roads and transit services that operate smoothly and serve people better. The elements of Next OS are included in Table A.15.

Table A.15: Next Operating System

Next Operating System						
Project ID	Year Built	Category	Project Name	Description	Cost (\$2020) Millions	
NO01	2025	Next OS	Data Hub	High-speed data analytics, data repository, and data performance management platform that will bring together public transportation data and develop a public-private information exchange with companies such as transportation network companies	\$32	
NO02	2035	Next OS	Curb Access and Parking	Dynamic management of curbs including access and pricing rules	\$12	
NO03	2035	Next OS	Transit Optimization	Dynamic transit routing, scheduling, and communications	\$7	
NO04	2035	Next OS	Mobility as a Service	Application to plan, book, and pay across public and private shared services	\$10	
NO05	2025	Next OS	Smart Intersections	Intersection safety and signal timing systems that give priority to transit, freight, and emergency vehicles and reduce intersection vehicle and pedestrian conflicts	\$19	
NO06	2035	Next OS	Next Generation Integrated Corridor Management System	Provide coordinated response and control for real-time operations across freeway, arterials, and transit networks	\$7	
NO07	2025	Next OS/ Goods Movement	Regional Border Management System	Regional Border Management System with wait times and dynamic tolling to reduce crossborder wait times	\$15	
NO08	2035	Next OS	Systems and Software	Enables regional transportation system operators to collect, analyze, and share data to improve transportation systems management and operations	\$65	
NO09	2035	Next OS	Operations	Next OS ongoing operations and future system upgrades	\$65	

Systemwide Transit Support Services

In addition to the transit capital projects shown in the major corridor tables, there are also several other supporting transit services and programs that make up the breadth of the transit investments included in the 2021 Regional Plan. Collectively, these services and programs support the Transit Leap component of the 2021 Regional Plan as the region prepares to leap into a future of greater connectivity and high-speed services.

These systemwide transit support services are:

- **Transit Operations Costs:** Based on vehicle, revenue hours, and service spans by service type
- **Transit Frequency Enhancements:** Those routes where frequencies are increased to support more robust local bus service on select corridors
- **Commuter Rail Maintenance Facilities:** Maintenance facilities to enable the operations of the additional commuter rail routes being planned in the system
- **Transit Fare Subsidies:** Subsidies to reduce the fares paid by transit riders

These systemwide transit investments are shown in Table A.16. The specific transit frequency and service span enhancements (by route) are shown in Attachment 1: Transit Leap Frequency and Span of Service.

Table A.16: Systemwide Transit Support Services

Systemwide Transit Support Services				
Project ID	Year Built	Category	Project Name	Cost (\$2020) Millions
—	2025	Transit Leap	Systemwide Operations Costs	\$2,551
TL60	2025	Transit Leap	Vehicle Purchases and Replacements (including spares)	\$466
TL63	2025	Transit Leap	Local Bus Route Enhanced Frequencies – ten minutes in key corridors	Included with operations costs
—	2035	Transit Leap	Systemwide Operations Costs	\$6,636
TL08	2035	Transit Leap	Commuter Rail Maintenance Facilities	\$344
TL61	2035	Transit Leap	Vehicle Purchases and Replacements (including spares)	\$1,274
TL64	2035	Transit Leap	Local Bus Route Enhanced Frequencies – ten minutes in key corridors	Included with operations costs
TL66	2035	Transit Leap	Transit Fare Subsidies	\$752
—	2050	Transit Leap	Systemwide Operations Costs	\$13,776
TL09	2050	Transit Leap	Commuter Rail Maintenance Facilities	\$344
TL62	2050	Transit Leap	Vehicle Purchases and Replacements (including spares)	\$2,541
TL65	2050	Transit Leap	Local Bus Route Enhanced Frequencies – ten minutes in key corridors	Included with operations costs
TL67	2050	Transit Leap	Transit Fare Subsidies	\$3,923

Transportation Network Maps

To gain a sense of the full picture of the regional Transportation Network, the following maps show the progression of improvement through the implementation phases. Figures A.16 through A.27 depict the 2016, 2025, 2035, and 2050 Transit Network, Complete Corridors, and Active Transportation Network, respectively. Figure A.28 is the National Highway Freight Network.

Figure A.16: 2016 Transit Network

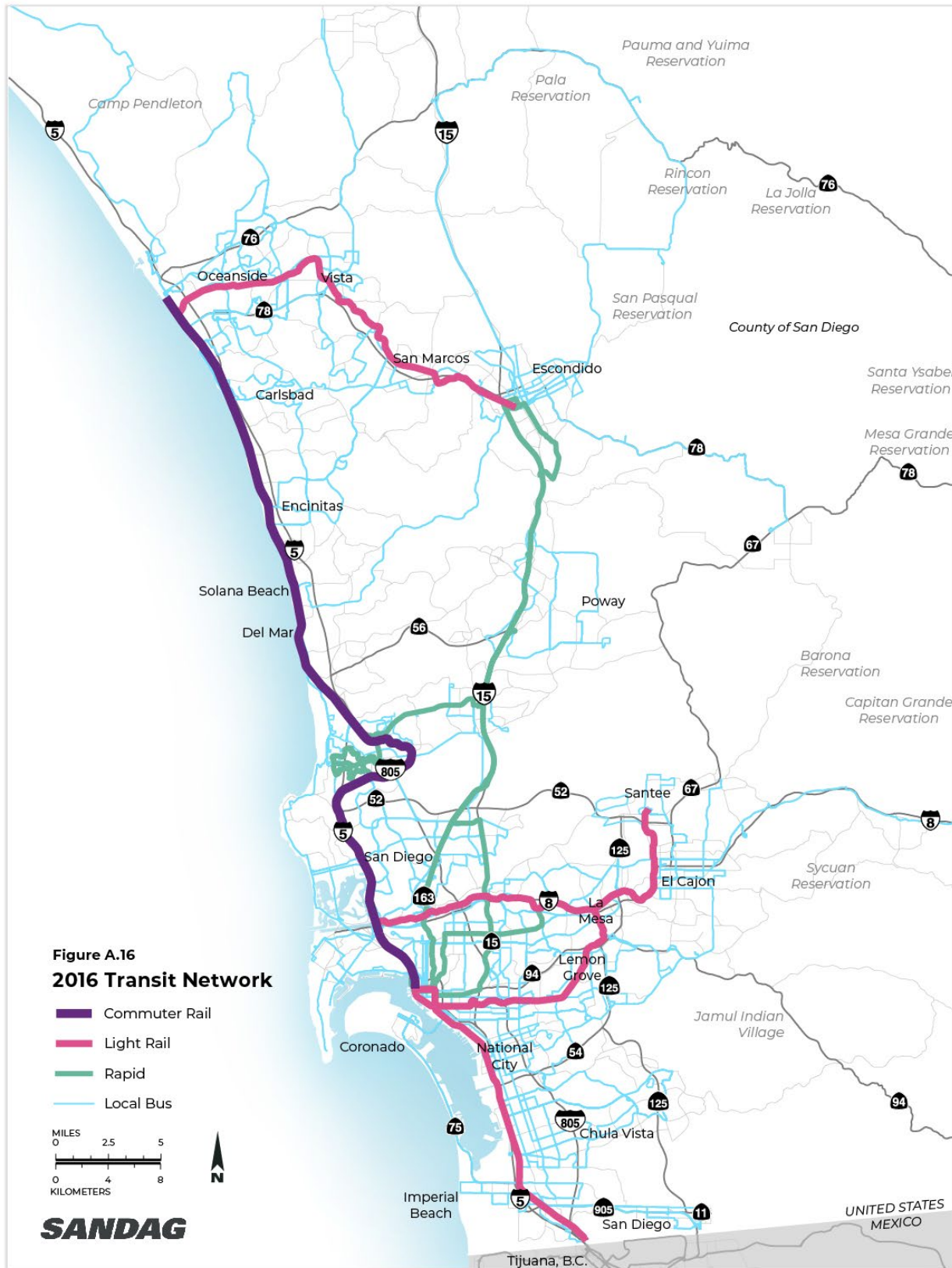


Figure A.17: 2025 Transit Network

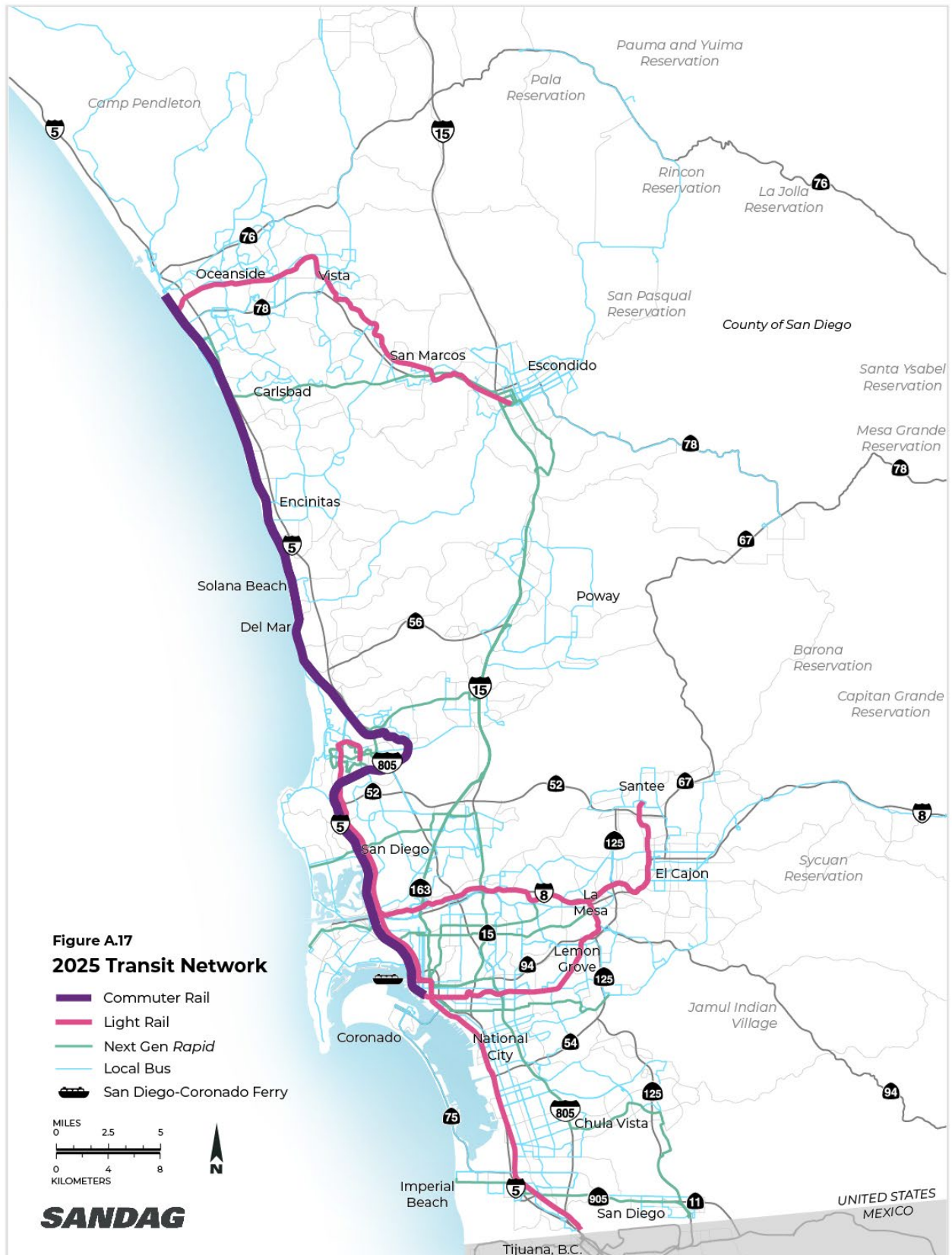


Figure A.18: 2035 Transit Network

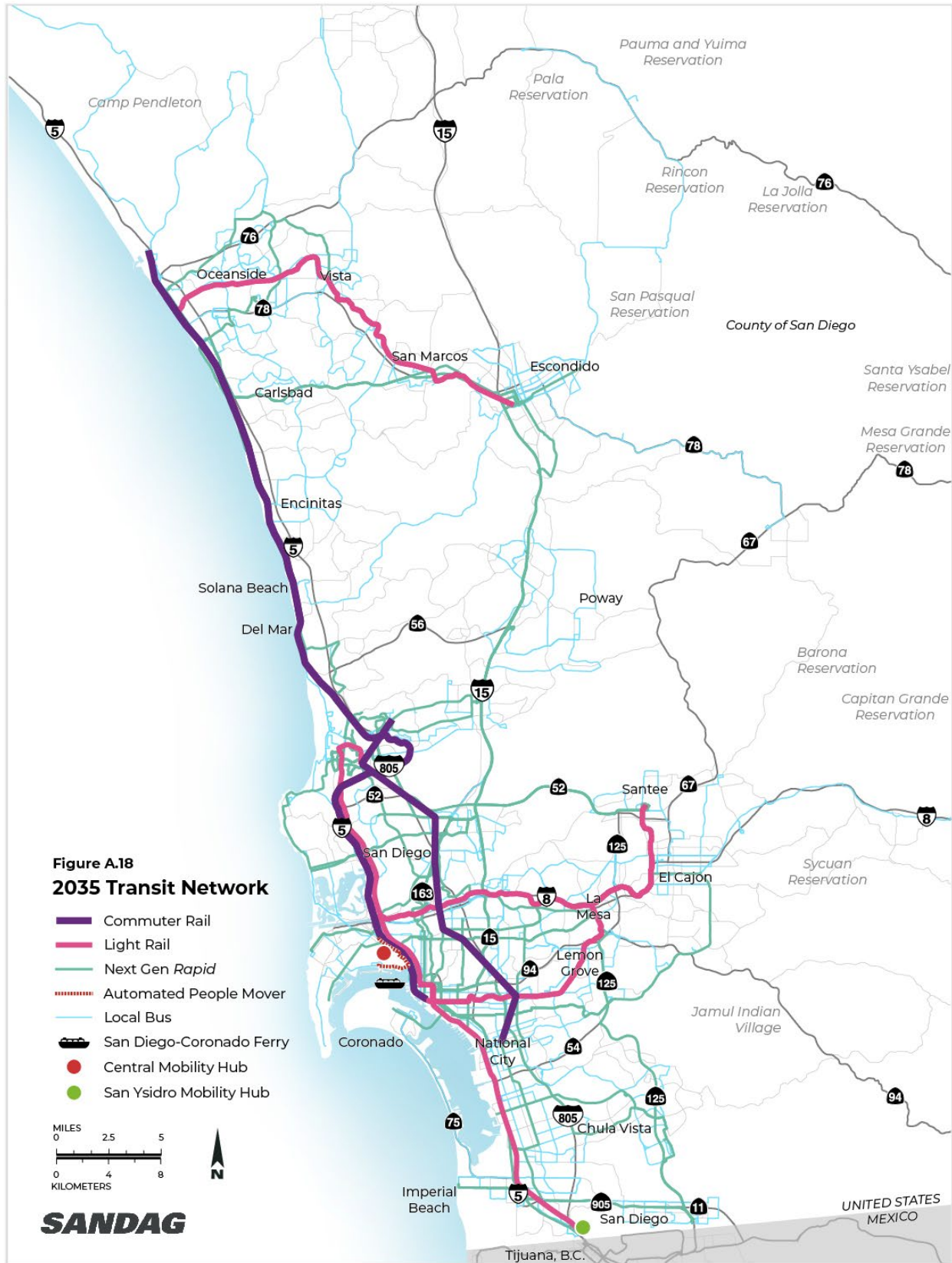


Figure A.19: 2050 Transit Network

