

UNIVERSITY COMMUNITY  
FOCUSED TRANSPORTATION STUDY



Prepared by:  
**City of San Diego**  
**Transportation Planning Section**

October 9, 1997

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## INTRODUCTION

The University Community Planning Group asked the City to help them determine if certain Capital Improvement Program (CIP) projects identified for the community would still be needed in the future. The two projects that were of primary interest were the Genesee Avenue widening between Nobel Drive and State Route 52 (SR-52) (CIP 52-458) and the Regents Road Bridge (CIP 53-044). Two additional supporting projects to the bridge, Regents Road from the bridge to 100 feet north of Lahitte Court (CIP 52-302) and the widening of Regents Road from 100 feet north of Lahitte Court to Governor Drive (CIP 52-303), were also included. The descriptions of these CIP projects are included in **Appendix A**.

To accomplish this task, the Transportation Planning Section created a 1995 base year and a buildout transportation model for the University community. The output from these models was analyzed to determine the levels-of-service on the Circulation Element road network at buildout of the community. In addition, key intersections of Circulation Element roads were analyzed to determine PM peak hour levels of service at buildout.

The previous modeling work in the University community was done in 1987 for the last update of the community plan, approved in 1990.

The traffic model created for this study was based on the San Diego Association of Governments (SANDAG) Series 8 Regional Transportation Models. The ARC INFO and Tranplan software packages were used to build, edit and process the 1995 and buildout models. **Figure 1** shows the Traffic Analysis Zones (TAZs) for the University community.

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TAZ MAP

2

Key:  
# TAZ Numbers  
== TAZ Boundaries

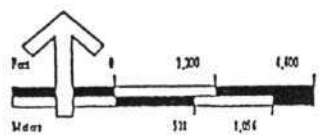
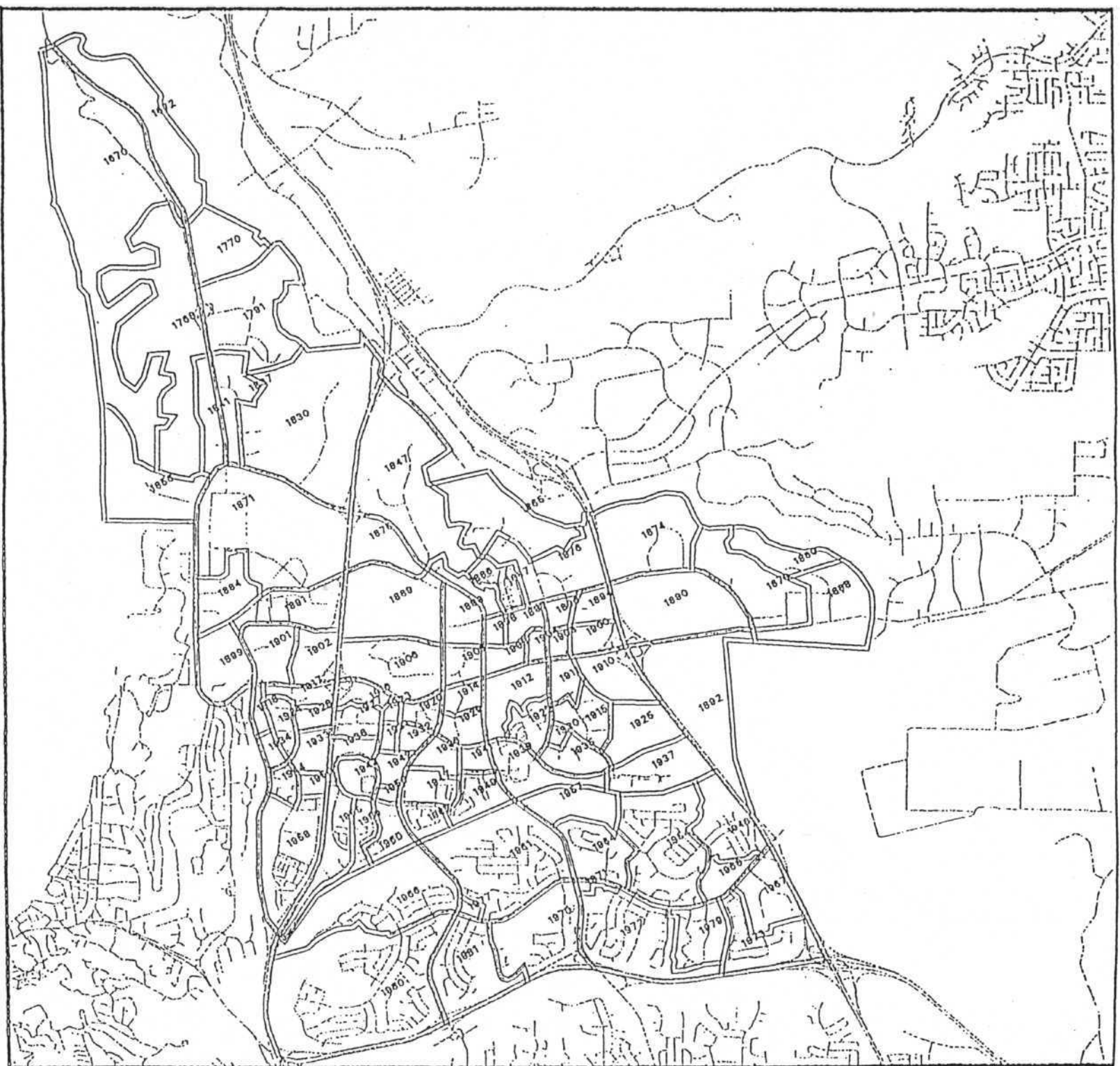


FIGURE 1



## EXISTING CONDITIONS

Daily traffic volume counts of streets were taken with machine counters at various locations throughout the community. In addition, manual intersection peak hour turning movement counts were taken at several key intersections throughout the community. This traffic data, along with existing record traffic volumes were used for two purposes. First, to establish the existing road segment and intersection operating conditions and second, to establish known traffic volume data for comparison to the output of the base year traffic model.

**Figure 2** shows the existing daily traffic volumes on the street segments. Existing roadway classifications are shown on **Figure 3**.

### Street Segments

Based on existing roadway classifications and existing daily traffic volumes, those roadway segments that, exceed the maximum desirable traffic volumes derived from the *City's Traffic Impact Study Manual* (see **Table 1**), experience congestion at the present time are shown on **Figure 4**.

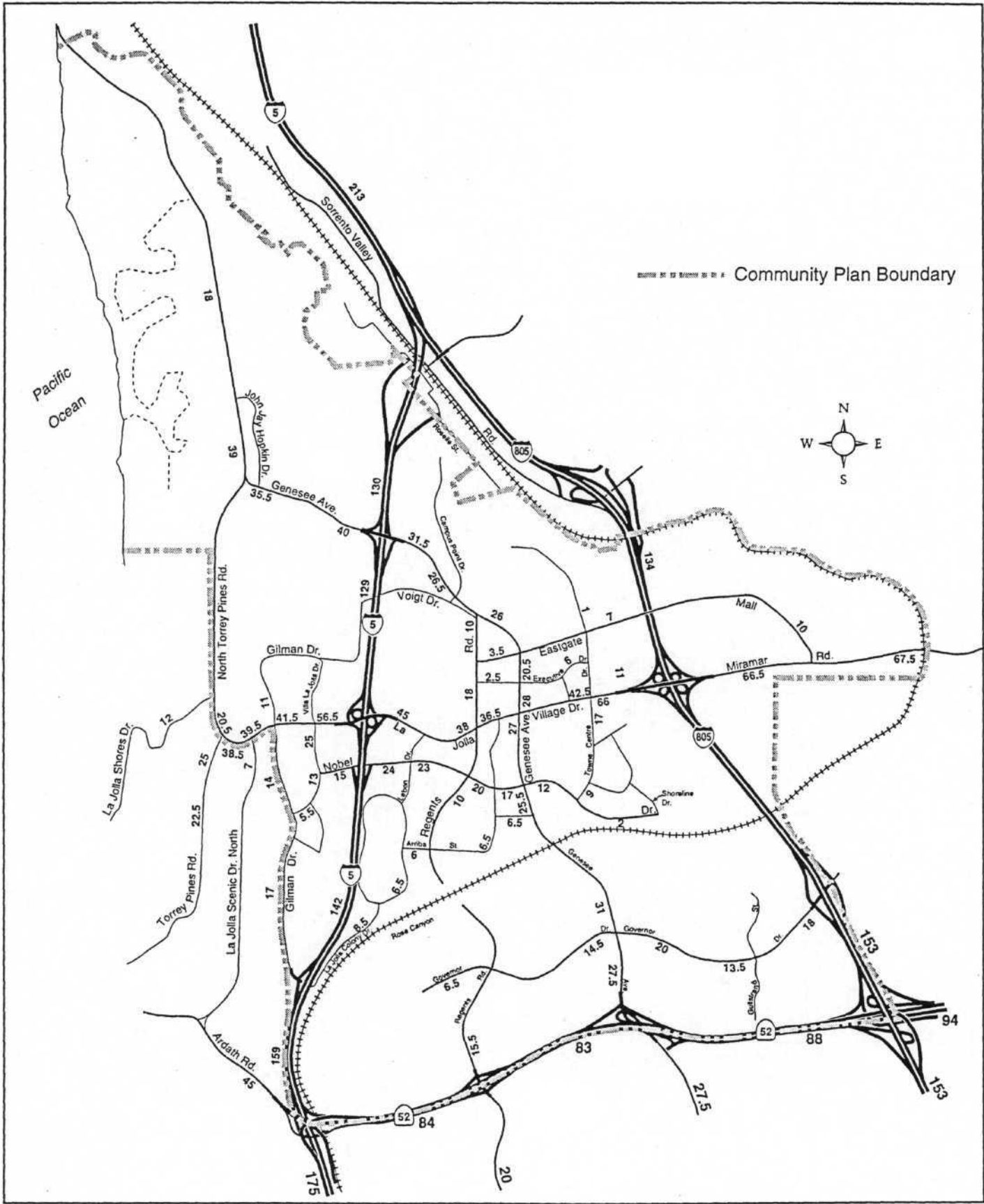
### Signalized Intersections

**Figure 5** shows the existing key signalized intersections that are experiencing congestion (with Levels of Service E and F) during the PM peak hour. **Table 2** shows the intersection evaluation criteria and the range of seconds of stopped delay per vehicle for the levels of service A through F.

Please refer to the "Background Conditions Transportation Report for the University Community" dated September 1995, for more detailed information on existing roadway and intersection performance, intersection configurations, and locations of traffic signals, bike lanes and transit routes.

### Base Year Model Calibration

SANDAG's Series 8 model used 1990 for the base year. For the University model we updated the base year data to 1995 for the land use and the roadway network within the University community.



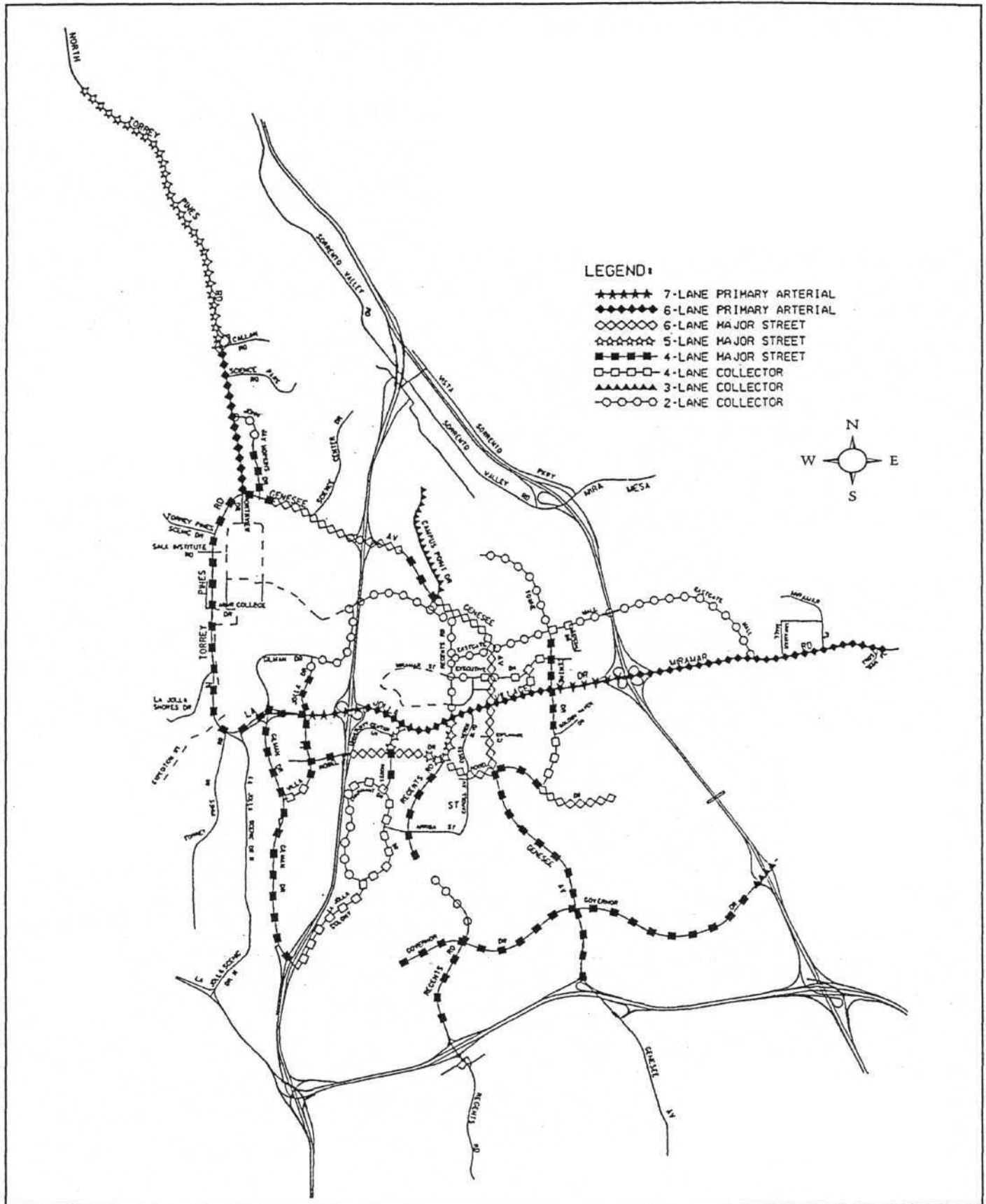
**Existing Daily Traffic Volumes (x1000)**  
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# Existing Functional Street Classifications

(September 1995)

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TABLE 1

**ROADWAY CLASSIFICATIONS, LEVELS OF SERVICE (LOS)  
AND AVERAGE DAILY TRAFFIC (ADT)**

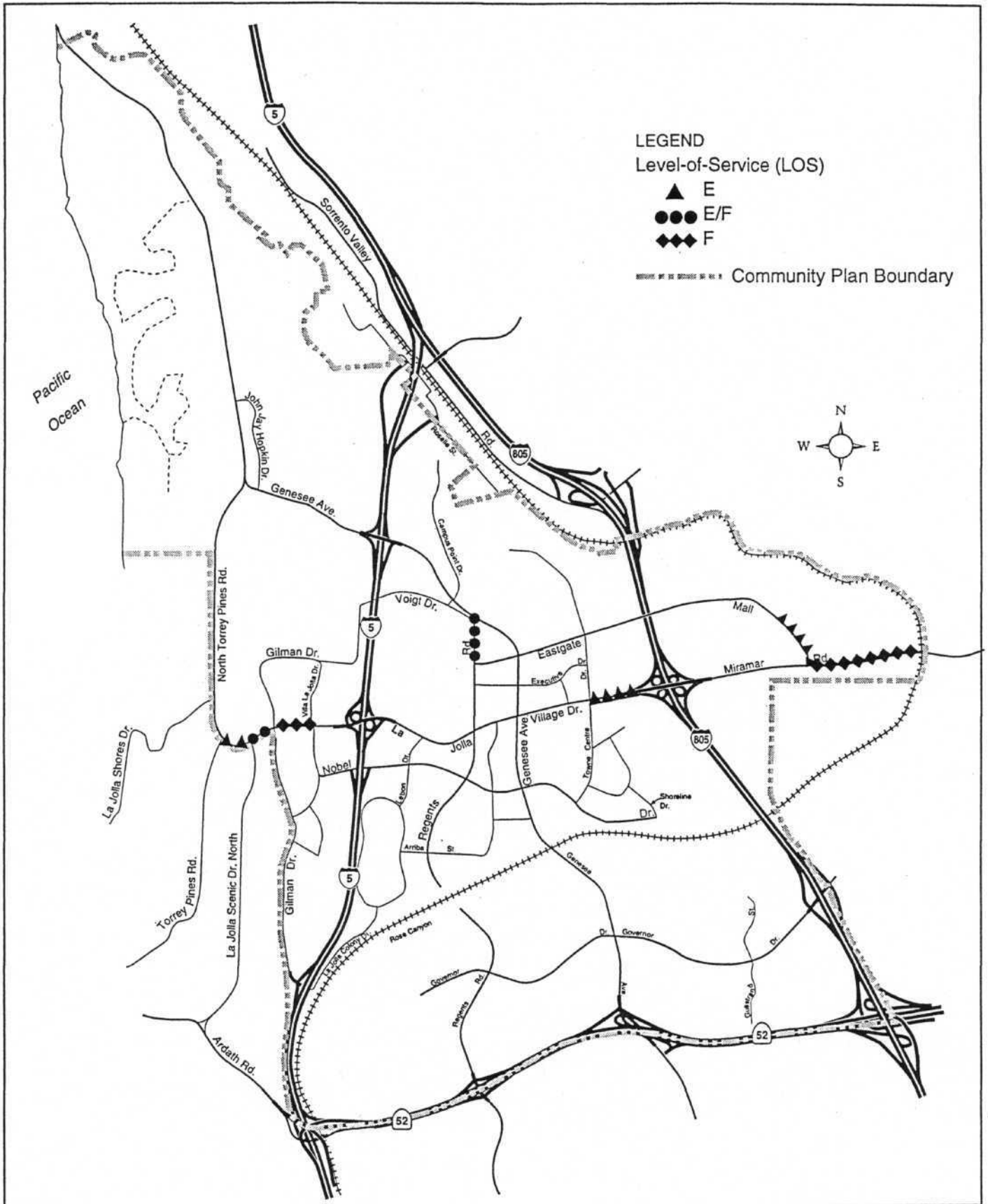
STREET CLASSIFICATION	LANES	CROSS SECTIONS	LEVEL OF SERVICE				
			A (.50)	B (.70)	C (1.00)	D (1.1-1.3)	E (1.2-1.6)
Freeway	8 lanes		60,000	84,000	120,000	140,000	150,000
Freeway	6 lanes		45,000	63,000	90,000	110,000	120,000
Freeway	4 lanes		30,000	42,000	60,000	70,000	80,000
Expressway	6 lanes	102/122	30,000	42,000	60,000	70,000	80,000
Prime Arterial	6 lanes	102/122	25,000	35,000	50,000	55,000	60,000
Major Arterial	6 lanes	102/122	20,000	28,000	40,000	45,000	50,000
Major Arterial	4 lanes	78/98	15,000	21,000	30,000	35,000	40,000
Collector	4 lanes	72/92	7,500	10,500	20,000	25,000	30,000
Collector (no center lane) (continuous left-turn lane)	4 lanes 2 lanes	64/84 52/72	5,000	7,000	10,000	13,000	15,000
Collector (no fronting property)	2 lanes	40/60	4,000	5,500	7,500	9,000	10,000
Collector (commercial-industrial fronting)	2 lanes	50/70	2,500	3,500	5,000	6,500	8,000
Collector (multi family)	2 lanes	40/60	2,500	3,500	5,000	6,500	8,000
Collector (single family)	2 lanes	40/60	---	---	2,200	---	---

## LEGEND:

XXX/XXX = Curb-to-curb width (feet)/right-of-way (feet): based on the City of San Diego Street Design Manual.  
 XXX,XXX= Approximate recommended ADT based on the City of San Diego Street Design Manual.

## NOTES:

1. The volumes and the average daily level of service listed above are only intended as a general planning guideline.
2. Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors.

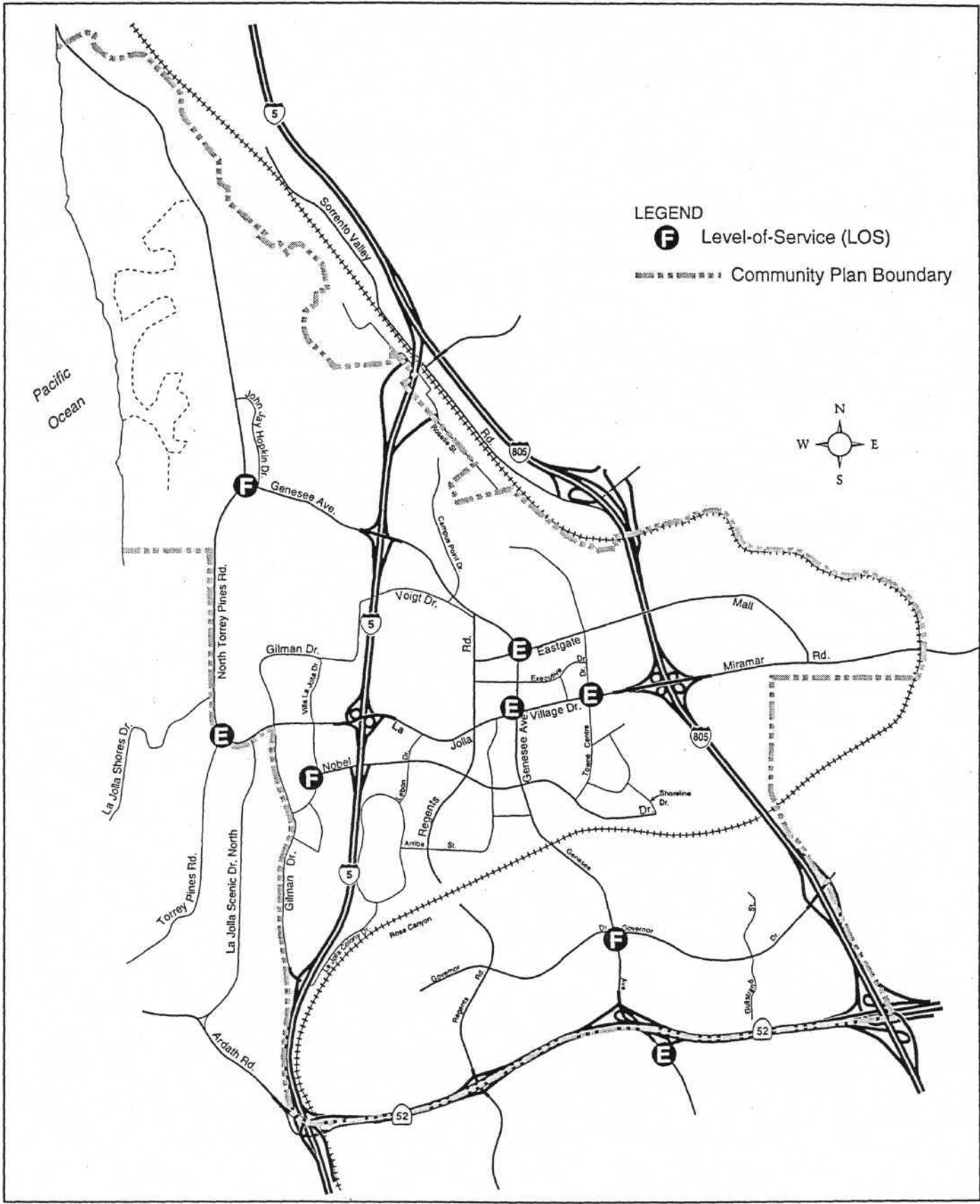


# Congested Street Segments University Focused Transportation Study

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# Congested Intersections (PM Peak Hour)

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Table 2

INTERSECTION EVALUATION CRITERIA

The levels of service for signalized intersections are calculated using the operations analysis methodology of the 1985 Highway Capacity Manual. This method assesses the effects of signals (type, timing, phasing, and progression), vehicle mix, and geometries on delay. Level of Service designations are based solely on the criterion of calculated average stopped delay per vehicle, since delay is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The Table below summarizes the relationship between LOS and delay. The tabulated delay criterion may be applied in assigning LOS designations to individual lane groups or intersection approaches, or to entire intersections.

LEVEL OF SERVICE CRITERIA FOR  
SIGNALIZED INTERSECTIONS\*

Level of Service	Stopped Delay Per Vehicle (seconds)
A	≤5.0
B	5.1 to 15.0
C	15.1 to 25.0
D	25.1 to 40.0
E	40.1 to 60.0
F	>60.0

\*Source: Transportation Research Board, Special Report 209, Highway Capacity Manual, Washington, D.C., 1994

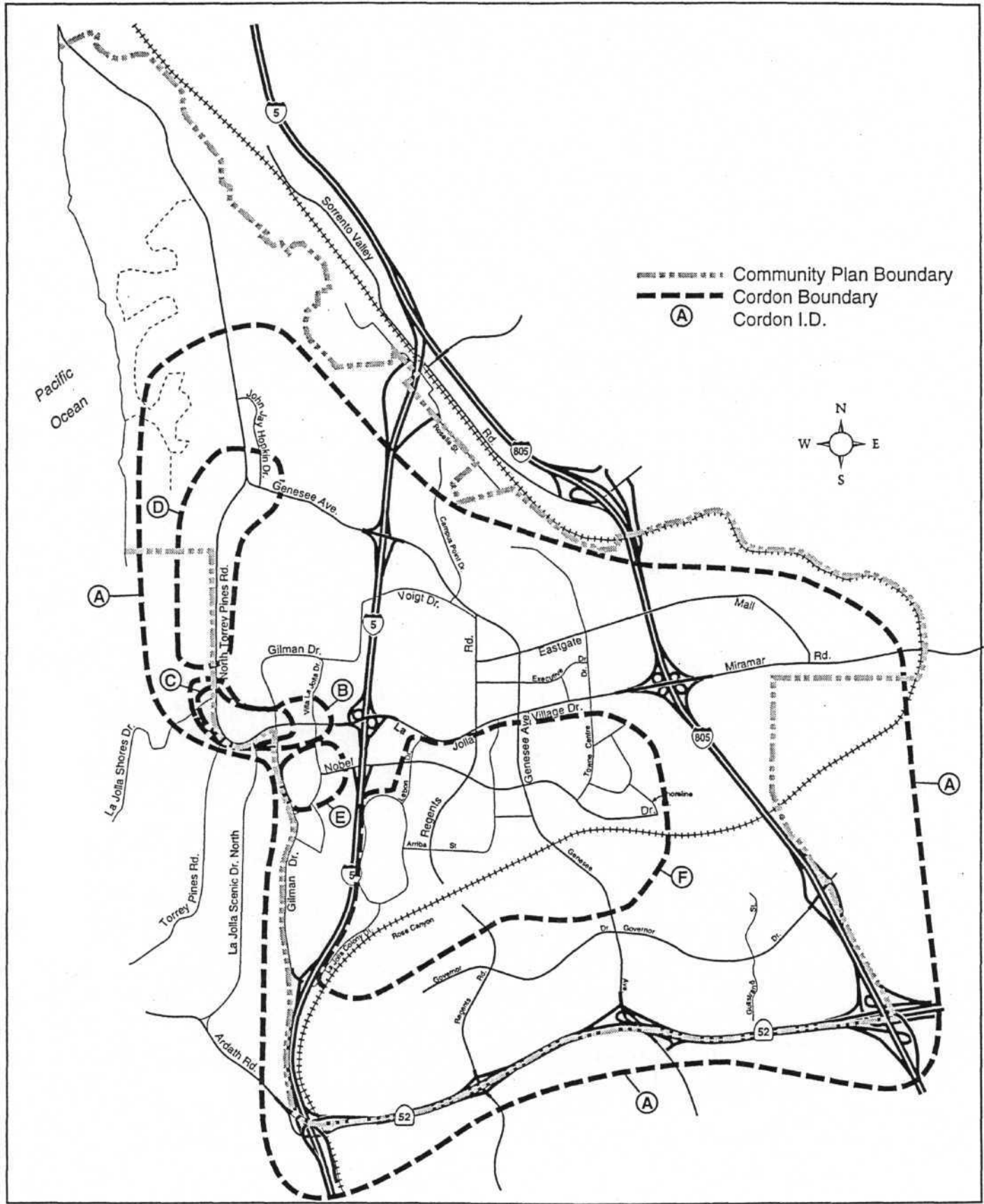
The land use maps for the University community produced by SANDAG and the land use listing for each community TAZ were given to the Long Range Planning staff for the University community who confirmed and updated existing uses to the year 1995 (See Appendix B).

The SANDAG 1990 model roadway network attributes were plotted and printed and compared to record data and field investigations to update it to 1995 conditions.

After updating the input data to 1995, the base year model was run to output simulated traffic volumes on the street network. These volumes were compared to the actual machine count volumes to test the model assumptions and to see how well the 1995 traffic volumes could be replicated by the traffic model. This validation process is referred to as "calibration of the base year model."

Cordons surrounding key areas of the community and screen lines crossing selected road segments were established to measure the model output volumes against the actual machine count volumes throughout the community. **Figure 6** shows the cordons and **Figure 7** shows the screen lines.

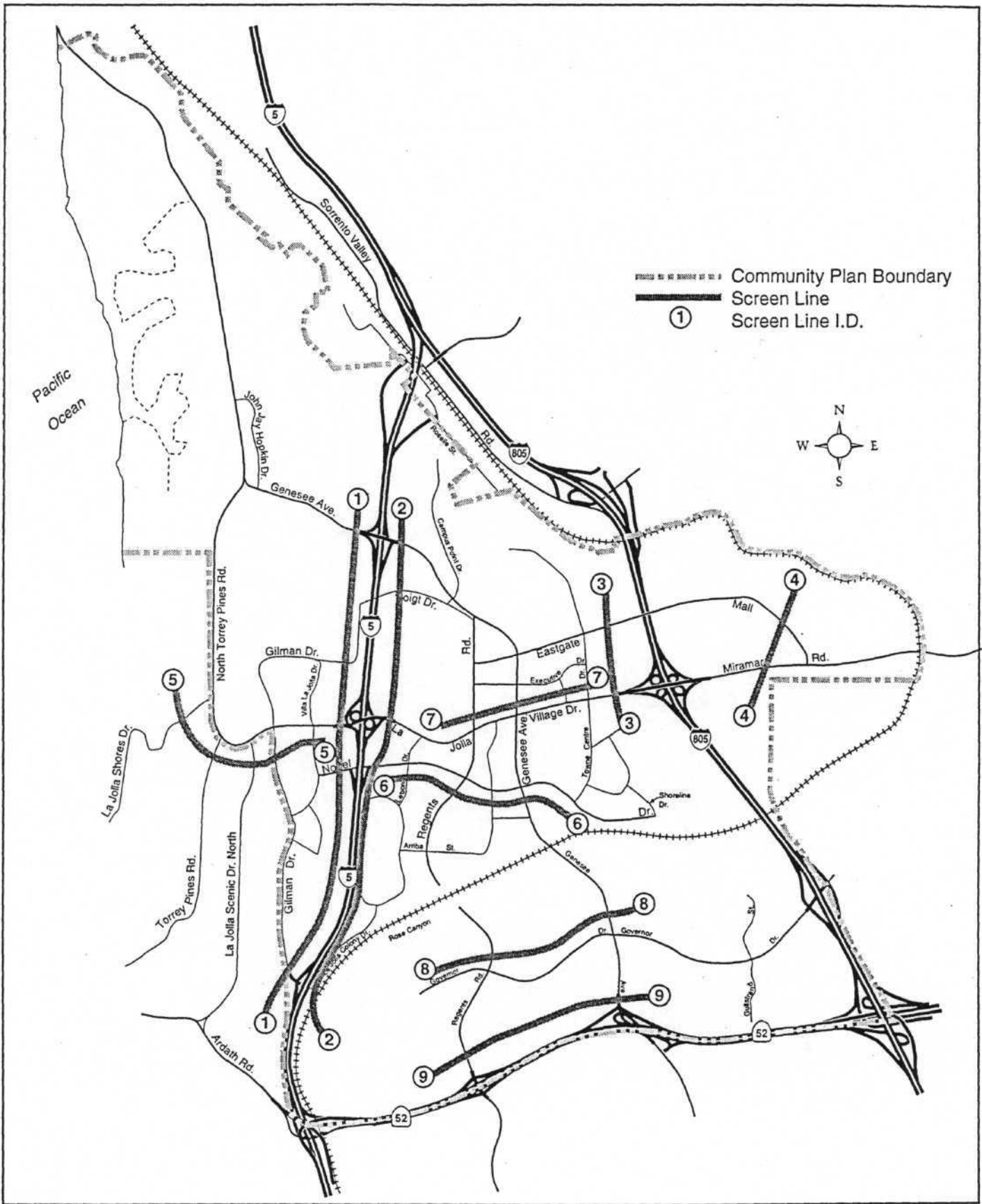
**Figure 8** shows the 1995 base year model daily traffic volumes and **Tables 3 and 4** show the cordon and screen line daily volume comparisons. As can be seen on Table 3 for cordon "A," the model output for traffic entering and leaving the community as a whole was within 1 percent of the actual counted volume demonstrating that the base year calibration of the model was quite successful.



# Cordons University Focused Transportation Study

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# Screen Lines

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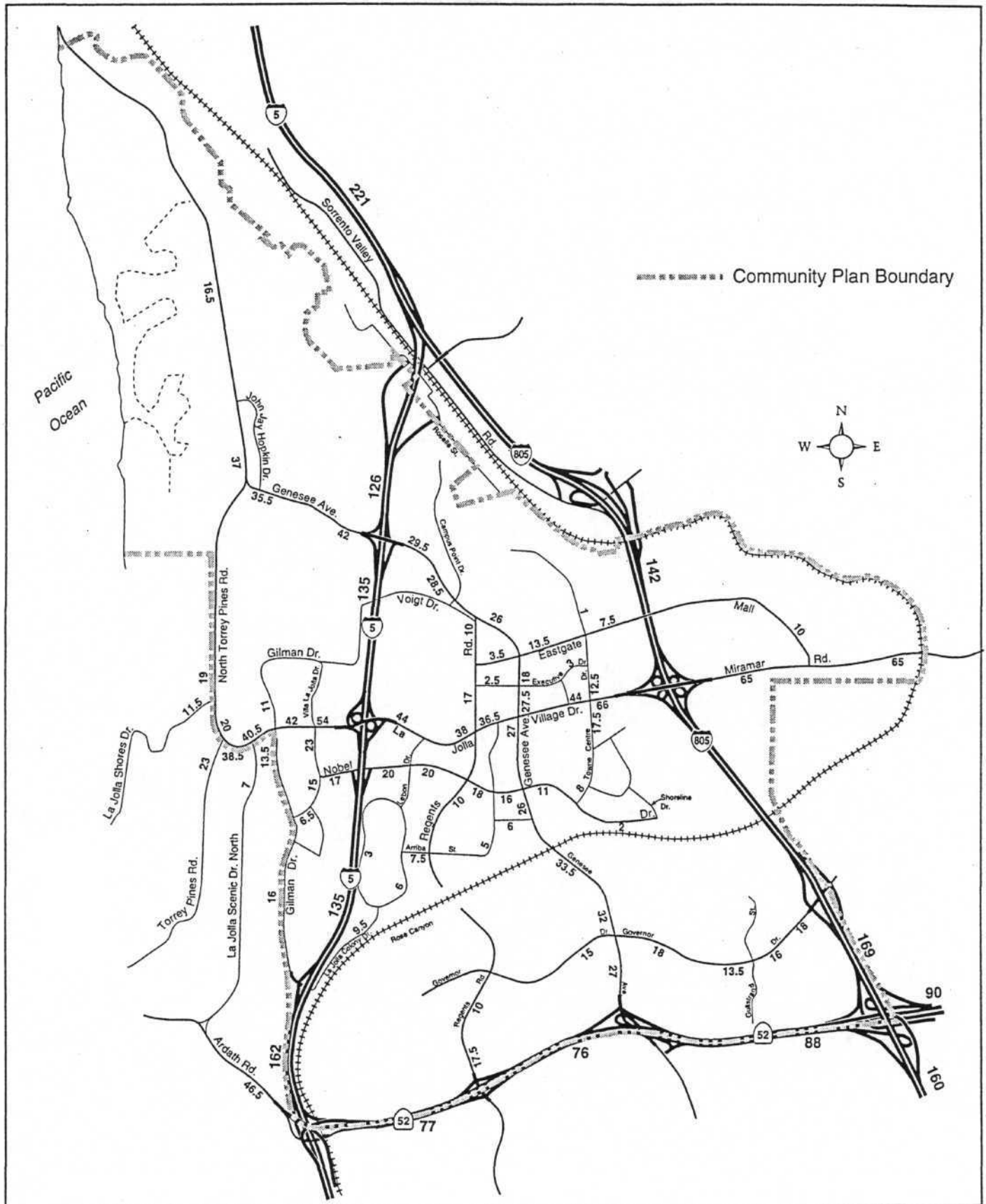
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# 1995 Base Year Model Daily Traffic Volumes (x1000) University Focused Transportation Study

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**TABLE 3**  
**UNIVERSITY FOCUSED TRANSPORTATION STUDY**  
**1995 BASE YEAR**  
**CORDON DAILY VOLUME COMPARISONS**

CORDON	STREET	LOCATION	EXISTING DAILY VOLUME(1)	BASE YEAR YEAR FORECAST (2)	FORECAST ACTUAL DIFFERENCE	FORECAST PERCENT DIFFERENCE
A	N. Torrey Pines Rd	S/O Callan Rd	18,000	16,500	-1500	-8
	I-5	N/O Genesee	130,000	126,000	-4000	-3
	I-805	N/O Eastgate Mall	134,000	155,000	21000	16
	Miramar Rd	E/O Miramar Pl	67,500	65,000	-2500	-4
	SR 52	E/O I-805	94,000	90,000	-4000	-4
	I-805	S/O SR 52	153,000	160,000	7000	5
	Genesee Ave	S/O SR 52	27,500	26,000	-1500	-5
	Regents Rd	S/O SR 52	20,000	21,500	1500	8
	I-5	S/O SR 52	175,000	170,500	-4500	-3
	Ardath Rd	N/O SR 52	45,000	46,500	1500	3
	La Jolla Scenic Dr	S/O La Jolla Village Dr	7,000	7,000	0	0
	Torrey Pines Rd	S/O La Jolla Village Dr	25,000	23,000	-2000	-8
	La Jolla Shores Dr	E/O Torrey Pines Rd	12,000	11,500	-500	-4
<b>TOTAL</b>			<b>908,000</b>	<b>918,500</b>	<b>10500</b>	<b>1</b>
B	Torrey Pines Rd	N/O La Jolla Shores	22,500	19,000	-3500	-16
	La Jolla Shores Dr	E/O Torrey Pines Rd	12,000	11,500	-500	-4
	Torrey Pines Rd	S/O La Jolla Village Dr	25,000	23,000	-2000	-8
	La Jolla Scenic Dr	S/O La Jolla Village Dr	7,000	7,000	0	0
	Gilman Dr	S/O La Jolla Village Dr	14,000	13,500	-500	-4
	Villa La Jolla Dr	S/O La Jolla Village Dr	26,000	23,000	-3000	-12
	La Jolla Village Dr	E/O Villa La Jolla Dr	56,500	54,000	-2500	-4
	Villa La Jolla Dr	N/O La Jolla Village Dr	16,500	20,000	3500	21
	Gilman Dr	N/O La Jolla Village Dr	11,000	11,000	0	0
	<b>TOTAL</b>			<b>190,500</b>	<b>182,000</b>	<b>-8500</b>
C	Torrey Pines Rd	N/O La Jolla Shores	22,500	19,000	-3500	-16
	La Jolla Shores Dr	E/O Torrey Pines Rd	12,000	11,500	-500	-4
	Torrey Pines Rd	S/O La Jolla Village Dr	25,000	23,000	-2000	-8
	La Jolla Scenic Dr	S/O La Jolla Village Dr	7,000	7,000	0	0
	La Jolla Village Dr	E/O Gilman Dr	41,500	42,000	500	1
<b>TOTAL</b>			<b>108,000</b>	<b>102,500</b>	<b>-5500</b>	<b>-5</b>
D	Torrey Pines Rd	N/O La Jolla Shores	22,500	19,000	-3500	-16
	Genesee Ave	E/O John J. Hopkins	40,000	42,000	2000	5
	John J Hopkins	N/O Genesee Ave	8,500	9,000	500	6
	N. Torrey Pines Rd	N/O Genesee Ave	39,000	37,000	-2000	-5
<b>TOTAL</b>			<b>110,000</b>	<b>107,000</b>	<b>-3000</b>	<b>-3</b>
E	Gilman Dr	S/O La Jolla Village Dr	14,000	13,500	-500	-4
	Gilman Dr	S/O Vill Alicante	17,000	16,000	-1000	-6
	Nobel Dr	W/O I-5	15,000	17,000	2000	13
	Villa La Jolla Dr	S/O La Jolla Village Dr	26,000	23,000	-3000	-12
<b>TOTAL</b>			<b>72,000</b>	<b>69,500</b>	<b>-2500</b>	<b>-3</b>
F	La Jolla Colony Dr	E/O I-5	8,500	9,500	1000	12
	Genesee Ave	N/O Governor Dr	31,000	32,000	1000	3
	Towne Centre Dr	S/O La Jolla Village Dr	17,000	17,500	500	3
	Genesee Ave	S/O La Jolla Village Dr	27,000	27,000	0	0
	Regents Rd	S/O La Jolla Village Dr	12,500	11,500	-1000	-8
	Lebon Dr	S/O La Jolla Village Dr	12,000	11,000	-1000	-8
	Nobel Dr	W/O Lebon Dr	24,000	20,000	-4000	-17
<b>TOTAL</b>			<b>132,000</b>	<b>128,500</b>	<b>-3500</b>	<b>-3</b>

(1) Source: Machine Count Index, Traffic Engineering Division, Engineering & Development Department, City of San Diego.

Rounded to nearest 500 ADT

(2) Source: 1995 Base Year Calibration Run #16 (Final), Transportation Planning Section, Community & Economic Development, City of San Diego

Rounded to nearest 500 ADT

**TABLE 4**  
**UNIVERSITY FOCUSED TRANSPORTATION STUDY**  
**1995 BASE YEAR**  
**SCREENLINE DAILY VOLUME COMPARISON**

SCREEN-LINE	STREET	LOCATION	EXISTING DAILY VOLUME (1)	BASE YEAR FORECAST (2)	FORECAST ACTUAL DIFFERENCE	FORECAST PERCENT DIFFERENCE
1-1	Genesee Ave	W/O I-5	40,000	42,000	2000	5
	Voigt Dr	W/O I-5	7,500	7,500	0	0
	La Jolla Village Dr	W/O I-5	56,500	54,000	-2500	-4
	Nobel Dr	W/O I-5	15,000	17,000	2000	13
	Gilman Dr	W/O I-5	17,000	16,000	-1000	-6
<b>Total</b>			<b>136,000</b>	<b>136,500</b>	<b>500</b>	<b>0</b>
2-2	Genesee Ave	E/O I-5	31,500	29,500	-2000	-6
	La Jolla Village Dr	E/O I-5	45,000	44,000	-1000	-2
	Nobel Dr	E/O I-5	24,000	20,000	-4000	-17
	La Jolla Colony Dr	E/O I-5	8,500	9,500	1000	12
<b>Total</b>		<b>109,000</b>	<b>103,000</b>	<b>-6000</b>	<b>-6</b>	
3-3	Eastgate Mall	W/O I-805	7,000	7,500	500	7
	La Jolla Village Dr	W/O I-805	66,000	66,000	0	0
<b>Total</b>		<b>73,000</b>	<b>73,500</b>	<b>500</b>	<b>1</b>	
4-4	Eastgate Mall	E/O I-805	10,000	10,000	0	0
	Miramar Rd	E/O I-805	66,500	65,000	-1500	-2
<b>Total</b>		<b>76,500</b>	<b>75,000</b>	<b>-1500</b>	<b>-2</b>	
5-5	La Jolla Shores Dr	E/O Torrey Pines Rd	12,000	11,500	-500	-4
	Torrey Pines Rd	S/O La Jolla Village Dr	25,000	23,000	-2000	-8
	La Jolla Scenic Dr	S/O La Jolla Village Dr	7,000	7,000	0	0
	Gilman Dr	S/O La Jolla Village Dr	14,000	13,500	-500	-4
	Villa La Jolla Dr	S/O La Jolla Village Dr	26,000	23,000	-3000	-12
<b>Total</b>		<b>84,000</b>	<b>78,000</b>	<b>-6000</b>	<b>-7</b>	
6-6	Lebon Dr	S/O Nobel Dr	11,000	11,000	0	0
	Regents Rd	S/O Nobel Dr	10,000	10,000	0	0
	Genesee Ave	S/O Nobel Dr	25,500	26,000	500	2
<b>Total</b>		<b>46,500</b>	<b>47,000</b>	<b>500</b>	<b>1</b>	
7-7	Regents Rd	N/O La Jolla Village Dr	18,000	17,000	-1000	-6
	Genesee Ave	N/O La Jolla Village Dr	28,000	27,500	-500	-2
	Executive Wy	N/O La Jolla Village Dr	3,500	4,000	500	14
	Towne Centre Dr	N/O La Jolla Village Dr	11,000	12,500	1500	14
<b>Total</b>		<b>60,500</b>	<b>61,000</b>	<b>500</b>	<b>1</b>	
8-8	Regents Rd	N/O Governor	1,500	1,500	0	0
	Genesee Ave	N/O Governor	31,000	32,000	1000	3
<b>Total</b>		<b>32,500</b>	<b>33,500</b>	<b>1000</b>	<b>3</b>	
9-9	Regents Rd	N/O SR 52	15,500	17,500	2000	13
	Genesee Ave	N/O SR 52	27,500	27,000	-500	-2
<b>Total</b>		<b>43,000</b>	<b>44,500</b>	<b>1500</b>	<b>3</b>	

(1) Source: Machine Count Index, Traffic Engineering Division, Engineering & Development Department, City of San Diego.

Rounded to nearest 500 ADT

(2) Source: 1995 Base Year Calibration Run #16 (Final), Transportation Planning Section, Community & Economic Development, City of San Diego

Rounded to nearest 500 ADT

## FUTURE CONDITIONS

SANDAG's Series 8 model used 2015 for the forecast year. For the University model, the land uses and the roadway network within the University community were modified and expanded to include buildout conditions.

The land use maps for the University community produced by SANDAG and the 2015 land use listing for each TAZ were given to the Long Range Planning staff for the University community who confirmed and updated them to reflect the buildout of the community (See Appendix C).

The SANDAG 2015 roadway network attributes were compared to existing data and the University community circulation element roadway network and were modified to reflect buildout conditions. **Figure 9** shows the Circulation Element for the University community adopted on January 16, 1990.

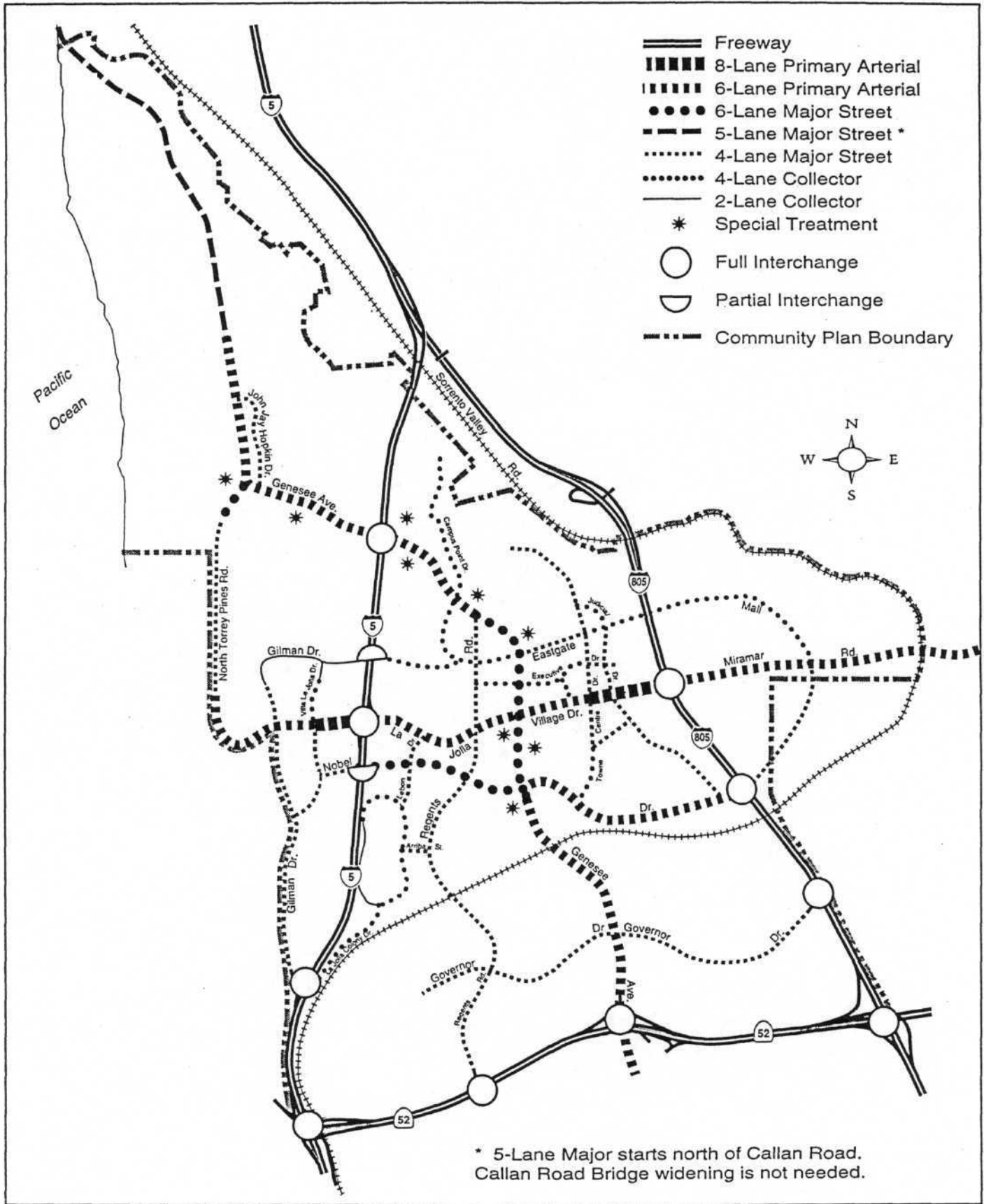
### Alternatives Studied

Four alternatives were initially chosen to test the need for one or both of the two CIP projects. **Table 5** shows the different combinations of the Genesee Avenue widening and the Regents Road Bridge that made up Alternatives 1-4.

Alternative 1 nearly represents the adopted circulation element for University with the exception of the full interchanges at I-5/SR-52 and I-805/Nobel Drive. Alternative 3 represents the "no build" condition for the two CIP projects. In Alternative 2, Genesee Avenue widening was "in" but the Regents Road Bridge was "out". In Alternative 4, Genesee Avenue widening was "out" but the Regents Road Bridge was "in".

After an initial review by the community planning group, some additional alternatives were proposed to test the amount of traffic reduction that would be realized from a decrease in community development. The four network alternatives were combined with a 20 percent reduction in generated trips for undeveloped parcels that did not have active development permits. **Table 6** shows the descriptions of Alternatives 5-8.

The development levels within the University community are shown in **Table 7**. This table shows that the community was 82 percent builtout in 1995, leaving 18 percent yet to be developed. Of that 18 percent, parcels representing 12 percent of buildout trips had active development permits. This left only 6 percent of the buildout trips coming from parcels that did not already have a level of development approved by the City.



**Adopted Circulation Element (January 16, 1990)**  
**University Focused Transportation Study**

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Table 5

UNIVERSITY FOCUSED TRANSPORTATION STUDY  
 BUILDOUT MODEL  
 NETWORK ALTERNATIVES

	Genesee Avenue	Regents Bridge
	-----	
Alternative 1	6 lanes	In
Alternative 2	6 lanes	Out
Alternative 3	4 lanes	Out
Alternative 4	4 lanes	In

All alternatives include the extension of Nobel Drive from Judicial Drive to Miramar Road and the I-805/Nobel Drive half-diamond interchange.

Table 6

UNIVERSITY FOCUSED TRANSPORTATION STUDY  
 BUILDOUT MODEL  
 NETWORK ALTERNATIVES

	Genesee Avenue	Regents Bridge
-----		
Alternative 5	6 lanes	In
Alternative 6	6 lanes	Out
Alternative 7	4 lanes	Out
Alternative 8	4 lanes	In

*With 20% Reduction of Trip Generation on  
 Undeveloped Parcels Without Active Permits*

All alternatives include the extension of Nobel Drive from Judicial Drive to Miramar Road and the I-805/Nobel Drive half-diamond interchange.

Table 7

Development Levels within the University Community

1995 Vehicle Trip Ends ..... 623,684

Buildout Vehicle Trip Ends ..... 764,444

Percent Builtout in 1995 (Based on Trip Generation) ..... 82 %

Undeveloped Parcels w/o Active Permits

Land Use Type	Intensity	Vehicle Trips	20% Trip Reduction
Industrial	442 KSF	6,188	1,238
Science / Research	3,183 KSF	29,862	5,972
Residential	801 DUs	3,688	738
SR / VC / Office	500 KSF	6,000	1,200
<b>TOTAL</b>		<b>45,738</b>	<b>9,148</b>

Undeveloped Parcels w/o Active Permits Percent of Buildout ..... 6 %

Undeveloped Parcels w/ Active Permits Percent of Buildout ..... 12 %



This 6 percent represented about 45,700 trips in the community. A 20 percent reduction in these trips was about 9,100 trips, which represented less than 2 percent of the 764,444 total buildout traffic for the community.

All the alternatives included the extension of Nobel Drive from Judicial Drive to Miramar Road and the I-805/Nobel Drive half-diamond interchange.

## ANALYSIS OF FUTURE TRAFFIC

In order to analyze future traffic, two sets of capacity analyses were conducted:

- (1) Street Segment Capacity Analysis, and
- (2) Intersection Capacity Analysis.

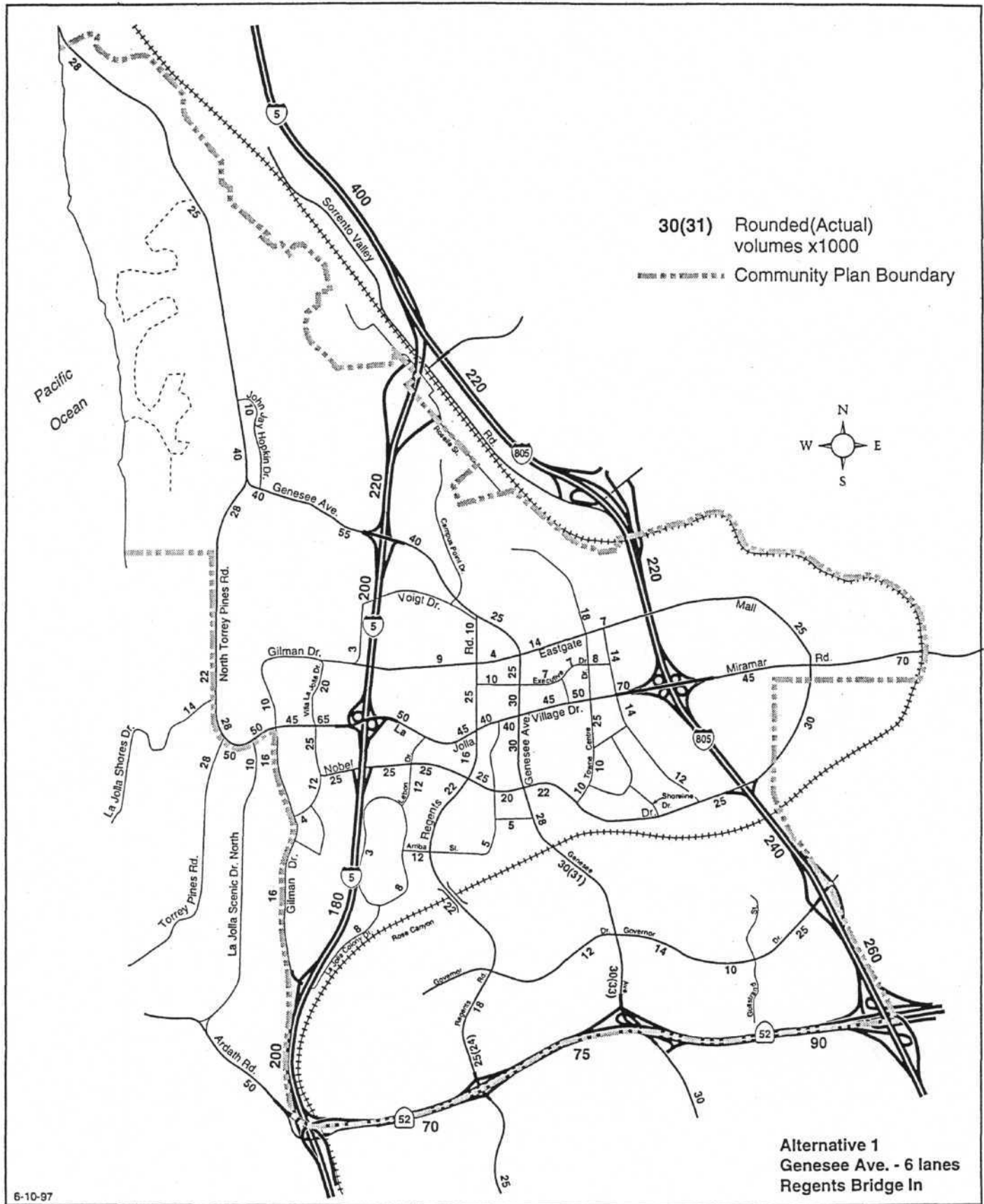
### Street Segment Analysis

**Figures 10-13** illustrate the future daily traffic volumes at buildout of the University community for Alternatives 1-4, respectively. The average daily traffic (ADT) volumes and the Level of Service (LOS) for selected street segments in the vicinity of the CIP projects are shown in **Table 8**. The ADT volumes are rounded to reflect the level of precision of the model output. The 1995 traffic counts for the same segments are also shown for comparison.

Alternative 1 shows that various street segments would be at LOS C with both projects completed. Alternative 2 shows that, with only the Genesee Avenue widening, the levels of service are somewhat less, but mostly within acceptable ranges for the community except for the segment of Genesee Avenue between Governor Drive and Nobel Drive. Alternative 4 shows that, with only the bridge built, the levels of service are still good and somewhat better than Alternative 2. Alternative 3, which is effectively the "no project" alternative, shows that the levels of service for Genesee Avenue will deteriorate to F, which is unacceptable.

**Table 9** shows the ADT volumes and the LOS for the same selected street segments for Alternatives 5-8. These alternatives differed from Alternatives 1-4 by having a 20 percent reduction in generated trips for undeveloped parcels that did not have active development permits. As can be seen, after rounding the ADT volumes, the results were identical to the full development alternatives for these segments.

Since there was no significant change in the ADT volumes for the selected street segments, Alternatives 5-8 were eliminated from any further analysis.



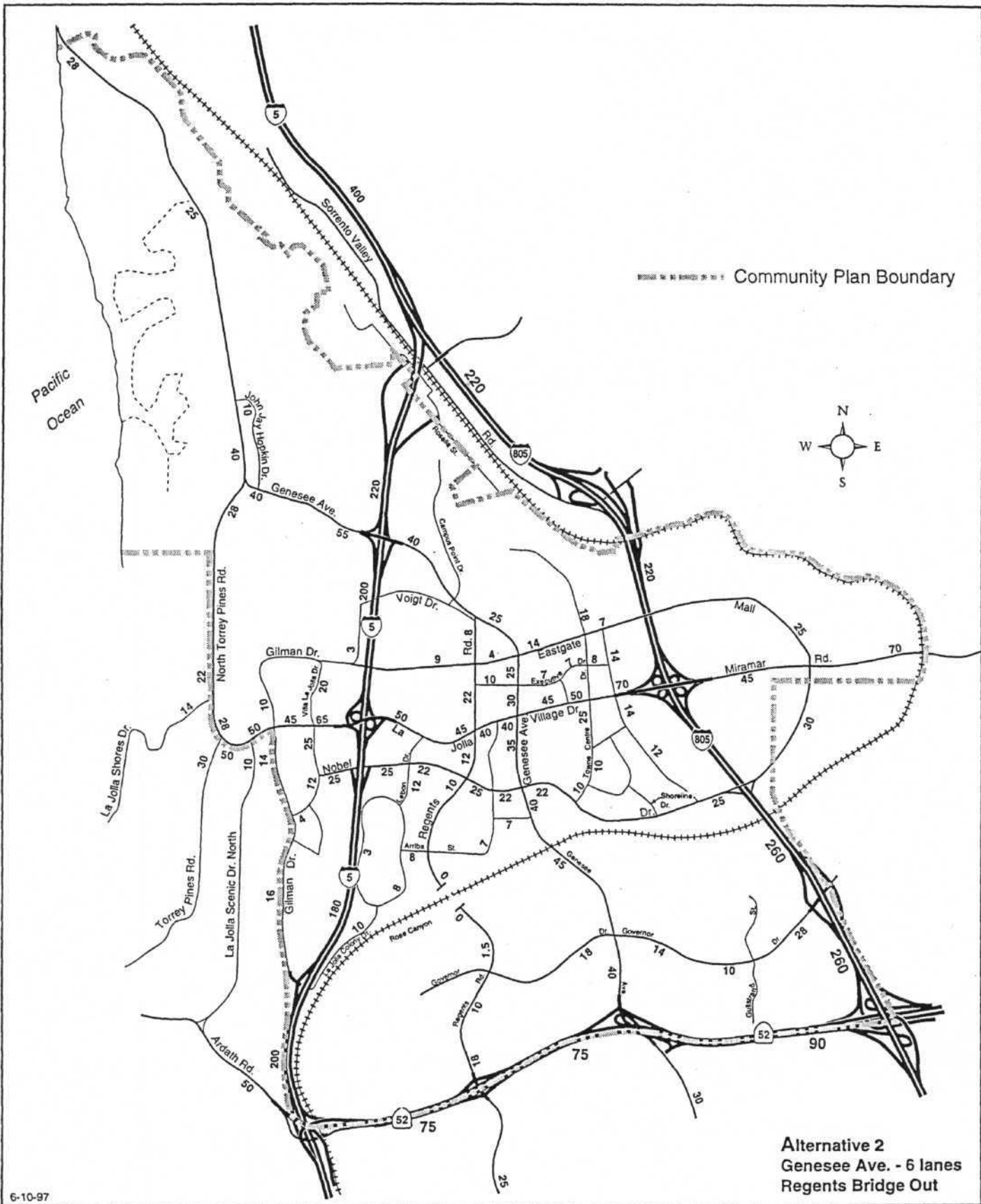
# Year 2015 Model Daily Traffic Volumes (x1000)

## University Focused Transportation Study

City of San Diego • Community and Economic Development Dept.  
Transportation Planning Section

figure  
**10**

9-25-97 JAA  
Univ.univ traf maps

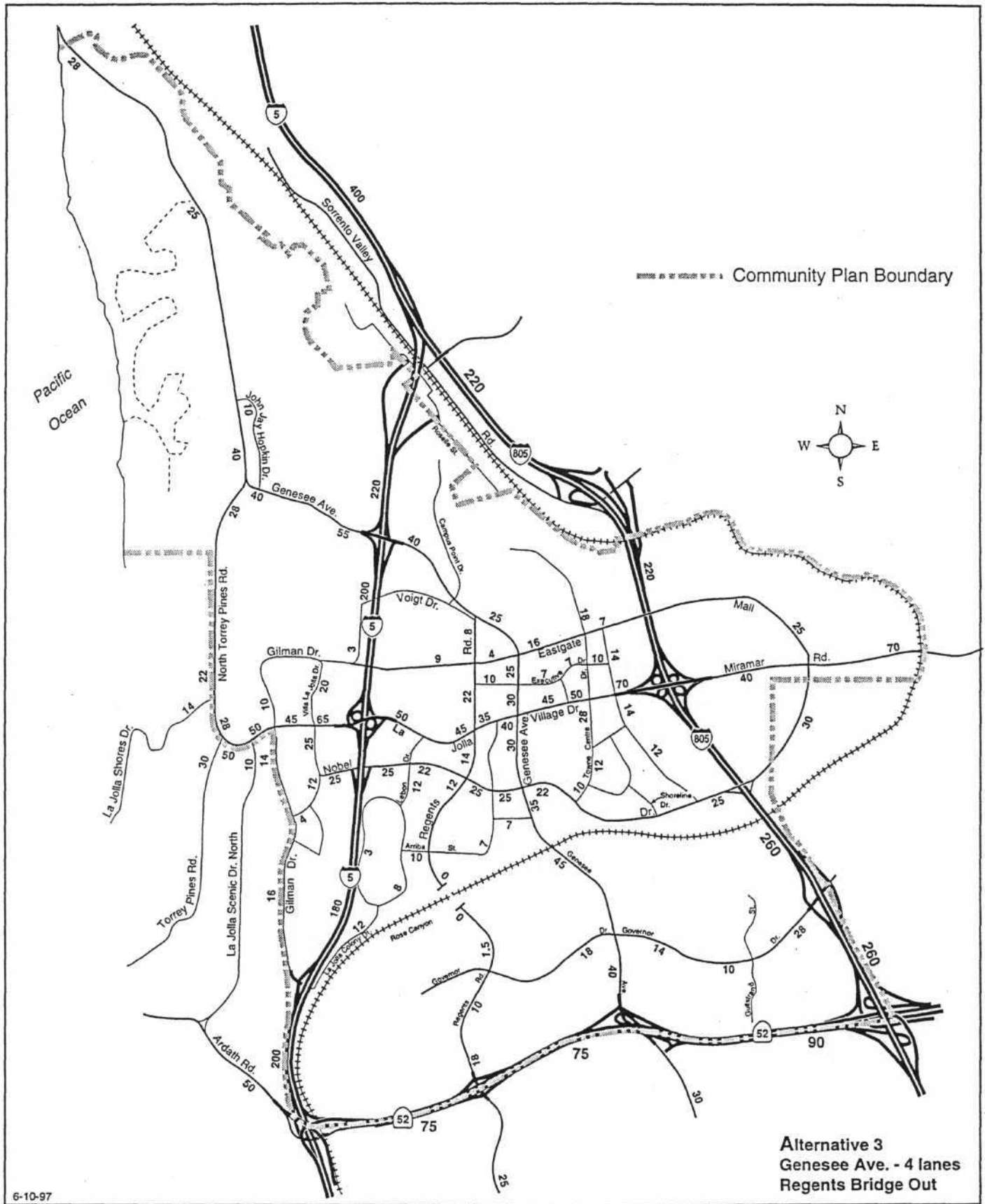


**Year 2015 Model Daily Traffic Volumes (x1000)**  
**University Focused Transportation Study**

City of San Diego • Community and Economic Development Dept.  
 Transportation Planning Section

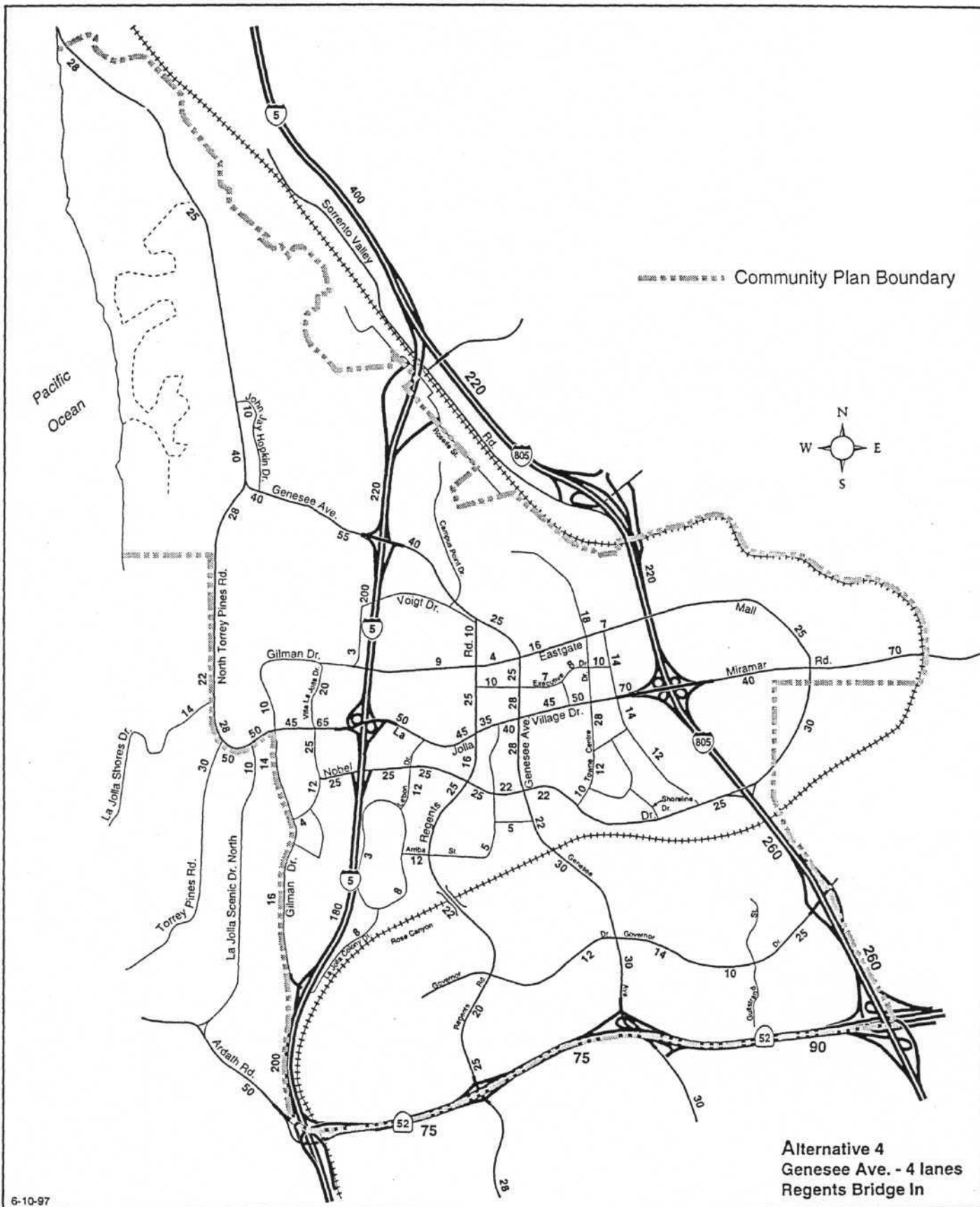
figure  
**11**

9-25-97 JAA  
 Univ. univ traf maps



**Year 2015 Model Daily Traffic Volumes (x1000)**  
**University Focused Transportation Study**  
 City of San Diego • Community and Economic Development Dept.  
 Transportation Planning Section

figure  
**12**  
 9-25-97 JAA  
 Univ. univ traf maps



**Year 2015 Model Daily Traffic Volumes (x1000)**  
**University Focused Transportation Study**

City of San Diego • Community and Economic Development Dept.  
 Transportation Planning Section

figure  
**13**

9-25-97 JAA  
 Univ.univ traf maps

Table 8

Average Daily Traffic Volume and Level of Service Summary Comparisons

Land Use	1995		Future Buildout of University Community							
Road Segment	1995 Network Genesee Av-4 lanes Regents Bridge - Out		Alternative 1* Genesee Av-6 lanes Regents Bridge - In		Alternative 2* Genesee Av-6 lanes Regents Bridge - Out		(No Project) Alternative 3* Genesee Av-4 lanes Regents Bridge - Out		Alternative 4* Genesee Av-4 lanes Regents Bridge - In	
	ADT	LOS	ADT	LOS	ADT	LOS	ADT	LOS	ADT	LOS
Genesee Avenue SR-52 - Governor	27,500	C	30,000	C	40,000	C/D	40,000	E/F	30,000	C/D
Governor - Nobel	31,000	D	30,000	C	45,000	D/E	45,000	F	30,000	C/D
Regents Road SR-52 - Governor	15,500	B	25,000	C	18,000	B	18,000	B	25,000	C
Governor - Arriba	1,500	A	22,000	C	1,500	A	1,500	A	22,000	C
Governor Drive Regents-Genesee	14,500	C	12,000	C	20,000	C/D	18,000	C/D	12,000	C
Genesee - I-805	20,000	B	25,000	C	28,000	C	28,000	C	25,000	C

\* All future alternatives have the same Community Plan land use and street network assumptions except as noted.

Table 9

Average Daily Traffic Volume and Level of Service Summary Comparisons  
 (With 20 % Reduction on Undeveloped Parcels Without Active Permits)

Land Use  Road Segment	Future Buildout of University Community							
	Alternative 5* Genesee Av-6 lanes Regents Bridge - In		Alternative 6* Genesee Av-6 lanes Regents Bridge - Out		Alternative 7* Genesee Av-4 lanes Regents Bridge - Out		Alternative 8* Genesee Av-4 lanes Regents Bridge - In	
	ADT	LOS	ADT	LOS	ADT	LOS	ADT	LOS
Genesee Avenue SR-52 - Governor	30,000	C	40,000	C/D	40,000	E/F	30,000	C/D
Governor - Nobel	30,000	C	45,000	D/E	45,000	F	30,000	C/D
Regents Road SR-52 - Governor	25,000	C	18,000	B	18,000	B	25,000	C
Governor - Arriba	22,000	B	1,500	A	1,500	A	22,000	C
Governor Drive Regents-Genesee	12,000	C	20,000	C/D	18,000	C/D	12,000	C
Genesee - I-805	25,000	C	28,000	C	28,000	C	25,000	C

\* All future alternatives have the same Community Plan land use and street network assumptions except as noted.



## Intersection Analysis

To help further compare the alternatives, an analysis of Level of Service and average delay for the PM peak hour was conducted at ten key intersections throughout the community.

**Table 10** shows the PM peak hour Level of Service (LOS) and average delay for 1995 and Alternatives 1-4 for the ten key intersections. All ten intersections were signalized in 1995 and are expected to remain so at buildout.

The HCS software was used to calculate the LOS and delay for the intersections, except where noted. This software is based on the Highway Capacity Manual methodology. In those cases where the HCS program could not calculate the delay and resulting LOS, the Signal 94 software was used. Refer to Table 2 for the intersection evaluation criteria and the range of seconds of stopped delay per vehicle for the levels of service A through F.

In 1995, one intersection was operating at LOS F and three intersections were operating at LOS E. For buildout of the community, Alternative 1 would have one intersection operating at LOS F and two intersections operating at LOS E. Alternative 2 would also have one intersection operating at LOS F and two intersections operating at LOS E. Alternative 4 would have three intersections operating at LOS F and two intersections operating at LOS E. Alternative 3, "no project", would have four intersections operating at LOS F and two intersections operating at LOS E.

The intersection of Governor Drive/Genesee Avenue would continue to operate at LOS F without the Genesee Avenue widening project. The intersection of Genesee Avenue /SR-52 eastbound ramps would deteriorate to LOS F without the Genesee Avenue widening project.

For Alternatives 1 and 2, the intersections within the Genesee Avenue widening project limits, namely Genesee Avenue/Nobel Drive, Genesee Avenue/Governor Drive and Genesee Avenue/SR-52 ramps, included improvements necessary to bring them to LOS D with the buildout traffic. Since Alternatives 3 and 4 did not include the widening of Genesee Avenue, no improvements were included for the intersections.

TABLE 10  
PM PEAK HOUR LEVEL OF SERVICE  
FOR SELECTED UNIVERSITY INTERSECTIONS

NO.	INTERSECTION	CONTROL	1995		Alternative 1		Alternative 2		(No Project) Alternative 3		Alternative 4	
			LOS <sup>1</sup>	DELAY <sup>1</sup> (sec/veh)	LOS <sup>1</sup>	DELAY <sup>1</sup> (sec/veh)	LOS <sup>1</sup>	DELAY <sup>1</sup> (sec/veh)	LOS <sup>1</sup>	DELAY <sup>1</sup> (sec/veh)	LOS <sup>1</sup>	DELAY <sup>1</sup> (sec/veh)
1	Governor Drive/Genesee Avenue	Signalized	F	81.2 <sup>2</sup>	D <sup>3</sup>	36.6	D/E <sup>3</sup>	*	F	109.8 <sup>2</sup>	F	78.7 <sup>2</sup>
2	Governor Drive/Regents Road	Signalized	C	22.1	D	27.9	D	26.9	D	26.9	D	36.5
3	Nobel Drive/Genesee Avenue	Signalized	D	33.4	D <sup>3</sup>	37.5	D/E <sup>3</sup>	*	F	67.1 <sup>2</sup>	D	38.3
4	Nobel Drive/Regents Road	Signalized	D	29.2	D	33.0	D	34.1	D	34.4	D	33.4
5	La Jolla Village Dr/Towne Center Dr	Signalized	E	41.5	F	64.6 <sup>2</sup>	F	63.9 <sup>2</sup>	F	73.8 <sup>2</sup>	F	64.4 <sup>2</sup>
6	La Jolla Village Dr./Genesee Av.	Signalized	E	40.7	E	49.3	E	47.7	E	47.7	E	48.2
7	La Jolla Village Drive/Regents Road	Signalized	D	31.1	E	41.0	E	40.2	E	43.8	E	41.0
8	SR-52 EB on/off/Genesee Avenue	Signalized	E	45.8 <sup>2</sup>	C <sup>3</sup>	24.8	D <sup>3</sup>	26.6	F	63.8 <sup>2</sup>	F	77.0 <sup>2</sup>
9	SR-52 WB on/off/Regents Road	Signalized	C	17.2	C	21.0	C	19.8	C	20.1	C	21.4
10	SR-52 EB on/off/Regents Road	Signalized	C	20.8	D	28.5	C	22.2	D	27.0	D	28.3

<sup>1</sup> Intersection Level of Service (LOS) and delay are calculated based on the Highway Capacity Manual, using the HCS Software (except where noted)

<sup>2</sup> HCS Software unable to calculate delay; "Average delay" calculated using Signal 94 Software

<sup>3</sup> Includes intersection improvements as part of the Genesee Avenue project

\* Level of Service controlled by the segment

Alternative 1: Genesee Avenue - 6 lanes Regents Bridge - In  
 Alternative 2: Genesee Avenue - 6 lanes Regents Bridge - Out  
 Alternative 3: Genesee Avenue - 4 lanes Regents Bridge - Out  
 Alternative 4: Genesee Avenue - 4 lanes Regents Bridge - In

### **Intersection Only Improvements**

Based on a request from the University Community Planning Group, additional analysis were conducted analysis to see if sufficient improvements could be made just to the intersections to mitigate the poor levels of service without building the complete CIP projects.

**Tables 11, 12 and 13** show the congested intersections for Alternatives 1, 2 and 4, respectively, along with the necessary improvements for them to operate at LOS D. Also included are the estimated costs of the improvements. Alternative 3 was not evaluated for intersection only improvements because the road segments are forecast to operate at LOS F.

### **Road Segment Usage**

To determine what portion of the forecast traffic using the Genesee Avenue corridor and what portion of the forecast traffic using the Regents Road Bridge had origins and destinations inside the University community or outside the community, a select link run was made using the Alternative 1 street network. The first link north of Governor Drive to Calgary Drive was chosen to represent travel on Genesee Avenue.

The 4545 TAZs representing the total San Diego region were divided into 3 districts. District 1 consisted of the 79 zones representing the portion of the University community north of Rose Canyon (North University). District 2 consisted of the 16 zones representing the portion of the University community south of Rose Canyon (South University). District 3 consisted of the remaining 4450 zones outside the University community.

As can be seen in **Table 14** and **Figure 14**, about 66% of the forecast traffic using Genesee Avenue has origins or destinations inside the University community, while about 34% of the forecast traffic has origins or destinations outside the community.

**Table 15** and **Figure 15** show similar results that about 72% of the forecast traffic using the Regents Road Bridge has origins or destinations inside the University community, while about 28% of the forecast traffic has origins or destinations outside the community.

TABLE 11

INTERSECTION IMPROVEMENTS  
AND  
PM PEAK HOUR LEVEL OF SERVICE

For Selected Signalized Intersections in University

Alternative 1 : Genesee Avenue - 6 lanes    Regents Bridge - In

NO.	INTERSECTION	BEFORE		ADDITIONAL INTERSECTION IMPROVEMENTS			
		LOS <sup>1</sup>	AVG. DELAY <sup>1</sup> (sec/veh)	IMPROVEMENTS	ESTIMATED COST (\$)	LOS <sup>1</sup>	AVG. DELAY <sup>1</sup> (sec/veh)
5	La Jolla Village Dr/Towne Center Dr	F	64.6 <sup>2</sup>	Add 4th WB thru lane, Signal phasing & timing adjustments	1,000,000	D	31.6
6	La Jolla Village Dr./Genesee Av.	E	49.3	Signal phasing & timing adjustments	0	D	37.8
7	La Jolla Village Drive/Regents Road	E	41.0	Signal phasing & timing adjustments	0	D	33.1

<sup>1</sup> Intersection Level of Service (LOS) and delay are calculated based on the Highway Capacity Manual, using the HCS Software (except where noted)

<sup>2</sup> HCS Software unable to calculate delay; "Average delay" calculated using Signal 94 Software

WB = Westbound

TABLE 12  
 INTERSECTION IMPROVEMENTS  
 AND  
 PM PEAK HOUR LEVEL OF SERVICE

For Selected Signalized Intersections in University

**Alternative 2 : Genesee Avenue - 6 lanes    Regents Bridge - Out**

NO.	INTERSECTION	BEFORE		ADDITIONAL INTERSECTION IMPROVEMENTS			
		LOS <sup>1</sup>	AVG. DELAY <sup>1</sup> (sec/veh)	IMPROVEMENTS	ESTIMATED COST (\$)	LOS <sup>1</sup>	AVG. DELAY <sup>1</sup> (sec/veh)
5	La Jolla Village Dr/Towne Center Dr	F	63.9 <sup>2</sup>	Add 4th WB thru lane	1,000,000	D	37.3
6	La Jolla Village Dr./Genesee Av.	E	47.7	Signal phasing & timing adjustments	0	D	36.0
7	La Jolla Village Drive/Regents Road	E	40.2	Add NB right-turn overlap signal phase	10,000	D	38.3

<sup>1</sup> Intersection Level of Service (LOS) and delay are calculated based on the Highway Capacity Manual, using the HCS Software (except where noted)

<sup>2</sup> HCS Software unable to calculate delay; "Average delay" calculated using Signal 94 Software

NB = Northbound  
 WB = Westbound

TABLE 13

INTERSECTION IMPROVEMENTS  
AND  
PM PEAK HOUR LEVEL OF SERVICE

For Selected Signalized Intersections in University

Alternative 4 : Genesee Avenue - 4 lanes Regents Bridge - In

NO.	INTERSECTION	BEFORE		ADDITIONAL INTERSECTION IMPROVEMENTS			
		LOS <sup>1</sup>	AVG. DELAY <sup>1</sup> (sec/veh)	IMPROVEMENTS	ESTIMATED COST (\$)	LOS <sup>1</sup>	AVG. DELAY <sup>1</sup> (sec/veh)
1	Governor Drive/Genesee Avenue	F	78.7 <sup>2</sup>	Add 3rd NB & SB TH Lane, Add SB RT Lane, Add SB RT overlap signal phase, Add 2nd WB LT Lane	500,000	D	37.3
5	La Jolla Village Dr/Towne Center Dr	F	64.4 <sup>2</sup>	Add 4th WB thru lane	1,000,000	D	34.1
6	La Jolla Village Dr./Genesee Av.	E	48.2	Signal phasing & timing adjustments	0	D	36.4
7	La Jolla Village Drive/Regents Road	E	41.0	Signal phasing & timing adjustments	0	D	33.1
8	SR-52 EB on/off/Genesee Avenue	F	77.0 <sup>2</sup>	Add 2nd SB LT Lane & Eliminate NB Free RT	200,000	C	22.1

<sup>1</sup> Intersection Level of Service (LOS) and delay are calculated based on the Highway Capacity Manual, using the HCS Software (except where noted)

<sup>2</sup> HCS Software unable to calculate delay; "Average delay" calculated using Signal 94 Software

NB = Northbound  
SB = Southbound  
WB = Westbound

LT = Left-turn  
TH = Thru  
RT = Right-turn

Table 14

GENESEE AVE. (GOVERNOR DR. TO CALGARY DR.)

Travel Utilization By Area

AREA *	% UTILIZING GENESEE AVE.
North University	44.8
South University	21.6
Outside University	33.6

\* Trips having either origins or destinations in the specified area

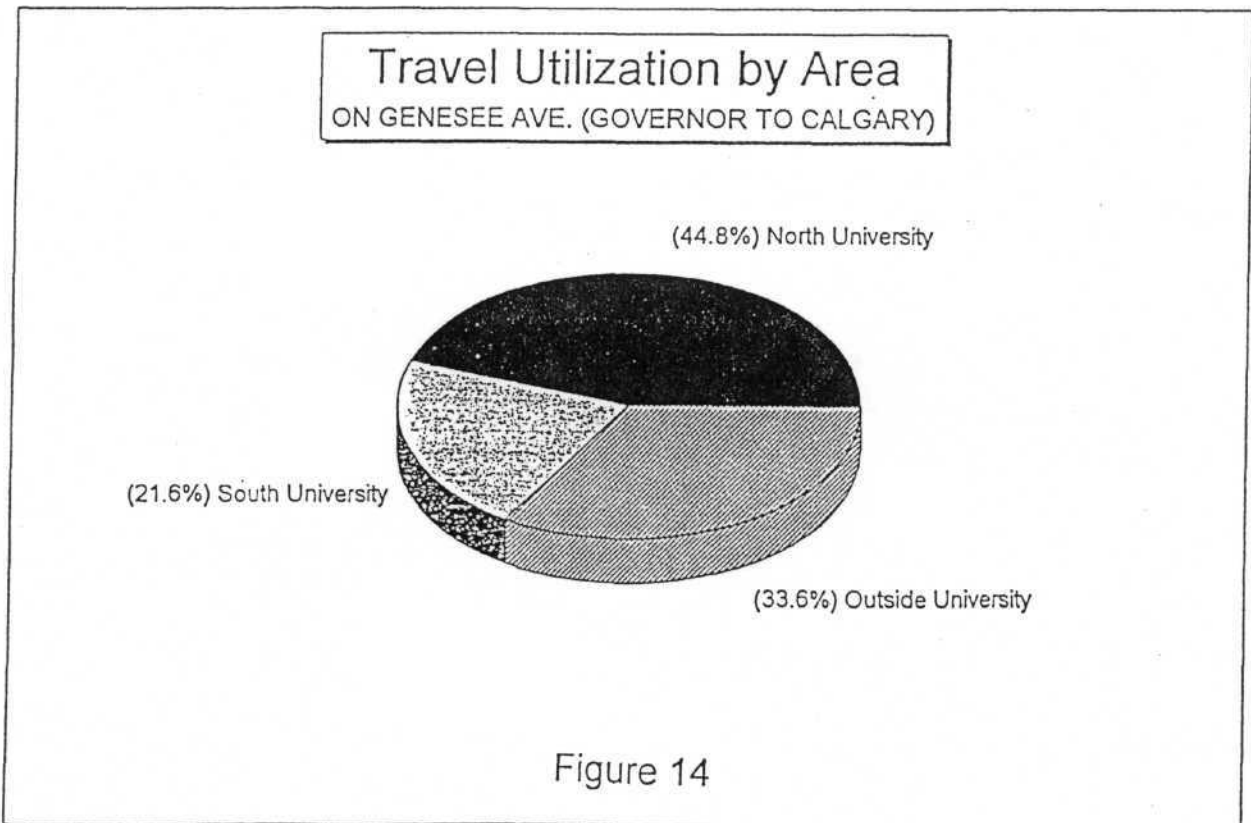


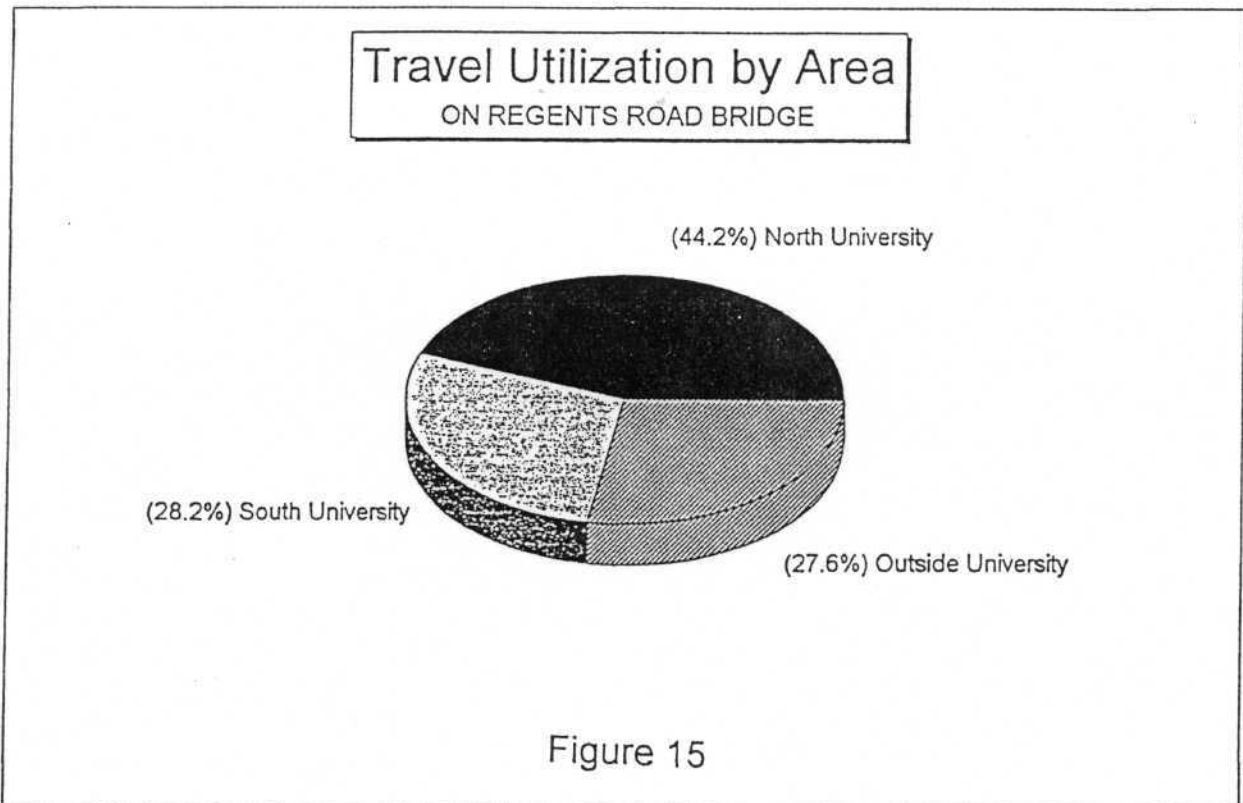
Table 15

REGENTS ROAD BRIDGE

Travel Utilization By Area

AREA *	% UTILIZING REGENTS RD. BRIDGE
North University	44.2
South University	28.2
Outside University	27.6

\* Trips having either origins or destinations in the specified area





## Conclusion

Based on the review of the buildout traffic conditions for Alternatives 1 - 4 and the associated analyses of the road segments and the intersections, the following conclusions can be drawn.

Alternative 1, that includes both the Regents Road Bridge and the widening of Genesee Avenue between Nobel Drive and State Route 52, produces the best levels of service throughout the community and balances the forecast traffic on the two north/south corridors (Genesee Avenue and Regents Road) through the community at buildout. However, three intersections, outside the proposed CIP project areas, would still need to be improved.

Alternative 2, that includes only the widening of Genesee Avenue between Nobel Drive and State Route 52, and Alternative 4, that includes only the Regents Road Bridge, produce almost similar levels of service throughout the community at buildout. The street segment levels of service under both alternatives are mostly acceptable with the exception that under Alternative 2 Genesee Avenue between Governor Drive and Nobel Drive would have a LOS D/E (See Table 10). Meanwhile, intersection improvements would still be necessary at several major intersections under both alternatives. It should also be noted that comparing to Alternative 2, Alternative 4 allows more direct utilization of the SR-52/Regents Road interchange which would minimize traffic increase on Governor Drive between Genesee Avenue and Regents Road.

Under Alternative 1, three intersections would need improvements, La Jolla Village Drive/Towne Center Drive, La Jolla Village Drive/Genesee Avenue, La Jolla Village Drive/Regents Road at a total estimated cost of \$1.0 million (See Table 11). Under Alternative 2, three intersections would need improvements. They include: La Jolla Village Drive/Towne Center Drive, La Jolla Village Drive/Genesee Avenue, and La Jolla Village Drive/Regents Road at a total estimated cost of \$1.1 million (See Table 12). Under Alternative 4, five intersections would need improvements: Genesee Avenue, Governor Drive, La Jolla/Towne Center Drive, La Jolla Village Drive/Genesee Avenue, La Jolla Village Drive/Regents Road, and Genesee Avenue/SR-52 at a total estimated cost of \$1.7 million (See Table 13).

Alternative 3, that includes neither project, produces very poor levels of service (E and F) at many locations throughout the community at buildout (see Tables 8 and 10).

Another component to be considered is the estimated costs of the CIP projects. Although both Alternatives 1 and 4 (after intersection improvements) would provide similar and acceptable level of service (See Table 10), they have substantial cost differences. The Genesee Avenue widening, between Nobel Drive and SR-52 (Alternative 2), is estimated to cost \$4.1 million. The Regents Road Bridge Project (Alternative 4) is estimated to cost \$16.1 million, with the improvements to the south approach adding another \$2.9 million.

The University Community Planning Group, after considering all of the analyses, voted on June 10, 1997 to retain all referenced CIP projects in the Community Plan at the present time. Facilities Benefit Assessment (FBA) fees will continue to be collected for those projects. After the Nobel Drive extension to Miramar Road and the half-diamond interchange at Nobel Drive/Interstate 805 is completed and the resulting effects on the traffic circulation in the community are known, these projects will be reevaluated to determine their continued need.

APPENDIX A

CAPITAL IMPROVEMENT PROGRAM (CIP) PROJECTS

CITY OF SAN DIEGO  
CAPITAL IMPROVEMENTS PROGRAM

CIP NO. 52-458.0

TITLE: GENESEE AVENUE - NOBEL DRIVE TO STATE ROUTE 52

COUNCIL DISTRICT 1  
COMMUNITY PLAN 47  
INITIAL SCHEDULE 90/94/95

DEPARTMENT: ENGINEERING & CAPITAL PROJECTS      STREETS  
EXPENDITURE: LAND - 230,000 ENGR/CONSTR 3,861,200

REVENUE SOURCE	EXPEND/ENCUMB	CONT APPROP	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	FY 2002
2,469,200 FBA C	100,000	845,600		1,523,600				
1,450,000 TNBOND N				1,450,000				
172,000 STATE N				172,000				
<b>4,091,200 TOTAL</b>	<b>PD 100,000</b>	<b>DLC 845,600</b>		<b>C 3,145,600</b>				

**Description:** This project provides for widening Genesee Avenue from Nobel Drive to State Route 52 to a modified six-lane major street north of Decoro Street and a modified six-lane primary arterial south of Decoro Street. It includes a right-turn lane, eastbound to southbound, at the Genesee Avenue/Nobel Drive intersection, additional right and left turn lanes, including a traffic signal at State Route 52 interchange, and Class II bicycle lanes. See project #A in the North University City Public Facilities Financing Plan.

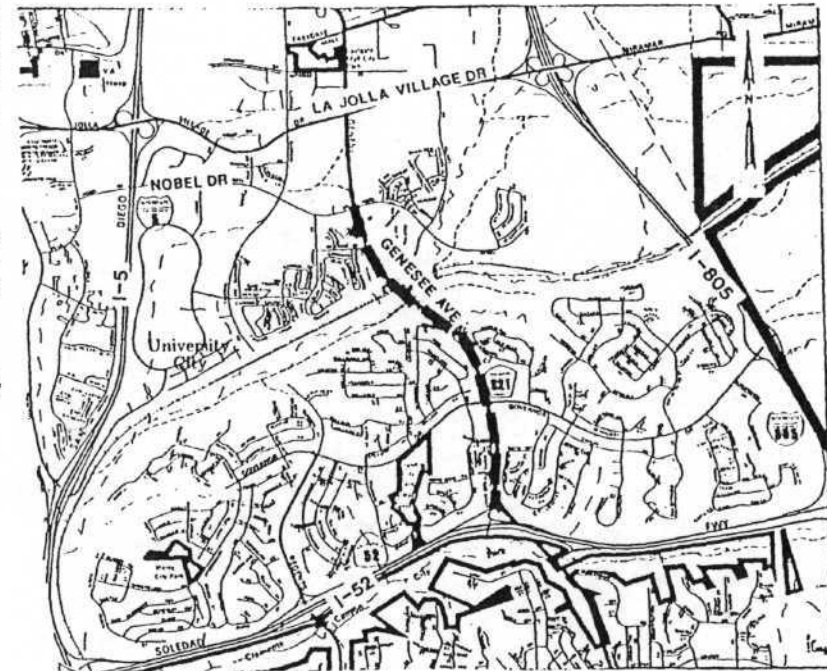
**Justification:** This project is needed to increase the capacity of this facility.

**Scheduling:** Preliminary design was scheduled in FY 1992. Final design and land acquisition were scheduled to begin in FY 1994. Construction is scheduled to begin in FY 1998. This schedule is contingent upon the rate of development and fees collected in the community.

**Relationship to General and Community Plans:** This project is consistent with the University Community Plan, and is in conformance with the City's Progress Guide and General Plan.

**Operating Budget Effect:** The operating budget effect is estimated to be minimal.

CIP No. 52-458.0



CITY OF SAN DIEGO  
CAPITAL IMPROVEMENTS PROGRAM

CIP NO. 53-044.0  
TITLE: REGENTS ROAD BRIDGE

COUNCIL DISTRICT 1  
COMMUNITY PLAN 47  
INITIAL SCHEDULE 87/91/--

DEPARTMENT: ENGINEERING & CAPITAL PROJECTS STREETS  
EXPENDITURE: LAND 50,000 ENGR/CONSTR 16,085,000

REVENUE SOURCE	EXPEND/ENCUMB	CONT APPROP	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	FY 2002
15,995,481 FBA	C 203,600		810,000		50,000		700,000	
139,519 TRANS	C 10,878	128,641						
16,135,000 TOTAL	PD 214,478	PD 128,641	D 810,000		L 50,000		D 700,000	

**Description:** This project provides for a 925-foot long bridge spanning the AT&SF Railroad and a portion of the flood plain. This project includes Class II bike lanes.

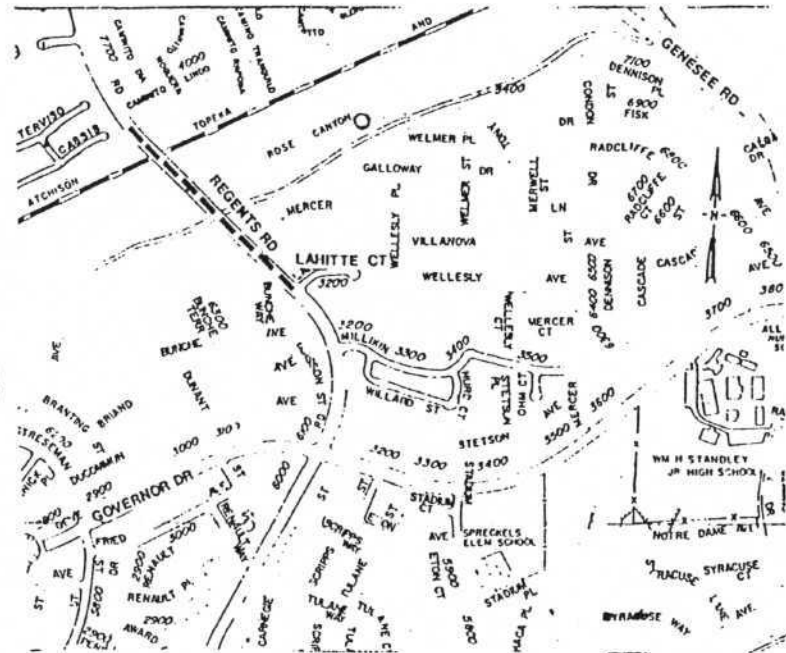
**Justification:** This project will complete Regents Road and provide a continuous access to the northern City communities. This project is included in the Council-approved North University City Financing Plan and Facilities Benefit Assessment Plan as project #NUC-18.

**Scheduling:** Preliminary design was scheduled in FY 1992. Environmental assessment was scheduled in FY 1994. Design is scheduled in FY 1997 and FY 2001. Land acquisition is scheduled in FY 1999. Construction is scheduled in FY 2003. This schedule is contingent upon the rate of development and fees collected in the community.

**Relationship to General and Community Plans:** This project is consistent with the University Community Plan, and is in conformance with the City's Progress Guide and General Plan.

**Operating Budget Effect:** The operating budget effect is estimated to be minimal.

CIP No. 53-044.0



CITY OF SAN DIEGO  
CAPITAL IMPROVEMENTS PROGRAM

CIP NO. 52-302.0  
TITLE: REGENTS RD - AT&SF RAILROAD BRIDGE TO 100 FEET NORTH OF LAHITTE

COUNCIL DISTRICT 1  
COMMUNITY PLAN 47  
INITIAL SCHEDULE 83/86/--

DEPARTMENT: ENGINEERING & CAPITAL PROJECTS      STREETS  
EXPENDITURE: LAND      40,000 ENGR/CONSTR      2,094,600

REVENUE SOURCE	EXPEND/ENCUMB	CONT	APPROP	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	FY 2002
464,600 TRANS	C						52,600	362,000	40,000
334,000 S/L	N								
1,336,000 TNBOND	N								
<b>2,134,600 TOTAL</b>							<b>P</b> 52,600	<b>D</b> 362,000	<b>L</b> 40,000

**Description:** This project provides for construction of Regents Road from AT&SF Railroad Bridge to 100 feet north of Lahitte Court as a four-lane major street with Class II bicycle lanes. See project #12 in the North University City Public Facilities Financing Plan.

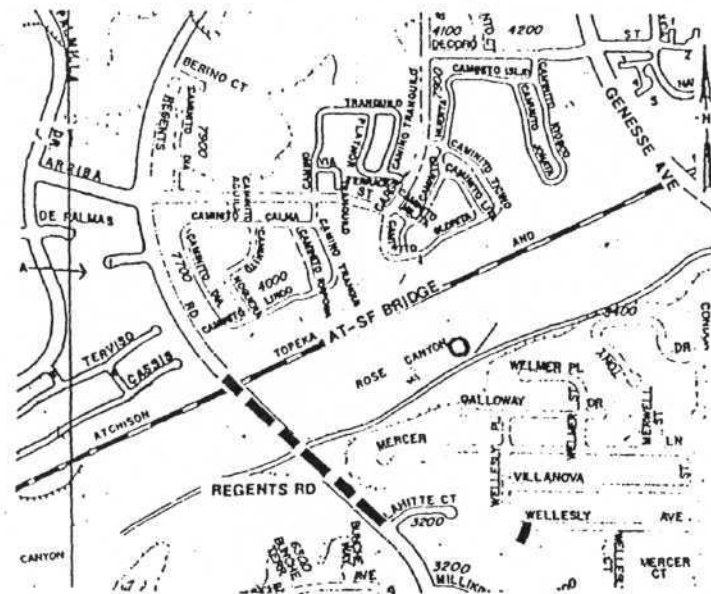
**Justification:** Widening Regents Road at this location will enhance traffic flow.

**Scheduling:** Preliminary design was scheduled to begin in FY 1993 and is scheduled again in FY 2000. Design is scheduled to begin in FY 2001. Land acquisition is scheduled in FY 2002. Construction is scheduled in FY 2003.

**Relationship to General and Community Plans:** This project is consistent with the University Community Plan, and is in conformance with the City's Progress Guide and General Plan.

**Operating Budget Effect:** The operating budget effect is estimated to be minimal.

CIP No. 52-302.0



A-4



APPENDIX B

EXISTING (1995) LAND USE REPORT



UNIVERSITY FOCUSED TRANSPORTATION STUDY  
1995 BASE YEAR

PAGE 1

LAND USE REPORT

ZONE	CODE	LAND USE	INTENSITY
1670	7603	OPEN SPACE	380.1 AC
1670	7604	ACTIVE BEACH	190.0 AC
1670	9101	VACANT	1.9 AC
1670	9999	UNUSABLE	76.5 AC
1672	4112	FREEWAY	12.4 AC
1672	4116	PARK AND RIDE LOT	2.0 AC
1672	4119	OTHER TRANSPORTATION	10.9 AC
1672	7603	OPEN SPACE	298.1 AC
1672	9999	UNUSABLE	417.6 AC
1768	1501	HOTEL, MOTEL, OR RESORT	15.3 AC
1768	2101	INDUSTRIAL PARK	1.6 AC
1768	7204	GOLF COURSE	276.5 AC
1768	7601	ACTIVE PARK	22.4 AC
1768	7603	OPEN SPACE	20.8 AC
1768	9999	UNUSABLE	9.1 AC
1770	2101	INDUSTRIAL PARK	13.7 AC
1770	6002	LOW RISE OFFICE	13.7 AC
1770	7603	OPEN SPACE	2.2 AC
1770	9999	UNUSABLE	61.0 AC
1791	2101	INDUSTRIAL PARK	90.3 AC
1791	2103	LIGHT INDUSTRY	6.7 AC
1791	9101	VACANT	16.1 AC
1791	9999	UNUSABLE	76.8 AC
1830	2101	INDUSTRIAL PARK	96.8 AC
1830	4112	FREEWAY	19.8 AC
1830	9101	VACANT	19.4 AC
1830	9999	UNUSABLE	246.8 AC
1837	2101	INDUSTRIAL PARK	22.6 AC
1837	2103	LIGHT INDUSTRY	9.4 AC
1837	6502	HOSPITAL	8.0 AC
1837	9101	VACANT	31.6 AC
1837	9999	UNUSABLE	20.3 AC
1841	6002	LOW RISE OFFICE	24.0 AC
1841	6502	HOSPITAL	30.0 AC
1841	9101	VACANT	.8 AC
1841	9999	UNUSABLE	2.2 AC

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LAND USE REPORT

ZONE	CODE	LAND USE	INTENSITY
1847	2101	INDUSTRIAL PARK	106.3 AC
1847	2103	LIGHT INDUSTRY	11.6 AC
1847	4112	FREEWAY	17.1 AC
1847	6801	SDSU OR UCSD	.0 AC
1847	9101	VACANT	2.6 AC
1847	9999	UNUSABLE	154.3 AC
1856	101	SINGLE FAMILY	2.0 DU
1856	2101	INDUSTRIAL PARK	21.1 AC
1856	7603	OPEN SPACE	7.4 AC
1856	7604	ACTIVE BEACH	116.9 AC
1856	9101	VACANT	1.7 AC
1856	9999	UNUSABLE	4.1 AC
1865	2101	INDUSTRIAL PARK	8.0 AC
1865	2103	LIGHT INDUSTRY	.4 AC
1865	6002	LOW RISE OFFICE	.4 AC
1865	9101	VACANT	36.6 AC
1865	9999	UNUSABLE	107.0 AC
1871	102	MULTI-FAMILY	47.0 DU
1871	1402	DORMITORY	8.4 AC
1871	4112	FREEWAY	6.6 AC
1871	6002	LOW RISE OFFICE	.7 AC
1871	6810	UCSD COUNTS	106.0 TRIPS (x100)
1871	7601	ACTIVE PARK	1.5 AC
1871	9101	VACANT	137.8 AC
1871	9999	UNUSABLE	1.4 AC
1874	2101	INDUSTRIAL PARK	34.0 AC
1874	2103	LIGHT INDUSTRY	1.2 AC
1874	4112	FREEWAY	10.3 AC
1874	5001	WHOLESALE TRADE	13.0 AC
1874	9101	VACANT	12.6 AC
1874	9999	UNUSABLE	101.1 AC
1875	4112	FREEWAY	8.2 AC
1875	6502	HOSPITAL	46.9 AC
1875	6801	SDSU OR UCSD	15.8 AC
1876	2101	INDUSTRIAL PARK	4.5 AC
1876	4112	FREEWAY	3.4 AC
1876	9101	VACANT	63.1 AC
1876	9999	UNUSABLE	57.0 AC

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LAND USE REPORT

ZONE	CODE	LAND USE	INTENSITY
1879	2101	INDUSTRIAL PARK	16.4 AC
1879	2103	LIGHT INDUSTRY	6.5 AC
1879	2104	WAREHOUSING OR STORAGE	5.8 AC
1879	5001	WHOLESALE TRADE	17.2 AC
1879	5009	OTHER RETAIL	23.4 AC
1879	9101	VACANT	.2 AC
1879	9999	UNUSABLE	72.7 AC
1880	2101	INDUSTRIAL PARK	15.1 AC
1880	9101	VACANT	5.4 AC
1880	9999	UNUSABLE	40.7 AC
1884	6810	UCSD COUNTS	65.0 TRIPS (x100)
1886	102	MULTI-FAMILY	250.0 DU
1886	6109	OTHER PUBLIC SERVICE	1.3 AC
1886	9999	UNUSABLE	10.4 AC
1887	102	MULTI-FAMILY	356.0 DU
1887	9999	UNUSABLE	11.2 AC
1888	2101	INDUSTRIAL PARK	52.2 AC
1888	2103	LIGHT INDUSTRY	9.5 AC
1888	2104	WAREHOUSING OR STORAGE	5.3 AC
1888	9101	VACANT	.4 AC
1888	9999	UNUSABLE	59.2 AC
1889	4112	FREEWAY	9.7 AC
1889	6502	HOSPITAL	.0 AC
1889	6801	SDSU OR UCSD	156.6 AC
1890	4112	FREEWAY	13.9 AC
1890	5001	WHOLESALE TRADE	.0 AC
1890	9999	UNUSABLE	171.1 AC
1891	6810	UCSD COUNTS	72.0 TRIPS (x100)
1892	4112	FREEWAY	31.6 AC
1892	9101	VACANT	5.1 AC
1892	9999	UNUSABLE	182.2 AC
1893	4113	COMMUNICATION OR UTILITY	1.7 AC

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LAND USE REPORT

ZONE	CODE	LAND USE	INTENSITY
1893	6002	LOW RISE OFFICE	3.0 AC
1893	6105	FIRE OR POLICE STATION	2.8 AC
1893	6804	SENIOR HIGH SCHOOL	33.4 AC
1893	7601	ACTIVE PARK	10.4 AC
1894	2103	LIGHT INDUSTRY	2.7 AC
1894	4112	FREEWAY	2.8 AC
1894	9101	VACANT	14.2 AC
1894	9999	UNUSABLE	13.1 AC
1896	2101	INDUSTRIAL PARK	7.8 AC
1896	9101	VACANT	8.4 AC
1896	9999	UNUSABLE	3.4 AC
1897	6002	LOW RISE OFFICE	15.0 AC
1897	9101	VACANT	10.4 AC
1897	9999	UNUSABLE	4.8 AC
1898	6001	HIGH RISE OFFICE	1.2 AC
1898	6002	LOW RISE OFFICE	7.8 AC
1898	6102	CHURCH	5.1 AC
1898	9101	VACANT	.3 AC
1898	9999	UNUSABLE	4.4 AC
1899	6810	UCSD COUNTS	56.0 TRIPS (x100)
1900	4112	FREEWAY	7.7 AC
1900	9101	VACANT	36.3 AC
1901	6810	UCSD COUNTS	112.0 TRIPS (x100)
1902	4112	FREEWAY	8.3 AC
1902	6501	MAJOR HOSPITAL	33.4 AC
1902	6810	UCSD COUNTS	73.0 TRIPS (x100)
1903	6001	HIGH RISE OFFICE	3.7 AC
1903	9101	VACANT	9.3 AC
1903	9999	UNUSABLE	3.1 AC
1904	102	MULTI-FAMILY	95.0 DU
1904	1501	HOTEL, MOTEL, OR RESORT	5.3 AC
1904	9101	VACANT	5.1 AC

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LAND USE REPORT

ZONE	CODE	LAND USE	INTENSITY
1904	9999	UNUSABLE	1.1 AC
1905	6001	HIGH RISE OFFICE	8.0 AC
1905	6002	LOW RISE OFFICE	14.1 AC
1905	9101	VACANT	1.3 AC
1905	9999	UNUSABLE	2.3 AC
1906	102	MULTI-FAMILY	847.0 DU
1906	4112	FREEWAY	5.9 AC
1906	6801	SDSU OR UCSD	31.7 AC
1908	1501	HOTEL, MOTEL, OR RESORT	3.5 AC
1908	5009	OTHER RETAIL	8.3 AC
1908	6001	HIGH RISE OFFICE	2.0 AC
1908	6002	LOW RISE OFFICE	7.0 AC
1908	7601	ACTIVE PARK	2.8 AC
1908	9101	VACANT	8.0 AC
1908	9999	UNUSABLE	.6 AC
1910	4112	FREEWAY	16.1 AC
1910	9101	VACANT	7.0 AC
1910	9999	UNUSABLE	45.4 AC
1911	6001	HIGH RISE OFFICE	10.0 AC
1911	9101	VACANT	21.1 AC
1911	9999	UNUSABLE	2.2 AC
1912	5002	REGIONAL SHOPPING CENTER	72.7 AC
1912	9101	VACANT	.3 AC
1912	9999	UNUSABLE	.3 AC
1914	5004	NEIGHBORHOOD SHOPPING CENTER	3.7 AC
1914	9101	VACANT	21.2 AC
1914	9999	UNUSABLE	2.7 AC
1915	102	MULTI-FAMILY	1400.0 DU
1915	6001	HIGH RISE OFFICE	.6 AC
1915	9101	VACANT	8.0 AC
1915	9999	UNUSABLE	2.2 AC
1916	1501	HOTEL, MOTEL, OR RESORT	3.8 AC
1916	4112	FREEWAY	5.7 AC
1916	5009	OTHER RETAIL	3.9 AC

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LAND USE REPORT

ZONE	CODE	LAND USE	INTENSITY
1916	6001	HIGH RISE OFFICE	9.2 AC
1916	6002	LOW RISE OFFICE	1.0 AC
1916	9101	VACANT	.9 AC
1916	9999	UNUSABLE	4.4 AC
1917	1501	HOTEL, MOTEL, OR RESORT	8.8 AC
1917	4112	FREEWAY	4.1 AC
1917	5009	OTHER RETAIL	6.0 AC
1917	6002	LOW RISE OFFICE	11.2 AC
1918	102	MULTI-FAMILY	74.0 DU
1918	1501	HOTEL, MOTEL, OR RESORT	6.3 AC
1918	4118	ROADS	.4 AC
1920	102	MULTI-FAMILY	635.0 DU
1922	101	SINGLE FAMILY	56.0 DU
1922	102	MULTI-FAMILY	257.0 DU
1922	5002	REGIONAL SHOPPING CENTER	6.2 AC
1922	9101	VACANT	.3 AC
1922	9999	UNUSABLE	8.6 AC
1923	102	MULTI-FAMILY	200.0 DU
1923	9101	VACANT	3.7 AC
1923	9999	UNUSABLE	.3 AC
1924	102	MULTI-FAMILY	584.0 DU
1924	1501	HOTEL, MOTEL, OR RESORT	1.1 AC
1924	6002	LOW RISE OFFICE	1.9 AC
1925	4112	FREEWAY	3.7 AC
1925	7601	ACTIVE PARK	5.9 AC
1925	9101	VACANT	31.5 AC
1925	9999	UNUSABLE	38.8 AC
1927	102	MULTI-FAMILY	685.0 DU
1927	4112	FREEWAY	2.0 AC
1927	6001	HIGH RISE OFFICE	2.2 AC
1927	6002	LOW RISE OFFICE	10.7 AC
1927	9101	VACANT	.8 AC
1928	4112	FREEWAY	2.8 AC
1928	5003	COMMUNITY SHOPPING CENTER	18.4 AC

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LAND USE REPORT

ZONE	CODE	LAND USE	INTENSITY
1929	5004	NEIGHBORHOOD SHOPPING CENTER	16.5 AC
1929	9101	VACANT	13.3 AC
1929	9999	UNUSABLE	5.1 AC
1930	102	MULTI-FAMILY	36.0 DU
1930	5004	NEIGHBORHOOD SHOPPING CENTER	4.4 AC
1931	102	MULTI-FAMILY	754.0 DU
1932	102	MULTI-FAMILY	615.0 DU
1933	102	MULTI-FAMILY	116.0 DU
1933	4112	FREEWAY	3.7 AC
1933	5003	COMMUNITY SHOPPING CENTER	28.6 AC
1933	5007	COMMUNITY SC ADJUSTMENT	100.0 TRIPS (x100)
1934	102	MULTI-FAMILY	339.0 DU
1935	102	MULTI-FAMILY	400.0 DU
1935	7601	ACTIVE PARK	1.8 AC
1935	9999	UNUSABLE	3.2 AC
1936	102	MULTI-FAMILY	249.0 DU
1936	7601	ACTIVE PARK	16.7 AC
1936	9101	VACANT	4.5 AC
1937	102	MULTI-FAMILY	256.0 DU
1937	7602	PASSIVE PARK	7.2 AC
1937	9101	VACANT	7.5 AC
1937	9999	UNUSABLE	47.9 AC
1938	102	MULTI-FAMILY	444.0 DU
1938	4112	FREEWAY	3.4 AC
1938	6102	CHURCH	5.0 AC
1938	9999	UNUSABLE	.9 AC
1939	102	MULTI-FAMILY	780.0 DU
1939	7602	PASSIVE PARK	19.8 AC
1939	9999	UNUSABLE	2.1 AC

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LAND USE REPORT

ZONE	CODE	LAND USE	INTENSITY
1941	102	MULTI-FAMILY	474.0 DU
1942	102	MULTI-FAMILY	943.0 DU
1943	102	MULTI-FAMILY	820.0 DU
1944	102	MULTI-FAMILY	548.0 DU
1944	9999	UNUSABLE	.1 AC
1947	102	MULTI-FAMILY	168.0 DU
1947	6806	ELEMENTARY SCHOOL	14.6 AC
1947	7601	ACTIVE PARK	7.2 AC
1948	101	SINGLE FAMILY	252.0 DU
1948	4112	FREEWAY	4.9 AC
1948	4116	PARK AND RIDE LOT	2.1 AC
1948	7601	ACTIVE PARK	2.5 AC
1948	7602	PASSIVE PARK	26.4 AC
1948	9999	UNUSABLE	12.0 AC
1949	102	MULTI-FAMILY	457.0 DU
1949	7602	PASSIVE PARK	13.4 AC
1950	102	MULTI-FAMILY	200.0 DU
1950	4112	FREEWAY	1.7 AC
1950	9101	VACANT	3.0 AC
1950	9999	UNUSABLE	1.0 AC
1954	101	SINGLE FAMILY	694.0 DU
1954	7602	PASSIVE PARK	34.5 AC
1954	9999	UNUSABLE	9.4 AC
1955	102	MULTI-FAMILY	729.0 DU
1955	4112	FREEWAY	24.1 AC
1955	7602	PASSIVE PARK	4.2 AC
1955	9999	UNUSABLE	5.5 AC
1956	102	MULTI-FAMILY	20.0 DU
1956	5004	NEIGHBORHOOD SHOPPING CENTER	7.5 AC
1957	6804	SENIOR HIGH SCHOOL	47.4 AC



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LAND USE REPORT

ZONE	CODE	LAND USE	INTENSITY
1957	7602	PASSIVE PARK	25.1 AC
1958	102	MULTI-FAMILY	1200.0 DU
1958	4112	FREEWAY	7.5 AC
1958	7601	ACTIVE PARK	5.3 AC
1958	9999	UNUSABLE	48.8 AC
1959	102	MULTI-FAMILY	525.0 DU
1959	7602	PASSIVE PARK	11.0 AC
1959	9999	UNUSABLE	2.1 AC
1960	102	MULTI-FAMILY	477.0 DU
1960	7602	PASSIVE PARK	5.7 AC
1961	101	SINGLE FAMILY	705.0 DU
1961	102	MULTI-FAMILY	61.0 DU
1961	5004	NEIGHBORHOOD SHOPPING CENTER	3.0 AC
1961	7602	PASSIVE PARK	61.9 AC
1961	9999	UNUSABLE	10.2 AC
1962	102	MULTI-FAMILY	340.0 DU
1962	7602	PASSIVE PARK	5.6 AC
1964	101	SINGLE FAMILY	200.0 DU
1964	102	MULTI-FAMILY	119.0 DU
1964	5008	GAS STATION W/FOOD MRT	1.0 STA
1964	6804	SENIOR HIGH SCHOOL	6.0 AC
1964	6806	ELEMENTARY SCHOOL	11.3 AC
1964	9999	UNUSABLE	10.2 AC
1966	101	SINGLE FAMILY	326.0 DU
1966	4112	FREEWAY	3.5 AC
1966	5004	NEIGHBORHOOD SHOPPING CENTER	1.0 AC
1966	6102	CHURCH	3.7 AC
1966	7602	PASSIVE PARK	125.8 AC
1967	4112	FREEWAY	8.3 AC
1967	6005	GREENWICH DR. OFFICES	51.8 AC
1967	6102	CHURCH	4.6 AC
1967	7602	PASSIVE PARK	4.7 AC
1967	9101	VACANT	13.3 AC
1967	9999	UNUSABLE	1.2 AC

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LAND USE REPORT

ZONE	CODE	LAND USE	INTENSITY
1968	101	SINGLE FAMILY	40.0 DU
1968	7601	ACTIVE PARK	11.0 AC
1968	9999	UNUSABLE	17.6 AC
1970	101	SINGLE FAMILY	299.0 DU
1970	102	MULTI-FAMILY	243.0 DU
1970	4112	FREEWAY	11.2 AC
1970	5004	NEIGHBORHOOD SHOPPING CENTER	2.0 AC
1970	6102	CHURCH	2.0 AC
1970	6805	JUNIOR HIGH OR MIDDLE SCHOOL	18.8 AC
1970	6806	ELEMENTARY SCHOOL	7.9 AC
1970	7601	ACTIVE PARK	17.3 AC
1970	7603	OPEN SPACE	17.9 AC
1971	5004	NEIGHBORHOOD SHOPPING CENTER	7.0 AC
1971	5008	GAS STATION W/FOOD MRT	1.0 STP
1971	5010	FAST FOOD RESTAURANT	4.0 KSF
1971	6103	LIBRARY	1.2 AC
1972	101	SINGLE FAMILY	470.0 DU
1972	102	MULTI-FAMILY	329.0 DU
1972	4112	FREEWAY	8.5 AC
1972	5004	NEIGHBORHOOD SHOPPING CENTER	2.5 AC
1972	9999	UNUSABLE	33.5 AC
1973	101	SINGLE FAMILY	232.0 DU
1973	4112	FREEWAY	15.2 AC
1973	6102	CHURCH	1.4 AC
1973	9999	UNUSABLE	25.9 AC
1977	5004	NEIGHBORHOOD SHOPPING CENTER	8.8 AC
1979	101	SINGLE FAMILY	118.0 DU
1979	9999	UNUSABLE	15.0 AC
1980	101	SINGLE FAMILY	870.0 DU
1980	4112	FREEWAY	34.3 AC
1980	5004	NEIGHBORHOOD SHOPPING CENTER	1.0 AC
1980	6102	CHURCH	8.4 AC
1980	6806	ELEMENTARY SCHOOL	14.3 AC
1980	7601	ACTIVE PARK	4.2 AC
1980	7602	PASSIVE PARK	107.4 AC
1980	7603	OPEN SPACE	9.7 AC
1980	9999	UNUSABLE	16.2 AC

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LAND USE REPORT

ZONE	CODE	LAND USE	INTENSITY
1981	101	SINGLE FAMILY	334.0 DU
1981	4112	FREEWAY	8.2 AC
1981	5004	NEIGHBORHOOD SHOPPING CENTER	1.0 AC
1981	9999	UNUSABLE	41.3 AC

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LAND USE SUMMARY

CODE	LAND USE	INTENSITY	PERSON TRIPS	VEHICLE TRIPS
101	SINGLE FAMILY	4598. DU		
102	MULTI-FAMILY	17072. DU		
1402	DORMITORY	8. AC		
1501	HOTEL, MOTEL, OR RESORT	44. AC		
2101	INDUSTRIAL PARK	490. AC		
2103	LIGHT INDUSTRY	48. AC		
2104	WAREHOUSING OR STORAGE	11. AC		
4112	FREEWAY	327. AC		
4113	COMMUNICATION OR UTILITY	2. AC		
4116	PARK AND RIDE LOT	4. AC		
4119	OTHER TRANSPORTATION	11. AC		
5001	WHOLESALE TRADE	30. AC		
5002	REGIONAL SHOPPING CENTER	79. AC		
5003	COMMUNITY SHOPPING CENTER	47. AC		
5004	NEIGHBORHOOD SHOPPING CENTER	58. AC		
5007	COMMUNITY SC ADJUSTMENT	100. TRIPS (x100)		
5008	GAS STATION W/FOOD MRT	2. STA		
5009	OTHER RETAIL	42. AC		
5010	FAST FOOD RESTAURANT	4. KSF		
6001	HIGH RISE OFFICE	37. AC		
6002	LOW RISE OFFICE	111. AC		
6005	GREENWICH DR. OFFICES	52. AC		
6102	CHURCH	30. AC		
6103	LIBRARY	1. AC		
6105	FIRE OR POLICE STATION	3. AC		
6109	OTHER PUBLIC SERVICE	1. AC		
6501	MAJOR HOSPITAL	33. AC		
6502	HOSPITAL	85. AC		
6801	SDSU OR UCSD	204. AC		
6804	SENIOR HIGH SCHOOL	87. AC		
6805	JUNIOR HIGH OR MIDDLE SCHOOL	19. AC		
6806	ELEMENTARY SCHOOL	48. AC		
6810	UCSD COUNTS	484. TRIPS (x100)		
7204	GOLF COURSE	277. AC		
7601	ACTIVE PARK	109. AC		
7602	PASSIVE PARK	453. AC		
7603	OPEN SPACE	736. AC		
7604	ACTIVE BEACH	307. AC		
9101	VACANT	565. AC		
9999	UNUSABLE	2330. AC		
	TOTAL		914,490	623,680

LAND USE PERSON TRIP GENERATION RATES

CODE	LAND USE	RATES	TRIP END	SPLIT PERCENTAGES										
				TOTAL	HOME WORK	HOME COLL	HOME SCHL	HOME SHOP	HOME OTHR	WORK OTHR	OTHR OTHR	SERV PASS	TOUR	APRT
101	SINGLE FAMILY	12.0	P	849	176	17	96	192	331	6	69	97	12	4
			A	151	27	0	0	0	394	33	388	138	20	0
102	MULTI-FAMILY	10.0	P	863	178	31	66	234	328	5	61	80	14	3
			A	137	37	0	0	0	409	31	385	120	18	0
103	MOBILE HOME PARK	7.5	P	833	129	16	35	268	390	15	85	48	11	3
			A	167	18	0	0	0	414	75	426	50	17	0
104	LOW INCOME	8.9	P	863	178	31	66	234	328	5	61	80	14	3
			A	137	37	0	0	0	409	31	385	120	18	0
105	MID INCOME	11.0	P	849	176	17	96	192	331	6	69	97	12	4
			A	151	27	0	0	0	394	33	388	138	20	0
106	HIGH INCOME	11.7	P	849	176	17	96	192	331	6	69	97	12	4
			A	151	27	0	0	0	394	33	388	138	20	0
107	SFD UNIVERSITY S.	15.0	P	849	176	17	96	192	331	6	69	97	12	4
			A	151	27	0	0	0	394	33	388	138	20	0
1200	MULTI-FAMILY	95.1	P	863	178	31	66	234	328	5	61	80	14	3
			A	137	37	0	0	0	409	31	385	120	18	0
1401	JAIL	10.3	P	267	0	0	0	0	0	597	403	0	0	0
			A	733	591	0	0	0	25	218	147	19	0	0
1402	DORMITORY	.0	P	845	192	34	70	229	319	0	60	78	15	3
			A	155	40	0	0	0	415	105	307	113	20	0
1403	MILITARY BARRACKS	.0	P	845	192	34	70	229	319	0	60	78	15	3
			A	155	40	0	0	0	415	105	307	113	20	0
1404	MONASTERY	5.1	P	839	183	46	79	216	307	0	78	91	0	0
			A	161	60	0	0	0	414	0	408	118	0	0
1409	OTHER GROUP QUARTERS	5.3	P	857	192	35	69	217	329	5	66	87	0	0
			A	143	32	0	0	0	421	29	398	120	0	0
1501	HOTEL, MOTEL, OR RESORT	477.2	P	888	0	0	0	0	0	34	32	0	887	47
			A	112	127	0	0	14	105	274	255	60	165	0
2001	HEAVY INDUSTRY	64.1	P	261	0	0	0	0	0	500	446	0	39	15
			A	739	547	0	0	0	26	177	158	20	72	0
2100	LIGHT INDUSTRY	120.0	P	338	0	0	0	0	0	605	386	0	0	9
			A	662	335	0	0	0	115	310	198	42	0	0
2101	INDUSTRIAL PARK	120.0	P	338	0	0	0	0	0	605	386	0	0	9
			A	662	335	0	0	0	115	310	198	42	0	0

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## LAND USE PERSON TRIP GENERATION RATES

CODE	LAND USE	RATES	TRIP END	----- SPLIT PERCENTAGES -----										
				TOTAL	HOME WORK	HOME COLL	HOME SCHL	HOME SHOP	HOME OTHR	WORK OTHR	OTHR OTHR	SERV PASS	TOUR	APRT
2102	LIGHT INDUSTRY	110.0	P	338	0	0	0	0	0	605	386	0	0	9
			A	662	335	0	0	0	115	310	198	42	0	0
2103	LIGHT INDUSTRY	110.0	P	320	0	0	0	0	0	603	373	0	18	6
			A	680	428	0	0	0	48	285	175	26	38	0
2104	WAREHOUSING OR STORAGE	33.9	P	323	0	0	0	0	0	611	383	0	0	6
			A	677	448	0	0	0	51	292	183	26	0	0
2105	SPECIAL INDUSTRY	247.0	P	367	0	0	0	0	0	770	222	0	0	8
			A	633	427	0	0	0	140	252	134	47	0	0
2201	EXTRACTIVE INDUSTRY	2.2	P	267	0	0	0	0	0	597	403	0	0	0
			A	733	591	0	0	0	25	218	147	19	0	0
2301	JUNKYARD, DUMP, OR LANDFILL	8.1	P	267	0	0	0	0	0	598	402	0	0	0
			A	733	591	0	0	0	24	219	147	19	0	0
B-15 4101	COMMERCIAL AIRPORT	155.7	P	0	0	0	0	0	0	0	0	0	0	1000
			A	1000	17	0	0	0	0	0	0	0	0	983
4102	MILITARY AIRPORT	.0	P	347	0	0	0	0	0	805	110	0	85	0
			A	653	450	0	0	0	47	76	134	23	270	0
4103	GENERAL AVIATION AIRPORT	9.9	P	301	0	0	0	0	0	559	347	0	94	0
			A	699	344	0	0	0	38	241	150	20	207	0
4104	AIRSTRIP	1.3	P	325	0	0	0	0	0	636	364	0	0	0
			A	675	444	0	0	0	49	307	176	24	0	0
4110	OTHER TRANSPORTATION	7.1	P	414	0	0	0	0	0	552	448	0	0	0
			A	586	354	0	0	0	214	93	110	229	0	0
4111	TRANSIT STATION	254.3	P	302	0	0	0	0	0	346	645	0	9	0
			A	698	241	0	0	0	163	149	280	167	0	0
4112	FREEWAY	.0	P	500	100	100	100	100	100	100	100	100	100	100
			A	500	100	100	100	100	100	100	100	100	100	100
4113	COMMUNICATION OR UTILITY	2.8	P	370	0	0	0	0	0	612	382	0	0	6
			A	630	333	0	0	0	61	360	225	21	0	0
4114	SURFACE PARKING LOT	.0	P	500	100	100	100	100	100	100	100	100	100	100
			A	500	100	100	100	100	100	100	100	100	100	100
4115	STRUCTURE PARKING LOT	.0	P	500	100	100	100	100	100	100	100	100	100	100
			A	500	100	100	100	100	100	100	100	100	100	100
4116	PARK AND RIDE LOT	301.1	P	300	0	0	0	0	0	349	651	0	0	0
			-	700	241	0	0	0	164	149	280	166	0	0

LAND USE PERSON TRIP GENERATION RATES

CODE	LAND USE	RATES	TRIP END	SPLIT PERCENTAGES										
				TOTAL	HOME WORK	HOME COLL	HOME SCHL	HOME SHOP	HOME OTHR	WORK OTHR	OTHR OTHR	SERV PASS	TOUR	APRT
4117	RAILROAD	.0	P	500	100	100	100	100	100	100	100	100	100	100
			A	500	100	100	100	100	100	100	100	100	100	100
4118	ROADS	.0	P	500	100	100	100	100	100	100	100	100	100	100
			A	500	100	100	100	100	100	100	100	100	100	100
4119	OTHER TRANSPORTATION	37.4	P	230	0	0	0	0	0	195	353	0	452	0
			A	770	46	0	0	0	31	59	105	32	727	0
5000	GENERAL COMMERCIAL	461.0	P	372	0	0	0	0	0	171	821	0	7	1
			A	628	67	0	0	166	135	102	487	23	20	0
5001	WHOLESALE TRADE	78.6	P	346	0	0	0	0	0	614	382	0	0	4
			A	654	297	0	0	0	55	325	203	21	99	0
5002	REGIONAL SHOPPING CENTER	750.0	P	322	0	0	0	0	0	149	796	0	54	1
			A	678	56	0	0	269	66	71	380	18	140	0
5003	COMMUNITY SHOPPING CENTER	1000.0	P	339	0	0	0	0	0	70	909	0	20	1
			A	661	30	0	0	227	157	36	468	27	55	0
5004	NEIGHBORHOOD SHOPPING CENTER	1500.0	P	340	0	0	0	0	0	72	903	0	24	1
			A	660	30	0	0	225	152	37	466	25	65	0
5005	SPECIALTY COMMERCIAL	1250.0	P	333	0	0	0	0	0	158	743	0	98	1
			A	667	47	0	0	125	98	79	371	18	262	0
5007	COMMUNITY SC ADJUSTMENT	142.3	P	339	0	0	0	0	0	70	909	0	20	1
			A	661	30	0	0	227	157	36	468	27	55	0
5008	GAS STATION W/FOOD MRT(/STA)	1190.0	P	372	0	0	0	0	0	171	821	0	7	1
			A	628	67	0	0	166	135	102	487	23	20	0
5009	OTHER RETAIL	1250.0	P	372	0	0	0	0	0	171	821	0	7	1
			A	628	67	0	0	166	135	102	487	23	20	0
5010	FAST FOOD RESTAURANT(/KSF)	963.0	P	372	0	0	0	0	0	171	821	0	7	1
			A	628	67	0	0	166	135	102	487	23	20	0
6000	GENERAL OFFICE	400.0	P	345	0	0	0	0	0	532	428	0	36	4
			A	655	265	0	0	0	116	281	226	8	104	0
6001	HIGH RISE OFFICE	950.0	P	343	0	0	0	0	0	567	398	0	32	3
			A	657	321	0	0	2	50	297	209	27	94	0
6002	LOW RISE OFFICE	400.0	P	345	0	0	0	0	0	532	428	0	36	4
			A	655	265	0	0	0	116	281	226	8	104	0

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LAND USE PERSON TRIP GENERATION RATES

CODE	LAND USE	RATES	TRIP END	SPLIT PERCENTAGES										
				TOTAL	HOME WORK	HOME COLL	HOME SCHL	HOME SHOP	HOME OTHR	WORK OTHR	OTHR OTHR	SERV PASS	TOUR	APRT
6003	GOV'T OFFICE OR CENTER	800.0	P	355	0	0	0	0	0	311	648	0	39	2
			A	645	117	0	0	0	226	171	357	15	114	0
6004	HIGH RISE OFFICE	2873.7	P	343	0	0	0	0	0	567	398	0	32	3
			A	657	321	0	0	2	50	297	209	27	94	0
6005	GREENWICH DR. OFFICES	280.0	P	345	0	0	0	0	0	532	428	0	36	4
			A	655	265	0	0	0	116	281	226	8	104	0
6100	PUBLIC SERVICE	261.5	P	300	0	0	0	0	0	205	795	0	0	0
			A	700	42	0	0	0	519	88	341	10	0	0
6101	CEMETERY	4.3	P	288	0	0	0	0	0	184	816	0	0	0
			A	712	322	0	0	0	232	74	331	0	41	0
6102	CHURCH	44.1	P	243	0	0	0	0	0	241	756	0	0	3
			A	757	63	0	0	0	513	78	243	85	18	0
6103	LIBRARY	299.8	P	365	0	0	0	0	0	322	678	0	0	0
			A	635	130	0	0	0	254	185	390	16	25	0
6104	POST OFFICE	1039.7	P	370	0	0	0	0	0	325	674	0	0	1
			A	630	134	0	0	0	257	191	397	17	4	0
6105	FIRE OR POLICE STATION	200.0	P	370	0	0	0	0	0	324	676	0	0	0
			A	630	134	0	0	0	260	191	397	18	0	0
6108	MISSION	53.6	P	219	0	0	0	0	0	165	518	0	315	2
			A	781	27	0	0	0	210	47	145	34	537	0
6109	OTHER PUBLIC SERVICE	261.5	P	300	0	0	0	0	0	205	795	0	0	0
			A	700	42	0	0	0	519	88	341	10	0	0
6500	HOSPITAL	400.0	P	259	0	0	0	0	0	264	723	0	8	5
			A	741	243	0	0	0	347	93	253	49	15	0
6501	MAJOR HOSPITAL	400.0	P	253	0	0	0	0	0	243	674	0	79	4
			A	747	206	0	0	0	300	83	228	40	143	0
6502	HOSPITAL	400.0	P	259	0	0	0	0	0	264	723	0	8	5
			A	741	243	0	0	0	347	93	253	49	15	0
6509	OTHER HEALTH CARE	455.8	P	320	0	0	0	0	0	237	758	0	3	2
			A	680	106	0	0	0	388	111	357	25	13	0
6701	MILITARY USE	1.9	P	441	0	0	0	94	191	99	545	0	6	65
			A	559	168	0	0	32	264	78	430	20	8	0
6800	GENERAL SCHOOL	274.7	P	160	0	0	0	0	0	152	845	0	2	1
			A	840	31	0	468	0	118	29	162	190	2	0

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LAND USE PERSON TRIP GENERATION RATES

CODE	LAND USE	RATES	TRIP END	SPLIT PERCENTAGES										
				TOTAL	HOME WORK	HOME COLL	HOME SCHL	HOME SHOP	HOME OTHR	WORK OTHR	OTHR OTHR	SERV PASS	TOUR	APRT
6801	SDSU OR UCSD	146.4	P	284	50	0	0	108	223	157	438	0	21	3
			A	716	70	619	0	0	30	62	174	19	26	0
6802	UNIVERSITY OR COLLEGE	146.4	P	284	50	0	0	108	223	157	438	0	21	3
			A	716	70	619	0	0	30	62	174	19	26	0
6803	JUNIOR COLLEGE	186.6	P	144	0	0	0	0	0	185	799	0	14	2
			A	856	43	719	0	0	29	31	135	28	15	0
6804	SENIOR HIGH SCHOOL	159.5	P	188	0	0	0	0	0	185	809	0	4	2
			A	812	55	0	510	0	79	43	187	120	6	0
6805	JUNIOR HIGH OR MIDDLE SCHOOL	170.2	P	172	0	0	0	0	0	110	882	0	7	1
			A	828	32	0	530	0	73	23	184	149	9	0
6806	ELEMENTARY SCHOOL	274.7	P	160	0	0	0	0	0	152	845	0	2	1
			A	840	31	0	468	0	118	29	162	190	2	0
6807	SCHOOL DISTRICT OFFICE	264.8	P	345	0	0	0	0	0	530	429	0	37	4
			A	655	265	0	0	0	112	280	227	7	109	0
6810	UCSD COUNTS	131.2	P	284	50	0	0	108	223	157	438	0	21	3
			A	716	70	619	0	0	30	62	174	19	26	0
7200	OTHER RECREATION	7.0	P	258	0	0	0	0	0	118	882	0	0	0
			A	742	9	0	0	0	623	41	307	20	0	0
7201	TOURIST ATTRACTION	70.0	P	279	0	0	0	0	0	172	476	0	352	0
			A	721	57	0	0	0	334	67	184	0	358	0
7202	STADIUM OR ARENA	24.0	P	242	0	0	0	0	0	55	561	0	384	0
			A	758	48	0	0	0	265	18	179	9	481	0
7203	RACETRACK	15.7	P	245	0	0	0	0	0	67	698	0	235	0
			A	755	36	0	0	0	404	22	227	13	298	0
7204	GOLF COURSE	10.6	P	251	0	0	0	0	0	62	861	0	77	0
			A	749	7	0	0	0	601	21	289	17	65	0
7206	CONVENTION CENTER	400.4	P	261	0	0	0	0	0	34	363	0	481	122
			A	739	22	0	0	0	105	12	129	3	729	0
7207	MARINA	61.9	P	233	0	0	0	0	0	84	628	0	288	0
			A	767	4	0	0	0	292	26	191	10	477	0
7209	OTHER RECREATION	7.0	P	258	0	0	0	0	0	118	882	0	0	0
			A	742	9	0	0	0	623	41	307	20	0	0
7601	ACTIVE PARK	71.7	P	247	0	0	0	0	0	64	906	0	30	0
			A	753	8	0	0	0	626	21	298	19	28	0

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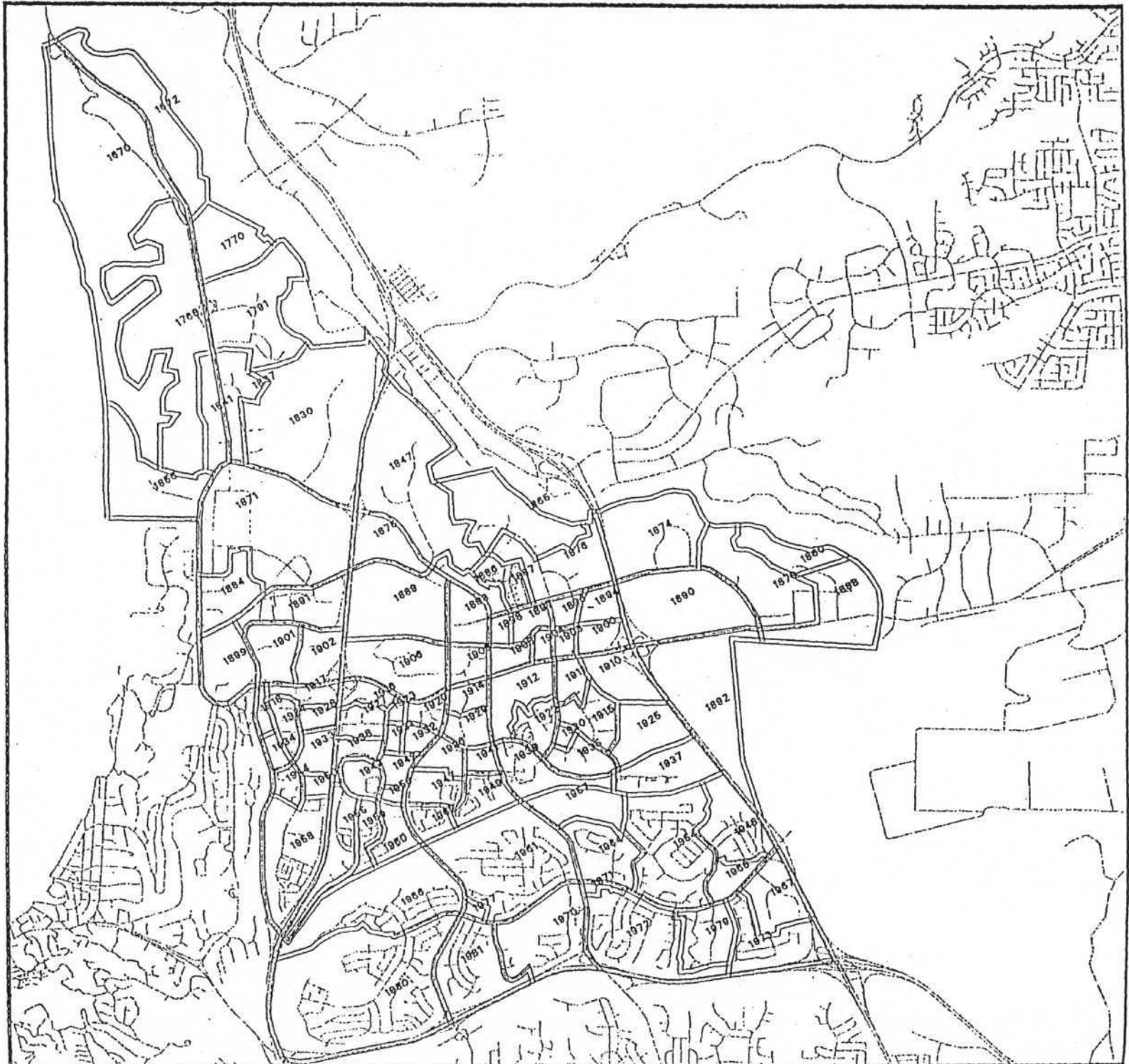
LAND USE PERSON TRIP GENERATION RATES

CODE	LAND USE	RATES	TRIP END	SPLIT PERCENTAGES										
				TOTAL	HOME WORK	HOME COLL	HOME SCHL	HOME SHOP	HOME OTHR	WORK OTHR	OTHR OTHR	SERV PASS	TOUR	APRT
7602	PASSIVE PARK	2.6	P	248	0	0	0	0	0	66	917	0	17	0
			A	752	0	0	0	0	647	22	303	19	9	0
7603	OPEN SPACE	.0	P	500	100	100	100	100	100	100	100	100	100	100
			A	500	100	100	100	100	100	100	100	100	100	100
7604	ACTIVE BEACH	175.0	P	291	0	0	0	0	0	36	545	0	419	0
			A	709	4	0	0	0	308	15	224	5	444	0
7605	PASSIVE BEACH	4.4	P	276	0	0	0	0	0	69	897	0	34	0
			A	724	13	0	0	0	592	26	343	13	13	0
8000	AGRICULTURE	2.3	P	251	0	0	0	0	0	917	83	0	0	0
			A	749	705	0	0	0	28	106	139	22	0	0
8001	ORCHARDS OR VINEYARD	2.3	P	267	0	0	0	0	0	598	402	0	0	0
			A	733	590	0	0	0	24	218	147	21	0	0
8002	INTENSIVE AGRICULTURE	2.3	P	266	0	0	0	0	0	595	405	0	0	0
			A	734	592	0	0	0	22	217	147	22	0	0
8003	FIELD CROPS	2.3	P	268	0	0	0	0	0	597	403	0	0	0
			A	732	590	0	0	0	24	219	148	19	0	0
9101	VACANT	.0	P	500	100	100	100	100	100	100	100	100	100	100
			A	500	100	100	100	100	100	100	100	100	100	100
9200	WATER	.0	P	500	100	100	100	100	100	100	100	100	100	100
			A	500	100	100	100	100	100	100	100	100	100	100
9201	BAYS, LAGOONS	.0	P	500	100	100	100	100	100	100	100	100	100	100
			A	500	100	100	100	100	100	100	100	100	100	100
9202	LAKES, RESERVOIRS	.0	P	500	100	100	100	100	100	100	100	100	100	100
			A	500	100	100	100	100	100	100	100	100	100	100
9501	RESIDENTIAL CONTRUCTION	6.2	P	367	0	0	0	0	0	770	222	0	0	8
			A	633	427	0	0	0	140	252	134	47	0	0
9502	COMMERCIAL CONTRUCTION	6.2	P	367	0	0	0	0	0	770	222	0	0	8
			A	633	427	0	0	0	140	252	134	47	0	0
9503	INDUSTRIAL CONTRUCTION	6.2	P	367	0	0	0	0	0	770	222	0	0	8
			A	633	427	0	0	0	140	252	134	47	0	0
9998	RESIDENTIAL	.0	P	342	0	0	0	0	0	222	678	0	94	6
			A	658	118	13	75	101	135	115	354	48	41	0
9999	UNUSABLE	.0	P	342	0	0	0	0	0	222	677	0	94	7
			A	658	116	14	75	102	136	116	354	47	40	0

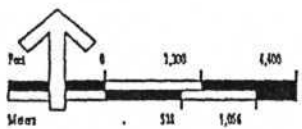
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UNIVERSITY  
FOCUSED  
TRANSPORTATION  
STUDY

TAZ MAP



Key:  
# TAZ Numbers  
-- TAZ Boundaries



APPENDIX C

FUTURE BUILDOUT LAND USE REPORT

UNIVERSITY FOCUSED TRANSPORTATION STUDY  
BUILD-OUT

LAND USE REPORT

ZONE	CODE	LAND USE	INTENSITY
1670	7603	OPEN SPACE	380.1 AC
1670	7604	ACTIVE BEACH	190.0 AC
1670	9999	UNUSABLE	76.5 AC
1672	4112	FREEWAY	12.4 AC
1672	4116	PARK AND RIDE LOT	2.0 AC
1672	4119	OTHER TRANSPORTATION	10.9 AC
1672	7603	OPEN SPACE	298.1 AC
1672	9999	UNUSABLE	417.6 AC
1768	1501	HOTEL, MOTEL, OR RESORT	15.3 AC
1768	2101	INDUSTRIAL PARK	1.5 AC
1768	7204	GOLF COURSE	276.6 AC
1768	7601	ACTIVE PARK	22.4 AC
1768	7603	OPEN SPACE	20.8 AC
1768	9999	UNUSABLE	9.1 AC
1770	2101	INDUSTRIAL PARK	14.0 AC
1770	6002	LOW RISE OFFICE	13.7 AC
1770	7603	OPEN SPACE	2.2 AC
1770	9999	UNUSABLE	61.0 AC
1791	2101	INDUSTRIAL PARK	106.4 AC
1791	2103	LIGHT INDUSTRY	6.7 AC
1791	9999	UNUSABLE	76.8 AC
1830	2106	SCIENTIFIC R & D (KSF)	2556.0 KSF
1830	4112	FREEWAY	19.8 AC
1830	9999	UNUSABLE	191.8 AC
1837	2103	LIGHT INDUSTRY	9.4 AC
1837	2106	SCIENTIFIC R & D (KSF)	831.6 KSF
1837	9999	UNUSABLE	20.3 AC
1841	2106	SCIENTIFIC R & D (KSF)	1025.4 KSF
1841	6503	HOSPITAL (BEDS)	320.0 BEDS
1841	6504	MEDICAL OFFICE (KSF)	290.0 KSF
1841	9999	UNUSABLE	2.2 AC

UNIVERSITY FOCUSED TRANSPORTATION STUDY  
BUILD-OUT

LAND USE REPORT

ZONE	CODE	LAND USE	INTENSITY
1847	2106	SCIENTIFIC R & D (KSF)	2150.0 KSF
1847	4112	FREEWAY	17.1 AC
1847	6801	SDSU OR UCSD	0.0 AC
1847	9999	UNUSABLE	154.3 AC
1856	101	SINGLE FAMILY	2.0 DU
1856	2101	INDUSTRIAL PARK	22.8 AC
1856	7603	OPEN SPACE	7.4 AC
1856	7604	ACTIVE BEACH	116.9 AC
1856	9999	UNUSABLE	4.1 AC
1865	2106	SCIENTIFIC R & D (KSF)	858.9 KSF
1865	2107	LG. BUSINESS PARK (KSF)	502.7 KSF
1865	9999	UNUSABLE	107.0 AC
1871	6810	UCSD COUNTS	113.0 TRIPS (x100)
1874	2103	LIGHT INDUSTRY	60.8 AC
1874	4112	FREEWAY	10.3 AC
1874	6109	OTHER PUBLIC SERVICE	6.0 AC
1874	9999	UNUSABLE	95.1 AC
1875	4112	FREEWAY	8.2 AC
1875	6502	HOSPITAL	46.9 AC
1875	6801	SDSU OR UCSD	15.8 AC
1876	2106	SCIENTIFIC R & D (KSF)	479.9 KSF
1876	2107	LG. BUSINESS PARK (KSF)	117.4 KSF
1876	4112	FREEWAY	3.4 AC
1876	9999	UNUSABLE	47.1 AC
1879	2101	INDUSTRIAL PARK	16.4 AC
1879	2103	LIGHT INDUSTRY	6.7 AC
1879	2104	WAREHOUSING OR STORAGE	5.8 AC
1879	5001	WHOLESALE TRADE	17.2 AC
1879	5009	OTHER RETAIL	23.4 AC

UNIVERSITY FOCUSED TRANSPORTATION STUDY  
BUILD-OUT

LAND USE REPORT

ZONE	CODE	LAND USE	INTENSITY
1879	9999	UNUSABLE	72.7 AC
1880	2101	INDUSTRIAL PARK	15.1 AC
1880	2103	LIGHT INDUSTRY	5.4 AC
1880	9999	UNUSABLE	40.7 AC
1884	6810	UCSD COUNTS	75.0 TRIPS (x100)
1886	102	MULTI-FAMILY	250.0 DU
1886	6109	OTHER PUBLIC SERVICE	1.3 AC
1886	9999	UNUSABLE	10.4 AC
1887	102	MULTI-FAMILY	356.0 DU
1887	9999	UNUSABLE	11.2 AC
1888	2101	INDUSTRIAL PARK	52.2 AC
1888	2103	LIGHT INDUSTRY	9.5 AC
1888	2104	WAREHOUSING OR STORAGE	5.3 AC
1888	2105	SPECIAL INDUSTRY	13.4 AC
1888	4118	ROADS	0.4 AC
1888	9999	UNUSABLE	45.9 AC
1889	4112	FREEWAY	9.7 AC
1889	6502	HOSPITAL	0.0 AC
1889	6801	SDSU OR UCSD	156.6 AC
1890	4112	FREEWAY	13.9 AC
1890	4118	ROADS	0.1 AC
1890	6109	OTHER PUBLIC SERVICE	30.0 AC
1890	9999	UNUSABLE	141.1 AC
1891	6810	UCSD COUNTS	32.5 TRIPS (x100)
1892	4112	FREEWAY	31.6 AC
1892	4118	ROADS	5.1 AC
1892	9999	UNUSABLE	182.2 AC

UNIVERSITY FOCUSED TRANSPORTATION STUDY  
BUILD-OUT

LAND USE REPORT

ZONE	CODE	LAND USE	INTENSITY
1893	4113	COMMUNICATION OR UTILITY	1.7 AC
1893	6002	LOW RISE OFFICE	3.0 AC
1893	6105	FIRE OR POLICE STATION	2.8 AC
1893	6804	SENIOR HIGH SCHOOL	33.4 AC
1893	7601	ACTIVE PARK	10.4 AC
1894	2101	INDUSTRIAL PARK	21.4 AC
1894	2103	LIGHT INDUSTRY	1.7 AC
1894	4112	FREEWAY	2.8 AC
1894	9999	UNUSABLE	6.8 AC
1896	2101	INDUSTRIAL PARK	7.8 AC
1896	2103	LIGHT INDUSTRY	2.8 AC
1896	2106	SCIENTIFIC R & D (KSF)	221.5 KSF
1896	2107	LG. BUSINESS PARK (KSF)	274.6 KSF
1896	4118	ROADS	1.2 AC
1896	6006	SMALL OFFICE BLDG. (KSF)	10.1 KSF
1896	9999	UNUSABLE	3.4 AC
1897	2106	SCIENTIFIC R & D (KSF)	215.2 KSF
1897	2107	LG. BUSINESS PARK (KSF)	14.1 KSF
1897	6002	LOW RISE OFFICE	15.7 AC
1897	6006	SMALL OFFICE BLDG. (KSF)	33.6 KSF
1897	9999	UNUSABLE	0.8 AC
1898	6001	HIGH RISE OFFICE	1.2 AC
1898	6002	LOW RISE OFFICE	7.8 AC
1898	6102	CHURCH	5.1 AC
1898	6109	OTHER PUBLIC SERVICE	0.3 AC
1898	9999	UNUSABLE	0.4 AC
1899	6810	UCSD COUNTS	118.0 TRIPS (x100)
1900	2101	INDUSTRIAL PARK	19.2 AC
1900	4112	FREEWAY	7.7 AC
1900	5009	OTHER RETAIL	9.4 AC



UNIVERSITY FOCUSED TRANSPORTATION STUDY  
BUILD-OUT 5

LAND USE REPORT

ZONE	CODE	LAND USE	INTENSITY
1901	6810	UCSD COUNTS	135.5 TRIPS (x100)
1902	4112	FREEWAY	8.3 AC
1902	6501	MAJOR HOSPITAL	33.4 AC
1902	6810	UCSD COUNTS	58.0 TRIPS (x100)
1903	2101	INDUSTRIAL PARK	4.0 AC
1903	4118	ROADS	1.9 AC
1903	6001	HIGH RISE OFFICE	3.7 AC
1903	6002	LOW RISE OFFICE	6.6 AC
1904	102	MULTI-FAMILY	95.0 DU
1904	1501	HOTEL, MOTEL, OR RESORT	6.6 AC
1904	2101	INDUSTRIAL PARK	2.8 AC
1904	9999	UNUSABLE	1.1 AC
1905	6001	HIGH RISE OFFICE	9.2 AC
1905	6002	LOW RISE OFFICE	14.1 AC
1905	9999	UNUSABLE	2.3 AC
1906	102	MULTI-FAMILY	860.0 DU
1906	4112	FREEWAY	5.9 AC
1906	6801	SDSU OR UCSD	31.7 AC
1908	102	MULTI-FAMILY	250.0 DU
1908	1501	HOTEL, MOTEL, OR RESORT	3.5 AC
1908	5009	OTHER RETAIL	8.3 AC
1908	6001	HIGH RISE OFFICE	5.0 AC
1908	6002	LOW RISE OFFICE	7.0 AC
1908	7601	ACTIVE PARK	2.8 AC
1908	9999	UNUSABLE	0.6 AC
1910	2101	INDUSTRIAL PARK	35.0 AC
1910	4112	FREEWAY	16.1 AC
1910	4118	ROADS	1.4 AC
1910	5009	OTHER RETAIL	16.0 AC

UNIVERSITY FOCUSED TRANSPORTATION STUDY  
BUILD-OUT

LAND USE REPORT

ZONE	CODE	LAND USE	INTENSITY
1911	102	MULTI-FAMILY	60.0 DU
1911	4118	ROADS	2.0 AC
1911	5009	OTHER RETAIL	9.2 AC
1911	6001	HIGH RISE OFFICE	19.1 AC
1912	5002	REGIONAL SHOPPING CENTER	73.0 AC
1912	9999	UNUSABLE	0.3 AC
1914	102	MULTI-FAMILY	955.0 DU
1914	1501	HOTEL, MOTEL, OR RESORT	5.8 AC
1914	5004	NEIGHBORHOOD SHOPPING CENTER	5.9 AC
1914	9999	UNUSABLE	2.7 AC
1915	102	MULTI-FAMILY	1400.0 DU
1915	4118	ROADS	0.6 AC
1915	9999	UNUSABLE	2.2 AC
1916	1501	HOTEL, MOTEL, OR RESORT	3.8 AC
1916	4112	FREEWAY	5.7 AC
1916	5009	OTHER RETAIL	3.9 AC
1916	6001	HIGH RISE OFFICE	10.1 AC
1916	6002	LOW RISE OFFICE	1.0 AC
1916	9999	UNUSABLE	4.4 AC
1917	1501	HOTEL, MOTEL, OR RESORT	8.8 AC
1917	4112	FREEWAY	4.1 AC
1917	5009	OTHER RETAIL	6.0 AC
1917	6002	LOW RISE OFFICE	11.2 AC
1918	102	MULTI-FAMILY	76.0 DU
1918	1501	HOTEL, MOTEL, OR RESORT	6.3 AC
1918	4118	ROADS	0.4 AC
1920	102	MULTI-FAMILY	635.0 DU
1922	101	SINGLE FAMILY	56.0 DU
1922	102	MULTI-FAMILY	257.0 DU

UNIVERSITY FOCUSED TRANSPORTATION STUDY  
BUILD-OUT

LAND USE REPORT

ZONE	CODE	LAND USE	INTENSITY
1922	5002	REGIONAL SHOPPING CENTER	6.2 AC
1922	9999	UNUSABLE	8.6 AC
1923	102	MULTI-FAMILY	200.0 DU
1923	9999	UNUSABLE	0.3 AC
1924	102	MULTI-FAMILY	584.0 DU
1924	1501	HOTEL, MOTEL, OR RESORT	1.1 AC
1924	6002	LOW RISE OFFICE	1.9 AC
1925	2101	INDUSTRIAL PARK	27.0 AC
1925	4112	FREEWAY	3.7 AC
1925	4118	ROADS	6.3 AC
1925	7601	ACTIVE PARK	30.0 AC
1927	102	MULTI-FAMILY	685.0 DU
1927	4112	FREEWAY	2.0 AC
1927	6001	HIGH RISE OFFICE	2.2 AC
1927	6002	LOW RISE OFFICE	10.7 AC
1927	6109	OTHER PUBLIC SERVICE	0.8 AC
1928	4112	FREEWAY	2.8 AC
1928	5003	COMMUNITY SHOPPING CENTER	22.8 AC
1929	102	MULTI-FAMILY	935.0 DU
1929	5004	NEIGHBORHOOD SHOPPING CENTER	16.8 AC
1929	9999	UNUSABLE	5.1 AC
1930	102	MULTI-FAMILY	36.0 DU
1930	5004	NEIGHBORHOOD SHOPPING CENTER	5.3 AC
1931	102	MULTI-FAMILY	754.0 DU
1932	102	MULTI-FAMILY	615.0 DU

UNIVERSITY FOCUSED TRANSPORTATION STUDY  
BUILD-OUT

LAND USE REPORT

ZONE	CODE	LAND USE	INTENSITY
1933	102	MULTI-FAMILY	116.0 DU
1933	4112	FREEWAY	3.7 AC
1933	5003	COMMUNITY SHOPPING CENTER	28.6 AC
1933	5007	COMMUNITY SC ADJUSTMENT	100.0 TRIPS (x100)
1934	102	MULTI-FAMILY	339.0 DU
1935	102	MULTI-FAMILY	400.0 DU
1935	7601	ACTIVE PARK	1.8 AC
1935	9999	UNUSABLE	3.2 AC
1936	102	MULTI-FAMILY	249.0 DU
1936	7601	ACTIVE PARK	16.6 AC
1937	102	MULTI-FAMILY	456.0 DU
1937	2101	INDUSTRIAL PARK	2.0 AC
1937	4118	ROADS	4.8 AC
1937	7602	PASSIVE PARK	7.2 AC
1937	9999	UNUSABLE	26.0 AC
1938	102	MULTI-FAMILY	444.0 DU
1938	4112	FREEWAY	3.4 AC
1938	6102	CHURCH	5.0 AC
1939	102	MULTI-FAMILY	780.0 DU
1939	7602	PASSIVE PARK	19.8 AC
1939	9999	UNUSABLE	2.1 AC
1941	102	MULTI-FAMILY	474.0 DU
1942	102	MULTI-FAMILY	943.0 DU
1943	102	MULTI-FAMILY	820.0 DU
1944	102	MULTI-FAMILY	548.0 DU

UNIVERSITY FOCUSED TRANSPORTATION STUDY  
BUILD-OUT

LAND USE REPORT

ZONE	CODE	LAND USE	INTENSITY
1944	9999	UNUSABLE	0.1 AC
1947	102	MULTI-FAMILY	168.0 DU
1947	6806	ELEMENTARY SCHOOL	14.6 AC
1947	7601	ACTIVE PARK	7.2 AC
1948	101	SINGLE FAMILY	256.0 DU
1948	4112	FREEWAY	4.9 AC
1948	4116	PARK AND RIDE LOT	2.1 AC
1948	7601	ACTIVE PARK	2.5 AC
1948	7602	PASSIVE PARK	26.4 AC
1948	9999	UNUSABLE	12.0 AC
1949	102	MULTI-FAMILY	457.0 DU
1949	7602	PASSIVE PARK	13.4 AC
1950	102	MULTI-FAMILY	240.0 DU
1950	4112	FREEWAY	1.7 AC
1950	9999	UNUSABLE	2.2 AC
1954	101	SINGLE FAMILY	694.0 DU
1954	7602	PASSIVE PARK	34.5 AC
1954	9999	UNUSABLE	9.4 AC
1955	102	MULTI-FAMILY	729.0 DU
1955	4112	FREEWAY	24.1 AC
1955	7602	PASSIVE PARK	4.2 AC
1955	9999	UNUSABLE	5.5 AC
1956	102	MULTI-FAMILY	22.0 DU
1956	5004	NEIGHBORHOOD SHOPPING CENTER	7.5 AC
1957	6804	SENIOR HIGH SCHOOL	47.4 AC
1957	7602	PASSIVE PARK	25.1 AC
1958	102	MULTI-FAMILY	1200.0 DU

UNIVERSITY FOCUSED TRANSPORTATION STUDY  
BUILD-OUT

LAND USE REPORT

ZONE	CODE	LAND USE	INTENSITY
1958	4112	FREEWAY	7.5 AC
1958	7601	ACTIVE PARK	5.3 AC
1958	9999	UNUSABLE	48.8 AC
1959	102	MULTI-FAMILY	547.0 DU
1959	7602	PASSIVE PARK	11.0 AC
1959	9999	UNUSABLE	2.1 AC
1960	102	MULTI-FAMILY	477.0 DU
1960	7602	PASSIVE PARK	5.7 AC
1961	101	SINGLE FAMILY	705.0 DU
1961	102	MULTI-FAMILY	61.0 DU
1961	4118	ROADS	1.1 AC
1961	5004	NEIGHBORHOOD SHOPPING CENTER	3.0 AC
1961	7602	PASSIVE PARK	61.9 AC
1961	9999	UNUSABLE	10.2 AC
1962	102	MULTI-FAMILY	340.0 DU
1962	7602	PASSIVE PARK	5.6 AC
1964	101	SINGLE F.	200.0 DU
1964	102	MULTI-FAMILY	119.0 DU
1964	5008	GAS STATION W/FOOD MRT (STA)	1.0 STA
1964	6804	SENIOR HIGH SCHOOL	6.0 AC
1964	6806	ELEMENTARY SCHOOL	11.3 AC
1964	9999	UNUSABLE	10.2 AC
1966	101	SINGLE FAMILY	326.0 DU
1966	4112	FREEWAY	3.5 AC
1966	5004	NEIGHBORHOOD SHOPPING CENTER	1.0 AC
1966	6102	CHURCH	3.7 AC
1966	7602	PASSIVE PARK	125.8 AC
1967	2101	INDUSTRIAL PARK	10.4 AC
1967	4112	FREEWAY	8.3 AC

UNIVERSITY FOCUSED TRANSPORTATION STUDY  
BUILD-OUT

LAND USE REPORT

ZONE	CODE	LAND USE	INTENSITY
1967	6001	HIGH RISE OFFICE	2.9 AC
1967	6002	LOW RISE OFFICE	51.8 AC
1967	6102	CHURCH	4.6 AC
1967	7602	PASSIVE PARK	4.7 AC
1967	9999	UNUSABLE	1.2 AC
1968	101	SINGLE FAMILY	40.0 DU
1968	7601	ACTIVE PARK	11.0 AC
1968	9999	UNUSABLE	17.6 AC
1970	101	SINGLE FAMILY	301.0 DU
1970	102	MULTI-FAMILY	243.0 DU
1970	4112	FREEWAY	11.2 AC
1970	5004	NEIGHBORHOOD SHOPPING CENTER	2.0 AC
1970	6102	CHURCH	2.0 AC
1970	6805	JUNIOR HIGH OR MIDDLE SCHOOL	18.8 AC
1970	6806	ELEMENTARY SCHOOL	7.9 AC
1970	7601	ACTIVE PARK	17.3 AC
1970	7603	OPEN SPACE	17.9 AC
1971	5004	NEIGHBORHOOD SHOPPING CENTER	7.0 AC
1971	5008	GAS STATION W/FOOD MRT	1.0 STA
1971	5010	FAST FOOD RESTAURANT	4.0 KSF
1971	6103	LIBRARY	1.2 AC
1972	101	SINGLE FAMILY	470.0 DU
1972	102	MULTI-FAMILY	329.0 DU
1972	4112	FREEWAY	8.5 AC
1972	5004	NEIGHBORHOOD SHOPPING CENTER	2.5 AC
1972	9999	UNUSABLE	33.5 AC
1973	101	SINGLE FAMILY	232.0 DU
1973	4112	FREEWAY	15.2 AC
1973	6102	CHURCH	1.4 AC
1973	9999	UNUSABLE	25.9 AC
1977	5004	NEIGHBORHOOD SHOPPING CENTER	8.8 AC

UNIVERSITY FOCUSED TRANSPORTATION STUDY  
BUILD-OUT

LAND USE REPORT

ZONE	CODE	LAND USE	INTENSITY
1979	101	SINGLE FAMILY	118.0 DU
1979	9999	UNUSABLE	15.0 AC
1980	101	SINGLE FAMILY	870.0 DU
1980	4112	FREEWAY	34.3 AC
1980	5004	NEIGHBORHOOD SHOPPING CENTER	1.0 AC
1980	6102	CHURCH	8.4 AC
1980	6806	ELEMENTARY SCHOOL	14.3 AC
1980	7601	ACTIVE PARK	4.2 AC
1980	7602	PASSIVE PARK	107.4 AC
1980	7603	OPEN SPACE	9.7 AC
1980	9999	UNUSABLE	16.2 AC
1981	101	SINGLE FAMILY	334.0 DU
1981	4112	FREEWAY	8.2 AC
1981	5004	NEIGHBORHOOD SHOPPING CENTER	1.0 AC
1981	9999	UNUSABLE	41.3 AC



UNIVERSITY FOCUSED TRANSPORTATION STUDY  
BUILD-OUT

LAND USE SUMMARY

CODE	LAND USE	INTENSITY
101	SINGLE FAMILY	4,604 DU
102	MULTI-FAMILY	19,504 DU
1501	HOTEL, MOTEL, OR RESORT	51 AC
2101	INDUSTRIAL PARK	358 AC
2103	LIGHT INDUSTRY	103 AC
2104	WAREHOUSING OR STORAGE	11 AC
2105	SPECIAL INDUSTRY	13 AC
2106	SCIENTIFIC R & D (KSF)	8,338 KSF
2107	LG. BUSINESS PARK (KSF)	909 KSF
4112	FREEWAY	320 AC
4113	COMMUNICATION OR UTILITY	2 AC
4116	PARK AND RIDE LOT	4 AC
4118	ROADS	25 AC
4119	OTHER TRANSPORTATION	11 AC
5001	WHOLESALE TRADE	17 AC
5002	REGIONAL SHOPPING CENTER	79 AC
5003	COMMUNITY SHOPPING CENTER	51 AC
5004	NEIGHBORHOOD SHOPPING CENTER	62 AC
5007	COMMUNITY SC ADJUSTMENT	100 TRIPS (x100)
5008	GAS STATION W/FOOD MRT (STA)	2 STA
5009	OTHER RETAIL	76 AC
5010	FAST FOOD RESTAURANT (KSF)	4 KSF
6001	HIGH RISE OFFICE	53 AC
6002	LOW RISE OFFICE	145 AC
6006	SMALL OFFICE BLDG. (KSF)	44 KSF
6102	CHURCH	30 AC
6103	LIBRARY	1 AC
6105	FIRE OR POLICE STATION	3 AC
6109	OTHER PUBLIC SERVICE	38 AC
6501	MAJOR HOSPITAL	33 AC
6502	HOSPITAL	47 AC
6503	HOSPITAL (BEDS)	320 AC
6504	MEDICAL OFFICE (KSF)	290 KSF
6801	SDSU OR UCSD	204 AC
6804	SENIOR HIGH SCHOOL	87 AC
6805	JUNIOR HIGH OR MIDDLE SCHOOL	19 AC
6806	ELEMENTARY SCHOOL	48 AC
6810	UCSD COUNTS	532 TRIPS (x100)
7204	GOLF COURSE	277 AC
7601	ACTIVE PARK	131 AC
7602	PASSIVE PARK	453 AC
7603	OPEN SPACE	736 AC
7604	ACTIVE BEACH	307 AC
9999	UNUSABLE	2,089 AC

SANDAG 2015 SERIES 8 FORECAST FOR UNIVERSITY AREA

LAND USE PERSON TRIP GENERATION RATES

CODE	NAME	RATES	TRIP END	SPLIT PERCENTAGES										
				TOTAL	HOME WORK	HOME COLL	HOME SCHL	HOME SHOP	HOME OTHR	WORK OTHR	OTHR OTHR	SERV PASS	TOUR	APRT
101	SINGLE FAMILY	12.0	P	849	176	17	96	192	331	6	69	97	12	4
			A	151	27	0	0	0	394	33	388	138	20	0
102	MULTI-FAMILY	10.0	P	863	178	31	66	234	328	5	61	80	14	3
			A	137	37	0	0	0	409	31	385	120	18	0
103	MOBILE HOME PARK	7.5	P	833	129	16	35	268	390	15	85	48	11	3
			A	167	18	0	0	0	414	75	426	50	17	0
104	LOW INCOME	8.9	P	863	178	31	66	234	328	5	61	80	14	3
			A	137	37	0	0	0	409	31	385	120	18	0
105	MID INCOME	11.0	P	849	176	17	96	192	331	6	69	97	12	4
			A	151	27	0	0	0	394	33	388	138	20	0
106	HIGH INCOME	11.7	P	849	176	17	96	192	331	6	69	97	12	4
			A	151	27	0	0	0	394	33	388	138	20	0
107	SFD UNIVERSITY S.	15.0	P	849	176	17	96	192	331	6	69	97	12	4
			A	151	27	0	0	0	394	33	388	138	20	0
1200	MULTI-FAMILY	95.1	P	863	178	31	66	234	328	5	61	80	14	3
			A	137	37	0	0	0	409	31	385	120	18	0
1401	JAIL	10.3	P	267	0	0	0	0	0	597	403	0	0	0
			A	733	591	0	0	0	25	218	147	19	0	0
1402	DORMITORY	.0	P	845	192	34	70	229	319	0	60	78	15	3
			A	155	40	0	0	0	415	105	307	113	20	0
1403	MILITARY BARRACKS	.0	P	845	192	34	70	229	319	0	60	78	15	3
			A	155	40	0	0	0	415	105	307	113	20	0
1404	MONASTERY	5.1	P	839	183	46	79	216	307	0	78	91	0	0
			A	161	60	0	0	0	414	0	408	118	0	0
1409	OTHER GROUP QUARTERS	5.3	P	857	192	35	69	217	329	5	66	87	0	0
			A	143	32	0	0	0	421	29	398	120	0	0
1501	HOTEL, MOTEL, OR RESORT	477.2	P	888	0	0	0	0	0	34	32	0	887	47
			A	112	127	0	0	14	105	274	255	60	165	0
2001	HEAVY INDUSTRY	64.1	P	261	0	0	0	0	0	500	446	0	39	15
			A	739	547	0	0	0	26	177	158	20	72	0
2100	LIGHT INDUSTRY	120.0	P	338	0	0	0	0	0	605	386	0	0	9
			A	662	335	0	0	0	115	310	198	42	0	0
2101	INDUSTRIAL PARK	120.0	P	338	0	0	0	0	0	605	386	0	0	9
			A	662	335	0	0	0	115	310	198	42	0	0
2102	LIGHT INDUSTRY	110.0	P	338	0	0	0	0	0	605	386	0	0	9
			A	662	335	0	0	0	115	310	198	42	0	0
2103	LIGHT INDUSTRY	110.0	P	320	0	0	0	0	0	603	373	0	18	6
			A	680	428	0	0	0	48	285	175	26	38	0
2104	WAREHOUSING OR STORAGE	33.9	P	323	0	0	0	0	0	611	383	0	0	6
			A	677	448	0	0	0	51	292	183	26	0	0
2105	SPECIAL INDUSTRY	247.0	P	367	0	0	0	0	0	770	222	0	0	8
			A	633	427	0	0	0	140	252	134	47	0	0
2106	SCIENTIFIC R & D (KSF)	10.8	P	338	0	0	0	0	0	605	386	0	0	9
			A	662	335	0	0	0	115	310	198	42	0	0
2107	LG. BUSINESSS PARK (KSF)	14.8	P	338	0	0	0	0	0	605	386	0	0	9
			A	662	335	0	0	0	115	310	198	42	0	0
2201	EXTRACTIVE INDUSTRY	2.2	P	267	0	0	0	0	0	597	403	0	0	0
			A	733	591	0	0	0	25	218	147	19	0	0
2301	JUNKYARD, DUMP, OR LANDFILL	8.1	P	267	0	0	0	0	0	598	402	0	0	0
			A	733	591	0	0	0	24	219	147	19	0	0

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SANDAG 2015 SERIES 8 FORECAST FOR UNIVERSITY AREA

LAND USE PERSON TRIP GENERATION RATES

CODE	NAME	RATES	TRIP END	SPLIT PERCENTAGES												
				TOTAL	HOME WORK	HOME COLL	HOME SCHL	HOME SHOP	HOME OTHR	WORK OTHR	OTHR OTHR	SERV PASS	TOUR	APRT		
4101	COMMERCIAL AIRPORT	155.7	P	0	0	0	0	0	0	0	0	0	0	0	0	1000
			A	1000	17	0	0	0	0	0	0	0	0	0	0	983
4102	MILITARY AIRPORT	.0	P	347	0	0	0	0	0	805	110	0	0	85	0	
			A	653	450	0	0	0	47	76	134	23	270	0	0	
4103	GENERAL AVIATION AIRPORT	9.9	P	301	0	0	0	0	0	559	347	0	94	0	0	
			A	699	344	0	0	0	38	241	150	20	207	0	0	
4104	AIRSTRIP	1.3	P	325	0	0	0	0	0	636	364	0	0	0	0	
			A	675	444	0	0	0	49	307	176	24	0	0	0	
4110	OTHER TRANSPORTATION	7.1	P	414	0	0	0	0	0	552	448	0	0	0	0	
			A	586	354	0	0	0	214	93	110	229	0	0	0	
4111	TRANSIT STATION	254.3	P	302	0	0	0	0	0	346	645	0	9	0	0	
			A	698	241	0	0	0	163	149	280	167	0	0	0	
4112	FREEWAY	.0	P	500	100	100	100	100	100	100	100	100	100	100	100	
			A	500	100	100	100	100	100	100	100	100	100	100	100	
4113	COMMUNICATION OR UTILITY	2.8	P	370	0	0	0	0	0	612	382	0	0	0	6	
			A	630	333	0	0	0	61	360	225	21	0	0	0	
4114	SURFACE PARKING LOT	.0	P	500	100	100	100	100	100	100	100	100	100	100	100	
			A	500	100	100	100	100	100	100	100	100	100	100	100	
4115	STRUCTURE PARKING LOT	.0	P	500	100	100	100	100	100	100	100	100	100	100	100	
			A	500	100	100	100	100	100	100	100	100	100	100	100	
4116	PARK AND RIDE LOT	301.1	P	300	0	0	0	0	0	349	651	0	0	0	0	
			A	700	241	0	0	0	164	149	280	166	0	0	0	
4117	RAILROAD	.0	P	500	100	100	100	100	100	100	100	100	100	100	100	
			A	500	100	100	100	100	100	100	100	100	100	100	100	
4118	ROADS	.0	P	500	100	100	100	100	100	100	100	100	100	100	100	
			A	500	100	100	100	100	100	100	100	100	100	100	100	
C-16 4119	OTHER TRANSPORTATION	37.4	P	230	0	0	0	0	0	195	353	0	452	0	0	
			A	770	46	0	0	0	31	59	105	32	727	0	0	
5000	GENERAL COMMERCIAL	461.0	P	372	0	0	0	0	0	171	821	0	7	1	0	
			A	628	67	0	0	166	135	102	487	23	20	0	0	
5001	WHOLESALE TRADE	78.6	P	346	0	0	0	0	0	614	382	0	0	4	0	
			A	654	297	0	0	0	55	325	203	21	99	0	0	
5002	REGIONAL SHOPPING CENTER	750.0	P	322	0	0	0	0	0	149	796	0	54	1	0	
			A	678	56	0	0	269	66	71	380	18	140	0	0	
5003	COMMUNITY SHOPPING CENTER	1000.0	P	339	0	0	0	0	0	70	909	0	20	1	0	
			A	661	30	0	0	227	157	36	468	27	55	0	0	
5004	NEIGHBORHOOD SHOPPING CENTER	1500.0	P	340	0	0	0	0	0	72	903	0	24	1	0	
			A	660	30	0	0	225	152	37	466	25	65	0	0	
5005	SPECIALTY COMMERCIAL	1250.0	P	333	0	0	0	0	0	158	743	0	98	1	0	
			A	667	47	0	0	125	98	79	371	18	262	0	0	
5007	COMMUNITY SC ADJUSTMENT	142.3	P	339	0	0	0	0	0	70	909	0	20	1	0	
			A	661	30	0	0	227	157	36	468	27	55	0	0	
5008	GAS STATION W/FOOD MRT(/STA)	1190.0	P	372	0	0	0	0	0	171	821	0	7	1	0	
			A	628	67	0	0	166	135	102	487	23	20	0	0	
5009	OTHER RETAIL	1250.0	P	372	0	0	0	0	0	171	821	0	7	1	0	
			A	628	67	0	0	166	135	102	487	23	20	0	0	
5010	FAST FOOD RESTAURANT(/KSF)	963.0	P	372	0	0	0	0	0	171	821	0	7	1	0	
			A	628	67	0	0	166	135	102	487	23	20	0	0	
6000	GENERAL OFFICE	400.0	P	345	0	0	0	0	0	532	428	0	36	4	0	
			A	655	265	0	0	0	116	281	226	8	104	0	0	

SANDAG 2015 SERIES 8 FORECAST FOR UNIVERSITY AREA

LAND USE PERSON TRIP GENERATION RATES

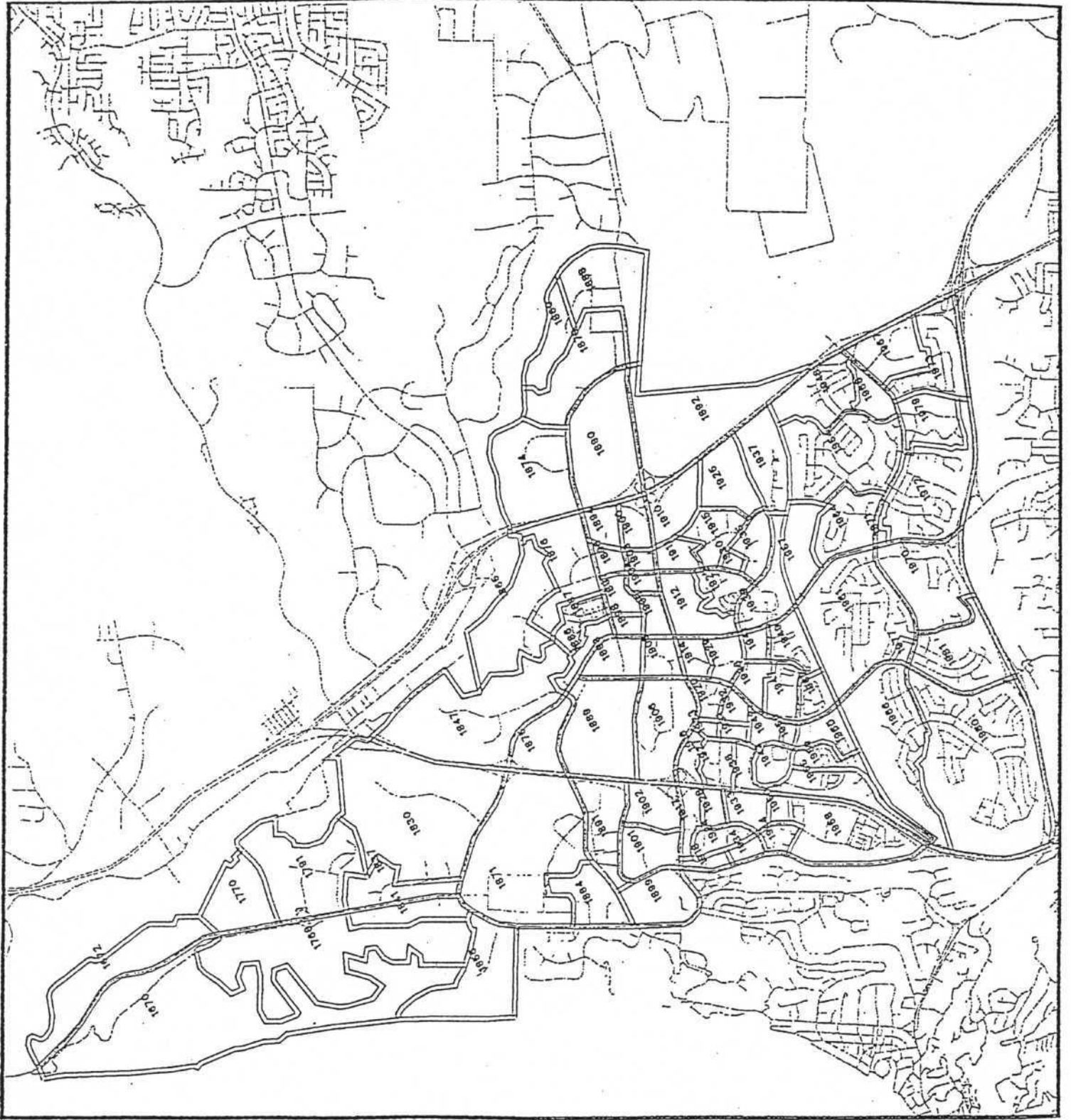
CODE	NAME	RATES	TRIP END	SPLIT PERCENTAGES											
				TOTAL	HOME WORK	HOME COLL	HOME SCHL	HOME SHOP	HOME OTHR	WORK OTHR	OTHR OTHR	SERV PASS	TOUR	APRT	
6001	HIGH RISE OFFICE	950.0	P	343	0	0	0	0	0	0	567	398	0	32	3
			A	657	321	0	0	0	2	50	297	209	27	94	0
6002	LOW RISE OFFICE	400.0	P	345	0	0	0	0	0	0	532	428	0	36	4
			A	655	265	0	0	0	0	116	281	226	8	104	0
6003	GOV'T OFFICE OR CENTER	800.0	P	355	0	0	0	0	0	0	311	648	0	39	2
			A	645	117	0	0	0	0	226	171	357	15	114	0
6004	HIGH RISE OFFICE	2873.7	P	343	0	0	0	0	0	0	567	398	0	32	3
			A	657	321	0	0	0	2	50	297	209	27	94	0
6005	GREENWICH DR. OFFICES	280.0	P	345	0	0	0	0	0	0	532	428	0	36	4
			A	655	265	0	0	0	0	116	281	226	8	104	0
6006	SMALL OFFICE BLDG. (KSF)	25.7	P	345	0	0	0	0	0	0	532	428	0	36	4
			A	655	265	0	0	0	0	116	281	226	8	104	0
6100	PUBLIC SERVICE	261.5	P	300	0	0	0	0	0	0	205	795	0	0	0
			A	700	42	0	0	0	0	519	88	341	10	0	0
6101	CEMETERY	4.3	P	288	0	0	0	0	0	0	184	816	0	0	0
			A	712	322	0	0	0	0	232	74	331	0	41	0
6102	CHURCH	44.1	P	243	0	0	0	0	0	0	241	756	0	0	3
			A	757	63	0	0	0	0	513	78	243	85	18	0
6103	LIBRARY	299.8	P	365	0	0	0	0	0	0	322	678	0	0	0
			A	635	130	0	0	0	0	254	185	390	16	25	0
6104	POST OFFICE	1039.7	P	370	0	0	0	0	0	0	325	674	0	0	1
			A	630	134	0	0	0	0	257	191	397	17	4	0
6105	FIRE OR POLICE STATION	200.0	P	370	0	0	0	0	0	0	324	676	0	0	0
			A	630	134	0	0	0	0	260	191	397	18	0	0
6108	MISSION	53.6	P	219	0	0	0	0	0	0	165	518	0	0	2
			A	781	27	0	0	0	0	210	47	145	34	537	0
C-17 6109	OTHER PUBLIC SERVICE	261.5	P	300	0	0	0	0	0	0	205	795	0	0	0
			A	700	42	0	0	0	0	519	88	341	10	0	0
6500	HOSPITAL	400.0	P	259	0	0	0	0	0	0	264	723	0	8	5
			A	741	243	0	0	0	0	347	93	253	49	15	0
6501	MAJOR HOSPITAL	400.0	P	253	0	0	0	0	0	0	243	674	0	79	4
			A	747	206	0	0	0	0	300	83	228	40	143	0
6502	HOSPITAL	400.0	P	259	0	0	0	0	0	0	264	723	0	8	5
			A	741	243	0	0	0	0	347	93	253	49	15	0
6503	HOSPITAL (BEDS)	26.0	P	259	0	0	0	0	0	0	264	723	0	8	5
			A	741	243	0	0	0	0	347	93	253	49	15	0
6504	MEDICAL OFFICE (KSF)	65.0	P	320	0	0	0	0	0	0	237	758	0	3	2
			A	680	106	0	0	0	0	388	111	357	25	13	0
6509	OTHER HEALTH CARE	455.8	P	320	0	0	0	0	0	0	237	758	0	3	2
			A	680	106	0	0	0	0	388	111	357	25	13	0
6701	MILITARY USE	1.9	P	441	0	0	0	94	191	99	545	0	6	65	0
			A	559	168	0	0	32	264	78	430	20	8	0	0
6800	GENERAL SCHOOL	274.7	P	160	0	0	0	0	0	0	152	845	0	2	1
			A	840	31	0	468	0	118	29	162	190	2	0	0
6801	SDSU OR UCSD	146.4	P	284	50	0	0	108	223	157	438	0	21	3	0
			A	716	70	619	0	0	30	62	174	19	26	0	0
6802	UNIVERSITY OR COLLEGE	146.4	P	284	50	0	0	108	223	157	438	0	21	3	0
			A	716	70	619	0	0	30	62	174	19	26	0	0
6803	JUNIOR COLLEGE	186.6	P	144	0	0	0	0	0	0	185	799	0	14	2
			A	856	43	719	0	0	29	31	135	28	15	0	0

SANDAG 2015 SERIES 8 FORECAST FOR UNIVERSITY AREA

LAND USE PERSON TRIP GENERATION RATES

CODE	NAME	RATES	TRIP END	SPLIT PERCENTAGES											
				TOTAL	HOME WORK	HOME COLL	HOME SCHL	HOME SHOP	HOME OTHR	WORK OTHR	OTHR OTHR	SERV PASS	TOUR	APRT	
6804	SENIOR HIGH SCHOOL	159.5	P	188	0	0	0	0	0	0	185	809	0	4	2
			A	812	55	0	510	0	79	43	187	120	6	0	0
6805	JUNIOR HIGH OR MIDDLE SCHOOL	170.2	P	172	0	0	0	0	0	110	882	0	7	1	
			A	828	32	0	530	0	73	23	184	149	9	0	0
6806	ELEMENTARY SCHOOL	274.7	P	160	0	0	0	0	0	152	845	0	2	1	
			A	840	31	0	468	0	118	29	162	190	2	0	0
6807	SCHOOL DISTRICT OFFICE	264.8	P	345	0	0	0	0	0	530	429	0	37	4	
			A	655	265	0	0	0	112	280	227	7	109	0	0
6810	UCSD COUNTS	131.2	P	284	50	0	0	108	223	157	438	0	21	3	
			A	716	70	619	0	0	30	62	174	19	26	0	0
7200	OTHER RECREATION	7.0	P	258	0	0	0	0	0	118	882	0	0	0	
			A	742	9	0	0	0	623	41	307	20	0	0	
7201	TOURIST ATTRACTION	70.0	P	279	0	0	0	0	0	172	476	0	352	0	
			A	721	57	0	0	0	334	67	184	0	358	0	
7202	STADIUM OR ARENA	24.0	P	242	0	0	0	0	0	55	561	0	384	0	
			A	758	48	0	0	0	265	18	179	9	481	0	
7203	RACETRACK	15.7	P	245	0	0	0	0	0	67	698	0	235	0	
			A	755	36	0	0	0	404	22	227	13	298	0	
7204	GOLF COURSE	10.6	P	251	0	0	0	0	0	62	861	0	77	0	
			A	749	7	0	0	0	601	21	289	17	65	0	
7206	CONVENTION CENTER	400.4	P	261	0	0	0	0	0	34	363	0	481	122	
			A	739	22	0	0	0	105	12	129	3	729	0	
7207	MARINA	61.9	P	233	0	0	0	0	0	84	628	0	288	0	
			A	767	4	0	0	0	292	26	191	10	477	0	
7209	OTHER RECREATION	7.0	P	258	0	0	0	0	0	118	882	0	0	0	
			A	742	9	0	0	0	623	41	307	20	0	0	
7601	ACTIVE PARK	71.7	P	247	0	0	0	0	0	64	906	0	30	0	
			A	753	8	0	0	0	626	21	298	19	28	0	
7602	PASSIVE PARK	2.6	P	248	0	0	0	0	0	66	917	0	17	0	
			A	752	0	0	0	0	647	22	303	19	9	0	
7603	OPEN SPACE	.0	P	500	100	100	100	100	100	100	100	100	100	100	
			A	500	100	100	100	100	100	100	100	100	100	100	
7604	ACTIVE BEACH	175.0	P	291	0	0	0	0	0	36	545	0	419	0	
			A	709	4	0	0	0	308	15	224	5	444	0	
7605	PASSIVE BEACH	4.4	P	276	0	0	0	0	0	69	897	0	34	0	
			A	724	13	0	0	0	592	26	343	13	13	0	
8000	AGRICULTURE	2.3	P	251	0	0	0	0	0	917	83	0	0	0	
			A	749	705	0	0	0	28	106	139	22	0	0	
8001	ORCHARDS OR VINEYARD	2.3	P	267	0	0	0	0	0	598	402	0	0	0	
			A	733	590	0	0	0	24	218	147	21	0	0	
8002	INTENSIVE AGRICULTURE	2.3	P	266	0	0	0	0	0	595	405	0	0	0	
			A	734	592	0	0	0	22	217	147	22	0	0	
8003	FIELD CROPS	2.3	P	268	0	0	0	0	0	597	403	0	0	0	
			A	732	590	0	0	0	24	219	148	19	0	0	
9101	VACANT	.0	P	500	100	100	100	100	100	100	100	100	100	100	
			A	500	100	100	100	100	100	100	100	100	100	100	
9200	WATER	.0	P	500	100	100	100	100	100	100	100	100	100	100	
			A	500	100	100	100	100	100	100	100	100	100	100	
9201	BAYS, LAGOONS	.0	P	500	100	100	100	100	100	100	100	100	100	100	
			A	500	100	100	100	100	100	100	100	100	100	100	

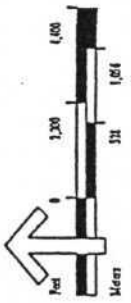
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UNIVERSITY  
FOCUSED  
TRANSPORTATION  
STUDY

TAZ MAP

Key:  
# TAZ Numbers  
== TAZ Boundaries



## APPENDIX D

### COMPARISON OF 1997 FORECAST TO 1987 FORECAST

## COMPARISON OF 1997 FORECAST TO THE 1987 FORECAST

The current forecast work for the University Focused Transportation Study and the forecast work done for the 1990 University Community Plan Update, completed in 1987, differ in the forecast volumes assigned to the street network. **Figure D1** shows the buildout forecast daily traffic volumes for Alternative 1 of the University Focused Transportation Study and **Figure D2** shows the buildout forecast daily traffic volumes for the University Community Plan.

**Figure 3** provides a visual comparison of where and the relative degree of increase or decrease in daily traffic volumes forecast in the two studies. Road segments with a higher forecast volume in 1997 are shown with a circle symbol and road segments with a lower forecast volume in 1997 are shown with a triangle symbol. Those road segments without symbols either had comparable forecast daily volumes or the segments were not reported for the 1987 forecast.

**Table D1** shows a daily traffic and level-of-service comparison between the 1987 University Community Plan forecast and the 1997 Focused Transportation Study forecast for some selected street segments in the community. The chosen segments had the worst LOS in the 1987 forecast. Also included were the two segments of Genesee Avenue that were the focus of this study.

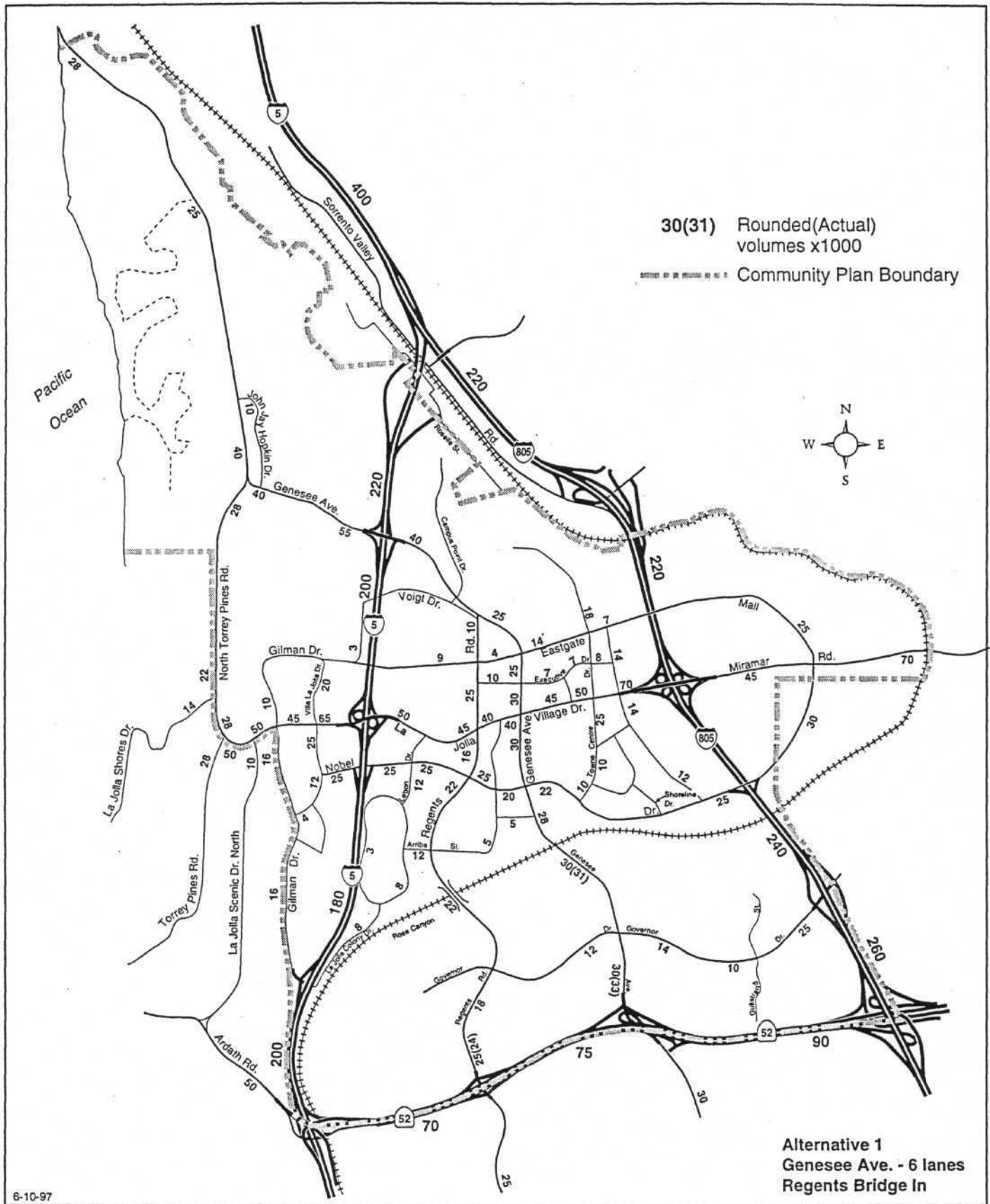
Both models are constructed by determining the buildout land uses and buildout road system in the community planning area and then merging this data with a different SANDAG's Regional Transportation Model for San Diego County which is part of their regional demographic data base. The SANDAG model has land use, population and employment data estimated for a specific target year in the future. The Regional Transportation Network expected to be in place is also included in the model. Twenty years is usually the target time frame. SANDAG revises their data base every three to five years to reflect updated demographic and roadway completion estimates. Each major revision to the SANDAG demographic data base is referred to as a "Series" (e.g. Series 5, Series 6, etc.). Listed below are some potential reasons for the projected traffic volume differences between the 1987 (adopted University Community) travel forecast and the current 1997 University Focused Transportation Study.

1. Target Year

The model for the University community conducted in 1987, used SANDAG's Series 5 and 6 as its base. Series 6 had year 2005 as the target year for the population and employment projections.

The current modeling work for University uses SANDAG's Series 8 as its base.



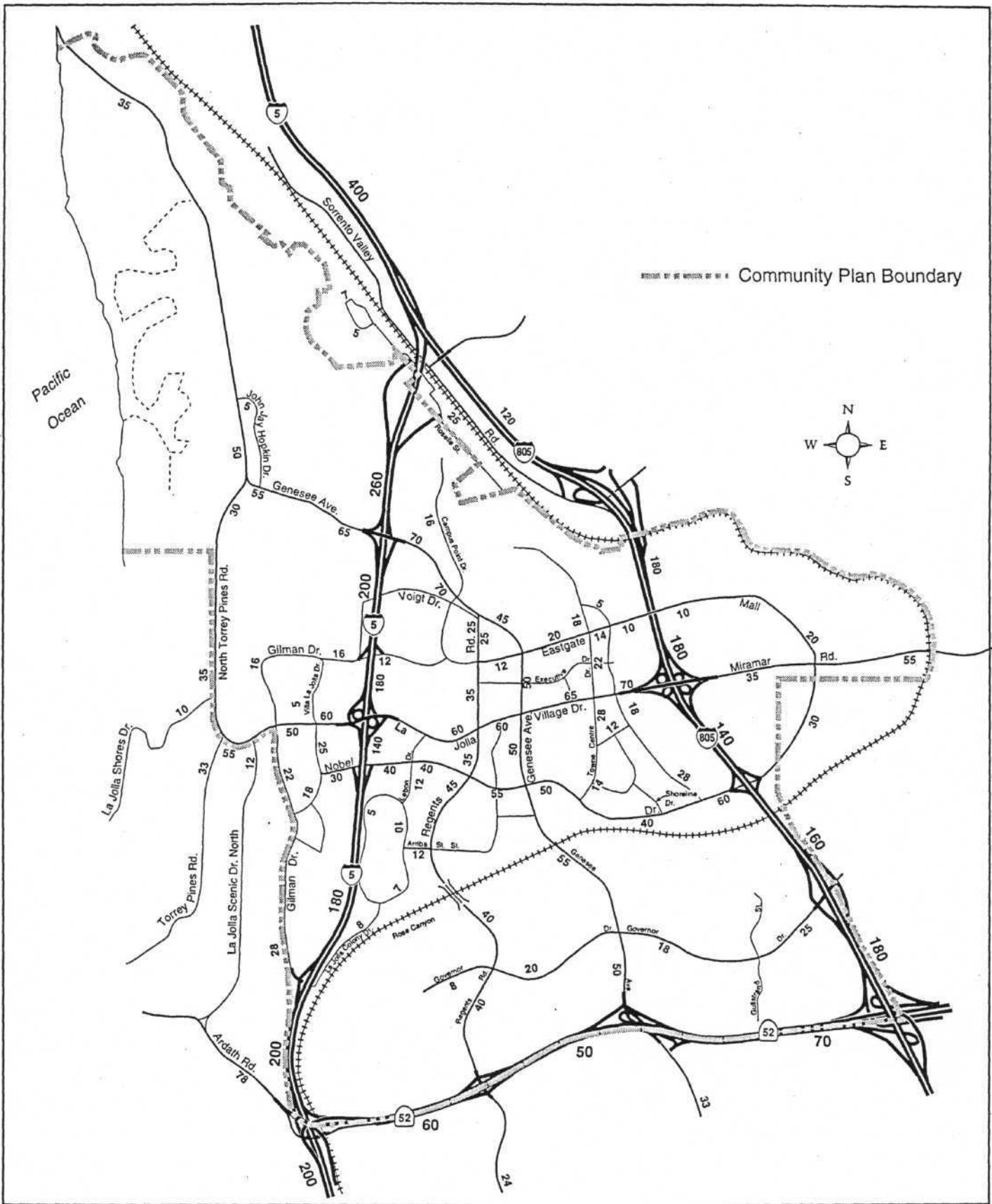


**Year 2015 Model Daily Traffic Volumes (x1000)**  
**University Focused Transportation Study**

City of San Diego • Community and Economic Development Dept.  
 Transportation Planning Section

figure  
**D1**

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 Univ.univ traf maps



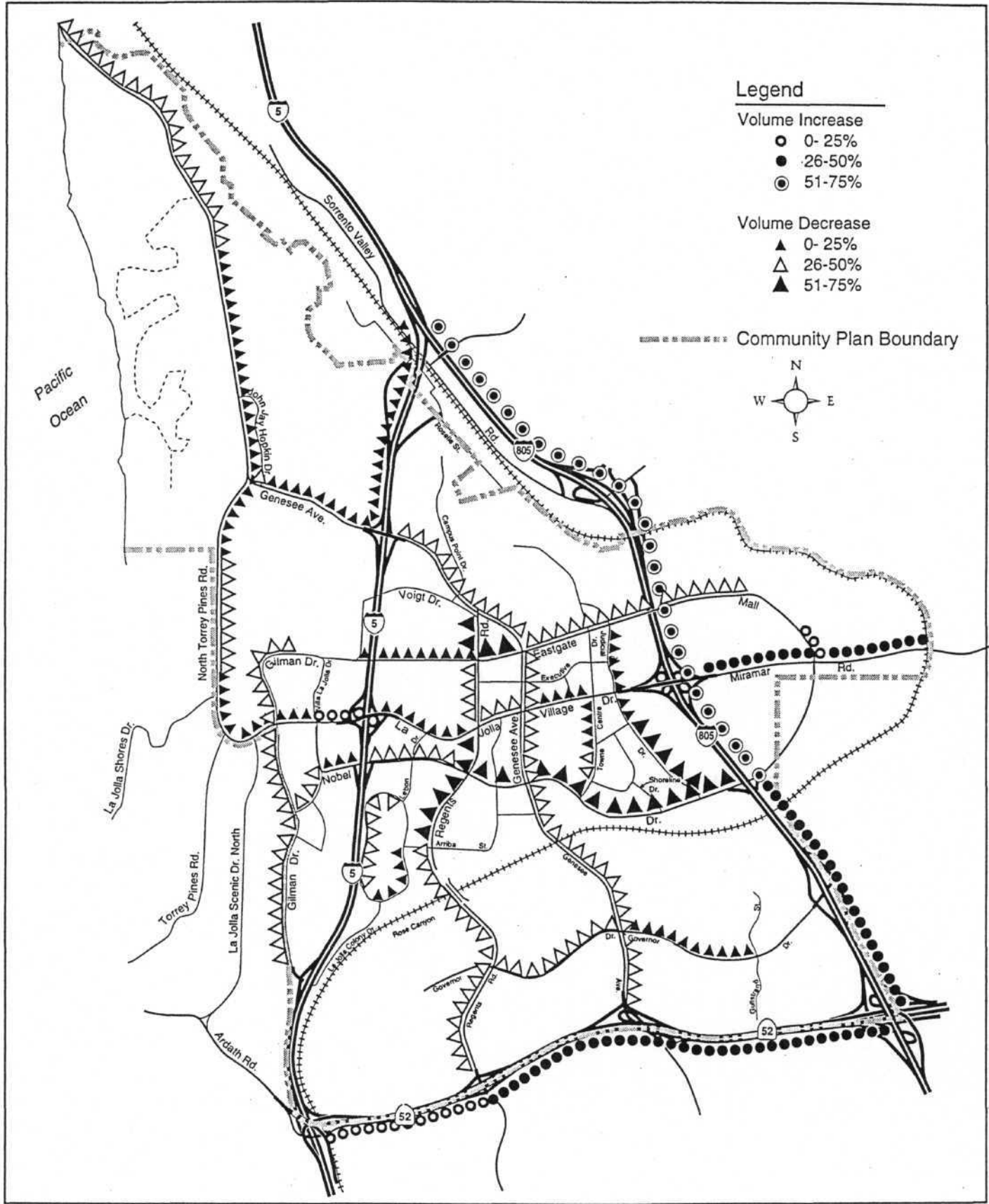
**Daily Traffic Volumes at Buildout (x1000)**  
**University Community Plan (1987)**

City of San Diego • Community and Economic Development Dept.  
 Transportation Planning Section

figure  
**D2**

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# Future Volume Comparison

## Alternative 1(1997) vs. Community Plan(1987)

City Of San Diego • Community and Economic Development Dept.  
 Transportation Planning Section

figure  
**D3**

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TABLE D1

**ADT AND LOS COMPARISON**  
**1987 Community Plan vs. 1997 Focused Transportation Study**  
**for Selected University Street Segments at Buildout**

STREET SEGMENT	LIMITS	1987 COMMUNITY PLAN FORECAST		1997 FOCUSED TRANSPORTATION STUDY (Alternative 1) <sup>1</sup>	
		ADT (x1000)	LOS	ADT (x1000)	LOS
Regents Road	Arriba Drive to Nobel Drive	45	F	22	C
Nobel Drive	Regents Road to Genesee Avenue	55	F	25	B
La Jolla Village Drive	Genesee Avenue to Towne Centre Drive	65	F	50	C/D
Genesee Avenue	I-5 to Campus Point Drive	70	F	40	C
Genesee Avenue	John Jay Hopkins Drive to I-5	65	F	55	D/E
Regents Road	SR-52 to Governor Drive	40	E/F	25	C
Regents Road	Governor Drive to Arriba Drive	40	E/F	22	C
La Jolla Village Drive	I-5 to Lebon Drive	60	E/F	50	C/D
La Jolla Village Drive	Lebon Drive to Regents Road	60	E/F	45	C
La Jolla Village Drive	Regents Road to Genesee Avenue	60	E/F	40	C
Genesee Avenue	Eastgate Mall to Nobel Drive	50	E/F	30	C
Genesee Avenue <sup>2</sup>	Nobel Drive to Governor Drive	55	D/E	30	C
Genesee Avenue <sup>2</sup>	Governor Drive to SR-52	50	C/D	30	C

<sup>1</sup>Alternative 1: Genesee Avenue - 6 lanes, Regents Bridge - In

<sup>2</sup>For comparison purposes

The target year is 2015 for the population and employment projections.

## 2. Regional Transportation Network

The transportation network for Series 6 did not include several freeway improvements that have a definite impact on travel behavior in our study area.

- a. Series 6 did not include State Route 56 between I-5 and I-15. Therefore, the east-west traffic in this part of the County had to use Miramar Road and Mira Mesa Boulevard.
- b. State Route 52 was not expected to be complete all the way through to State Route 67 by 2005. This forced many East County travelers to use I-8 and I-805 to get to the University Community. Similarly, travelers in North County inland had to use SR-78 and I-5 to reach the study area.
- c. The widening of I-5 north of the I-805 junction was not included in the transportation network for Series 6. Since the model projected severe congestion in this area, traffic was diverted on some of the surface streets which had the path of least resistance, including Genesee Avenue and Regents Road.
- d. Series 8 included SR-56 completed between I-5 and I-15, SR-52 completed to SR-67, and the "dual freeway project" to widen I-5 north of the I-805 junction.

## 3. Land Use in Series 8

In Series 8, the population and employment demographics assumed that the western, northern and mid-county residential areas would be built-out prior to the year 2015. The eastern portion of the county is envisioned to have much of the remaining residential development.

## 4. Modeling Procedures

The Series 6 transportation model for 2005 only considered the western third of the county in detail. There were 737 traffic analysis zones (TAZ) covering that area.

Series 8 transportation model included the entire county in detail. There are 4,545 TAZs covering the county and each are smaller in size. This allows the traffic to be loaded onto the roadway network in a more even distribution.

In the calibration process for Series 6, SANDAG found that too many trips were trying to use the freeways. To compensate for this, penalties were added to the freeway on-ramps throughout the system. While this resulted in an enhancement to the overall modeling effort, it caused the surface streets to carry more of the traffic in the network system, especially for shorter trips.

For Series 8, there was not a need to penalize trips trying to use the freeways to achieve calibration. In addition, the total freeway system is expected to be completed by 2015. This results in the freeways have less delay in the future and more trips favoring the freeway system over the surface streets.

#### 5. Differences in Total Trip Ends

The traffic model for the University community in 1987 had a total of approximately 788,000 trip ends for the community at buildout. The present traffic model has a total of approximately 764,000 trip ends for the community at buildout. This is a difference of 24,000 trip ends (about 3%). While this is a small percentage of the total trips and makes very little difference in the overall number of trips assigned to the community, it can make a significant difference on one or two particular street traffic volumes that are part of the egress/ingress to the community.

The reduction of trips in the current traffic model occurs for a variety of reasons. Projects that were future in 1987 have since been built, some at a lower traffic generation intensity than previously assumed. Traffic generation rates for some land uses may now be lower. The assumed development intensity in some areas may also be lower than assumed in 1987.

#### 6. Better Modeling Techniques

The modeling techniques available to us today are far superior to those of ten years ago. The routines for trip table building, trip distribution and assignment are more refined. In general, since the art of traffic modeling is relatively new (about 30 years old), as time goes by, we gain more knowledge and insight.

The 1987 University Community Traffic Model was constructed by using the City's old Federal Highway Administration PLANPACK transportation modeling package for the subarea level, which was merged into SANDAG's regional TRANPLAN transportation modeling package. In 1997, the traffic model for both the subarea and the region used the same TRANPLAN package.

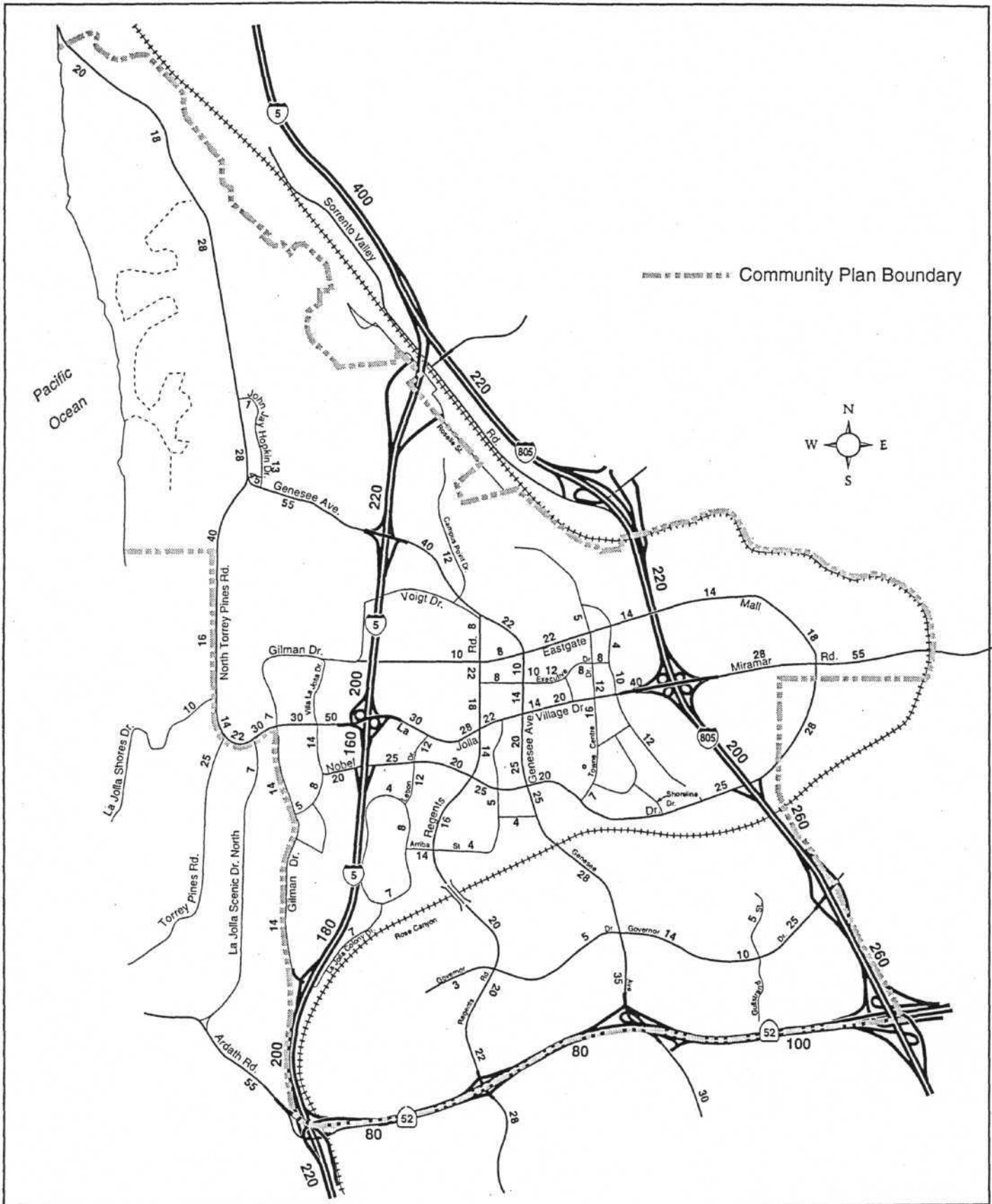
By using a uniform traffic model throughout, we were able to achieve a finer

degree of base year calibration, which made our model simulated traffic volumes very close to the actual existing traffic volumes.

#### 7. Development Levels

In 1987, the University community generated 280,720 trips, while the target build out was at 788,000 trips. The community was only built at about 36%. In 1997, the community generates 623,684 trips, while the target build out is at 764,444 trips. Thus, the community is built at about 82%. The small level of development remaining to reach the future build out levels can help us achieve a more accurate forecast in 1997.

The forecast daily traffic volumes resulting from SANDAG's Series 8 Regional Transportation Model are shown in **Figure D4**. The freeway volumes compare favorable to the freeway volumes in the University Focused Transportation Study.



**SERIES 8 (1995)**

**Year 2015 Daily Traffic Volumes (x1000) - Unadjusted**

City of San Diego • Community and Economic Development Dept.  
 Transportation Planning Section



figure  
**D4**

2-19-97 JAA  
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## ACKNOWLEDGMENTS

The following City of San Diego staff members have contributed to the preparation of this report:

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Transportation Modeling and analysis:	Mark Rogers, P.E. Associate Traffic Engineer Ciprian Sandu, Associate Traffic Engineer Yih Ruey Chang, Assistant Traffic Engineer
Figures:	Janet Atha, Senior Drafting Aide