

UNIVERSITY COMMUNITY  
FOCUSED TRANSPORTATION STUDY



Prepared by:  
City of San Diego  
Transportation Planning Section

October 9, 1997

## TABLE OF CONTENTS

Introduction .....	1
Existing Conditions .....	3
Base Year Model Calibration .....	3
Future Conditions .....	16
Alternatives Studied .....	16
Analysis of Future Traffic .....	22
Street Segment Analysis .....	22
Intersection Analysis .....	29
Intersection Only Improvements .....	31
Road Segment Usage .....	31
Conclusion .....	37

## APPENDICES

A Capital Improvement Program (CIP ) Projects .....	A-1
B Existing (1995) Land Use Report .....	B-1
C Future Buildout Land Use Report .....	C-1
D Comparison of 1997 Forecast to 1987 Forecast .....	D-1

## LIST OF FIGURES

1. TAZ .....	2
2. Existing Daily Traffic Volumes .....	4
3. Existing Functional Street Classifications .....	5
4. Congested Street Segments .....	7
5. Congested Intersections (PM Peak Hour) .....	8
6. Cordons .....	11
7. Screen Lines .....	12
8. 1995 Base Year Model Daily Traffic Volumes .....	13
9. Adopted Circulation Element .....	17
10. Year 2015 Model Daily Traffic Volumes - Alternative 1 .....	23
11. Year 2015 Model Daily Traffic Volumes - Alternative 2 .....	24
12. Year 2015 Model Daily Traffic Volumes - Alternative 3 .....	25
13. Year 2015 Model Daily Traffic Volumes - Alternative 4 .....	26
14. Travel Utilization by Area - Genesee Avenue .....	35
15. Travel Utilization by Area - Regents Road Bridge .....	36

## LIST OF TABLES

1. Roadway Classifications, Levels of Service and Average Daily Traffic .....	6
2. Intersection Evaluation Criteria .....	9
3. Cordon Daily Volume Comparisons .....	14
4. Screen Line Daily Volume Comparisons .....	15
5. Network Alternatives 1-4 .....	18
6. Network Alternatives 5-8 .....	19
7. Development Levels Within the University Community .....	20
8. Average Daily Traffic Volume/Level of Service Summary Comparisons 1995 and Alternatives 1-4 .....	27
9. Average Daily Traffic Volume/Level of Service Summary Comparisons Alternatives 5-8 .....	28
10. PM Peak Hour Level of Service for Selected Intersections .....	30
11. Intersection Improvements and PM Peak Hour Level of Service Alternative 1 .....	32
12. Intersection Improvements and PM Peak Hour Level of Service Alternative 2 .....	33
13. Intersection Improvements and PM Peak Hour Level of Service Alternative 4 .....	34
14. Travel Utilization by Area - Genesee Avenue .....	35
15. Travel Utilization by Area - Regents Road Bridge .....	36

## 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.

UNIVERSITY  
FOCUSED  
TRANSPORTATION  
STUDY

TAZ MAP

Key:

# TAZ Numbers

== TAZ Boundaries

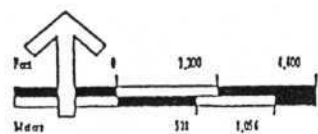


FIGURE 1

