



SR-15 Mid-City Station Area Planning Study

Final Mobility Analysis Existing Conditions Technical Memo

Submitted to City of San Diego City Planning and Community Investment Department

by IBI Group and CH2M HILL

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Introduction and Purpose of Mobility Analysis Technical Memo

New bus rapid transit (BRT) facilities and services are being planned for SR-15 in Mid-City as part of the region's efforts to enhance the performance and attractiveness of transit. Included in the improvements are new transit stations at El Cajon Boulevard and University Avenue. The Mid-City Station Area Planning Study is being undertaken by the City of San Diego to take advantage of the planned transit facilities and services to spur land use improvements in the areas near the stations.

Funded by a Smart Growth grant from SANDAG, the study aims to develop a vision and identify implementation actions to foster transit oriented development in the study area on both sides of SR-15. The study includes a planning analysis of land use, mobility, and economic considerations to develop plans and policies to support development that makes the most of the increased travel options the BRT will bring.

The purpose of the Mobility Analysis Technical Memo is to document the elements and condition of the existing transportation system in the study area. Included is information on street, transit system, bicycle, and pedestrian facilities. This information will identify opportunities and constraints for integration with transit oriented land uses, and provide a basis for the consideration of alternative visions and development scenarios to be developed in the study.

Summary of Existing Reports and Data

Mid-Cities Community Plan 1998

The Mid-Cities Community Plan, adopted in 1998, has several elements relating to mobility needs in the community. A summary of information relevant to the study area regarding traffic, transit, bicycle, and pedestrian facilities and services is provided below.

Traffic

Vision: A functioning multi-modal transportation system that connects to the larger regional system and a sensible traffic plan that enhances neighborhood quality and cohesiveness.

Goal: To provide an adequate traffic circulation system that is balanced with the character and multi-modal tendencies of the community.

Recommendation: University Avenue - Maintain University Avenue as a three-lane major street between I-805 and Euclid Avenue.

Transit

Vision: A multi-modal public transit system that is a catalyst to quality redevelopment.

Goals:

- To provide accessible public transit service for all residents, employees, shoppers and visitors to Mid-City.
- To provide a high level of public transit service along major corridors.
- To provide direct public transit access to major regional employment centers.

Recommendations:

- Provide fixed rail transit on I-15 as soon as possible (currently under study by MTDB).
- Reevaluate the feasibility of a fixed rail transit corridor along El Cajon Boulevard or adjacent east-west streets.
- Consider the expansion of express bus service in Mid-City, linking the population centers to major activity centers in San Diego.
- Enhance existing urban level bus service to the extent possible by increasing the frequency of service, adding express service, reducing headway between buses, allowing buses to preempt traffic signals, and improving transit stops and surfacing of streets along bus routes.
- Consider the feasibility of restoring the fixed rail service on University Avenue between I-805 and Euclid Avenue, or provide a “rubber tire trolley” service.
- Provide bus shelters on all transit corridors.
- As a major north-south transit route, there should be no reduction in service along 54th Street.

Pedestrian

Vision: Encourage and enhance pedestrian and bicycling as effective modes of personal transportation.

Goal: To provide adequate sidewalks and paths.

Recommendations:

- Sidewalks should be provided along all street frontages except in steep hillside areas where there is no access to adjoining properties.
- Sidewalks in commercial areas should be paved to the curb with trees spaced along the curb, and extend from the curb to the property line, generally ten feet to 14 feet wide.
- Sidewalks that are replaced in residential areas should maintain the same location with respect to the curb.
- Sidewalks should not be reduced in width through street widening, encroachments, or by other means.
- Provide a sidewalk on the Euclid Avenue bridge over Chollas Creek.
- Cover the curb returns at the drainage channel outlets on Chollas Road and Chollas Parkway.
- All sidewalks with high pedestrian usage should be lighted with pedestrian-oriented streetlights.
- Provide adequate security for pedestrians with lighting and design of landscaped walkways to ensure visibility.
- Street trees should provide maximum shade and be equally spaced.
- Closing streets is discouraged. If a street is closed, to the extent possible, pedestrian and bicycle access should be maintained.

- Garages should face alleys where available or should be set back from the front of the principal structure.
- Private streets and gated developments are discouraged.
- Provide direct pedestrian access from sidewalks to storefronts and residential units where feasible.
- Provide a pedestrian orientation in commercial areas with storefronts and display windows close to sidewalk.
- To the extent possible, encourage implementation of traffic calming programs to reduce vehicle speeds through residential neighborhoods.
- Systematically upgrade deteriorating sidewalks, curbs, and gutters.
- Historic scoring patterns and ID stamps should be retained or duplicated when sidewalks are replaced.

Bicycle

A specific vision and goal was not specified in the plan. However, the recommended bicycle facilities were shown in a figure, which is included in the Appendix.

University Avenue and El Cajon Boulevard

The Plan also includes a set of recommendations for University Avenue and El Cajon Boulevard that establish measures for enhancing their role in the community, as listed below.

University Avenue

Goal: To create a pedestrian-oriented urban village accommodating commerce, cottage industry and higher-density residential uses.

Recommendations:

- Design the street to reinforce a strong commercial corridor and its multi-cultural character.
- Provide improved traffic circulation and angle parking.
- Restore the historic trolley from downtown San Diego to the Euclid Tower.
- Improve the pedestrian experience with street trees, attractive bus stops, and specially designed directional signage.
- Pave alleys and develop mini-parks or urban plazas as settings for seating, eating, and people watching.
- Enhance building facades consistent with the historic and ethnic character of the area. Uniform signage and setbacks should be promoted.
- New development should be compatible with the historic ethnic character of the neighborhood.
- Buildings west of 54th Street should not exceed three stories and should conform to predetermined colors and materials.
- Encourage new development to provide plazas and public seating areas at major intersections.
- Encourage public acquisition of vacant or under-used land for park or recreation development along the street.
- Locate parking to the rear of buildings off the side streets to reduce curb cuts and traffic conflicts on University Avenue

- Preserving the street for wider pedestrian sidewalks and/or angled parking.
- Convert vacant lots into parking lots that serve various stores and initiate the formation of a small-scale parking district.

El Cajon Boulevard

Goal: To create a grand boulevard setting where larger new commercial, light manufacturing, residential and mixed use development can locate.

Recommendations:

- Establish light rail transit service from downtown to San Diego State University.
- Create a strong commercial corridor with regional significance.
- Provide streetscape features to improve vehicular, public transit and the pedestrian experience for public transportation users. Features include street trees, paving patterns, landscape buffer, attractive bus and trolley stops, directional signage, a new neighborhood park, off-street parking.
- Encourage commercial facade improvements focusing on rehabilitating historic facades and improved signage, colors and materials as identified in the Boulevard Revitalization Program.
- Provide street furniture in contemporary styles that complement the character of the boulevard as identified in the Boulevard Revitalization Program.
- Encourage large multi-level buildings that conform to the color and material palette given in the revitalization program.
- Encourage new development to provide public plazas and seating space at major intersections.
- Off-street parking should be confined to the rear of buildings, with access from the side streets to reduce driveway conflicts with Boulevard traffic.
- Convert vacant lots for parking and link them so they may be used by various users.

General Plan Mobility Element 2008

The Mobility Element is a part of a larger body of plans and programs (i.e., 2030 RTP) that guide the development and management of the City's transportation system. One of the listed goals is to provide "a coordinated, multimodal transportation system capable of meeting increasing needs for personal mobility and goods movement at acceptable levels of service." (City, 2008).

Additionally, the General Plan provides a strategy to improve transportation options and reduce use of single-occupant vehicle trips by encouraging alternative modes of travel, such as carpooling, vanpooling, transit use, bicycling, and walking.

Goals

- An attractive and convenient transit system that is the first choice of travel for many of the trips made in the City.
- Increased transit ridership.

Applicable Mobility Element Policies

Policy ME-A.8. Encourage a mix of uses in villages, commercial centers, transit corridors, employment centers and other areas as identified in community plans so that it is possible for a greater number of short trips to be made by walking.

Policy ME-B.1: b) Provide transit routes that offer efficient connections between highly frequented origins and destinations; and c) Enhance overall transit customer experience through attention to safety, station areas, vehicles, seating, and other factors.

Policy ME-B.2: Support the provision of higher-frequency transit service and capital investments to benefit higher-density residential or mixed-use areas; higher-intensity employment areas and activity centers; and community plan-identified neighborhood, community, and urban villages; and transit-oriented development areas.

Policy ME-B.3: Design and locate transit stops/stations to provide convenient access to high activity/density areas, respect neighborhood and activity center character, implement community plan recommendations, enhance the users' personal experience of each neighborhood/center, and contain comfortable walk and wait environments for customers.

Policy ME-B.9: Make transit planning an integral component of long range planning documents and the development review process.

- a. Identify recommended transit routes and stops/stations as a part of the preparation of community plans and community plan amendments, and through the development review process.
- b. Plan for transit-supportive villages, transit corridors, and other higher-intensity uses in areas that are served by existing or planned higher-quality transit services, in accordance with Land Use and Community Planning Element, Sections A and C.
- c. Proactively seek reservations or dedications of right-of-way along transit routes and stations through the planning and development review process.
- d. Locate new public facilities that generate large numbers of person trips, such as libraries, community service centers, and some recreational facilities in areas with existing or planned transit access.
- e. Design for walkability in accordance with the Urban Design Element, as pedestrian supportive design also helps create a transit supportive environment.
- f. Address rail corridor safety in the design of development adjacent to or near railroad rights-of-way.

Policy ME-B.10: Implement transit priority measures to help bypass congested areas. Priority measures include, but are not limited to, transit signal priority, queue jumpers, exclusive transit lanes, transit ways, use of freeway shoulders, and direct access ramps to freeway High Occupancy Vehicle (HOV) facilities.

Policy ME-E.6. Require new development to have site designs and on-site amenities that support alternative modes of transportation. Emphasize pedestrian and bicycle-friendly design, accessibility to transit, and provision of amenities that are supportive and conducive to implementing TDM strategies such as car sharing vehicles and parking spaces, bike lockers, preferred rideshare parking, showers and lockers, on-site food service, and child care, where appropriate.

Policy ME-F.2. Identify and implement a network of bikeways that are feasible, fundable, and serve bicyclists' needs, especially for travel to employment centers, village centers, schools, commercial districts, transit stations, and institutions.

- a. Develop a bikeway network that is continuous, closes gaps in the existing system, improves safety, and serves important destinations.
- b. Implement bicycle facilities based on a priority program that considers existing deficiencies, safety, commuting needs, connectivity of routes, and community input.
- c. Recognize that bicyclists use all City roadways.
 1. Design future roadways to accommodate bicycle travel; and
 2. Upgrade existing roadways to enhance bicycle travel, where feasible.

Policy ME-F.4. Provide safe, convenient, and adequate short- and long-term bicycle parking facilities and other bicycle amenities for employment, retail, multifamily housing, schools and colleges, and transit facility uses.

- a. Continue to require bicycle parking in commercial and multiple unit residential zones.
- b. Provide bicycle facilities and amenities to help reduce the number of vehicle trips.

Policy ME-F.5. Increase the number of bicycle-transit trips by coordinating with transit agencies to provide safe routes to transit stops and stations, to provide secure bicycle parking facilities, and to accommodate bicycles on transit vehicles.

Policy ME-G.2. Implement innovative and up-to-date parking regulations that address the vehicular and bicycle parking needs generated by development.

- a. Adjust parking rates for development projects to take into consideration access to existing and funded transit with a base mid-day service frequency of ten to fifteen minutes, affordable housing parking needs, shared parking opportunities for mixed-use development, provision of on-site car sharing vehicles and parking spaces and implementation of TDM plans.
- b. Strive to reduce the amount of land devoted to parking through measures such as parking structures, shared parking, mixed-use developments, and managed public parking (see also ME-G.3), while still providing appropriate levels of parking.

The Bikeway Plan from the General Plan is shown in Figure 1.

The General Plan also emphasizes the importance of Transit Land Use Connections as shown in Figure 2.

City Capital Improvement Program (CIP) 2011

The proposed FY 2012 City budget includes an extensive capital improvement program with three transportation projects located in the study area, as listed below. (Various citywide projects such as sidewalk and traffic signal improvements are also included in the CIP.)

- SR-15 Bikeway Study from Landis to Adams
- Central Elementary Safe Routes to School. Multiyear project to be completed by end of FY 12.

- Mid-City Gateways. Improvements on the bridge decks of El Cajon Boulevard and University Avenue over SR-15. Multiyear project is listed as technically complete.

Figure 1 General Plan Bikeway Network

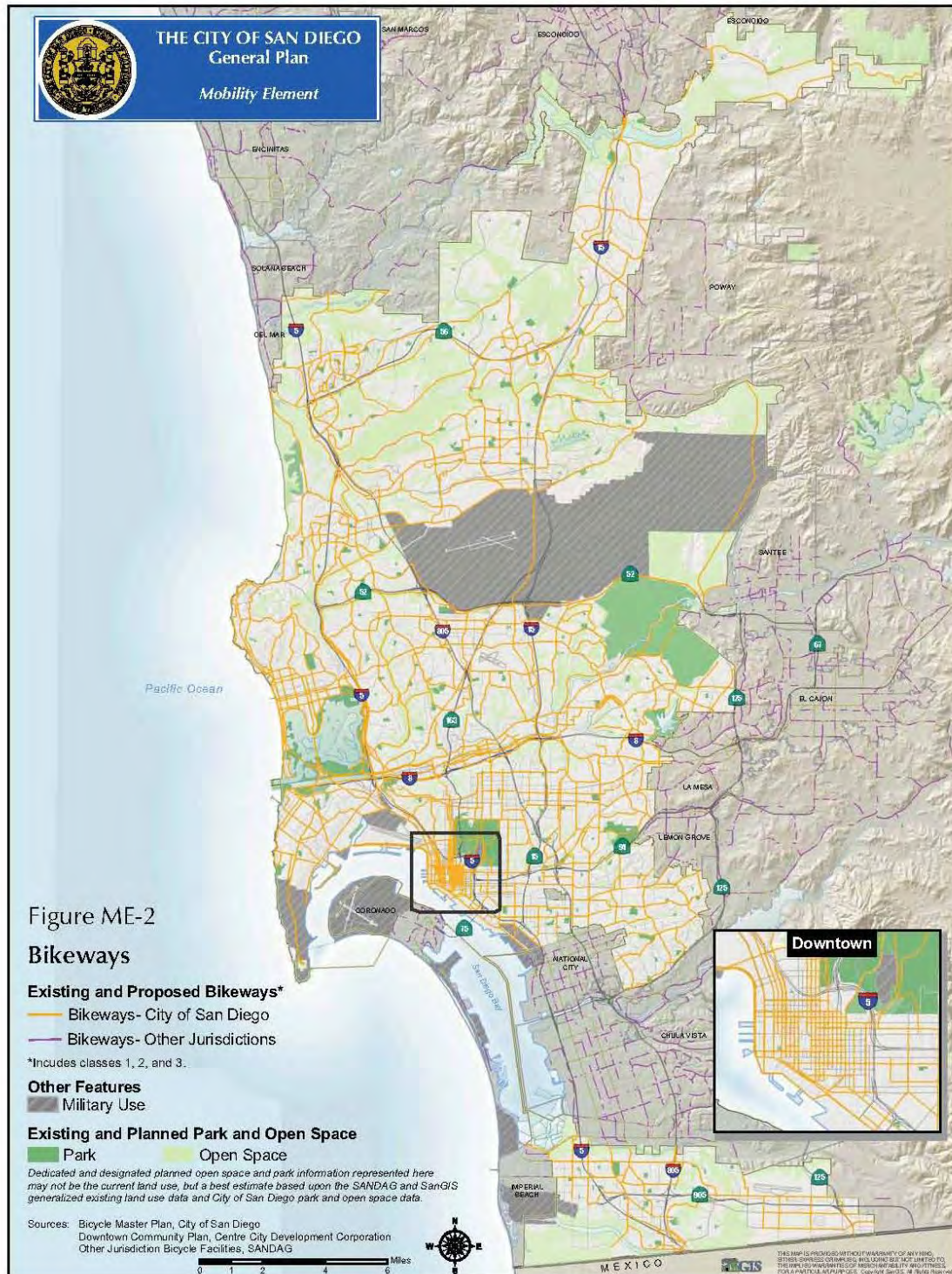
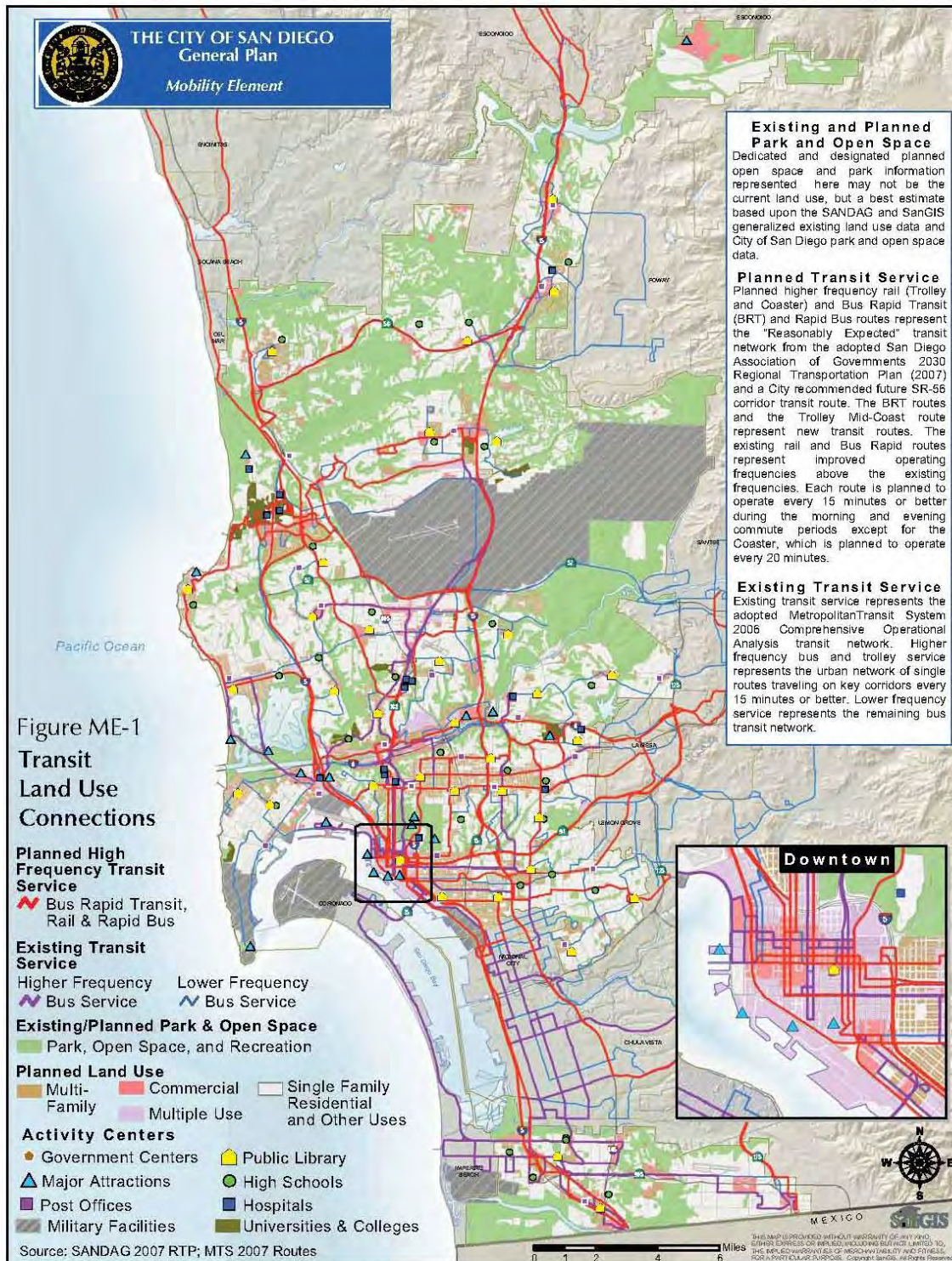


Figure 2 Transit Land Use Connections



SR-15 BRT Initial Study/Environmental Assessment (IS/EA) December 2010

This environmental document was prepared by Caltrans with consultant assistance. It documents the alternatives considered for the BRT facility on SR-15 and the expected impacts from the project. Three alternatives were analyzed: two station configurations for a new median busway, and one alternative where the buses would operate in traffic with priority use of the shoulders and stations on the on ramps. A fact sheet for the preferred median alternative with side platforms is shown in Figure 3 and a simulation of the same alternative can be found in Figure 4. This document provides detailed information for the stations planned at El Cajon Blvd and University Avenue, and the operation of the BRT services. The review period for the IS/ND ended in February 2011. Caltrans and SANDAG are currently formulating recommendations for the project's stations and implementation timing. (Additional information from the IS/ED is provided in the Appendix.)

SR-15 Mid-City BRT Project Report December 2010

SANDAG, in cooperation with Caltrans District 11, proposes to add Bus Rapid Transit (BRT) stations and BRT lanes along State Route 15 (SR-15) between 0.4 mile north of Interstate 805 (I-805) and 0.1 mile south of Interstate 8 (I-8). BRT stations are proposed at University Avenue, El Cajon Boulevard, and Adams Avenue along with BRT lanes to and from the BRT stations, from the connectors at I-805 to I-8. The addition of these transit stations would be part of the Interstate 15 (I-15)/SR-15 BRT system.

There are three Build Alternatives proposed for the project and a No Build Alternative:

- Alternative 1: Median Bus Lane with At-Grade Center Platform Stations, Contraflow Operations, and Grade Separated Crossovers
- Alternative 2: Median Bus Lane with At-Grade Offset Side Platform Stations
- Alternative 4: Shoulder Bus Lane with Ramp Stations
- Alternative 5: No Build Alternative

Alternatives 1 and 2 would locate dedicated through BRT lanes and BRT stations in the median and Alternative 4 would locate BRT stations on the ramp shoulders with BRT only lanes adjacent to the stations. Alternative 3 included shoulder bus lanes with shoulder stations; however, this alternative was rejected because of safety concerns from both Caltrans Traffic Operations and San Diego Metropolitan Transit System (MTS) Operations Department. New bridge structures, on-ramp widening, shoulder work, and minor roadway modification would be required for some of the Build Alternatives. It was recommended that the Draft Environmental Document (DED) for this project be approved and distributed to the public along with an opportunity for Public Hearing, which was conducted in January 2011.

Figure 3 SR-15 BRT Median Alternative with Side Platforms

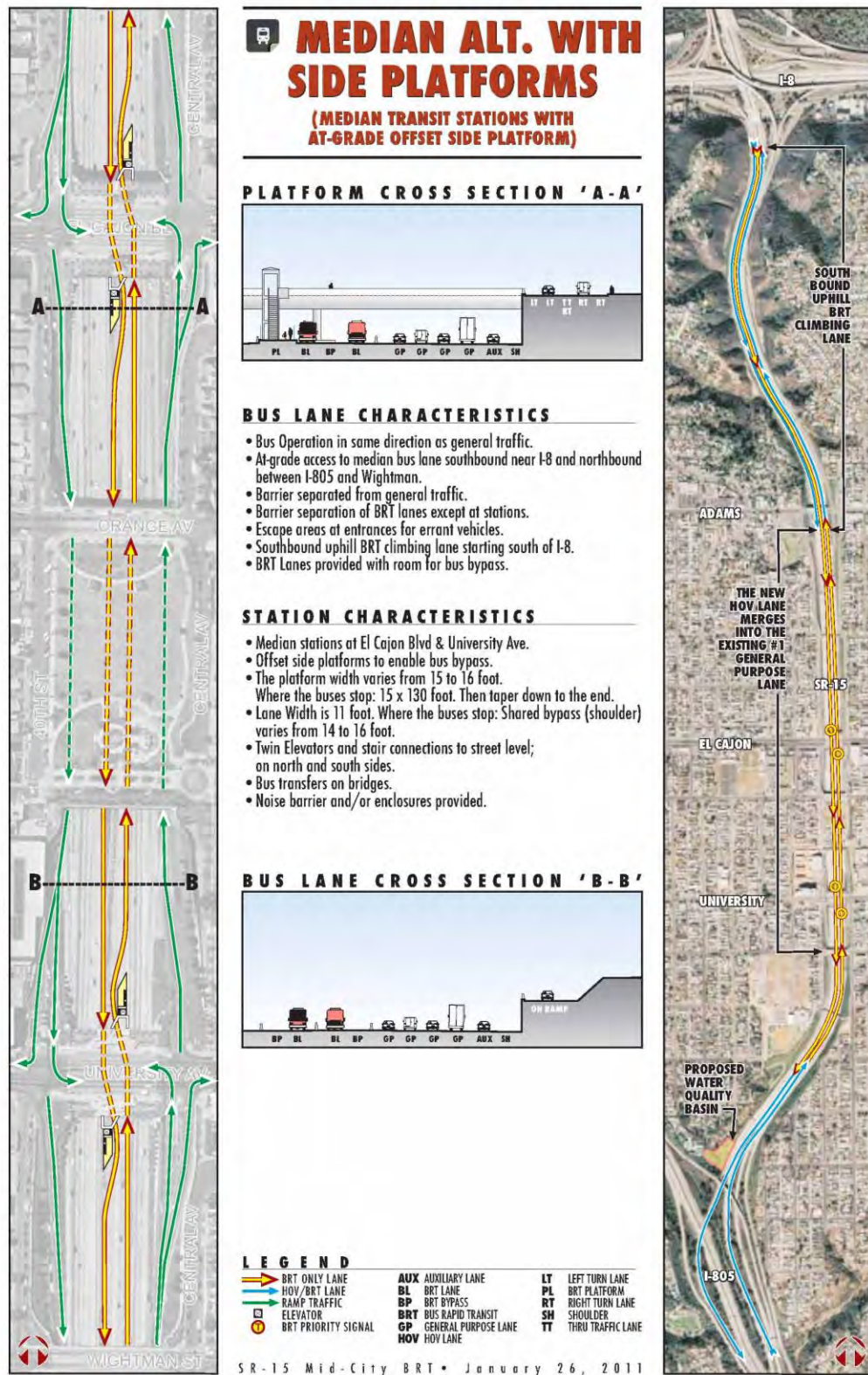
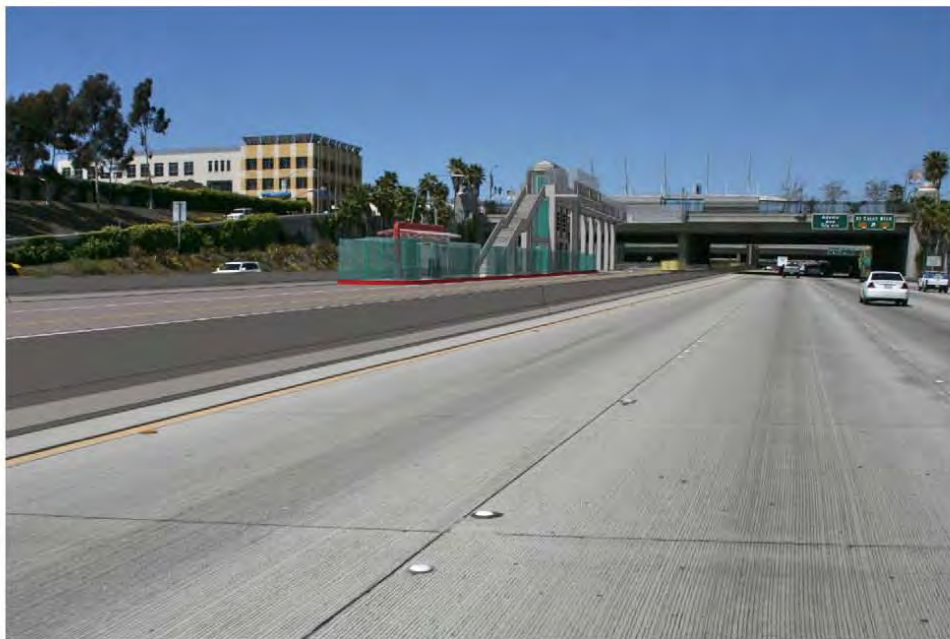


Figure 4 SR-15 BRT Median Alternative Side Platform Simulation



Existing Conditions: View heading northbound on SR-15 approaching University Avenue



Proposed Conditions for the Median Alternative with Side Platforms

FIGURE 14
Key View 4
SR-15 Mid-City BRT

SR-15 Mid-City BRT Project Study Report-Project Development Support May 2009

This Project Study Report-Project Development Support (PSR-PDS) discusses the proposal to add Bus Rapid Transit (BRT) stations and BRT lanes along State Route 15 (SR 15) between 0.4 mile north of Interstate 805 (I-805) and 0.1 mile south of Interstate 8 (I-8). BRT stations are proposed at University Avenue, El Cajon Boulevard and Adams Avenue along with BRT lanes to and from the BRT stations, from the connectors at I-805 to the connectors at I-8. The addition of these transit stations would be part of the I-15/SR-15 High Occupancy Vehicle (HOV)/BRT system. The proposed BRT stations and dedicated BRT lanes are included in the Pathways for the Future: 2030 San Diego Regional Transportation Plan (RTP) (SANDAG, 2007). The intent of this report is to study SR 15 BRT station and lane configurations for programming support for the Project Approval/Environmental Document (PA/ED) phase. This effort refined the alternatives from the previous SR-15 BRT Study conducted by SANDAG for inclusion in the environmental document and Project Report Phase.

SR-15 Mid-City BRT Analysis March 2009

In order to provide the high capacity transit guideway and stations at El Cajon Boulevard and University Avenue in time for the scheduled opening of BRT service in 2012, SANDAG and Caltrans initiated a community based planning process to determine the most effective location and design of the facility within the freeway right of way. An ad hoc working group comprised of members of several community groups was appointed by the area's councilperson. The effort included close coordination between the working group, Caltrans, SANDAG, and MTS. The study began in December 2007 with a large community meeting and working group continued to meet throughout 2008 to guide the technical analysis and provide input to decision makers.

The initial 20 station/running way alternatives were screened for fatal flaws and their performance was measured against 28 evaluation criteria. The four best performing alternatives were analyzed in greater detail and reviewed by SANDAG and Caltrans staff to determine their viability and refine their conceptual design. They were presented to the SANDAG Transportation Committee in November 2008 for inclusion in the next step of the project development process, preparation of a Project Study Report-Project Development Support (PSR-PDS).

SR-15 Mid-City BRT Project Preliminary Environmental Analysis Report (PEAR) March 2009

The PEAR was undertaken during the initial analysis of BRT alternatives to determine the types of environmental impacts that might result from the BRT project and recommend the type of environmental documentation to be provided. The PEAR found the project would require the preparation of environmental documentation pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA). Caltrans District 11 will be the CEQA lead agency and also provide NEPA review under NEPA Delegation. Preliminary review and limited fieldwork indicate that environmental impacts might occur, including cultural resources, noise, and visual impacts. Additionally, the project might affect Section 4(f) resources including public parks and recreational areas located adjacent to the

project corridor. Because the range of environmental resource issues and potential impacts can be addressed by mitigation, a Mitigated Negative Declaration (ND)/Finding of No Significant Impact (FONSI) is the environmental documentation expected for evaluation of the project. Supporting technical studies will be required to evaluate potential impacts. Environmental analysis is planned to begin in 2009 and to require 18 months to 2 years to complete the environmental process. The type of documentation to be provided will be confirmed based upon findings of the appropriate technical studies, public comment, and evaluation of proposed mitigation measures.

Mid-City Rapid Bus Project Initial Study/Mitigated Negative Declaration September 2008

The environmental document for the Mid-City Rapid Bus project was prepared by SANDAG to document the expected impacts of this Rapid bus project that would operate between San Diego State University and Downtown via El Cajon Boulevard. The Rapid would stop at the El Cajon Boulevard Station, providing connections to the SR-15 BRT services and local transit routes. Other stops near the study area will be provided at 35th and 43rd Streets. A detailed summary of the IS/MND is provided in the Appendix.

SANDAG Regional Transportation Plan

The Regional Transportation Plan (RTP) provides a long term roadmap for transportation improvements in San Diego County. It covers all types of modes and facilities, including streets and roads, transit, bicycle, aviation, and freight movement. The existing RTP, adopted in November 2007, include several projects in the study area. The RTP is being updated at this time and there are several new projects proposed for the study area. The new RTP is scheduled for adoption by the end of 2011 and will list projects for implementation in the next 40 years. A summary of the key projects for the station study from both the adopted RTP and the Hybrid Scenario from the RTP update effort is provided below.

2030 Regional Transportation Plan (RTP) 2008

The 2030 RTP was approved in 2008 and is the currently adopted RTP. It includes several capital projects and transit service improvements related to the study area including:

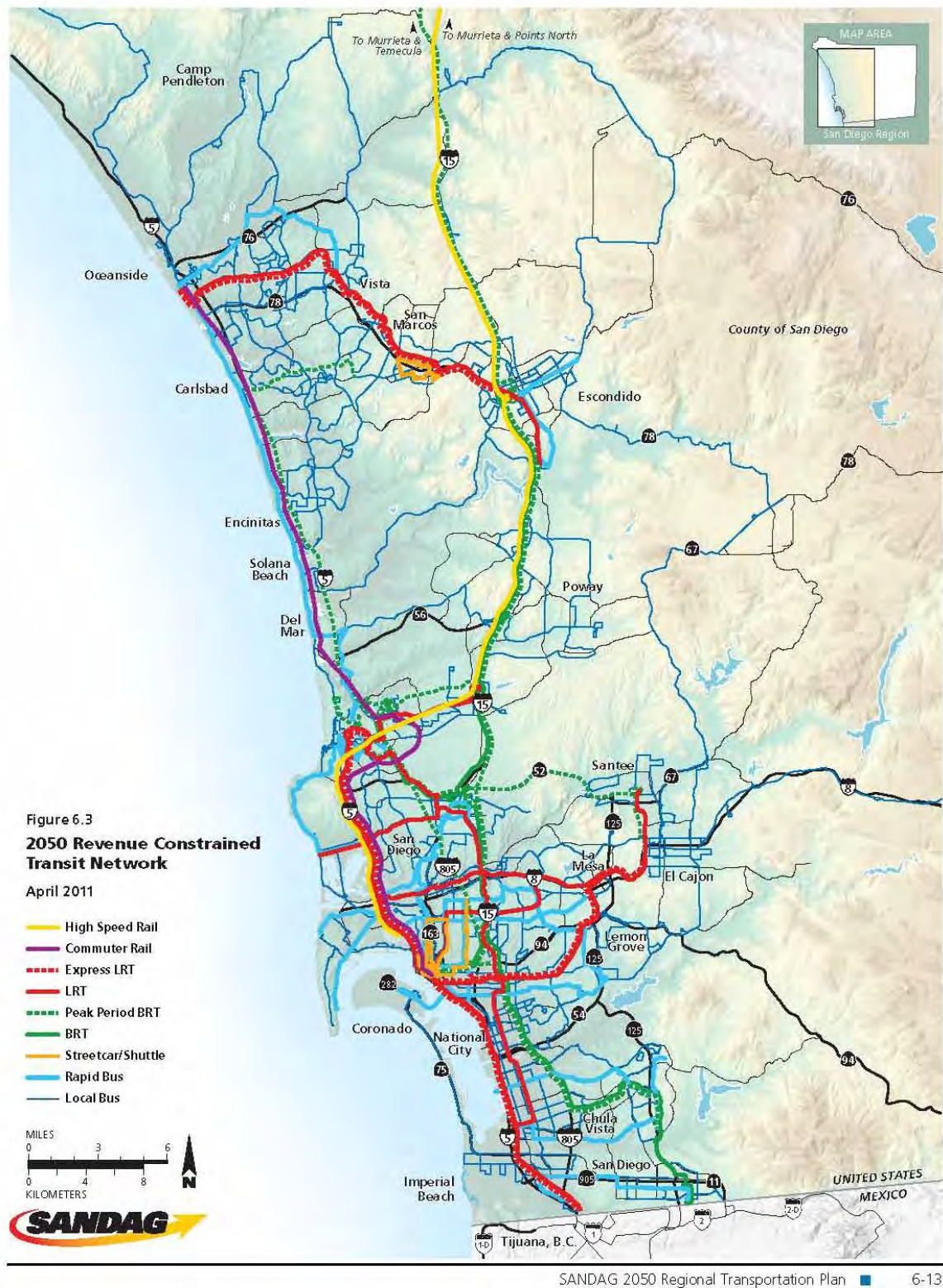
- I-15 (SR-15) BRT stations at El Cajon Boulevard and University Avenue (part of the Early Action program)
- Mid-City Rapid Bus between SDSU and downtown San Diego Avenue (part of the Early Action program)
- Improved frequency to 10 minutes peak and off peak on Route 10 between La Mesa and Old Town on University Avenue
- I-15 Bikeway between Riverside County and Mid-City
- East County - Downtown San Diego Corridor Bikeway connecting La Mesa, Mid City, North Park and Downtown
- I-15 BRT services (Route 610 all day and Routes 607 and 608 peak services)
- Two HOV lanes

2050 Draft Regional Transportation Plan 2010-11

SANDAG is currently updating the RTP to reflect revised projections of population and employment growth to 2050, as well as new state requirements for reduction of greenhouse gases. Several scenarios were developed and evaluated for inclusion in the RTP, including Transit Emphasis, Rail/Freight Emphasis, Highway Emphasis, Fusion, and Hybrid. The Revenue Constrained plan includes elements from all of the scenarios (see Figure 5 for the transit network). The Draft RTP is currently (June 2011) being circulated for public review with adoption expected in Fall 2011. Key projects relevant to the study area include:

- Route 610 BRT service on SR-15
- Mid-City Rapid Phase 1 (El Cajon Blvd) and Phase 2 (Balboa Park)
- Route 10 Rapid service along University Avenue
- Two managed lanes in the median of SR-15 between I-8 and SR-94 with a BRT facility in the median between Adams Avenue and I-805.
- Transition of the Mid-City Rapid along El Cajon Boulevard service to LRT service
- LRT in the SR-15 corridor in the later phases of the plan
- Bicycle facilities on El Cajon Boulevard and University Avenue

Figure 5 Draft 2050 RTP Revenue Constrained Transit Network



San Diego Draft Bicycle Master Plan Update 2010

The San Diego Draft Bicycle Master Plan Update is an update to the City's 2002 plan, presenting a renewed vision for bicycle transportation, recreation and quality of life in San Diego. This vision is closely aligned with the City's 2008 San Diego General Plan mobility, sustainability, health, economic, and social goals. The bicycle network, projects, policies, and programs included in this document provide the City with a framework for improving bicycling through 2030 and beyond.

The goals and objectives of the Bicycle Master Plan are derived from the 2008 San Diego General Plan and are strengthened with additional policies intended to help bicycling become a more viable transportation mode for short trips, to connect to transit, and for recreation. The goals of the plan are to promote:

- A city where bicycling is a viable travel choice, particularly for trips of less than 5 miles.
- A safe and comprehensive local and regional bikeway network.
- Environmental quality, public health, recreation, and mobility benefits through increased bicycling.

The Bicycle Master Plan includes an assessment of current bicycling demand and barriers in San Diego and estimates potential future demand and benefits that could be realized through implementation of the plan. The recommended bicycle network consists primarily of on-street facilities, including approximately 826 miles of proposed bike lane and bike route, 40 miles of bicycle boulevard, and 8 miles of cycle track. The plan also recommends 170 miles of paved multi-use paths. These totals include existing facilities and proposed facilities. Among the bicycle projects identified in the plan are Class I and Class III bicycle facilities proposed along SR-15, adjacent to the project corridor. Recommendations for the study area are discussed in the Bicycle Facilities section of this technical memo and a figure showing the planned bicycle network is provided in the appendix.

San Diego Regional Bicycle Plan 2010

The San Diego Regional Bicycle Plan supports implementation of both the Regional Comprehensive Plan (RCP) and Regional Transportation Plan (RTP). The RCP calls for more transportation options and a balanced regional transportation system to support smart growth and a more sustainable region. A policy objective of the RCP is to "create more walkable and bicycle-friendly communities consistent with good urban design concepts." The RTP calls for a multimodal regional transportation network that includes a regional bicycle network. According to the RTP, "steps to reduce peak-period travel or change when and how people travel will become increasingly important in the future." To achieve these objectives the Plan sets forth a vision for a regional bicycle system comprised of interconnected bicycle corridors, support facilities, and programs to make bicycling more practical and desirable to a greater number of the region's residents and visitors. This vision is intended to guide the future development of the regional bicycle system through the year 2050, congruent with the forthcoming 2050 RTP.

The plan outlines a range of recommendations to facilitate accomplishing regional goals, including bicycle infrastructure improvements, bicycle related programs, implementation

strategies, and policy and design guidelines. The proposed regional bicycle network consists of a combination of standard bicycle facilities, including Class I bike paths, Class II bike lanes, and Class III bike routes. It also proposes two facility types that are not defined as bikeways by Caltrans: bicycle boulevards and cycle tracks. These two facility types are intended to serve as demonstration projects to study their potential to provide greater safety and comfort to bicyclists. Among the bicycle projects identified in the plan are Class I and Class II bicycle facilities, proposed along SR-15 within the Mid-City area. Bicycle boulevards also are proposed along roadways in the project vicinity.

Pedestrian Master Plan 2010

The Pedestrian Master Plan was prepared for the city by Alta Planning Design using a detailed model to establish priority for pedestrian improvements. The model use inputs related to trip generators, trip attractors, and detractors. The Mid-City City Heights area ranked fourth in priority among the 56 community planning areas, behind only Centre City, Greater North park, and Mid-City Normal Heights.

The Plan established several high priority intersections and corridors in the study area, as shown in Table 1 with their ranking. Figures and tables from the Plan for the study area are provided in the Pedestrian section of this technical memo.

Table 1 Pedestrian Priority Intersections and Corridors

| Intersections | Corridors |
|---|--|
| 7 - 40 th & El Cajon Boulevard | 6 - University Avenue between Central and 40 th |
| 15 - 41 st & University Avenue | 13 - University Avenue between Lincoln & 40 th |
| 16 - Marlborough & University | 16 - Orange Avenue between 40 th and Central |

Streets

Street Classification

The existing circulation system in the study area includes the SR-15 freeway, freeway ramps, and local, collector and major roads. The classifications are defined by the City of San Diego (per Council Policy 200-01) as follows:

Freeways which are under the jurisdiction of the State Department of Transportation, have full access control with full grade separation, ramp connections and are usually four lanes or more divided roadways. Their primary purpose is the longer distance movement of traffic.

Major Roads are arterials (streets whose primary purpose is to carry through traffic and provide a network connecting to the State Highway system) which still provide unrestricted access to abutting property.

Collector Roads are streets whose purpose is not only to provide for local traffic movement and access to abutting property, but also for movement between local and arterial streets.

Local Streets are streets whose primary purpose is to provide for local traffic movement and direct access to abutting property. Figure 6 provides the City of San Diego street classifications for the facilities within the study area and Figure 7 shows the current speed limits. A summary description of each street in the study area is provided below.

- Meade Avenue - Two lane collector with 2-way left turn lane.
- El Cajon Boulevard - Six lane major with raised median and parking on both sides.
- Orange Avenue - Two lane collector with two way left turn lane.
- Polk Avenue East of SR-15 - One lane one-way eastbound with parallel parking on both sides.
- Polk Avenue West of 39th Street - One lane one way westbound with parallel parking on both sides.
- Polk Avenue 39th to 40th - Two way traffic parking on north side only.
- University West of 39th - Two lane collector with two way left turn lane.
- University East of 41st to 43rd - Three lane collector with two eastbound and one westbound lanes, with two way left turn lane and on-street parking.
- University Avenue 43rd to Fairmount - Four lane collector with on-street parking on south side only. (North side of block is redeveloping.)
- Wightman Avenue - Two lane collector with two way left turn lane and parking on both sides of the street

All but one of the north-south surface streets are two lane local streets with parking on both sides. 40th Street is discontinuous in some locations and is both one direction southbound and two lanes in both directions in some segments. In some locations west of SR-15 diagonal parking is provided on one side of the street.

Intersection Configuration and Control

There are 70 intersections in the study area. There are 17 (24 percent) signalized intersections and the remaining 53 (75%) are stop-controlled (1-way, 2-way, 3-way or 4-way). Figure 8 shows the traffic controls currently in place at every intersection in the study area. Figure 9 shows the 18 critical intersections in the study area for analysis (including four intersections outside the defined study area), and Figure 10 provides details on the existing lane configurations at these intersections.

Average Daily Traffic

The City of San Diego has provided Average Daily Traffic (ADT) volumes collected between 1991 and 2010 on select street segments within the study area. Additionally, the ADT collected in 2006 by SANDAG was used to supplement the City data. Figure 12 is a summary of the ADT available data within the study area.

Figure 6 Existing Functional Street Classifications

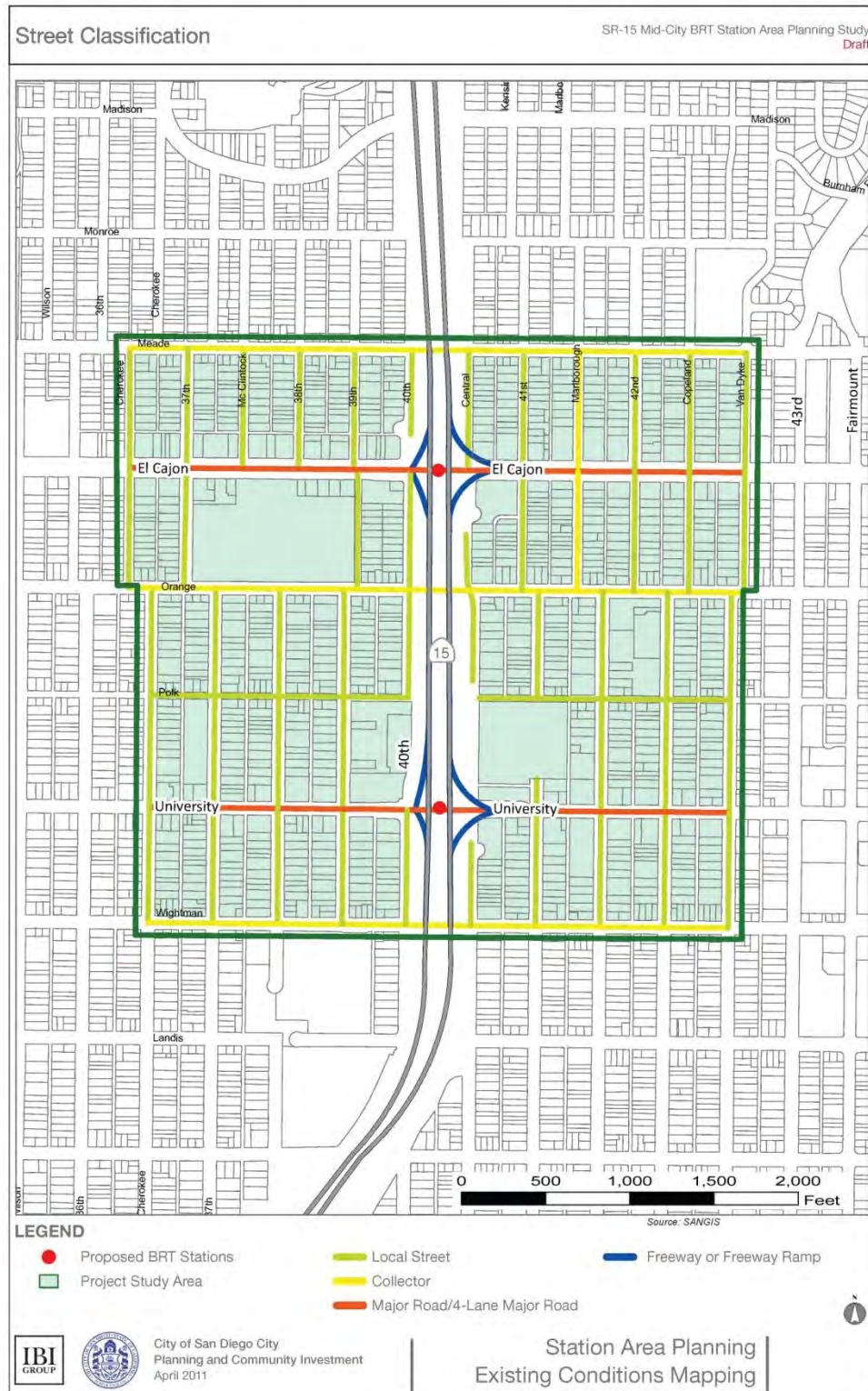


Figure 7 Speed Limits



Figure 8 Intersection Controls



Figure 9 Critical Intersections for Analysis



Figure 10 Existing Intersection Geometry

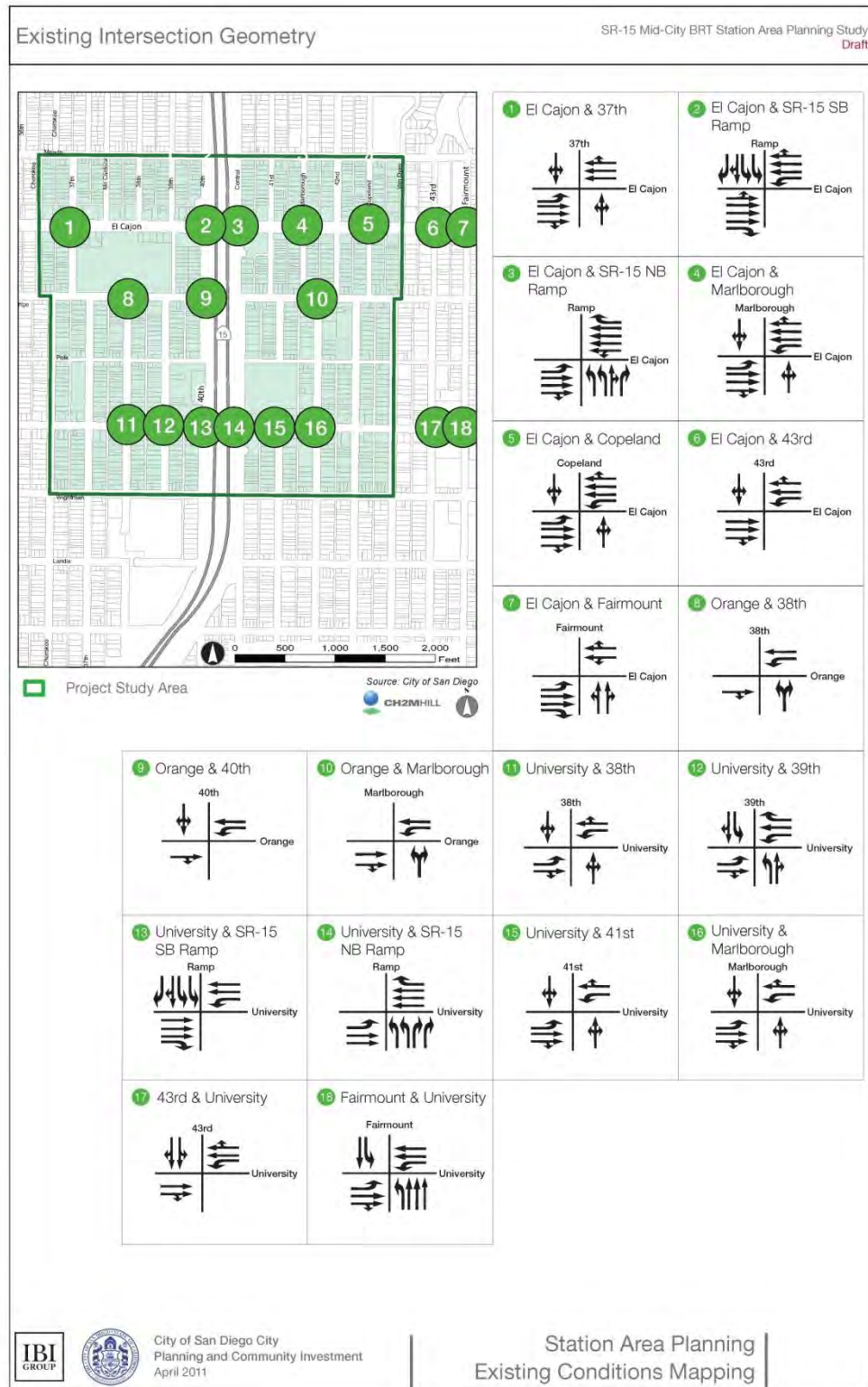
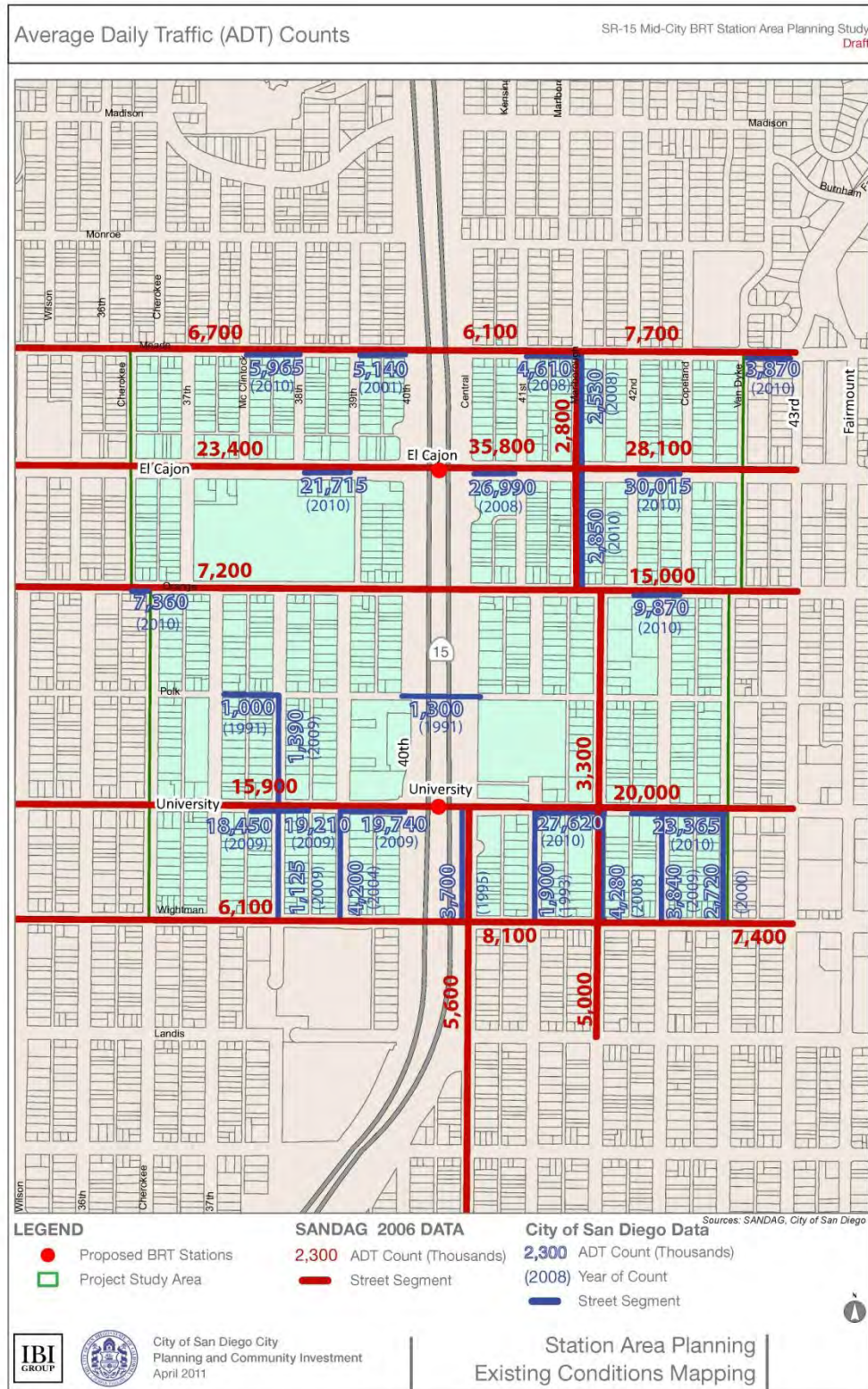


Figure 11 Average Daily Traffic Counts



Collision Information and Turning Movement Counts

The City of San Diego provided the list of intersection-related traffic accidents within the study area between January 1, 2008 and February 10, 2011. Figure 12 summarizes the number of accidents by location.

The City of San Diego provided turning movement counts collected between 2002 and 2010 at approximately half of the key study area intersections. Turning movement counts collected in 2008 by IBI for the SR 15 Mid-City BRT project as well as those collected in 2007 by KOA Corporation for the El Cajon Boulevard Mid-City Bus Rapid Transit project were used to supplement City data. Figures showing the turning movement count data available within the study area are provided in the Appendix. There are differences in the in/out counts between intersections. These differences are expected because the counts were collected at different times.

Figure 12 Accident Counts



Performance of Existing Streets/Level of Service

The City of San Diego does not maintain performance assessments of the street segments and intersection under its jurisdiction. Only limited data are currently available on level of service (LOS). Table 2 is a summary of the only available LOS information for study area intersections. Additional LOS information will be developed using Synchro as part of the study effort.

Table 2 2008 Intersection Analysis Results

| Intersection | Control | AM Peak | | PM Peak | |
|---------------------------------------|---------|---------|-----|---------|-----|
| | | Delay | LOS | Delay | LOS |
| El Cajon Boulevard/ NB SR 15 Ramps | Signal | 21.4 | C | 24.6 | C |
| El Cajon Boulevard/ SB SR 15 Ramps | Signal | 28.6 | C | 28.2 | C |
| University Avenue/ NB SR 15 Ramps | Signal | 24.4 | C | 21.4 | C |
| University Avenue/ SB SR 15 Ramps | Signal | 23.1 | C | 26.9 | C |

Source: SR 15 Mid-City BRT Project, IBI Group

Traffic analysis for eighteen study intersections was based on the methodologies in the Highway Capacity Manual (HCM). Intersection operations were assessed using the Synchro software package, using the “HCM reports” function. Existing condition geometrics, traffic controls and signal timing were used in the intersection analysis. The analysis for each movement as well as the overall intersection level of service (LOS) results for the morning and evening peak hours at each of the study intersections is summarized in Table 3.

As shown in Table 3, all of the intersections currently operate at LOS D or better during both the morning and evening peak hours. However, the following four intersections have approaches operating at LOS E during either the AM or PM peak hour:

- El Cajon Boulevard at SR-15 southbound ramp terminal - eastbound and westbound approaches operate at LOS E during the evening peak hour.
- El Cajon Boulevard at SR-15 southbound ramp terminal - southbound approach operates at LOS E during the morning peak hour.
- El Cajon Boulevard at Fairmount Avenue - northbound approach operates at LOS E during the morning peak hour.
- University Avenue at 41st Street - northbound approach operates at LOS E during the evening peak hour.

Table 3 Summary of Intersection LOS Analysis Results

| # | Control | Intersection | AM Peak Hour | | PM Peak Hour | |
|----------|----------|--|--------------|----------|--------------|----------|
| | | | Delay (sec) | LOS | Delay (sec) | LOS |
| 1 | S | El Cajon Boulevard at 37th | | | | |
| | | Northbound Approach | 32 | C | 38 | D |
| | | Southbound Approach | 31 | C | 38 | D |
| | | Eastbound Approach | 9 | A | 13 | B |
| | | Westbound Approach | 13 | B | 40 | D |
| | | Overall | 15 | B | 27 | C |
| 2 | S | El Cajon Boulevard at SR-15 SB Ramp | | | | |
| | | Northbound Approach | n/a | n/a | n/a | n/a |
| | | Southbound Approach | 20 | B | 23 | C |
| | | Eastbound Approach | 31 | C | 71 | E |
| | | Westbound Approach | 38 | D | 56 | E |
| | | Overall | 32 | C | 53 | D |
| 3 | S | El Cajon Boulevard at SR-15 NB Ramp | | | | |
| | | Northbound Approach | 23 | C | 24 | C |
| | | Southbound Approach | n/a | n/a | n/a | n/a |
| | | Eastbound Approach | 24 | C | 18 | B |
| | | Westbound Approach | 29 | C | 31 | C |
| | | Overall | 26 | C | 24 | C |
| 4 | S | El Cajon Boulevard at Marlborough | | | | |
| | | Northbound Approach | 54 | D | 42 | D |
| | | Southbound Approach | 48 | D | 40 | D |
| | | Eastbound Approach | 14 | B | 17 | B |
| | | Westbound Approach | 13 | B | 18 | B |
| | | Overall | 17 | B | 20 | B |
| 5 | S | El Cajon Boulevard at Copeland | | | | |
| | | Northbound Approach | 13 | B | 16 | B |
| | | Southbound Approach | 13 | B | 16 | B |
| | | Eastbound Approach | 10 | A | 12 | B |
| | | Westbound Approach | 9 | A | 26 | C |
| | | Overall | 10 | A | 18 | B |
| 6 | S | El Cajon Boulevard at 43rd | | | | |
| | | Northbound Approach | n/a | n/a | n/a | n/a |
| | | Southbound Approach | 56 | E | 47 | D |
| | | Eastbound Approach | 12 | B | 18 | B |
| | | Westbound Approach | 14 | B | 16 | B |
| | | Overall | 22 | C | 26 | C |

| # | Control | Intersection | AM Peak Hour | | PM Peak Hour | |
|-----------|----------|--|--------------|----------|--------------|----------|
| | | | Delay (sec) | LOS | Delay (sec) | LOS |
| 7 | S | El Cajon Boulevard at Fairmount | | | | |
| | | Northbound Approach | 60 | E | 48 | D |
| | | Southbound Approach | n/a | n/a | n/a | n/a |
| | | Eastbound Approach | 19 | B | 9 | A |
| | | Westbound Approach | 12 | B | 15 | B |
| | | Overall | 27 | C | 18 | B |
| 8 | U | Orange Avenue at 38th | | | | |
| | | Northbound Approach | 12 | B | 14 | B |
| | | Southbound Approach | n/a | n/a | n/a | n/a |
| | | Eastbound Approach | 0 | A | 0 | A |
| | | Westbound Approach | 1 | A | 1 | A |
| | | Overall | 2 | A | 2 | A |
| 9 | S | Orange Avenue at 40th | | | | |
| | | Northbound Approach | 16 | B | 20 | C |
| | | Southbound Approach | 12 | B | 16 | B |
| | | Eastbound Approach | 11 | B | 11 | B |
| | | Westbound Approach | 17 | B | 10 | B |
| | | Overall | 14 | B | 12 | B |
| 10 | S | Orange Avenue at Marlborough | | | | |
| | | Northbound Approach | 12 | B | 13 | B |
| | | Southbound Approach | 11 | B | 12 | B |
| | | Eastbound Approach | 5 | A | 5 | A |
| | | Westbound Approach | 6 | A | 5 | A |
| | | Overall | 7 | A | 6 | A |
| 11 | U | University Avenue at 38th | | | | |
| | | Northbound Approach | 13 | B | 21 | C |
| | | Southbound Approach | 15 | C | 31 | D |
| | | Eastbound Approach | 0 | A | 0 | A |
| | | Westbound Approach | 1 | A | 0 | A |
| | | Overall | 2 | A | 2 | A |
| 12 | S | University Avenue at 39th | | | | |
| | | Northbound Approach | 26 | C | 31 | C |
| | | Southbound Approach | 47 | D | 46 | D |
| | | Eastbound Approach | 10 | B | 10 | A |
| | | Westbound Approach | 25 | C | 6 | A |
| | | Overall | 25 | C | 16 | B |

| # | Control | Intersection | AM Peak Hour | | PM Peak Hour | |
|-----------|----------|---|--------------|----------|--------------|----------|
| | | | Delay (sec) | LOS | Delay (sec) | LOS |
| 13 | S | University Avenue at SR-15 SB Ramp | | | | |
| | | Northbound Approach | n/a | n/a | n/a | n/a |
| | | Southbound Approach | 27 | C | 36 | D |
| | | Eastbound Approach | 24 | C | 30 | C |
| | | Westbound Approach | 15 | B | 22 | C |
| | | Overall | 22 | C | 30 | C |
| 14 | S | University Avenue at SR-15 NB Ramp | | | | |
| | | Northbound Approach | 25 | C | 34 | C |
| | | Southbound Approach | n/a | n/a | n/a | n/a |
| | | Eastbound Approach | 27 | C | 17 | B |
| | | Westbound Approach | 34 | C | 30 | C |
| | | Overall | 30 | C | 26 | C |
| 15 | S | University Avenue at 41st | | | | |
| | | Northbound Approach | 54 | D | 57 | E |
| | | Southbound Approach | 23 | C | 28 | C |
| | | Eastbound Approach | 10 | A | 14 | B |
| | | Westbound Approach | 24 | C | 19 | B |
| | | Overall | 23 | C | 21 | C |
| 16 | S | University Avenue at Marlborough | | | | |
| | | Northbound Approach | 28 | C | 38 | D |
| | | Southbound Approach | 27 | C | 36 | D |
| | | Eastbound Approach | 6 | A | 7 | A |
| | | Westbound Approach | 17 | B | 17 | B |
| | | Overall | 15 | B | 15 | B |
| 17 | S | University Avenue at 43rd | | | | |
| | | Northbound Approach | n/a | n/a | n/a | n/a |
| | | Southbound Approach | 31 | C | 40 | D |
| | | Eastbound Approach | 13 | B | 17 | B |
| | | Westbound Approach | 9 | A | 7 | A |
| | | Overall | 14 | B | 19 | B |
| 18 | S | University Avenue at Fairmount | | | | |
| | | Northbound Approach | 33 | C | 41 | D |
| | | Southbound Approach | 33 | C | 45 | D |
| | | Eastbound Approach | 15 | B | 20 | B |
| | | Westbound Approach | 24 | C | 26 | C |
| | | Overall | 26 | C | 30 | C |

U = Unsignalized, S = Signalized

Queue lengths at the study intersections were also examined to evaluate whether or not adequate storage is available during the peak hours. Table 4 reports the available turn pocket storage and the existing queue lengths for each movement at the signalized study intersections. Both the 50th and 95th percentile queue lengths are reported in Table 4 as calculated in Synchro.

As shown in Table 4, nine of the eighteen intersections experience queue lengths that exceed the available storage length during the morning, evening or both peak hours. Discussion of each of these locations is provided below:

- The eastbound left-turn queue length at El Cajon Boulevard and 37th Street exceeds the available storage by approximately 25 feet (equivalent to one car) during the evening peak hour.
- The eastbound right-turn queue length at El Cajon Boulevard and SR-15 southbound ramp terminal exceeds available storage by approximately 46 feet (equivalent to two cars) during the evening peak hour.
- The westbound right-turn queue length at El Cajon Boulevard and SR-15 northbound ramp terminal exceeds available storage during both peak hours. The longest queue length is during the morning peak hour and exceeds available storage by approximately 192 feet (equivalent to eight cars).
- The eastbound left-turn queue length at El Cajon Boulevard and Marlborough Avenue exceeds available storage during both peak hours. The longest queue length is during the evening peak hour and exceeds available storage by approximately 95 feet (equivalent to four cars).
- The westbound left-turn queue length at El Cajon Boulevard and 43rd Street exceeds available storage during both peak hours. The longest queue length is during the morning peak hour and exceeds available storage by approximately 39 feet (equivalent to two cars).
- The eastbound right-turn queue length at University Avenue and SR-15 southbound ramp terminal exceeds available storage by approximately 114 feet (equivalent to five cars) during the evening peak hour.
- The westbound right-turn queue length at University Avenue and SR-15 northbound ramp terminal exceeds available storage by approximately 96 feet (equivalent to four cars) during the morning peak hour.
- The eastbound left-turn queue length at University Avenue and 41st Street exceeds available storage by approximately 7 feet (equivalent to one car) during the morning peak hour.
- The northbound and southbound left-turn queue lengths at University Avenue and Fairmount Avenue exceed available storage during both peak hours. The westbound left-turn queue length exceeds available storage during the evening peak hour only. The northbound left-turn queue length exceeds available storage by approximately 65 feet (equivalent to three cars) during the morning peak hour, the southbound left-turn queue length exceeds available storage by approximately 68 feet (equivalent to three cars) during the evening peak hour and the westbound left-turn exceeds available storage by approximately 3 feet (equivalent to one car) during the evening peak hour.

Table 4 Summary of Intersection Queue Analysis Results

| # | Control | Turning Movement | Turn Bay Length (feet) | Queue Length (feet) | | | |
|---|---------|-------------------------------------|------------------------|---------------------|-----|--------------|-----|
| | | | | AM Peak Hour | | PM Peak Hour | |
| | | | | 50% | 95% | 50% | 95% |
| 1 | S | El Cajon Boulevard at 37th | | | | | |
| | | NBT | | 39 | 84 | 49 | 98 |
| | | SBT | | 35 | 73 | 45 | 90 |
| | | EBL | 100 | 11 | 28 | 39 | 125 |
| | | EBT | | 45 | 61 | 113 | 136 |
| | | WBT | | 57 | 135 | 254 | 324 |
| 2 | S | El Cajon Boulevard at SR-15 SB Ramp | | | | | |
| | | SBL | 200 | 63 | 94 | 125 | 171 |
| | | SBT | | 43 | 88 | 106 | 183 |
| | | SBR | | 14 | 53 | 85 | 161 |
| | | EBT | | 116 | 147 | 300 | 374 |
| | | EBR | 100 | 0 | 58 | 62 | 146 |
| | | WBL | | 296 | 478 | 344 | 532 |
| | | WBT | | 177 | 220 | 193 | 232 |
| 3 | S | El Cajon Boulevard at SR-15 NB Ramp | | | | | |
| | | NBL | 140 | 33 | 55 | 41 | 64 |
| | | NBT | | 58 | 126 | 136 | 221 |
| | | NBR | | 55 | 122 | 133 | 216 |
| | | EBL | | 214 | 369 | 204 | 220 |
| | | EBT | | 126 | 156 | 409 | 387 |
| | | WBT | | 177 | 216 | 190 | 231 |
| | | WBR | 90 | 84 | 282 | 89 | 270 |
| 4 | S | El Cajon Boulevard at Marlborough | | | | | |
| | | NBT | | 109 | 182 | 80 | 141 |
| | | SBT | | 27 | 71 | 51 | 100 |
| | | EBL | 95 | 68 | 120 | 124 | 190 |
| | | EBT | | 90 | 116 | 185 | 235 |
| | | WBL | 90 | 22 | 54 | 37 | 77 |
| | | WBT | | 141 | 182 | 163 | 219 |
| 5 | S | El Cajon Boulevard at Copeland | | | | | |
| | | NBT | | 5 | 31 | 11 | 36 |
| | | SBT | | 1 | 14 | 9 | 30 |
| | | EBL | 90 | 3 | 33 | 12 | 79 |
| | | EBT | | 15 | 100 | 47 | 319 |
| | | WBL | 170 | 2 | 29 | 10 | 67 |
| | | WBT | | 23 | 145 | 53 | 168 |

| # | Control | Turning Movement | Turn Bay Length (feet) | Queue Length (feet) | | | |
|----|---------|---------------------------------|------------------------|---------------------|-----|--------------|-----|
| | | | | AM Peak Hour | | PM Peak Hour | |
| | | | | 50% | 95% | 50% | 95% |
| 6 | S | El Cajon Boulevard at 43rd | | | | | |
| | | SBT | | 191 | 249 | 298 | 340 |
| | | EBT | | 109 | 147 | 178 | 266 |
| | | WBL | 115 | 96 | 154 | 80 | 138 |
| | | WBT | | 120 | 284 | 101 | 260 |
| 7 | S | El Cajon Boulevard at Fairmount | | | | | |
| | | NBT | | 251 | 306 | 217 | 276 |
| | | EBL | 95 | 47 | 91 | 39 | 74 |
| | | EBT | | 166 | 229 | 331 | 428 |
| | | EBR | | 12 | 56 | 1 | 0 |
| | | WBT | | 180 | 260 | 252 | 351 |
| 9 | S | Orange Avenue at 40th | | | | | |
| | | NBT | | 2 | 33 | 2 | 33 |
| | | SBT | | 58 | 141 | 15 | 83 |
| | | EBT | | 17 | 148 | 35 | 264 |
| | | WBL | 120 | 2 | 27 | 4 | 34 |
| | | WBT | | 29 | 189 | 34 | 181 |
| 10 | S | Orange Avenue at Marlborough | | | | | |
| | | NBT | | 14 | 55 | 12 | 42 |
| | | SBT | | 1 | 7 | 0 | 4 |
| | | EBL | 60 | 0 | 3 | 0 | 0 |
| | | EBT | | 26 | 103 | 49 | 209 |
| | | WBL | 70 | 8 | 40 | 7 | 40 |
| | | WBT | | 39 | 143 | 39 | 149 |
| 12 | S | University Avenue at 39th | | | | | |
| | | NBL | 100 | 22 | 44 | 23 | 47 |
| | | NBT | | 33 | 75 | 21 | 62 |
| | | SBL | 230 | 124 | 187 | 138 | 203 |
| | | SBT | | 27 | 58 | 46 | 83 |
| | | EBL | 150 | 2 | 12 | 7 | 25 |
| | | EBT | | 142 | 294 | 179 | 351 |
| | | WBL | 150 | 18 | 28 | 3 | 14 |
| | | WBT | | 174 | 151 | 55 | 440 |
| | | WBR | | 73 | 48 | 0 | 7 |

| # | Control | Turning Movement | Turn Bay Length (feet) | Queue Length (feet) | | | |
|----|---------|------------------------------------|------------------------|---------------------|-----|--------------|-----|
| | | | | AM Peak Hour | | PM Peak Hour | |
| | | | | 50% | 95% | 50% | 95% |
| 13 | S | University Avenue at SR-15 SB Ramp | | | | | |
| | | SBL | 250 | 74 | 110 | 180 | 239 |
| | | SBT | | 69 | 133 | 203 | 309 |
| | | SBR | | 0 | 48 | 22 | 96 |
| | | EBT | | 126 | 183 | 189 | 246 |
| | | EBR | 95 | 5 | 93 | 99 | 209 |
| | | WBL | | 160 | 240 | 277 | 377 |
| | | WBT | | 128 | 173 | 128 | 41 |
| 14 | S | University Avenue at SR-15 NB Ramp | | | | | |
| | | NBL | 365 | 50 | 77 | 81 | 118 |
| | | NBR | 365 | 14 | 50 | 174 | 246 |
| | | EBL | | 282 | 484 | 196 | 255 |
| | | EBT | | 123 | 119 | 267 | 308 |
| | | WBT | | 122 | 161 | 133 | 189 |
| | | WBR | 225 | 61 | 321 | 33 | 90 |
| 15 | S | University Avenue at 41st | | | | | |
| | | NBT | | 175 | 329 | 182 | 308 |
| | | SBT | | 11 | 43 | 1 | 24 |
| | | EBL | 42 | 14 | 49 | 9 | 19 |
| | | EBT | | 117 | 157 | 370 | 467 |
| | | WBL | 155 | 3 | 5 | 5 | 5 |
| | | WBT | | 478 | 680 | 484 | 600 |
| 16 | S | University Avenue at Marlborough | | | | | |
| | | NBT | | 51 | 103 | 89 | 160 |
| | | SBT | | 43 | 89 | 90 | 160 |
| | | EBL | 150 | 5 | 12 | 6 | 9 |
| | | EBT | | 55 | 64 | 163 | 122 |
| | | WBL | 150 | 10 | 0 | 13 | 25 |
| | | WBT | | 217 | 299 | 429 | 467 |
| 17 | S | University Avenue at 43rd | | | | | |
| | | SBT | | 61 | 96 | 137 | 187 |
| | | EBT | | 134 | 193 | 192 | 301 |
| | | WBL | 90 | 43 | 84 | 33 | 68 |
| | | WBT | | 58 | 70 | 76 | 78 |

| # | Control | Turning Movement | Turn Bay Length (feet) | Queue Length (feet) | | | |
|----|---------|--------------------------------|------------------------|---------------------|-----|--------------|-----|
| | | | | AM Peak Hour | | PM Peak Hour | |
| | | | | 50% | 95% | 50% | 95% |
| 18 | S | University Avenue at Fairmount | | | | | |
| | | NBL | 85 | 87 | 150 | 87 | 149 |
| | | NBT | | 184 | 228 | 133 | 175 |
| | | SBL | 60 | 30 | 67 | 72 | 128 |
| | | SBT | | 63 | 111 | 148 | 218 |
| | | EBL | 95 | 39 | 81 | 37 | 90 |
| | | EBT | | 17 | 68 | 298 | 366 |
| | | WBL | 115 | 47 | 90 | 64 | 118 |
| | | WBT | | 113 | 183 | 145 | 223 |

U = Unsignalized, S = Signalized

Indicates where queue length exceeds available storage.

Planned Street Improvements

A summary of the planned street projects in the general vicinity of the study area is provided in Table 5.

Table 5 Planned Street Improvements

| Name | Jurisdiction | Proposed Uses | Status |
|-------------------------------------|--------------|--|--|
| SR-15/I-15 Managed Lanes | Caltrans | Two managed lanes along SR-15 and I-15 and between SR 94 and SR 163. Included in the 2030 RTP and the Draft 2050 RTP. | Project Study Report completed in 2008 |
| SR 94 Managed Lanes | Caltrans | Two managed lanes along SR 94 between I-5 and SR-125 with connectors at SR-15 and I-805 and BRT service along SR 94 to downtown. Included in the 2030 RTP (I-5 to I-805) and the Draft 2050 RTP. | PA/ED phase |
| SR-15/ SR 94 Managed Lane Connector | Caltrans | Two managed lane connectors for south to west and east to north movements. Included in the 2030 RTP and the Draft 2050 RTP. | PA/ED phase |
| I-805/ SR 94 Managed Lane Connector | Caltrans | Two managed lane connectors for north to west and east to south movements. Included in the 2030 RTP and the Draft 2050 RTP. | PA/ED phase |

| Name | Jurisdiction | Proposed Uses | Status |
|---------------------------|--------------|---|---|
| I-805 Managed Lanes | Caltrans | Four managed lanes between SR-905 and Carroll Canyon Road Draft 2050 RTP. Transit facilities would include direct access ramps and transit. | Preliminary Engineering and Environmental phase; Draft Environmental Document out for public review August 2010 |

Source: 2030 RTP, Draft 2050 RTP, City of San Diego, and SANDAG

Transit

The study area has seven routes providing a range of transit service. El Cajon Boulevard is served by Routes 1 for local service and 15 for limited stop service. University Avenue is served by Route 7 which provides local service between La Mesa and Downtown San Diego, and Route 10 for limited stop service between La Mesa and Old Town. Route 965 also operates on University Avenue, providing local service to the Mid-City area south of University. Routes 210 and 960 provide period express service on SR-15, with stops at El Cajon Boulevard and University Avenue. Information on the hours and frequency of each route can be found in Table 6, and information regarding each stop in the study area is provided in the Appendix. The alignments in the study area, along with boarding volumes, are displayed in Figure 13. The full route alignments are shown in Figure 14.

Transit improvement plans for the study area include the SR-15 BRT facility and services, the Mid-City Rapid, Route 10 Rapid service, and the conversion of the Mid-City Rapid to LRT. Information on these projects is provided in the Existing Reports and Data section of this technical memo.

Table 6 Existing Transit Service in the Study Area

| Route | Type of Route | End Points | Study Area Roads Served | Days of Operation | Operating Hours (Weekday) | Frequency (Minutes) | | |
|-------|---------------|---|--|-------------------|---------------------------|---------------------|------|-------|
| | | | | | | Peak | Base | Night |
| 1 | Local | 5th Ave. & Evans Pl. - Grossmont Transit Center | El Cajon Blvd. | Monday - Sunday | 5:00a-11:58p | 15 | 15 | 30 |
| 15 | Local | State & "B" St - SDSU Transit Center | El Cajon Blvd. | Monday - Sunday | 4:47a - 1:15a | 15 | 15 | 30 |
| 7 | Local | State & "B" St - Allison & Palm Ave. | University Ave. | Monday - Sunday | 4:40a - 2:08a | 6 | 15 | 30 |
| 10 | Local | Old Town Transit Center West - University Ave. & College Ave. | University Ave. | Monday - Sunday | 5:49a - 12:21a | 15 | 15 | 30 |
| 965 | Local | University Ave. & I-15 - University Ave. & I-15 | University Ave., Polk Ave., 38 th St., 39 th St., 41 st St. | Monday - Saturday | 5:00a - 8:52p | 35 | 35 | 35 |
| 210 | Express | America Plaza Trolley Station - Camino Santa Fe & Flanders Dr | SR-15 | Monday - Friday | 4:03p - 6:39p | 20 | 20 | 0 |
| 960 | Express | Euclid Avenue Trolley Station - UTC Transit Center | SR-15 | Monday - Friday | 5:09a - 7:37a | 15 | 15 | 15 |

Source: MTS Timetables, April 2011

Figure 13 Existing Transit Routes & Ridership

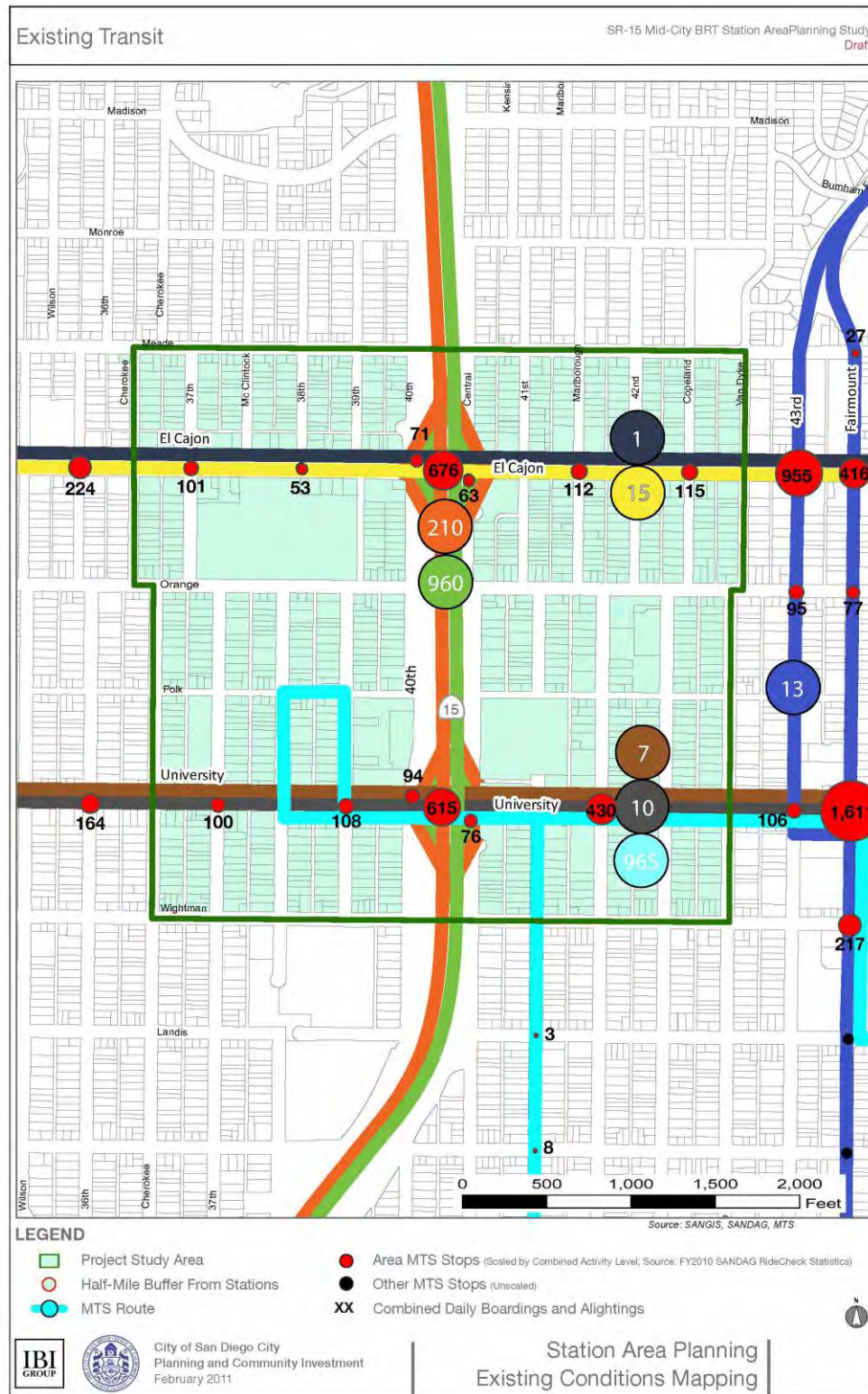
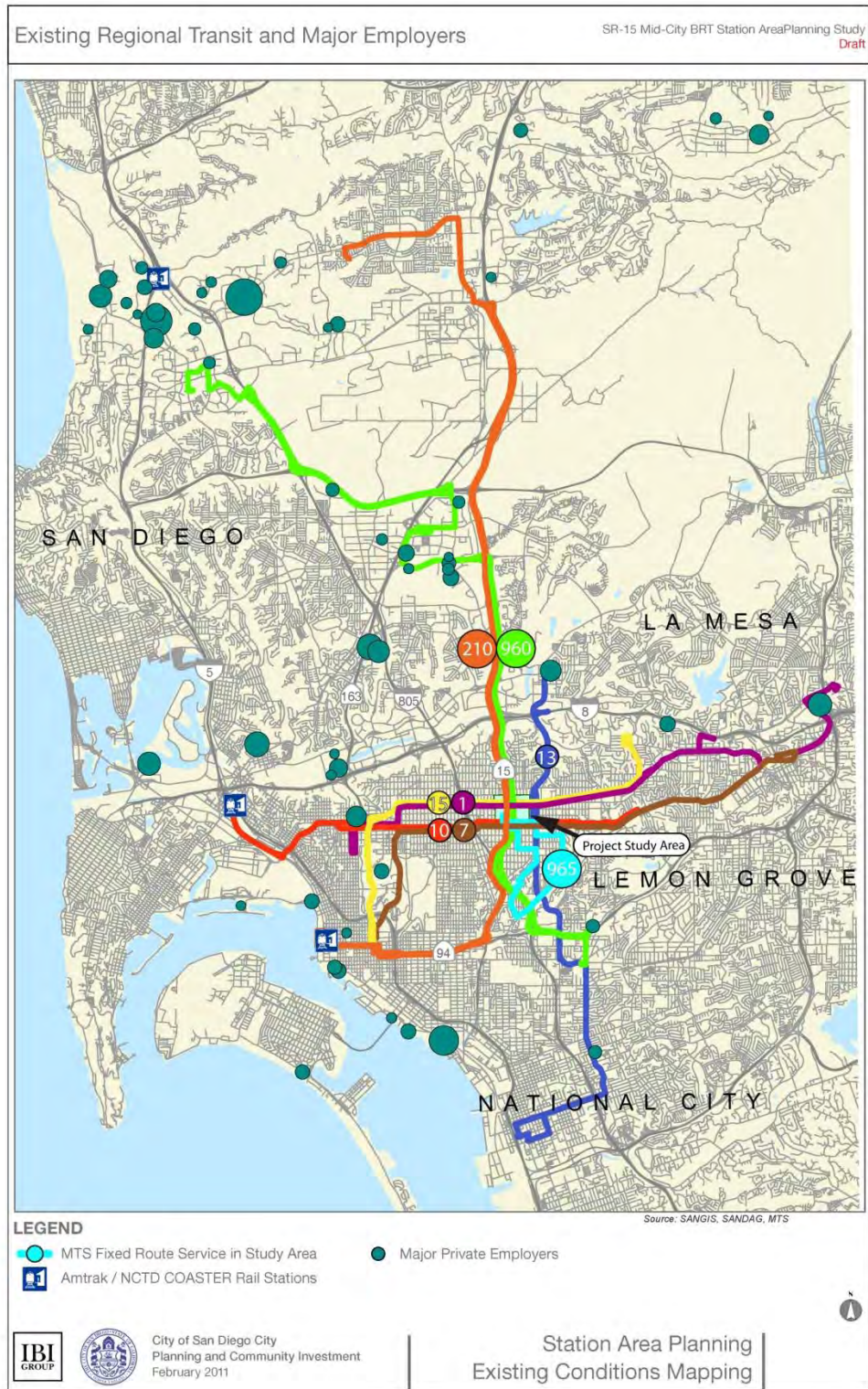


Figure 14 Study Area Transit Regional Connections



Bicycle Facilities

Based on project fieldwork and observations, the project area has relatively high levels of bicycle activity, due in part to its largely level terrain, presence of several schools, and the community's overall interest in cycling as transportation.

Activity levels are high despite the relative lack of official facilities. As seen in Figure 15, the project study area currently has a single Class II (bike lane) facility in Central Avenue right of way between University and Polk Avenues, in addition to Class III (bike route) facilities running the length of the corridor and Orange Avenue.

Challenges to cycling can exist due to the high levels of vehicular traffic in the area, constrained lane widths, inconsistent paving and road maintenance, and the extensive use of on-street parallel parking, which creates a “door zone” hazard which can jeopardize cyclists when drivers unwittingly open their doors to exit their vehicles into the path of cyclists, and head-in diagonal parking, in which drivers leaving their parking space have difficulty seeing cyclists as they are backing out of their parking space. To help address this situation, the City has recently painted sharrow markings like the one shown here on El Cajon Boulevard to inform motorists that they are expected to share the road with cyclists.



Local and regional plans have identified additional segments of the future cycling network to be developed in and around the project study area. The planned future bicycle network is summarized in Table 7 and a figure showing the elements is provided in the appendix.

Bicycle parking facilities are limited throughout the area. In areas where cyclists transfer to transit, such as the El Cajon Blvd. and University Avenue, illegal chaining to trees, fences, railings, and other street furniture is common. Aside from school sites, parking is largely limited to individual businesses providing temporary bicycle racks for customers.

Figure 15 Existing Bicycle Network



Table 7 Planned Bicycle Improvement Projects

| Project | Agency | Description | Status |
|---|-------------------|--|--|
| City of San Diego Bicycle Master Plan Update | | | |
| SR 15 Bike Trail (Class I Bicycle Path) | City of San Diego | Class I Bike Path proposed to run parallel to SR 15 for approximately 1 mile, from Camino del Rio South to Adams Avenue. | Design/alternatives identification phase |
| Orange Avenue Bicycle Boulevard (Bike Boulevard) | City of San Diego | Improve existing Class III Bike Route that runs 3.5 mi along Orange Avenue by installing Bicycle Boulevard facilities to encourage use by cyclists. Such facilities could include destination signage to provide bicyclists with direction, distance or estimated travel times to key destinations including transit stations, commercial districts, recreational areas, schools and universities, as well as warning signs to alert motorists and cyclists of road condition changes including turns in bicycle boulevards, ends of bicycle boulevards, upcoming traffic calming features, and traffic control devices. | Planning phase |
| Draft 2050 Regional Transportation Plan | | | |
| Hillcrest - El Cajon Corridor | SANDAG | Bike Boulevard along El Cajon Boulevard. Roadway treatments include identification and directional signage, warning signage, pavement markings, intersection treatments, and traffic calming. | Planning phase |
| City Heights - Old Town Corridor | SANDAG | Class II Bike Lane along University Avenue. | Planning phase. |

Pedestrian Facilities

Upon an initial visual inspection, the pedestrian environment in the project study area is an active one, yet one that suffers from years of deferred maintenance and inattention. Sidewalks in most cases are generally ample and wide, with some exceptions, but they are frequently cracked and occasionally non-ADA compliant. In some cases, the close proximity of buildings to the sidewalk and sidewalk widths that are too small for the volume of people reduce the quality of pedestrian movement.

The City of San Diego's 2010 Pedestrian Master Plan provides a great deal of detail on the existing pedestrian facilities in the study area. The document identifies four hierarchical categories of facilities designed to guide funding and improvement priorities - district routes, corridor routes, connector routes, and neighborhood routes.

These routes are identified chiefly by the adjacent land uses and sidewalk types, similar to roadway classifications.

- District routes are defined as “sidewalks along roads that support heavy pedestrian levels in mixed-use concentrated areas.
- Corridor Routes are “sidewalks along roads that support moderate density business and shopping districts with moderate pedestrian levels.”
- Connector Routes are “sidewalks along roads that support institutional, industrial or business complexes with limited lateral access and low pedestrian levels.”

All other sidewalks are designated as neighborhood sidewalks. Figure 16 illustrates these route types in the study area.

There are no District routes within the project study area. El Cajon Blvd and University Avenue are designated as Corridor routes. Meade Avenue, Orange Avenue, Wightman Street, as well as portions of Marlborough Street and Central Ave are Connector Routes. All other routes are neighborhood routes.

These classifications, combined with an evaluation of pedestrian attractors and detractors, helped guide the development of a number of “Project Focus Areas,” in and around the Mid-City Stations, which can be seen in Figure 17. Potential improvements in these areas, shown in Table 8, include reduced crossing distances at intersections, improved ADA/accessibility treatments, lane re-configurations and other vehicle-pedestrian conflict improvements. No timeline for these improvements has been identified.

Figure 16 Pedestrian Route Types

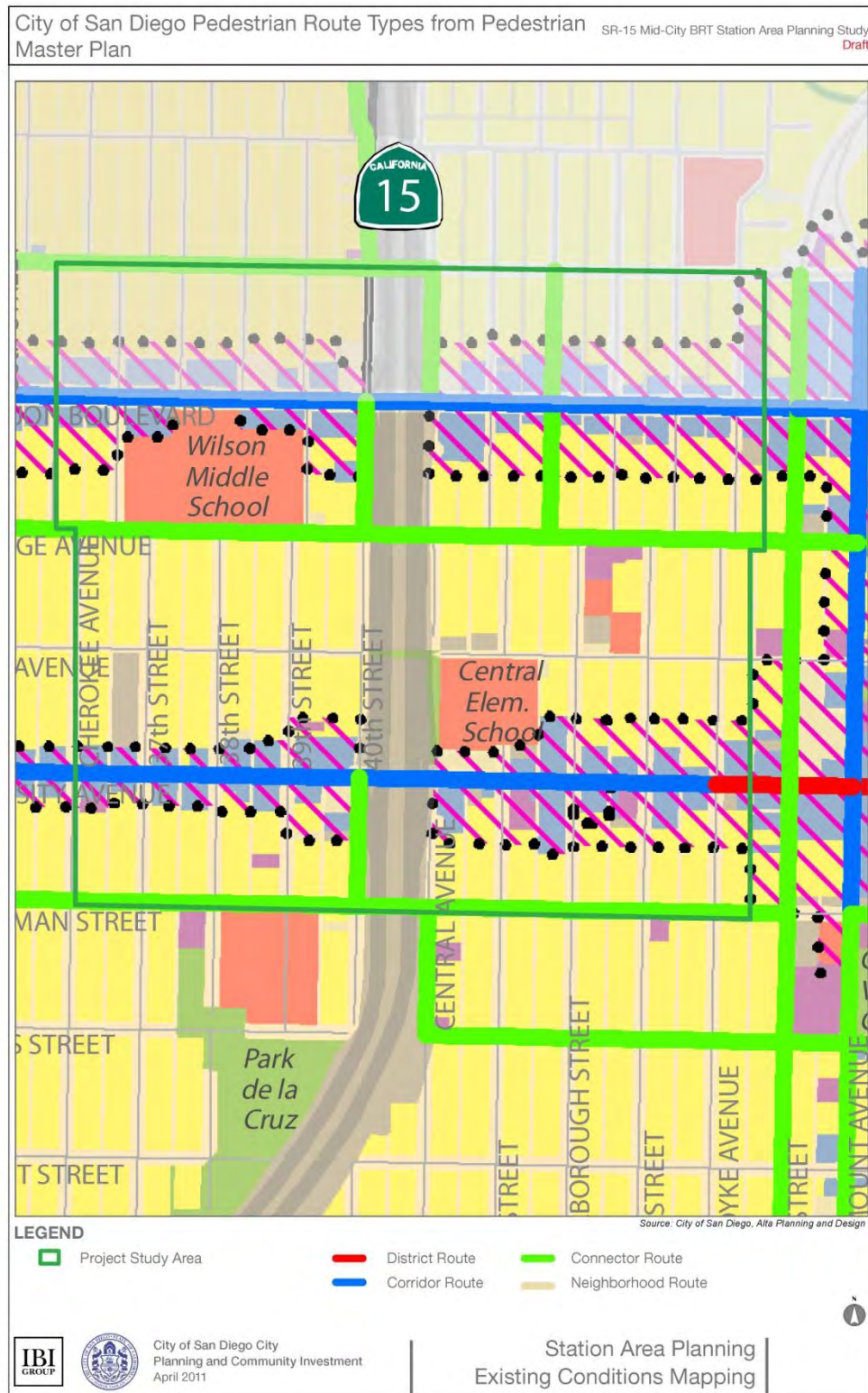


Figure 17 Pedestrian Project Focus Areas

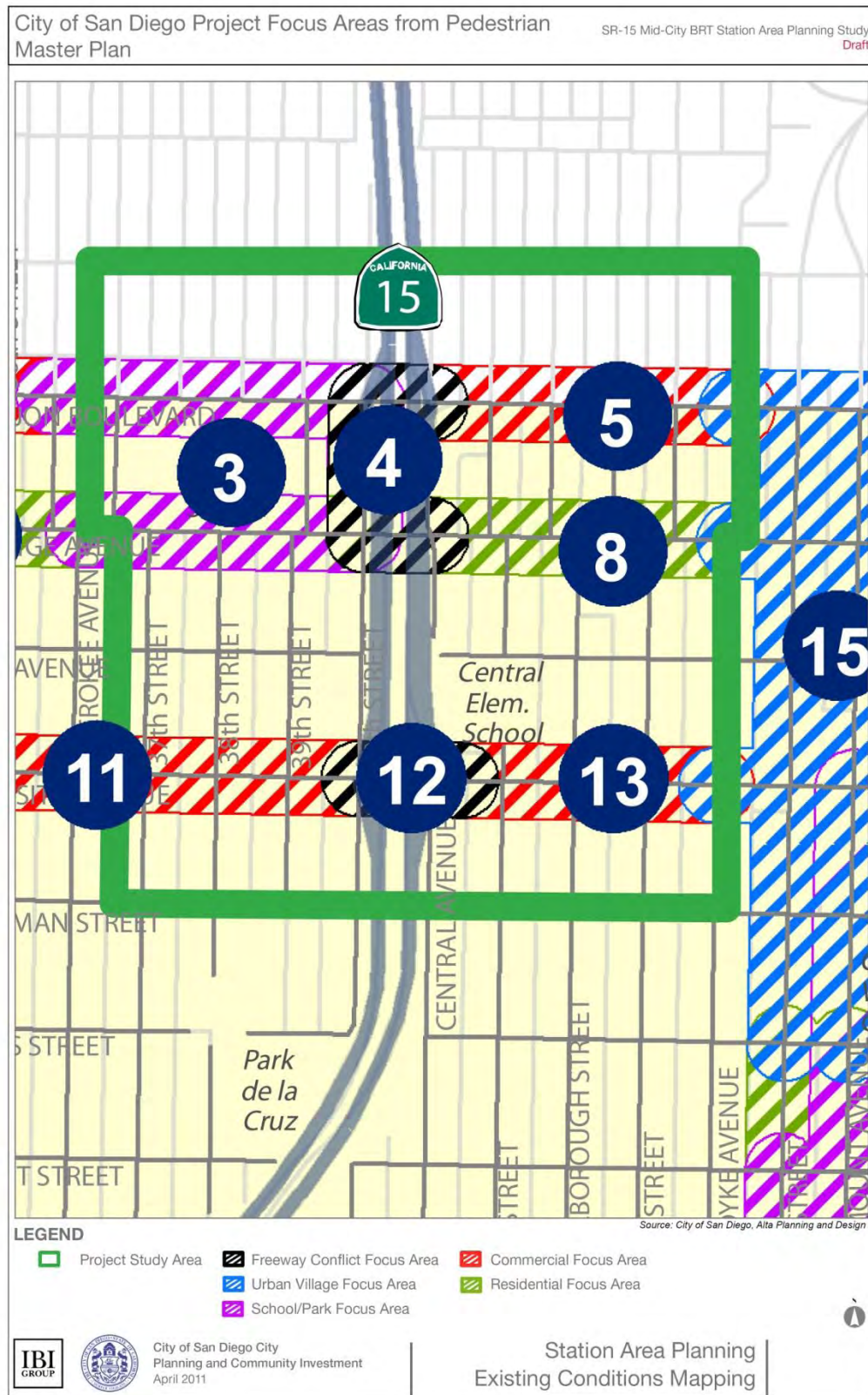


Table 8 Potential Pedestrian Improvement Areas

| Project Focus Area from Pedestrian Master Plan | Roadway | Segment | Project Focus Area Type | Route Type | Potential Pedestrian Environment Improvement Measures |
|---|-------------------------|-------------------------------------|--------------------------------|------------------------|---|
| 3 | El Cajon Boulevard | Cherokee Avenue to 39th Street | School/Park | Corridor and Connector | Reduced crossing distances at intersections High visibility crossing treatments Improved ADA/accessibility conditions Provide pedestrian refuges Provide traffic calming Reduce pedestrian-motorist conflicts by limiting vehicular turning movements at intersections |
| 4 | El Cajon Boulevard | I-15 SB ramps to I-15 NB ramps | Freeway Conflict | Corridor and Connector | Reduced crossing distances at intersections High visibility crossing treatments Improved ADA/accessibility conditions |
| | 40 th Street | El Cajon Boulevard to Orange Avenue | | | |
| | Orange Avenue | I-15 SB ramps to I-15 NB ramps | | | |
| 5 | El Cajon Boulevard | Central Avenue to Van Dyke Avenue | Commercial | Corridor | Reduced crossing distances at intersections |
| 6 | El Cajon Boulevard | 44th Street to 54th Street | Commercial | Corridor | Reduced crossing distances at intersections High visibility crossing treatments Provide pedestrian refuges Provide traffic calming Reduce pedestrian-motorist conflicts by limiting vehicular turning movements at intersections Improved ADA/accessibility conditions |

| Project Focus Area from Pedestrian Master Plan | Roadway | Segment | Project Focus Area Type | Route Type | Potential Pedestrian Environment Improvement Measures |
|--|-------------------------|--|-------------------------|-----------------------------------|---|
| 11 | University Avenue | Swift Avenue to 40 th Street | Commercial | Corridor | Reduced crossing distances at intersections Provide pedestrian refuges Provide traffic calming Reduce pedestrian-motorist conflicts by limiting vehicular turning movements at intersections High visibility crossing treatments Improved ADA/accessibility conditions |
| 12 | University Avenue | I-15 SB ramps to I-15 NB ramps | Freeway Conflict | Corridor | Reduced crossing distances at intersections Improved ADA/accessibility conditions |
| 13 | University Avenue | Central Avenue to Van Dyke Avenue | Commercial | Corridor | Reduced crossing distances at intersections Provide pedestrian refuges Provide traffic calming Reduce pedestrian-motorist conflicts by limiting vehicular turning movements at intersections High visibility crossing treatments Improved ADA/accessibility conditions |
| 15 | El Cajon Boulevard | Van Dyke Avenue to 44 th Street | Urban Village | District, Corridor, and Connector | Reduced crossing distances at intersections High visibility crossing treatments Provide pedestrian refuges Provide traffic calming Reduce pedestrian-motorist conflicts by limiting vehicular turning movements at intersections |
| | Orange Avenue | Van Dyke Avenue to Fairmount Avenue | | | |
| | University Avenue | Van Dyke Avenue to 44 th Street | | | |
| | 43 rd Street | El Cajon Boulevard to Landis Street | | | |

Opportunities and Constraints

As a well established neighborhood, the street, transit, bicycle and pedestrian facilities in the study area have been in place for many years. The documentation of existing conditions in this technical memo offers the ability to identify opportunities and constraints for TOD

development related to the transportation system. A summary of these opportunities and constraints is presented in this section.

Opportunities

- The street system is robust, with an efficient grid system in place, along with alleys in most blocks. This system affords a good network of access paths that can be used by various modes, and offers the opportunity to redirect travel if certain blocks are closed or the number of lanes on a street is reduced.
- The transit system provides substantial travel opportunities, with connections to Downtown, eastern destinations such as San Diego State University (SDSU) and La Mesa, along with connections to employment centers in the north. The new BRT facilities and services in the median of SR-15 will expand the north-south travel opportunities while the Mid-City Rapid will significantly enhance the speed and quality of transit travel to SDSU, Downtown, and Balboa Park. This rich assortment of transit options bodes well for the viability of TOD in the study area.
- The wide bridge decks for El Cajon Boulevard and University Avenue offer an opportunity to provide transit oriented retail to both grow commercial activity and help generate a level of activity that will enhance the feeling of security in using the transit system. The buildings already in place offer the prospect of early retail implementation if issues regarding their use can be resolved.
- The bicycle facilities would benefit from upgrades. The north-south bikeway along SR-15 has been planned for some time, but has been moving slowly. East-west facilities would also benefit from improvement.
- The need for pedestrian improvements and the priority that Mid-City has earned through the Pedestrian Master Plan afford a chance to tap into improvement programs in the future. The work of this study could help refine specific improvements to support TOD projects.

Constraints

- On street parking supply is limited due in large part to the high number of small apartment buildings developed in the 1970s and 80s that did not provide sufficient parking on site. Current development requirements have eliminated this situation for new residential developments but the problem persists.
- The existing small commercial buildings on the El Cajon Boulevard and University Avenue bridge decks have been vacant due to Caltrans requirements. These issues need to be resolved to enable commercial or other uses on the decks.
- Concerns regarding high noise levels have been raised in areas close to SR-15 and along high speed arterial streets such as El Cajon Blvd. Changes to the transportation network will need to be considered carefully as part of the design alternatives to reduce noise levels if possible and to minimize the potential impacts of the proposed changes to noise levels.

Appendices

Summary of SR-15 BRT Project Initial Study/Environmental Assessment (IS/EA) December 2010

Mid-City Rapid Project Summary

Community Plan Bikeways

Master Plan Update Bicycle Network

Bus Stop Inventory

Turning Movement Counts

Turn Count Sheets

Summary of SR-15 BRT Project IS/EA December 2010

Introduction

The California Department of Transportation (Caltrans) proposes to construct Bus Rapid Transit (BRT) stations and dedicated BRT lanes in Mid-City San Diego along State Route 15 (SR-15) between Interstate 805 (I-805) and Interstate 8 (I-8) (Post Mile [PM] R3.8/R6.0

Overview of Project Study Area

SR-15 is a north-south route that begins at I-5 in the City of San Diego (City) just north of National City and extends north to I-8 where it becomes Interstate 15 (I-15).

1.0 Proposed Project

Purpose of the Project

To improve transit service and operations along the Mid-City portion of SR-15 in conjunction with local transit operations. The objectives of this project are:

- Improve transit system access to the Mid-City community for both freeway and connecting service users.
- Facilitate the creation of a BRT system that provides convenient, reliable, and high speed transit connections to the area's activity centers.
- Improve transit operations by reducing transit delays on the freeway and dwell time during bus stops.
- Enhance transit service to accommodate planned growth and provide consistency as identified in the Pathways for the Future: 2030 San Diego RTP.

Need for the Project

- Existing regional routes that utilize this section of SR-15 include two routes operated by MTS, Routes 210 and 960, and the proposed project would be included as new stops for these routes. The proposed project would be designed to connect to other bus routes along all three major east-west corridors in the Mid-City area: University Avenue, El Cajon Boulevard, and Adams Avenue.

Project Description

- Caltrans proposes to construct BRT stations and dedicated BRT lanes in Mid-City San Diego along SR-15 between I-805 and I-8 (PM R3.8/R6.0).
- Project corridor is below grade for the entire length of the freeway - 2.2 miles.
- Proposed transit stations: University Avenue, El Cajon Boulevard, and Adams Avenue.
- New bridge structures, minor on-ramp widening, shoulder work, and minor roadway modification would be required for some alternatives.
- Median Transit Stations with At-Grade Center Platforms, Contraflow Operations, and Grade Separated Crossovers (Median Alternative with Center Platforms)
- Median Transit Stations with At-Grade Offset Side Platforms (Median Alternative with Side Platforms)
- Ramp Transit Stations (Ramp Alternative)
- No Build Alternative

The Median Alternative with Center Platforms

- Construct northbound (NB) and southbound (SB) dedicated BRT lanes within the existing median from approximately 1,600 ft south of the existing Landis Street pedestrian overcrossing (POC) to approximately 4,000 ft north of Adams Avenue.
- Include contraflow bus traffic (buses traveling in the opposite direction of general purpose lane traffic) along and between the two BRT stations that would be separated from general vehicle traffic by a concrete barrier.
- BRT stations would be enclosed and shielded from the adjacent general purpose lanes. With a center platform design, two crossovers would be constructed to support contraflow operations.
- NB BRT lane would cross over the SB BRT lane south of Wightman Street and north of the Landis Street POC. The NB BRT crossover would start approximately 500 ft south of the Landis Street POC and end 150 ft south of Wightman Street with a bridge length of approximately 360 ft and height of approximately 25 ft.
- With the construction of NB BRT crossover, the Landis Street POC would have to be rebuilt.
- The Landis Street POC would be relocated approximately 200 feet south of the existing with a profile similar to the existing Landis Street POC and construct concrete ramps to connect to the existing access points for the Landis Street POC.
- No right-of-way (ROW) acquisition would be required with the option to relocate the Landis Street POC south of the existing location as the proposed structure would be located entirely within Caltrans ROW. The SB BRT lane would cross over the NB BRT lane south of Adams Avenue.
- SB BRT crossover would start approximately 200 ft south of Adams Avenue and end 150 ft north of the Monroe Avenue POC with a bridge length of approximately 450 ft and height of approximately 25 ft.
- Center platform stations would be located at University Avenue and El Cajon Boulevard. Under the overcrossing, and would be accessed by pedestrians from the overcrossings of University Avenue and El Cajon Boulevard, which would be connected to surrounding sidewalks via elevated or enhanced street-level pedestrian crossings.
- A fourth leg pedestrian crossing would be established across University Avenue and El Cajon Boulevard at the ramp intersections with NB and SB SR-15.

The Median Alternative with Side Platforms

- Construct NB and SB BRT lanes within the existing median from approximately 760 ft south of the existing Landis Street POC to approximately 5,000 ft north of Adams Avenue with offset side platforms at University Avenue and El Cajon Boulevard.
- All work and proposed project features located entirely within Caltrans ROW. This alternative would not include contraflow bus traffic since separate NB and SB BRT stations would be positioned to the right of the bus lane within the median at both University Avenue and El Cajon Boulevard.
- Therefore, no new crossover bridge construction would be required. The BRT stations would be separated from general vehicle traffic by a concrete barrier. The BRT stations would also be enclosed and shielded from the adjacent general purpose lanes.
- No high-occupancy vehicle (HOV) lanes would be constructed as a component of this alternative.
- NB and SB side platforms at both University Avenue and El Cajon Boulevard would be accessed by pedestrians from the overcrossings of University Avenue and El Cajon Boulevard, which would be connected to surrounding sidewalks via elevated or enhanced street-level pedestrian crossings.
- A fourth leg pedestrian crossing would be established across University Avenue and El Cajon Boulevard at the ramp intersections with NB and SB SR-15.

The Ramp Alternative

- Provide BRT shoulder stations on the outside of the NB and SB on-ramps at University Avenue, El Cajon Boulevard, and Adams Avenue. Buses would travel in the general purpose lanes and utilize the shoulders during peak traffic hours.
- BRT lanes would be located on the on-ramps to allow the buses to enter and exit the station areas.
- Ramp meters would create a queue jump to allow buses to merge with general traffic, and these BRT shoulder stations would not be separated from general vehicle traffic by a concrete barrier.
- No HOV lanes would be constructed as a component of this alternative. With the exception of SB Adams Avenue, no on-ramps would be reconfigured to accommodate the proposed stations.
- Existing stations located on the off-ramps would be removed and the existing lanes would be maintained.
- The on-ramps, with the exception of SB Adams Avenue, would have minor widening and be restriped to accommodate the bus lane and BRT station.
- The extension of the HOV/BRT lanes along the SR-15 corridor would allow the same lanes used by transit to be used by carpools and vanpools.

No Build Alternatives were considered, including median options, shoulder options, ramp options, and elevated hybrid options, but upon further review were eliminated from discussion.

Permits and Approvals Needed

No permits, reviews, or approvals would be required for the proposed project construction.

Project Impacts

- Land use, parks and recreation facilities, growth, community impacts, utilities/emergency services, traffic and transportation/pedestrian and bicycle facilities, visual/aesthetics, water quality and storm water runoff, paleontology, air quality, natural communities, plant species, animal species, and invasive species as well as cumulative impacts and climate change.
- The proposed project would have no significantly adverse effect on visual/aesthetics, water quality and storm water runoff, and paleontology because the mitigation measures would reduce potential effects to insignificance.

2.0 Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

Coastal Zone

The project site is not located within the coastal zone.

Wild and Scenic Rivers

No Wild and Scenic designated rivers exist within the project footprint.

Farmlands/Timberlands

The project site is not located on land under a Williamson Act contract or within a Timber Production Zone, and no agricultural resources are located in the vicinity. Project implementation would not convert farmland to nonagricultural uses or affect any farmlands or timberlands.

Relocations and Real Property Acquisition

The proposed project would not require the relocation of any homes or businesses.

Cultural Resources

The proposed project would not affect cultural or historic resources.

Hydrology and Floodplain

Incorporation of storm water conveyance facilities into the project design would minimize hydrology impacts. No adverse effects on hydrology or floodplains would occur since the project site is not situated within a floodplain and would not substantially alter existing drainage patterns.

Geology/Soils/Seismic/Topography

No impacts regarding geology, soils, seismic, or topography are anticipated to occur with project implementation.

Hazardous Waste/Materials

- No sites of potential environmental concern (PEC) were identified within the project ROW or corridor.
- ISA identified four PEC sites located near the project corridor. However, all of these PEC sites were ranked low with respect to potential risk.
- The wood guardrail posts have been treated with chemical preservatives. The wood must be handled, stored and disposed in accordance with local, State, and Federal guidelines.
- The treated wood that is removed, must be disposed at a composite-lined solid waste landfill facility permitted to accept such wastes.
- If yellow paint pavement delineation is to be removed during construction activities, proper precautions must be taken to avoid worker exposure and the paint material must be properly collected and disposed as hazardous waste.

Noise and Vibration

The proposed project is not considered as capacity increasing; therefore, noise and vibration impacts are not anticipated to occur. The proposed project is not a Type I project in accordance with 23 CFR 772; therefore, no noise analysis was conducted.

Wetlands and Other Waters

Since no jurisdictional waters or wetlands occur within the project footprint, and no impacts would occur with project implementation, no impacts would occur and, therefore, no avoidance, minimization, and/or mitigation measures are proposed.

Threatened and Endangered Species

The project area is not located within an area designated as critical habitat for threatened and endangered species. The project site does not support suitable habitat for special-status plant species and no special-status wildlife species were observed within the study area during field surveys, therefore the project would not cause any permanent or temporary impacts to threatened and endangered species.

Human Environment

Land Use

The project is located entirely within the City of San Diego, and runs through three defined communities: Normal Heights, Kensington-Talmadge, and City Heights. The profile of these communities reflects a well-developed urbanized environment with a diverse mix of land uses, population, and housing.

Existing and Future Land Use

Existing land uses adjacent to the proposed project corridor consist of open space and active parks, single-family and multi-family residential uses, and commercial uses associated with the major roads within the Mid-City Area including Adams Avenue, El Cajon Boulevard, and University Avenue. A number of schools also are located adjacent to the project corridor.

Consistency with State, Regional, and Local Plans and Programs

Through a formal amendment (Amendment No. 3 scheduled for January 21, 2011), the design concept and scope of the proposed project will be consistent with the project description in the 2030 San Diego RTP, and the 2008 RTIP, and the assumptions in SANDAG's regional emissions analysis, and therefore meet conformity requirements.

- The City of San Diego General Plan (General Plan) was originally approved in 1979.
- The Mid-City area is identified in the General Plan Land Use and Community Planning Element as an area with high propensity for location of a "village site" as described by the City of Villages concept.
- The proposed project would be consistent with applicable goals and guidelines contained in the Mobility Element of the General Plan. The General Plan also calls for:
- Incorporation of transit stops and stations into project design in a way that is attractive, recognizable to the public, and adjacent to active uses.
- Providing wall treatments and elevator design compatible with the existing distinctive features of the SR-15 corridor and structures and elements on the University Avenue and El Cajon Boulevard overcrossings.
- Minimal excessive motor vehicle traffic noise on residential and other noise-sensitive land uses, including along arterial roads.

Mid-City Communities Plan

- Provide accessible public transit service for all residents, employees, shoppers, and visitors to Mid-City.
- Provide a high level of public transit service along major corridors.
- Provide direct public transit access to major regional employment centers.
- Enhance existing urban level bus service to the extent possible by increasing the frequency of service, adding express service, reducing headway between buses, allowing buses to preempt traffic signals, and improving transit stops and surfacing of streets along bus routes.

2010 Draft Bicycle Plan

The goals of the plan are to promote:

- A city where bicycling is a viable travel choice, particularly for trips of less than 5 mi
- A safe and comprehensive local and regional bikeway network
- Environmental quality, public health, recreation, and mobility benefits through increased bicycling.

Growth

- Well-developed urbanized environment with a diverse mix of land uses, primarily consisting of single- and multifamily residential uses, schools, churches, and commercial uses.
- Land uses adjacent to the proposed project consist of open space and active parks, single-family and multi-family residential uses, and commercial uses.
- Commercial uses in the Mid-City area are concentrated around three major arterial roadways: University Avenue, El Cajon Boulevard, and Adams Avenue.

- The project would not induce changes in accessibility, project location, nearby land uses and constraints to further growth.
- The project is not anticipated to induce growth or introduce growth-related impacts for any resources of concern.
- No temporary growth-influencing impacts would occur under the three Build Alternatives.
- Project-related growth is not reasonably foreseeable, and the project is not contributing to land use changes.
- No avoidance, minimization, or mitigation measures are necessary.
- The proposed project is located within an urbanized area of the City of San Diego, which encompasses three different planning communities including City Heights, Normal Heights, and Kensington-Talmadge.
- The community includes a range of parks and open space, residential, schools, churches, and commercial uses.

Environmental Justice

- For the purpose of this analysis, the “affected area” is defined as including census tracts within the community planning areas of City Heights, Normal Heights and Kensington- Talmadge adjacent to SR-15 between the I-805/SR-15 interchange to the south and I-8 to the north.
- No adverse community impacts are expected to result from the project, and the project would provide the benefit to surrounding communities of improved transit system access, service, and operations.

Utilities/Emergency Services

- Several utilities located within the project area that could be affected by the proposed project.
- Gas and electric lines are owned and operated by San Diego Gas and Electric (SDG&E).
- Telephone and telecom lines are owned and operated by AT&T and Sprint Nextel Corporation.
- Cable television, electric, telephone, and fiber optics lines are owned and operated by Cox Communications.
- Water and sewer lines are owned by the City of San Diego.
- MTS functions as a major public utility in San Diego through its management and provision of transportation and transit services.
- Several of the utilities located within the project vicinity are located adjacent to the project alignment; others are situated within or bordering the median, or bisect the existing highway alignment.
- The City, SDG&E, AT&T, and Sprint Nextel have utility facilities located within the project limits and would be protected in place.
- No long-term impacts to emergency services would occur with implementation of the project under the Build Alternatives.

Traffic and Transportation/Pedestrian and Bicycle Facilities

- Caltrans, as assigned by FHWA, directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists.
- Special needs of the elderly and the disabled must be considered in all federal-aid projects that include pedestrian facilities.

- When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.
- The SR-15 ramp terminal intersections at the University Avenue and El Cajon Boulevard interchanges have high pedestrian volumes compared to most freeway ramp terminal intersections.
- The ramp terminals only have three pedestrian crosswalks.
- Proposed bike paths that cross the project limits include a Class II Bike Path on El Cajon Boulevard and University Avenue and a bicycle boulevard along Meade Avenue and Orange Avenue. These paths do not currently exist but are part of an overall planned bikeway system.
- Existing regional routes that use this section of SR-15 include two routes operated by the MTS: Route 210 (Mira Mesa to Downtown San Diego) and Route 960 (Euclid Trolley Station to Kearny Mesa and UTC).
- Both routes stop at University Avenue and El Cajon Boulevard.
- No mitigation measures related to roadway operations are required because the proposed project would generally result in improved operations once the project is built. Any adverse impacts related to traffic operations are minimal.

Visual/Aesthetics

- The viewshed is the area that is visible from SR-15 between Adams Avenue and the Landis Street Bridge from adjacent residential neighborhoods, commercial areas, recreational parks and facilities, and educational areas. Characterized by flat-topped mesas cut by natural canyonlands.

Mid-City Rapid Project Summary

The proposed project would provide express transit service between downtown and SDSU, primarily incorporating segments of Broadway, Park Boulevard, El Cajon Boulevard, and College Avenue. The reduced travel times would be accomplished by limiting the number of stations, which are strategically proposed at activity centers and transfer points. The reduced travel times also would result from giving the buses signal priority at intersections, giving them a few extra moments to get through green lights. In addition, boarding times would be reduced by providing near level boarding, low-floor vehicles, and improved fare collection.

The rapid bus route would replace the existing MTS Route 15, which has a similar route between downtown and SDSU and limited stops for express service. Instead of utilizing Park Boulevard for downtown access, Route 15 instead travels along SR-163 south of El Cajon Boulevard/Washington Street. Both Route 15 and the proposed rapid bus route utilize Broadway for cross-downtown service, although alternate routes for BRT service in the downtown area are being studied.

The anticipated frequency for the Mid-City Rapid Bus service is 10 minutes during peak hours and 15 minutes during off-peak hours, including weekends. Higher frequencies are possible in the future if operating funds can be identified. A total of 15 buses would provide this service with 12 buses in operation during peak service times. Both standard-length and articulated buses may be used for this rapid bus route. Total end-to-end travel time is expected to be slightly over 30 minutes. The new service would stop at the transit plaza on El Cajon Boulevard at SR-15. Other stations near the study area would be provided at 35th and 43rd Streets.

Rapid Bus Transit Vehicles

The buses serving the rapid bus route would be new, articulated, low-floor alternative-fueled vehicles. They would have a special branding (exterior wrap, special paint, or other identifying markers) for unique appearance and identity. This would help riders differentiate between buses serving the standard routes and the rapid bus route, in addition to advertising the faster service option.

New Dedicated Transit Lanes

On El Cajon Boulevard, there are two queue jumper segments of transit lanes planned in conjunction with the I-15 and 43rd Street/Fairmount Avenue stations:

- **I-15 Station:** The proposed project would utilize the transit lanes that were built when the I-15 Transit Center was designed and constructed. These lanes only occur on the overpass itself (Figure 10). This project would add colored asphalt to the lane surface to distinguish transit lanes from the mixed vehicle lanes.
- **43rd Street/Fairmount Avenue Station:** A transit queue jumper lane would extend in the eastbound direction between 43rd Street and Fairmount Avenue (Figure 11). The queue jumper lane would allow buses to advance to the front of the intersection and give them a few extra seconds to merge into traffic east of Fairmount Avenue, where the road narrows from three lanes to two lanes in each direction.

On Park Boulevard, new dedicated transit lanes would extend along the center of the roadway between El Cajon Boulevard and University Avenue. These transit lanes would be marked with signage, special coloring, and/or barriers to prevent other drivers from encroaching into the transit lanes.

A conceptual drawing of the SR-15 Mid-City Rapid Station is shown below.

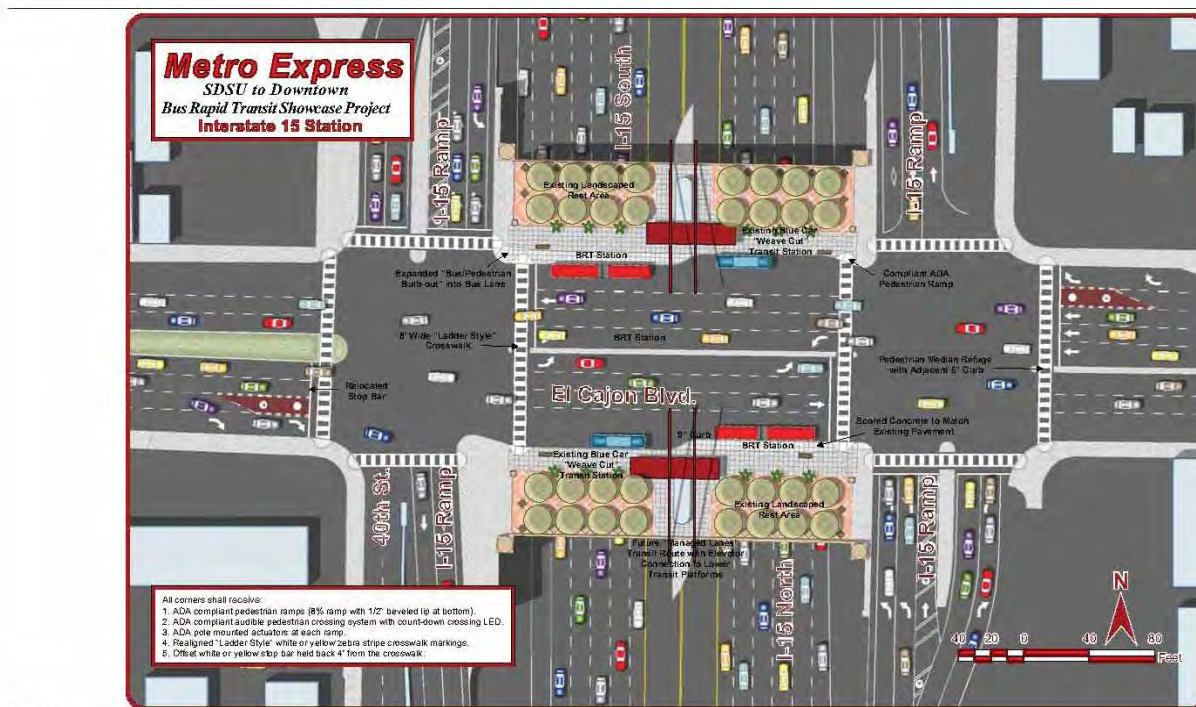
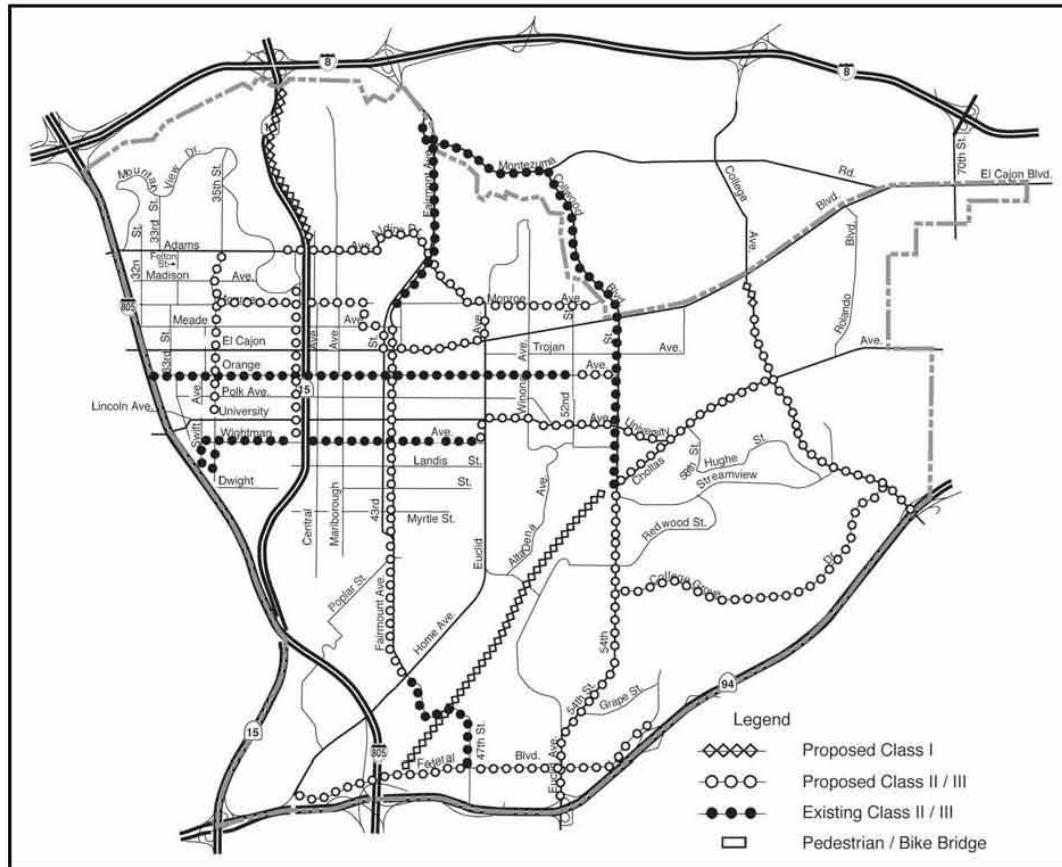


Figure 10
I-15 Bus Station

Community Plan Bikeways

Figure 29
Bikeways



Source: Mid-Cities Community Plan, 1998

Master Plan Update Bicycle Network




Source: Draft City of San Diego Bicycle Master Plan Update, March 2010

Bus Stop Inventory

| Street: Fairmount Ave | Cross Street: Meade Avenue (Farside) | Direction: North | Routes Served: 13 |
|--|---|---------------------|----------------------|
| Concrete Pad | Bench | Trash Can | Shelter |
|  | | | |
| Notes: | | | |

| Street: SR-15 Southbound | Cross Street: El Cajon Blvd (Nearside) | Direction: South | Routes Served: 210 & 960 |
|--|---|---------------------|-----------------------------|
| Concrete Pad | Bench | Trash Can | Shelter |
|  | | | |
| Notes: | | | |


| Street: | Cross Street: | Direction: | Routes Served: |
|--|-------------------------------|------------|----------------|
| El Cajon Blvd | 34 th St (Farside) | West | |
| Concrete Pad | Bench | Trash Can | Shelter |
|  | | | |
| Notes: Road Cracked in need of repair. No bus route sign. | | | |

| Street: | Cross Street: | Direction: | Routes Served: |
|--|--------------------------------|------------|----------------|
| El Cajon Blvd | 35 th St (Nearside) | West | 1 |
| Concrete Pad | Bench | Trash Can | Shelter |
|  | | | |
| Notes: | | | |

| | | | |
|--|--|---------------------------|---------------------------------|
| Street: El Cajon Blvd | Cross Street: 35 th St (Nearside) | Direction: East | Routes Served: 1 & 1A |
| Concrete Pad | Bench | Trash Can | Shelter |
|  | | | |
| Notes: | | | |

| | | | |
|--|---|---------------------------|----------------------------|
| Street: El Cajon Blvd | Cross Street: 36 th St (Farside) | Direction: West | Routes Served: 1 |
| Concrete Pad | Bench | Trash Can | Shelter |
|  | | | |
| Notes: | | | |

| | | | |
|--|--|---------------------------|---------------------------------|
| Street: El Cajon Blvd | Cross Street: 36 th St (Nearside) | Direction: East | Routes Served: 1 & 1A |
| Concrete Pad | Bench | Trash Can | Shelter |
|  | | | |
| Notes: | | | |


| | | | |
|--|--|---------------------------|----------------------------|
| Street: El Cajon Blvd | Cross Street: 37 th St (Nearside) | Direction: West | Routes Served: 1 |
| Concrete Pad | Bench | Trash Can | Shelter |
|  | | | |
| Notes: | | | |

| | | | |
|--|--|---------------------------|----------------------------|
| Street: El Cajon Blvd | Cross Street: 38 th St (Nearside) | Direction: West | Routes Served: 1 |
| Concrete Pad | Bench | Trash Can | Shelter |
|  | | | |
| Notes: | | | |

| | | | |
|--|---|---------------------------|---------------------------------|
| Street: El Cajon Blvd | Cross Street: SR-15 Transit Plaza | Direction: West | Routes Served: 1 & 15 |
| Concrete Pad | Bench | Trash Can | Shelter |
|  | | | |
| Notes: | | | |


| | | | |
|--|--|---------------------------|---------------------------------|
| Street: El Cajon Blvd | Cross Street: I-15 Transit Plaza | Direction: East | Routes Served: 1 & 15 |
| Concrete Pad | Bench | Trash Can | Shelter |
|  | | | |
| Notes: | | | |


| | | | |
|--|---|---------------------------|----------------------------|
| Street: El Cajon Blvd | Cross Street: Marlborough Ave (Nearside) | Direction: West | Routes Served: 1 |
| Concrete Pad | Bench | Trash Can | Shelter |
|  | | | |
| Notes: | | | |

| | | | |
|--|--|---------------------------|----------------------------|
| Street: El Cajon Blvd | Cross Street: Copeland Ave (Farside) | Direction: West | Routes Served: 1 |
| Concrete Pad | Bench | Trash Can | Shelter |
|  | | | |
| Notes: | | | |

| | | | |
|--|--|---------------------------|---------------------------------|
| Street: El Cajon Blvd | Cross Street: Copeland Ave (Farside) | Direction: East | Routes Served: 1 & 1A |
| Concrete Pad | Bench | Trash Can | Shelter |
|  | | | |
| Notes: | | | |

| Street: | Cross Street: | Direction: | Routes Served: |
|--|--------------------------------|------------|----------------|
| El Cajon Blvd | 43 rd St (Nearside) | West | 1 & 15 |
| Concrete Pad | Bench | Trash Can | Shelter |
|  | | | |
| Notes: | | | |

| Street: | Cross Street: | Direction: | Routes Served: |
|--|--------------------------|------------|----------------|
| Fairmount Ave | El Cajon Blvd (Nearside) | North | 13 |
| Concrete Pad | Bench | Trash Can | Shelter |
|  | | | |
| Notes: | | | |

| | | | |
|--|--|----------------------------|------------------------------------|
| Street: SR-15 North Ramp | Cross Street: El Cajon Blvd (Nearside) | Direction: North | Routes Served: 210 & 960 |
| Concrete Pad | Bench | Trash Can | Shelter |
|  | | | |
| Notes: | | | |

| | | | |
|--|--|----------------------------|-----------------------------|
| Street: Fairmount Ave | Cross Street: Orange Ave (Farside) | Direction: North | Routes Served: 13 |
| Concrete Pad | Bench | Trash Can | Shelter |
|  | | | |
| Notes: | | | |

| | | | |
|--|---|----------------------------|------------------------------------|
| Street: SR-15 South Ramp | Cross Street: University Ave (Nearside) | Direction: South | Routes Served: 210 & 960 |
| Concrete Pad | Bench | Trash Can | Shelter |
|  | | | |
| Notes: | | | |

| | | | |
|--|--|---------------------------|---------------------------------|
| Street: University Ave | Cross Street: 35 th St (Nearside) | Direction: West | Routes Served: 7 & 10 |
| Concrete Pad | Bench | Trash Can | Shelter |
|  | | | |
| Notes: | | | |

| | | | |
|--|---|---------------------------|----------------------------|
| Street: University Ave. | Cross Street: 36 th St (Farside) | Direction: West | Routes Served: 7 |
| Concrete Pad | Bench | Trash Can | Shelter |
|  | | | |
| Notes: | | | |


| | | | |
|--|---|---------------------------|----------------------------|
| Street: University Ave | Cross Street: 37 th St (Farside) | Direction: West | Routes Served: 7 |
| Concrete Pad | Bench | Trash Can | Shelter |
|  | | | |
| Notes: | | | |


| | | | |
|--|---|---------------------------|----------------------------|
| Street: University Ave | Cross Street: 39 th St (Farside) | Direction: West | Routes Served: 7 |
| Concrete Pad | Bench | Trash Can | Shelter |
|  | | | |
| Notes: | | | |

| | | | |
|--|---|---------------------------|-------------------------------------|
| Street: University Ave | Cross Street: SR-15 Transit Plaza | Direction: West | Routes Served: 7, 10, 965 |
| Concrete Pad | Bench | Trash Can | Shelter |
|  | | | |
| Notes: | | | |

| | | | |
|--|---|---------------------------|-------------------------------------|
| Street: University Ave. | Cross Street: SR-15 Transit Plaza | Direction: East | Routes Served: 7, 10, 965 |
| Concrete Pad | Bench | Trash Can | Shelter |
|  | | | |
| Notes: | | | |

| | | | |
|--|---|---------------------------|----------------------------------|
| Street: University Ave | Cross Street: Marlborough Ave (Nearside) | Direction: West | Routes Served: 7 & 965 |
| Concrete Pad | Bench | Trash Can | Shelter |
|  | | | |
| Notes: Pedestrian walk space restricted by station. | | | |

| | | | |
|--|--|---------------------------|----------------------------|
| Street: University Ave | Cross Street: Marlborough Ave (Farside) | Direction: East | Routes Served: 7 |
| Concrete Pad | Bench | Trash Can | Shelter |
|  | | | |
| Notes: Pedestrian walk space restricted by shelter. | | | |

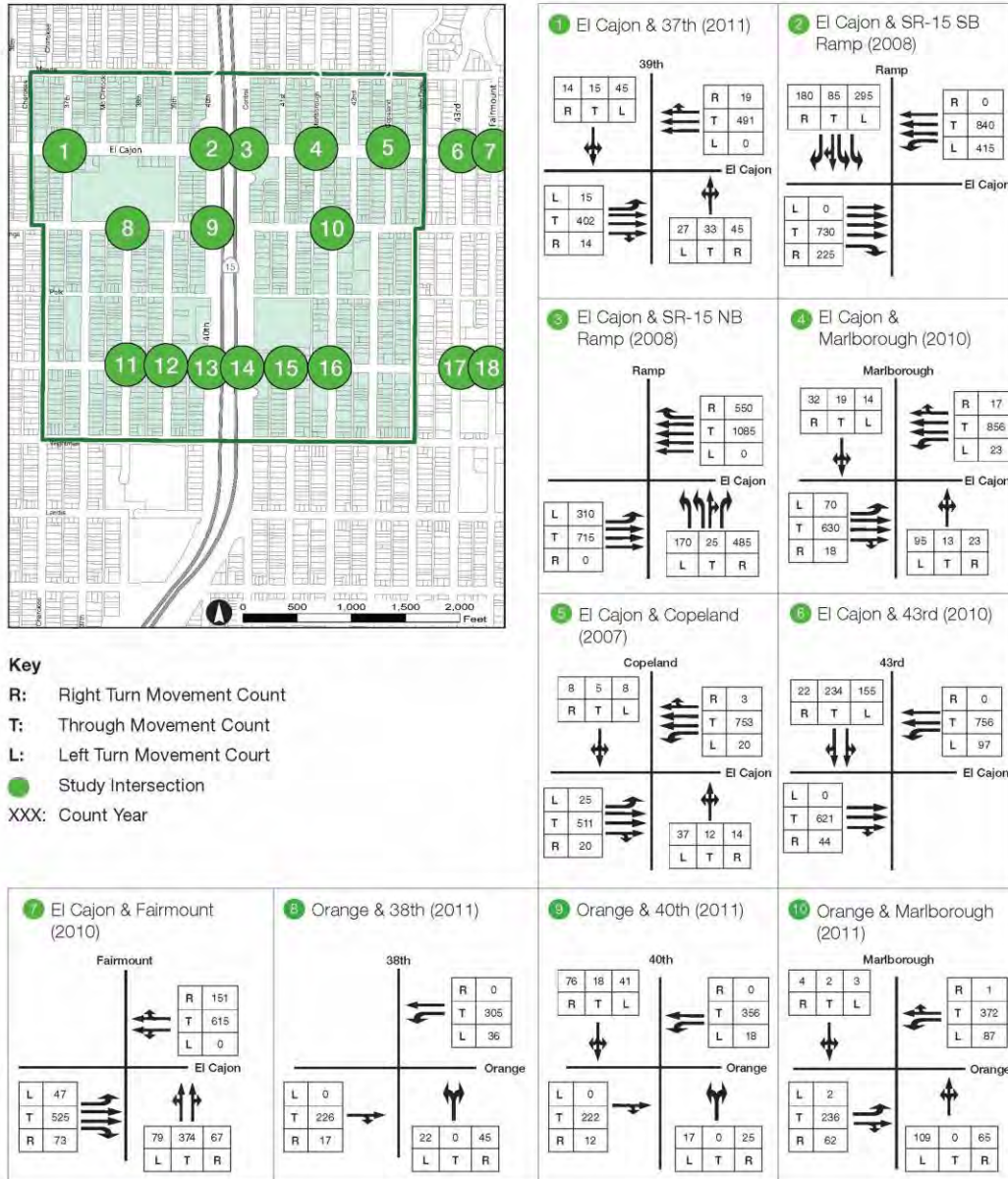
| | | | |
|--|--|----------------------------|---------------------------------|
| Street: University Ave | Cross Street: Fairmount Ave (Nearside) | Direction: North | Routes Served: 7 & 10 |
| Concrete Pad | Bench | Trash Can | Shelter |
|  | | | |
| Notes: | | | |

| Street: | Cross Street: | Direction: | Routes Served: |
|--|---------------------------|------------|----------------|
| SR-15 North Ramp | University Ave (Nearside) | North | 210 & 960 |
| Concrete Pad | Bench | Trash Can | Shelter |
|  | | | |
| Notes: | | | |

| Street: | Cross Street: | Direction: | Routes Served: |
|--|---------------|------------|----------------|
| Fairmount Ave | Wightman St | West | 965 & 13 |
| Concrete Pad | Bench | Trash Can | Shelter |
|  | | | |
| Notes: | | | |

Turning Movement Counts

AM Peak Turning Movement Counts



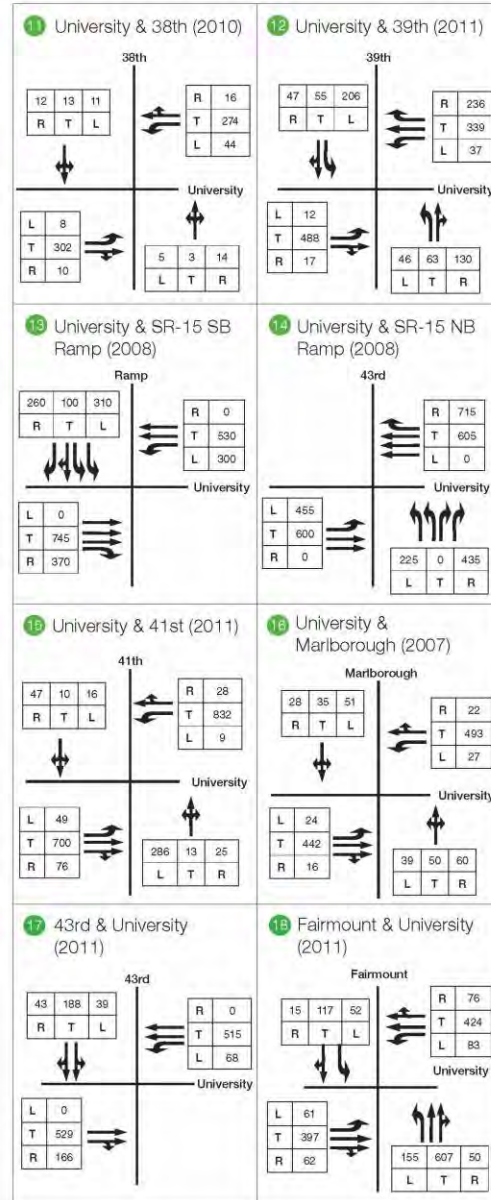
SR-15 Mid-City BRT Station Area Planning Study
May 2011

AM Peak Turning Movement Counts



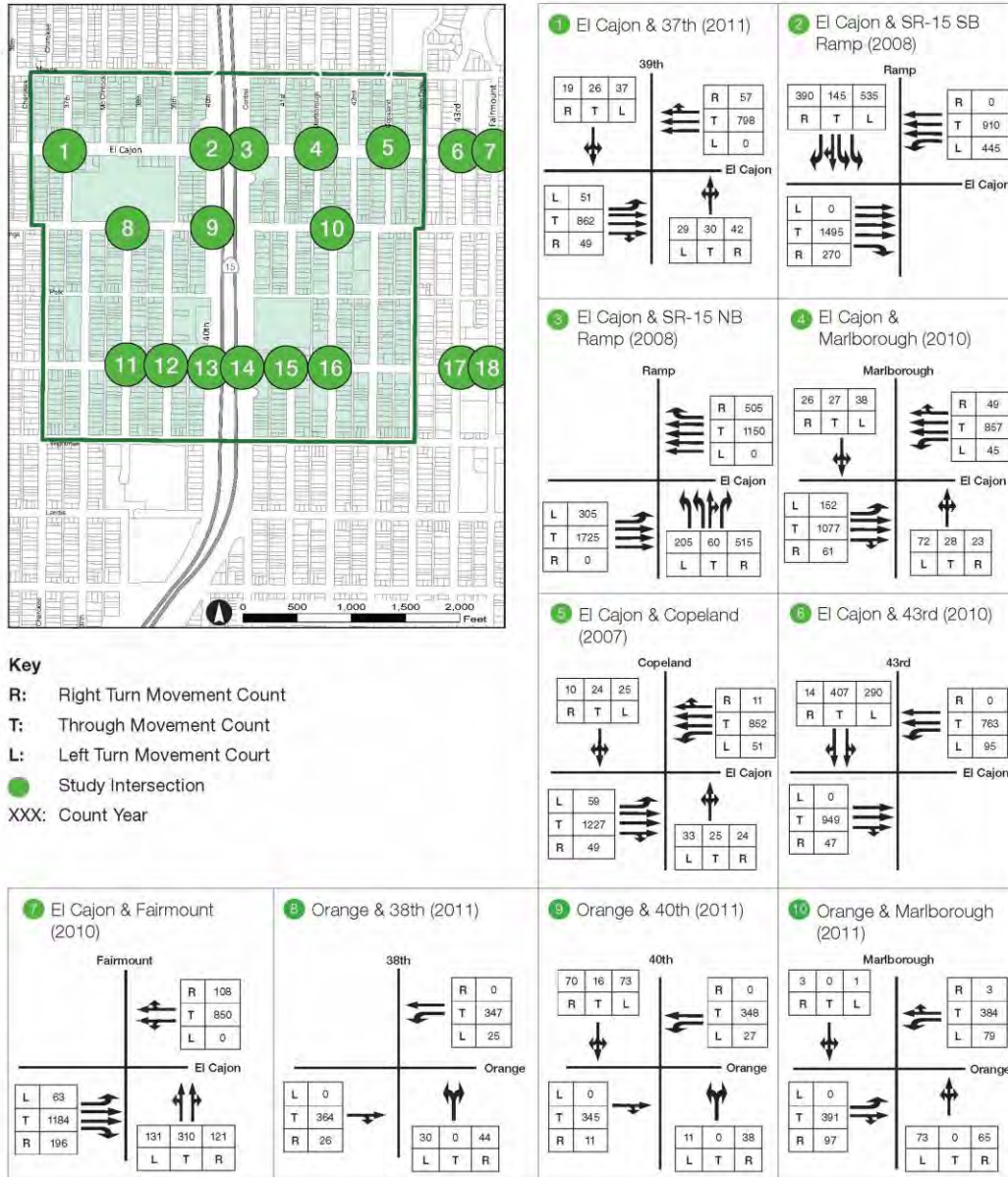
Key

- R: Right Turn Movement Count
- T: Through Movement Count
- L: Left Turn Movement Count
- Study Intersection
- XXX: Count Year

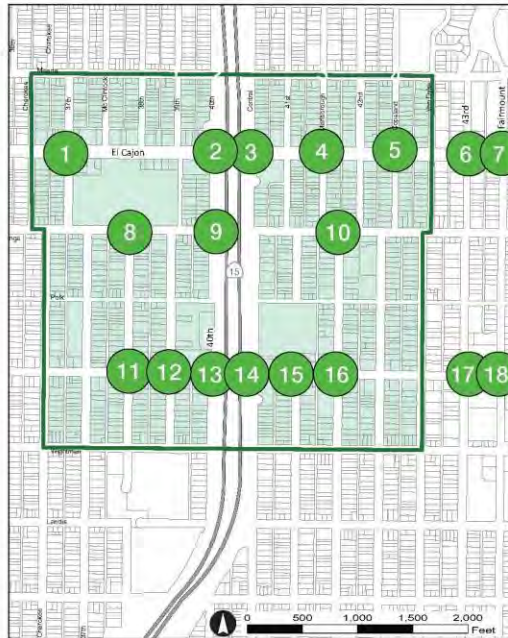


SR-15 Mid-City BRT Station Area Planning Study
May 2011

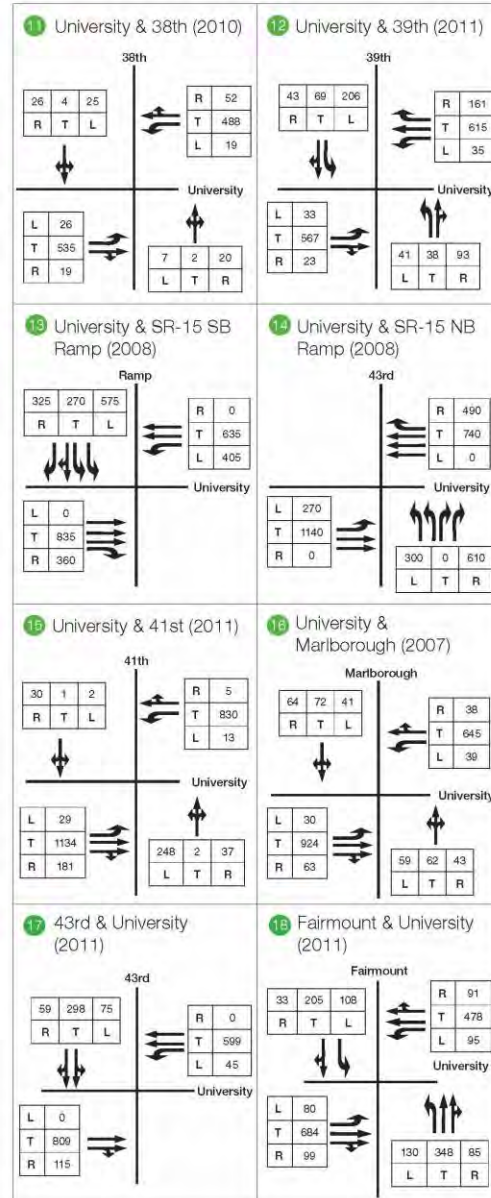
PM Peak Turning Movement Counts



PM Peak Turning Movement Counts



Key
 R: Right Turn Movement Count
 T: Through Movement Count
 L: Left Turn Movement Count
 ● Study Intersection
 XXX: Count Year



SR-15 Mid-City BRT Station Area Planning Study
 May 2011

Turn Count Sheets

ITM Peak Hour Summary

Prepared by:

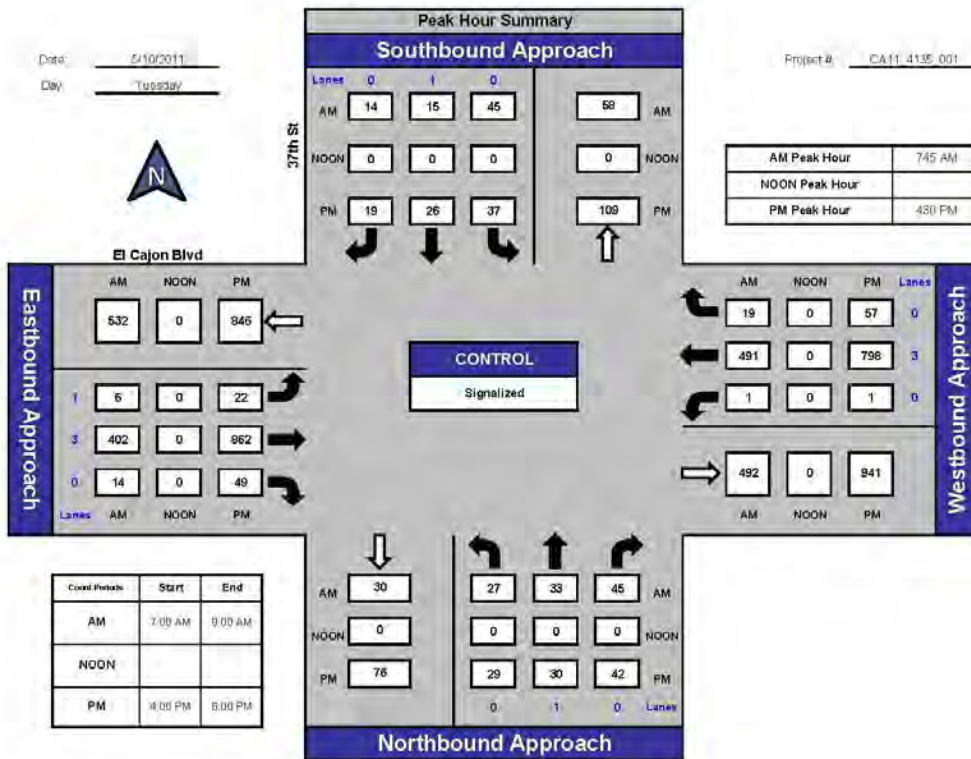


National Data & Surveying Services

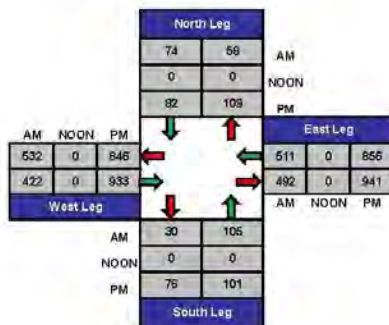
37th St and El Cajon Blvd, City of San Diego

Date: 5/10/2011
Day: Tuesday

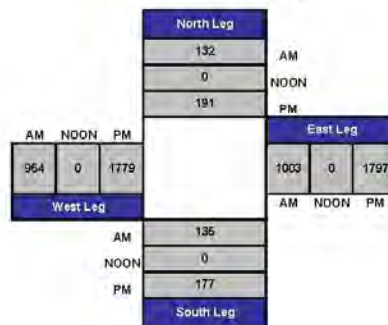
Project #: CA11-4135-001



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

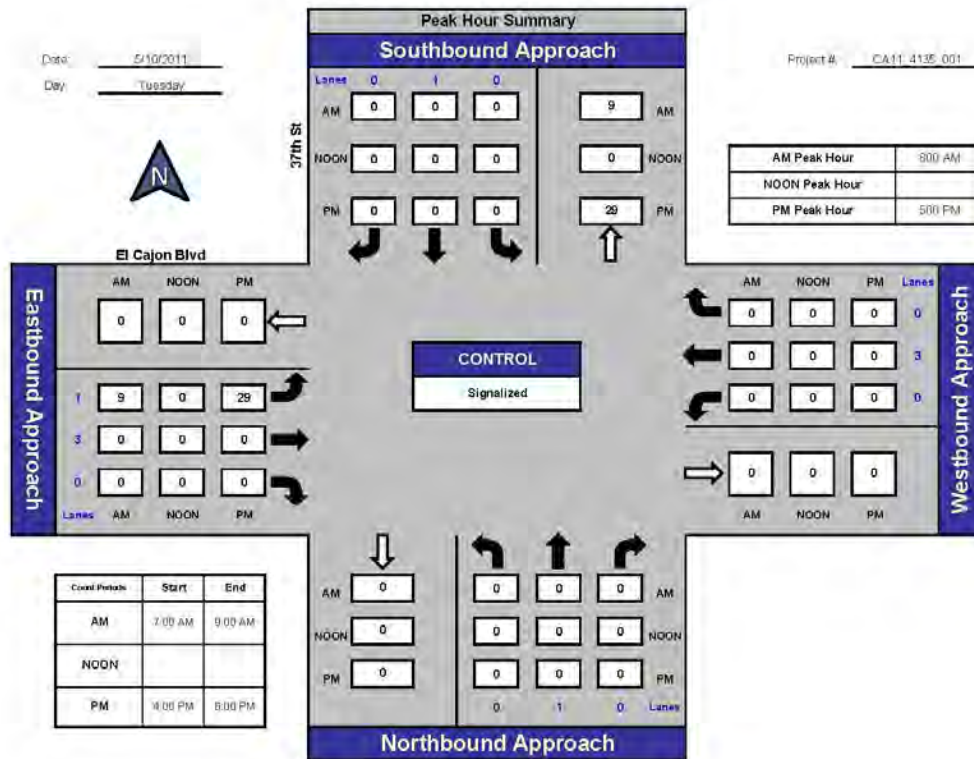


National Data & Surveying Services

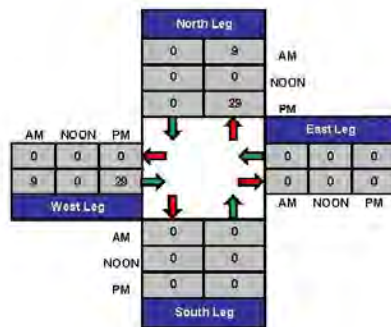
37th St and El Cajon Blvd, City of San Diego

Date: 5/10/2011
Day: Tuesday

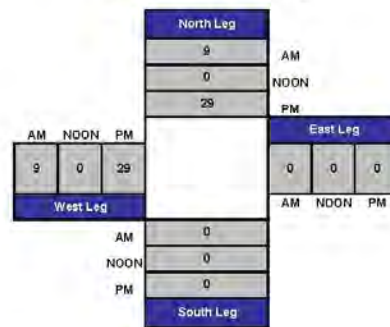
Project #: CA11-4135-001



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

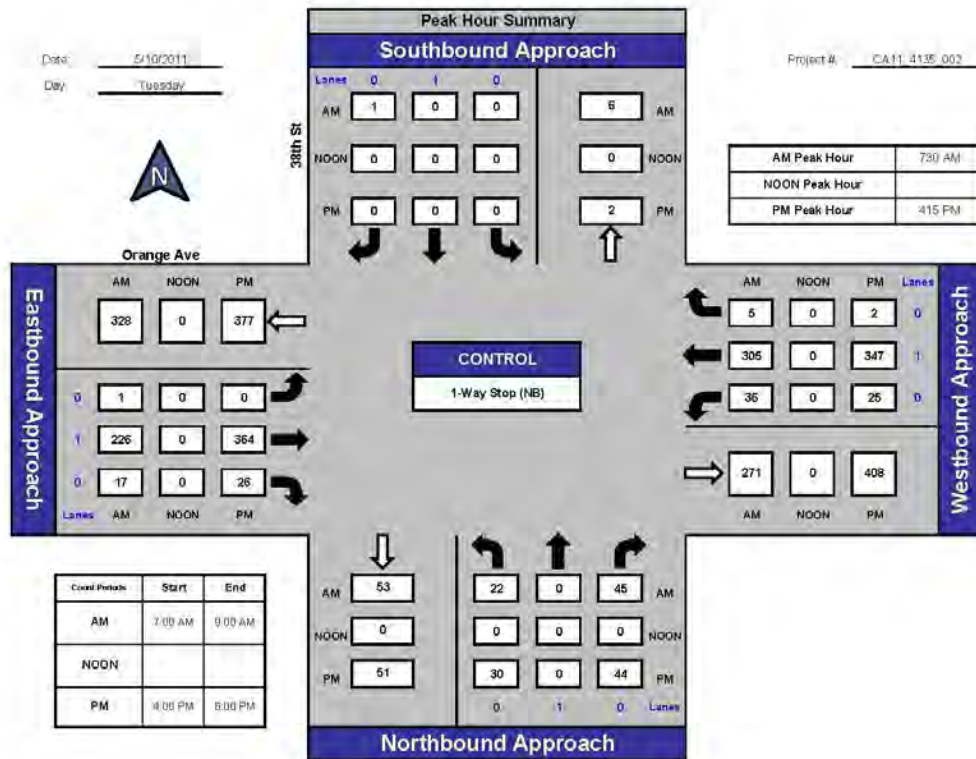


National Data & Surveying Services

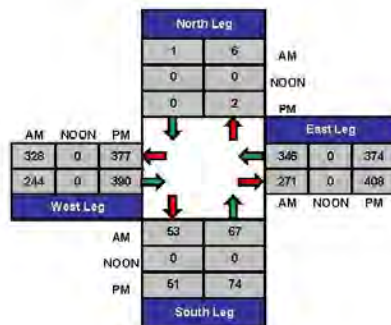
38th St and Orange Ave., City of San Diego

Date: 5/10/2011
Day: Tuesday

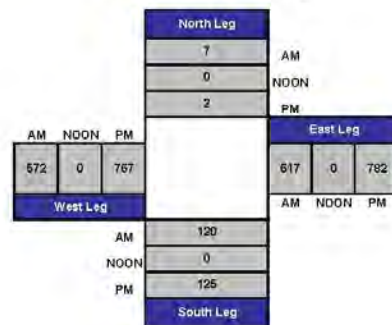
Project #: CA11-4135-002



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

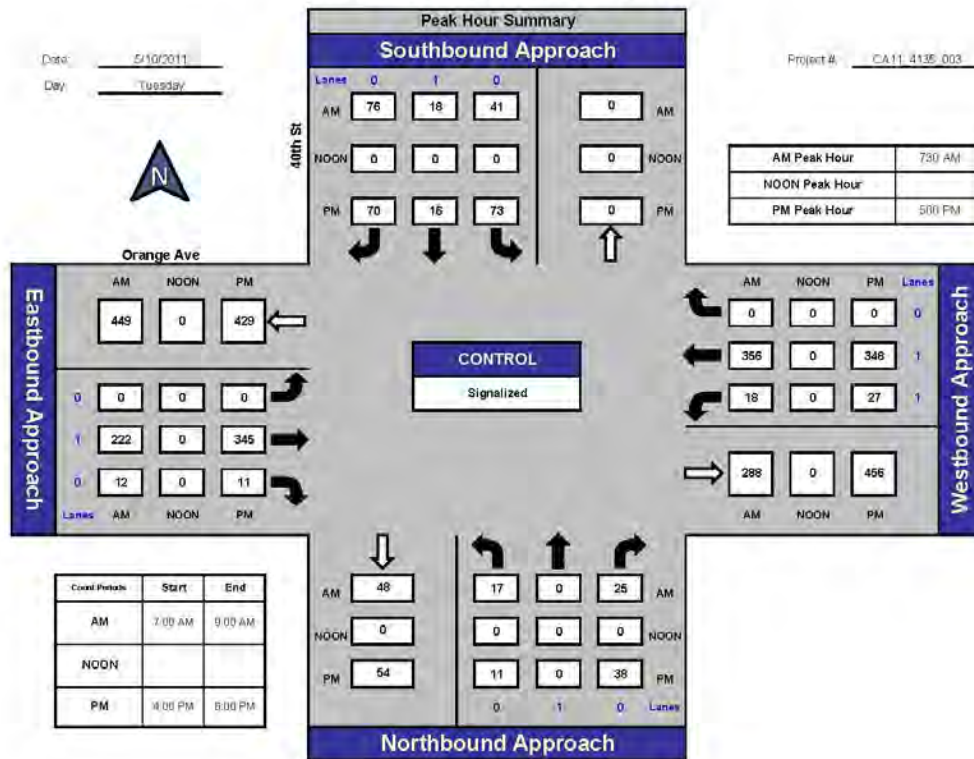
Prepared by:
NDS

National Data & Surveying Services

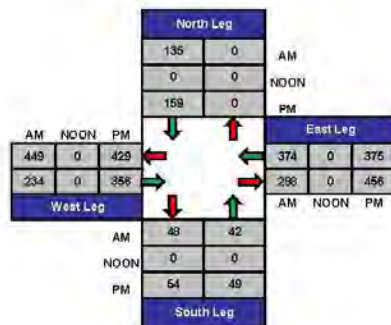
40th St and Orange Ave., City of San Diego

Date: 5/10/2011
Day: Tuesday

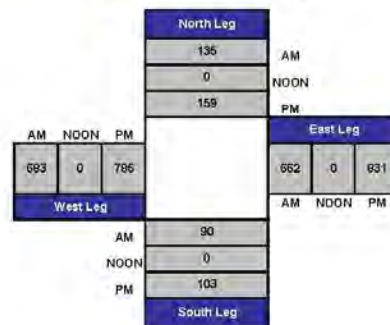
Project #: CA 11-4135-003



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

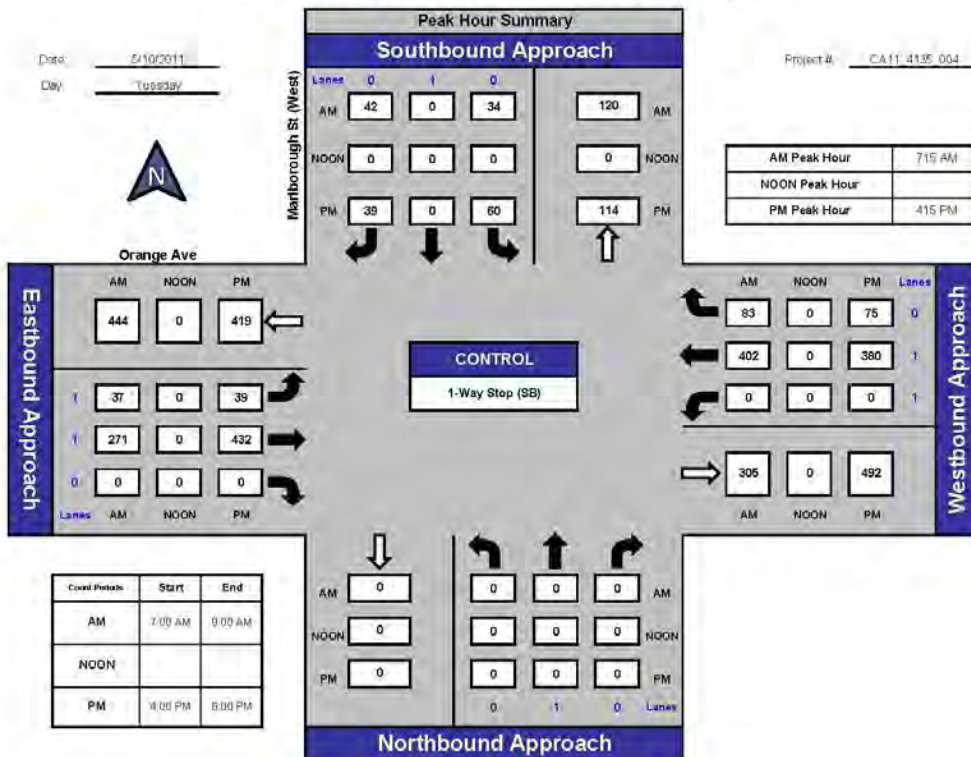


National Data & Surveying Services

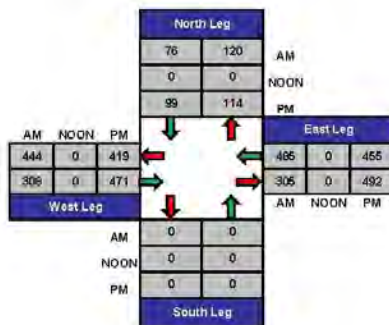
Marlborough St (West) and Orange Ave., City of San Diego

Date: 5/10/2011
Day: Tuesday

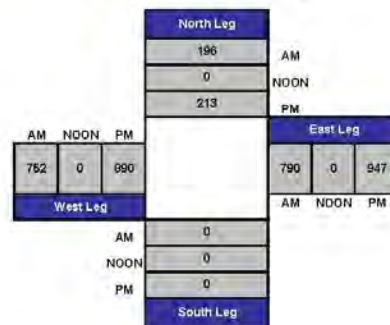
Project #: CA11-4135-004



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

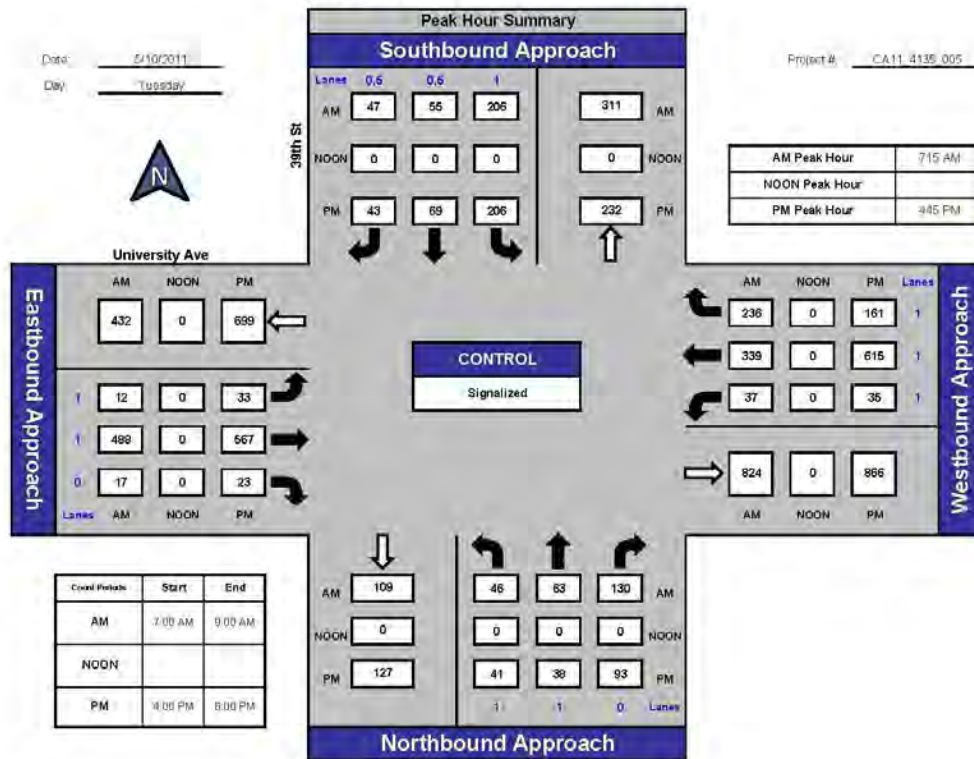
Prepared by:
NDS

National Data & Surveying Services

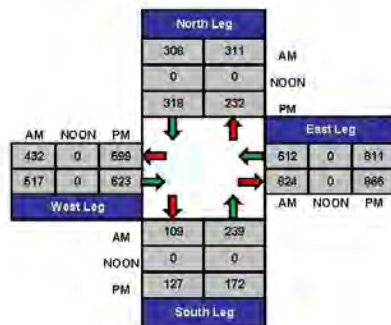
39th St and University Ave, City of San Diego

Date: 5/10/2011
Day: Tuesday

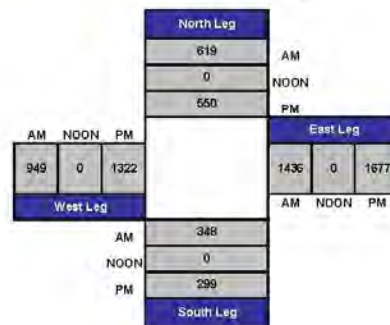
Project #: CA11-4135-005



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

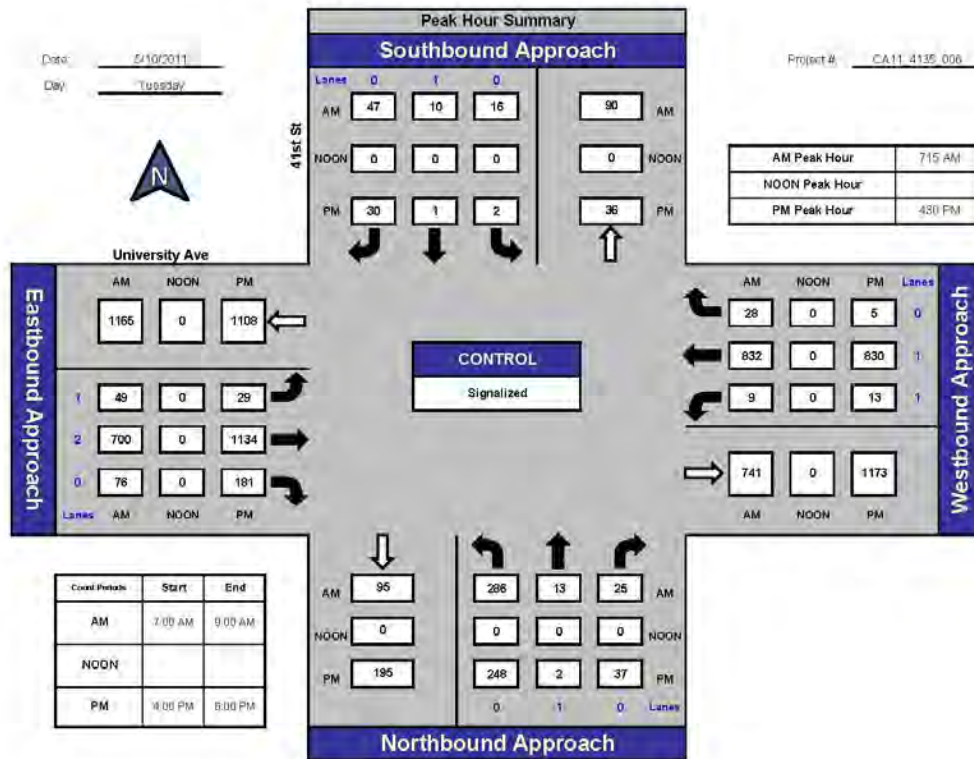
Prepared by:
NDS

National Data & Surveying Services

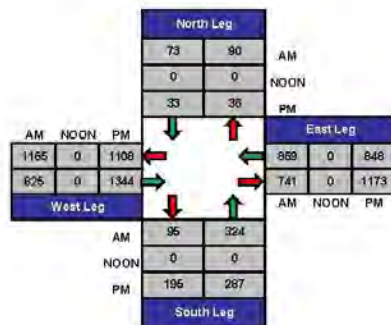
41st St and University Ave., City of San Diego

Date: 5/10/2011
Day: Tuesday

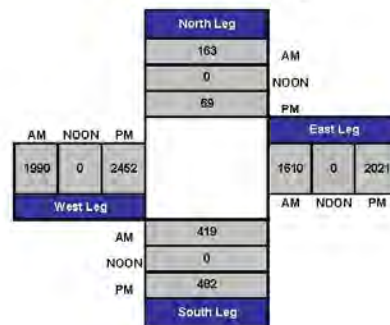
Project #: CA11 4135 006



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

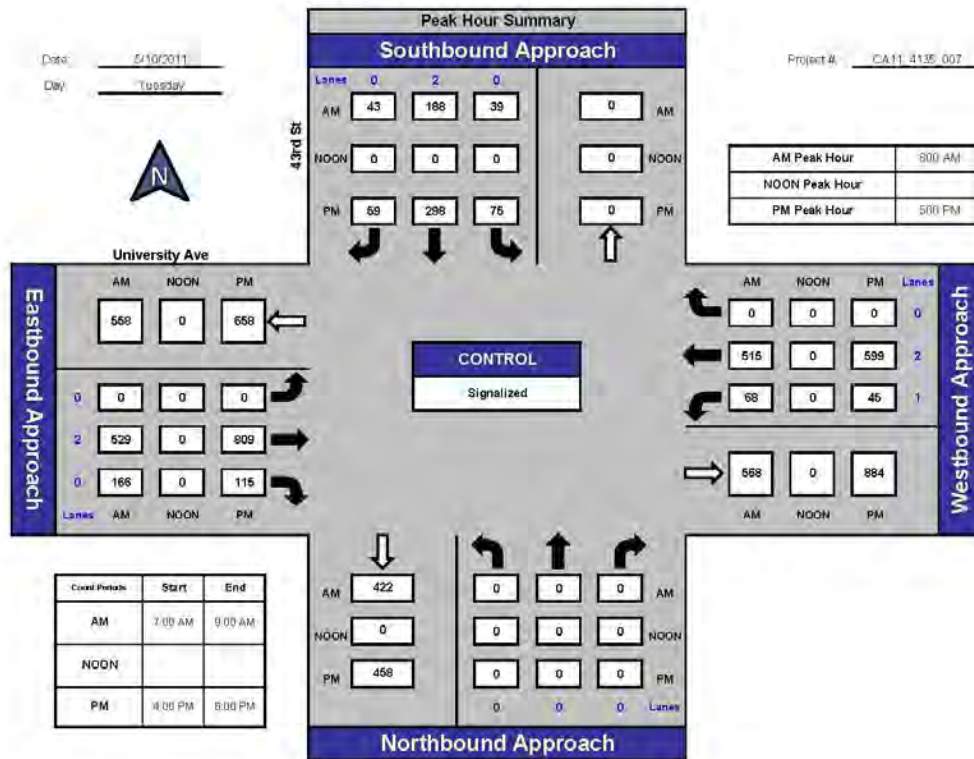


National Data & Surveying Services

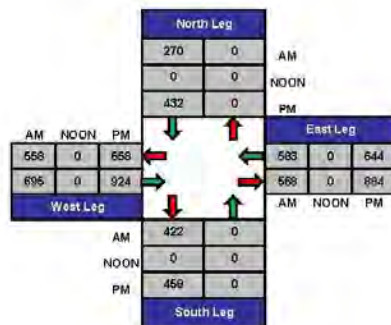
43rd St and University Ave, City of San Diego

Date: 5/10/2011
Day: Tuesday

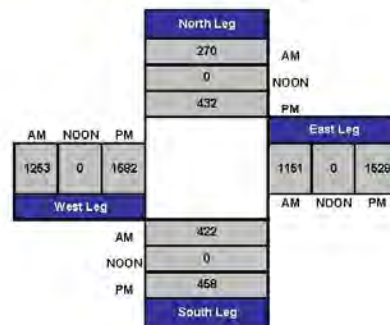
Project #: CA11-4135-007



Total Ins & Outs



Total Volume Per Leg

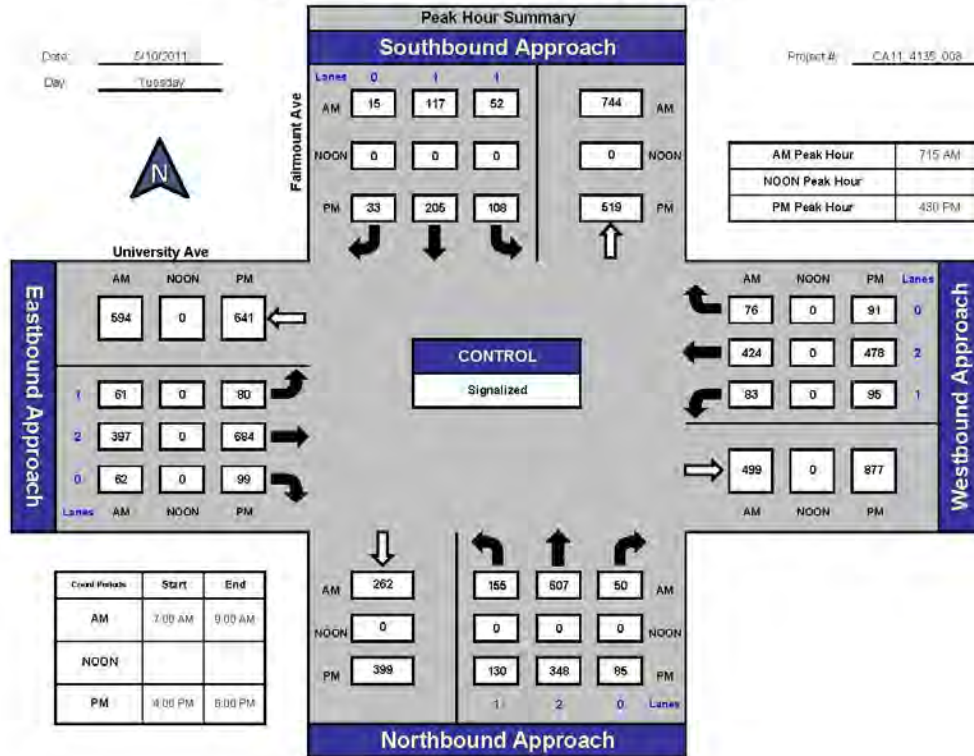


ITM Peak Hour Summary

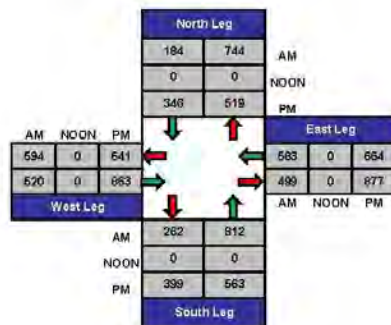
Prepared by:
NDS

National Data & Surveying Services

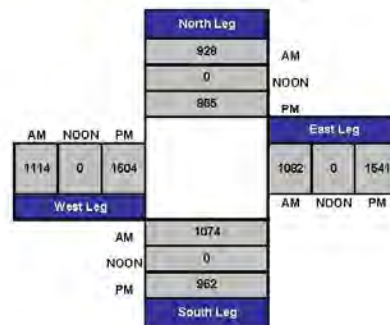
Fairmount Ave and University Ave, City of San Diego



Total Ins & Outs



Total Volume Per Leg



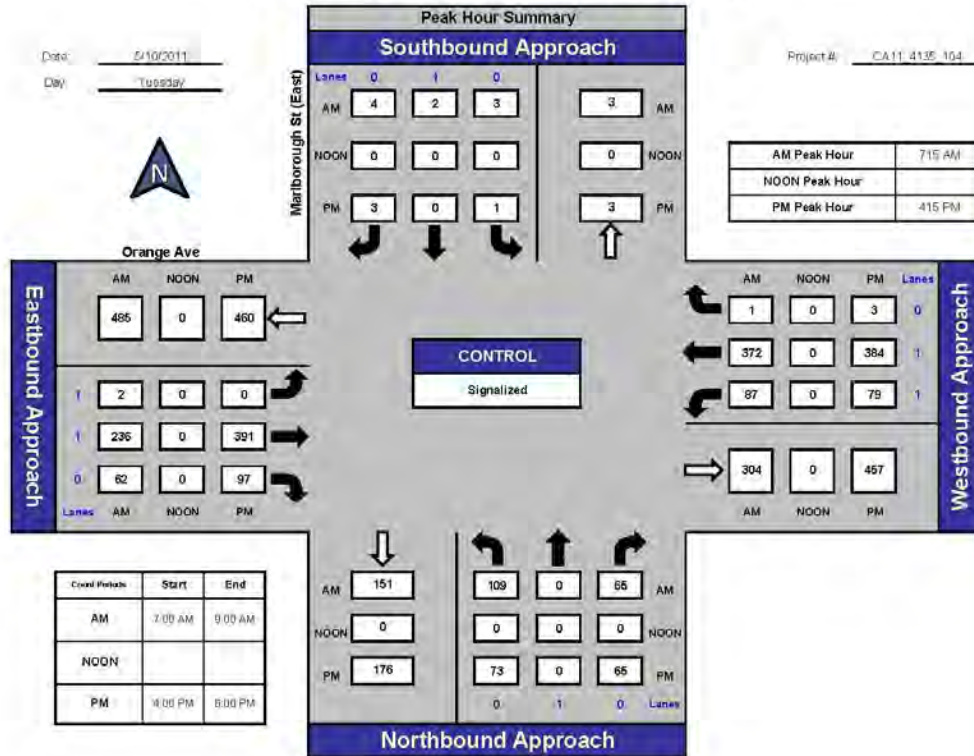
ITM Peak Hour Summary

Prepared by:

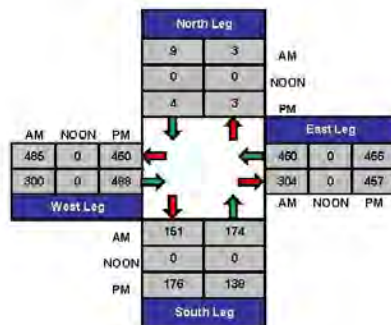


National Data & Surveying Services

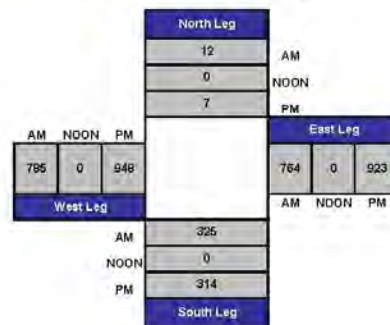
Marlborough St (East) and Orange Ave., City of San Diego



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement
Prepared by:



Project #: IC 0242-10

TMC SUMMARY OF MARLBOROUGH AVE. & EL CAJON BLVD.

| | | | | | | |
|----------------------------|-----------------------|-----------------------|-----|------|----|-----------------------|
| MARBOROUGH AVE. | | APPROACH LANES | | | | |
| | | | 0 | 1 | 0 | |
| EL CAJON BLVD. | APPROACH LANES | TOTAL | 58 | 46 | 52 | EL CAJON BLVD. |
| | | PM | 26 | 27 | 38 | |
| | | MD | | | | |
| | | AM | 32 | 19 | 14 | |
| MARBOROUGH AVE. | | CONTROL SIGNAL | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| APPROACH LANES | | TOTAL | 70 | 152 | | APPROACH LANES |
| | | AM | 630 | 1077 | | |
| | | MD | 18 | 61 | | |
| | | PM | 79 | 1707 | | |
| APPROACH LANES | | APPROACH LANES | | | | |
| | | | 0 | 1 | 0 | |
| | | TOTAL | 95 | 13 | 23 | |
| | | PM | 72 | 28 | 23 | |
| APPROACH LANES | | APPROACH LANES | | | | |
| | | | 0 | 1 | 0 | |
| | | TOTAL | 167 | 41 | 46 | |
| | | PM | 72 | 28 | 23 | |

LOCATION #: IC 0242-10

TURNING MOVEMENT COUNT

MARBOROUGH AVE. & EL CAJON BLVD.
 (Intersection Name)

THURSDAY **10/07/10**
 Day Date

COUNT PERIODS

| | | |
|-------------|-------|---------|
| AM | 700AM | - 900AM |
| NOON | | |
| PM | 400PM | - 600PM |

AM PEAK HOUR 730 AM

NOON PEAK HOUR _____

PM PEAK HOUR 430 PM

Intersection Turning Movement
Prepared by:



FIELD DATA SERVICES OF ARIZONA, INC.

520.316.6745

N-S STREET: **MARLBOROUGH AVE.** DATE: **10/07/10** LOCATION: **SAN DIEGO**
 E-W STREET: **EL CAJON BLVD.** DAY: **THURSDAY** PROJECT# **IC 0242-10**

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|----------|------------|----|----|------------|----|----|-----------|-----|----|-----------|-----|----|-------|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 1 | 3 | 0 | |
| 6:00 AM | | | | | | | | | | | | | |
| 6:15 AM | | | | | | | | | | | | | |
| 6:30 AM | | | | | | | | | | | | | |
| 6:45 AM | | | | | | | | | | | | | |
| 7:00 AM | 13 | 1 | 4 | 3 | 3 | 3 | 10 | 79 | 3 | 2 | 145 | 3 | 269 |
| 7:15 AM | 24 | 0 | 1 | 0 | 4 | 5 | 14 | 87 | 4 | 2 | 187 | 6 | 334 |
| 7:30 AM | 24 | 1 | 4 | 0 | 3 | 8 | 17 | 142 | 1 | 3 | 238 | 1 | 442 |
| 7:45 AM | 34 | 4 | 11 | 3 | 7 | 10 | 14 | 196 | 4 | 11 | 216 | 8 | 518 |
| 8:00 AM | 21 | 6 | 3 | 7 | 7 | 9 | 15 | 160 | 8 | 6 | 234 | 2 | 478 |
| 8:15 AM | 16 | 2 | 5 | 4 | 2 | 5 | 24 | 132 | 5 | 3 | 168 | 6 | 372 |
| 8:30 AM | 16 | 6 | 4 | 5 | 3 | 9 | 18 | 113 | 5 | 4 | 167 | 10 | 360 |
| 8:45 AM | 12 | 4 | 3 | 2 | 2 | 8 | 16 | 109 | 3 | 4 | 158 | 9 | 330 |
| 9:00 AM | | | | | | | | | | | | | |
| 9:15 AM | | | | | | | | | | | | | |
| 9:30 AM | | | | | | | | | | | | | |
| 9:45 AM | | | | | | | | | | | | | |
| 10:00 AM | | | | | | | | | | | | | |
| 10:15 AM | | | | | | | | | | | | | |
| 10:30 AM | | | | | | | | | | | | | |
| 10:45 AM | | | | | | | | | | | | | |
| 11:00 AM | | | | | | | | | | | | | |
| 11:15 AM | | | | | | | | | | | | | |
| 11:30 AM | | | | | | | | | | | | | |
| 11:45 AM | | | | | | | | | | | | | |

| TOTAL | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
|------------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|-------|------|-------|
| Volumes | 160 | 24 | 35 | 24 | 31 | 57 | 128 | 1018 | 33 | 35 | 1513 | 45 | 3103 |
| Approach % | 73.06 | 10.96 | 15.98 | 21.43 | 27.68 | 50.89 | 10.86 | 86.34 | 2.80 | 2.20 | 94.98 | 2.82 | |
| App/Depart | 219 | / | 197 | 112 | / | 99 | 1179 | / | 1077 | 1593 | / | 1730 | |

AM Peak Hr Begins at: 730 AM

PEAK

| | | | | | | | | | | | | | |
|------------|-------|------|-------|-------|-------|-------|------|-------|------|------|-------|------|------|
| Volumes | 95 | 13 | 23 | 14 | 19 | 32 | 70 | 630 | 18 | 23 | 856 | 17 | 1810 |
| Approach % | 72.52 | 9.92 | 17.56 | 21.54 | 29.23 | 49.23 | 9.75 | 87.74 | 2.51 | 2.57 | 95.54 | 1.90 | |

PEAK HR.

| | | | | | |
|---------|-------|-------|-------|-------|-------|
| FACTOR: | 0.668 | 0.707 | 0.839 | 0.926 | 0.874 |
|---------|-------|-------|-------|-------|-------|

CONTROL: **SIGNAL**

COMMENT 1:

COMMENT 2:

Intersection Turning Movement



FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

N-S STREET: **MARLBOROUGH AVE.** DATE: **10/07/10** LOCATION: **SAN DIEGO**

E-W STREET: **EL CAJON BLVD.** DAY: **THURSDAY** PROJECT# **IC 0242-10**

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---------|------------|----|----|------------|----|----|-----------|-----|----|-----------|-----|----|-------|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 1:00 PM | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 1 | 3 | 0 | |
| 1:15 PM | | | | | | | | | | | | | |
| 1:30 PM | | | | | | | | | | | | | |
| 1:45 PM | | | | | | | | | | | | | |
| 2:00 PM | | | | | | | | | | | | | |
| 2:15 PM | | | | | | | | | | | | | |
| 2:30 PM | | | | | | | | | | | | | |
| 2:45 PM | | | | | | | | | | | | | |
| 3:00 PM | | | | | | | | | | | | | |
| 3:15 PM | | | | | | | | | | | | | |
| 3:30 PM | | | | | | | | | | | | | |
| 3:45 PM | | | | | | | | | | | | | |
| 4:00 PM | 14 | 12 | 0 | 14 | 7 | 9 | 34 | 263 | 6 | 10 | 214 | 8 | 591 |
| 4:15 PM | 19 | 5 | 6 | 11 | 10 | 6 | 30 | 268 | 8 | 17 | 186 | 22 | 588 |
| 4:30 PM | 19 | 7 | 8 | 9 | 10 | 7 | 43 | 296 | 13 | 8 | 224 | 10 | 654 |
| 4:45 PM | 14 | 6 | 4 | 9 | 3 | 12 | 26 | 230 | 19 | 8 | 211 | 8 | 550 |
| 5:00 PM | 17 | 7 | 4 | 11 | 5 | 2 | 42 | 271 | 11 | 21 | 208 | 11 | 610 |
| 5:15 PM | 22 | 8 | 7 | 9 | 9 | 5 | 41 | 280 | 18 | 8 | 214 | 20 | 641 |
| 5:30 PM | 11 | 6 | 9 | 16 | 7 | 7 | 34 | 267 | 10 | 16 | 206 | 11 | 600 |
| 5:45 PM | 11 | 5 | 8 | 12 | 8 | 6 | 29 | 258 | 9 | 14 | 197 | 9 | 566 |
| 6:00 PM | | | | | | | | | | | | | |
| 6:15 PM | | | | | | | | | | | | | |
| 6:30 PM | | | | | | | | | | | | | |
| 6:45 PM | | | | | | | | | | | | | |

| TOTAL | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
|------------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|-------|------|-------|
| Volumes | 127 | 56 | 46 | 91 | 59 | 54 | 279 | 2133 | 94 | 102 | 1660 | 99 | 4800 |
| Approach % | 55.46 | 24.45 | 20.09 | 44.61 | 28.92 | 26.47 | 11.13 | 85.12 | 3.75 | 5.48 | 89.20 | 5.32 | |
| App/Depart | 229 | / | 434 | 204 | / | 255 | 2506 | / | 2270 | 1861 | / | 1841 | |

PM Peak Hr Begins at: 430 PM

PEAK

| | | | | | | | | | | | | | |
|------------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|-------|------|------|
| Volumes | 72 | 28 | 23 | 38 | 27 | 26 | 152 | 1077 | 61 | 45 | 857 | 49 | 2455 |
| Approach % | 58.54 | 22.76 | 18.70 | 41.76 | 29.67 | 28.57 | 11.78 | 83.49 | 4.73 | 4.73 | 90.12 | 5.15 | |

PEAK HR.

| | | | | | |
|---------|-------|-------|-------|-------|-------|
| FACTOR: | 0.831 | 0.875 | 0.916 | 0.982 | 0.938 |
|---------|-------|-------|-------|-------|-------|

CONTROL: **SIGNAL**

COMMENT 1: 0

COMMENT 2: 0

True Count
3401 First Ave. #123
San Diego, CA 92103

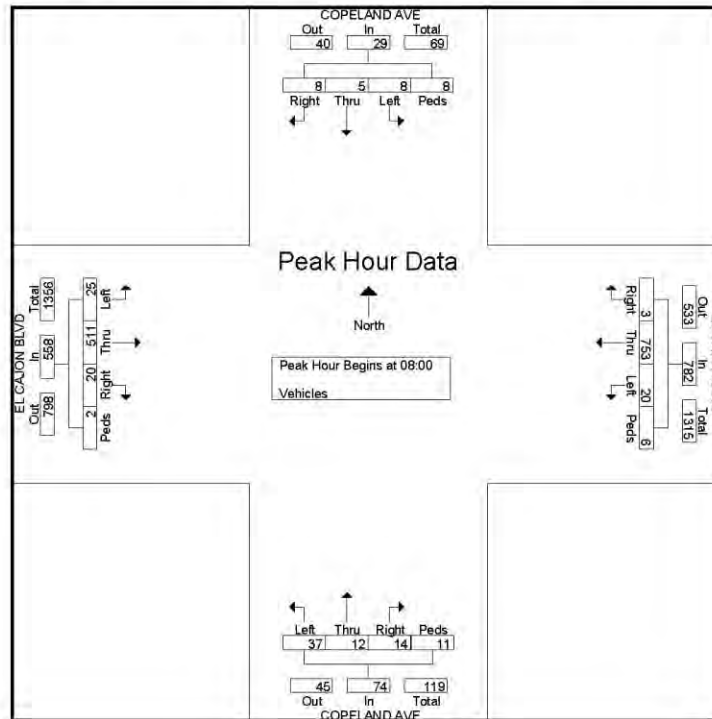
File Name : 1080.09.COPELAND AVE.EL CAJON BLVD
Site Code : 00000000
Start Date : 8/21/2007
Page No : 1

| Groups Printed- Vehicles | | | | | | | | | | | | | | | | |
|--------------------------|----------------------------|------|-------|------|----------------------------|------|-------|------|----------------------------|------|-------|------|----------------------------|------|-------|------|
| | COPELAND AVE Southbound | | | | EL CAJON BLVD Westbound | | | | COPELAND AVE Northbound | | | | EL CAJON BLVD Eastbound | | | |
| Start Time | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 07:00 | 0 | 2 | 4 | 2 | 0 | 144 | 2 | 0 | 5 | 2 | 0 | 2 | 11 | 71 | 2 | 0 |
| 07:15 | 2 | 2 | 6 | 1 | 6 | 165 | 0 | 0 | 7 | 0 | 4 | 3 | 15 | 90 | 0 | 0 |
| 07:30 | 4 | 2 | 5 | 2 | 5 | 155 | 0 | 4 | 10 | 4 | 4 | 1 | 7 | 87 | 1 | 0 |
| 07:45 | 2 | 4 | 2 | 1 | 4 | 202 | 2 | 1 | 4 | 5 | 4 | 6 | 8 | 118 | 2 | 0 |
| Total | 8 | 10 | 17 | 6 | 15 | 666 | 4 | 5 | 26 | 11 | 12 | 12 | 41 | 366 | 5 | 0 |
| 08:00 | 2 | 1 | 1 | 1 | 4 | 192 | 1 | 1 | 9 | 2 | 0 | 3 | 4 | 103 | 5 | 0 |
| 08:15 | 0 | 1 | 1 | 0 | 2 | 179 | 0 | 2 | 10 | 1 | 6 | 5 | 11 | 121 | 9 | 1 |
| 08:30 | 2 | 2 | 3 | 0 | 5 | 203 | 1 | 0 | 6 | 2 | 2 | 2 | 5 | 150 | 3 | 1 |
| 08:45 | 4 | 1 | 3 | 7 | 9 | 179 | 1 | 3 | 12 | 7 | 6 | 1 | 5 | 137 | 3 | 0 |
| Total | 8 | 5 | 8 | 8 | 20 | 753 | 3 | 6 | 37 | 12 | 14 | 11 | 25 | 511 | 20 | 2 |
| *** BREAK *** | | | | | | | | | | | | | | | | |
| 16:00 | 9 | 5 | 8 | 2 | 5 | 161 | 7 | 7 | 4 | 5 | 4 | 1 | 18 | 254 | 18 | 4 |
| 16:15 | 5 | 1 | 2 | 1 | 13 | 228 | 5 | 5 | 9 | 2 | 6 | 3 | 10 | 283 | 8 | 1 |
| 16:30 | 7 | 3 | 1 | 0 | 30 | 184 | 6 | 3 | 9 | 5 | 5 | 3 | 15 | 272 | 18 | 10 |
| 16:45 | 4 | 7 | 2 | 4 | 14 | 221 | 6 | 3 | 5 | 4 | 8 | 11 | 14 | 276 | 20 | 4 |
| Total | 25 | 16 | 13 | 7 | 62 | 794 | 24 | 18 | 27 | 16 | 23 | 18 | 57 | 1085 | 64 | 19 |
| 17:00 | 12 | 8 | 3 | 5 | 7 | 154 | 3 | 13 | 13 | 9 | 9 | 1 | 11 | 323 | 13 | 0 |
| 17:15 | 5 | 12 | 2 | 2 | 15 | 234 | 2 | 9 | 4 | 7 | 7 | 8 | 18 | 285 | 15 | 2 |
| 17:30 | 3 | 1 | 2 | 6 | 11 | 245 | 4 | 9 | 6 | 2 | 6 | 3 | 15 | 329 | 11 | 6 |
| 17:45 | 5 | 3 | 3 | 1 | 18 | 219 | 2 | 10 | 10 | 7 | 2 | 11 | 15 | 290 | 10 | 1 |
| Total | 25 | 24 | 10 | 14 | 51 | 852 | 11 | 41 | 33 | 25 | 24 | 23 | 59 | 1227 | 49 | 9 |
| Grand Total | 66 | 55 | 48 | 35 | 148 | 3065 | 42 | 70 | 123 | 64 | 73 | 64 | 182 | 3189 | 138 | 30 |
| Apprch % | 32.4 | 27 | 23.5 | 17.2 | 4.5 | 92.2 | 1.3 | 2.1 | 38 | 19.8 | 22.5 | 19.8 | 5.1 | 90.1 | 3.9 | 0.8 |
| Total % | 0.9 | 0.7 | 0.6 | 0.5 | 2 | 41.5 | 0.6 | 0.9 | 1.7 | 0.9 | 1 | 0.9 | 2.5 | 43.1 | 1.9 | 0.4 |

True Count
3401 First Ave. #123
San Diego, CA 92103

File Name : 1080.09.COPELAND AVE.EL CAJON BLVD
Site Code : 00000000
Start Date : 8/21/2007
Page No : 2

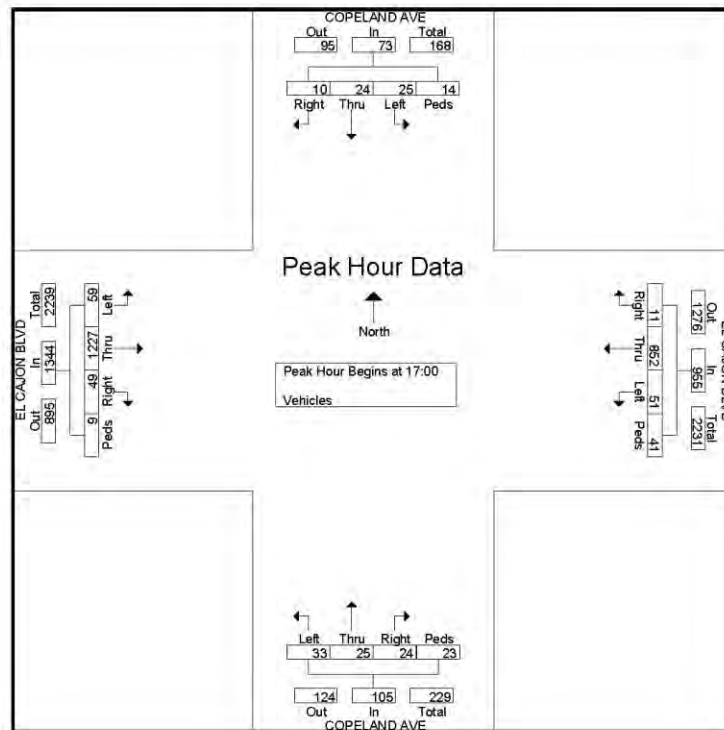
| | COPELAND AVE Southbound | | | | | EL CAJON BLVD Westbound | | | | | COPELAND AVE Northbound | | | | | EL CAJON BLVD Eastbound | | | | | |
|--|----------------------------|------|-------|------|-----------|----------------------------|------|-------|------|-----------|----------------------------|------|-------|------|-----------|----------------------------|------|-------|------|-----------|-----------|
| Start Time | Left | Thru | Right | Peds | App Total | Left | Thru | Right | Peds | App Total | Left | Thru | Right | Peds | App Total | Left | Thru | Right | Peds | App Total | Int Total |
| Peak Hour Analysis From 07:00 to 11:45 (Peak-1 of 1) | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 | | | | | | | | | | | | | | | | | | | | | |
| 08:00 | 2 | 1 | 1 | 1 | 5 | 4 | 192 | 1 | 1 | 198 | 9 | 2 | 0 | 3 | 14 | 4 | 103 | 5 | 0 | 112 | 329 |
| 08:15 | 0 | 1 | 1 | 0 | 2 | 2 | 179 | 0 | 2 | 183 | 10 | 1 | 6 | 5 | 22 | 11 | 121 | 9 | 1 | 142 | 349 |
| 08:30 | 2 | 2 | 3 | 0 | 7 | 5 | 203 | 1 | 0 | 209 | 6 | 2 | 2 | 2 | 12 | 5 | 150 | 3 | 1 | 159 | 387 |
| 08:45 | 4 | 1 | 3 | 7 | 15 | 9 | 179 | 1 | 3 | 192 | 12 | 7 | 6 | 1 | 26 | 5 | 137 | 3 | 0 | 145 | 378 |
| Total Volume | 8 | 5 | 8 | 8 | 29 | 20 | 753 | 3 | 6 | 782 | 37 | 12 | 14 | 11 | 74 | 25 | 511 | 20 | 2 | 558 | 1443 |
| % App. Total | 27.6 | 17.2 | 27.6 | 27.6 | | 2.6 | 96.3 | 0.4 | 0.8 | | 50 | 16.2 | 18.9 | 14.9 | | 4.5 | 91.6 | 3.6 | 0.4 | | |
| PHF | .500 | .625 | .667 | .286 | .483 | .556 | .927 | .750 | .500 | .935 | .771 | .429 | .583 | .550 | .712 | .568 | .852 | .556 | .500 | .877 | .932 |



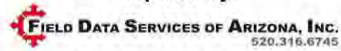
True Count
3401 First Ave. #123
San Diego, CA 92103

File Name : 1080.09.COPELAND AVE.EL CAJON BLVD
Site Code : 00000000
Start Date : 8/21/2007
Page No : 3

| | COPELAND AVE Southbound | | | | | EL CAJON BLVD Westbound | | | | | COPELAND AVE Northbound | | | | | EL CAJON BLVD Eastbound | | | | | |
|--|----------------------------|------|-------|------|-----------|----------------------------|------|-------|------|-----------|----------------------------|------|-------|------|-----------|----------------------------|------|-------|------|-----------|------------|
| Start Time | Left | Thru | Right | Peds | App Total | Left | Thru | Right | Peds | App Total | Left | Thru | Right | Peds | App Total | Left | Thru | Right | Peds | App Total | Int. Total |
| Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 17:00 | | | | | | | | | | | | | | | | | | | | | |
| 17:00 | 12 | 8 | 3 | 5 | 28 | 7 | 154 | 3 | 13 | 177 | 13 | 9 | 9 | 1 | 32 | 11 | 323 | 13 | 0 | 347 | 584 |
| 17:15 | 5 | 12 | 2 | 2 | 21 | 15 | 234 | 2 | 9 | 260 | 4 | 7 | 7 | 8 | 26 | 18 | 285 | 15 | 2 | 320 | 627 |
| 17:30 | 3 | 1 | 2 | 6 | 12 | 11 | 245 | 4 | 9 | 269 | 6 | 2 | 6 | 3 | 17 | 15 | 329 | 11 | 6 | 361 | 659 |
| 17:45 | 5 | 3 | 3 | 1 | 12 | 18 | 219 | 2 | 10 | 249 | 10 | 7 | 2 | 11 | 30 | 15 | 290 | 10 | 1 | 316 | 607 |
| Total Volume | 25 | 24 | 10 | 14 | 73 | 51 | 852 | 11 | 41 | 955 | 33 | 25 | 24 | 23 | 105 | 59 | 1227 | 49 | 9 | 1344 | 2477 |
| % App. Total | 34.2 | 32.9 | 13.7 | 19.2 | | 5.3 | 89.2 | 1.2 | 4.3 | | 31.4 | 23.8 | 22.9 | 21.9 | | 4.4 | 91.3 | 3.6 | 0.7 | | |
| PHF | .521 | .500 | .533 | .583 | .652 | .708 | .869 | .688 | .788 | .888 | .635 | .694 | .667 | .523 | .820 | .819 | .932 | .817 | .375 | .931 | .940 |



Intersection Turning Movement
Prepared by:



Project #: IC 0243-10

TMC SUMMARY OF 43rd ST. & EL CAJON BLVD.

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|-----|-----|---|---|----|-----|-----|----|-----|-----|----|-----|-----|---|--|---|---|---|---|---|---|---|---|---|---|---|---|---|--|---|---|---|---|---|---|---|---|---|---|---|---|
| <div style="display: flex; align-items: center; justify-content: center;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">43rd ST.</div> <div style="margin: 0 10px;"> <div style="border: 1px solid black; padding: 5px; text-align: center;">APPROACH LANES</div> <table border="1" style="margin: 0 auto;"> <tr><td>0</td><td>2</td><td>0</td></tr> <tr><td>36</td><td>641</td><td>445</td></tr> <tr><td>14</td><td>407</td><td>290</td></tr> <tr><td>22</td><td>234</td><td>155</td></tr> </table> </div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">EL CAJON BLVD.</div> </div> | | 0 | 2 | 0 | 36 | 641 | 445 | 14 | 407 | 290 | 22 | 234 | 155 | <div style="display: flex; align-items: center; justify-content: center;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">43rd ST.</div> <div style="margin: 0 10px;"> <div style="border: 1px solid black; padding: 5px; text-align: center;">APPROACH LANES</div> <table border="1" style="margin: 0 auto;"> <tr><td>0</td><td>0</td><td>0</td></tr> <tr><td>0</td><td>0</td><td>0</td></tr> <tr><td>0</td><td>0</td><td>0</td></tr> <tr><td>0</td><td>0</td><td>0</td></tr> </table> </div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">EL CAJON BLVD.</div> </div> | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | <div style="display: flex; align-items: center; justify-content: center;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">43rd ST.</div> <div style="margin: 0 10px;"> <div style="border: 1px solid black; padding: 5px; text-align: center;">APPROACH LANES</div> <table border="1" style="margin: 0 auto;"> <tr><td>0</td><td>0</td><td>0</td></tr> <tr><td>0</td><td>0</td><td>0</td></tr> <tr><td>0</td><td>0</td><td>0</td></tr> <tr><td>0</td><td>0</td><td>0</td></tr> </table> </div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">EL CAJON BLVD.</div> </div> | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 0 | 2 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 36 | 641 | 445 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 | 407 | 290 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22 | 234 | 155 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <div style="display: flex; align-items: center; justify-content: center;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">43rd ST.</div> <div style="margin: 0 10px;"> <div style="border: 1px solid black; padding: 5px; text-align: center;">APPROACH LANES</div> <table border="1" style="margin: 0 auto;"> <tr><td>0</td><td>0</td><td>0</td></tr> <tr><td>0</td><td>0</td><td>0</td></tr> <tr><td>0</td><td>0</td><td>0</td></tr> <tr><td>0</td><td>0</td><td>0</td></tr> </table> </div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">EL CAJON BLVD.</div> </div> | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| TOTAL | AM | MD | PM |
|-------|------|-----|-----|
| 0 | 0 | 0 | 0 |
| 3 | 1570 | 621 | 949 |
| 0 | 91 | 44 | 47 |

CONTROL

SIGNAL

| AM | MD | PM | TOTAL |
|-----|-----|------|-------|
| 0 | 0 | 0 | 0 |
| 756 | 763 | 1519 | |
| 97 | 95 | 192 | |

LOCATION #: IC 0243-10

TURNING MOVEMENT COUNT

43rd ST. & EL CAJON BLVD.
(Intersection Name)

THURSDAY 10/07/10
Day Date

COUNT PERIODS

| | | | |
|------|-------|---|-------|
| AM | 700AM | - | 900AM |
| NOON | | - | |
| PM | 400PM | - | 600PM |

AM PEAK HOUR 730 AM

NOON PEAK HOUR

PM PEAK HOUR 400 PM

**Intersection Turning Movement
Prepared by:**



FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

N-S STREET: 43rd ST. DATE: 10/07/10 LOCATION: SAN DIEGO
E-W STREET: EL CAJON BLVD. DAY: THURSDAY PROJECT# IC 0243-10

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|----------|------------|----|----|------------|----|----|-----------|-----|----|-----------|-----|----|-------|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 1 | 2 | 0 | |
| 6:00 AM | | | | | | | | | | | | | |
| 6:15 AM | | | | | | | | | | | | | |
| 6:30 AM | | | | | | | | | | | | | |
| 6:45 AM | | | | | | | | | | | | | |
| 7:00 AM | 0 | 0 | 0 | 20 | 43 | 4 | 0 | 73 | 3 | 3 | 135 | 0 | 281 |
| 7:15 AM | 0 | 0 | 0 | 46 | 42 | 6 | 0 | 87 | 7 | 12 | 187 | 0 | 387 |
| 7:30 AM | 0 | 0 | 0 | 38 | 52 | 6 | 0 | 137 | 12 | 14 | 210 | 0 | 469 |
| 7:45 AM | 0 | 0 | 0 | 55 | 73 | 3 | 0 | 185 | 10 | 40 | 167 | 0 | 533 |
| 8:00 AM | 0 | 0 | 0 | 32 | 48 | 5 | 0 | 175 | 12 | 27 | 222 | 0 | 521 |
| 8:15 AM | 0 | 0 | 0 | 30 | 61 | 8 | 0 | 124 | 10 | 16 | 157 | 0 | 406 |
| 8:30 AM | 0 | 0 | 0 | 33 | 42 | 4 | 0 | 124 | 15 | 10 | 160 | 0 | 388 |
| 8:45 AM | 0 | 0 | 0 | 32 | 40 | 11 | 0 | 141 | 11 | 7 | 149 | 0 | 391 |
| 9:00 AM | | | | | | | | | | | | | |
| 9:15 AM | | | | | | | | | | | | | |
| 9:30 AM | | | | | | | | | | | | | |
| 9:45 AM | | | | | | | | | | | | | |
| 10:00 AM | | | | | | | | | | | | | |
| 10:15 AM | | | | | | | | | | | | | |
| 10:30 AM | | | | | | | | | | | | | |
| 10:45 AM | | | | | | | | | | | | | |
| 11:00 AM | | | | | | | | | | | | | |
| 11:15 AM | | | | | | | | | | | | | |
| 11:30 AM | | | | | | | | | | | | | |
| 11:45 AM | | | | | | | | | | | | | |

| TOTAL | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
|------------|------|------|------|-------|-------|------|------|-------|------|------|-------|------|-------|
| Volumes | 0 | 0 | 0 | 286 | 401 | 47 | 0 | 1046 | 80 | 129 | 1387 | 0 | 3376 |
| Approach % | #### | #### | #### | 38.96 | 54.63 | 6.40 | 0.00 | 92.90 | 7.10 | 8.51 | 91.49 | 0.00 | |
| App/Depart | 0 | / | 0 | 734 | / | 610 | 1126 | / | 1332 | 1516 | / | 1434 | |

AM Peak Hr Begins at: 730 AM

PEAK

| | | | | | | | | | | | | | |
|------------|------|------|------|-------|-------|------|------|-------|------|-------|-------|------|------|
| Volumes | 0 | 0 | 0 | 155 | 234 | 22 | 0 | 621 | 44 | 97 | 756 | 0 | 1929 |
| Approach % | #### | #### | #### | 37.71 | 56.93 | 5.35 | 0.00 | 93.38 | 6.62 | 11.37 | 88.63 | 0.00 | |

PEAK HR.

| | | | | | |
|---------|-------|-------|-------|-------|-------|
| FACTOR: | 0.000 | 0.784 | 0.853 | 0.856 | 0.905 |
|---------|-------|-------|-------|-------|-------|

CONTROL: SIGNAL

COMMENT 1:

COMMENT 2:

Intersection Turning Movement



FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

N-S STREET: 43rd ST. DATE: 10/07/10 LOCATION: SAN DIEGO

E-W STREET: EL CAJON BLVD. DAY: THURSDAY PROJECT# IC 0243-10

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---------|------------|----|----|------------|-----|----|-----------|-----|----|-----------|-----|----|-------|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 1 | 2 | 0 | |
| 1:00 PM | | | | | | | | | | | | | |
| 1:15 PM | | | | | | | | | | | | | |
| 1:30 PM | | | | | | | | | | | | | |
| 1:45 PM | | | | | | | | | | | | | |
| 2:00 PM | | | | | | | | | | | | | |
| 2:15 PM | | | | | | | | | | | | | |
| 2:30 PM | | | | | | | | | | | | | |
| 2:45 PM | | | | | | | | | | | | | |
| 3:00 PM | | | | | | | | | | | | | |
| 3:15 PM | | | | | | | | | | | | | |
| 3:30 PM | | | | | | | | | | | | | |
| 3:45 PM | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 71 | 101 | 6 | 0 | 222 | 12 | 23 | 186 | 0 | 621 |
| 4:15 PM | 0 | 0 | 0 | 80 | 103 | 6 | 0 | 277 | 8 | 17 | 205 | 0 | 696 |
| 4:30 PM | 0 | 0 | 0 | 89 | 106 | 1 | 0 | 221 | 11 | 30 | 159 | 0 | 617 |
| 4:45 PM | 0 | 0 | 0 | 50 | 97 | 1 | 0 | 229 | 16 | 25 | 213 | 0 | 631 |
| 5:00 PM | 0 | 0 | 0 | 52 | 105 | 8 | 0 | 209 | 9 | 58 | 136 | 0 | 577 |
| 5:15 PM | 0 | 0 | 0 | 68 | 75 | 1 | 0 | 258 | 10 | 21 | 205 | 0 | 638 |
| 5:30 PM | 0 | 0 | 0 | 73 | 72 | 4 | 0 | 198 | 9 | 25 | 155 | 0 | 536 |
| 5:45 PM | 0 | 0 | 0 | 61 | 65 | 1 | 0 | 229 | 13 | 22 | 179 | 0 | 570 |
| 6:00 PM | | | | | | | | | | | | | |
| 6:15 PM | | | | | | | | | | | | | |
| 6:30 PM | | | | | | | | | | | | | |
| 6:45 PM | | | | | | | | | | | | | |

| TOTAL | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
|------------|------|------|------|-------|-------|------|------|-------|------|-------|-------|------|-------|
| Volumes | 0 | 0 | 0 | 544 | 724 | 28 | 0 | 1843 | 88 | 221 | 1438 | 0 | 4886 |
| Approach % | #### | #### | #### | 41.98 | 55.86 | 2.16 | 0.00 | 95.44 | 4.56 | 13.32 | 86.68 | 0.00 | |
| App/Depart | 0 | / | 0 | 1296 | / | 1033 | 1931 | / | 2387 | 1659 | / | 1466 | |

PM Peak Hr Begins at: 400 PM

PEAK

| | | | | | | | | | | | | | |
|------------|------|------|------|-------|-------|------|------|-------|------|-------|-------|------|------|
| Volumes | 0 | 0 | 0 | 290 | 407 | 14 | 0 | 949 | 47 | 95 | 763 | 0 | 2565 |
| Approach % | #### | #### | #### | 40.79 | 57.24 | 1.97 | 0.00 | 95.28 | 4.72 | 11.07 | 88.93 | 0.00 | |

PEAK HR.

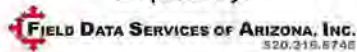
| | | | | | |
|---------|-------|-------|-------|-------|-------|
| FACTOR: | 0.000 | 0.907 | 0.874 | 0.901 | 0.921 |
|---------|-------|-------|-------|-------|-------|

CONTROL: SIGNAL

COMMENT 1: 0

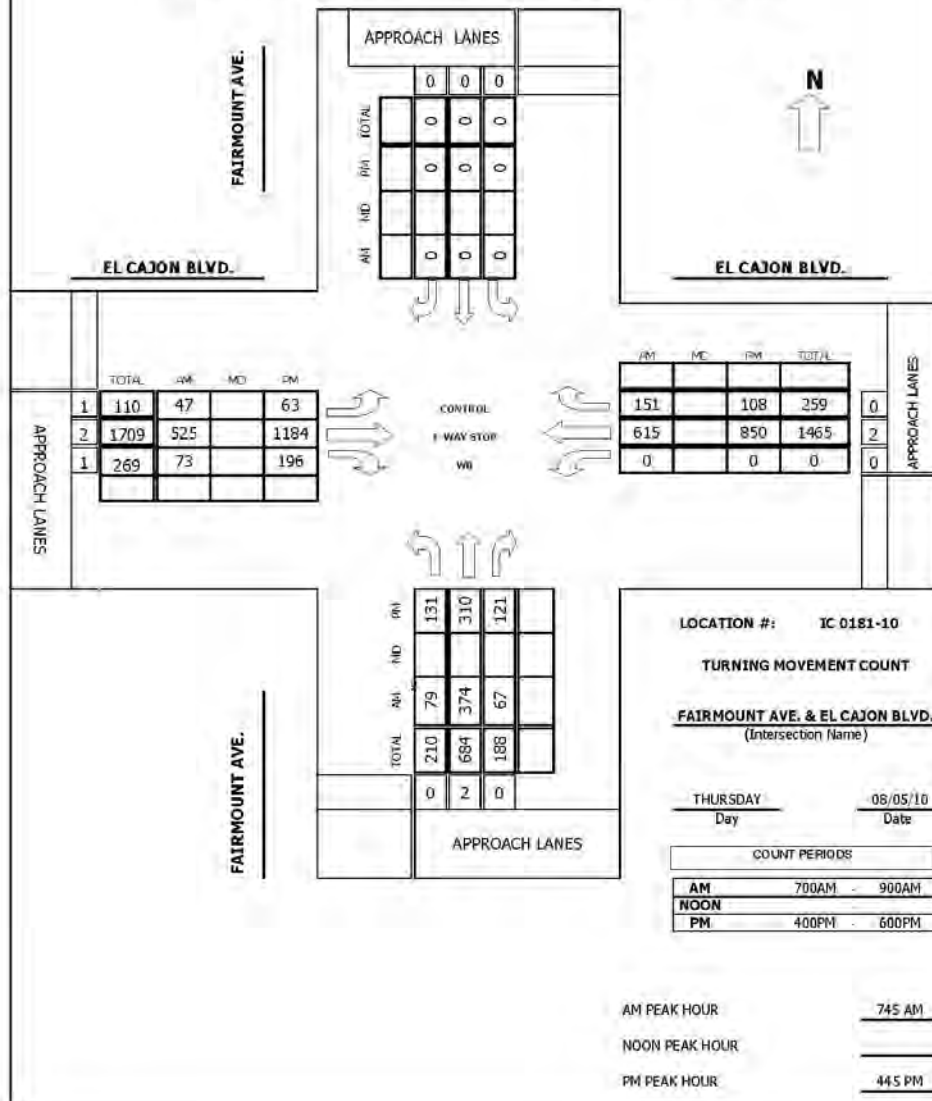
COMMENT 2: 0

Intersection Turning Movement
Prepared by:



Project #: IC 0181-10

TMC SUMMARY OF FAIRMOUNT AVE. & EL CAJON BLVD.



Intersection Turning Movement
Prepared by:



FIELD DATA SERVICES OF ARIZONA, INC.

520.316.6745

N-S STREET: FAIRMOUNT AVE. DATE: 08/05/10 LOCATION: SAN DIEGO
 E-W STREET: EL CAJON BLVD. DAY: THURSDAY PROJECT# IC 0181-10

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|----------|------------|-----|----|------------|----|----|-----------|-----|----|-----------|-----|----|-------|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 2 | 0 | |
| 6:00 AM | | | | | | | | | | | | | |
| 6:15 AM | | | | | | | | | | | | | |
| 6:30 AM | | | | | | | | | | | | | |
| 6:45 AM | | | | | | | | | | | | | |
| 7:00 AM | 13 | 69 | 14 | 0 | 0 | 0 | 2 | 75 | 8 | 0 | 123 | 21 | 325 |
| 7:15 AM | 22 | 106 | 11 | 0 | 0 | 0 | 7 | 72 | 13 | 0 | 136 | 26 | 393 |
| 7:30 AM | 15 | 113 | 12 | 0 | 0 | 0 | 8 | 107 | 12 | 0 | 168 | 43 | 478 |
| 7:45 AM | 22 | 121 | 14 | 0 | 0 | 0 | 14 | 134 | 20 | 0 | 169 | 45 | 539 |
| 8:00 AM | 17 | 84 | 20 | 0 | 0 | 0 | 8 | 130 | 15 | 0 | 157 | 41 | 472 |
| 8:15 AM | 20 | 77 | 10 | 0 | 0 | 0 | 9 | 128 | 14 | 0 | 130 | 35 | 423 |
| 8:30 AM | 20 | 92 | 23 | 0 | 0 | 0 | 16 | 133 | 24 | 0 | 159 | 30 | 497 |
| 8:45 AM | 18 | 61 | 23 | 0 | 0 | 0 | 9 | 162 | 29 | 0 | 180 | 24 | 506 |
| 9:00 AM | | | | | | | | | | | | | |
| 9:15 AM | | | | | | | | | | | | | |
| 9:30 AM | | | | | | | | | | | | | |
| 9:45 AM | | | | | | | | | | | | | |
| 10:00 AM | | | | | | | | | | | | | |
| 10:15 AM | | | | | | | | | | | | | |
| 10:30 AM | | | | | | | | | | | | | |
| 10:45 AM | | | | | | | | | | | | | |
| 11:00 AM | | | | | | | | | | | | | |
| 11:15 AM | | | | | | | | | | | | | |
| 11:30 AM | | | | | | | | | | | | | |
| 11:45 AM | | | | | | | | | | | | | |

| TOTAL | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
|------------|-------|-------|-------|------|------|------|------|-------|-------|------|-------|-------|-------|
| Volumes | 147 | 723 | 127 | 0 | 0 | 0 | 73 | 941 | 135 | 0 | 1222 | 265 | 3633 |
| Approach % | 14.74 | 72.52 | 12.74 | #### | #### | #### | 6.35 | 81.90 | 11.75 | 0.00 | 82.18 | 17.82 | |
| App/Depart | 997 | / | 1061 | 0 | / | 135 | 1149 | / | 1068 | 1487 | / | 1369 | |

AM Peak Hr Begins at: 745 AM

PEAK

| | | | | | | | | | | | | | |
|------------|-------|-------|-------|------|------|------|------|-------|-------|------|-------|-------|------|
| Volumes | 79 | 374 | 67 | 0 | 0 | 0 | 47 | 525 | 73 | 0 | 615 | 151 | 1931 |
| Approach % | 15.19 | 71.92 | 12.88 | #### | #### | #### | 7.29 | 81.40 | 11.32 | 0.00 | 80.29 | 19.71 | |

PEAK HR.

| | | | | | |
|---------|-------|-------|-------|-------|-------|
| FACTOR: | 0.828 | 0.000 | 0.932 | 0.895 | 0.896 |
|---------|-------|-------|-------|-------|-------|

CONTROL: SIGNAL

COMMENT 1:

COMMENT 2:

Intersection Turning Movement



FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

N-S STREET: FAIRMOUNT AVE. DATE: 08/05/10 LOCATION: SAN DIEGO
0
E-W STREET: EL CAJON BLVD. DAY: THURSDAY PROJECT# IC 0181-10

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---------|------------|----|----|------------|----|----|-----------|-----|----|-----------|-----|----|-------|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 2 | 0 | |
| 1:00 PM | | | | | | | | | | | | | |
| 1:15 PM | | | | | | | | | | | | | |
| 1:30 PM | | | | | | | | | | | | | |
| 1:45 PM | | | | | | | | | | | | | |
| 2:00 PM | | | | | | | | | | | | | |
| 2:15 PM | | | | | | | | | | | | | |
| 2:30 PM | | | | | | | | | | | | | |
| 2:45 PM | | | | | | | | | | | | | |
| 3:00 PM | | | | | | | | | | | | | |
| 3:15 PM | | | | | | | | | | | | | |
| 3:30 PM | | | | | | | | | | | | | |
| 3:45 PM | | | | | | | | | | | | | |
| 4:00 PM | 36 | 65 | 30 | 0 | 0 | 0 | 18 | 278 | 48 | 0 | 186 | 18 | 679 |
| 4:15 PM | 32 | 76 | 21 | 0 | 0 | 0 | 15 | 324 | 46 | 0 | 206 | 35 | 755 |
| 4:30 PM | 27 | 79 | 29 | 0 | 0 | 0 | 17 | 260 | 49 | 0 | 203 | 27 | 691 |
| 4:45 PM | 21 | 76 | 25 | 0 | 0 | 0 | 14 | 317 | 57 | 0 | 229 | 32 | 771 |
| 5:00 PM | 38 | 69 | 27 | 0 | 0 | 0 | 21 | 279 | 45 | 0 | 173 | 30 | 682 |
| 5:15 PM | 31 | 77 | 36 | 0 | 0 | 0 | 15 | 329 | 48 | 0 | 224 | 28 | 788 |
| 5:30 PM | 41 | 88 | 33 | 0 | 0 | 0 | 13 | 259 | 46 | 0 | 224 | 18 | 722 |
| 5:45 PM | 18 | 67 | 29 | 0 | 0 | 0 | 7 | 283 | 48 | 0 | 261 | 32 | 745 |
| 6:00 PM | | | | | | | | | | | | | |
| 6:15 PM | | | | | | | | | | | | | |
| 6:30 PM | | | | | | | | | | | | | |
| 6:45 PM | | | | | | | | | | | | | |

| TOTAL | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
|------------|-------|-------|-------|------|------|------|------|-------|-------|------|-------|-------|-------|
| Volumes | 244 | 597 | 230 | 0 | 0 | 0 | 120 | 2329 | 387 | 0 | 1706 | 220 | 5833 |
| Approach % | 22.78 | 55.74 | 21.48 | #### | #### | #### | 4.23 | 82.12 | 13.65 | 0.00 | 88.58 | 11.42 | |
| App/Depart | 1071 | / | 937 | 0 | / | 387 | 2836 | / | 2559 | 1926 | / | 1950 | |

PM Peak Hr Begins at: 445 PM

PEAK

| | | | | | | | | | | | | | |
|------------|-------|-------|-------|------|------|------|------|-------|-------|------|-------|-------|------|
| Volumes | 131 | 310 | 121 | 0 | 0 | 0 | 63 | 1184 | 196 | 0 | 850 | 108 | 2963 |
| Approach % | 23.31 | 55.16 | 21.53 | #### | #### | #### | 4.37 | 82.05 | 13.58 | 0.00 | 88.73 | 11.27 | |

PEAK HR.

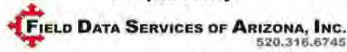
| | | | | | |
|---------|-------|-------|-------|-------|-------|
| FACTOR: | 0.867 | 0.000 | 0.920 | 0.918 | 0.940 |
|---------|-------|-------|-------|-------|-------|

CONTROL: SIGNAL

COMMENT 1: 0

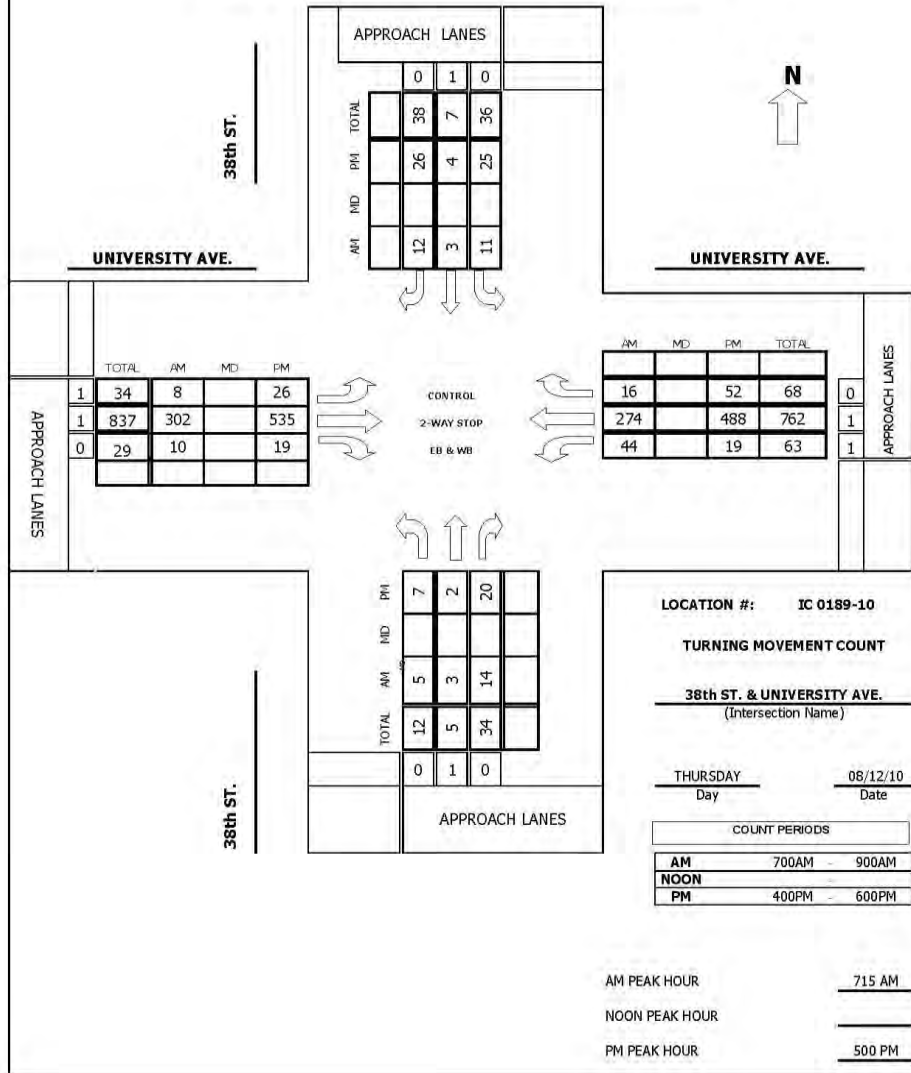
COMMENT 2: 0

Intersection Turning Movement
Prepared by:



Project #: IC 0189-10

TMC SUMMARY OF 38th ST. & UNIVERSITY AVE.



Intersection Turning Movement
Prepared by:



FIELD DATA SERVICES OF ARIZONA, INC.
 520.316.6745

N-S STREET: 38th ST. DATE: 08/12/10 LOCATION: SAN DIEGO
 E-W STREET: UNIVERSITY AVE. DAY: THURSDAY PROJECT# IC 0189-10

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|----------|------------|----|----|------------|----|----|-----------|----|----|-----------|----|----|-------|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | |
| 6:00 AM | | | | | | | | | | | | | |
| 6:15 AM | | | | | | | | | | | | | |
| 6:30 AM | | | | | | | | | | | | | |
| 6:45 AM | | | | | | | | | | | | | |
| 7:00 AM | 0 | 1 | 4 | 6 | 1 | 2 | 2 | 68 | 7 | 3 | 50 | 2 | 146 |
| 7:15 AM | 1 | 0 | 2 | 3 | 1 | 3 | 0 | 89 | 0 | 19 | 61 | 3 | 182 |
| 7:30 AM | 1 | 0 | 7 | 4 | 1 | 3 | 2 | 64 | 2 | 17 | 68 | 3 | 172 |
| 7:45 AM | 2 | 3 | 3 | 2 | 1 | 3 | 1 | 77 | 4 | 2 | 75 | 2 | 175 |
| 8:00 AM | 1 | 0 | 2 | 2 | 0 | 3 | 5 | 72 | 4 | 6 | 70 | 8 | 173 |
| 8:15 AM | 1 | 0 | 5 | 4 | 0 | 7 | 0 | 72 | 3 | 3 | 74 | 5 | 174 |
| 8:30 AM | 2 | 1 | 5 | 1 | 0 | 1 | 2 | 46 | 2 | 3 | 58 | 5 | 126 |
| 8:45 AM | 0 | 0 | 4 | 4 | 0 | 6 | 3 | 66 | 1 | 2 | 81 | 4 | 171 |
| 9:00 AM | | | | | | | | | | | | | |
| 9:15 AM | | | | | | | | | | | | | |
| 9:30 AM | | | | | | | | | | | | | |
| 9:45 AM | | | | | | | | | | | | | |
| 10:00 AM | | | | | | | | | | | | | |
| 10:15 AM | | | | | | | | | | | | | |
| 10:30 AM | | | | | | | | | | | | | |
| 10:45 AM | | | | | | | | | | | | | |
| 11:00 AM | | | | | | | | | | | | | |
| 11:15 AM | | | | | | | | | | | | | |
| 11:30 AM | | | | | | | | | | | | | |
| 11:45 AM | | | | | | | | | | | | | |

| TOTAL | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
|------------|-------|-------|-------|-------|------|-------|------|-------|------|------|-------|------|-------|
| Volumes | 8 | 5 | 32 | 26 | 4 | 28 | 15 | 554 | 23 | 55 | 537 | 32 | 1319 |
| Approach % | 17.78 | 11.11 | 71.11 | 44.83 | 6.90 | 48.28 | 2.53 | 93.58 | 3.89 | 8.81 | 86.06 | 5.13 | |
| App/Depart | 45 | / | 52 | 58 | / | 82 | 592 | / | 612 | 624 | / | 573 | |

AM Peak Hr Begins at: 715 AM

| | | | | | | | | | | | | | |
|------------|-------|-------|-------|-------|-------|-------|------|-------|------|-------|-------|------|-----|
| PEAK | | | | | | | | | | | | | |
| Volumes | 5 | 3 | 14 | 11 | 3 | 12 | 8 | 302 | 10 | 44 | 274 | 16 | 702 |
| Approach % | 22.73 | 13.64 | 63.64 | 42.31 | 11.54 | 46.15 | 2.50 | 94.38 | 3.13 | 13.17 | 82.04 | 4.79 | |

| | | | | | | | | | | | | | |
|----------|--|-------|--|-------|--|--|-------|--|--|-------|--|-------|--|
| PEAK HR. | | | | | | | | | | | | | |
| FACTOR: | | 0.688 | | 0.813 | | | 0.899 | | | 0.949 | | 0.964 | |

CONTROL: 2-WAY STOP (EB & WB)

COMMENT 1:
 COMMENT 2:

Intersection Turning Movement



FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

N-S STREET: **38th ST.** DATE: **08/12/10** LOCATION: **SAN DIEGO**

E-W STREET: **UNIVERSITY AVE.** DAY: **THURSDAY** PROJECT# **IC 0189-10**

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---------|------------|----|----|------------|----|----|-----------|-----|----|-----------|-----|----|-------|
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 1:00 PM | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | |
| 1:15 PM | | | | | | | | | | | | | |
| 1:30 PM | | | | | | | | | | | | | |
| 1:45 PM | | | | | | | | | | | | | |
| 2:00 PM | | | | | | | | | | | | | |
| 2:15 PM | | | | | | | | | | | | | |
| 2:30 PM | | | | | | | | | | | | | |
| 2:45 PM | | | | | | | | | | | | | |
| 3:00 PM | | | | | | | | | | | | | |
| 3:15 PM | | | | | | | | | | | | | |
| 3:30 PM | | | | | | | | | | | | | |
| 3:45 PM | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 11 | 4 | 1 | 3 | 5 | 116 | 7 | 9 | 75 | 3 | 234 |
| 4:15 PM | 1 | 1 | 5 | 7 | 1 | 5 | 2 | 124 | 1 | 6 | 97 | 15 | 265 |
| 4:30 PM | 1 | 1 | 9 | 5 | 0 | 5 | 9 | 127 | 4 | 4 | 110 | 21 | 296 |
| 4:45 PM | 1 | 1 | 6 | 7 | 1 | 7 | 3 | 124 | 3 | 4 | 112 | 9 | 278 |
| 5:00 PM | 0 | 0 | 2 | 4 | 0 | 9 | 12 | 139 | 2 | 5 | 114 | 8 | 295 |
| 5:15 PM | 1 | 0 | 3 | 8 | 1 | 2 | 3 | 151 | 2 | 5 | 138 | 16 | 330 |
| 5:30 PM | 2 | 0 | 9 | 10 | 2 | 8 | 7 | 124 | 4 | 5 | 114 | 17 | 302 |
| 5:45 PM | 4 | 2 | 6 | 3 | 1 | 7 | 4 | 121 | 11 | 4 | 122 | 11 | 296 |
| 6:00 PM | | | | | | | | | | | | | |
| 6:15 PM | | | | | | | | | | | | | |
| 6:30 PM | | | | | | | | | | | | | |
| 6:45 PM | | | | | | | | | | | | | |

| TOTAL | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
|------------|-------|------|-------|-------|------|-------|------|-------|------|------|-------|------|-------|
| Volumes | 10 | 5 | 51 | 48 | 7 | 46 | 45 | 1026 | 34 | 42 | 882 | 100 | 2296 |
| Approach % | 15.15 | 7.58 | 77.27 | 47.52 | 6.93 | 45.54 | 4.07 | 92.85 | 3.08 | 4.10 | 86.13 | 9.77 | |
| App/Depart | 66 | / | 150 | 101 | / | 83 | 1105 | / | 1125 | 1024 | / | 938 | |

PM Peak Hr Begins at: 500 PM

PEAK

| | | | | | | | | | | | | | |
|------------|-------|------|-------|-------|------|-------|------|-------|------|------|-------|------|------|
| Volumes | 7 | 2 | 20 | 25 | 4 | 26 | 26 | 535 | 19 | 19 | 488 | 52 | 1223 |
| Approach % | 24.14 | 6.90 | 68.97 | 45.45 | 7.27 | 47.27 | 4.48 | 92.24 | 3.28 | 3.40 | 87.30 | 9.30 | |

PEAK HR.

| | | | | | |
|---------|-------|-------|-------|-------|-------|
| FACTOR: | 0.604 | 0.688 | 0.929 | 0.879 | 0.927 |
|---------|-------|-------|-------|-------|-------|

CONTROL: **2-WAY STOP (EB & WB)**

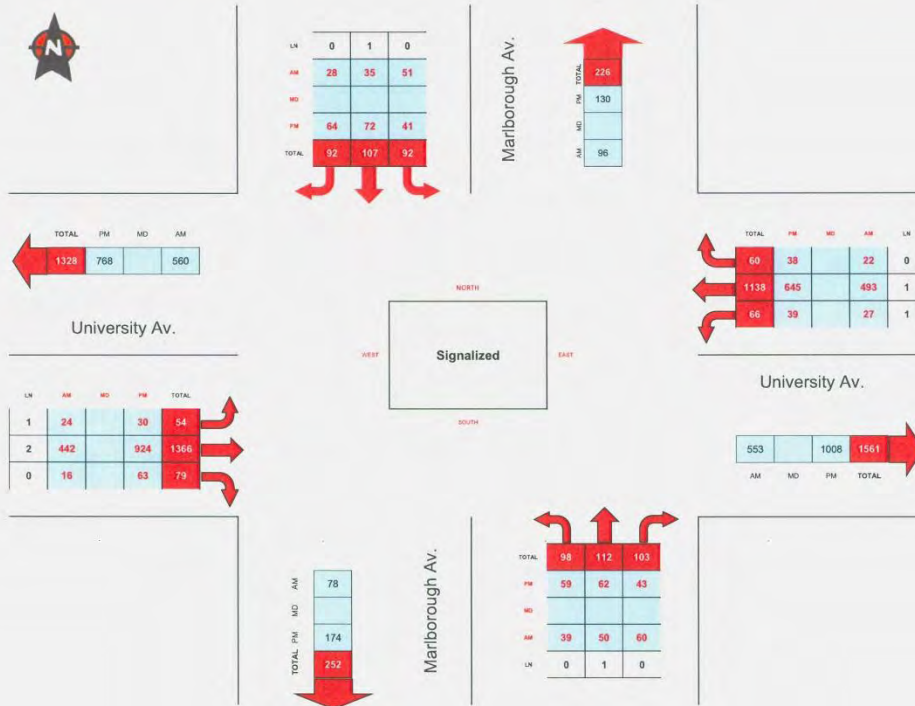
COMMENT 1: 0

COMMENT 2: 0

PEAK HOUR ITM SUMMARY

#IC 255-256-07 Marlborough Av. & University Av.

| | | | | | |
|----------------|-----------------|------------|------------------------------|----------|---------|
| CLIENT PRJ #: | IC 255-256-07 | QTD PRJ #: | 070866 | AM PEAK: | 1015 AM |
| NORTH / SOUTH: | Marlborough Av. | DATE: | Wednesday, November 07, 2007 | MD PEAK: | #REF! |
| EAST / WEST: | University Av. | VICINITY: | San Diego, CA | PM PEAK: | 500 PM |



| | | | | | | | | | | | |
|----------|----------|----|----------|----------|---|----|---|----------|---------|----|---------|
| AM COUNT | 10:00 AM | TO | 12:00 PM | MD COUNT | - | TO | - | PM COUNT | 4:00 PM | TO | 6:00 PM |
|----------|----------|----|----------|----------|---|----|---|----------|---------|----|---------|



QUALITY TRAFFIC DATA, LLC

923 South Wooster Street, Suite 4, Los Angeles, CA, 90035

Phone: 310-341-0019 Fax: 310-807-9247 Info@QualityTrafficData.com

VEHICLE TURNING MOVEMENT COUNT

#IC 255-256-07 Marlborough Av. & University Av. - AM PEAK

| | | | |
|----------------|-----------------|------------|------------------------------|
| CLIENT PRJ #: | IC 255-256-07 | QTO PRJ #: | 070866 |
| NORTH / SOUTH: | Marlborough Av. | DATE: | Wednesday, November 07, 2007 |
| EAST / WEST: | University Av. | VICINITY: | San Diego, CA |

| DIRECTION: | NL | NT | NW | SL | ST | SW | EL | ET | EW | NL | WT | WL | TOTALS: |
|------------|----|----|----|----|----|----|----|-----|----|----|-----|----|---------|
| LANES: | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | |
| 6:00 AM | | | | | | | | | | | | | |
| 6:15 AM | | | | | | | | | | | | | |
| 6:30 AM | | | | | | | | | | | | | |
| 6:45 AM | | | | | | | | | | | | | |
| 7:00 AM | | | | | | | | | | | | | |
| 7:15 AM | | | | | | | | | | | | | |
| 7:30 AM | | | | | | | | | | | | | |
| 7:45 AM | | | | | | | | | | | | | |
| 8:00 AM | | | | | | | | | | | | | |
| 8:15 AM | | | | | | | | | | | | | |
| 8:30 AM | | | | | | | | | | | | | |
| 8:45 AM | | | | | | | | | | | | | |
| 9:00 AM | | | | | | | | | | | | | |
| 9:15 AM | | | | | | | | | | | | | |
| 9:30 AM | | | | | | | | | | | | | |
| 9:45 AM | | | | | | | | | | | | | |
| 10:00 AM | 7 | 11 | 14 | 22 | 13 | 6 | 9 | 112 | 3 | 7 | 110 | 4 | 318 |
| 10:15 AM | 12 | 15 | 14 | 11 | 13 | 9 | 9 | 144 | 4 | 7 | 150 | 6 | 394 |
| 10:30 AM | 6 | 12 | 21 | 14 | 9 | 2 | 5 | 106 | 6 | 12 | 114 | 3 | 310 |
| 10:45 AM | 9 | 10 | 16 | 10 | 5 | 3 | 3 | 82 | 4 | 2 | 90 | 6 | 240 |
| 11:00 AM | 12 | 13 | 9 | 16 | 8 | 14 | 7 | 110 | 2 | 6 | 139 | 7 | 343 |
| 11:15 AM | 4 | 4 | 10 | 14 | 10 | 7 | 4 | 98 | 2 | 1 | 95 | 3 | 252 |
| 11:30 AM | 5 | 5 | 16 | 15 | 12 | 6 | 10 | 89 | 2 | 4 | 98 | 2 | 264 |
| 11:45 AM | 5 | 8 | 11 | 9 | 7 | 3 | 5 | 141 | 5 | 10 | 132 | 7 | 343 |
| 12:00 PM | | | | | | | | | | | | | |
| 12:15 PM | | | | | | | | | | | | | |
| 12:30 PM | | | | | | | | | | | | | |
| 12:45 PM | | | | | | | | | | | | | |
| 1:00 PM | | | | | | | | | | | | | |
| 1:15 PM | | | | | | | | | | | | | |
| 1:30 PM | | | | | | | | | | | | | |
| 1:45 PM | | | | | | | | | | | | | |
| 2:00 PM | | | | | | | | | | | | | |
| 2:15 PM | | | | | | | | | | | | | |
| 2:30 PM | | | | | | | | | | | | | |
| 2:45 PM | | | | | | | | | | | | | |
| 3:00 PM | | | | | | | | | | | | | |
| 3:15 PM | | | | | | | | | | | | | |
| 3:30 PM | | | | | | | | | | | | | |
| 3:45 PM | | | | | | | | | | | | | |
| 4:00 PM | | | | | | | | | | | | | |
| 4:15 PM | | | | | | | | | | | | | |
| 4:30 PM | | | | | | | | | | | | | |
| 4:45 PM | | | | | | | | | | | | | |
| 5:00 PM | | | | | | | | | | | | | |
| 5:15 PM | | | | | | | | | | | | | |
| 5:30 PM | | | | | | | | | | | | | |
| 5:45 PM | | | | | | | | | | | | | |
| 6:00 PM | | | | | | | | | | | | | |
| 6:15 PM | | | | | | | | | | | | | |
| 6:30 PM | | | | | | | | | | | | | |
| 6:45 PM | | | | | | | | | | | | | |

| VOLUME STATS: | NL | NT | NW | SL | ST | SW | EL | ET | EW | NL | WT | WL | TOTALS: |
|---------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---------|
| TOTAL: | 60 | 78 | 111 | 111 | 77 | 50 | 52 | 882 | 28 | 49 | 928 | 38 | 2464 |
| P.H.V.: | 39 | 50 | 60 | 51 | 35 | 28 | 24 | 442 | 16 | 27 | 493 | 22 | 1287 |
| P.H.F.: | 0.650 | 0.641 | 0.541 | 0.459 | 0.455 | 0.560 | 0.462 | 0.501 | 0.571 | 0.551 | 0.531 | 0.526 | 0.522 |

(1) Peak Hour Volume (Noon Peak Hour begins at: 1015 AM)

(2) Peak Hour Factor (aggregate)



QUALITY TRAFFIC

923 South Wooster Street, Suite 4, Los Angeles, CA, 90035

Phone: 310-341-0019 Fax: 310-807-9247 Info@QualityTrafficData.com

VEHICLE TURNING MOVEMENT COUNT

#C 255-256-07 Marlborough Av. & University Av. - PM PEAK

| | | | |
|----------------|-----------------|------------|------------------------------|
| CLIENT PRJ #: | IC 255-256-07 | QTD PRJ #: | 070866 |
| NORTH / SOUTH: | Marlborough Av. | DATE: | Wednesday, November 07, 2007 |
| EAST / WEST: | University Av. | VICINITY: | San Diego, CA |

| DIRECTION: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTALS: |
|---------------|-------|-----|----|-------|-----|-----|-------|------|-----|-------|------|----|---------|
| LANES: | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | |
| 6:00 AM | | | | | | | | | | | | | |
| 6:15 AM | | | | | | | | | | | | | |
| 6:30 AM | | | | | | | | | | | | | |
| 6:45 AM | | | | | | | | | | | | | |
| 7:00 AM | | | | | | | | | | | | | |
| 7:15 AM | | | | | | | | | | | | | |
| 7:30 AM | | | | | | | | | | | | | |
| 7:45 AM | | | | | | | | | | | | | |
| 8:00 AM | | | | | | | | | | | | | |
| 8:15 AM | | | | | | | | | | | | | |
| 8:30 AM | | | | | | | | | | | | | |
| 8:45 AM | | | | | | | | | | | | | |
| 9:00 AM | | | | | | | | | | | | | |
| 9:15 AM | | | | | | | | | | | | | |
| 9:30 AM | | | | | | | | | | | | | |
| 9:45 AM | | | | | | | | | | | | | |
| 10:00 AM | | | | | | | | | | | | | |
| 10:15 AM | | | | | | | | | | | | | |
| 10:30 AM | | | | | | | | | | | | | |
| 10:45 AM | | | | | | | | | | | | | |
| 11:00 AM | | | | | | | | | | | | | |
| 11:15 AM | | | | | | | | | | | | | |
| 11:30 AM | | | | | | | | | | | | | |
| 11:45 AM | | | | | | | | | | | | | |
| 12:00 PM | | | | | | | | | | | | | |
| 12:15 PM | | | | | | | | | | | | | |
| 12:30 PM | | | | | | | | | | | | | |
| 12:45 PM | | | | | | | | | | | | | |
| 1:00 PM | | | | | | | | | | | | | |
| 1:15 PM | | | | | | | | | | | | | |
| 1:30 PM | | | | | | | | | | | | | |
| 1:45 PM | | | | | | | | | | | | | |
| 2:00 PM | | | | | | | | | | | | | |
| 2:15 PM | | | | | | | | | | | | | |
| 2:30 PM | | | | | | | | | | | | | |
| 2:45 PM | | | | | | | | | | | | | |
| 3:00 PM | | | | | | | | | | | | | |
| 3:15 PM | | | | | | | | | | | | | |
| 3:30 PM | | | | | | | | | | | | | |
| 3:45 PM | | | | | | | | | | | | | |
| 4:00 PM | 11 | 17 | 11 | 8 | 26 | 15 | 4 | 146 | 18 | 1 | 121 | 10 | 388 |
| 4:15 PM | 6 | 15 | 17 | 8 | 27 | 16 | 13 | 194 | 15 | 0 | 95 | 15 | 421 |
| 4:30 PM | 10 | 13 | 16 | 12 | 27 | 19 | 19 | 236 | 14 | 2 | 118 | 10 | 496 |
| 4:45 PM | 12 | 12 | 10 | 11 | 39 | 18 | 16 | 236 | 14 | 1 | 123 | 11 | 503 |
| 5:00 PM | 21 | 21 | 11 | 9 | 18 | 13 | 4 | 229 | 24 | 10 | 154 | 7 | 521 |
| 5:15 PM | 13 | 14 | 16 | 7 | 20 | 20 | 8 | 262 | 10 | 6 | 172 | 10 | 558 |
| 5:30 PM | 13 | 14 | 7 | 14 | 20 | 20 | 8 | 195 | 17 | 15 | 165 | 10 | 498 |
| 5:45 PM | 12 | 13 | 9 | 11 | 14 | 11 | 10 | 238 | 12 | 8 | 154 | 11 | 503 |
| 6:00 PM | | | | | | | | | | | | | |
| 6:15 PM | | | | | | | | | | | | | |
| 6:30 PM | | | | | | | | | | | | | |
| 6:45 PM | | | | | | | | | | | | | |
| VOLUME STATS: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | |
| TOTAL: | 98 | 119 | 97 | 80 | 191 | 132 | 82 | 1736 | 124 | 43 | 1102 | 84 | 3888 |
| P.H.V: | 59 | 62 | 43 | 41 | 72 | 64 | 30 | 924 | 63 | 39 | 645 | 38 | 2080 |
| P.H.F: | 0.774 | | | 0.819 | | | 0.908 | | | 0.950 | | | 0.932 |

(1) Peak Hour Volume (Noon Peak Hour begins at: 500 PM)
(2) Peak Hour Factor (aggregate)



QUALITY TRAFFIC DATA.

923 South Wooster Street, Suite 4, Los Angeles, CA, 90035

Phone: 310-341-0019 Fax: 310-807-9247 Info@QualityTrafficData.com

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CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

Page# 3

| | | | | | | |
|---|--------------|--------------|-------------|-------------------|----------|--|
| District 11 | County SD | Route 015 | Prefix M | Postmile 4.925 | Leg F | Traffic Station: Location Type: Ramp Connection Lanes: Lane Code: |
| Location Description SEG NE OFF TO EL CAJON BLVD | | | | | | |

| 7-Day Periods | | | 5-Day Periods | | |
|---------------|-------------|---------------|---------------|-------------|-----------------|
| NORTH | | | NORTH | | |
| | 7-Day Total | Daily Average | | 5-Day Total | Weekday Average |
| 1st | 52582 | 7512 | 1st | 40034 | 8007 |
| 2nd | | | 2nd | | |
| 3rd | | | 3rd | | |
| 4th | | | 4th | | |

CALTRANS TRAFFIC VOLUMES

REPORT : OTM32520

REPORT TITLE : Detail All Vehicle Hourly Count

PARAMETERS :

FROM DATE : 11/14/2006

TO DATE : 11/20/2006

Range :

| Dist | Co. | Route | Sfx | Pfx | Pm | Hg | Leg |
|------|-----|-------|-----|-----|-------|----|-----|
| 11 | SD | 015 | | M | 4.924 | | |
| 11 | SD | 015 | | M | 4.925 | | |

Other :

| | | |
|-----------------|-----------------|---------|
| Location Types: | Traffic Station | Exclude |
| | Profile | Exclude |
| | Ramp | Include |
| | Trend | Exclude |

SR-15 STATION AREA PLANNING STUDY – FINAL MOBILITY ANALYSIS EXISTING CONDITIONS TECHNICAL MEMO

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CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

Page# 2

| | | | | | |
|---|--------|-------|--------|----------|-----|
| District | County | Route | Prefix | Postmile | Leg |
| 11 | SD | 015 | M | 4.925 | F |
| Location Description SEG NE OFF TO EL CAJON BLVD | | | | | |

| | |
|------------------|-----------------|
| Traffic Station: | |
| Location Type: | Ramp Connection |
| Lanes: | |
| Lane Code: | |

Direction of Count: North

| Year | Tue | Wed | Thu | Fri | Sat | Sun | Mon |
|-----------------|--------|--------|--------|--------|--------|--------|--------|
| 2006 | NOV 14 | NOV 15 | NOV 16 | NOV 17 | NOV 18 | NOV 19 | NOV 20 |
| 0-1 | 42 A | 70 A | 64 A | 76 A | 148 A | 115 A | 56 A |
| 1-2 | 44 A | 62 A | 51 A | 79 A | 81 A | 104 A | 51 A |
| 2-3 | 36 A | 41 A | 45 A | 38 A | 81 A | 90 A | 47 A |
| 3-4 | 46 A | 52 A | 56 A | 66 A | 53 A | 53 A | 46 A |
| 4-5 | 94 A | 78 A | 75 A | 85 A | 80 A | 51 A | 97 A |
| 5-6 | 299 A | 320 A | 326 A | 323 A | 147 A | 93 A | 325 A |
| 6-7 | 485 A | 483 A | 515 A | 530 A | 212 A | 118 A | 513 A |
| 7-8 | 587 A | 593 A | 576 A | 577 A | 287 A | 184 A | 515 A |
| 8-9 | 542 A | 548 A | 510 A | 480 A | 363 A | 216 A | 457 A |
| 9-10 | 404 A | 426 A | 474 A | 425 A | 393 A | 307 A | 435 A |
| 10-11 | 371 A | 428 A | 374 A | 410 A | 430 A | 354 A | 375 A |
| 11-12 | 395 A | 397 A | 444 A | 410 A | 448 A | 399 A | 444 A |
| 12-13 | 477 A | 496 A | 435 A | 491 A | 550 A | 414 A | 491 A |
| 13-14 | 461 A | 522 A | 475 A | 530 A | 462 A | 420 A | 483 A |
| 14-15 | 622 A | 564 A | 478 A | 514 A | 469 A | 382 A | 465 A |
| 15-16 | 803 A | 515 A | 533 A | 556 A | 440 A | 375 A | 471 A |
| 16-17 | 585 A | 541 A | 489 A | 584 A | 473 A | 383 A | 441 A |
| 17-18 | 589 A | 519 A | 556 A | 554 A | 424 A | 338 A | 490 A |
| 18-19 | 406 A | 422 A | 420 A | 471 A | 383 A | 289 A | 426 A |
| 19-20 | 271 A | 273 A | 327 A | 327 A | 301 A | 212 A | 284 A |
| 20-21 | 216 A | 223 A | 245 A | 289 A | 242 A | 203 A | 234 A |
| 21-22 | 186 A | 209 A | 220 A | 232 A | 203 A | 200 A | 180 A |
| 22-23 | 109 A | 116 A | 169 A | 185 A | 187 A | 147 A | 136 A |
| 23-24 | 64 A | 92 A | 85 A | 166 A | 164 A | 80 A | 108 A |
| Day Total | 8134 A | 7990 A | 7942 A | 8398 A | 7021 A | 5527 A | 7570 A |
| AM Peak Hour | 07-08 | 07-08 | 07-08 | 07-08 | 11-12 | 11-12 | 07-08 |
| AM Peak Traffic | 587 | 593 | 576 | 577 | 448 | 399 | 515 |
| PM Peak Hour | 15-16 | 14-15 | 17-18 | 16-17 | 12-13 | 13-14 | 12-13 |
| PM Peak Traffic | 803 | 564 | 556 | 584 | 550 | 420 | 491 |

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CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

Page# 3

| | | | | | | |
|--------------------------|--------|-------|--------|----------|-----|--------------------------------|
| District | County | Route | Prefix | Postmile | Leg | Traffic Station: |
| 11 | SD | 015 | M | 4.542 | F | Location Type: Ramp Connection |
| Location Description | | | | | | Lanes: |
| NE OFF TO UNIVERSITY AVE | | | | | | Lane Code: |

| 7-Day Periods | | | 5-Day Periods | | |
|---------------|---------------|------|---------------|-----------------|------|
| NORTH | | | NORTH | | |
| 7-Day Total | Daily Average | | 5-Day Total | Weekday Average | |
| 1st | 66853 | 9550 | 1st | 47634 | 9527 |
| 2nd | | | 2nd | | |
| 3rd | | | 3rd | | |
| 4th | | | 4th | | |

CALTRANS TRAFFIC VOLUMES

REPORT : OTM32520
REPORT TITLE : Detail All Vehicle Hourly Count
PARAMETERS :
FROM DATE : 11/14/2006
TO DATE : 11/20/2006

Range :

| Dist | Co. | Route | Sfx | Pfx | Pm | Hg | Leg |
|------|-----|-------|-----|-----|-------|----|-----|
| 11 | SD | 015 | | M | 4.541 | | |
| 11 | SD | 015 | | M | 4.542 | | |

Other :

| | | |
|-----------------|-----------------|---------|
| Location Types: | Traffic Station | Exclude |
| | Profile | Exclude |
| | Ramp | Include |
| | Trend | Exclude |

SR-15 STATION AREA PLANNING STUDY – FINAL MOBILITY ANALYSIS EXISTING CONDITIONS TECHNICAL MEMO

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CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

Page# 2

| | | | | | |
|--|--------|-------|--------|----------|-----|
| District | County | Route | Prefix | Postmile | Leg |
| 11 | SD | 015 | M | 4.542 | F |
| Location Description NE OFF TO UNIVERSITY AVE | | | | | |

| | |
|------------------|-----------------|
| Traffic Station: | |
| Location Type: | Ramp Connection |
| Lanes: | |
| Lane Code: | |

Direction of Count: North

| Year | Tue | Wed | Thu | Fri | Sat | Sun | Mon |
|-----------------|--------|--------|--------|---------|---------|--------|--------|
| 2006 | NOV 14 | NOV 15 | NOV 16 | NOV 17 | NOV 18 | NOV 19 | NOV 20 |
| 0-1 | 101 A | 98 A | 115 A | 110 A | 245 A | 225 A | 106 A |
| 1-2 | 64 A | 58 A | 54 A | 85 A | 162 A | 178 A | 57 A |
| 2-3 | 53 A | 47 A | 57 A | 69 A | 101 A | 123 A | 62 A |
| 3-4 | 37 A | 26 A | 43 A | 37 A | 57 A | 82 A | 43 A |
| 4-5 | 68 A | 65 A | 67 A | 80 A | 80 A | 73 A | 66 A |
| 5-6 | 209 A | 191 A | 223 A | 228 A | 143 A | 100 A | 217 A |
| 6-7 | 321 A | 304 A | 359 A | 349 A | 216 A | 129 A | 349 A |
| 7-8 | 394 A | 355 A | 397 A | 453 A | 309 A | 217 A | 369 A |
| 8-9 | 419 A | 504 A | 521 A | 512 A | 447 A | 332 A | 469 A |
| 9-10 | 433 A | 441 A | 472 A | 455 A | 483 A | 444 A | 475 A |
| 10-11 | 442 A | 410 A | 444 A | 426 A | 540 A | 544 A | 468 A |
| 11-12 | 482 A | 498 A | 512 A | 488 A | 610 A | 540 A | 467 A |
| 12-13 | 503 A | 529 A | 504 A | 556 A | 660 A | 652 A | 519 A |
| 13-14 | 513 A | 553 A | 560 A | 601 A | 657 A | 660 A | 566 A |
| 14-15 | 611 A | 600 A | 610 A | 669 A | 718 A | 628 A | 599 A |
| 15-16 | 733 A | 802 A | 778 A | 818 A | 711 A | 632 A | 755 A |
| 16-17 | 729 E | 722 A | 731 A | 754 A | 679 A | 598 A | 749 A |
| 17-18 | 692 A | 698 A | 758 A | 711 A | 665 A | 610 A | 739 A |
| 18-19 | 590 A | 600 A | 592 A | 654 A | 630 A | 558 A | 645 A |
| 19-20 | 524 E | 530 A | 512 A | 579 A | 526 A | 482 A | 509 A |
| 20-21 | 418 A | 400 A | 422 A | 477 A | 406 A | 439 A | 371 A |
| 21-22 | 409 E | 414 A | 403 A | 469 A | 435 A | 372 A | 371 A |
| 22-23 | 227 A | 256 A | 322 A | 367 A | 364 A | 281 A | 268 A |
| 23-24 | 133 E | 170 A | 185 A | 251 A | 305 A | 171 A | 180 A |
| Day Total | 9105 E | 9271 A | 9641 A | 10198 A | 10149 A | 9070 A | 9419 A |
| AM Peak Hour | 11-12 | 08-09 | 08-09 | 08-09 | 11-12 | 10-11 | 09-10 |
| AM Peak Traffic | 482 | 504 | 521 | 512 | 610 | 544 | 475 |
| PM Peak Hour | 15-16 | 15-16 | 15-16 | 15-16 | 14-15 | 13-14 | 15-16 |
| PM Peak Traffic | 733 | 802 | 778 | 818 | 718 | 660 | 755 |

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CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

Page# 3

| | | | | | | |
|------------------------|--------|-------|--------|----------|-----|--------------------------------|
| District | County | Route | Prefix | Postmile | Leg | Traffic Station: |
| 11 | SD | 015 | M | 5.160 | N | Location Type: Ramp Connection |
| Location Description | | | | | | Lanes: |
| NE ON FR EL CAJON BLVD | | | | | | Lane Code: |

| 7-Day Periods | | | 5-Day Periods | | |
|---------------|---------------|------|---------------|-----------------|------|
| NORTH | | | NORTH | | |
| 7-Day Total | Daily Average | | 5-Day Total | Weekday Average | |
| 1st | 54456 | 7779 | 1st | 41886 | 8377 |
| 2nd | | | 2nd | | |
| 3rd | | | 3rd | | |
| 4th | | | 4th | | |

CALTRANS TRAFFIC VOLUMES

REPORT : OTM32520
REPORT TITLE : Detail All Vehicle Hourly Count
PARAMETERS :
FROM DATE : 11/01/2006
TO DATE : 11/30/2006

Range :

| Dist | Co. | Route | Sfx | Pfx | Pm | Hg | Leg |
|------|-----|-------|-----|-----|-------|----|-----|
| 11 | SD | 015 | | M | 5.159 | | |
| 11 | SD | 015 | | M | 5.16 | | |

Other :

| | | |
|-----------------|-----------------|---------|
| Location Types: | Traffic Station | Exclude |
| | Profile | Exclude |
| | Ramp | Include |
| | Trend | Exclude |

SR-15 STATION AREA PLANNING STUDY – FINAL MOBILITY ANALYSIS EXISTING CONDITIONS TECHNICAL MEMO

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CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

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| | | | | | | |
|--|--------------|--------------|-------------|-------------------|----------|--------------------------------|
| District 11 | County SD | Route 015 | Prefix M | Postmile 5.160 | Leg N | Traffic Station: |
| Location Description NB ON FR EL CAJON BLVD | | | | | | Location Type: Ramp Connection |
| | | | | | | Lanes: |
| | | | | | | Lane Code: |

Direction of Count: North

| Year | Thu | Fri | Sat | Sun | Mon | Tue | Wed | Thu |
|-----------------|--------|--------|--------|--------|--------|--------|--------|--------|
| 2006 | NOV 09 | NOV 10 | NOV 11 | NOV 12 | NOV 13 | NOV 14 | NOV 15 | NOV 16 |
| 0-1 | | 127 A | 159 A | 147 A | 74 A | 91 A | 95 A | 108 A |
| 1-2 | | 75 A | 125 A | 115 A | 59 A | 74 A | 77 A | 68 A |
| 2-3 | | 61 A | 100 A | 97 A | 52 A | 45 A | 66 A | 67 A |
| 3-4 | | 42 A | 57 A | 60 A | 20 A | 26 A | 34 A | 42 A |
| 4-5 | | 44 A | 46 A | 40 A | 37 A | 62 A | 50 A | 66 A |
| 5-6 | | 101 A | 59 A | 34 A | 108 A | 125 A | 129 A | 131 A |
| 6-7 | | 199 A | 159 A | 66 A | 209 A | 248 A | 228 A | 269 A |
| 7-8 | | 242 A | 275 A | 122 A | 322 A | 448 A | 496 A | 450 A |
| 8-9 | | 335 A | 330 A | 181 A | 354 A | 436 A | 434 E | 423 A |
| 9-10 | | 354 A | 389 A | 257 A | 336 A | 486 A | 479 A | 476 A |
| 10-11 | | 355 A | 416 A | 321 A | 343 A | 441 A | 461 A | 423 A |
| 11-12 | | 396 A | 445 A | 319 A | 376 A | 518 A | 487 A | 508 A |
| 12-13 | 411 A | 441 A | 485 A | 362 A | 385 A | 487 A | 473 E | 480 A |
| 13-14 | 406 A | 430 A | 472 A | 333 A | 433 A | 488 A | 491 E | 510 A |
| 14-15 | 451 A | 413 A | 410 A | 379 A | 482 E | 613 A | 595 A | 608 A |
| 15-16 | 539 A | 525 A | 418 A | 389 A | 724 A | 731 A | 714 A | 708 A |
| 16-17 | 503 A | 483 A | 452 A | 376 A | 688 A | 591 A | 647 A | 649 A |
| 17-18 | 553 A | 548 A | 421 A | 386 A | 616 A | 700 A | 677 A | 687 A |
| 18-19 | 397 A | 421 A | 389 A | 387 A | 509 A | 533 A | 554 A | 526 A |
| 19-20 | 394 A | 438 A | 352 A | 335 A | 443 A | 442 A | 510 A | 522 A |
| 20-21 | 329 A | 334 A | 284 A | 290 A | 374 A | 387 A | 388 A | 426 A |
| 21-22 | 303 A | 285 A | 296 A | 246 A | 376 A | 371 A | 389 A | 412 A |
| 22-23 | 261 A | 304 A | 262 A | 193 A | 262 A | 270 A | 292 A | 318 A |
| 23-24 | 181 A | 270 A | 189 A | 145 A | 191 A | 210 A | 222 A | 202 A |
| Day Total | 4728 P | 7223 A | 6990 A | 5580 A | 7773 E | 8823 A | 8988 E | 9079 A |
| AM Peak Hour | - | 11-12 | 11-12 | 10-11 | 11-12 | 11-12 | 07-08 | 11-12 |
| AM Peak Traffic | - | 396 | 445 | 321 | 376 | 518 | 496 | 508 |
| PM Peak Hour | 17-18 | 17-18 | 12-13 | 15-16 | 15-16 | 15-16 | 15-16 | 15-16 |
| PM Peak Traffic | 553 | 548 | 485 | 389 | 724 | 731 | 714 | 708 |

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CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

Page# 3

| | | | | | | |
|---|--------------|--------------|-------------|-------------------|----------|--------------------------------|
| District 11 | County SD | Route 015 | Prefix M | Postmile 4.749 | Leg N | Traffic Station: |
| Location Description SEG NB ON FR UNIVERSITY AVE | | | | | | Location Type: Ramp Connection |
| | | | | | | Lanes: |
| | | | | | | Lane Code: |

| 7-Day Periods | | | 5-Day Periods | | |
|---------------|-------------|---------------|---------------|-------------|-----------------|
| NORTH | | | NORTH | | |
| | 7-Day Total | Daily Average | | 5-Day Total | Weekday Average |
| 1st | 67470 | 9639 | 1st | 51755 | 10351 |
| 2nd | | | 2nd | | |
| 3rd | | | 3rd | | |
| 4th | | | 4th | | |

CALTRANS TRAFFIC VOLUMES

REPORT : OTM32520
REPORT TITLE : Detail All Vehicle Hourly Count
PARAMETERS :
FROM DATE : 11/14/2006
TO DATE : 11/20/2006

Range :

| Dist | Co. | Route | Sfx | Pfx | Pm | Hg | Leg |
|------|-----|-------|-----|-----|-------|----|-----|
| 11 | SD | 015 | | M | 4.748 | | |
| 11 | SD | 015 | | M | 4.749 | | |

Other :

| | | |
|-----------------|-----------------|---------|
| Location Types: | Traffic Station | Exclude |
| | Profile | Exclude |
| | Ramp | Include |
| | Trend | Exclude |

SR-15 STATION AREA PLANNING STUDY – FINAL MOBILITY ANALYSIS EXISTING CONDITIONS TECHNICAL MEMO

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CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

Page# 2

| | | | | | | |
|---|--------------|--------------|-------------|-------------------|----------|--------------------------------|
| District 11 | County SD | Route 015 | Prefix M | Postmile 4.749 | Leg N | Traffic Station: |
| Location Description SEG NB ON FR UNIVERSITY AVE | | | | | | Location Type: Ramp Connection |
| | | | | | | Lanes: |
| | | | | | | Lane Code: |

Direction of Count: North

| Year | Tue | Wed | Thu | Fri | Sat | Sun | Mon |
|-----------------|---------|---------|---------|---------|--------|--------|--------|
| 2006 | NOV 14 | NOV 15 | NOV 16 | NOV 17 | NOV 18 | NOV 19 | NOV 20 |
| 0-1 | 65 A | 55 A | 85 A | 76 A | 118 A | 121 A | 67 A |
| 1-2 | 50 A | 68 A | 70 A | 61 A | 101 A | 92 A | 48 A |
| 2-3 | 41 A | 46 A | 47 A | 53 A | 79 A | 79 A | 50 A |
| 3-4 | 51 A | 63 A | 69 A | 71 A | 63 A | 69 A | 72 A |
| 4-5 | 143 A | 163 A | 148 A | 168 A | 107 A | 65 A | 120 A |
| 5-6 | 564 A | 546 A | 532 A | 568 A | 206 A | 109 A | 548 A |
| 6-7 | 963 A | 957 A | 1059 A | 983 A | 381 A | 214 A | 940 A |
| 7-8 | 969 A | 1007 A | 1080 A | 967 A | 493 A | 285 A | 919 A |
| 8-9 | 723 A | 753 A | 702 A | 763 A | 531 A | 352 A | 678 A |
| 9-10 | 651 A | 535 A | 551 A | 542 A | 517 A | 398 A | 543 A |
| 10-11 | 485 A | 515 A | 488 A | 501 A | 509 A | 438 A | 477 A |
| 11-12 | 451 A | 446 A | 455 A | 540 A | 549 A | 446 A | 435 A |
| 12-13 | 490 A | 511 A | 478 A | 593 A | 529 A | 477 A | 439 A |
| 13-14 | 470 A | 537 A | 538 A | 525 A | 556 A | 488 A | 505 A |
| 14-15 | 539 A | 572 A | 542 A | 578 A | 528 A | 517 A | 501 A |
| 15-16 | 590 A | 593 A | 639 A | 583 A | 533 A | 452 A | 610 A |
| 16-17 | 624 A | 603 A | 604 A | 666 A | 496 A | 506 A | 580 A |
| 17-18 | 642 A | 696 A | 643 A | 651 A | 502 A | 413 A | 616 A |
| 18-19 | 448 A | 504 A | 476 A | 566 A | 433 A | 345 A | 470 A |
| 19-20 | 366 A | 358 A | 347 A | 427 A | 370 A | 337 A | 355 A |
| 20-21 | 275 A | 278 A | 263 A | 324 A | 280 A | 265 A | 305 A |
| 21-22 | 239 A | 262 A | 269 A | 307 A | 309 A | 250 A | 281 A |
| 22-23 | 165 A | 198 A | 198 A | 270 A | 282 A | 199 A | 183 A |
| 23-24 | 111 A | 144 A | 133 A | 165 A | 195 A | 131 A | 124 A |
| Day Total | 10115 A | 10410 A | 10416 A | 10948 A | 8667 A | 7048 A | 9866 A |
| AM Peak Hour | 07-08 | 07-08 | 07-08 | 06-07 | 11-12 | 11-12 | 06-07 |
| AM Peak Traffic | 969 | 1007 | 1080 | 983 | 549 | 446 | 940 |
| PM Peak Hour | 17-18 | 17-18 | 17-18 | 16-17 | 13-14 | 14-15 | 17-18 |
| PM Peak Traffic | 642 | 696 | 643 | 666 | 556 | 517 | 616 |

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CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

Page# 3

| | | | | | | |
|---|--------------|--------------|-------------|-------------------|----------|--------------------------------|
| District 11 | County SD | Route 015 | Prefix M | Postmile 5.150 | Leg F | Traffic Station: |
| Location Description SE OFF TO EL CAJON BLVD | | | | | | Location Type: Ramp Connection |
| | | | | | | Lanes: |
| | | | | | | Lane Code: |

| 7-Day Periods | | | 5-Day Periods | | |
|---------------|---------------|------|---------------|-----------------|------|
| SOUTH | | | SOUTH | | |
| 7-Day Total | Daily Average | | 5-Day Total | Weekday Average | |
| 1st | 56965 | 8138 | 1st | 43685 | 8737 |
| 2nd | | | 2nd | | |
| 3rd | | | 3rd | | |
| 4th | | | 4th | | |

CALTRANS TRAFFIC VOLUMES

REPORT : OTM32520
REPORT TITLE : Detail All Vehicle Hourly Count
PARAMETERS :
FROM DATE : 11/14/2006
TO DATE : 11/20/2006

Range :

| Dist | Co. | Route | Sfx | Pfx | Pm | Hg | Leg |
|------|-----|-------|-----|-----|-------|----|-----|
| 11 | SD | 015 | | M | 5.149 | | |
| 11 | SD | 015 | | M | 5.15 | | |

Other :

| | | |
|-----------------|-----------------|---------|
| Location Types: | Traffic Station | Exclude |
| | Profile | Exclude |
| | Ramp | Include |
| | Trend | Exclude |

SR-15 STATION AREA PLANNING STUDY – FINAL MOBILITY ANALYSIS EXISTING CONDITIONS TECHNICAL MEMO

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CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

Page# 2

| District | County | Route | Prefix | Postmile | Leg | Traffic Station: |
|-------------------------|--------|-------|--------|----------|-----|--------------------------------|
| 11 | SD | 015 | M | 5.150 | F | Location Type: Ramp Connection |
| Location Description | | | | | | Lanes: |
| SB OFF TO EL CAJON BLVD | | | | | | Lane Code: |

Direction of Count: South

| Year | Tue | Wed | Thu | Fri | Sat | Sun | Mon |
|-----------------|--------|--------|--------|--------|--------|--------|--------|
| 2006 | NOV 14 | NOV 15 | NOV 16 | NOV 17 | NOV 18 | NOV 19 | NOV 20 |
| 0-1 | 76 A | 108 A | 115 A | 138 A | 185 A | 163 A | 65 A |
| 1-2 | 64 A | 76 A | 61 A | 62 A | 92 A | 120 A | 49 A |
| 2-3 | 39 A | 56 A | 53 A | 53 A | 80 A | 68 A | 35 A |
| 3-4 | 37 A | 25 A | 30 A | 46 A | 42 A | 67 A | 32 A |
| 4-5 | 40 A | 35 A | 32 A | 38 A | 50 A | 34 A | 46 A |
| 5-6 | 71 A | 63 A | 81 A | 63 A | 37 A | 45 A | 58 A |
| 6-7 | 160 A | 161 A | 162 A | 180 A | 91 A | 58 A | 142 A |
| 7-8 | 411 A | 366 A | 336 A | 365 A | 186 A | 109 A | 231 A |
| 8-9 | 377 A | 340 A | 352 A | 374 A | 293 A | 197 A | 335 A |
| 9-10 | 343 A | 366 A | 350 A | 372 A | 379 A | 249 A | 354 A |
| 10-11 | 342 A | 387 A | 362 A | 414 A | 447 A | 338 A | 371 A |
| 11-12 | 414 A | 403 A | 441 A | 459 A | 489 A | 358 A | 436 A |
| 12-13 | 462 A | 538 A | 482 A | 543 A | 627 A | 350 A | 525 A |
| 13-14 | 502 A | 573 A | 495 A | 599 A | 535 A | 417 A | 483 A |
| 14-15 | 627 A | 664 A | 639 A | 647 A | 564 A | 409 A | 633 A |
| 15-16 | 863 A | 815 A | 753 A | 825 A | 521 A | 452 A | 779 A |
| 16-17 | 896 A | 840 A | 817 A | 932 A | 549 A | 400 A | 808 A |
| 17-18 | 858 A | 861 A | 936 A | 939 A | 486 A | 396 A | 846 A |
| 18-19 | 637 A | 642 A | 672 A | 639 A | 401 A | 352 A | 579 A |
| 19-20 | 375 A | 398 A | 421 A | 435 A | 388 A | 271 A | 386 A |
| 20-21 | 359 A | 366 A | 330 A | 347 A | 298 A | 258 A | 354 A |
| 21-22 | 301 A | 315 A | 326 A | 331 A | 308 A | 274 A | 294 A |
| 22-23 | 224 A | 254 A | 231 A | 304 A | 292 A | 213 A | 196 A |
| 23-24 | 171 A | 179 A | 174 A | 251 A | 230 A | 112 A | 161 A |
| Day Total | 8649 A | 8831 A | 8651 A | 9356 A | 7570 A | 5710 A | 8198 A |
| AM Peak Hour | 11-12 | 11-12 | 11-12 | 11-12 | 11-12 | 11-12 | 11-12 |
| AM Peak Traffic | 414 | 403 | 441 | 459 | 489 | 358 | 436 |
| PM Peak Hour | 16-17 | 17-18 | 17-18 | 17-18 | 12-13 | 15-16 | 17-18 |
| PM Peak Traffic | 896 | 861 | 936 | 939 | 627 | 452 | 846 |

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CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

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| | | | | | | |
|--|--------------|--------------|-------------|-------------------|----------|--|
| District 11 | County SD | Route 015 | Prefix M | Postmile 4.755 | Leg F | Traffic Station: Location Type: Ramp Connection Lanes: Lane Code: |
| Location Description SEE SB OFF TO UNIVERSITY | | | | | | |

| 7-Day Periods | | | 5-Day Periods | | |
|---------------|---------------|------|---------------|-----------------|-------|
| SOUTH | | | SOUTH | | |
| 7-Day Total | Daily Average | | 5-Day Total | Weekday Average | |
| 1st | 67132 | 9590 | 1st | 51723 | 10345 |
| 2nd | 64947 | 9278 | 2nd | 50200 | 10040 |
| 3rd | | | 3rd | | |
| 4th | | | 4th | | |

CALTRANS TRAFFIC VOLUMES

REPORT : OTM32520
REPORT TITLE : Detail All Vehicle Hourly Count
PARAMETERS :
FROM DATE : 02/01/2005
TO DATE : 02/28/2005

Range :

| Dist | Co. | Route | Sfx | Pfx | Pm | Hg | Leg |
|------|-----|-------|-----|-----|-------|----|-----|
| 11 | SD | 015 | | M | 4.754 | | |
| 11 | SD | 015 | | M | 4.755 | | |

Other :

| | | |
|-----------------|-----------------|---------|
| Location Types: | Traffic Station | Exclude |
| | Profile | Exclude |
| | Ramp | Include |
| | Trend | Exclude |

SR-15 STATION AREA PLANNING STUDY – FINAL MOBILITY ANALYSIS EXISTING CONDITIONS TECHNICAL MEMO

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CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

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| | | | | | | |
|--|--------------|--------------|-------------|-------------------|----------|--------------------------------|
| District 11 | County SD | Route 015 | Prefix M | Postmile 4.755 | Leg F | Traffic Station: |
| Location Description SEB SB OFF TO UNIVERSITY | | | | | | Location Type: Ramp Connection |
| | | | | | | Lanes: |
| | | | | | | Lane Code: |

Direction of Count: South

| Year | Wed | Thu | Fri | Sat | Sun | Mon | Tue | Wed |
|-----------------|--------|---------|---------|--------|--------|--------|---------|---------|
| 2005 | FEB 02 | FEB 03 | FEB 04 | FEB 05 | FEB 06 | FEB 07 | FEB 08 | FEB 09 |
| 0-1 | | 122 A | 144 A | 212 A | 173 A | 106 A | 147 A | 200 A |
| 1-2 | | 71 A | 77 A | 126 A | 109 A | 71 A | 85 A | 93 A |
| 2-3 | | 53 A | 57 A | 94 A | 89 A | 40 A | 55 A | 69 A |
| 3-4 | | 37 A | 36 A | 61 A | 63 A | 26 A | 44 A | 46 A |
| 4-5 | | 40 A | 45 A | 61 A | 42 A | 37 A | 26 A | 39 A |
| 5-6 | | 97 A | 112 A | 77 A | 43 A | 93 A | 103 A | 117 A |
| 6-7 | | 274 A | 277 A | 124 A | 73 A | 259 A | 257 A | 255 A |
| 7-8 | | 443 A | 473 A | 222 A | 145 A | 449 A | 416 A | 454 A |
| 8-9 | | 479 A | 488 A | 351 A | 221 A | 475 A | 484 A | 461 A |
| 9-10 | 457 A | 414 A | 438 A | 418 A | 291 A | 429 A | 443 A | 423 A |
| 10-11 | 429 A | 408 A | 454 A | 483 A | 409 A | 429 A | 435 A | 429 A |
| 11-12 | 490 A | 447 A | 501 A | 519 A | 408 A | 487 A | 460 A | 500 A |
| 12-13 | 532 A | 512 A | 536 A | 572 A | 432 A | 525 A | 547 A | 524 A |
| 13-14 | 540 A | 522 A | 603 A | 562 A | 500 A | 514 A | 549 A | 539 A |
| 14-15 | 686 A | 741 A | 712 A | 653 A | 486 A | 689 A | 735 A | 704 A |
| 15-16 | 905 A | 924 A | 981 A | 658 A | 485 A | 917 A | 935 A | 954 A |
| 16-17 | 1031 A | 1041 A | 1074 A | 681 A | 428 A | 1062 A | 1038 A | 1061 A |
| 17-18 | 924 A | 928 A | 1021 A | 586 A | 441 A | 912 A | 960 A | 941 A |
| 18-19 | 796 A | 741 A | 759 A | 533 A | 370 A | 617 A | 726 A | 666 A |
| 19-20 | 475 A | 494 A | 571 A | 430 A | 385 A | 483 A | 475 A | 475 A |
| 20-21 | 418 A | 414 A | 454 A | 361 A | 398 A | 384 A | 427 A | 412 A |
| 21-22 | 420 A | 408 A | 399 A | 338 A | 342 A | 385 A | 449 A | 393 A |
| 22-23 | 268 A | 310 A | 383 A | 314 A | 253 A | 282 A | 450 A | 298 A |
| 23-24 | 196 A | 215 A | 277 A | 227 A | 160 A | 175 A | 313 A | 258 A |
| Day Total | 8567 P | 10135 A | 10872 A | 8663 A | 6746 A | 9846 A | 10559 A | 10311 A |
| AM Peak Hour | 11-12 | 08-09 | 11-12 | 11-12 | 10-11 | 11-12 | 08-09 | 11-12 |
| AM Peak Traffic | 490 | 479 | 501 | 519 | 409 | 487 | 484 | 500 |
| PM Peak Hour | 16-17 | 16-17 | 16-17 | 16-17 | 13-14 | 16-17 | 16-17 | 16-17 |
| PM Peak Traffic | 1031 | 1041 | 1074 | 681 | 500 | 1062 | 1038 | 1061 |

SR-15 STATION AREA PLANNING STUDY – FINAL MOBILITY ANALYSIS EXISTING CONDITIONS TECHNICAL MEMO

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CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

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| | | | | | | |
|--|--------------|--------------|-------------|-------------------|----------|--------------------------------|
| District 11 | County SD | Route 015 | Prefix M | Postmile 4.755 | Leg F | Traffic Station: |
| Location Description SEE SB OFF TO UNIVERSITY | | | | | | Location Type: Ramp Connection |
| | | | | | | Lanes: |
| | | | | | | Lane Code: |

Direction of Count: South

| Year | Thu | Fri | Sat | Sun | Mon | Tue | Wed |
|-----------------|---------|--------|--------|--------|---------|---------|---------|
| 2005 | FEB 10 | FEB 11 | FEB 12 | FEB 13 | FEB 14 | FEB 15 | FEB 16 |
| 0-1 | 169 A | 149 A | 188 A | 154 A | 111 A | 162 A | 124 A |
| 1-2 | 86 A | 100 A | 105 A | 105 A | 58 A | 78 A | 84 A |
| 2-3 | 62 A | 67 A | 88 A | 111 A | 48 A | 54 A | 60 A |
| 3-4 | 48 A | 40 A | 59 A | 54 A | 42 A | 43 A | 36 A |
| 4-5 | 40 A | 27 A | 40 A | 73 A | 31 A | 36 A | 42 A |
| 5-6 | 117 A | 109 A | 59 A | 53 A | 99 A | 110 A | 87 A |
| 6-7 | 260 A | 189 A | 122 A | 86 A | 291 A | 270 A | 266 A |
| 7-8 | 455 A | 373 A | 191 A | 130 A | 449 A | 440 A | 448 A |
| 8-9 | 472 A | 387 A | 275 A | 195 A | 427 A | 412 A | 442 A |
| 9-10 | 406 A | 346 A | 358 A | 263 A | 403 A | 451 A | 402 A |
| 10-11 | 390 A | 429 A | 414 A | 388 A | 414 A | 417 A | 429 C |
| 11-12 | 482 A | 473 A | 457 A | 414 A | 440 A | 445 A | 500 C |
| 12-13 | 519 A | 517 A | 514 A | 436 A | 548 A | 507 A | 524 C |
| 13-14 | 555 A | 620 A | 520 A | 486 A | 546 A | 492 A | 539 C |
| 14-15 | 705 A | 732 A | 554 A | 548 A | 725 A | 723 A | 704 C |
| 15-16 | 989 A | 857 A | 546 A | 532 A | 894 A | 954 A | 954 C |
| 16-17 | 1014 A | 879 A | 556 A | 512 A | 1054 A | 1020 A | 1061 C |
| 17-18 | 900 A | 881 A | 503 A | 589 A | 983 A | 980 A | 941 C |
| 18-19 | 712 A | 684 A | 502 A | 438 A | 744 A | 705 A | 666 C |
| 19-20 | 473 A | 504 A | 403 A | 408 A | 531 A | 450 A | 475 C |
| 20-21 | 431 A | 377 A | 337 A | 372 A | 420 A | 395 A | 412 C |
| 21-22 | 383 A | 380 A | 307 A | 331 A | 380 A | 415 A | 393 C |
| 22-23 | 295 A | 299 A | 305 A | 266 A | 284 A | 279 A | 298 C |
| 23-24 | 202 A | 258 A | 226 A | 174 A | 245 A | 208 A | 258 C |
| Day Total | 10165 A | 9677 A | 7629 A | 7118 A | 10167 A | 10046 A | 10145 C |
| AM Peak Hour | 11-12 | 11-12 | 11-12 | 11-12 | 07-08 | 09-10 | 11-12 |
| AM Peak Traffic | 482 | 473 | 457 | 414 | 449 | 451 | 500 |
| PM Peak Hour | 16-17 | 17-18 | 16-17 | 17-18 | 16-17 | 16-17 | 16-17 |
| PM Peak Traffic | 1014 | 881 | 556 | 589 | 1054 | 1020 | 1061 |

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CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

Page# 3

| District | County | Route | Prefix | Postmile | Leg | Traffic Station: |
|----------------------------|--------|-------|--------|----------|-----|--------------------------------|
| 11 | SD | 015 | M | 4.949 | N | Location Type: Ramp Connection |
| Location Description | | | | | | Lanes: |
| SEG SB ON FR EL CAJON BLVD | | | | | | Lane Code: |

7-Day Periods

SOUTH

| 7-Day Total | Daily Average |
|-------------|---------------|
| 1st | 51093 |
| 2nd | 7299 |
| 3rd | |
| 4th | |

5-Day Periods

SOUTH

| 5-Day Total | Weekday Average |
|-------------|-----------------|
| 1st | 37360 |
| 2nd | 7472 |
| 3rd | |
| 4th | |

CALTRANS TRAFFIC VOLUMES

REPORT : OTM32520

REPORT TITLE : Detail All Vehicle Hourly Count

PARAMETERS :

FROM DATE : 11/14/2006

TO DATE : 11/20/2006

Range :

| Dist | Co. | Route | Sfx | Pfx | Pm | Hg | Leg |
|------|-----|-------|-----|-----|-------|----|-----|
| 11 | SD | 015 | | M | 4.948 | | |
| 11 | SD | 015 | | M | 4.949 | | |

Other :

| | | |
|-----------------|-----------------|---------|
| Location Types: | Traffic Station | Exclude |
| | Profile | Exclude |
| | Ramp | Include |
| | Trend | Exclude |

SR-15 STATION AREA PLANNING STUDY – FINAL MOBILITY ANALYSIS EXISTING CONDITIONS TECHNICAL MEMO

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CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

Page# 2

| | | | | | | |
|--|--------------|--------------|-------------|-------------------|----------|--------------------------------|
| District 11 | County SD | Route 015 | Prefix M | Postmile 4.949 | Leg N | Traffic Station: |
| Location Description SEG SB ON FR EL CAJON BLVD | | | | | | Location Type: Ramp Connection |
| | | | | | | Lanes: |
| | | | | | | Lane Code: |

Direction of Count: South

| Year | Tue | Wed | Thu | Fri | Sat | Sun | Mon |
|-----------------|--------|--------|--------|--------|--------|--------|--------|
| 2006 | NOV 14 | NOV 15 | NOV 16 | NOV 17 | NOV 18 | NOV 19 | NOV 20 |
| 0-1 | 51 A | 74 A | 78 A | 80 A | 160 A | 152 A | 79 A |
| 1-2 | 42 A | 52 A | 45 A | 56 A | 155 A | 166 A | 56 A |
| 2-3 | 25 A | 33 A | 36 A | 55 A | 104 A | 115 A | 57 A |
| 3-4 | 38 A | 34 A | 41 A | 52 A | 70 A | 59 A | 41 A |
| 4-5 | 62 A | 71 A | 68 A | 59 A | 83 A | 65 A | 65 A |
| 5-6 | 201 A | 208 A | 209 A | 206 A | 106 A | 69 A | 197 A |
| 6-7 | 386 A | 382 A | 372 A | 376 A | 188 A | 88 A | 337 A |
| 7-8 | 484 A | 473 A | 494 A | 488 A | 259 A | 153 A | 477 E |
| 8-9 | 391 A | 469 A | 387 A | 449 A | 349 A | 206 A | 364 A |
| 9-10 | 362 A | 360 A | 338 A | 426 A | 421 A | 343 A | 374 A |
| 10-11 | 379 E | 388 A | 374 A | 424 A | 444 A | 397 A | 369 A |
| 11-12 | 347 A | 368 A | 376 A | 418 A | 477 A | 410 A | 387 A |
| 12-13 | 460 E | 495 A | 469 E | 479 A | 478 A | 401 A | 464 A |
| 13-14 | 472 E | 457 A | 485 E | 524 A | 490 A | 412 A | 468 A |
| 14-15 | 511 A | 450 A | 454 A | 536 A | 502 A | 413 A | 506 E |
| 15-16 | 493 A | 450 A | 486 A | 494 A | 464 A | 416 A | 465 E |
| 16-17 | 414 A | 436 A | 430 A | 471 A | 515 A | 414 A | 431 A |
| 17-18 | 457 E | 490 A | 458 A | 497 A | 484 A | 352 A | 438 A |
| 18-19 | 428 E | 430 A | 473 A | 491 A | 409 A | 308 A | 432 A |
| 19-20 | 329 A | 332 A | 390 A | 404 A | 407 A | 280 A | 395 A |
| 20-21 | 274 A | 295 A | 316 A | 343 A | 299 A | 280 A | 308 A |
| 21-22 | 267 E | 284 A | 309 A | 341 A | 301 A | 234 A | 244 A |
| 22-23 | 172 A | 176 A | 199 A | 294 A | 290 A | 193 A | 169 A |
| 23-24 | 114 A | 112 A | 154 A | 229 A | 219 A | 133 A | 126 A |
| Day Total | 7159 E | 7319 A | 7441 E | 8192 A | 7674 A | 6059 A | 7249 E |
| AM Peak Hour | 07-08 | 07-08 | 07-08 | 07-08 | 11-12 | 11-12 | 07-08 |
| AM Peak Traffic | 484 | 473 | 494 | 488 | 477 | 410 | 477 |
| PM Peak Hour | 14-15 | 12-13 | 15-16 | 14-15 | 16-17 | 15-16 | 14-15 |
| PM Peak Traffic | 511 | 495 | 486 | 536 | 515 | 416 | 506 |

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CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

Page# 3

| | | | | | | |
|---|--------------|--------------|-------------|-------------------|----------|--------------------------------|
| District 11 | County SD | Route 015 | Prefix M | Postmile 4.534 | Leg N | Traffic Station: |
| Location Description SB ON FR UNIVERSITY AVE | | | | | | Location Type: Ramp Connection |
| | | | | | | Lanes: |
| | | | | | | Lane Code: |

| 7-Day Periods | | | 5-Day Periods | | |
|---------------|---------------|------|---------------|-----------------|------|
| SOUTH | | | SOUTH | | |
| 7-Day Total | Daily Average | | 5-Day Total | Weekday Average | |
| 1st | 63593 | 9085 | 1st | 45419 | 9084 |
| 2nd | | | 2nd | | |
| 3rd | | | 3rd | | |
| 4th | | | 4th | | |

CALTRANS TRAFFIC VOLUMES

REPORT : OTM32520
REPORT TITLE : Detail All Vehicle Hourly Count
PARAMETERS :
FROM DATE : 02/02/2007
TO DATE : 02/09/2007

Range :

| Dist | Co. | Route | Sfx | Pfx | Pm | Hg | Leg |
|------|-----|-------|-----|-----|-------|----|-----|
| 11 | SD | 015 | | M | 4.533 | | |
| 11 | SD | 015 | | M | 4.534 | | |

Other :

| | | |
|-----------------|-----------------|---------|
| Location Types: | Traffic Station | Exclude |
| | Profile | Exclude |
| | Ramp | Include |
| | Trend | Exclude |

SR-15 STATION AREA PLANNING STUDY – FINAL MOBILITY ANALYSIS EXISTING CONDITIONS TECHNICAL MEMO

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CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

Page# 2

| | | | | | | |
|---|--------------|--------------|-------------|-------------------|----------|--------------------------------|
| District 11 | County SD | Route 015 | Prefix M | Postmile 4.534 | Leg N | Traffic Station: |
| Location Description SB ON FR UNIVERSITY AVE | | | | | | Location Type: Ramp Connection |
| | | | | | | Lanes: |
| | | | | | | Lane Code: |

Direction of Count: South

| Year | Fri | Sat | Sun | Mon | Tue | Wed | Thu | Fri |
|-----------------|--------|--------|--------|--------|--------|--------|--------|--------|
| 2007 | FEB 02 | FEB 03 | FEB 04 | FEB 05 | FEB 06 | FEB 07 | FEB 08 | FEB 09 |
| 0-1 | 78 A | 154 A | 142 A | 82 A | 80 A | 60 A | 77 A | 77 A |
| 1-2 | 69 A | 107 A | 97 A | 41 A | 45 A | 43 A | 46 A | 70 A |
| 2-3 | 40 A | 90 A | 95 A | 39 A | 30 A | 48 A | 48 A | 46 A |
| 3-4 | 46 A | 72 A | 70 A | 51 A | 40 A | 45 A | 49 A | 51 A |
| 4-5 | 96 A | 85 A | 65 A | 98 A | 86 A | 96 A | 82 A | 73 A |
| 5-6 | 235 A | 145 A | 109 A | 246 A | 265 A | 247 A | 248 A | 226 A |
| 6-7 | 468 A | 226 A | 120 A | 448 A | 469 A | 469 A | 451 A | 460 A |
| 7-8 | 531 A | 359 A | 291 A | 557 A | 556 A | 594 A | 631 A | 541 A |
| 8-9 | 504 A | 433 A | 345 A | 520 A | 501 A | 518 E | 527 E | 524 A |
| 9-10 | 478 A | 602 A | 494 A | 458 A | 505 A | 484 A | 468 A | 487 A |
| 10-11 | 491 A | 586 A | 604 A | 485 A | 456 E | 441 A | 442 A | 438 A |
| 11-12 | 533 A | 623 A | 590 E | 526 E | 540 E | 545 E | 488 A | 505 A |
| 12-13 | 536 A | 629 A | 596 A | 535 A | 545 E | 556 A | 509 A | 524 A |
| 13-14 | 563 A | 631 A | 598 A | 535 A | 559 A | 549 A | 538 E | 526 A |
| 14-15 | 628 A | 657 A | 569 A | 594 A | 611 A | 625 E | 564 A | 585 A |
| 15-16 | 615 A | 637 A | 531 A | 603 A | 583 E | 597 E | 582 A | 611 A |
| 16-17 | 499 A | 632 A | 528 E | 535 A | 506 A | 498 A | 512 A | 557 A |
| 17-18 | 564 A | 644 A | 502 E | 566 A | 553 E | 562 E | 549 A | 579 A |
| 18-19 | 661 A | 588 A | 468 E | 546 A | 556 A | 539 A | 531 A | 635 A |
| 19-20 | 535 A | 515 A | 446 A | 432 A | 476 A | 489 E | 479 A | 580 A |
| 20-21 | 469 A | 444 A | 419 A | 363 A | 378 A | 390 A | 410 A | 441 A |
| 21-22 | 440 A | 405 A | 335 A | 313 A | 334 A | 333 A | 350 A | 391 A |
| 22-23 | 300 A | 309 A | 226 A | 185 A | 192 A | 219 A | 206 A | 326 A |
| 23-24 | 204 A | 220 A | 141 A | 116 A | 109 E | 135 A | 118 A | 217 A |
| Day Total | 9583 A | 9793 A | 8381 E | 8874 E | 8975 E | 9082 E | 8905 E | 9470 A |
| AM Peak Hour | 11-12 | 11-12 | 10-11 | 07-08 | 07-08 | 07-08 | 07-08 | 07-08 |
| AM Peak Traffic | 533 | 623 | 604 | 557 | 556 | 594 | 631 | 541 |
| PM Peak Hour | 18-19 | 14-15 | 13-14 | 15-16 | 14-15 | 14-15 | 15-16 | 18-19 |
| PM Peak Traffic | 661 | 657 | 598 | 603 | 611 | 625 | 582 | 635 |