UPTOWN, NORTH PARK AND GOLDEN HILL CPU

Traffic Impact Study



JUNE 2015 | DRAFT VERSION 3

Prepared By:

EXECUTIVE SUMMARY

This study, prepared by Kimley-Horn and Associates, Inc., evaluates the potential traffic-related impacts associated with the Uptown, North Park and Golden Hill Community Plan Updates (CPU). One preferred land use alternative was presented and analyzed as part of this study. The preferred land use alternative will be used to regulate and guide the strategic growth within the three communities. In addition to the land use alternative, a Mobility Element was prepared based on the existing roadway conditions, potential future transportation deficiencies and improvement recommendations based on an extensive input from the community stakeholders.

The analysis concluded that the land use for the **Uptown** community would have cumulative traffic related impact at the following locations:

Intersections

- Washington Street & Fourth Avenue
- Washington Street & Eighth Avenue/ SR-163 Off-Ramp
- Washington Street/ Normal Street & Campus Avenue/ Polk Avenue
- University Avenue & Sixth Avenue
- Elm Street & Sixth Avenue
- Cedar Street & Second Avenue

Segments

- First Avenue: Washington Street to University Avenue
- First Avenue: University Avenue to Robinson Avenue
- First Avenue: Robinson Avenue to Grape Street
- Fourth Avenue: Arbor Drive to Washington Street
- Fourth Avenue: Walnut Avenue to Laurel Street
- Fifth Avenue: Robinson Avenue to Walnut Avenue
- Sixth Avenue: Washington Street to University Avenue
- Sixth Avenue: University Avenue to Laurel Street
- Sixth Avenue: Laurel Street to Elm Street
- Ninth Avenue: Washington Street to University Avenue
- Campus Avenue/ Polk Avenue: Washington Street to Park Boulevard
- Cleveland Avenue: Tyler Street to Richmond Street
- Fort Stockton Drive: Sunset Boulevard to Goldfinch Street
- Grape Street: First Avenue to Third Avenue
- Grape Street: Third Avenue to Sixth Avenue
- Hawthorn Street: First Avenue to Third Avenue
- Hawthorn Street: Third Avenue to Sixth Avenue
- India Street: Washington Street to Winder Street
- India Street: Glenwood Drive to Sassafrass Street
- India Street: Sassafrass Street to Redwood Street
- Laurel Street: Columbia Street to Sixth Avenue
- Lincoln Avenue: Washington Street to Park Boulevard
- Park Boulevard: Mission Avenue to Upas Street
- Richmond Street: Cleveland Avenue to Upas Street

- Robinson Avenue: First Avenue to Third Ave
- Robinson Avenue: Third to Eighth Avenue
- San Diego Avenue: Hortensia Street to Pringle Street
- State Street: Laurel Street to Juniper Street
- University Avenue: Ibis Street to Fifth Avenue
- University Avenue: Sixth Avenue to Eighth Avenue
- University Avenue: Normal Street to Park Boulevard
- Washington Street: Fourth Avenue to Sixth Avenue
- Washington Street: Richmond Street to Normal Street

Freeway Mainline Segments

- I-5 NB: Old Town Avenue to Imperial Avenue
- I-5 SB: Old Town Avenue to Imperial Avenue
- I-8 WB: Hotel Circle (W) to SR-15
- I-8 EB: Hotel Circle (W) to SR-15
- SR-163 NB: I-8 to Robinson Avenue
- SR-163: SB: I-8 to I-5

Freeway Interchange Ramps

- Hancock St to I-5 SB
- Kettner Boulevard to I-5 SB
- Fifth Avenue to I-5 SB

Mitigation proposals for the impacted intersections and segments are provided in Chapter 5. In addition, it is noted that the following corridors would benefit from ITS technology:

- Sixth Avenue
- University Avenue
- Washington Street

The analysis concluded that the land use for the **North Park** community would have cumulative traffic related impact at the following locations:

Intersections

- Madison Avenue & Texas Street
- El Cajon Boulevard & 30th Street
- El Cajon Boulevard & I-805 SB Ramps
- University Avenue & 30th Street
- University Avenue & I-805 NB Ramps
- North Park Way/ I-805 SB Ramps & Boundary Street/33rd Street
- Upas Street & 30th Street (W)

Segments

- 30th Street: Meade Avenue to El Cajon Boulevard
- 30th Street: Howard Avenue to University Avenue
- 30th Street: North Park Way to Upas Street
- 30th Street: Upas Street to Juniper Street
- 32nd Street: University Avenue to Upas Street
- Adams Avenue: Texas Street to 30th Street
- Boundary Street: University Avenue to North Park Way
- El Cajon Boulevard: 30th Street to I-805 Ramps
- Florida Street: El Cajon Boulevard to Upas Street

- Howard Avenue: Texas Street to 32nd Street
- Madison Avenue: Texas Street to Ohio Street
- Meade Avenue: Park Boulevard to Iowa Street
- North Park Way: 32nd Street to Boundary Street
- Redwood Street: 28th Street to 30th Street
- Texas Street: Adams Avenue to El Cajon Boulevard
- Texas Street: Howard Avenue to University Avenue
- University Avenue: Park Boulevard to Florida Street
- University Avenue: Texas Street to 32nd Street
- University Avenue: 32nd Street to Boundary Street
- Upas Street: Alabama Street to Pershing Road
- Upas Street: Pershing Road to 30th Street
- Utah Street: Howard Avenue to Lincoln Avenue
- Utah Street: North Park Way to Upas Street

Freeway Mainline Segments

- SR15 NB: I-805 to SR-94
- SR-15 SB: I-805 to SR-94
- I-805 NB: I-8 to SR-15
- I-805 SB: I-8 to SR-15
- SR-163 NB: I-8 to Robinson Avenue
- SR-163: SB: I-8 to I-5

Mitigation proposals for the impacted intersections and segments are provided in Chapter 5. In addition, it is noted that the following corridors would benefit from ITS technology:

- University Avenue
- El Cajon Boulevard

The analysis concluded that the land use for the **Golden Hill** community would have cumulative traffic related impact at the following locations:

Intersections

- B Street & 17th Street/ I-5 SB Off-Ramp
- SR-94 WB Ramps & Broadway
- SR-94 WB Ramp & 28th Street
- SR-94 EB Ramp & 28th Street
- F Street & 25th Street
- G Street & 25th Street

Segments

- 25th Street: Broadway to F Street
- 28th Street: Russ Boulevard to SR-94
- 30th Street: Grape Street to SR-94
- B Street: 25th Street to 28th Street
- C Street: 30th Street to 34th Street
- Fern Street: Juniper Street to A Street
- Grape Street: 30th Street to 31st Street

Freeway Mainline Segments

- SR-94 WB: 25th Street to SR-15
- SR-94 EB: 25th Street to SR-15

Mitigation proposals for the impacted intersections and segments are provided in Chapter 5.

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- Appendix A Existing Traffic Signal Timing Sheets
- Appendix B Existing Intersection Geometrics
- Appendix C Traffic Count Sheets
- Appendix D Synchro Peak-Hour Intersection Analysis Sheets
- Appendix E Ramp Meter Rates
- Appendix F Post-Model Volume Adjustments
- Appendix G Peak-Hour Volumes Forecast Worksheets

1 INTRODUCTION

The following traffic study has been prepared to determine and evaluate the traffic impacts associated with the Uptown, North Park and Golden Hill Community Plans Updates. This evaluation assesses the impacts of the proposed Land Use and Mobility Elements.

1.1 PROJECT DESCRIPTION

One preferred land use alternative was presented and analyzed as part of this study. The preferred land use alternative will be used to regulate and guide the strategic growth within the three communities. In addition to the land use alternative, a Mobility Element was prepared based on the existing roadway conditions, potential future transportation deficiencies and improvement recommendations based on an extensive input from the community stakeholders. **Figure 1-1** depicts the location of the Uptown, North Park, and Golden Hill Communities within the regional context. **Figure 1-2** shows the overall project boundary study area for the Community Plan Update and each individual community boundary. **Tables 1-1 through 1-7** show the trip generation comparison for base year 2008, adopted community plan, and proposed Land Use plan for each of the communities. **Figures 1-3, 1-4 and 1-5** illustrate the proposed Land Use for each community.

1.2 ANALYSIS SCENARIOS

A total of two scenarios were analyzed as part of the project, which are listed below:

Existing Conditions

1) Existing Conditions: Represents the traffic conditions of the existing street network.

Horizon Year Conditions (2035)

2) Horizon Year (2035) Conditions: Represents the traffic conditions of the street network assumed to be in place under Horizon Year conditions with the implementation of the land use changes per the Land Use Element of each plan.



Regional Vicinity Map



Balboa Park
 Greater Golden Hill
 Greater North Park

Uptown

0 1,000 2,000 Feet 4,000

Project Area Boundary

| Land Use | | 2008 | | | Adopte | d | P | ropose | d |
|---------------------------------|--------|--------|-------|-------|--------|---------|--------|--------|---------|
| Land Use | Amou | Amount | | Amo | unt | Vehicle | Amou | nt | Vehicle |
| ACTIVE PARK (AC) | 27.7 | acre | 1382 | 27.7 | acre | 1381 | 47.7 | acre | 2378 |
| ARTERIAL COMMERCIAL | 869.6 | ksf | 34620 | 791.2 | ksf | 31499 | 752.5 | ksf | 29954 |
| | | | | | | | | | |
| AUTO DEALERSHIP {KSF) | 6.9 | ksf | 346 | 0 | ksf | 0 | 0 | ksf | 0 |
| AUTO RENTAL SERV (LS- | | | | | | | | | |
| KSF) | 4.5 | ls-ksf | 57 | 0 | ls-ksf | 0 | 0 | ls-ksf | 0 |
| AUTO REPAIR (KSF) | 48.7 | ksf | 1007 | 12.5 | ksf | 257 | 12.5 | ksf | 257 |
| Carwash (F service-site) | 1.0 | site | 922 | 0 | site | 0 | 0 | site | 0 |
| CHURCH (NO DAY-CARE | | | | | | | | | |
| KSF) | 345.4 | ksf | 1724 | 343.1 | ksf | 1712 | 343.1 | ksf | 1712 |
| CHURCH (W/DAY-CARE | | | | | | | | | |
| KSF) | 114.3 | ksf | 1713 | 80.5 | ksf | 1207 | 80.5 | ksf | 1207 |
| CHURCH (W/O DAYCARE- | 11.10 | | 17 10 | 00.0 | Not | | 00.0 | | |
| AC) | 1.0 | acre | 32 | 1 | acre | 30 | 1 | acre | 30 |
| COMMUNICATION OR | 1.0 | ucre | | | ucic | | | uere | 50 |
| UTILITY | 3.0 | ksf | 8 | 2.9 | ksf | 7 | 2.9 | ksf | 7 |
| COMMUNITY | 5.0 | 101 | | 2.5 | Rol | , | 2.5 | Rot | , |
| COMMERCIAL (KSF) | 107.6 | ksf | 7513 | 1829 | ksf | 127713 | 1833.9 | ksf | 128093 |
| CONVALESCENT/NURSING | 107.0 | KJI | 7515 | 1025 | KJI | 127715 | 1033.5 | KJI | 120055 |
| (BED) | 23.0 | bed | 67 | 23 | bed | 67 | 23 | bed | 67 |
| CONVALESCENT/NURSING | 23.0 | bea | 07 | 23 | beu | 07 | | beu | 0, |
| (BED) | 105.0 | bed | 304 | 104 | bed | 301 | 104 | bed | 301 |
| CORPORATE | | | | | | | | | |
| HEADQTRS/SING(KSF) | 19.9 | ksf | 199 | 0 | ksf | 0 | 0 | ksf | 0 |
| DAY CARE/PRE-SCHOOL | | | | | | | | | |
| (STU) | 70.0 | stu | 352 | 0 | stu | 0 | 0 | stu | 0 |
| DMV (KSF) | 15.5 | ksf | 2678 | 15.5 | ksf | 2678 | 15.5 | ksf | 2678 |
| | | | | | | | | | |
| DRINKING PLACE (KSF) | 20.3 | ksf | 2646 | 5.8 | ksf | 758 | 5.8 | ksf | 758 |
| DRUG STORE (KSF) | 58.7 | ksf | 5288 | 58.7 | ksf | 5288 | 58.7 | ksf | 5288 |
| ELEMENTARY SCHOOL | | | | | | | | | |
| (STU) | 2519.0 | stu | 7319 | 3062 | stu | 8897 | 3062 | stu | 8897 |
| FINAN INST(W/O-DR/THR- | | | | | | | | | |
| KSF) | 24.0 | ksf | 3392 | 24 | ksf | 3392 | 24 | ksf | 3392 |
| FINANCIAL INST(W | | | | | | | | | |
| DR/THR-KSF) | 49.0 | ksf | 9252 | 49 | ksf | 9252 | 49 | ksf | 9252 |
| FIRE OR POLICE STATION | 3.0 | site | 684 | 3 | site | 684 | 3 | site | 684 |
| FURNITURE STORE (KSF) | 56.5 | ksf | 340 | 8.1 | ksf | 49 | 8.1 | ksf | 49 |
| GAS STA W MART/CARWASH(PUMP) | | pump | 1856 | | pump | 1856 | | pump | 1856 |

Table 1-1 Trip Generation Comparison: Uptown

| | | | | Adopte | d | Proposed | | | |
|-------------------------------|----------------|------|---------|--------|------|----------|-------------|------|---------|
| Land Use | 2008 Amount | | Vehicle | Amount | | Vehicle | Amount | | Vehicle |
| GAS STATION W FMART | | | | | | | | | |
| (PUMP) | 52.0 | pump | 7782 | 52 | pump | 7782 | 52 | pump | 7782 |
| GOV'T | | | | | | | | | |
| OFFICE/CENTER(KSF) | 11.1 | ksf | 341 | 0 | ksf | 0 | 0 | ksf | 0 |
| HIGH RISE OFFICE (KSF) | 140.8 | ksf | 2255 | 140.8 | ksf | 2255 | 140.8 | ksf | 2255 |
| HIGH-RISE HOTEL (ROOM) | 74.0 | room | 739 | 74 | room | 739 | 74 | room | 739 |
| HOSPITAL-GENERAL (KSF) | 499.5 | ksf | 10308 | 499.5 | ksf | 10308 | 499.5 | ksf | 10308 |
| INACTIVE USE | 438.9 | 0 | 0 | 413.5 | 0 | 0 | 408.5 | 0 | 0 |
| LIBRARY (KSF) | 4.5 | ksf | 226 | 4.5 | ksf | 226 | 4.5 | ksf | 226 |
| LIGHT INDUSTRY (KSF) | 1.2 | ksf | 18 | 0 | ksf | 0 | 0 | ksf | 0 |
| LOW-RISE HOTEL/MOTEL- ROOM | 795.0 | room | 7145 | 146 | room | 1313 | 146 | room | 1313 |
| LR OFFICE (10.1k-20k-KSF) | 439.6 | ksf | 11741 | 398.1 | ksf | 11535 | 398.1 | ksf | 10633 |
| LR OFFICE (20.1k-35k-KSF) | 321.7 | ksf | 7431 | 321.7 | ksf | 7431 | 321.7 | ksf | 7431 |
| LR OFFICE (35.1K-75K KSF) | 158.3 | ksf | 3291 | 158.3 | ksf | 3291 | 158.3 | ksf | 3291 |
| LR OFFICE (50.1k-75k-KSF) | 163.8 | ksf | 3102 | 111.8 | ksf | 2117 | 111.8 | ksf | 2117 |
| LR OFFICE (5K-10K KSF) | 383.9 | ksf | 12142 | 123.1 | ksf | 3715 | 93.1 | ksf | 2944 |
| LR OFFICE (U 5K KSF) | 474.3 | ksf | 18513 | 96.4 | ksf | 3715 | 90.1 | ksf | 3517 |
| MARKET OPEN 16HR/DAY (KSF) | 5.6 | ksf | 2811 | 5.6 | ksf | 2811 | 5.6 | ksf | 2811 |
| MARKET OPEN 24HR/DAY (KSF) | 4.8 | ksf | 3360 | 4.8 | ksf | 3360 | 4.8 | ksf | 3360 |
| MEDICAL OFFICE (KSF) | 206.8 | ksf | 10661 | 236.1 | ksf | 12178 | 294.1 | ksf | 14911 |
| MONASTERY (ksf) | 3.6 | ksf | 5 | 0 | ksf | 0 | 0 | ksf | 0 |
| MOVIE THEATER (KSF) | 15.6 | ksf | 1218 | 15.6 | ksf | 1218 | 15.6 | ksf | 1218 |
| MULTI-FAMILY (O 20DU/AC) | 14329.0 | du | 86510 | 28504 | du | 172097 | 26379 | du | 159265 |
| MULTI-FAMILY (U 20DU/AC) | 549.0 | du | 4392 | 466 | du | 3728 | 473 | du | 3784 |
| NEIGHBORHOOD COMM (KSF) | 65.4 | ksf | 7838 | 39.4 | ksf | 4718 | 39.4 | ksf | 4718 |
| NURSERY (KSF) | 5.3 | ksf | 211 | 4.5 | ksf | 178 | 4.5 | ksf | 178 |
| OTHER CHILD SCHOOL(KSF) | 13 <i>A</i> | kcf | 519 | 13.4 | kcf | 519 | 13 <i>A</i> | kcf | 519 |
| SCHOOL(KSF) | 13.4 | ksf | 519 | 13.4 | ksf | 519 | 13.4 | ksf | 51 |

Table 1-2 Trip Generation Comparison: Uptown (cont.)

| Land Use | | 2008 | | | Adopte | d | Р | ropose | d |
|------------------------|---------|--------|--------|-------|--------|---------|--------|--------|---------|
| Land Use | Amoui | Amount | | Amo | unt | Vehicle | Amount | | Vehicle |
| | | | | | | | | | |
| OTHER GROUP QUARTERS | 4.3 | acre | 13 | 1 | acre | 3 | 1 | acre | 3 |
| OTHER GROUP QUARTERS | | | | | | | | | |
| (DU) | 1.0 | du | 4 | 0 | du | 0 | 0 | du | 0 |
| OTHER HEALTH CARE | | | | | | | | | |
| (KSF) | 603.3 | ksf | 30192 | 541.7 | ksf | 27109 | 541.7 | ksf | 27109 |
| OTHER PUBLIC SERVICE | 0.7 | ksf | 208 | 0 | ksf | 0 | 0 | ksf | 0 |
| | 2.0 | | 40 | 2.4 | | | 0 | | |
| OTHER RECREATION-LOW | 2.9 | ksf | 13 | 2.4 | ksf | 11 | 0 | ksf | 0 |
| OTHER RETAIL COMM. | | | | | | 226 | | | |
| (KSF) | 52.5 | ksf | 2090 | 8.2 | ksf | 326 | 8.2 | ksf | 326 |
| OTHER SCHOOL (STU) | 125.0 | stu | 361 | 125 | stu | 361 | 125 | stu | 361 |
| OTHER UNIV./COLLEGE | | | | | | | | | |
| (KSF) | 850.0 | ksf | 1382 | 0 | ksf | 0 | 0 | ksf | 0 |
| PARKING | 28.5 | acre | 0 | 9.3 | acre | 0 | 3.4 | acre | 0 |
| POST OFFICE W/MAIL | | | | | | | | | |
| DROP(KSF) | 15.9 | ksf | 4783 | 15.9 | ksf | 4783 | 15.9 | ksf | 4783 |
| RBALL/TENNIS/HEALTH(KS | | | | | | | | | |
| F) | 18.0 | ksf | 703 | 18 | ksf | 703 | 18 | ksf | 703 |
| RESTAURANT (FAST-FOOD | | | | | | | | | |
| KSF) | 22.2 | ksf | 15627 | 22.2 | ksf | 15627 | 22.2 | ksf | 15627 |
| RESTAURANT (SIT-DOWN | | | | | | | | | |
| KSF) | 127.8 | ksf | 16644 | 103.7 | ksf | 13506 | 103.7 | ksf | 13506 |
| RESTUARANT (QUALITY- | | | | | | | | | |
| KSF) | 195.7 | ksf | 19593 | 183.1 | ksf | 18337 | 168.1 | ksf | 16837 |
| RETIREMENT/SENIOR | | | | | | | | | |
| HOME (DU) | 0.0 | du | 0 | 84 | du | 336 | 84 | du | 336 |
| RETIREMENT/SENIOR | | | | | | | | | |
| HOME(DU) | 140.0 | du | 560 | 154 | du | 616 | 154 | du | 616 |
| RIGHT-OF-WAY | 756.9 | ksf | 0 | 732.1 | ksf | 0 | 740 | ksf | 0 |
| SCHOOL DISTRICT OFF | | | | | | | | | |
| (ksf) | 139.9 | ksf | 4387 | 139.9 | ksf | 4387 | 139.9 | ksf | 4387 |
| SINGLE FAMILY | | | | | | | | | |
| (DETACHED) | 4762.0 | du | 42536 | 4252 | du | 37981 | 4284 | du | 38264 |
| SINGLE-MULTI UNIT | 2770.0 | du | 22039 | 1286 | du | 10234 | 1155 | du | 9193 |
| SPECIALTY | | | | | | | | | |
| COMMERCIAL(KSF) | 46.5 | ksf | 1822 | 2.5 | ksf | 100 | 19 | ksf | 1656 |
| | | | | | | | | | |
| SPORT FACILITY-IN (AC) | 0.2 | acre | 7 | 0 | acre | 0 | 0 | acre | 0 |
| SUPERMARKET (KSF) | 63.8 | ksf | 9597 | 19.3 | ksf | 2905 | 19.3 | ksf | 2905 |
| UCSD Hospital (ksf) | 183.9 | ksf | 3659 | 183.9 | ksf | 3659 | 368 | ksf | 7320 |
| UNDER CONTRUCTION | 2.4 | acre | 11 | 0 | acre | 0 | 0 | acre | 0 |
| WAREHOUSING (KSF) | 18.5 | ksf | 93 | 0 | ksf | 0 | 0 | ksf | 0 |
| Grand Total | 34594.6 | | 462584 | - | 0 | - | 44137 | | 584112 |

Table 1-3 Trip Generation Comparison: Uptown (cont.)

| Land Use | 2008 | | | | Adopted | | Proposed | | | |
|---|--------|--------|---------|-------|---------|---------|----------|--------|---------|--|
| Lanu Ose | Amount | | Vehicle | Amo | ount | Vehicle | Amount | | Vehicle | |
| ACTIVE PARK (AC) | 15.5 | acre | 773 | 15.5 | acre | 773 | 16 | acre | 798 | |
| ARTERIAL COMMERCIAL (KSF) | 1163.9 | ksf | 46126 | 608.3 | ksf | 24213 | 608.3 | ksf | 24213 | |
| AUTO DEALERSHIP {KSF) | 32.3 | ksf | 1621 | 0.6 | ksf | 30 | 0.6 | ksf | 30 | |
| AUTO PART SALE (KSF) | 18.7 | ksf | 1198 | 0 | ksf | 0 | 0 | ksf | 0 | |
| | 10.7 | RST | 1150 | 0 | itor | Ű | 0 | RST | Ű | |
| AUTO RENTAL SERV (LS-KSF) | 2.8 | ls-ksf | 36 | 0 | ls-ksf | 0 | 0 | ls-ksf | 0 | |
| AUTO REPAIR (KSF) | 82.6 | ksf | 1703 | 14.4 | ksf | 296 | 14.4 | ksf | 296 | |
| CAR-WASH (SELF-WASH STALL) | 0 | ctalla | 707 | 0 | stalls | 0 | 0 | stalls | 0 | |
| , | 8 | stalls | 797 | - | stalls | | - | stalls | | |
| CASINO (ksf) | 0.3 | ksf | 3 | 0 | ksf | 0 | 0 | ksf | 0 | |
| CHURCH (NO DAY-CARE KSF) | 358.2 | ksf | 1791 | 358.2 | ksf | 1791 | 358.2 | ksf | 1791 | |
| CLINIC (KSF) | 0 | ksf | 0 | 1 | ksf | 33 | 1 | ksf | 33 | |
| COMMUNICATION OR UTILITY | 1 | acre | 3 | 1 | acre | 2 | 1 | acre | 2 | |
| COMMUNITY COMMERCIAL | | | | | | | | | | |
| (KSF) | 12.6 | ksf | 879 | 637.5 | ksf | 44531 | 613.8 | ksf | 42876 | |
| CONVALESCENT/NURSING | | | | | | | | | | |
| (BED) | 12 | bed | 35 | 12 | bed | 35 | 12 | bed | 35 | |
| DAY CARE/PRE-SCHOOL (STU) | 250 | stu | 1259 | 250 | stu | 1259 | 250 | stu | 1259 | |
| DRINKING PLACE (KSF) | 29.6 | ksf | 3838 | 10.7 | ksf | 1384 | 10.7 | ksf | 1384 | |
| DRUG STORE (KSF) | 37.7 | ksf | 3397 | 37.7 | ksf | 3397 | 37.7 | ksf | 3397 | |
| ELEMENTARY SCHOOL (STU) | 1282 | stu | 3725 | 1897 | stu | 5512 | 1897 | stu | 5512 | |
| FINAN INST(W/O-DR/THR- KSF) | 20.3 | ksf | 2870 | 20.3 | ksf | 2870 | 20.3 | ksf | 2870 | |
| FINANCIAL INST(W DR/THR- | 20.3 | K31 | 2870 | 20.3 | K31 | 2870 | 20.3 | K31 | 2870 | |
| KSF) | 11.7 | ksf | 2207 | 11.7 | ksf | 2207 | 11.7 | ksf | 2207 | |
| FIRE OR POLICE STATION | 0 | site | 0 | 1 | site | 228 | 1 | site | 228 | |
| FURNITURE STORE (KSF) | 47.1 | ksf | 283 | 2 | ksf | 12 | 2 | ksf | 12 | |
| GAS STATION W FMART | | | | | | | _ | | | |
| (PUMP) | 56 | pump | 8379 | 56 | pump | 8379 | 56 | pump | 8379 | |
| GOV'T OFFICE/CENTER(KSF) | 15.5 | ksf | 475 | 0 | ksf | 0 | 0 | ksf | 0 | |
| HIGH RISE OFFICE (KSF) | 2.8 | ksf | 45 | 0 | ksf | 0 | 0 | ksf | 0 | |
| HOSPITAL-GENERAL (KSF) | 75.7 | ksf | 1562 | 75.7 | ksf | 1562 | 75.7 | ksf | 1562 | |
| INACTIVE USE | 175.3 | acre | 0 | 167.6 | acre | 0 | 165.4 | acre | 0 | |
| LIBRARY (KSF) | | | | | | | | | | |
| . , | 18.8 | ksf | 939 | 18.8 | ksf | 939 | 18.8 | ksf | 939 | |
| LIGHT INDUSTRY (KSF) LOW-RISE HOTEL/MOTEL- | 17.4 | ksf | 263 | 0 | ksf | 0 | 0 | ksf | 0 | |
| ROOM | 217 | room | 1950 | 205 | room | 1842 | 205 | room | 1842 | |
| LR OFFICE (10.1k-20k-KSF) | 97.2 | ksf | 2598 | 97.2 | ksf | 2598 | 83.6 | ksf | 2234 | |
| LR OFFICE (20.1k-35k-KSF) | 25.2 | ksf | 582 | 25.2 | ksf | 582 | 25.2 | ksf | 582 | |
| LR OFFICE (35.1K-75K KSF) | 44.6 | ksf | 927 | 44.6 | ksf | 927 | 44.6 | ksf | 927 | |
| LR OFFICE (5K-10K KSF) | 81 | ksf | | 81 | | 2568 | | ksf | | |
| | 01 | 121 | 2568 | 01 | ksf | 2000 | 81 | 167 | 2568 | |

| Table 1-4 Trip Generation Co | omparison: North Park |
|------------------------------|-----------------------|
|------------------------------|-----------------------|

| | • | 2008 | | | Adopted | | Proposed | | | |
|---|----------|---------|---------|---------|---------|---------|----------|---------|---------|--|
| Land Use | A | | Vahiala | A | · · | Vahiala | 0 | • | Vahiala | |
| | | ount | Vehicle | | ount | Vehicle | | ount | Vehicle | |
| LR OFFICE (U 5K KSF) MARKET OPEN 16HR/DAY | 73.4 | ksf | 2869 | 73.4 | ksf | 2869 | 73.4 | ksf | 2869 | |
| (KSF) | 78.5 | ksf | 39395 | 78.5 | ksf | 39395 | 78.5 | ksf | 39395 | |
| MARKET OPEN 24HR/DAY (KSF) | 9.8 | ksf | 6843 | 9.8 | ksf | 6843 | 9.8 | ksf | 6843 | |
| MEDICAL OFFICE (KSF) | 33 | ksf | 1707 | 32 | ksf | 1653 | 32 | ksf | 1653 | |
| MOVIE THEATER (KSF) | 23 | ksf | 1796 | 23 | ksf | 1796 | 23 | ksf | 1796 | |
| MULTI-FAMILY (O 20DU/AC) | 17330 | du/acre | 104633 | 26946 | du/acre | 162689 | 27947 | du/acre | 168735 | |
| MULTI-FAMILY (U 20DU/AC) NEIGHBORHOOD COMM | 1908 | du/acre | 15264 | 2276 | du/acre | 18209 | 2451 | du/acre | 19609 | |
| (KSF) | 45.2 | ksf | 5411 | 45.2 | ksf | 5411 | 45.2 | ksf | 5411 | |
| NURSERY (KSF) | 0.2 | ksf | 8 | 0 | ksf | 0 | 0 | ksf | 0 | |
| OTHER GROUP QUARTERS (DU) | 13 | du | 48 | 13 | du | 48 | 12 | du | 44 | |
| OTHER HEALTH CARE (KSF) | 66.5 | ksf | 3339 | 66.5 | ksf | 3339 | 66.5 | ksf | 3339 | |
| OTHER PUBLIC SERVICE | 0.9 | acre | 213 | 0.3 | acre | 86 | 0.3 | acre | 86 | |
| OTHER RECREATION-HIGH | 2.8 | acre | 109 | 2.6 | acre | 104 | 2.6 | acre | 104 | |
| OTHER RETAIL COMM. (KSF) | 1.5 | ksf | 59 | 0 | ksf | 0 | 0 | ksf | 0 | |
| PARKING | 12.3 | acre | 0 | 4.9 | acre | 0 | 4.8 | acre | 0 | |
| POST OFFICE W/MAIL DROP(KSF) | 6.2 | ksf | 1865 | 0 | ksf | 0 | 0 | ksf | 0 | |
| PUBLIC STORAGE(KSF) | 20.3 | ksf | 41 | 0 | ksf | 0 | 0 | ksf | 0 | |
| RBALL/TENNIS/HEALTH(KSF) | 12.7 | ksf | 495 | 12.7 | ksf | 495 | 12.7 | ksf | 495 | |
| RESTAURANT (FAST-FOOD KSF) | 29.4 | ksf | 20652 | 29.4 | ksf | 20652 | 29.4 | ksf | 20652 | |
| RESTAURANT (SIT-DOWN KSF) | 104.2 | ksf | 13569 | 104.2 | ksf | 13569 | 104.2 | ksf | 13569 | |
| RESTUARANT (QUALITY-KSF) | 76.7 | ksf | 7709 | 76.7 | ksf | 7709 | 76.7 | ksf | 7709 | |
| RIGHT-OF-WAY | 760.4 | acre | 0 | 760.4 | acre | 0 | 760.4 | acre | 0 | |
| SENIOR HIGH SCHOOL(STU) | 1441 | stu | 2594 | 1441 | stu | 2594 | 1441 | stu | 2594 | |
| SINGLE FAMILY (DETACHED) | 5007 | du | 44721 | 4633 | du | 41384 | 4640 | du | 41447 | |
| SINGLE-MULTI UNIT | 961 | du | 7646 | 614 | du | 4885 | 614 | du | 4885 | |
| SPECIALTY COMMERCIAL(KSF) | 3.7 | ksf | 143 | 0 | ksf | 0 | 0 | ksf | 0 | |
| SPORT FACILITY-IN (AC) | 0.3 | ksf | 10 | 0.3 | ksf | 9 | 0.3 | ksf | 9 | |
| SUPERMARKET (KSF) | 86.5 | ksf | 13011 | 86.5 | ksf | 13011 | 86.5 | ksf | 13011 | |
| TIRE STORE (KSF) | 4.8 | ksf | 124 | 0 | ksf | 0 | 0 | ksf | 0 | |
| UNDER CONTRUCTION | 0.7 | ksf | 3 | 0 | ksf | 0 | 0 | ksf | 0 | |
| WAREHOUSING (KSF) | 5 | ksf | 25 | 0 | ksf | 0 | 0 | ksf | 0 | |
| Grand Total | | | 387134 | 41979.4 | | 454720 | | | 460231 | |

Table 1-5 Trip Generation Comparison: North Park (cont.)

| Land Use Amount Vehicle Amount Amount Amount Amount | | | 2008 | | | Adopted | | Proposed | | | |
|--|---------------------------|-------|---------|---------|-------|---------|---------|----------|---------|----------|--|
| ARTERIAL COMMERCIAL (KSF) 124.3 ksf 4942 33.9 ksf 1355 35.9 ksf 1437 AUTO REPAIR (KSF) 6.2 ksf 128 2 ksf 14 2 ksf 41 42 41 ksf 421 ksf 421 ksf 421 ksf 421 ksf 426 ksf 426 ksf 426 41 42 41 42 41 42 41 42 41 42 | Land Use | Am | | Vehicle | Am | • | Vehicle | Am | • | Vehicle | |
| AUTO REPAIR (KSF) 6.2 ksf 128 2 ksf 41 2 ksf 41 CHURCH (ND DAY-CARE KSF) 44.5 ksf 222 44.5 ksf 222 44.5 ksf 222 44.5 ksf 222 44.5 ksf 321 21.4 ksf 321 21.4 ksf 321 21.4 ksf 321 21.4 ksf 321 22.4 44.5 ksf 321 22.4 44.5 ksf 321 22.4 44.5 ksf 321 22.4 ksf 321 22.4 ksf 321 22.4 ksf 321 22.6 ksf 321 22.6 ksf 321 22.6 ksf 325 22.8 ksf 205 28 ksf 205 28 ksf 205 28 ksf 205 28 ksf 212 pump 101 12 205 28 12 pump 126 pump 126 128< | ARTERIAL COMMERCIAL | | | | | | | | | | |
| CHURCH (NO DAY-CARE KSF) 44.5 ksf 222 44.5 ksf 222 44.5 ksf 222 44.5 ksf 222 CUMRCH (WDAY-CARE KSF) 21.4 ksf 321 21.4 ksf 321 21.4 ksf 321 21.4 ksf 321 COMMUNTY COMMERCIAL (KSF) 0 ksf 0 264 ksf 18439 214.6 ksf 14999 CONVALESCENT/NURSING (KSF) 32 ksf 604 4.6 ksf 604 12 1 du 12 12 0 3563 1226 stu 3563 1226 stu 3563 1226 stu 3563 1226 stu 12 pump 1796 12 pump 1796 12 pu | (KSF) | 124.3 | ksf | 4942 | 33.9 | ksf | 1355 | 35.9 | ksf | 1437 | |
| KSF) 44.5 ksf 222 44.5 ksf 222 44.5 ksf 222 CHURCH (W/DAY-CARE KSP) 21.4 ksf 321 | | 6.2 | ksf | 128 | 2 | ksf | 41 | 2 | ksf | 41 | |
| CHURCH (W/DAY-CARE KSF) Date Da | · | | | | | | | | | | |
| KSF) 21.4 ksf 321 21.4 ksf 321 21.4 ksf 321 COMMUNITY COMMERCIA (KSF) 0 ksf 0 264 ksf 184.9 21.6. ksf 194.99 CONVALESCENT/NURSING (KSF) 32 ksf 604 ksf 504 ksf 205 28 ksf 205 DRINKING PLACE (KSF) 4.6 ksf 604 12 1 du 12 1 du 126 sta 3563 1226 sta 3563 ESTATE HOUSING (DU) 1 du 12 21 du 12 1 du 12 228 1 sta 3563 1226 sta 3563 FURNITURE STORE (KSF) 1.1 ksf 132 0 ksf 10 0 ksf 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | , | 44.5 | ksf | 222 | 44.5 | ksf | 222 | 44.5 | ksf | 222 | |
| COMMUNITY COMMERCIAL (KSF) ksf 0 ksf 0 264 ksf 18439 214.6 ksf 14999 CONVALESCHTNURSING (KSF) 32 ksf 235 28 ksf 205 28 ksf 205 DRINKING PLACE (KSF) 4.6 ksf 604 4.6 ksf 12 just 3563 1226 stu 3563 12 just | | 21.4 | ksf | 321 | 21.4 | ksf | 321 | 21.4 | ksf | 321 | |
| CONVALESCENT/NURSING (KSF) 32 ksf 235 28 ksf 205 28 ksf 205 DRINKING PLACE (KSF) 4.6 ksf 604 4.6 ksf 604 4.6 ksf 604 ELEMENTARY SCHOOL (STU) 949 stu 2758 1226 stu 3563 1226 stu 3563 ESTATE HOUSING (DU) 1 du 12 1 du 12 1 du 12 1 du 12 FIRE OR POLICE STATION 1 site 228 1 site 228 1 site 228 FURNITURE STORE (KSF) 2.1 ksf 13 0 ksf 0 0 ksf 0 GAS STATION W FMART (PUMP) 12 pump 1796 12 pump 1796 12 pump 1796 LIGHT INDUSTR'(KSF) 112.8 ksf 102.6 ksf 1032.6 ksf 1032.6 ksf 103 | | 21.1 | Kor | 521 | | 101 | 521 | | Kor | 521 | |
| (KSF) 32 ksf 235 28 ksf 205 28 ksf 205 DRINKING PLACE (KSF) 4.6 ksf 604 4.6 ksf 604 4.6 ksf 604 4.6 ksf 604 ELEMENTARY SCHOOL (STU) 949 stu 2758 Stu 3563 1226 stu 3563 ESTATE HOUSING (DU) 1 du 12 1 du 12 1 du 12 1 3563 1226 stu 3563 122 jump 12 jump 12 jump 12 jump 1796 12 pump < | COMMERCIAL (KSF) | 0 | ksf | 0 | 264 | ksf | 18439 | 214.6 | ksf | 14999 | |
| DRINKING PLACE (KSF) 4.6 ksf 604 4.6 ksf 604 ELEMENTARY SCHOOL (STU) 949 stu 2758 1226 stu 3563 1226 stu 3563 ESTATE HOUSING (DU) 1 du 12 1 du 12 1 du 12 FIRE OR POLICE STATION 1 site 228 1 1 site 228 1 1 1 site 228 1 1 1 1 1 site 1 1 1 1 1 | CONVALESCENT/NURSING | | | | | | | | | | |
| ELEMENTARY SCHOOL (STU) 949 stu 2758 1226 stu 3563 1226 stu 3563 ESTATE HOUSING (DU) 1 du 12 1 du 12 1 du 12 FIRE OR POLICE STATION 1 site 228 1 1 3 0 0 3 3 1 1 site 228 1 1 3 1 1 1 | . , | 32 | ksf | 235 | 28 | ksf | 205 | 28 | ksf | 205 | |
| (STU) 949 stu 2758 1226 stu 3563 1226 stu 12 1 du 12 ESTATE HOUSING (DU) 1 du 12 1 du 12 1 du 12 FIRE OR POLICE STATION 1 site 228 1 site 228 1 site 228 FURNITURE STORE (KSF) 2.1 ksf 13 00 ksf 12 pump 1796 12 pump 1796 GAS STATION W FMART 12 pump 172 pump 1796 12 pump 1796 INACTIVE USE 109.2 acre 0 96.3 acre 10.0 54.3 acre 1796 LIGHT INDUSTRY (KSF) 14.8 ksf 179 18.7 ksf 179 18.7 ksf 1706 12.1 ksf 133 LIGHT INDUSTRY (KSF) 18.7 ksf 172 18.7 ksf 123 14.8 | | 4.6 | ksf | 604 | 4.6 | ksf | 604 | 4.6 | ksf | 604 | |
| ESTATE HOUSING (DU) 1 du 12 1 du 12 1 du 12 1 du 12 FIRE OR POLICE STATION 1 site 228 1 site 228 1 site 228 FURNITURE STORE (KSF) 2.1 ksf 13 0 ksf 0 0 ksf 0 GAS STATION W FMART (PUMP) 12 pump 1796 12 pump 1796 12 pump 1796 INACTIVE USE 109.2 acre 0 96.3 acre 0 54.3 acre 0 LIGHT INDUSTRY (KSF) 112.8 ksf 1696 102.6 ksf 144 ksf 374 144 ksf 374 LR OFFICE (U5.KSF) 18.7 ksf 10036 20.1 ksf <td></td> <td>0.40</td> <td></td> <td>0750</td> <td>1000</td> <td></td> <td>2562</td> <td>4226</td> <td></td> <td>25.62</td> | | 0.40 | | 0750 | 1000 | | 2562 | 4226 | | 25.62 | |
| FIRE OR POLICE STATION 1 site 228 1 site 228 1 site 228 FURNITURE STORE (KSF) 2.1 ksf 13 0 ksf 0 0 ksf 0 GAS STATION W FMART (PUMP) 12 pump 1796 12 pump 1796 12 pump 1796 INACTIVE USE 109.2 acre 0 96.3 acre 0 54.3 acre 0 LIGHT INDUSTRY (KSF) 112.8 ksf 1696 102.6 ksf 1543 102.6 ksf 1543 LR OFFICE (10.1k-20k-KSF) 14 ksf 374 14 ksf 374 14 ksf 374 LR OFFICE (10.1k-20k-KSF) 18.7 ksf 10036 20.1 ksf 2131 4.5 ksf < | . , | | | | | | | | | | |
| FURNITURE STORE (KSF) 2.1 ksf 13 0 ksf 0 0 ksf 0 GAS STATION W FMART (PUMP) 12 pump 1796 12 pump 1796 12 pump 1796 12 pump 1796 INACTIVE USE 109.2 acre 0 96.3 acre 0 54.3 acre 0 LIGHT INDUSTRY (KSF) 112.8 ksf 1696 102.6 ksf 1543 102.6 ksf 1543 LR OFFICE (10.1k-20k-KSF) 14 ksf 374 14 ksf 374 14 ksf 374 14 ksf 374 LR OFFICE (10.1k-20k-KSF) 18.7 ksf 10036 20.1 ksf | ESTATE HOUSING (DU) | 1 | du | 12 | 1 | du | 12 | 1 | du | 12 | |
| GAS STATION W FMART (PUMP) 12 pump 1796 12 pump 1796 12 pump 1796 INACTIVE USE 109.2 acre 0 96.3 acre 0 54.3 acre 0 LIGHT INDUSTRY (KSF) 112.8 ksf 1696 102.6 ksf 1543 102.6 ksf 1543 LR OFFICE (10.1k-20k-KSF) 14 ksf 374 14 ksf 374 14 ksf 729 MARKET OPEN 16HR/DAY (KSF) 18.7 ksf 10036 20.1 ksf 231 4.5 ksf 231 MULTI-FAMILY (0 2393 du/acre 2355 6389 <td>FIRE OR POLICE STATION</td> <td>1</td> <td>site</td> <td>228</td> <td>1</td> <td>site</td> <td>228</td> <td>1</td> <td>site</td> <td>228</td> | FIRE OR POLICE STATION | 1 | site | 228 | 1 | site | 228 | 1 | site | 228 | |
| (PUMP)12pump179612pump179612pump179612pump179612pump1796INACTIVE USE109.2acre096.3acre054.3acre0LIGHT INDUSTRY (KSF)112.8ksf1696102.6ksf1543102.6ksf1543LR OFFICE (10.1k-20k-KSF)18.7ksf72918.7ksf37414ksf374LR OFFICE (10.5K KSF)18.7ksf1003620.1ksf1003620.1ksf10036MARKET OPEN 16HR/DAY20.1ksf1003620.1ksf1003620.1ksf10036MULTI-FAMILY (O 20DU/AC)20.3du/acre235656389du/acre38746365du/acre3847NUITI-FAMILY (U 20DU/AC)237du/acre1896305du/acre2441305du/acre2441NEIGHBORHOOD COMM (KSF)12.4ksf14897.2ksf86417.2ksf2062OTHER CHILD SCHOOL(KSF)6ksf12.320.20ksf00ksf3OTHER REALTH CARE (KSF)10.7ksf53410.7ksf53410.7ksf534OTHER REALTH CARE (KSF)10.7ksf19.610.7ksf13.663.910.7ksf53410.7ksf534OTHER REALTH CARE (KSF)10.7ksf <td< td=""><td>FURNITURE STORE (KSF)</td><td>2.1</td><td>ksf</td><td>13</td><td>0</td><td>ksf</td><td>0</td><td>0</td><td>ksf</td><td>0</td></td<> | FURNITURE STORE (KSF) | 2.1 | ksf | 13 | 0 | ksf | 0 | 0 | ksf | 0 | |
| INACTIVE USE 109.2 acrevelocity 0 96.3 acrevelocity 0 54.3 acrevelocity 0 LIGHT INDUSTRY (KSF) 112.8 ksf 1696 102.6 ksf 1543 102.6 ksf 1543 LR OFFICE (10.1k-20k-KSF) 14 ksf 374 14 ksf 374 14 ksf 374 LR OFFICE (10.1k-20k-KSF) 18.7 ksf 729 18.7 ksf 729 18.7 ksf 729 MARKET OPEN 16HR/DAY (KSF) 20.1 ksf 10036 20.1 ksf 10036 20.1 ksf 10036 MEDICAL OFFICE (KSF) 4.5 ksf 231 4.5 ksf 231 4.5 ksf 231 MULTI-FAMILY (O 20DU/AC) 3903 du/acre 23565 6389 du/acre 38574 6365 du/acre 2441 NEIGHBORHOOD COMM (KSF) 12.4 ksf 1489 7.2 ksf 864 17.2 ksf 0 <td>GAS STATION W FMART</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> | GAS STATION W FMART | | | | | | | | | | |
| LIGHT INDUSTRY (KSF) 112.8 ksf 1696 102.6 ksf 1543 102.6 ksf 1543 LR OFFICE (10.1k-20k-KSF) 14 ksf 374 14 ksf 374 14 ksf 374 14 ksf 374 LR OFFICE (10.1k-20k-KSF) 18.7 ksf 729 18.7 ksf 10036 20.1 ksf | (PUMP) | 12 | pump | 1796 | 12 | pump | 1796 | 12 | pump | 1796 | |
| LR OFFICE (10.1k-20k-KSF) 14 ksf 374 14 ksf 374 14 ksf 374 LR OFFICE (10.1k-20k-KSF) 18.7 ksf 729 18.7 ksf 10036 20.1 ksf 10036 20.1 ksf 10036 20.1 ksf 12.3 ksf 231 4.5 ksf 231 4.5 ksf 231 4.5 414 305 du/acre 2411 305 du/acre 2411 305 du/acre 2411 305 du/acre <td>INACTIVE USE</td> <td>109.2</td> <td>acre</td> <td>0</td> <td>96.3</td> <td>acre</td> <td>0</td> <td>54.3</td> <td>acre</td> <td>0</td> | INACTIVE USE | 109.2 | acre | 0 | 96.3 | acre | 0 | 54.3 | acre | 0 | |
| LR OFFICE (U 5K KSF) 18.7 ksf 729 18.7 ksf 729 18.7 ksf 729 MARKET OPEN 16HR/DAY (KSF) 20.1 ksf 10036 20.1 ksf 10036 20.1 ksf 10036 20.1 ksf 10036 MEDICAL OFFICE (KSF) 4.5 ksf 231 4.5 ksf 241 305 du | LIGHT INDUSTRY (KSF) | 112.8 | ksf | 1696 | 102.6 | ksf | 1543 | 102.6 | ksf | 1543 | |
| MARKET OPEN 16HR/DAY (KSF) 20.1 ksf 10036 20.1 ksf 10036 20.1 ksf 10036 MEDICAL OFFICE (KSF) 4.5 ksf 231 4.5 ksf 231 4.5 ksf 231 MULTI-FAMILY (O 20DU/AC) 3903 du/acre 23565 6389 du/acre 38574 6365 du/acre 38430 MULTI-FAMILY (U 20DU/AC) 237 du/acre 1886 305 du/acre 2441 305 du/acre 2441 NEIGHBORHOOD COMM (KSF) 12.4 ksf 1489 7.2 ksf 864 17.2 ksf 2062 OTHER CHILD SCHOOL(KSF) 6 ksf 232 0 ksf 0 0 ksf 0 OTHER GROUP QUARTERS (DU) 7 du 26 7 du 26 7 du 26 OTHER RGOUP QUARTERS (DU) 7 du 26 7 du 26 7 du 26 OTHER RGOU | LR OFFICE (10.1k-20k-KSF) | 14 | ksf | 374 | 14 | ksf | 374 | 14 | ksf | 374 | |
| (KSF) 20.1 ksf 10036 20.1 ksf 10036 20.1 ksf 10036 MEDICAL OFFICE (KSF) 4.5 ksf 231 4.5 ksf 231 4.5 ksf 231 4.5 ksf 231 MULTI-FAMILY (O 20DU/AC) 3903 du/ace 23565 6389 du/ace 38574 6365 du/ace 38430 MULTI-FAMILY (U 20DU/AC) 237 du/ace 1896 305 du/ace 2441 305 du/ace 2441 NEIGHBORHOOD COMM (KSF) 12.4 ksf 1489 7.2 ksf 864 17.2 ksf 2002 OTHER CHILD SCHOOL(KSF) 6 ksf 232 0 ksf 0 0 ksf 0 OTHER GROUP QUARTERS 0.8 acre 3 0 acre 0 | LR OFFICE (U 5K KSF) | 18.7 | ksf | 729 | 18.7 | ksf | 729 | 18.7 | ksf | 729 | |
| MEDICAL OFFICE (KSF) 4.5 ksf 231 MULTI-FAMILY (O 20DU/AC) 237 du/acre 1896 305 du/acre 2441 305 du/acre 2441 NEIGHBORHOOD COMM (KSF) 12.4 ksf 1489 7.2 ksf 864 17.2 | MARKET OPEN 16HR/DAY | | | | | | | | | | |
| MULTI-FAMILY (0 20DU/AC) 3903 du/acre 23565 6389 du/acre 38574 6365 du/acre 38430 MULTI-FAMILY (U 20DU/AC) 237 du/acre 1896 305 du/acre 2441 305 du/acre 2441 NEIGHBORHOOD COMM (KSF) 12.4 ksf 1489 7.2 ksf 864 17.2 ksf 2062 OTHER CHILD SCHOOL(KSF) 6 ksf 232 0 ksf 0 0 ksf 0 OTHER GROUP QUARTERS 0.8 acre 3 0 acre 0 0 acre 0 OTHER GROUP QUARTERS (DU) 7 du 26 7 du 26 7 du 26 7 du 26 OTHER GROUP QUARTERS (DU) 7 du 26 7 du 26 7 du 26 OTHER GROUP QUARTERS (DU) 10.7 ksf 534 10.7 ksf 534 10.7 ksf 534 </td <td>(KSF)</td> <td>20.1</td> <td>ksf</td> <td>10036</td> <td>20.1</td> <td>ksf</td> <td>10036</td> <td>20.1</td> <td>ksf</td> <td>10036</td> | (KSF) | 20.1 | ksf | 10036 | 20.1 | ksf | 10036 | 20.1 | ksf | 10036 | |
| 20DU/AC)3903du/acre235656389du/acre385746365du/acre38430MULTI-FAMILY (U 20DU/AC)237du/acre1896305du/acre2441305du/acre2441NEIGHBORHOOD COMM (KSF)12.4ksf14897.2ksf86417.2ksf200OTHER CHILD SCHOOL(KSF)6ksf2320ksf00ksf0OTHER GROUP QUARTERS (DU)0.8acre30acre00acre0OTHER REALTH CARE (KSF)10.7ksf53410.7ksf0265340OTHER PUBLIC SERVICE0.7ksf1960ksf832.1ksf832.1ksf83POST OFFICE W/MAIL DROP(KSF)3.8ksf11260ksf00ksf066RESTAURANT (FAST-FOOD11111111111111RESTAURANT (FAST-FOOD11111111111111RESTAURANT (FAST-FOOD111111111111111111111111111111111111111 | | 4.5 | ksf | 231 | 4.5 | ksf | 231 | 4.5 | ksf | 231 | |
| MULTI-FAMILY (U 20DU/AC) 237 du/acre 1896 305 du/acre 2441 305 du/acre 2441 NEIGHBORHOOD COMM (KSF) 12.4 ksf 1489 7.2 ksf 864 17.2 ksf 2062 OTHER CHILD SCHOOL(KSF) 6 ksf 232 0 ksf 0 0 ksf 0 OTHER GROUP QUARTERS 0.8 acre 3 0 acre 0 0 acre 0 OTHER GROUP QUARTERS 0.8 acre 3 0 acre 0 0 acre 0 OTHER GROUP QUARTERS 0.8 acre 3 0 acre 0 0 acre 0 OTHER GROUP QUARTERS 0.8 acre 3 0 acre 0 0 acre 0 OTHER GROUP QUARTERS 0.8 acre 534 10.7 ksf 534 10.7 ksf 534 OTHER GROUP QUARTERS 10.7 k | | 2002 | | 22565 | 6200 | | 00574 | 60.CF | | 20420 | |
| 20DU/AC) 237 du/acre 1896 305 du/acre 2441 305 du/acre 2441 NEIGHBORHOOD COMM (KSF) 12.4 ksf 1489 7.2 ksf 864 17.2 ksf 2062 OTHER CHILD SCHOOL(KSF) 6 ksf 232 0 ksf 0 0 ksf 0 OTHER GROUP QUARTERS 0.8 acre 3 0 acre 0 0 acre 0 OTHER GROUP QUARTERS 0.8 acre 3 0 acre 0 0 acre 0 OTHER GROUP QUARTERS 0.8 acre 3 0 acre 0 0 acre 0 OTHER GROUP QUARTERS 0.8 acre 3 0 acre 0 0 acre 0 OTHER GROUP QUARTERS 10.7 ksf 534 10.7 ksf 534 10.7 ksf 534 10.7 ksf 534 OTHER PUBLIC | | 3903 | du/acre | 23565 | 6389 | du/acre | 38574 | 6365 | du/acre | 38430 | |
| NEIGHBORHOOD COMM (KSF) 12.4 ksf 1489 7.2 ksf 864 17.2 ksf 2062 OTHER CHILD SCHOOL(KSF) 6 ksf 232 0 ksf 0 0 ksf 0 OTHER GROUP QUARTERS (DU) 0.8 acre 3 0 acre 0 0 acre 0 OTHER GROUP QUARTERS (DU) 7 du 26 7 du 26 7 du 26 7 du 26 OTHER HEALTH CARE (KSF) 10.7 ksf 534 10.7 ksf 534 10.7 ksf 534 0 acre 0 0 ksf 0 ksf 0 0 ksf 0 ksf <td></td> <td>237</td> <td>du/acre</td> <td>1896</td> <td>305</td> <td>du/acre</td> <td>2441</td> <td>305</td> <td>du/acre</td> <td>2441</td> | | 237 | du/acre | 1896 | 305 | du/acre | 2441 | 305 | du/acre | 2441 | |
| OTHER CHILD SCHOOL(KSF) 6 ksf 232 0 ksf 0 0 ksf 0 OTHER GROUP QUARTERS (DU) 0.8 acre 3 0 acre 0 0 acre 0 OTHER GROUP QUARTERS (DU) 0.8 acre 3 0 acre 0 0 acre 0 OTHER GROUP QUARTERS (DU) 7 du 26 7 | | 207 | 44,40.0 | 1000 | | 44746.6 | | | 44/46/6 | | |
| OTHER GROUP QUARTERS 0.8 acre 3 0 acre 0 0 acre 0 OTHER GROUP QUARTERS (DU) 7 du 26 7 du 26 7 du 26 7 du 26 OTHER GROUP QUARTERS (DU) 7 du 26 7 du 26 7 du 26 OTHER HEALTH CARE (KSF) 10.7 ksf 534 10.7 ksf 534 10.7 ksf 534 0 0 ksf 534 0 0 0 ksf 83 2.1 ksf 83 2.1 ksf 83 2.1 ksf 83 0 0 ksf 0 0 ksf 0 0 ksf 0 0 ksf 0 | (KSF) | 12.4 | ksf | 1489 | 7.2 | ksf | 864 | 17.2 | ksf | 2062 | |
| OTHER GROUP QUARTERS (DU) 7 du 26 7 du 26 7 du 26 OTHER GROUP QUARTERS (DU) 7 du 26 7 du 26 7 du 26 OTHER HEALTH CARE (KSF) 10.7 ksf 534 0 0 ksf 534 0 0 ksf 0 0 <td< td=""><td>OTHER CHILD SCHOOL(KSF)</td><td>6</td><td>ksf</td><td>232</td><td>0</td><td>ksf</td><td>0</td><td>0</td><td>ksf</td><td>0</td></td<> | OTHER CHILD SCHOOL(KSF) | 6 | ksf | 232 | 0 | ksf | 0 | 0 | ksf | 0 | |
| OTHER GROUP QUARTERS (DU) 7 du 26 7 du 26 7 du 26 OTHER GROUP QUARTERS (DU) 7 du 26 7 du 26 7 du 26 OTHER HEALTH CARE (KSF) 10.7 ksf 534 0 0 ksf 534 0 0 ksf 0 0 <td< td=""><td></td><td>0.8</td><td>acre</td><td>2</td><td>Ο</td><td>acre</td><td>0</td><td>n</td><td>acre</td><td>0</td></td<> | | 0.8 | acre | 2 | Ο | acre | 0 | n | acre | 0 | |
| (DU) 7 du 26 7 du 26 7 du 26 OTHER HEALTH CARE (KSF) 10.7 ksf 534 10.7 ksf 534 10.7 ksf 534 10.7 ksf 534 | | 0.0 | ucre | , | | ucite | | | | 5 | |
| OTHER PUBLIC SERVICE 0.7 ksf 196 0 ksf 0 0 ksf 0 OTHER RETAIL COMM. | | 7 | du | 26 | 7 | du | 26 | 7 | du | 26 | |
| OTHER RETAIL COMM. (KSF) 2.1 ksf 83 2.1 ksf 93 93 93 93 <th< td=""><td>OTHER HEALTH CARE (KSF)</td><td>10.7</td><td>ksf</td><td>534</td><td>10.7</td><td>ksf</td><td>534</td><td>10.7</td><td>ksf</td><td>534</td></th<> | OTHER HEALTH CARE (KSF) | 10.7 | ksf | 534 | 10.7 | ksf | 534 | 10.7 | ksf | 534 | |
| (KSF) 2.1 ksf 83 2.1 ksf 83 2.1 ksf 83 POST OFFICE W/MAIL 83 83 83 83 83 83 83 <td< td=""><td>OTHER PUBLIC SERVICE</td><td>0.7</td><td>ksf</td><td>196</td><td>0</td><td>ksf</td><td>0</td><td>0</td><td>ksf</td><td>0</td></td<> | OTHER PUBLIC SERVICE | 0.7 | ksf | 196 | 0 | ksf | 0 | 0 | ksf | 0 | |
| POST OFFICE W/MAIL Base of the second seco | OTHER RETAIL COMM. | | | | | | | | | | |
| DROP(KSF) 3.8 ksf 1126 0 ksf 0 0 ksf 0 RESTAURANT (FAST-FOOD | . , | 2.1 | ksf | 83 | 2.1 | ksf | 83 | 2.1 | ksf | 83 | |
| RESTAURANT (FAST-FOOD | | 3.8 | kcf | 1126 | Ο | kcf | 0 | n | kcf | 0 | |
| | . , | 5.0 | 1.31 | 1120 | | 1671 | - U | | 1671 | <u> </u> | |
| | KSF) | 2.8 | ksf | 1930 | 2.8 | ksf | 1930 | 2.8 | ksf | 1930 | |

Table 1-6 Trip Generation Comparison: Golden Hill

| Land Use | 2008 | | | | Adopted | | Proposed | | |
|------------------------|--------|------|---------|---------|---------|---------|----------|------|---------|
| Lanu Ose | Amo | ount | Vehicle | Amo | unt | Vehicle | Amo | unt | Vehicle |
| RESTAURANT (SIT-DOWN | | | | | | | | | |
| KSF) | 10.3 | ksf | 1349 | 10.3 | ksf | 1349 | 10.3 | ksf | 1349 |
| RESTUARANT (QUALITY- | | | | | | | | | |
| KSF) | 6.4 | ksf | 638 | 6.4 | ksf | 638 | 6.4 | ksf | 638 |
| RETIREMENT/SENIOR | | | | | | | | | |
| HOME(DU) | 0 | du | 0 | 4 | du | 16 | 4 | du | 16 |
| RIGHT-OF-WAY | 227.6 | acre | 0 | 228 | acre | 0 | 228.2 | acre | 0 |
| SINGLE FAMILY | | | | | | | | | |
| (DETACHED) | 1356 | du | 12110 | 1087 | du | 9709 | 1114 | du | 9950 |
| SINGLE-MULTI UNIT | 1564 | du | 12441 | 844 | du | 6713 | 844 | du | 6713 |
| SPORT FACILITY-IN (AC) | 0.1 | acre | 3 | 0.1 | acre | 3 | 0.1 | acre | 3 |
| SUPERMARKET (KSF) | 36.1 | ksf | 5433 | 36.1 | ksf | 5433 | 36.1 | ksf | 5433 |
| Grand Total | 8871.4 | | 87900 | 10840.7 | | 108535 | 10763.5 | | 106389 |

Table 1-7 Trip Generation Comparison: Golden Hill (cont.)



Proposed Land Use: Uptown





* Limited Commercial (See Land Use Element)

Residential - Medium

Residential - Medium High

٠

- 🔶 Open Space
- 🔶 Park

Proposed Land Use: Golden Hill

2 METHODOLOGY

The following section describes the methodology used to determine study intersections, perform capacity analysis, and determine significant impacts.

2.1 STUDY INTERSECTIONS

Intersections within the project boundary were selected to be studied based on several factors, which included the following:

- Existing circulation element roadways intersecting with other existing circulation element roadways where both roadways function or are classified as a collector or higher
- Intersections that provide access to/from freeways
- Anticipated circulation element roadways intersecting with other existing and/or anticipated circulation element roadway where both roadways function or are classified as a collector or higher
- Key intersections where both intersecting streets meet one of the following conditions:
- 4-lanes (or greater)
- 3-lanes and carries over 15,000 ADT
- 2-lanes and carries over 10,000 ADT
- Additional intersections which the community has expressed concerns

Based on the criteria listed above, a total of 53 intersections have been selected for analyses (30 intersections are located within Uptown; 11 within North Park; and 12 within Golden Hill) and are shown in **Table 2-1**. **Figure 2-1** displays the location of each of the study intersections

| | Intersection | Traffic Control | | | |
|----|--|-----------------|--|--|--|
| 1 | Washington St & Hancock St | Traffic Signal | | | |
| 2 | Washington St & San Diego Ave | Traffic Signal | | | |
| 3 | Washington St & India St | Traffic Signal | | | |
| 4 | Washington St & Fourth Ave | Traffic Signal | | | |
| 5 | Washington St & Fifth Ave | Traffic Signal | | | |
| 6 | Washington St & Eighth Ave/SR-163 Off-Ramp (Caltrans) Traffic Signal | | | | |
| 7 | Washington St & Richmond St/SR-163 On-Ramp (Caltrans) Traffic Signal | | | | |
| 8 | Washington St/Normal St & Campus Ave/Polk Ave Traffic Signal | | | | |
| 9 | Normal St/El Cajon Blvd & Park Blvd Traffic Signal | | | | |
| 10 | University Ave & Fourth Ave | Traffic Signal | | | |
| 11 | University Ave & Fifth Ave Traffic Signal | | | | |
| 12 | University Ave & Sixth Ave Traffic Signal | | | | |
| 13 | University Ave & Tenth St | Traffic Signal | | | |
| 14 | University Ave & Normal St | Traffic Signal | | | |

Table 2-1 Study Intersections: Uptown

| 15 | University Ave & Park Blvd | Traffic Signal |
|----|--------------------------------------|-------------------------|
| 16 | Robinson Ave & Fourth Ave | Traffic Signal |
| 17 | Robinson Ave & Fifth Ave | Traffic Signal |
| 18 | Robinson Ave & Sixth Ave | Traffic Signal |
| 19 | Vine St & India St | Traffic Signal |
| 20 | Sassafras St & Kettner Blvd | Traffic Signal |
| 21 | Sassafras St & India St | Traffic Signal |
| 22 | Laurel St & India St/ I-5 NB On-Ramp | Traffic Signal |
| 23 | Laurel St & Fourth Ave | Traffic Signal |
| 24 | Laurel St & Fifth Ave | Traffic Signal |
| 25 | Laurel St & Sixth Ave | Traffic Signal |
| 26 | Hawthorn St & Brant St | Two-way stop controlled |
| 27 | Grape St & State St | Traffic Signal |
| 28 | Elm St & First Ave | Traffic Signal |
| 29 | Elm St & Sixth Ave | Traffic Signal |
| 30 | Cedar St & Second Ave | Two-way stop controlled |

As shown in the table, 28 of the 30 intersections evaluated in the Uptown community are signalized while 2 intersections are unsignalized with vehicles required to stop on two legs of the intersection. The majority of the intersections include at least one of the major roadways within the community, which are Washington Street, University Avenue, Robinson Avenue, Upas Street, and Laurel Street.

| | Intersection | Traffic Control |
|----|---|-------------------------|
| 31 | Madison Ave & Texas St | Traffic Signal |
| 32 | El Cajon Blvd & Texas St | Traffic Signal |
| 33 | El Cajon Blvd & 30th St | Traffic Signal |
| 34 | El Cajon Blvd & I-805 SB Ramps | Traffic Signal |
| 35 | El Cajon Blvd & I-805 NB Ramps | Traffic Signal |
| 36 | University Ave & Texas St | Traffic Signal |
| 37 | University Ave & 30th St | Traffic Signal |
| 38 | University Ave & Boundary St | Traffic Signal |
| 39 | University Ave & I-805 NB Ramps | Traffic Signal |
| 40 | North Park Way/I-805 SB Ramps & Boundary St/33rd St | All-way stop controlled |
| 41 | Upas St & 30th St (W) | All-way stop controlled |

 Table 2-1.2
 Study Intersections: North Park

As shown in the table, 9 of the 11 intersections evaluated in the North Park community are signalized while 2 intersections are all-way stop controlled unsignalized. The majority of the intersections include at least one of the major roadways within the community, which are El Cajon Boulevard, University Avenue, and Upas Street.

| Table 2-1.3 Study Intersections: Go |
|-------------------------------------|
|-------------------------------------|

| | Intersection | Traffic Control |
|----|--------------------------------|-------------------------|
| 42 | B St & 17th St/I-5 SB Off-Ramp | One-way stop controlled |
| 43 | B St & I-5 NB Off-Ramp | None |
| 44 | B St & 19th St/I-5 NB On-Ramp | Traffic Signal |
| 45 | C St & 17 St | One-way stop controlled |
| 46 | Broadway & 30th St | Traffic Signal |
| 47 | SR-94 WB Ramps & Broadway | One-way stop controlled |
| 48 | SR-94 WB Ramps & 28th St | Two-way stop controlled |
| 49 | SR-94 EB Ramps & 28th St | One-way stop controlled |
| 50 | F St & 22nd St | All-way stop controlled |
| 51 | F St & 25th St | All-way stop controlled |
| 52 | G St & 22nd St | All-way stop controlled |
| 53 | G St & 25th St | All-way stop controlled |

As shown in the table, only 2 of the 12 intersections evaluated in the Golden Hill community are signalized while the other 10 intersections are unsignalized. The intersection of B Street and I-5 Northbound Off-Ramp has no conflicting movements and therefore does not require any traffic control.

FIGURE 2-1





Feet 4,000

Study Intersections

2.2 ANALYSIS PROCESS

The analysis process includes determining the a.m. and p.m. peak-hour operations at the study intersections, freeway segments and freeway ramps, and operations daily along the roadway segments. Intersections were measured and quantified using the Synchro traffic analysis software package. Results will be compared to the City's thresholds to determine if the project has any significant traffic impacts.

2.2.1 ANALYSIS SOFTWARE

To analyze the operations of both signalized and unsignalized intersections, Synchro 8.0 (Trafficware) was used for the analysis. Synchro 8.0 uses the methodologies outlined in the 2000 Highway Capacity Manual (HCM). The existing intersection peak-hour factor (PHF) was used for Existing and Near Term scenarios. A PHF of 0.92 was used for Horizon Year conditions to account for the unknown change in traffic patterns.

Existing traffic signal timing parameters were provided by the City of San Diego and Caltrans and are included in **Appendix A**.

2.2.2 SIGNALIZED AND UNSIGNALIZED INTERSECTIONS

The 2010 Highway Capacity Manual (HCM) published by the Transportation Research Board establishes a system whereby highway facilities are rated for their ability to process traffic volumes. The terminology "level of service" is used to provide a "qualitative" evaluation based on certain "quantitative" calculations, which are related to empirical values.

Level of service (LOS) for signalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and loss of travel time. Specifically, LOS criteria are stated in terms of the average control delay per vehicle for the peak 15-minute period within the hour analyzed. The average control delay includes initial deceleration delay, queue move-up time, and final acceleration time in additional to the stop delay. The level of service for unsignalized intersections is determined by the computed or measured control delay and is defined for each minor movement. The criteria for the various levels of service designations for signalized and unsignalized intersections are given in **Table 2-2**.

Within the City of San Diego, all signalized and unsignalized intersections are considered deficient if they operate at LOS E or F.

| LOS | Signalized (Control Delay) (sec/veh) ^(a) | Unsignalized (Control Delay) (sec/veh) ^(b) | Description | | |
|---------|---|--|---|--|--|
| Α | ≤10.0 | ≤10.0 | Operations with very low delay and most vehicles do not stop. | | |
| В | >10.0 and ≤20.0 | >10.0 and ≤15.0 | Operations with good progression but with some restricted movement. | | |
| с | >20.0 and ≤35.0 | >15.0 and ≤25.0 | Operations where a significant number of vehicles are stopping with some backup and light congestion. | | |
| D | >35.0 and ≤55.0 | >25.0 and ≤35.0 | Operations where congestion is noticeable, longer delays occur, and many vehicles stop. The proportion of vehicles not stopping declines. | | |
| E | E >55.0 and ≤80.0 >35.0 and ≤50.0 Operations where there is significant delay, extensive queuing, and poor progression. | | | | |
| F | >80.0 | >50.0 | Operations that are unacceptable to most drivers, when the arrival rates exceed the capacity of the intersection. | | |
| Source: | | | | | |
| (a) | (a) 2000 Highway Capacity Manual, Chapter 16, Page 2, Exhibit 16-2 | | | | |
| (b) | (b) 2000 Highway Capacity Manual, Chapter 17, Page 2, Exhibit 17-2 | | | | |

Table 2-2 Level of Service (LOS) Criteria for Intersections

2.2.3 ROADWAY SEGMENTS

In order to determine the impacts on the study area roadway segments, **Table 2-3** has been developed by the City of San Diego and is used as a reference. The segment traffic volumes under LOS E as shown in this table are considered at capacity because at LOS E the v/c Ratio is equal to 1.0.

| Road Class | Lanes | А | В | С | D | E |
|---|-------|--------|--------|---------|---------|---------|
| Freeway | 8 | 60,000 | 84,000 | 120,000 | 140,000 | 150,000 |
| Freeway | 6 | 45,000 | 63,000 | 90,000 | 110,000 | 120,000 |
| Freeway | 4 | 30,000 | 42,000 | 60,000 | 70,000 | 80,000 |
| Expressway | 6 | 30,000 | 42,000 | 60,000 | 70,000 | 80,000 |
| Prime Arterial (two-way) | 6 | 25,000 | 35,000 | 50,000 | 55,000 | 60,000 |
| Major Arterial (two-way) | 6 | 20,000 | 28,000 | 40,000 | 45,000 | 50,000 |
| Major Arterial (two-way) | 4 | 15,000 | 21,000 | 30,000 | 35,000 | 40,000 |
| Major Arterial (two-way) | 3 | 11,250 | 15,750 | 22,500 | 26,250 | 30,000 |
| Major Arterial (one-way) | 3 | 12,500 | 16,500 | 22,500 | 25,000 | 27,500 |
| Major Arterial (one-way) | 2 | 10,000 | 13,000 | 17,500 | 20,000 | 22,500 |
| Collector (two-way) | 4 | 10,000 | 14,000 | 20,000 | 25,000 | 30,000 |
| Collector (No center lane) | 4 | F 000 | 7 000 | 40.000 | 42.000 | 45.000 |
| (Continuous left-turn lane) | 2 | 5,000 | 7,000 | 10,000 | 13,000 | 15,000 |
| Collector (No fronting property) | 2 | 4,000 | 5,500 | 7,500 | 9,000 | 10,000 |
| Collector (two-way) | 3 | 7,500 | 10,500 | 15,000 | 17,500 | 20,000 |
| Collector (no center turn lane) | 3 | 4,000 | 5,500 | 7,500 | 10,000 | 11,500 |
| Collector (Commercial/Industrial fronting) | 2 | 2,500 | 3,500 | 5,000 | 6,500 | 8,000 |
| Collector (Multi-family) | 2 | 2,500 | 3,500 | 5,000 | 6,500 | 8,000 |
| Collector (one-way) | 3 | 11,000 | 14,000 | 19,000 | 22,500 | 26,000 |
| Collector (one-way with one lane dedicated for bike facility) | 3 | 7,500 | 9,500 | 12,500 | 15,000 | 17,500 |
| Collector (one-way) | 2 | 7,500 | 9,500 | 12,500 | 15,000 | 17,500 |
| Collector (one-way) | 1 | 2,500 | 3,500 | 5,000 | 6,250 | 7,500 |
| Sub-Collector (Single family) | 2 | _ | _ | 2,200 | _ | _ |

Table 2-3 City of San Diego Roadway Segment Capacity and Level of Service

Notes:

The volumes and the average daily level of service listed above are only intended as a general planning guideline.

Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors. Capacities for any classification not identified in the sources noted below were developed based on interpolation from similar classifications.

Sources: City of San Diego Traffic Impact Study Manual, Table 2, Page 8, July 1998. City of San Diego Planning Department Mobility Section

2.2.4 FREEWAY SEGMENTS

In order to determine the impacts on the study area freeway segments, **Table 2-4** has been developed by Caltrans District 11 and is used as a reference. The procedure involves comparing the peak-hour volume of the mainline freeway segment to the theoretical capacity of the segment, which results in a v/c ratio. The calculated v/c ratio is then compared to the accepted ranges of v/c ratio values corresponding to the respective LOS.

| LOS | v/c Ratio | Congestion/Delay | Traffic Description |
|-------------------|----------------------------------|-----------------------------------|--|
| Α | <0.41 | None | Free Flow |
| В | 0.41 - 0.62 | None | Free to stable flow, light to moderate volumes |
| С | 0.63 – 0.80 | None to minimal | Stable flow, moderate volumes, freedom to maneuver noticeably restricted |
| D | 0.81 – 0.92 | Minimal to substantial | Approaches unstable flow, heavy volumes, and very limited freedom to maneuver |
| E | 0.93 - 1.00 | Significant | Extremely unstable flow, maneuverability and psychological comfort extremely poor |
| Fo | 1.01 – 1.25 | Considerable 0-1 hour delay | Operations that are unacceptable to most drivers, when the arrival rates exceed the capacity of the intersection |
| F ₁ | 1.26 – 1.35 | Severe 1-2 hour delay | Forced flow, heavy congestion, long queues form behind breakdown points, stop and go |
| F₃ | 1.36 – 1.45 | Very severe 2-3 hour delay | Extremely heavy congestion, very long queues |
| F ₄ | >1.46 | Extremely severe 3+ hour delay | Gridlock |
| Notes: Based o | on the 1992 Caltrans guidelines. | | |

Table 2-4 LOS Criteria For Freeway Segment Analysis

2.2.5 FREEWAY RAMP METERING

Ramp metering is a means of controlling the volume of traffic entering the freeway with the goal of improving the traffic operations and flow on the freeway main lanes. Freeway ramp meter analysis estimates the peak hour queues and delays at freeway ramps by comparing existing volumes to the meter rate at the given location. The excess demand, if any, forms the basis for calculating the maximum queues and maximum delays anticipated at each location. Substantial queues and delays can form where demand significantly exceeds the meter rate. This approach assumes a static meter rate throughout the course of the peak hour. However, Caltrans has indicated that the meter rates are continually adjusted based on the level of traffic using the on-ramp. To the extent possible, the meter rate is set such that the queue length does not exceed the available storage, smooth flows on the freeway mainline is maintained, and there is no interference to arterial traffic.

2.3 SIGNIFICANCE DETERMINATION

The City of San Diego and Caltrans have developed acceptable threshold standards to determine the significance of project impacts to intersections, roadway segments, freeway segments, and freeway ramp metering. At intersections, the measurement of effectiveness (MOE) is based on allowable increases in delay. Along roadway segments and freeway segments, the MOE is based on allowable increases in the volume-to-capacity (v/c) ratio. At a freeway ramp meter, the MOE is based on allowable increases in delay, measured in minutes.

LOS F is not acceptable for any approach leg except for side streets on an interconnected arterial system. If vehicle trips from a project cause an intersection approach leg to operate at LOS F, except in the cases of side streets on an interconnected arterial system, this would be considered a significant project traffic impact that requires mitigation. At intersections that are expected to operate at LOS E or F without the project, the allowable increase in delay is two seconds at LOS E and one second at LOS F with the addition of the project. If vehicle trips from a project cause the delay at an intersection to increase by more than the allowable threshold, this would be considered a significant project impact that requires mitigation. Also, if the project causes an intersection that was operating at an acceptable LOS to operate at LOS E or F, this would be considered a significant project impact that requires mitigation.

For roadway segments that are forecasted to operate at LOS E or F with the project, the allowable increase in v/c ratio is 0.02 at LOS E and 0.01 at LOS F. If vehicle trips from a project cause the v/c ratio to increase by more than the allowable threshold, this would be considered a significant project traffic impact that requires mitigation. Also, if the project causes a street segment that was operating at an acceptable LOS to operate at LOS E or F, this would be considered a significant impact that requires mitigation.

Where the roadway segment operates at LOS E or F, if the intersections at the ends of the segment are calculated to operate at an acceptable LOS with the project; and a peak hour HCM arterial analysis for the same segment shows that the segment operates at an acceptable LOS with the project; then the project impacts are determined to be less than significant and no mitigation is required. If analysis shows either the intersections or segment under the peak hour HCM analysis do not operate acceptably, the project impacts are considered significant and unmitigated, requiring the adoption of findings of infeasibility and a statement of over-riding considerations before the project may be approved.

In certain instances mitigation may not be required even if a roadway segment operates at LOS E or LOS F. In such cases the following three conditions must all be met:

- 1. The roadway is built to its ultimate classification per the community plan;
- 2. The intersections on both ends of the failing segment operate at an acceptable LOS; and
- 3. An HCM arterial analysis indicates an acceptable LOS on the segment.

For freeway segments that are forecasted to operate at LOS E or F with the project, the allowable increase in v/c ratio is 0.01 at LOS E and 0.005 at LOS F. If vehicle trips from a project cause the v/c ratio to increase by more than the allowable threshold, this would be considered a significant project traffic impact that requires mitigation. Also, if the project causes a freeway segment that was operating at an acceptable LOS to operate at LOS E or F, this would be considered a significant impact that requires mitigation.

If vehicle trips from a project cause a metered ramp with a delay of 15 minutes per vehicle or higher to increase its delay by more than 2 minutes per vehicle, this would be considered a significant project traffic impact that requires mitigation if the freeway segment operates at LOS E or F.

Two classes of impacts are measured for significance: Direct Impacts and Cumulative Impacts. Direct traffic impacts are those projected to occur at the time the proposed study development becomes operational. During this time, other developments not presently operational but which are anticipated to

be operational during the Near Term scenario are included. Cumulative traffic impacts are those projected to occur at some point after the proposed study development becomes operational, such as during subsequent phases of the project, and when additional proposed developments in the area become operational (short-term cumulative) or when the affected community plan area reaches full planned build out (long-term cumulative). The project applicant would be responsible for mitigating direct impacts by improving operation to better than pre-project conditions. The project applicant would provide their fair share contribution toward installing improvements to mitigate cumulative impacts. A fair share contribution is based on the project's proportionate traffic contribution to future increased traffic volumes on a facility.

Table 2-5 shows the criteria for determining levels of significance for the different facilities in the study area.

| Facility | Measures of Effectiveness (MOE) | Significance Threshold ^(a) | | |
|---|--|--|--|--|
| Intersection | Seconds of Delay | >2.0 seconds at LOS E or >1.0 second at LOS F | | |
| Roadway Segment | ADT, v/c Ratio | >0.02 at LOS E, or >0.01 at LOS F | | |
| Freeway Segment | v/c Ratio | >0.01 at LOS E, or >0.005 at LOS F | | |
| ai L | | >2.0 minutes for freeway segments operating at LOS E, and > 1.0 minutes for freeway segments operating at LOS F. The criteria only apply for ramp meters where the delay without project is 15 minutes or higher. | | |
| Notes: If a project adds any increment of delay to cause the operations of an intersection to go from LOS D to either LOS E or LOS F, then the project is considered to cause a significant impact. | | | | |
| Source: City of San Diego Significance Determination Thresholds, page 72, January 2011. | | | | |
| (a) Significance threshold | applies only when the type of facility opera | ates at LOS E or F. | | |

Table 2-5 Significance Criteria For Facilities in Study Area

3 EXISTING CONDITIONS

This section summarizes the existing roadway circulation network, daily and peak-hour traffic volumes, and operations at the study intersections and roadway and freeway segments.

3.1 ROAD NETWORK

The following section provides a description of the existing study streets within the communities. Ultimate roadway classifications are taken from the Uptown Community Plan, last updated February 1988, the North Park Community Plan, last updated November 1986, and the Golden Hill Community Plan, last updated June 1990. The portions of the roadways described are intended to reflect the areas within the given community, and may not reflect the entirety of the roadway. Functional classifications are based on field observations performed during preparation of this report. **Figures 3-1, 3-2, and 3-3** illustrate the existing roadway classifications for each of the three communities. **Appendix B** provides the existing intersection geometrics used in this study. The City of San Diego Bicycle Master Plan (City BMP) proposes several bicycle facilities in these communities as noted in the roadway descriptions below.

UPTOWN

First Avenue functions as a north-south, 2-lane collector with a curb to curb width of 50 feet between I-5 and Arbor Avenue. It is two-way for the majority of its length between Grape Street and Washington Street, and one-way northbound otherwise. First Avenue is lined with sidewalks and curbs with parallel parking available on both sides of the street for the entire length of the street. The posted speed limit is 30 mph. Access to I-5 northbound is provided at the intersection of First Avenue and Elm Street. The ultimate adopted community plan street classification for First Avenue is a 3-lane collector. The City BMP proposes First Avenue as a Class III (Bike Route) facility between downtown and Lewis Street, with the option of a Class II (Bike Lanes) between Upas Street and Washington Street.

Fourth Avenue functions as a north-south roadway varying between a 2-lane collector and a 3-lane collector. It is a one-way southbound 3-lane collector with a curb to curb width of 50 feet between I-5 and Walnut Avenue, a one-way southbound 2-lane collector with a curb to curb width of 45 feet between Walnut Avenue and Washington Street, and a two-way, 2-lane collector with a curb to curb width of 50 feet north of Washington Street. It is currently functioning at its adopted plan ultimate classification. Fourth Avenue is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 30 mph. It is currently classified as a Class III bicycle route south of Juniper Street and has a striped enhanced Class II (buffered bicycle lane) between Elm Street and Laurel Street. The City BMP identifies Fourth Avenue as a Class III (Bike Route) facility between downtown and Upas Street, as a Class II (Bike Lanes) facility between Upas Street and Washington Street, and a Class III facility between Washington Street.

Fifth Avenue functions as a one-way northbound 3-lane collector with a curb to curb width of 50 feet between I-5 and Washington Street. It is currently functioning at its adopted plan ultimate classification. Fifth Avenue is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 30 mph. It is classified as a Class III bicycle route south of Laurel Street and has a striped enhanced Class II (buffered bicycle lane) between Elm Street and Laurel Street. The City BMP identifies Fifth Avenue as a Class II (Bike Lanes) facility between downtown and Washington Street, with the option of a Class III (Bike Route) between University Avenue and Washington Street.

Sixth Avenue functions as a north-south 4-lane collector with no center lane and a curb to curb width of 60 feet between I-5 and University Avenue, and provides access to SR-163 north of University Avenue. From Washington Street to University Avenue, it functions as a 3-lane collector with a curb to curb width of 65 feet. It is currently functioning at its adopted plan ultimate classification. Sixth Avenue is lined with sidewalks and curbs with parallel parking available on both sides of the street. Balboa Park runs along the east side of Sixth Avenue. The posted speed limit is 30 mph, and it is classified as a Class III bicycle route south of Upas Street. The City BMP proposes Sixth Avenue as a Class II (Bike Lanes) facility between downtown and Upas Street.

Ninth Avenue is a short two-way, north-south roadway with a curb to curb width of 50 feet between University Avenue and Washington Street with a SR-163 southbound off-ramp connection. Ninth Avenue is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 25 mph.

Campus Avenue functions as a north-south 2-lane collector with a curb to curb width of 50 feet between Washington Street and Madison Avenue. It is currently functioning at its adopted plan ultimate classification. Campus Avenue is lined with sidewalks and curbs with parking available on both sides of the street. Angle parking is available on the west side of the street between Madison Avenue and Monroe Avenue and between Van Buren Avenue and Tyler Avenue. Parallel parking is available along the other sections. The posted speed limit is 25 mph.

Cleveland Avenue functions as a 2-lane collector with bike lanes, parallel parking, and sidewalks on both sides of the street with a curb to curb width of 50 feet between Washington Street and Madison Avenue. South of Washington Street, no bike lanes are provided but parallel parking and sidewalks continue to line the street on both sides. It is currently functioning at its adopted plan ultimate classification. The posted speed limit is 25 mph. The City BMP proposes Cleveland Avenue as a Class II (Bike Lanes) facility between Madison Avenue and Richmond Street.

Curlew Street functions as a 2-lane collector with a curb to curb width of 40 feet between Reynard Way and Robinson Avenue. It is currently functioning at its adopted plan ultimate classification. Curlew Street is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 25 mph. The City BMP proposes the entirety of Curlew Street as a Class III (Bike Route) facility.

Elm Street functions as a two-way 3-lane collector with a curb to curb width of 50 feet from First Avenue to Second Avenue, a one-way westbound 2-lane collector with a curb to curb width of 50 feet from Second Avenue to Third Avenue, and a 3-lane collector with a curb to curb width of 50 feet between Third Avenue and Sixth Avenue. It is bounded by an I-5 northbound off-ramp on the east and a northbound I-5 on-ramp on the west. It is currently functioning at its adopted plan ultimate classification. Elm Street is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 25 mph.

Fort Stockton Drive functions as a 2-lane collector with a curb to curb width of 40 feet between Ampudia Street and Eagle Street. It is currently functioning at its adopted plan ultimate classification. Fort Stockton Drive is lined with sidewalks and curbs with parallel parking available on both sides of the street. Bike lanes are provided on Fort Stockton Drive between Witherby Street and Hermosa Way. The posted speed limit is 25 mph.

Front Street is not continuous through the Uptown community with breaks between Washington Street and University Avenue, Robinson Avenue and Brookes Avenue, Spruce Street and Maple Street, and Fir Street and Date Street. For areas south of Washington Street, Front Street is a two-lane roadway with parking allowed that serves residential areas and is not studied in this report. However, the portion of Front Street

north of Washington Street provides access to UCSD Medical Center and is a key circulation roadway that is included in the study. This portion of Front Street functions as a north-south two-way 2-lane collector with a curb to curb width of 40 feet between Dickinson Street and Arbor Drive, a one-way southbound 2-lane collector with a curb to curb width of 40 feet between Arbor Drive and Lewis Street, and a one-way southbound 3-lane collector with a curb to curb width of 50 feet between Lewis Street and Washington Street. Its adopted plan ultimate classification is a 3-lane collector between Arbor Drive and Washington Street. The posted speed limit is 25 mph. Front Street is lined with sidewalks and curbs with parallel parking available on both sides of the street.

Grape Street functions as a one-way eastbound, 3-lane collector with a curb to curb width of 50 feet between I-5 and First Avenue, and as a two-way, 2-lane collector with a curb to curb width of 50 feet between First Avenue and Sixth Avenue. Its adopted plan ultimate classification is a 3-lane collector between First Avenue and Sixth Avenue. Grape Street is lined with sidewalks and curbs. Angle parking is available on the north side of the street between First Avenue and Fourth Avenue, on both sides of the street between Fourth Avenue and Fifth Avenue, and on the south side between Fifth Avenue and Sixth Avenue. The posted speed limit is 25 mph. The City BMP proposes Grape Street as a Class III (Bike Route) facility between First Avenue.

Hawthorn Street functions as a one-way westbound 3-lane collector with a curb to curb width of 50 feet from Brant Street to First Avenue and a two-way, 2-lane collector with a curb to curb width of 50 feet from First Avenue to Sixth Avenue. Its adopted plan ultimate classification is a 3-lane collector for its entirety. Hawthorn Street is lined with sidewalks and curbs with parking available on both sides of the street. Angle parking is available on the north side of the street between Third Avenue and Sixth Avenue. Parallel Parking is available along the other sections. Access is provided to I-5 northbound from Hawthorn Street. The posted speed limit is 30 mph. The City BMP proposes Hawthorn Street as a Class III (Bike Route) facility between First Avenue and Sixth Avenue.

India Street functions as a one-way northbound collector with a varying classification between 2 lanes and 3 lanes and between two-way and one-way between I-5 to San Diego Avenue. North of San Diego Avenue, India Street is a two-way, 2-lane collector until it terminates at Washington Street. India Street is lined with sidewalks and curbs with parallel parking available on the east side of the street only. It runs parallel to I-5, providing access to I-5 northbound at San Diego Avenue. The posted speed limit is 35 mph. The City BMP proposes India Street as a Class II (Bike Lanes) facility between Laurel Street and Washington Street.

Juan Street functions as a 2-lane collector with a curb to curb width of 35 feet between Witherby Street and the community boundary, providing access into the Old Town community. Juan Street was not included in the adopted community plan future classifications. Juan Street is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 30 mph. The City BMP proposes Juan Street as a Class III (Bike Route) facility between Sunset Boulevard and Taylor Street in the Old Town community.

Laurel Street functions as an east-west 4-lane collector with a curb to curb width of 50 feet between I-5 and Union Street, as a 2-lane collector with a two-way left-turn lane with a curb to curb width of 50 feet between Union Street and Sixth Avenue. East of Sixth Avenue, Laurel Street enters Balboa Park and changes name to El Prado. Its adopted plan ultimate classification is a 2-lane collector. Laurel Street is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 25 mph. The City BMP proposes Laurel Street as a Class III (Bike Route) facility between Reynard Way and Sixth Avenue, joining with the existing bike route in Balboa Park to the east.

Lewis Street functions as an east-west 2-lane collector with a curb to curb width of 50 feet between Fort Stockton Drive and Hawk Street, and a one-way, 2-lane eastbound collector with a curb to curb width of 35 feet between Front Street and Fourth Avenue. Natural terrain severs Lewis Street between Goldfinch Street and Albatross Street. It is currently functioning at its adopted plan ultimate classification. Bike lanes are provided between Fort Stockton Drive and Ibis Street. Lewis Street is lined with sidewalks and curbs with parallel parking available on both sides of the street between Fort Stockton Drive and Ibis Street. Angle parking is available on the south side of the street between Ibis Street and Hawk Street. The posted speed limit is 25 mph.

Normal Street functions as a 4-lane major arterial with a curb to curb width of 110 feet between University Avenue and Washington Street, and as a 6-lane major arterial with a curb to curb width of 110 feet between Washington Street and Park Boulevard/El Cajon Boulevard. It is currently functioning at its adopted plan ultimate classification. Normal Street is lined with sidewalks and curbs on both sides of the street, with angled parking available on both sides of the street between University Avenue and Washington Street. The posted speed limit is 30 mph. The City BMP proposes Normal Street as a Class II (Bike Lanes) facility between Washington Street and El Cajon Boulevard.

Park Boulevard changes cross-sections multiple times throughout the study area. It functions as a northsouth 2-lane collector with a two-way left-turn lane and a curb to curb width of 65 feet between Upas Street and Cypress Avenue, a 3-lane collector (2 northbound, 1 southbound) with a curb to curb width of 65 feet between Cypress Avenue and Essex Street, a 4-lane major with a curb to curb width of 110 feet between Essex Street and Normal Street/El Cajon Boulevard, a 3-lane collector with a curb to curb width of 50 feet between Normal Street/El Cajon Boulevard and Meade Avenue, and a 2-lane collector with a continuous twoway left-turn lane and a curb to curb width of 50 feet between Meade Avenue and Adams Avenue. Its adopted plan ultimate classification is to be a 4-lane major between Upas Street and Washington Street. Park Boulevard is lined with sidewalks and curbs with parking available on both sides of the street. Angle parking is available on both sides of the street between Normal Street and University Avenue. Parallel parking is along the other sections. The posted speed limit is 35 mph between Upas Street and Washington Street, and 30 mph north of Washington Street. Park Boulevard serves as the community boundary between Uptown and North Park. Beyond these communities, it continues into Balboa Park providing access to the attractions within the park including the San Diego Zoo. Park Boulevard is classified as a Class III bicycle facility. The City BMP proposes Park Boulevard as a Class II (Bike Lanes) facility between Adams Avenue and Upas Street, and throughout Balboa Park, with the option of keeping Class III (Bike Route) facilities between Upas Street and El Cajon Boulevard/Normal Street and north of Madison Avenue.

Reynard Way functions as a 2-lane collector with a continuous left-turn lane and a curb to curb width of 55 feet between Torrance Street and Maple Street. Reynard Way becomes Goldfinch Street north of Torrance Street and becomes State Street south of Maple Street. The posted speed limit is 30 mph. It is currently functioning at its adopted plan ultimate classification. Reynard Way is lined with sidewalks and curbs on both sides of the street. The City BMP proposes the entirety of Reynard Way as a Class III (Bike Route) facility.

Richmond Street functions as a north-south 2-lane collector with a curb to curb width of 50 feet between Upas Street and Washington Street. Its adopted plan ultimate classification is to be a 3-lane collector between Cleveland Avenue and Robinson Avenue, and a 2-lane collector between Robinson Avenue and Upas Street. Richmond Street is lined with sidewalks and curbs with parallel parking allowed on both sides of the street. The posted speed limit is 25 mph. The City BMP proposes Richmond Street as a Class II (Bike Lanes) facility between Upas Street and Cleveland Avenue. **Robinson Avenue** functions as an east-west 2-lane collector with a curb to curb width of 35 feet between Curlew Street and Park Boulevard. Between Vermont Street and Park Boulevard, Robinson Avenue functions as a 2-lane collector with a two-way left-turn lane and a curb to curb width of 50 feet. It is currently functioning at its adopted plan ultimate classification. Robinson Avenue is lined with sidewalks and curbs with parallel parking available on both sides of the street. Parking is not available between 5th Avenue and 7th Avenue. It provides access to and from SR-163 between Eighth Avenue and Tenth Avenue. The posted speed limit is 25 mph between Curlew Street and Tenth Avenue and 30 mph between Tenth Avenue and Park Boulevard. The City BMP proposes Robinson Avenue as Class III (Bike Route) facility between First Avenue and Park Boulevard, and continuing east of Park Boulevard as a Bicycle Boulevard facility providing connection to Alabama Street.

San Diego Avenue functions as a 2-lane collector with a curb to curb width of 50 feet between India Street and the community boundary, with one segment between McKee Street and Washington Street that functions as a 3-lane collector with a curb to curb width of 50 feet. The roadway is one-way northbound between California Street and India Street. This roadway provides a connection to the Old Town community. It is currently functioning at its adopted plan ultimate classification. San Diego Avenue is lined with sidewalks and curbs with parking available on both sides of the street. Angle parking is available on the east side of the street between Washington Street and India Street. Parallel parking is along the other sections. The posted speed limit is 35 mph. The City BMP proposes San Diego Avenue as a Class II (Bike Lanes) facility between India Street and Congress Street.

State Street functions as a 2-lane collector with a curb to curb width of 50 feet between Juniper Street and Laurel Street. It was not included in the future classifications. State Street is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 25 mph. The City BMP proposes State Street as a Class III (Bike Route) facility between Laurel Street and downtown.

Sunset Boulevard functions as an east-west 2-lane collector with bike lanes and a curb to curb width of 50 feet between Witherby Street and Fort Stockton Drive. It is lined with sidewalks and curbs with parallel parking available on both sides of the street. It is currently functioning at its adopted plan ultimate classification. The posted speed limit is 25 mph.

University Avenue functions as an east-west 2-lane collector with a curb to curb width of 45 feet between Washington Street and Fifth Avenue, as a 4-lane collector between Fifth Avenue and Eighth Avenue (varying between with and without a center lane), as a 4-lane major between Vermont Street and Normal Street, and a 4-lane collector between Normal Street and Park Boulevard. University Avenue has a curb to curb width of 60 feet between Fifth Avenue and Tenth Avenue, 110 feet between Tenth Avenue and Normal Street, and 50 feet between Normal Street and Park Boulevard. It is currently functioning at its adopted plan ultimate classification. University Avenue is lined with sidewalks and curbs on both sides of the street Angle parking is available on both sides of the street between Vermont Street and Normal Street. Parallel parking is available along the other sections between Fifth Avenue and Park Boulevard. It is classified as a Class III bicycle facility between Goldfinch Street and Third Avenue. The City BMP proposes University Avenue as a Class III (Bike Lanes) facility east of First Avenue beyond the community boundaries, with the option of a Class III (Bike Route) facility between Fifth Avenue and Florida Street.

Upas Street functions as an east-west 2-lane collector with a curb to curb width of 50 feet between Front Street and Sixth Avenue, and provides access to Balboa Park. Upas Street is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 25 mph. It is classified as
a Class III bicycle facility east of Third Avenue. The City BMP proposes Upas Street as a Class III (Bike Route) facility between First Avenue and Third Avenue as well.

Washington Street functions as an east-west 4-lane major with a curb to curb width of 80 feet between I-5 and Richmond Street, and as a 6-lane major between Richmond Street and Normal Street. It is currently functioning at its adopted plan ultimate classification. Washington Street does not have sidewalks or curbs between I-5 and Hawk Street, and between SR-163 and Lincoln Avenue. It is lined with sidewalks and curbs on both sides of the street throughout the rest of the segment. Parallel parking is available on select segments between Hawk Street and Park Boulevard. The posted speed limit is 45 mph between I-5 and Hawk Street, and 35 mph from Hawk Street to Park Boulevard. It is classified as a Class II (Bike Lanes) facility between University Avenue and India Street. The City BMP proposes the entirety of Washington Street as a Class II (Bike Lanes) facility.

NORTH PARK

30th Street functions as a north-south 2-lane collector with a curb to curb width of 50 feet between Juniper Street and Upas Street and a 2-lane collector with a two-way left-turn lane and a curb to curb width of 50 feet between Upas Street and Adams Avenue. It is currently functioning at its adopted plan ultimate classification. 30th Street is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 25 mph. The City BMP proposes the entirety of 30th Street as either a Class II (Bike Lanes) or Class III (Bike Route) facility. 30th Street is the main roadway connecting the North Park community with the Golden Hill community.

32nd **Street** functions as a north-south 2-lane collector with a curb to curb width of 45 feet between Juniper Street and Howard Avenue. Its adopted plan ultimate classification is a 3-lane collector between Landis Street and Lincoln Avenue and a 2-lane collector for the remaining portions. 32nd Street is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 25 mph.

Adams Avenue functions as an east-west 2-lane collector with a two-way left-turn lane and a curb to curb width of 50 feet between Park Boulevard and I-805. It is currently functioning at its adopted plan ultimate classification. 32nd Street is lined with sidewalks and curbs with parking available on both sides of the street. Angle parking is available on the north side of the street from Mission Cliff Drive to Park Boulevard. Parallel parking is available along the other sections, The posted speed limit is 25 mph. The City BMP proposes Adams Avenue as either a Class II (Bike Lanes) or Class III (Bike Route) facility between Park Boulevard and communities east of North Park.

Boundary Street functions as a 2-lane collector with a curb to curb width of 40 feet between Maple Street and Myrtle Avenue and a one-way southbound 1-lane collector with a curb to curb width of 25 feet between Myrtle Avenue and North Park Way, with I-805 off-ramps at North Park Way. Boundary Street is lined with sidewalks and curbs with parallel parking available on both sides of the street for this portion. North of North Park Way, Boundary Street parallels I-805 as a 2-lane collector and provides sidewalk and curb on the west side of the street only. The posted speed limit is 25 mph. It is currently functioning at its adopted plan ultimate classification. The City BMP proposes Boundary Street as either a Class II (Bike Lanes) or Class III (Bike Route) facility between Lincoln Avenue and Landis Street and as a Class III facility from Landis Street to its southern terminus where a Class I (Bike Path) is proposed to provide connections with C Street and Ash Street.

Commonwealth Avenue is a short segment functioning as a 2-lane collector with a curb to curb width of 35 feet between Boundary Street and Juniper Street. It is currently functioning at its adopted plan ultimate

classification. Commonwealth Avenue is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 25 mph. The City BMP proposes Commonwealth Avenue as a Class III (Bike Route) facility between Boundary Street and Juniper Street.

El Cajon Boulevard functions as an east-west 6-lane major between Park Boulevard and I-805. It is currently functioning at its adopted plan ultimate classification. El Cajon Boulevard provides access to I-805 northbound and southbound. It is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 35 mph. The City BMP proposes El Cajon Boulevard as a Class II (Bike Lanes) facility between Park Boulevard and east to adjacent communities, with the option of a Class III (Bike Route) between Park Boulevard and Utah Street.

Florida Street functions as a north-south 2-lane collector with a curb to curb width of 40 feet between Upas Street and El Cajon Boulevard. It is currently functioning at its adopted plan ultimate classification. Florida Street is lined with sidewalks and curbs with parallel parking available on both sides of the street. It continues south into Balboa Park and changes name to Florida Drive. The posted speed limit is 25 mph. The City BMP proposes Florida Street as a Class II (Bike Lanes) facility between Upas Street and University Avenue, and as a Class III (Bike Route) facility between University Avenue and Adams Avenue.

Howard Avenue functions as an east-west 2-lane collector with a two-way left-turn lane and a curb to curb width of 50 feet between Park Boulevard and 32nd Street. It is currently functioning at its adopted plan ultimate classification. Howard Avenue is lined with sidewalks and curbs with parallel parking available on both sides of the street. It continues east over I-805 and changes name to Orange Avenue. The posted speed limit is 25 mph and it is currently a designated Class III (Bike Route) facility. The City BMP proposes Howard Avenue as a dedicated Bicycle Boulevard between Georgia Street and east beyond the community boundary.

Juniper Street functions as an east-west 2-lane collector with a curb to curb width of 50 feet between 29th Street and Pentuckett Avenue. It is currently functioning at its adopted plan ultimate classification. Juniper Street is lined with sidewalks and curbs with parking available on both sides of the street. Angle parking is available on the north side of the street west of 30th Street. Parallel parking is available along the other sections. The posted speed limit is 25 mph. The City BMP proposes Juniper Street as a Class III (Bike Route) between 30th Street and Commonwealth Avenue.

Landis Street functions as a 2-lane collector with a curb to curb width of 50 feet between Boundary Street and Nile Street and provides access across I-805. Its adopted plan ultimate classification is a 3-lane collector for this section. Landis Street is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 25 mph. The City BMP proposes Landis Street as a Bicycle Boulevard between Alabama Street and Utah Street, as a Class III (Bike Route) facility between Utah Street and Boundary Street, joining the existing bike lanes east of Boundary Street.

Lincoln Avenue functions as an east-west 2-lane collector with a curb to curb width of 50 feet between Washington Street and Utah Street, and a 2-lane collector with a continuous two-way left-turn lane and a curb to curb width of 50 feet between Utah Street and I-805. Its adopted plan ultimate classification would be changing the section between Utah Street and I-805 into a two-way couplet system with University Avenue. Lincoln Avenue is lined with sidewalks and curbs with parking available on both sides of the street. Angle parking is available on the north side of the street between Hamilton Street and Idaho Street. Parallel parking is available along the other sections. The posted speed limit is 25 mph west of 30th Street and 30 mph east of 30th Street. The City BMP proposes Lincoln Avenue as a Class II (Bike Lanes) facility between its western terminus and Park Boulevard, and as a Class III (Bike Route) facility between Park Boulevard and University Avenue with an option of a Class II (Bike Lanes) facility between 30th Street.

Madison Avenue functions as an east-west 2-lane collector with a two-way left-turn lane and a curb to curb width of 50 feet between Park Boulevard and Texas Street and as a 2-lane collector with a curb to curb width of 50 feet between Texas Street and Boundary Street. Its adopted plan ultimate classification is a 2-lane collector for the entirety of the roadway. Madison Avenue is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 25 mph.

Meade Avenue functions as an east-west 2-lane collector with a two-way left-turn lane and a curb to curb width of 50 feet between Cleveland Avenue and I-805, except between Campus Avenue and Park Boulevard where it is a 2-lane collector with a curb to curb width of 50 feet. Its adopted plan ultimate classification would be changing the section between Utah Street and I-805 into a two-way couplet system with University Avenue. Meade Avenue is lined with sidewalks and curbs with parking available on both sides of the street. Angle parking is available on the south side of the street between North Avenue and Park Boulevard. Parallel parking is available along the other sections. The posted speed limit is 25 mph west of 30th Street and 30 mph east of 30th Street. The City BMP proposes Meade Avenue as a dedicated Bicycle Boulevard between Maryland Street and the community boundary to the east.

Mission Avenue runs diagonally through the grid network and functions as a one-way 2-lane collector with a curb to curb width of 50 feet between Park Boulevard and Texas Street. It is currently functioning at its adopted plan ultimate classification. Mission Avenue is lined with sidewalks and curbs with parking available on both sides of the street. Angle parking is available on the north side of the street between Mississippi Avenue and Louisiana Street. Parallel parking is available along the other sections. The posted speed limit is 25 mph.

Monroe Avenue functions as an east-west 2-lane collector with a curb to curb width of 50 feet between Maryland Street and Ohio Street. Its adopted plan ultimate classification would be a 3-lane collector with a two-way left-turn lane. Monroe Avenue is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 25 mph.

Nile Street functions as a 2-lane collector with a curb to curb width of 50 feet between Thom Street and Landis Street. It is currently functioning at its adopted plan ultimate classification. Nile Street is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 25 mph.

North Park Way functions as an east-west 2-lane collector between Utah Street and Boundary Street. North Park Way has a curb to curb width of 50 feet between Utah Street and Ray Street and 40 feet between Ray Street and Boundary Street. It is currently functioning at its adopted plan ultimate classification. North Park Way is lined with sidewalks and curbs with parking available on both sides of the street. Angle parking is available on both sides of the street west of 30th Street. Parallel parking is available along the other sections. The posted speed limit is 25 mph.

Pentuckett Avenue functions as a north-south 2-lane collector with a curb to curb width of 40 feet between Juniper Street and the south end of the road near SR-15. It is currently functioning at its adopted plan ultimate classification. Pentuckett Avenue is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 25 mph.

Redwood Street functions as an east-west 2-lane collector with a curb to curb width of 40 feet between Pershing Drive and Boundary Street. It is currently functioning at its adopted plan ultimate classification. Redwood Street is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 25 mph.

Texas Street functions as a north-south 2-lane collector with a curb to curb width of 40 feet between Upas Street and University Avenue, a 2-lane collector with a two-way left-turn lane and a curb to curb width of 50 feet between University Avenue and Mission Avenue, and transitioning to a 3-lane major with a curb to curb width of 60 feet between Mission Avenue and I-8. Its adopted plan ultimate classification would change it to a 4-lane major from El Cajon Boulevard to I-8. Texas Street is lined with sidewalks and curbs with parallel parking available on both sides of the street between Upas Street and Madison Street. From Madison Street to I-8, Texas Street runs through a canyon area; bike lanes are provided on both sides and sidewalk is provided on the west side. The posted speed limit is 25 mph between Upas Street and Madison Avenue, and 40 mph between Madison Avenue and I-8. The City BMP proposes the entirety of Texas Street as a Class II (Bike Lanes).

University Avenue functions as an east-west 4-lane collector with no center lane and a curb to curb width of 50 feet between Park Boulevard and Boundary Street, expect between 30th Street and 32nd Street where it is a 3-lane collector (2 eastbound, 1 westbound) with a curb to curb width of 50 feet. Its adopted plan ultimate classification would be changing the section between Utah Street and I-805 into a two-way couplet system with Lincoln Avenue. University Avenue is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 30 mph between Park Boulevard and Utah Street and 25 mph between Utah Street and Boundary Street. The City BMP proposes University Avenue as a Class II (Bike Lanes) facility for all segments within the community boundaries with the option of a Class III (Bike Route) between Park Boulevard and Florida Street.

Upas Street functions as an east-west 2-lane collector with a curb to curb width of 40 feet between Alabama Street and Pershing Drive and between 30th Street and Boundary Street, and as a 2-lane collector with a two-way left-turn lane and a curb to curb width of 50 feet between Pershing Drive and 30th Street. It is currently functioning at its adopted plan ultimate classification. No sidewalks or curb are provided on the south side. East of Pershing Drive, Upas Street is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 25 mph. Between Alabama Street and Pershing Drive, Upas Street borders Balboa Park to the north. Upas Street is classified as a Class III bicycle facility. The City BMP proposes Upas Street as a Class II (Bike Lanes) facility between Alabama Street and 30th Street with the option of a Class III (Bike Route) facility between Alabama Street and Pershing Avenue. Upas Street west of Morley Field Drive and 30th Street, and as a Class III facility between 30th Street and Boundary Street.

Utah Street functions as a north-south 2-lane collector with bike lanes and a curb to curb width of 50 feet between Upas Street and Copley Avenue, with a 3-lane section between Lincoln Avenue and University Avenue. Its adopted plan ultimate classification is a 3-lane collector. Utah Street is lined with sidewalks and curbs with parking available on both sides of the street. Angle parking is available on the west side of the street between North Park Way and Gunn Street. Parallel parking is available along the other sections. The posted speed limit is 25 mph along Utah Street, except between University Avenue and El Cajon Boulevard where it increased to 30 mph.

GOLDEN HILL

25th Street functions as a north-south 4-lane collector with a curb to curb width of 60 feet between SR-94 and B Street, and a 2-lane collector with a center turn lane and a curb to curb width of 60 feet between B Street and Russ Boulevard. It is currently functioning at its adopted plan ultimate classification. 25th Street is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 25 mph. 25th Street provides access to SR-94 eastbound and also connects with Balboa Park to the north. The City BMP proposes 25th Street as a Class III (Bike Route) facility between Balboa Park and downtown with the option of a Class II (Bike Lanes) facility between Broadway and Market Street.

26th Street functions as a north-south 2-lane collector with a curb to curb width of 40 feet between F Street and Russ Boulevard. It is currently functioning at its adopted plan ultimate classification. 26th Street is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 25 mph.

28th Street functions as a north-south 2-lane collector with a curb to curb width of 50 feet between SR-94 and B Russ Boulevard. Its adopted plan ultimate classification is a 3-lane collector between SR-94 and B Street. 28th Street is lined with sidewalks and curbs with parking available on both sides of the street. Angle parking is available on the east side of the street between A Street and B Street and on the west side of the street between C Street and Broadway. Parallel parking is available along other sections. The posted speed limit is 30 mph. 28th Street provides access to SR-94 eastbound and westbound. North of A Street, 28th Street serves as the eastern boundary of Balboa Park. 28th Street is classified as a Class III (Bike Route) facility south of Broadway. The City BMP proposes Class II (Bike Lane) between Broadway and SR-94, extending the 28th Street Class III (Bike Route) facility from Broadway north to Beech Street, and Class I (Bike Path) north of Beech Street.

30th Street functions as a north-south 2-lane collector with a curb to curb width of 40 feet between SR-94 and A Street where it changes name to Fern Street. 30th street picks up again offset one block to the west as a 2-lane collector with a curb to curb width of 50 feet. Its adopted plan ultimate classification has 30th Street as a 3-lane collector between SR-94 and C Street. It is lined with sidewalks and curbs with parking available on both sides of the street. Angle parking is available on the west side of the street between Newton Avenue and National Avenue, between Greely Avenue and Ocean View Boulevard, and between Grape Street and Hawthorn Street. Parallel parking is available along other sections. The posted speed limit is 30 mph. 30th Street is classified as a Class III bicycle facility. The City BMP proposes 30th Street as either a Class II (Bike Lanes) or Class III (Bike Route) facility north of Upas Street and a Class III (Bike Route) south of Upass Street. 30th Street and Fern Street is the main roadway connecting the Golden Hill community with the North Park community.

31st **Street** functions as a north-south 2-lane collector with a curb to curb width of 40 feet between B Street and Cedar Street and between Grape Street and Juniper Street, and as a one-way southbound 1-lane collector with a curb to curb width of 25 feet between Grape Street and Cedar Street. It is currently functioning at its adopted plan ultimate classification. 31st Street is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 25 mph.

B Street functions as an east-west 4-lane collector with no center lane and a curb to curb width of 50 feet between 1-5 and 20th Street, and as a 2-lane collector with a curb to curb width of 50 feet between 20th Street and 32nd Street. It is currently functioning at its adopted plan ultimate classification. B Street is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 30 mph. The City BMP proposes B Street as a Class III (Bike Route) facility between 19th Street and Fern Street and as a Class II (Bike Lanes) facility west of 19th Street. B Street provides access to I-5 and downtown San Diego.

Beech Street functions as an east-west 2-lane collector with a curb to curb width of 50 feet between 28th Street and Fern Street. It is currently functioning at its adopted plan ultimate classification. Beech Street is lined with sidewalks and curbs with parking available on both sides of the street. Angle parking is available on the south side of the street between Dale Street and 30th Street. Parallel parking is available along other sections. The posted speed limit is 30 mph. The City BMP proposes Beech Street as a Class III (Bike Route) facility between 28th Street and Edgemont Street.

Broadway functions as an east-west 2-lane collector with a two-way left-turn lane and a curb to curb width of 50 feet between 19th Street and 29th Street, and as a 2-lane collector with a curb to curb width of 50 feet east of 29th Street with widening by the SR-94 ramps. Its adopted plan ultimate classification would be a 4-lane major for the portion east of 30th Street. Broadway is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 25 mph. Broadway provides access to SR-94 and downtown San Diego. Broadway is classified as a Class III bicycle facility. The City BMP proposes Broadway Street as potentially being a Class II (Bike Lanes) facility between 19th Street and 22nd Street and between 28th Street and SR-94.

C Street functions as an east-west 2-lane collector with a two-way left-turn lane and a curb to curb width of 50 feet between 1-5 and 29th Street, and as a 2-lane collector with a curb to curb width of 50 feet between 29th Street and Delevan Drive. Its adopted plan ultimate classification is a 2-lane collector. C Street is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 30 mph. The City BMP proposes C Street as a Class III (Bike Route) facility between 19th Street and Delevan Drive.

Cedar Street functions as an east-west 2-lane collector between Fern Street and Gregory Street. Cedar Street has a curb to curb width of 40 feet between Fern Street and Edgemont Street and 40 feet between Edgemont Street and Gregory Street. It is currently functioning at its adopted plan ultimate classification. The segment between 32nd Street and Gregory Street is not identified in the future classifications. Cedar Street is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 30 mph.

Fern Street functions as a north-south 2-lane collector with a curb to curb width of 40 feet between C Street and Juniper Street. Its adopted plan ultimate classification has Fern Street as a 3-lane collector between C Street and A Street. It is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 25 mph. The City BMP proposes Fern Street as a Class III (Bike Route) north of B Street, a Class II (Bike Lanes) between B Street and SR-94 with the option of a Class III (Bike Route) facility between Broadway and SR-94.

Grape Street functions as an east-west 2-lane collector between 28th Street and Marlton Drive. Grape Street has a curb to curb width of 50 feet between 28th Street and 31st Street and 40 feet between 31st Street and Marlton Drive. It is currently functioning at its adopted plan ultimate classification. Grape Street is lined with sidewalks and curbs with parking available on both sides of the street. The posted speed limit is 25 mph.

FREEWAYS

Interstate 5 is a significant north-south interstate that traverses the United States from the Mexico border to the Canadian border through the states of California, Oregon, and Washington. Within California, I-5 connects the following major metropolitan areas: San Diego, Los Angeles, Sacramento, and the eastern portion of the San Francisco Bay Area. I-5 can be directly accessed from the Uptown and Golden Hill communities and provides access to I-8, SR-163, and SR-94 within the vicinity of the study area.

Interstate 8 is a significant east-west interstate that traverses from the western coast of San Diego to central Arizona. I-8 runs just north of the study communities, with direct access from Texas Street. I-8 provides connections with I-5, SR-163, and I-805 within the vicinity of the study area.

State Route 15 / Interstate 15 is a significant north-south interstate that traverses from San Diego to Salt Lake City through the states of California, Nevada, and Utah. SR-15 can be accessed by SR-94 and I-805, but direct access is not provided from within the vicinity of the study area.

Interstate 805 is largely contained within the San Diego metropolitan area. Termini are both located along Interstate 5, one near the Mexico border and the other near the Torrey Pines State Reserve and the University of California at San Diego. I-805 can be directly accessed from the North Park community and provides connections with I-8, SR-94 and SR-15 within the vicinity of the study area.

State Route 94 connects San Diego with the rural areas east of San Diego. Termini are located at downtown San Diego and at I-8 near the community of Boulevard in southeastern San Diego County. SR-94 can be directly accessed from the Golden Hill community and provides connections with I-5, SR-15 and I-805 within the vicinity of the study area.

State Route 163 is contained within the San Diego metropolitan area. Termini are located along Interstate 5 near Balboa Park, and along I-15 near Miramar. SR-163 can be directly accessed from the Uptown and North Park communities and provides connections with I-8 and I-5 within the vicinity of the study area.



Existing Roadway Functional Classification: Uptown



Uptown, North Park, Golden Hill | Draft Report June 2015 | Version 3



Existing Roadway Functional Classification: Golden Hill

3.2 TRAFFIC VOLUMES

The peak-hour intersection turning movements and roadway segment traffic data were obtained from several sources. Prior to data collection and in coordination with the City, the count data was compared against adjacent segments with more recent count data, if applicable, and volumes in the City's traffic model. At locations where volumes were determined to not be reasonable, whether new development has occurred or older count data was not similar enough to more recent count information in the area, new counts were obtained as part of the data collection process for this project. Where appropriate, traffic counts from previous studies were utilized, including the Hillcrest Mobility Study and University Avenue Mobility Plan. The City of San Diego also provided counts that they had performed in 2007 to calibrate their traffic planning model. The rest of the locations were counted by True Count in 2010 or were obtained through the latest City of San Diego traffic count database (2010).

In accordance with the City of San Diego *Traffic Impact Study Manual* (1998), traffic counts should be no greater than two years old. Therefore, since the counts were gathered between 2006 and 2010, validation was required to determine if the counts still represent current traffic conditions for this report. Consequently, the roadway segment ADT counts were compared to current (i.e., Year 2012 and 2013) City of San Diego and Caltrans machine counts available for the Cluster communities and adjacent freeway ramp facilities to determine if the counts included were still valid. It was concluded that traffic volumes for all three communities stayed within a 10-percent fluctuation and the volume counts originally collected were still valid for use. Thus, although count dates may not be consistent, the volumes provide a good representation of volumes for existing conditions for a planning level study.

The existing traffic volume data is contained in **Appendix C**. Since the count data was obtained more than two years ago, justification that the count data is still applicable is also provided in the appendix.

Figures 3-4, 3-5, 3-6, and **3-7** display the existing peak-hour traffic volumes at the study intersections for each community. **Figures 3-8**, **3-9** and **3-10** illustrate the existing ADT volumes along the roadway segments in the study area for each community.

| FIGURE 3 | 5-4 | | | | | | |
|---|---|---|---|--|--|---|--|
| 1 250 / 201 ↔ 4.130 ↔ 1.178 / 202 1.178 | ⇔ 372 / 363 2 399 / 394 Washington St | 2 \$\$ \$\$ \$\$ \$\$ \$\$ \$ \$ \$ \$ \$ \$ \$ | 5 732 / 545 ⇔ 651 / 573 Washington St © 0 Ø Ø<!--</th--><th>3 21/2 2 3 5 2/1/2 2 3 5 4/27 534/989 ⇔ 10/85 ⊗</th><th> 0 / 9 ⇒ 1302 / 1061 ∞ 24 / 68 Washington St 0 0 <l< th=""><th>4 4 4 4 4 4 4 4 4 4 4 4 4 4</th><th> S 120 / 61 ⇒ 1147 / 951 271 / 304 Washington St </th></l<></th> | 3 21/2 2 3 5 2/1/2 2 3 5 4/27 534/989 ⇔ 10/85 ⊗ | 0 / 9 ⇒ 1302 / 1061 ∞ 24 / 68 Washington St 0 0 <l< th=""><th>4 4 4 4 4 4 4 4 4 4 4 4 4 4</th><th> S 120 / 61 ⇒ 1147 / 951 271 / 304 Washington St </th></l<> | 4 4 4 4 4 4 4 4 4 4 4 4 4 4 | S 120 / 61 ⇒ 1147 / 951 271 / 304 Washington St |
| 5 <u>17</u> 27 1/1524 ↔ | © 0 / 116 ⇔ 1379 / 979 Washington St © ⊕ Ø 900 / 0 988 / 588 988 / 588 988 / 588 988 / 588 988 / 588 988 / 588 988 / 588 100 / 116 100 / | 6 4 4 4 4 4 4 4 4 4 4 4 4 4 | 1114 55 55 56 57 57 57 57 57 57 57 57 57 57 | 7 430 / 714 | © 8 © 1409 / 761 ⇔ 669 / 433 Washington St 2 2 2 7 4 | 8 61 / 91 / 95 / 960 / | © 11/11 © 25/23 © 285/116 © 1/2 Polk Ave © Ø 157 88 8₽ |
| 9 0.211 / 782 € 65 95 86 2 0.211 / 782 € 8 2 0.211 / 782 € 8 0.011 / 782 € 8 1097 / 661 € 1997 / 661 € 43 / 113 % | © 74 / 55 ⊕ 511 / 391 2 129 / 143 El Cajon Blvd © 0 8861 / 722 © 0 8861 / 722 | 10 66 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | ⇔ 42 / 416 2 66 / 195 University Ave | 11 ••••••••••••••••••••••••••••••••••• | © 258 / 248 ⇔ 641 / 630 University Ave © ↑ Ø 800 / 02 02 02 02 02 02 02 02 02 02 | me me 12 t 14 t 158 3398 24 433 | © 203 / 187 © 373 / 427 2 134 / 140 University Ave © 0 0 FF 88 / 0 FF |
| 13 69 / 08 / 0 00 / 08 / 0 00 / 08 / 0 00 / 08 / 0 00 / 00 00 / 00 00 00 / 00 00 / 00 00 00 / 00 00 / 00 00 / 00 0 | S 16 / 23 ⇔ 604 / 585 ⊘ 179 / 108 University Ave S 2 2 S 2 4 S 2 4 S 2 4 S 4 4 S 5 4 S 5 4 S 5 4 S 5 5 University Ave S 5 5 S 5 | 14 9L/85 85 9L/257 9 9L/257 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 | is 56 / 40 ⇔ 544 / 594 University Ave | 15 15 15 15 15 15 15 15 15 15 | © 97 / 81 ⊕ 480 / 420 ⊉ 110 / 79 University Ave © 0 ₽ ↓ 125 / 125 ↓ 255 / 66 | 16 16 16 16 16 16 16 10 10 10 10 10 10 10 10 10 10 | ← 151 / 265 2 76 / 73 Robinson Ave |
| 17 \$\$ \$17 \$53 / 53 | © 66 / 106 ⊕ 228 / 231 Robinson Ave © ⊕ Ø L0L/ 86 E66 | 18 611/ 98 88 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 | ∞ 9/34 ⇔ 197/188 ≈ 87/128 Robinson Ave ∞ ⊕ 7 % ⊕ 7 123/200 88/200 128/200 128/200 | 19 öö eip 2 | © 54 / 33 ⇔ 26 / 21 Vine St © € € € € € € € € € € € € € € € € € € € | 20 62 / 218 66 / 1033 / 1450 66 / 88) ↔ 66 / 88) ↔ 66 / 88) ↔ 66 / 88) ↔ | ⇔ 118 / 60 2 144 / 89 Sassafras St |

UPTOWN



Existing Peak-Hour Intersection Volumes: Uptown

| FIGURE 3 | 5-5 | | | | | | |
|--|--|--|---|---|---------------------------------------|---|---|
| 21 öö <u>e</u> <u>e</u> | ∞ 18 / 11 ⇔ 37 / 25 Sassafras St | 22 55 99 Laurel St | 5 007.8009 0 125/174 5 6/0 ⇔ 182/202 | ≈ 97 /91 ≈ 456 /455 ∞ 31 /62 Fourth Ave | ⇔ 233 / 279 ☆ 58 / 41 Laurel St | 24 | S 54 / 78 ⇔ 195 / 335 Laurel St |
| 84/285 | 220 / 115 ≈ 782 / 1380 ⇔ 9 / 25 № | 3 / 622 | 28/32 Ø 16/7 0 97/220 0 16/42 Ø | 324 / 561 ⇔ 86 / 48 ∿ | | 137 / 214 | 85 /69 & 593 /764 & 58 /105 & |
| 5 140 / 136 ⇔ 477 / 522 ⇔ 69 / 103 Sixth Ave | ∾ 19 / 120 ⇔ 42 / 84 ∞ 14 / 67 Laurel St | 92 32 32 32 32 32 32 32 32 32 32 32 32 32 | ∾ 379 / 786 ⇔ 55 / 129 Hawthorn St | 27 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 | Grape St | 28 V V V V I S I I I | ∾ 76 / 18 ⇔ 209 / 486 Elm St |
| 128 / 236 ਕ 97 / 306 ⇔ 55 / 117 ъ | 64 /81 ≈ 326 /395 ⇔ 26 /62 ∞ | | 3 /2 % 0 /1 48 /108 % | 44 / 23 ⊘ 338 / 525 ⇔ 795 / 1648 ∾ | 49 /84 ⇔ 102 /131 ≌ | | 584 / 1368 % 140 / 219 % 33 / 45 % |
| 29 020 020 84 / 38 83 / 620 81 xth Ave | N 1082 / 356 ⇔ 1200 / 398 ☆ 1166 / 468 Elm St | ≈ 108 / 234 ∞ 149 / 130 ∞ 63 / 43 Second St | Cedar St | | | | |
| | | 644 / 412 ⇔ 214 / 49 ∿ | 20 / 74 ⇔ 14 / 16 ⊗ | | | | |

UPTOWN





Existing Peak-Hour Intersection Volumes: Uptown (Cont.)

| FIGURE 3 | 5-0 | | | | | | |
|--|--|---|--|---|---|--|---|
| Image: bit of the state state the state state <thte state="" state<="" th="" the=""> the state state<th> S 386 / 195 ⇔ 39 / 54 2 22 / 19 Madison Ave </th><th>5 73/123 ⇔ 151/481 ∞ 74/272 Texas St</th><th>© 88 / 100 ⇔ 585 / 579 ⊉ 44 / 66 El Cajon Blvd</th><th>23 45 /61 ⇔ 146 /302 ∞ 107 /164 30th St</th><th>is 73 / 85 ⇔ 860 / 1083 ∞ 71 / 192 El Cajon Blvd</th><th>P 2 / 793 ⇒ 2 / 793 ⇒ 2 / 793 ⇒ 137 / 607 Heter SB Ramps</th><th>⇔ 946 / 943 ∞ 188 / 280 El Cajon Blvd</th></thte> | S 386 / 195 ⇔ 39 / 54 2 22 / 19 Madison Ave | 5 73/123 ⇔ 151/481 ∞ 74/272 Texas St | © 88 / 100 ⇔ 585 / 579 ⊉ 44 / 66 El Cajon Blvd | 23 45 /61 ⇔ 146 /302 ∞ 107 /164 30th St | is 73 / 85 ⇔ 860 / 1083 ∞ 71 / 192 El Cajon Blvd | P 2 / 793 ⇒ 2 / 793 ⇒ 2 / 793 ⇒ 137 / 607 Heter SB Ramps | ⇔ 946 / 943 ∞ 188 / 280 El Cajon Blvd |
| 307 / 226 | 9 /24 ∞ 614 /563 ⊕ 13 /12 ∞ | 75 / 165 | 59 / 41 ≈ 265 / 253 ⊕ 20 / 60 ≥ | 29 / 64 | 76 / 101 ⊘ 146 / 232 ⊕ 68 / 136 № | 716 / 1123 ⇔ 502 / 601 ∿ | |
| 35 sdmg 8 gmg 905 NB g | ∾ 346 / 275 ⇔ 613 / 866 El Cajon Blvd | 8 73 / 66 ⇒ 55 / 136 ⇒ 71 / 1171 Texas St | 5 48 / 62 ⇔ 434 / 490 ☆ 9 / 12 University Ave | 2. 3. 49 / 81 40 / 95 2. 40 / 95 3. 30th St | № 38 / 59 ⇔ 384 / 399 2 109 / 141 University Ave | 8 8 1 / 2 8 4 7 2 8 6 2 / 101 € 8 6 2 6 2 / 101 6 8 6 2 6 2 6 3 1 8 8 8 9 10 10 10 10 10 10 10 10 10 10 10 10 10 | ∾ 0 / 2 ⇔ 437 / 557 ∞ 180 / 233 University Ave |
| 513 / 265 | 519 / 333 ≈ 1 / 1 ⇔ 102 / 260 ≈ | 58 / 87 | 67 / 49 ≈ 71 / 135 ⇔ 13 / 32 ≌ | 67 / 98 | 65 / 84 | 1/2 | 86 / 118 2 10 / 17 4 95 / 228 2 |
| 8 13 / 30 ⇔ 52 / 30 ∞ 20 / 54 I-805 NB Ramps | № 8 / 17 ⇔ 290 / 372 ≥ 265 / 159 University Ave | 40 53 23 73 54 23 73 54 23 73 54 23 57 24 23 57 24 23 57 24 24 57 2 | ∿ 187 / 413 ⇔ 107 / 229 ₂ 88 / 309 I-805 SB Ramps | 4157 / 159 8 157 / 159 8 127 / 307 30th St (W) | ∾ 244 / 236 ⇔ 287 / 207 Upas St | | |
| 5 / 8 ⊅ 252 / 527 ⇔ 681 / 511 № | 331 / 382 2 85 / 149 5 132 / 223 2 | 107 / 238 ⇔ 5 6 / 17 ∿ 2 | 40 /24 2 76 /80 2 | 91 / 176 ⊅ 103 / 313 ⇔ Arice Arice | 1/1 2 | | |

NORTH PARK



Existing Peak-Hour Intersection Volumes: North Park

| FIGURE 3 |)- <i>1</i> | | | | | | |
|--|--|--|---|---|---|--|---|
| 5 427 / 294 ⇔ 23 / 52 H5 SB Ramps | ⇔ 1159 / 536 2 80 / 45 B St | 43 | ⇔ 391 / 144 B St | 44 ^{1,5} NB OF HEL B St | ⊗ 16 / 21 ⇔ 346 / 101 ⇔ 337 / 125 | 45 97/€1 ↔ | C St |
| 17th St | | L5 NB Off- Ramp | 813 / 426 % 21 / 36 % | 2 / 0 | 61/28 8 232/146 a 97/234 a 8/20 a | 326 / 754 ⇔ 129 / 289 ଋ | |
| 49 14 / 30 ⇔ 106 / 164 ∞ 501 / 384 | ∾ 498 / 484 ⇔ 161 / 75 ⊉ 17 / 52 Broadway | vex 533 / 454 ⇔ 51 / 50 Broadway | ∾ 577 / 511 2 249 / 285 SR-94 WB Ramps | 48 ⇔ 293/444 ∞ 60/68 28th St | ∾ 278 / 181 ⇔ 15 / 13 ∞ 147 / 257 SR-94 WB Ramps | 66 ⇔ 2566/359 ∞ 297/446 28th St | ∾ 81 / 153 ∞ 46 / 73 SR-94 EB Ramps |
| 14 / 40 ở 35 / 57 ⇔ š 29 / 38 ∿ š | 60 / 32 2 101 / 111 4 25 / 31 2 | | 83 / 90 년 48 / 67 2 | 2/2 ≈ 2/2 ⇔ 24/20 ∿ | 6 / 6 ≈ 194 / 253 ⇔ 38 / 67 ≌ | | 161 / 168 ⇔ 210 / 286 ∿ |
| 22nd St | № 20 / 13 ⇔ 549 / 97 ∞ 62 / 62 F St | 51 04 / 99 853 / 539 800 × 8 800 × 8000 × 800 × 800 × 800 × 800 × 800 × 800 × 800 × 800 × | № 174 / 200 ⇔ 399 / 78 ≥ 99 / 212 F St | 51 / 84 61 / 53 22nd St | G St | 235 / 388 ∞ 255 / 388 ∞ 217 / 369 28th St | G St |
| | 142 /75 & 80 /76 & | | 130 /70 ∞ 220 /196 ⇔ | 45 / 62 | 169 / 89 む 85 / 40 と | 41 / 63 | 307 /196 ⇔ 146 /281 ⊗ |

GOLDEN HILL



Existing Peak-Hour Intersection Volumes: Golden Hill



Existing Roadway Segment ADT Volumes: Uptown

20001 - 30000 Greater than 30000



Existing Roadway Segment ADT Volumes: North Park



5000 or Less 5001 - 10000 10001 - 20000 20001 - 30000 Greater than 30000

Existing Roadway Segment ADT Volumes: Golden Hill

3.3 INTERSECTION ANALYSIS

Tables 3-1, 3-2 and 3-3 display the LOS analysis results for the study intersections under Existing Conditions. As shown in the table and figures, all intersections currently operate at LOS D or better during both peak periods, except for the following intersections:

UPTOWN

• Washington Street & Eighth Ave/SR-163 Off-Ramp (LOS F – p.m. peak)

At the intersection of Washington Street and SR-163, the eastbound through volumes are over 2,100 during the p.m. peak period. The existing two eastbound lanes do not have the capacity to adequately handle this demand.

NORTH PARK

- Madison Avenue & Texas Street (LOS E a.m. peak)
- El Cajon Boulevard & Texas Street (LOS F p.m. peak)
- El Cajon Boulevard & I-805 SB Ramps (LOS F p.m. peak)
- University Avenue & Texas Street (LOS E p.m. peak)

At the intersection of Madison Avenue and Texas Street, there are 307 vehicles making the eastbound left turn movement from Madison Avenue to Texas Street in the a.m. peak, which is above the capacity of the single left turn lane that is provided.

At the intersection of El Cajon Boulevard and Texas Street, the southbound movement does not have adequate time to pass all the vehicles through the intersection given the existing timing plan. The southbound movement is split phased.

At the intersection of El Cajon Boulevard and I-805 SB Ramps, the poor LOS is primarily caused by the southbound right turn movement having to merge with traffic on El Cajon Boulevard. The southbound right turn movement has 793 vehicles during the p.m. peak trying to merge into the closest of three lanes that are carrying 943 westbound through vehicles. Delays at the merge point can affect the speeds on the ramp and the overall intersection operations.

At the intersection of University Avenue and Texas Street there is a pedestrian-only phase and split phasing for the northbound and southbound movements. There is a good amount of vehicles coming from all directions at this intersection and the timing cannot keep the delays down for every movement, especially when pedestrians are using the intersection frequently as well.

GOLDEN HILL

- B Street & 17th St/I-5 SB Off-Ramp (LOS F a.m. peak)
- SR-94 WB Ramps & Broadway (LOS F both peaks)
- SR-94 WB Ramps & 28th Street (LOS E a.m. peak, LOS F p.m. peak)
- SR-94 EB Ramps & 28th Street (LOS F p.m. peak)

At the intersection of B Street and I-5 Southbound Off-Ramp, vehicles looking to go through the intersection in the southbound direction have trouble finding gaps in traffic. During the a.m. peak, there are 1,159 vehicles in the westbound direction that the southbound through movement has to cross. Gaps are created briefly when the upstream traffic signal changes phases, but it does not provide enough gaps for all the vehicles to cross.

At the intersection of SR-94 Westbound Ramps and Broadway, the westbound left-turn movement from the off-ramp is stop-controlled while Broadway has free movements. These left turning vehicles have to wait for gaps in traffic along Broadway. Due to the volumes on Broadway, gaps are not provided often enough to operate at an adequate LOS during either peak-hour.

At the intersections of SR-94 Westbound Ramps and 28th Street and SR-94 Eastbound Ramps and 28th Street, the westbound left-turn movements from the off-ramps are stop-controlled while 28th Street has free movements. These left turning vehicles have to wait for gaps in traffic along 28th Street. Due to the volume on 28th Street, gaps are not provided often enough to operate at an adequate LOS during either peak-hour.

Appendix D contains the LOS calculation worksheets.

| | | | | EXIS | STING | |
|------|--|-----------------|-----------|-----------|----------|--|
| | INTERSECTION | TRAFFIC CONTROL | PEAK HOUR | DELAY (a) | LOS (b) | |
| | | UPT | OWN | | | |
| 1 | Washington St & Hancock St | Signal | AM | 24.9 | С | |
| 1 | washington St & Hancock St | Sigilal | PM | 28.2 | С | |
| 2 | Washington St & San Diego Ave | Signal | AM | 19.7 | В | |
| 2 | washington St & San Diego Ave | Sigilal | PM | 17.6 | В | |
| 3 | Washington St & India St | Signal | AM | 11.7 | В | |
| 5 | washington St & hidia St | Sigilal | PM | 14.2 | В | |
| 4 | Washington St & Fourth Ave | Signal | AM | 25.2 | С | |
| + | washington St & Fourth Ave | Signai | PM | 37.3 | D | |
| 5 | Washington St & Fifth Ave | Signal | AM | 15.2 | В | |
| 5 | washington St & Film Ave | Signal | PM | 16.3 | В | |
| | Washington St & Eighth Ave/SR-163 Off- | Signal | AM | 42.6 | D | |
| U I | Ramp | orgilal | PM | ECL | F | |
| 7 | Washington St & Richmond St/SR-163 | Signal | AM | 18.6 | В | |
| · | On-Ramp | Signai | PM | 13.2 | В | |
| 8 | Washington St/Normal St & Campus | Signal | AM | 43.0 | D | |
| 0 | Ave/Polk Ave | Sigilal | PM | 50.0 | D | |
| 9 1 | Normal St/El Cajon Blvd & Park Blvd | Signal | AM | 25.2 | С | |
| 9 | | Signai | PM | 34.3 | С | |
| 10 U | University Ave & Fourth Ave | Signal | AM | 29.1 | С | |
| 10 | University Ave & Fourth Ave | Sigilal | PM | 28.2 | С | |
| 11 U | University Ave & Fifth Ave | Signal | AM | 12.9 | В | |
| 11 | University Ave & Film Ave | Sigilal | PM | 25.3 | С | |
| 12 1 | University Ave & Sixth Ave | Signal | AM | 32.9 | С | |
| 12 | University Ave & Sixui Ave | Sigilal | PM | 54.8 | D | |
| 13 U | Line of the Area & Transh St | C:1 | AM | 18.6 | В | |
| 15 0 | University Ave & Tenth St | Signal | PM | 20.6 | С | |
| 14 1 | | C' 1 | AM | 5.6 | А | |
| 14 U | University Ave & Normal St | Signal | PM | 10.6 | В | |
| | | a: 1 | AM | 24.5 | C | |
| 15 U | University Ave & Park Blvd | Signal | PM | 39.4 | D | |
| | | | AM | 21.4 | C | |
| 16 I | Robinson Ave & Fourth Ave | Signal | PM | 18.4 | В | |
| | | | AM | 10.4 | B | |
| 17 I | Robinson Ave & Fifth Ave | Signal | PM | 15.0 | B | |
| | | | AM | 21.6 | С | |
| 18 I | Robinson Ave & Sixth Ave | Signal | PM | | <u>с</u> | |
| | | | | 27.6 | | |
| 19 | Vine St & India St | Signal | AM | 5.6 | A | |
| | | | PM | 7.3 | A | |
| 20 5 | Sassafras St & Kettner Blvd | Signal | AM | 10.4 | В | |
| | | - | PM | 12.5 | В | |
| 21 5 | Sassafras St & India St | Signal | AM | 6.3 | А | |
| | | č | PM | 20.9 | С | |

Table 3-1 Existing Conditions Summary of Intersection Analysis

Bold values indicate intersections operating at LOS E or F. ECL = Exceeds Calculable Limit. Reported when delay exceeds 180 seconds. (a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a one-way or two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual and performed using Synchro 7.0

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| | | | | EXIST | TING | |
|----|-------------------------------------|---|-----------|-----------|---------|--------|
| | INTERSECTION | TRAFFIC CONTROL | PEAK HOUR | DELAY (a) | LOS (b) | |
| | | UPTOW | N (cont.) | | | |
| 22 | Laurel St & India St/I-5 NB On-Ramp | Signal | AM | 17.0 | В | |
| 22 | Laurer St & India SVI-5 NB On-Kamp | Signal | PM | 21.4 | С | |
| 23 | Laurel St & Fourth Ave | Signal | AM | 12.2 | В | |
| 23 | | Bighar | PM | 14.9 | В | |
| 24 | Laurel St & Fifth Ave | Signal | AM | 12.3 | В | |
| 2. | | , Signal | PM | 12.7 | В | |
| 25 | Laurel St & Sixth Ave | Signal | AM | 13.7 | В | |
| | | ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~ | PM | 20.5 | С | |
| 26 | Hawthorn St & Brant St | Two-Way Stop | AM | 9.9 | А | (SBR) |
| - | | | PM | 12.9 | В | (SB R) |
| 27 | Grape St & State St | Signal | AM | 15.7 | В | |
| | | Ű | PM | 18.7 | В | |
| 28 | Elm St & First Ave | Signal | AM | 13.3 | В | |
| | | C . | PM | 21.6 | С | |
| 29 | Elm St & Sixth Ave | Signal | AM | 54.4 | D | |
| | | Ű | PM | 14.8 | В | |
| 30 | Cedar St & Second Ave | Two-Way Stop | AM | 31.8 | D | (SB R) |
| | | | PM | 18.0 | С | (SB R) |
| | 1 | NORT | HPARK | | | |
| 31 | Madison Ave & Texas St | Signal | AM | 77.4 | E | |
| | | | PM | 34.7 | С | |
| 32 | El Cajon Blvd & Texas St | Signal | AM | 35.9 | D | |
| | | | PM | 106.8 | F | |
| 33 | El Cajon Blvd & 30th St | Signal | AM | 26.0 | С | |
| | | - | PM | 50.2 | D | |
| 34 | El Cajon Blvd & I-805 SB Ramps | Signal | AM | 18.4 | В | |
| | J 1 | č | PM | 80.9 | F | |
| 35 | El Cajon Blvd & I-805 NB Ramps | Signal | AM | 27.9 | С | |
| | | | PM | 19.2 | В | |
| 36 | University Ave & Texas St | Signal | AM | 19.5 | В | |
| 20 | | , Signal | PM | 72.7 | E | |
| 37 | University Ave & 30th St | Signal | AM | 25.0 | С | |
| 51 | Chivelshy Ave & Sour St | Bighar | PM | 49.2 | D | |
| 38 | University Ave & Boundary St | Signal | AM | 23.0 | С | |
| 50 | Chiversity Ave & Boundary St | Signai | PM | 42.1 | D | |
| 39 | University Ave & LOOS ND Demo- | Signal | AM | 29.0 | С | |
| 39 | University Ave & I-805 NB Ramps | Signal | PM | 35.6 | D | |
| 40 | North Park Way/I-805 SB Ramps & | A 11 W/ C+ | AM | 18.1 | С | |
| 40 | Boundary St/33rd St | All-Way Stop | PM | 10.6 | В | |

Table 3-2 Existing Conditions Summary of Intersection Analysis (Cont.)

otes:

Bold values indicate intersections operating at LOS E or F.

ECL = Exceeds Calculable Limit. Reported when delay exceeds 180 seconds. (a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a one-way or two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual and performed using Synchro 7.0

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| | | | | EXISTING | | | |
|----|--------------------------------|-----------------|-------------|-----------|---------|--------|--|
| | INTERSECTION | TRAFFIC CONTROL | PEAK HOUR | DELAY (a) | LOS (b) | | |
| | | NORTH PA | ARK (cont.) | | | | |
| 41 | Upas St & 30th St (W) | All-Way Stop | AM | 24.4 | С | | |
| 71 | | A me way Stop | PM | 25.9 | D | | |
| | | GOLDE | N HILL | | | | |
| 42 | B St & 17th St/I-5 SB Off-Ramp | One-Way Stop | AM | 130.7 | F | (SB TR | |
| | | | PM | 29.3 | D | (SB TR | |
| 43 | B St & I-5 NB Off-Ramp | No Conflicting | AM | N/A | N/A | | |
| 10 | b bree i b i ib on i iump | Movements | PM | N/A | N/A | | |
| 44 | B St & 19th St/I-5 NB On-Ramp | Signal | AM | 9.4 | А | | |
| | | Signar | PM | 6.8 | А | | |
| 45 | C St & 17 St | One-Way Stop | AM | 13.7 | В | (SB TR | |
| 45 | 6 51 & 17 51 | One-way Stop | PM | 23.3 | С | (SB TR | |
| 46 | Broadway & 30th St | Signal | AM | 14.2 | В | | |
| 40 | | Signai | PM | 11.9 | В | | |
| 47 | SR-94 WB Ramps & Broadway | One-Way Stop | AM | 63.0 | F | (WB L | |
| 47 | SK-94 WB Kallips & Bloadway | One-way Stop | PM | 55.3 | F | (WB L | |
| 48 | SR-94 WB Ramps & 28th St | Two-Way Stop | AM | 46.6 | Е | (WB LT | |
| 40 | SK-94 WB Kallips & 28th St | 1 wo-way Stop | PM | 370.9 | F | (WB LT | |
| 49 | SR-94 EB Ramps & 28th St | One-Way Stop | AM | 26.7 | D | (WB L | |
| 47 | SK-94 EB Kamps & 28m St | One-way Stop | PM | 507.0 | F | (WB L | |
| 50 | F St & 22nd St | All-Way Stop | AM | 13.6 | В | | |
| 50 | F St & 22lid St | All-way Stop | PM | 8.6 | А | | |
| 51 | F St & 25th St | All Way Stor | AM | 20.8 | С | | |
| 51 | | All-Way Stop | PM | 16.2 | С | | |
| 52 | G St & 22nd St | All Way Stor | AM | 9.6 | А | | |
| 52 | | All-Way Stop | PM | 9.4 | А | | |
| 53 | G St & 25th St | All Way Stor | AM | 12.4 | В | | |
| 33 | 0 51 & 25111 51 | All-Way Stop | PM | 16.0 | С | | |

Table 3-3 Existing Conditions Summary of Intersection Analysis (Cont.)

Notes:

Bold values indicate intersections operating at LOS E or F.

ECL = Exceeds Calculable Limit. Reported when delay exceeds 180 seconds. (a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a one-way or two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual and performed using Synchro 7.0

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3.4 ROADWAY SEGMENT ANALYSIS

Tables 3-4 through 3-10 display the roadway segments analysis under Existing Conditions for a typical weekday. As shown in the table, based on planning-level analysis using ADT volumes, it is estimated that all roadway segments function at an acceptable LOS D or better in the study area, except for the following segments. The segments listed below have volumes near or above their existing capacity, resulting in periods of congestion.

UPTOWN

- First Avenue between Washington Avenue and University Avenue (LOS E)
- First Avenue between University Avenue and Robinson Avenue (LOS F)
- First Avenue between Robinson Avenue and Pennsylvania Avenue (LOS E)
- First Avenue between Pennsylvania Avenue and Walnut Avenue (LOS E)
- First Avenue between Laurel Street and Hawthorn Street (LOS E)
- Fourth Avenue between Arbor Drive and Washington Avenue (LOS F)
- Sixth Avenue between University Avenue and Robinson Avenue (LOS F)
- Sixth Avenue between Robinson Avenue and Upas Street (LOS F)
- Sixth Avenue between Upas Street and Laurel Street (LOS F)
- Cleveland Avenue between Lincoln Street and Richmond Street (LOS E)
- Fort Stockton Drive between Hawk Street and Goldfinch Street (LOS F)
- India Street between Glenwood Drive and Sassafras Street (LOS F)
- India Street between Sassafras Street and Redwood Street (LOS E)
- Laurel Street between Columbia Street and Union Street (LOS E)
- Lincoln Avenue between Washington Street and Park Boulevard (LOS F)
- Park Boulevard between Adams Avenue and Mission Avenue (LOS E)
- Park Boulevard between Mission Avenue and El Cajon Boulevard (LOS F)
- Richmond Street between Cleveland Avenue and University Avenue (LOS E)
- Robinson Avenue between Third Avenue and Eighth Avenue (LOS F)
- University Avenue between Ibis Street and Albatross Street (LOS F)
- University Avenue between Albatross Street and First Avenue (LOS F)
- University Avenue between First Avenue and Fourth Avenue (LOS F)
- University Avenue between Fourth Avenue and Fifth Avenue (LOS F)
- University Avenue between Sixth Avenue and Eighth Avenue (LOS F)
- University Avenue between Normal Street and Park Boulevard (LOS F)
- Washington Street between Fifth Avenue and Sixth Avenue (LOS E)
- Washington Street between Sixth Avenue and Richmond Street (LOS F)

NORTH PARK

- 30th Street between Upas Street and Redwood Street (LOS F)
- 30th Street between Redwood Street and Juniper Street (LOS F)
- 32nd Street between Myrtle Avenue and Upas Street (LOS E)
- Adams Avenue between 30th Street and West Mountain View Drive (LOS F)
- Boundary Street between University Avenue and North Park Way (LOS F)
- El Cajon Boulevard between Illinois Street and I-805 Ramps (LOS E)
- Texas Street between Adams Avenue and Mission Avenue (LOS E)
- Texas Street between Mission Avenue and El Cajon Boulevard (LOS F)
- University Avenue between Park Boulevard and Florida Street (LOS F)
- University Avenue between Florida Street and Texas Street (LOS F)

- University Avenue between Texas Street and Oregon Street (LOS F)
- University Avenue between Oregon Street and Utah Street (LOS F)
- University Avenue between Utah Street and 30th Street (LOS F)
- University Avenue between 30th Street and Illinois Street (LOS F)
- University Avenue between Illinois Street and Iowa Street (LOS F)
- University Avenue between Iowa Street and 32nd Street (LOS F)
- University Avenue between 32nd Street and Boundary Street (LOS F)
- Upas Street between Alabama Street and Texas Street (LOS E)
- Upas Street between Texas Street and Pershing Road (LOS E)

GOLDEN HILL

- 26th Street between Russ Boulevard and B Street (LOS F)
- 28th Street between C Street and Broadway (LOS F)
- 28th Street between Broadway and SR-94 (LOS F)
- 30th Street between A Street and Broadway (LOS F)
- Broadway between 30th Street and SR-94 (LOS F)
- Fern Street between Juniper Street and Grape Street (LOS F)
- Fern Street between Grape Street and A Street (LOS F)

Table 3-4 Existing Conditions Summary of Roadway Segment LOS Summary

| ROADWAY SEGMENT | ROADWAY FUNCTIONAL CLASSIFICATION | LOS E CAPACITY | ADT | V/C RATIO (a) | LOS |
|----------------------------------|--|-------------------|----------------|------------------|-----|
| | UPTOWN | | | | |
| ïrst Ave | | | | | |
| Arbor Dr to Washington St | 2 Lane Collector (one-way) | 17,500 | 5,240 | 0.299 | А |
| Washington St to University Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 7,400 | 0.925 | E |
| University Ave to Robinson Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 10,100 | 1.263 | F |
| Robinson Ave to Pennsylvania Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 7,500 | 0.938 | Е |
| Pennsylvania Ave to Walnut Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 7,261 | 0.908 | Е |
| Walnut Ave to Laurel St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 4,695 | 0.587 | С |
| Laurel St to Hawthorn St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 7,290 | 0.911 | E |
| Hawthorn St to Grape St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 3,810 | 0.476 | С |
| Grape St to Elm St | 2 Lane Collector (one-way) | 17,500 | 3,285 | 0.188 | А |
| Fourth Ave | | | | | |
| Arbor Dr to Washington St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 12,390 | 1.549 | F |
| Washington St to University Ave | 2 Lane Collector (one-way) | 17,500 | 10,400 | 0.594 | С |
| University Ave to Robinson Ave | 2 Lane Collector (one-way) | 17,500 | 11,800 | 0.674 | С |
| Robinson Ave to Walnut Ave | 2 Lane Collector (one-way) | 17,500 | 6,946 | 0.397 | А |
| Walnut Ave to Laurel St | 3 Lane Collector (one-way w/ one lane dedicated for multi-modal) | 17,500 | 8,492 | 0.485 | В |
| Laurel St to Grape St | 3 Lane Collector (one-way w/ one lane dedicated for multi-modal) | 17,500 | 7,790 | 0.445 | В |
| Grape St to Elm St | 3 Lane Collector (one-way w/ one lane dedicated for multi-modal) | 17,500 | 7,570 | 0.433 | В |
| Fifth Ave | | | | | |
| Washington St to University Ave | 3 Lane Collector (one-way w/ one lane dedicated for multi-modal) | 17,500 | 11,700 | 0.669 | С |
| University Ave to Robinson Ave | 3 Lane Collector (one-way w/ one lane dedicated for multi-modal) | 17,500 | 10,300 | 0.589 | С |
| Robinson Ave to Walnut Ave | 3 Lane Collector (one-way w/ one lane dedicated for multi-modal) | 17,500 | 12,209 | 0.698 | С |
| Walnut St to Laurel St | 3 Lane Collector (one-way w/ one lane dedicated for multi-modal) | 17,500 | 11,400 | 0.651 | С |
| Laurel St to Hawthorn St | 3 Lane Collector (one-way w/ one lane dedicated for multi-modal) | 17,500 | 9,260 | 0.529 | В |
| Hawthorn St to Grape St | 3 Lane Collector (one-way w/ one lane dedicated for multi-modal) | 17,500 | 10,045 | 0.574 | С |
| Grape St to Elm St | 3 Lane Collector (one-way w/ one lane dedicated for multi-modal) | 17,500 | 9,220 | 0.527 | В |
| Sixth Ave | | | | | |
| Washington St to University Ave | 3 Lane Collector (two-way) | 20,000 | 16,877 | 0.844 | D |
| University Ave to Robinson Ave | 4 Lane Collector (no center lane) | 15,000 | 24,900 | 1.660 | F |
| Robinson Ave to Upas St | 4 Lane Collector (no center lane) | 15,000 | 15,000 | 1.000 | F |
| Upas St to Laurel St | 4 Lane Collector (no center lane) | 15,000 | 15,128 | 1.009 | F |
| Laurel St to Juniper St | 4 Lane Collector (no center lane) | 15,000 | 10,140 | 0.676 | D |
| Juniper St to Grape St | 4 Lane Collector (no center lane) | 15,000 | 10,915 | 0.728 | D |
| Grape St to Elm St | 4 Lane Collector (no center lane) | 15,000 | 10,650 | 0.710 | D |
| Ninth Ave | - T | | | 1 1 | |
| Washington St to University Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 5,204 | 0.651 | D |
| Campus Ave/Polk Ave | | | | 1 1 | |
| Madison Ave to Washington St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 3,175 | 0.397 | В |
| Washington St to Park Blvd | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 5,610 | 0.701 | D |
| Cleveland Ave | | | | | |
| Tyler St to Lincoln St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 4,865 | 0.608 | С |
| Lincoln St to Richmond St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 7,775 | 0.972 | E |
| Curlew St | | 0.000 | 1.725 | 0.015 | |
| Robinson Ave to Reynard Wy | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1,720 | 0.215 | А |
| Elm St | | 10.0 | | | _ |
| Second Ave to Third Ave | 2 Lane Collector (one-way) | 17,500 | 7,889 | 0.451 | B |
| Third Ave to Fifth Ave | 3 Lane Collector (one-way) 3 Lane Collector (one-way) | 26,000 26,000 | 8,179 6,720 | 0.315 0.258 | A |
| Fifth Ave to Sixth Ave | | | | | А |

Capacity for non-standard roadway classifications (those not shown in Table 2-3) were provided by City of San Diego staff. (a) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

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Table 3-5 Existing Conditions Summary of Roadway Segment LOS Summary (Cont.)

| ROADWAY SEGMENT | ROADWAY FUNCTIONAL CLASSIFICATION | LOS E CAPACITY | ADT | V/C RATIO (a) | LOS |
|---|---|-------------------|--------|------------------|-----|
| KOADWAT SEGMENT | ROAD WAT FONCTIONAL CLASSIFICATION | CALACITI | ADI | KATIO (a) | 105 |
| | UPTOWN | | | | |
| Fort Stockton Dr | | | | | |
| Arista St to Sunset Blvd | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 3,290 | 0.411 | В |
| Sunset Blvd to Hawk St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 6,100 | 0.763 | D |
| Hawk St to Goldfinch St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 8,450 | 1.056 | F |
| Goldfinch St to Falcon St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 2,910 | 0.364 | В |
| Front St | | | | | |
| Dickinson St to Arbor Dr | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 3,790 | 0.474 | С |
| Arbor Dr to Washington St | 2 Lane Collector (one-way) | 17,500 | 5,510 | 0.315 | А |
| Grape St | | | | | |
| Albatross St to First Ave | 3 Lane Collector (one-way) | 26,000 | 2,082 | 0.080 | А |
| First Ave to Third Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 4,289 | 0.536 | С |
| Third Ave to Sixth Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 2,097 | 0.262 | А |
| Hawthorn St | | | | | |
| Brant St to First Ave | 3 Lane Collector (one-way) | 26,000 | 11,558 | 0.445 | В |
| First Ave to Third Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 3,634 | 0.454 | С |
| Third Ave to Sixth Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 3,577 | 0.447 | С |
| India St | | | | | |
| Winder St to Glenwood Dr | 3 Lane Collector (one-way) | 26,000 | 8,345 | 0.321 | А |
| Glenwood Dr to Sassafrass St | 2 Lane Collector (one-way) | 17,500 | 26,178 | 1.496 | F |
| Sassafras St to Redwood St | 3 Lane Collector (two-way) | 20,000 | 18,676 | 0.934 | Е |
| Redwood St to Palm St | 3 Lane Collector (one-way) | 26,000 | 16,705 | 0.643 | С |
| Juan St | | | | | |
| Harney St to Witherby St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 2,345 | 0.293 | А |
| Laurel St | | | | • • | |
| Columbia St to Union St | 4 Lane Collector (no center lane) | 15,000 | 13,691 | 0.913 | Е |
| Union St to First Ave | 2 Lane Collector (continuous left-turn lane) | 15,000 | 11,128 | 0.742 | D |
| First Ave to Third Ave | 2 Lane Collector (continuous left-turn lane) | 15,000 | 11,326 | 0.755 | D |
| Third Ave to Sixth Ave | 2 Lane Collector (continuous left-turn lane) | 15,000 | 11,516 | 0.768 | D |
| Lewis St | · | | | | |
| Fort Stockton Dr to Goldfinch St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 3,720 | 0.465 | С |
| Lincoln Ave | · · · · · · · · · · · · · · · · · · · | • | | • | |
| Washington St to Park Blvd | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 8,155 | 1.019 | F |
| Madison Ave | · · · · · · · · · · · · · · · · · · · | • | | • | |
| Cleveland Ave to Park Blvd | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 3,750 | 0.469 | С |
| Meade Ave | | • | | | |
| Cleveland Ave to Park Blvd | 2 Lane Collector (continuous left-turn lane) | 15,000 | 3,290 | 0.219 | А |
| Normal St | | - , | , | | |
| Park Blvd to Washington St | 6 Lane Major Arterial | 50,000 | 22,296 | 0.446 | В |
| Washington St to University Ave | 4 Lane Major Arterial | 40,000 | 4,974 | 0.124 | A |
| Notes: | · · · | • | - | · · · | |
| Bold values indicate roadway segments operating at LO | S E or F. | | | | |

Lapacity for non-sumant roadway cassincations (into a no shown in 1 and 2-5) were provided by City on (a) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity K:(SND_TTY/09/5240042_Fuure[240042801.ism](balad Existing

Table 3-6 Existing Conditions Summary of Roadway Segment LOS Summary (Cont.)

| ROADWAY SEGMENT | ROADWAY FUNCTIONAL CLASSIFICATION | LOS E CAPACITY | ADT | V/C RATIO (a) | LOS |
|---------------------------------|---|-------------------|--------|------------------|-----|
| | UPTOWN | | | | |
| Park Blvd | | | | | |
| Adams Ave to Mission Ave | 2 Lane Collector (continuous left-turn lane) | 15,000 | 14,839 | 0.989 | Е |
| Mission Ave to El Cajon Blvd | 3 Lane Collector (no center lane) | 11,500 | 11,806 | 1.027 | F |
| El Cajon Blvd to Polk Ave | 4 Lane Major Arterial | 40,000 | 11,524 | 0.288 | А |
| Polk Ave to University Ave | 4 Lane Major Arterial | 40,000 | 13,936 | 0.348 | А |
| University Ave to Robinson Ave | 4 Lane Major Arterial | 40,000 | 14,400 | 0.360 | А |
| Robinson Ave to Upas St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 12,501 | 0.833 | D |
| Upas St to Zoo Pl | 4 Lane Major Arterial | 40,000 | 13,807 | 0.345 | А |
| Reynard Wy | · · · | | | | |
| Torrance St to Curlew St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 1,955 | 0.130 | А |
| Curlew St to Laurel St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 7,200 | 0.480 | С |
| Richmond St | · · · · · · · · · · · · · · · · · · · | | , | • | |
| Cleveland Ave to University Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 7,085 | 0.886 | Е |
| University Ave to Robinson Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 5,345 | 0.668 | D |
| Robinson Ave to Upas St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 5,015 | 0.627 | D |
| Robinson Ave | | | | · · · | |
| Brant St to First Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1,995 | 0.249 | А |
| First Ave to Third Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 5,800 | 0.725 | D |
| Third Ave to Eighth Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 11,022 | 1.378 | F |
| Tenth Ave to Richmond St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 10,120 | 0.675 | D |
| Richmond St to Park Blvd | 2 Lane Collector (continuous left-turn lane) | 15,000 | 7,269 | 0.485 | С |
| San Diego Ave | · · · · · · · · · · · · · · · · · · · | | | • | |
| Hortensia St to Pringle St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 5,830 | 0.729 | D |
| McKee St to Washington St | 3 Lane Collector (one-way) | 26,000 | 13,920 | 0.535 | В |
| Washington St to India St | 2 Lane Collector (one-way) | 17,500 | 4,920 | 0.281 | А |
| State St | · · · · | | | • | |
| Laurel St to Juniper St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 4,140 | 0.518 | С |
| Sunset Blvd | · · · · · · | | | | |
| Witherby St to Fort Stockton Dr | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 2,595 | 0.324 | В |
| University Ave | | | | | |
| Ibis St to Albatross St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 10,527 | 1.316 | F |
| Albatross St to First Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 16,851 | 2.106 | F |
| First Ave to Fourth Ave | 2 Lane Collector (no fronting property) | 10,000 | 11,750 | 1.175 | F |
| Fourth Ave to Fifth Ave | 2 Lane Collector (continuous left-turn lane) | 15,000 | 20,250 | 1.350 | F |
| Fifth Ave to Sixth Ave | 4 Lane Collector | 30,000 | 21,184 | 0.706 | D |
| Sixth Ave to Eighth Ave | 4 Lane Collector (no center lane) | 15,000 | 24,400 | 1.627 | F |
| Vermont St to Normal St | 4 Lane Major Arterial | 40,000 | 23,938 | 0.598 | С |
| Normal St to Park Blvd | 4 Lane Collector (no center lane) | 15,000 | 16,275 | 1.085 | F |
| Upas St | | | | | |
| Third Ave to Sixth Ave | 2 Lane Collector (no fronting property) | 10,000 | 4,475 | 0.448 | В |
| Washington St | | | | | |
| India St to University Ave | 4 Lane Major Arterial | 40,000 | 27,929 | 0.698 | С |
| University Ave to First Ave | 4 Lane Major Arterial | 40,000 | 20,477 | 0.512 | В |
| First Ave to Fourth Ave | 4 Lane Major Arterial | 40,000 | 25,745 | 0.644 | С |
| Fourth Ave to Fifth Ave | 4 Lane Major Arterial | 40,000 | 30,900 | 0.773 | D |
| Fifth Ave to Sixth Ave | 4 Lane Major Arterial | 40,000 | 38,428 | 0.961 | Е |
| Sixth Ave to Richmond St | 4 Lane Major Arterial | 40,000 | 41,778 | 1.044 | F |
| | | 50,000 | 38,725 | 0.775 | С |

Capacity for non-standard roadway classifications (those not shown in Table 2-3) were provided by City of San Diego staff. (a) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

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Table 3-7 Existing Conditions Summary of Roadway Segment LOS Summary (Cont.)

| ROADWAY SEGMENT | ROADWAY FUNCTIONAL CLASSIFICATION | LOS E CAPACITY | ADT | V/C RATIO (a) | LOS |
|----------------------------------|--|-------------------|--------|------------------|-----|
| | NORTH PARK | | | | |
| 0th St | | | | | |
| Adams Ave to Meade Ave | 2 Lane Collector (continuous left-turn lane) | 15,000 | 6,325 | 0.422 | В |
| Meade Ave to El Cajon Blvd | 2 Lane Collector (continuous left-turn lane) | 15,000 | 10,912 | 0.727 | D |
| El Cajon Blvd to Howard Ave | 2 Lane Collector (continuous left-turn lane) | 15,000 | 12,684 | 0.846 | D |
| Howard Ave to Lincoln Ave | 2 Lane Collector (continuous left-turn lane) | 15,000 | 12,703 | 0.847 | D |
| Lincoln Ave to University Ave | 2 Lane Collector (continuous left-turn lane) | 15,000 | 12,500 | 0.833 | D |
| University Ave to North Park Way | 2 Lane Collector (continuous left-turn lane) | 15,000 | 12,150 | 0.810 | D |
| North Park Way Ave to Upas St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 12,241 | 0.816 | D |
| Upas St to Redwood St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 8,824 | 1.103 | F |
| Redwood St to Juniper St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 10,013 | 1.252 | F |
| 32nd St | · · · · | | | | |
| Howard Ave to Lincoln Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1,845 | 0.231 | А |
| Lincoln Ave to University Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 3,300 | 0.413 | В |
| University Ave to Myrtle Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 5,000 | 0.625 | D |
| Myrtle Ave to Upas St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 6,985 | 0.873 | Е |
| Upas St St to Redwood St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 5,200 | 0.650 | D |
| Redwood St to Juniper St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 2,218 | 0.277 | А |
| Adams Ave | | • | | • | |
| Park Blvd to Alabama St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 6,758 | 0.451 | В |
| Alabama St to Texas St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 8,966 | 0.598 | С |
| Texas St to 30th St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 10,700 | 0.713 | D |
| 30th St to W Mountain View Dr | 2 Lane Collector (continuous left-turn lane) | 15,000 | 19,929 | 1.329 | F |
| Boundary St | · | | | | |
| University Ave to North Park Way | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 12,620 | 1.578 | F |
| North Park Way to Myrtle Ave | 1 Lane Collector (one-way) | 7,500 | 2,730 | 0.364 | В |
| Myrtle Ave to Redwood St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 4,670 | 0.584 | С |
| Redwood St to Commonwealth Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 3,550 | 0.444 | С |
| Commonwealth Ave | · · · · | | | | |
| Boundary St to Juniper St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1,480 | 0.185 | А |
| El Cajon Blvd | | • | | • • | |
| Park Blvd to Florida St | 6 Lane Major Arterial | 50,000 | 19,407 | 0.388 | А |
| Florida St to Texas St | 6 Lane Major Arterial | 50,000 | 23,366 | 0.467 | В |
| Texas St to Oregon St | 6 Lane Major Arterial | 50,000 | 24,479 | 0.490 | В |
| Oregon St to Utah St | 6 Lane Major Arterial | 50,000 | 32,468 | 0.649 | С |
| Utah St to 30th St | 6 Lane Major Arterial | 50,000 | 32,191 | 0.644 | С |
| 30th St to Illinois St | 6 Lane Major Arterial | 50,000 | 39,116 | 0.782 | С |
| Illinois St to I-805 Ramps | 6 Lane Major Arterial | 50,000 | 46,062 | 0.921 | Е |
| Florida St | · · · · | • | | • | |
| El Cajon Blvd to University Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 3,375 | 0.422 | В |
| University Ave to Robinson Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 5,450 | 0.681 | D |
| Robinson Ave to Upas St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 5,600 | 0.700 | D |
| Florida Dr | | | | · · · | |
| Upas St to Morley Field Dr | 2 Lane Collector (no fronting property) | 10,000 | 5,498 | 0.550 | В |
| Ioward Ave | | | | · · · | |
| Park Blvd to Florida St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 3,000 | 0.200 | А |
| Florida St to Texas St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 3,566 | 0.238 | A |
| Texas St to Utah St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 4,815 | 0.321 | A |
| Utah St to 30th St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 6,137 | 0.409 | В |
| 30th St to 32nd St | 2 Lane Collector (continuous left-turn lane) 2 Lane Collector (continuous left-turn lane) | 15,000 | 7,187 | 0.479 | C |
| | · · · · · · · · · · · · · · · · · · · | | | | |

(a) The v(c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity K;SND_TPTO(p95240042_Fuure[2400428S01.stsn]Updated Existing

Table 3-8 Existing Conditions Summary of Roadway Segment LOS Summary (Cont.)

| ROADWAY SEGMENT | ROADWAY FUNCTIONAL CLASSIFICATION | CAPACITY | ADT | RATIO (a) | LOS |
|--|---|----------|--------|-----------|-----|
| | ROADWAT FUNCTIONAL CLASSIFICATION | CALACITI | ADI | KATIO (a) | 103 |
| | NORTH PARK | | | | |
| uniper St | | | | | |
| 30th St to 32nd St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 3,646 | 0.456 | С |
| 32nd St to Commonwealth Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 2,826 | 0.353 | В |
| andis St | | | | | |
| Boundary St to Nile St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 3,790 | 0.474 | С |
| Lincoln Ave | | | | | |
| Florida St to Texas St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 990 | 0.124 | А |
| Texas St to Utah St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 2,400 | 0.300 | А |
| Utah St to 30th St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 4,550 | 0.303 | А |
| 30th St to 32nd St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 5,563 | 0.371 | В |
| 32nd St to Boundary St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 5,473 | 0.365 | В |
| Iadison Ave | | | | | |
| Park Blvd to Mission Ave | 2 Lane Collector (continuous left-turn lane) | 15,000 | 6,110 | 0.407 | В |
| Mission Ave to Texas St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 8,040 | 0.536 | С |
| Texas St to Ohio St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 5,295 | 0.662 | D |
| Jeade Ave | | | | | |
| Park Blvd to Texas St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 4,060 | 0.271 | А |
| Texas St to 30th St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 5,280 | 0.352 | В |
| 30th St to Illinois Ave | 2 Lane Collector (continuous left-turn lane) | 15,000 | 8,576 | 0.572 | С |
| Illinois St to Iowa St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 8,651 | 0.577 | С |
| Aission Ave | | | | | |
| Park Blvd to Mississippi St | 2 Lane Collector (one-way) | 17,500 | 1,497 | 0.086 | А |
| Ionroe Ave | | | | | |
| Park Blvd to Mission Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1,200 | 0.150 | А |
| Mission Ave to Texas St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1,500 | 0.188 | А |
| Texas St to 30th St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 2,158 | 0.270 | А |
| lile St | | | | | |
| Landis St to Thorn St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 4,305 | 0.538 | С |
| lorth Park Way | | | | | |
| 30th St to 32nd St | 2 Lane Collector (no fronting property) | 10,000 | 6,737 | 0.674 | С |
| Drange Ave/Howard Ave | | | | | |
| Iowa St to I-805 | 2 Lane Collector (continuous left-turn lane) | 15,000 | 5,938 | 0.396 | В |
| entuckett Ave | | | | | |
| Juniper St to Fir St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 2,225 | 0.278 | А |
| ershing Dr | | | | | |
| Upas St to Redwood St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 6,439 | 0.429 | В |
| Redwood St | | | | | |
| 28th St to 30th St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 5,988 | 0.749 | D |
| 30th St to 32nd St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 4,912 | 0.614 | С |
| 32nd St to Boundary St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1,650 | 0.206 | А |
| Robinson Ave | | | | | |
| Park Blvd to Florida St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 4,160 | 0.520 | С |
| Sexas St | | | | | |
| Adams Ave to Mission Ave | 3 Lane Major Arterial | 30,000 | 27,532 | 0.918 | Е |
| Mission Ave to El Cajon Blvd | 2 Lane Collector (continuous left-turn lane) | 15,000 | 16,563 | 1.104 | F |
| El Cajon Blvd to Howard Ave | 2 Lane Collector (continuous left-turn lane) | 15,000 | 10,404 | 0.694 | D |
| | 2 Lane Collector (continuous left-turn lane) | 15,000 | 9,461 | 0.631 | С |
| Howard Ave to University Ave | | 8,000 | 3,821 | 0.478 | С |
| Howard Ave to University Ave University Ave to Myrtle Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 5,621 | 0.470 | C |

Capacity for non-summar trading transmission (nose not snown in range 2-3) were provided by City of (a) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity K;SND_TPT0/9524042_Finne[240042801.ism]Ddated Existing

Table 3-9 Existing Conditions Summary of Roadway Segment LOS Summary (Cont.)

| BOADWAN CECMENT | DOADWAY EUNOTIONAL OF ACCEPTOATION | LOS E | ADT | V/C | LOG |
|--|--|----------|--------|-----------|-----|
| ROADWAY SEGMENT | ROADWAY FUNCTIONAL CLASSIFICATION | CAPACITY | ADT | RATIO (a) | LOS |
| | NORTH PARK | | | | |
| niversity Ave | | - | | | |
| Park Blvd to Florida St | 4 Lane Collector (no center lane) | 15,000 | 19,200 | 1.280 | F |
| Florida St to Texas St | 4 Lane Collector (no center lane) | 15,000 | 21,611 | 1.441 | F |
| Texas St to Oregon St | 4 Lane Collector (no center lane) | 15,000 | 20,058 | 1.337 | F |
| Oregon St to Utah St | 4 Lane Collector (no center lane) | 15,000 | 20,361 | 1.357 | F |
| Utah St to 30th St | 4 Lane Collector (no center lane) | 15,000 | 19,173 | 1.278 | F |
| 30th St to Illinois St | 3 Lane Collector (no center lane) | 11,500 | 21,100 | 1.835 | F |
| Illinois St to Iowa St | 3 Lane Collector (no center lane) | 11,500 | 25,857 | 2.248 | F |
| Iowa St to 32nd St | 3 Lane Collector (no center lane) | 11,500 | 19,644 | 1.708 | F |
| 32nd St to Boundary St | 4 Lane Collector (no center lane) | 15,000 | 25,568 | 1.705 | F |
| Jpas St | · | • | | | |
| Alabama St to Texas St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 7,100 | 0.888 | Е |
| Texas St to Pershing Rd | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 7,160 | 0.895 | E |
| Pershing Rd to 30th St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 9,574 | 0.638 | С |
| 30th St to 32nd St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 4,347 | 0.543 | С |
| 32nd St to Boundary St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 2,600 | 0.325 | В |
| Jtah St | · · · · | • | | | |
| Adams Ave to Monroe Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 992 | 0.124 | А |
| Meade Ave to El Cajon Blvd | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 2,841 | 0.355 | В |
| El Cajon Blvd to Howard Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 4,362 | 0.545 | С |
| Howard Ave to Lincoln Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 2,535 | 0.317 | В |
| Lincoln Ave to University Ave | 3 Lane Collector (no center lane) | 11,500 | 2,900 | 0.252 | А |
| University Ave to North Park Way | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 4,740 | 0.593 | С |
| North Park Way to Upas St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1,919 | 0.240 | А |
| | | | | | |
| 5th St | GOLDEN HILL | | | | |
| Russ Blvd to B St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 7,550 | 0.503 | С |
| B St to Broadway | 4 Lane Collector (no center lane) | 15,000 | 9,409 | 0.627 | C |
| Broadway to F St | 4 Lane Collector (no center lane) | 15,000 | 12,105 | 0.807 | D |
| 26th St | (| | , | | |
| Russ Blvd to B St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 9,152 | 1.144 | F |
| B St to C St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 2,146 | 0.268 | A |
| 28th St | ,, | ., | _, | | |
| Russ Blvd to C St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 4,888 | 0.611 | С |
| C St to Broadway | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 8,150 | 1.019 | F |
| Broadway to SR-94 | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 10,697 | 1.337 | F |
| South St | (| | | | - |
| Grape St to Ash St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 3,865 | 0.483 | С |
| A St to Broadway | 2 Lane Collector (Multi-family, commercial-industrial fronting) 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 16,610 | 2.076 | F |
| Broadway to SR-94 | 2 Lane Collector (Multi-family, commercial-industrial fronting) 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 4,210 | 0.526 | C |
| n () () () () () () () () () () () () () | conteror (main rainity, connictent industrial fonting) | 0,000 | .,210 | 0.020 | C |
| 31st St | | | | | |

(a) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity

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| ROADWAY SEGMENT | ROADWAY FUNCTIONAL CLASSIFICATION | LOS E CAPACITY | ADT | V/C RATIO (a) | LOS |
|------------------------|---|-------------------|--------|------------------|-----|
| | GOLDEN HILL | | | | |
| B St | | | | | |
| 19th St to 20th St | 4 Lane Collector (no center lane) | 15,000 | 5,372 | 0.358 | В |
| 20th St to 25th St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 3,708 | 0.464 | С |
| 25th St to 26th St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 4,600 | 0.575 | С |
| 26th St to 28th St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 6,200 | 0.775 | D |
| 28th St to 30th St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 2,713 | 0.339 | В |
| Beech St | | | | | |
| 28th St to Fern St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1,770 | 0.221 | А |
| Broadway | | | | | |
| 19th St to 20th St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 5,788 | 0.386 | В |
| 20th St to 25th St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 4,867 | 0.324 | А |
| 25th St to 28th St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 4,165 | 0.278 | А |
| 28th St to 30th St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 3,279 | 0.219 | А |
| 30th St to SR-94 | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 15,881 | 1.985 | F |
| C St | | | | | |
| 19th St to 20th St | 1 Lane Collector (one-way) | 7,500 | 3,827 | 0.510 | С |
| 20th St to 25th St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 3,923 | 0.262 | А |
| 28th St to 30th St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 2,658 | 0.177 | А |
| 30th St to 34th St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 4,230 | 0.529 | С |
| Cedar St | | | | | |
| Fern St to Felton St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 2,815 | 0.352 | В |
| Fern St | | | | | |
| Juniper St to Grape St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 8,350 | 1.044 | F |
| Grape St to A St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 8,082 | 1.010 | F |
| Grape St | | | | • | |
| 30th St to 31st St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 2,614 | 0.327 | В |

(a) The V/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity. K;SND_TPTO/9524042_Funre[240042RS01.shm]Updated Existing

3.5 FREEWAY SEGMENT ANALYSIS

Freeway volumes were obtained from Caltrans and reflect the latest volumes that had been collected at the time of this report. **Tables 3-11 through 3-14** display the LOS analysis results for the study freeway segments under Existing Conditions. As shown in the table, the freeway segments surrounding the Uptown, North Park, and Golden Hill communities all have volumes that exceed the capacity during peak hours. In general, the failing segments are those that move traffic away from the cluster communities in the morning and towards the cluster communities in the afternoon.

Interstate 5 shows LOS E or F in the northbound direction at each of the segments except between Washington Street and Pacific Highway during the a.m. peak. In the p.m. peak, LOS E or F occurs from First Avenue to Sixth Avenue and from SR-163 to SR-94, both in the southbound direction.

Interstate 8 shows LOS E or F at each of the study segments in both peak periods. The failing LOS shows up in the westbound direction during the a.m. peak and in the eastbound direction during the p.m. peak.

State Route 15 shows LOS E in the southbound direction during both the a.m. and p.m. peaks between I-805 and SR-94.

Interstate 805 shows LOS E or F in one direction each of the segments in the a.m. peak. From I-8 to Adams Avenue, the deficient direction is northbound, and for segments from El Cajon Boulevard to SR-15, the deficient direction is southbound. During the p.m. peak, the deficient segments are southbound from I-8 to Adams Avenue and northbound from El Cajon Boulevard to University Avenue.

State Route 94 shows LOS E or F in the westbound direction during the a.m. peak and in the eastbound direction in the p.m. peak.

State Route 163 shows LOS E or F in the southbound direction from Washington Street to I-5 during the a.m. peak and in the northbound direction from I-5 to Washington Street during the p.m. peak. In addition, the segment of SR-163 from Quince Drive to I-5 in the southbound direction is LOS F in the p.m. peak.

3.6 FREEWAY RAMP METERING ANALYSIS

Ramp volumes were obtained from the intersection turning movements when applicable, or from Caltrans' latest volumes that had been collected at the time of this report. **Table 3-15** displays the queuing analysis results for the ramps in the study area that are currently metered. The table compares the peak hour demand at the on-ramp with the current meter rate. As shown in the table, the meter rate adequately controls the expected demand without excess queuing, except at the following locations:

- Washington Street to I-5 Northbound, a.m. peak (1.4 minute average delay)
- Washington Street to I-5 Northbound, p.m. peak (2.3 minute average delay)
- India Street to I-5 Northbound, p.m. peak (4.2 minute average delay)
- Hancock Street to I-5 Southbound, p.m. peak (7.7 minute average delay)
- Fifth Avenue to I-5 Southbound, p.m. peak (5.5 minute average delay)

Appendix E contains the ramp meter information provided by Caltrans.

| $\begin{tabular}{ c c c c c c c c c c c c c c c c c c c$ | | | | | | PEAK HOUR | Q | PEAK- | | |
|---|---|--------------------------------|-------------------------------|-----------------|---------|--------------|------------------------|--------------------|--------------|---------------|
| AMPEAK AMPEaK 4 M+1A 9.200 196,000 15,600 0.560 8.736 0.95 4 M +1A 9.200 196,000 15,600 0.560 6.5720 0.84 4 M +1A 9.200 148,000 148,000 0.560 6.720 0.84 4 M +1A 9.200 148,000 15,500 0.750 11,625 1.26 5 M +1A 11,200 210,000 15,500 0.750 11,625 1.26 5 M +1A 11,200 210,000 15,500 0.750 11,625 1.26 5 M +1A 11,200 210,000 15,500 0.750 12,150 1.08 5 M +1A 9,200 164,000 12,700 0.250 3,875 0.35 4 M +1A 9,200 208,000 16,500 0.570 9,405 1.04 4 M +1A 9,200 20,600 0,570 9,405 1.02 1.14 4 M +1A 9,200 24,000 17,900 0.5405 | FREEWAY SEGMENT | DIRECTION | | CAPACITY (a) | ADT (h) | VOLUME | (DIRECTIONAL SPLIT) | HOUR VOLUME (c) | V/C RATIO | SOT |
| 4M+1A 9.200 196,000 15,600 0.560 8,736 0.95 N 4M+1A 9.200 196,000 15,600 0.440 6,864 0.75 0 | | | -11 | | 1 PEAK | | | | | 200 |
| 4M+1A 9.200 196,000 15,600 0.560 8.736 0.95 1 4M+1A 9.200 196,000 15,600 0.440 6.864 0.75 0 4M+1A 8.000 148,000 148,000 15,500 0.560 6.720 0.84 0.75 4M 8.000 148,000 15,500 0.750 11,625 1.26 0.86 5 M+1A 11,200 201,000 16,200 0.750 12,150 1.26 0.36 5 M+1A 11,200 210,000 16,200 0.750 12,150 0.36 0.36 5 M+1A 11,200 0.6400 6.864 0.36 <td< td=""><td>I-5</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<> | I-5 | | | | | | | | | |
| 4 M + 1 A 9 200 1 7000 1 1,000 0 4,400 6,864 0.75 0 7.4 4 M 8,000 148,000 12,000 0.560 6,720 0.84 0.75 4 M + 1 A 9,200 148,000 15,500 0.750 11,625 12,66 0.84 0.58 5 M + 1 A 9,200 201,000 15,500 0.750 11,625 12,66 0.35 5 M + 1 A 9,200 210,000 16,500 0.750 11,625 1.06 0.35 4 M + 1 A 9,200 10,600 16,500 0.750 9,325 1.04 0.36 4 M + 1 A 9,200 208,000 16,500 0.570 9,405 1.04 0.36 4 M + 1 A 9,200 24,000 17,900 0.570 9,405 1.04 0.35 4 M + 1 A 9,200 24,000 17,900 0.430 7,095 0.89 0.35 4 M + 1 A 9,200 10,100 0.570 0.405 1.01 | Old Town And to Workington Ct | NB | 4 M + 1 A | 9,200 | 106 000 | 15 600 | 0.560 | 8,736 | 0.95 | E |
| 4 M 8,000 148,000 12,000 0.560 6,720 0.84 6 4 M ± I 9,200 201,000 15,500 0.750 11,625 1.26 0 5 M ± I 11,200 201,000 15,500 0.750 11,625 1.26 0 5 M ± I 11,200 210,000 16,500 0.750 11,625 1.26 0 5 M ± I 11,200 210,000 16,500 0.750 11,620 1.26 0 3 0 <t< td=""><td>Old TOWN AVE to Washington St</td><td>SB</td><td>4 M + 1 A</td><td>9,200</td><td>190,000</td><td>000,01</td><td>0.440</td><td>6,864</td><td>0.75</td><td>С</td></t<> | Old TOWN AVE to Washington St | SB | 4 M + 1 A | 9,200 | 190,000 | 000,01 | 0.440 | 6,864 | 0.75 | С |
| 4M 8,000 74,000 74,000 75,000 0,440 5,280 0.66 1 1 4M+1A 9,200 201,000 15,500 0,750 11,625 126 126 1 5 M+1A 11,200 201,000 16,500 0,750 3,875 0,35 126 1 5 M+1A 11,200 210,000 16,500 0,750 9,525 10,49 1 4 M+1A 9,200 16,500 0,750 9,525 10,49 1 4 M+1A 9,200 16,500 0,500 0,500 0,500 0,550 10,40 1 1 4 M+1A 9,200 24,000 17,900 0,570 0,305 0,30 1 | Washington St to Davifie Highway | NB | 4 M | 8,000 | 148 000 | 12 000 | 0.560 | 6,720 | 0.84 | D |
| 4 M + 1 A 9,200 501 1,650 0,550 1,657 1,26 1,26 1 5 M + 1 A 11,200 210,000 16,500 0,550 3,875 0,35 0,35 0,35 0,35 0,35 0 0 0 0 0 0,50 1,08 0 | washington of to Facilic flighway | SB | 4 M | 8,000 | 140,000 | 12,000 | 0.440 | 5,280 | 0.66 | С |
| 5 M + 1 A 11,200 50,000 10,200 10,200 0.35 0.35 0.35 5 M + 1 A 11,200 210,000 16,200 0.750 12,150 108 1 4 M + 1 A 9,200 164,000 16,200 0.750 9,525 1.04 1 4 M + 1 A 9,200 164,000 12,700 0.750 9,525 1.04 1 4 M + 1 A 9,200 164,000 16,500 0.570 9,405 1.02 1.03 4 M + 1 A 9,200 208,000 16,500 0.570 9,405 1.02 1.03 4 M + 1 A 9,200 224,000 17,900 0.430 7,095 0.89 1.11 4 M + 1 A 9,200 242,000 19,100 0.650 1.2415 1.35 1.35 1 M + 1 A 9,200 0.9,30 0.650 1.2415 1.35 1.35 1 M + 1 A 9,200 0.650 1.2415 1.35 0.34 1.35 | First Ave to Sixth Ave | NB | 4 M + 1 A | 9,200 | 201.000 | 15 500 | 0.750 | 11,625 | 1.26 | F1 |
| 5 M + 1 A 11,200 50,00 16,200 16,200 0.750 12,150 1.08 10.8 5 M + 1 A 9,200 11,200 0.250 4,050 0.36 10,40 10,36 10,40 10,36 10,40 10,36 10,40 10,36 0.36 10,40 10,40 10,40 0,36 0.36 10,40 10,40 10,40 10,40 10,40 10,40 10,40 10,40 10,40 10,40 10,40 10,40 10,40 10,40 10,40 10,40 10,40 10,40 10,20 10,40 | | SB | 5 M + 1 A | 11,200 | 000,102 | 000,01 | 0.250 | 3,875 | 0.35 | А |
| 5 M + 1 A 11,200 70,00 10,200 0.250 4,050 0.36 1.04 4 M + 1 A 9,200 164,000 12,700 0.750 9,525 1.04 1.04 4 M + 1 A 9,200 164,000 12,700 0.750 9,525 1.04 1.04 4 M + 1 A 9,200 208,000 16,500 0.570 9,405 1.02 1.04 4 M + 1 A 9,200 208,000 16,500 0.570 0,405 1.02 1.02 4 M + 1 A 9,200 204,000 17,900 0.4300 7,697 0.89 1.01 4 M + 1 A 9,200 244,000 17,900 0.550 0.38 0.38 1.11 4 M + 1 A 9,200 242,000 19,100 0.550 0.593 0.793 0.795 0.73 3 M + 1 A 9,200 3,010 0.503 0.745 0.745 0.73 0.73 3 M + 1 A 9,200 9,000 8,900 0.570 0.73 | SD 162 to SD 01 | NB | 5 M + 1 A | 11,200 | 210,000 | 16 200 | 0.750 | 12,150 | 1.08 | FO |
| 4 M + 1 A 9,200 164,000 12,700 0,550 9,525 1,04 0.35 4 M + 1 A 9,200 164,000 12,700 0,250 3,175 0,35 1.04 4 M + 1 A 9,200 208,000 16,500 16,500 9,405 1.02 0.35 4 M + 1 A 9,200 204,000 17,900 0,570 9,405 1.02 1.02 4 M + 1 A 9,200 224,000 17,900 0,430 7,697 0.890 1.11 1.12 1.12 1.13 4 M + 1 A 9,200 24,000 19,100 0,430 7,697 0.84 1.13 4 M + 1 A 9,200 24,000 19,100 0,650 12,415 1.35 1.35 3 M + 1 A 9,200 8,000 8,900 0,650 12,415 1.35 1.35 3 M + 1 A 5,200 9,000 8,900 0,570 5,073 0.98 0.73 2 M + 1 A 5,200 9,000 8,900 | +6-NC 01 C01-NC | SB | 5 M + 1 A | 11,200 | 710,000 | 10,200 | 0.250 | 4,050 | 0.36 | A |
| 4 M + 1 A 9,200 10,000 1,000 0,250 3,175 0.35 4 M + 1 A 9,200 208,000 16,500 0,430 7,095 0,890 4 M + 1 A 9,200 208,000 16,500 0,430 7,095 0,890 4 M + 1 A 9,200 224,000 17,900 0,430 7,095 0,890 4 M + 1 A 9,200 224,000 17,900 0,430 7,697 0,84 4 M + 1 A 9,200 242,000 19,100 0,650 12,415 1.35 4 M + 1 A 9,200 9,200 0,650 12,415 1.35 3 M + 1 A 7,200 96,000 8,900 0,650 5,073 0,58 3 M + 1 A 5,200 96,000 8,900 0,570 5,073 0,58 | CD 04 to Immovial Aria | NB | 4 M + 1 A | 9,200 | 164 000 | 002 01 | 0.750 | 9,525 | 1.04 | F0 |
| 4M + 1A 9.200 $208,000$ $16,500$ 0.570 9.405 1.02 1.02 $4M$ $8,000$ $208,000$ $16,500$ 0.430 $7,095$ 0.89 1.11 $4M + 1A$ $9,200$ $224,000$ $17,900$ 0.570 $10,203$ 1.11 9.203 $4M + 1A$ $9,200$ $224,000$ $17,900$ 0.430 $7,697$ 0.84 0.84 $4M + 1A$ $9,200$ $242,000$ $19,100$ 0.650 $12,415$ 1.35 0.73 $4M + 1A$ $9,200$ $96,000$ $8,900$ 0.650 $12,415$ 1.35 0.73 $3M + 1A$ $7,200$ $96,000$ $8,900$ 0.650 3.827 0.53 0.73 $2M + 1A$ $5,200$ $96,000$ $8,900$ 0.570 $5,073$ 0.98 0.73 | SN-34 to IIIIperial Ave | SB | 4 M + 1 A | 9,200 | 104,000 | 12,700 | 0.250 | 3,175 | 0.35 | A |
| 4 M + 1 A 9,200 208,000 16,500 0,570 9,405 1.02 1.02 4 M + 1 A 8,000 208,000 16,500 0,430 7,095 0.89 1.11 4 M + 1 A 9,200 224,000 17,900 0,570 10,203 1.11 1 4 M + 1 A 9,200 242,000 17,900 0,430 7,697 0.84 1.35 4 M + 1 A 9,200 242,000 19,100 0.650 12,415 1.35 1.35 4 M + 1 A 9,200 96,000 8,900 0.650 12,415 1.35 1.35 3 M + 1 A 7,200 96,000 8,900 0.650 3,827 0.53 0.73 2 M + 1 A 5,200 96,000 8,900 0.570 5,073 0.98 1.35 | I-8 | | | | | | | | | |
| 4 M 8,000 500,000 10,000 0,430 7,095 0,890 0.890 4 M + 1 A 9,200 224,000 17,900 0,570 10,203 1,11 1 4 M + 1 A 9,200 224,000 17,900 0,430 7,697 0,84 1 4 M + 1 A 9,200 242,000 19,100 0,650 12,415 1,35 1 4 M + 1 A 9,200 542,000 19,100 0,650 12,415 1,35 1 3 M + 1 A 7,200 96,000 8,900 0,570 5,073 0,53 1 3 M + 1 A 5,200 96,000 8,900 0,570 5,073 0,98 1 | Hotal Circle (W) to Hotal Circle (E) | WB | 4 M + 1 A | 9,200 | 000 800 | 16 500 | 0.570 | 9,405 | 1.02 | $\mathbf{F0}$ |
| 4 M + 1 A 9.200 224,000 17,900 0.570 10.203 1.11 1 4 M + 1 A 9,200 0.24,000 17,900 0.430 7,697 0.84 0.84 4 M + 1 A 9,200 242,000 19,100 0.650 12,415 1.35 0.73 4 M + 1 A 9,200 242,000 19,100 0.650 12,415 1.35 0.73 4 M + 1 A 9,200 542,000 19,100 0.6680 12,415 1.35 0.73 3 M + 1 A 7,200 96,000 8,900 0.630 5,073 0.53 0.73 2 M + 1 A 5,200 96,000 8,900 0.570 5,073 0.98 1.35 | | EB | 4 M | 8,000 | 200,000 | 000,01 | 0.430 | 7,095 | 0.89 | D |
| 4 M + 1 A 9,200 224,000 17,500 0.640 0.84 0.84 4 M + 1 A 9,200 242,000 19,100 0.650 12,415 1.35 1.35 4 M + 1 A 9,200 242,000 19,100 0.650 12,415 1.35 1.35 3 M + 1 A 7,200 96,000 8,900 0.350 6,685 0.73 1.35 3 M + 1 A 7,200 96,000 8,900 0.370 3,827 0.53 1.35 ADT per auxiliary late 5,200 96,000 8,900 0.570 5,073 0.98 1.35 | Mission Cantor Dd to Oucloomm Wy | WB | 4 M + 1 A | 9,200 | 000100 | 17 000 | 0.570 | 10,203 | 1.11 | FO |
| 4 M + 1 A 9,200 242,000 19,100 0.650 12,415 1.35 1.35 4 M + 1 A 9,200 0.350 6,685 0.73 0.73 2 3 M + 1 A 7,200 96,000 8,900 0,430 3,827 0.53 2 ADT per auxiliary late 5,200 96,000 8,900 0.570 5,073 0.98 2 | | EB | 4 M + 1 A | 9,200 | 224,000 | 11,700 | 0.430 | 7,697 | 0.84 | D |
| 4 M + I A $9,200$ $242,000$ $12,100$ 0.350 $6,685$ 0.73 $3 M + I A$ $7,200$ $96,000$ $8,900$ 0.430 3.827 0.53 $2 M + I A$ $5,200$ $96,000$ $8,900$ 0.570 $5,073$ 0.98 | T 805 to SD 15 | WB | 4 M + 1 A | 9,200 | 000 676 | 10.100 | 0.650 | 12,415 | 1.35 | F1 |
| 3 M + 1 A $7,200$ $96,000$ $8,900$ 0.430 $3,827$ 0.53 0.53 $2 M + 1 A$ $5,200$ $96,000$ $8,900$ 0.570 $5,073$ 0.98 ADT per auxiliary lane 0.570 $5,073$ 0.98 0.916 | | EB | $4 \mathrm{M} + 1 \mathrm{A}$ | 9,200 | 742,000 | 12,100 | 0.350 | 6,685 | 0.73 | С |
| 3 M + I A 7.200 $96,000$ $8,900$ 0.430 3.827 0.53 0.98 $2 M + I A$ 5.200 $96,000$ $8,900$ 0.570 5.073 0.98 0.98 ADT per auxiliary lane 0.570 0.570 5.073 0.98 0.98 | SR-15 | | | | | | | | - | |
| 2 M + 1 A 5,200 20,000 0.570 5,073 0.98 ADT per auxiliary lane | T 805 to SP 04 | NB | 3 M + 1 A | 7,200 | 06 000 | 8 000 | 0.430 | 3,827 | 0.53 | В |
| Notes: Bold values indicate freeway segments operating at LOS E or F. M=Main Lane: A= Auxiliary Lane. (a) The capacity is calculated as 2,000 ADT per main lane and 1,200 ADT per auxiliary lane (b) Traffic volumes provided by Caltrans (2008) (c) Peak-hour volume calculated by: (2-way Peak-Hour Volume)*(D) | +2-NC 01 CO0-1 | SB | 2 M + 1 A | 5,200 | 000,02 | 0,700 | 0.570 | 5,073 | 0.98 | E |
| bout vances indicate freeway seguents operating at LOS D to it. M=Main Lane; A= Auxiliary Lane. (a) The capacity is calculated as 2,000 ADT per main lane and 1,200 ADT per auxiliary lane (b) Traffic volumes provided by Caltrans (2008) (c) Peak-hour volume calculated by: (2-way Peak-Hour Volume)*(D) | Notes: B all values indicate freeway someants mereting at I O | No El Ar F | | | | | | | | |
| (a) The capacity is calculated as 2,000 ADT per main lane and 1,200 ADT per auxiliary lane (b) Traffic volumes provided by Caltrans (2008) (c) Peak-hour volume calculated by: (2-way Peak-Hour Volume)*(D) | BOW VALUES ILLUCATE LICE WAY SEGUIDITS UPVIATING ALLU- M=Main Lane; A= Auxiliary Lane. | 2 E UL 1. | | | | | | | | |
| (b) Traffic volumes provided by Caltrans (2008) (c) Peak-hour volume calculated by: (2-way Peak-Hour Volume)*(D) | (a) The capacity is calculated as 2,000 ADT per main l | ane and $1,200$ ADT $_{\rm J}$ | per auxiliary lane | | | | | | | |
| (c) Peak-hour volume calculated by: (2-way Peak-Hour Volume)*(D) | (b) Traffic volumes provided by Caltrans (2008) | | | | | | | | | |
| | (c) Peak-hour volume calculated by: (2-way Peak-Hou | r Volume)*(D) | | | | | | | | |

Table 3-11 Existing Conditions Freeway Segment Analysis Summary

| | | | | | PEAK HOUR | Q | PEAK- | | |
|---|-------------------|--------------------|-----------------|----------|--------------|-------------------------|--------------------|--------------|---------------|
| FR FEWAY SECMENT | DIRFCTION | NUMBER OF LANFS | CAPACITY (a) | ADT (h) | VOLUME | (DIRECTIONAL SPI IT) | HOUR VOLUME (c) | V/C BATTO | SUT |
| | NOTOTIO | | | | (11) | | | | 607 |
| 1.805 | | | ATE | | | | | | |
| C00-T | ND | 4 M 1 1 A | 0000 | | | 0.730 | 11 607 | 201 | 5 |
| I-8 to Adams Ave | SB | 5 M + 1 A | 11 200 | 192,000 | 15,900 | 0270 | 4 293 | 0.38 | |
| | gg | | 8.000 | | 000 | 0.330 | 4.818 | 0.60 | B |
| El Cajon Blvd to University Ave | SB | 4 M + 1 A | 9,200 | 1/1,000 | 14,600 | 0.670 | 9,782 | 1.06 | F0 |
| Trainweiter Ann to CD 15 | NB | 4 M + 1 A | 9,200 | 1 60 000 | 12 000 | 0.330 | 4,290 | 0.47 | в |
| OILIVEISILY AVE 10 SK-13 | SB | 4 M + 1 A | 9,200 | 109,000 | 000,61 | 0.670 | 8,710 | 0.95 | E |
| SR-94 | | | | | | | | | |
| 25th St to 28th St | WB | 4 M | 8,000 | 173 000 | 10.700 | 0.730 | 7,811 | 0.98 | E |
| | EB | 4 M | 8,000 | 000,071 | 10,100 | 0.270 | 2,889 | 0.36 | A |
| 28th St to 30th St | WB | 4 M | 8,000 | 130,000 | 12 000 | 0.730 | 8,760 | 1.10 | FO |
| | EB | 4 M | 8,000 | 000,001 | 12,000 | 0.270 | 3,240 | 0.41 | А |
| Decodation to CD 15 | WB | 4 M | 8,000 | 144.000 | 13 200 | 0.730 | 9,709 | 1.21 | $\mathbf{F0}$ |
| CI-MC OI AND OI CI | EB | 4 M + 1 A | 9,200 | 144,000 | 00000 | 0.270 | 3,591 | 0.39 | А |
| SR-163 | | | | | | | | | |
| I 8 to Machineton St | NB | 3 M + 1 A | 7,200 | 176,000 | 10.100 | 0.410 | 4,141 | 0.58 | В |
| | SB | 3 M + 1 A | 7,200 | 140,000 | 10,100 | 0.590 | 5,959 | 0.83 | D |
| Weshington St to Dohinson Aus | NB | 2 M | 4,000 | 06 000 | 008 2 | 0.410 | 3,198 | 0.80 | С |
| | SB | 2 M | 4,000 | 20,000 | 000,1 | 0.590 | 4,602 | 1.15 | $\mathbf{F0}$ |
| Oning De to I S | NB | 2 M | 4,000 | 108 000 | 10.100 | 0.350 | 3,535 | 0.88 | D |
| | SB | 2 M | 4,000 | 100,000 | 10,100 | 0.650 | 6,565 | 1.64 | $\mathbf{F2}$ |
| Notes: Rold volues indicate freeway comments menoing at LOS E or | DS For F | | | | | | | | |
| DOM values increate tree way segments operating at LA | - 1 ID II 60 | | | | | | | | |
| M=Mauritanic, A= Auxiliary Lanc. (a) The consolity is coloralized as 2 000 ADT nor unit lanc and 1 200 ADT nor any flored lanc | TUV 1000 1 Public | aar anviliaer laad | | | | | | | |
| (b) Traffic volumes provided by Caltrans (2008) | | per auxinary tanc | | | | | | | |
| (c) Peak-hour volume calculated by: (2-way Peak-Hour Volume)*(D) | r Volume)*(D) | | | | | | | | |
| | | | | | | | | | 1 |
| | | | | | | | | | |

Table 3-12 Existing Conditions Freeway Segment Analysis Summary (Cont.)

| FREEWAY SEGMENT DIRECTION OF LANES (a) ADT (b) I-5 $FX = WAY SEGMENT$ NB $4M + 1A$ 9200 $196,000$ I-5 NB $4M + 1A$ 9200 $196,000$ $148,000$ Washington St to Pacific Highway SB $4M + 1A$ 9200 $148,000$ First Ave to Sixth Ave NB $4M + 1A$ 9200 $148,000$ First Ave to Sixth Ave NB $4M + 1A$ 9200 $201,000$ SR-163 to SR-94 NB $5M + 1A$ 11200 $210,000$ SR-94 to Imperial Ave SB $5M + 1A$ 11200 $210,000$ SR-94 to Imperial Ave SB $5M + 1A$ 9200 $20,000$ SR-94 to Imperial Ave SB $4M + 1A$ 9200 $24,000$ Mission Center Rd to Qualcomm Wy EB $4M + 1A$ 9200 $242,000$ Hotel Circle (W) to Hotel Circle (E) EB $4M + 1A$ 9200 $242,000$ Mission Center Rd to Qualcomm Wy EB $4M + 1A$ <t< th=""><th>OF LANES (a) PMP 4 M + 1 A 9200 4 M + 1 A 9200 4 M 8000 4 M 8000 5 M + 1 A 9200 5 M + 1 A 11200 4 M + 1 A 9200 4 M + 1 A 9200</th><th>(b) (b) 000 15,600 000 15,500 000 15,500 000 15,500 000 15,500 000 15,500 000 15,500 000 15,500 000 16,200 000 12,700 000 12,700</th><th>SPLIT) 0.460 0.540 0.540 0.540 0.540 0.640 0.640 0.360 0.640 0.360 0.360</th><th>VOLUME (c) 7,176 8,424 6,480 6,480 9,920 9,920 5,580 10,368 10,368 8,128</th><th>RATIO 0.78 0.92 0.69</th><th>LOS</th></t<> | OF LANES (a) PMP 4 M + 1 A 9200 4 M + 1 A 9200 4 M 8000 4 M 8000 5 M + 1 A 9200 5 M + 1 A 11200 4 M + 1 A 9200 4 M + 1 A 9200 | (b) (b) 000 15,600 000 15,500 000 15,500 000 15,500 000 15,500 000 15,500 000 15,500 000 15,500 000 16,200 000 12,700 000 12,700 | SPLIT) 0.460 0.540 0.540 0.540 0.540 0.640 0.640 0.360 0.640 0.360 0.360 | VOLUME (c) 7,176 8,424 6,480 6,480 9,920 9,920 5,580 10,368 10,368 8,128 | RATIO 0.78 0.92 0.69 | LOS |
|---|--|--|--|--|-------------------------------|---------------|
| NB 4M+1A 9200 SB 4M+1A 9200 SB 4M 8000 SB 4M 8000 SB 4M 8000 SB 4M 8000 SB 5M+1A 9200 SB 5M+1A 11200 NB 5M+1A 11200 SB 5M+1A 11200 NB 5M+1A 11200 SB 5M+1A 11200 NB 4M+1A 9200 SB 4M+1A 9200 BB 4M+1A 9200 WB 4M+1A 9200 S WB 4M+1A S WH 9200 WB 3 | A 9200 A 9200 A 9200 A 9200 A 11200 A 11200 A 11200 A 11200 A 1200 A 1200 A 1200 A 1200 A 9200 A 9200 A 9200 A 9200 A 9200 | | 0.460 0.540 0.540 0.540 0.540 0.640 0.640 0.360 0.640 0.360 0.360 | 7,176 8,424 5,520 6,480 9,920 5,580 10,368 8,128 8,128 | 0.78 0.92 0.69 | |
| NB 4M+1A 9200 SB 4M+1A 9200 SB 4M 8000 SB 4M 8000 SB 4M 8000 SB 4M 8000 SB 5M+1A 9200 SB 5M+1A 11200 NB 5M+1A 11200 SB 5M+1A 11200 NB 4M+1A 9200 SB 5M+1A 11200 NB 4M+1A 9200 BB | A 9200 A 9200 A 9200 A 9200 A 11200 A 11200 A 11200 A 11200 A 9200 A 1200 A 1200 A 9200 A 9200 A 9200 A 9200 A 9200 A 9200 | | $\begin{array}{c c} 0.460 \\ 0.540 \\ 0.540 \\ 0.540 \\ 0.540 \\ 0.540 \\ 0.540 \\ 0.640 \\ 0.640 \\ 0.360$ | 7,176 8,424 5,520 6,480 9,920 9,920 5,580 10,368 8,128 8,128 | 0.78 0.92 0.69 | |
| NB 4M+1A 9200 SB 4M+1A 9200 SB 4M 8000 SB 4M 8000 SB 4M 8000 SB 4M 8000 NB 5M+1A 9200 SB 5M+1A 11200 NB 5M+1A 11200 SB 5M+1A 11200 NB 5M+1A 11200 SB 5M+1A 11200 NB 4M+1A 9200 SB 4M+1A 9200 BB 4M+1A 9200 EB 4M 9200 EB 4M+1A 9200 BB 4M+1A 9200 SB < | A 9200 A 9200 A 9200 A 11200 A 11200 A 11200 A 11200 A 11200 A 9200 A 1200 A 9200 | | 0.460 0.540 0.540 0.540 0.540 0.540 0.540 0.640 0.360 0.360 0.640 0.360 | 7,176 8,424 5,520 6,480 9,920 9,920 5,580 10,368 8,128 8,128 | 0.78 0.92 0.69 | |
| SB 4M+1A 9200 NB 4M 8000 SB 4M 8000 SB 4M+1A 9200 NB 4M+1A 9200 NB 5M+1A 11200 SB 5M+1A 11200 NB 5M+1A 11200 NB 5M+1A 11200 NB 4M+1A 9200 SB 4M+1A 9200 NB 4M+1A 9200 BB 4M+1A 9200 EB 4M<1A | A 9200 8000 8000 A 9200 A 11200 A 11200 A 11200 A 11200 A 9200 | | 0.540 0.460 0.540 0.640 0.640 0.360 0.360 0.360 0.360 | 8,424 5,520 6,480 9,920 5,580 10,368 8,128 8,128 | 0.92 0.69 | С |
| NB 4M 8000 SB 4M 8000 SB 4M+1A 9200 NB 5M+1A 11200 SB 5M+1A 11200 SB 5M+1A 11200 NB 5M+1A 11200 SB 5M+1A 11200 NB 4M+1A 9200 SB 4M+1A 9200 SB 4M+1A 9200 BB 4M+1A 9200 EB 4M 9200 BB 4M+1A 9200 BB | 8000 A 8000 A 9200 A 11200 A 11200 A 11200 A 9200 | | 0.460 0.540 0.640 0.360 0.360 0.360 0.360 0.360 | 5,520 6,480 9,920 5,580 10,368 5,832 8,128 | 0.69 | D |
| SB 4M 8000 NB 4M+1A 9200 SB 5M+1A 11200 NB 5M+1A 11200 NB 5M+1A 11200 NB 5M+1A 11200 SB 5M+1A 11200 NB 4M+1A 9200 SB 4M+1A 9200 NB 4M+1A 9200 WB 4M+1A 9200 EB 4M 9200 WB 4M+1A 9200 WB | 8000 8000 A 9200 A 11200 A 11200 A 9200 | | 0.540 0.640 0.360 0.640 0.360 0.360 0.360 | 6,480 9,920 5,580 10,368 5,832 8,128 | | С |
| NB 4M+1A 9200 SB 5M+1A 11200 NB 5M+1A 11200 NB 5M+1A 11200 SB 5M+1A 11200 SB 5M+1A 11200 NB 4M+1A 9200 SB 4M+1A 9200 SB 4M+1A 9200 EB 4M+1A 9200 B 4M+1A 9200 EB 4M+1A 9200 SB 3M+1A 9200 SB 2M+1A 9200 SB 2M+1A 9200 SB 2M+1A 9200 SB 2M+1A 9200 | A 9200 A 11200 A 11200 A 9200 A 9200 A 9200 A 9200 A 9200 A 9200 A 9200 A 9200 A 9200 | | 0.640 0.360 0.640 0.360 0.360 0.640 | 9,920 5,580 10,368 5,832 8,128 | 0.81 | D |
| SB 5 M + I A 11200 NB 5 M + I A 11200 SB 5 M + I A 11200 SB 5 M + I A 11200 SB 5 M + I A 11200 NB 4 M + I A 9200 SB 4 M + I A 9200 BB 4 M + I A 9200 EB 4 M + I A 9200 WB 4 M + I A 9200 EB 4 M + I A 9200 WB 4 M + I A 9200 EB 4 M + I A 9200 | A 11200 A 11200 A 11200 A 9200 | | 0.360 0.640 0.360 0.640 0.360 | 5,580 10,368 5,832 8,128 | 1.08 | $\mathbf{F0}$ |
| NB 5 M + I A 11200 SB 5 M + I A 11200 SB 5 M + I A 11200 NB 4 M + I A 9200 SB 4 M + I A 9200 SB 4 M + I A 9200 BB 4 M + I A 9200 EB 4 M + I A 9200 EB 4 M + I A 9200 WB 4 M + I A 9200 EB 4 M + I A 9200 WB 4 M + I A 9200 EB 4 M + I A 9200 BB 4 M + I A 9200 FB 4 M + I A 9200 SB 3 M + I A 9200 SB 5 M + I A 9200 SB 4 M + I A 9200 SB 5 M + I A 9200 | A 11200 A 11200 A 9200 A 9200 A 9200 A 9200 A 9200 A 9200 A 9200 A 9200 | | 0.640 0.360 0.640 0.360 | 10,368 5,832 8,128 | 0.50 | В |
| SB 5 M + I A 11200 NB 4 M + I A 9200 SB 4 M + I A 9200 SB 4 M + I A 9200 RB 4 M + I A 9200 RB 4 M + I A 9200 RB 4 M + I A 9200 EB 4 M + I A 9200 EB 4 M + I A 9200 WB 4 M + I A 9200 EB 4 M + I A 9200 EB 4 M + I A 9200 BB 4 M + I A 9200 SB 3 M + I A 9200 SB 2 M + I A 9200 | A 11200 A 9200 A 9200 A 9200 A 9200 A 9200 A 9200 A 9200 A 9200 | | 0.360 0.640 0.360 | 5,832 8,128 | 0.93 | Е |
| NB 4M+1A 9200 SB 4M+1A 9200 SB 4M+1A 9200 WB 4M+1A 9200 EB 4M 8000 WB 4M+1A 9200 EB 4M 9200 WB 4M+1A 9200 WB 4M+1A 9200 EB 4M+1A 9200 EB 4M+1A 9200 B 4M+1A 9200 SB 4M+1A 9200 SB 2M+1A 9200 SB 2M+1A 9200 | A 9200 A 9200 A 9200 A 9200 A 9200 A 9200 A 9200 A 9200 | | 0.640 0.360 | 8,128 | 0.52 | В |
| SB 4 M + I A 9200 WB 4 M + I A 9200 EB 4 M 9200 EB 4 M + I A 9200 WB 4 M + I A 9200 EB 4 M + I A 9200 SB 2 M + I A 9200 SB 2 M + I A 9200 SB 2 M + I A 9200 | A 9200 A 9200 A 9200 A 9200 A 9200 A 9200 A 9200 | | 0.360 | | 0.88 | D |
| WB 4M+1A 9200 EB 4M 8000 EB 4M 9200 WB 4M+1A 9200 EB 4M+1A 9200 EB 4M+1A 9200 EB 4M+1A 9200 EB 4M+1A 9200 B 4M+1A 9200 B 4M+1A 9200 B 4M+1A 9200 B 2M+1A 9200 SB 2M+1A 5200 satLOS E or F. 8atLOS E or F. | A 9200 A 9200 A 9200 A 9200 A 9200 A 9200 | | | 4,572 | 0.50 | В |
| WB 4M+1A 9200 EB 4M 8000 8000 EB 4M+1A 9200 9200 WB 4M+1A 9200 9200 EB 4M+1A 9200 9200 EB 4M+1A 9200 9200 EB 4M+1A 9200 9200 B 4M+1A 9200 9200 EB 4M+1A 9200 9200 SB 2M+1A 9200 9200 SB 2M+1A 9200 9200 | A 9200 A 8000 A 9200 A 9200 A 9200 A 9200 | | | | | |
| EB 4M 8000 WB 4M+1A 9200 EB 4M+1A 9200 EB 4M+1A 9200 WB 4M+1A 9200 EB 4M+1A 9200 BB 4M+1A 9200 BB 4M+1A 9200 BB 2M+1A 9200 BB 2M+1A 9200 SB 2M+1A 5200 gatLOS E or F. 2 | 8000 A 9200 A 9200 A 9200 A 9200 | _ | 0.450 | 7,425 | 0.81 | D |
| WB 4 M + I A 9200 EB 4 M + I A 9200 WB 4 M + I A 9200 WB 4 M + I A 9200 EB 4 M + I A 9200 EB 4 M + I A 9200 EB 4 M + I A 9200 B 3 M + I A 9200 SB 2 M + I A 5200 gatLOS E or F. 2 M + I A 5200 | A 9200 A 9200 A 9200 A 9200 | | 0.550 | 9,075 | 1.13 | $\mathbf{F0}$ |
| EB 4M+1 A 9200 WB 4M+1 A 9200 EB 4M+1 A 9200 EB 4M+1 A 9200 EB 3M+1 A 7200 SB 2M+1 A 5200 gatLOS E or F. 2M+1 A 5200 | A 9200 A 9200 A 9200 | 17 900 | 0.450 | 8,055 | 0.88 | D |
| VB 4 M + 1 A 9200 EB 4 M + 1 A 9200 EB 3 M + 1 A 7200 EB 2 M + 1 A 7200 | A 9200 A 9200 | | 0.550 | 9,845 | 1.07 | F0 |
| B 4 M + 1 A 9200 IB 3 M + 1 A 7200 B 2 M + 1 A 5200 | A 9200 | 19 100 | 0.430 | 8,213 | 0.89 | D |
| IB 3M+1A 7200 IB 2M+1A 5200 | | | 0.570 | 10,887 | 1.18 | $\mathbf{F0}$ |
| IB 3 M + I A 7200 IB 2 M + I A 5200 | | | | | | |
| B 2 M + I A 5200 | 1 A 7200 | 000 8 | 0.430 | 3,827 | 0.53 | В |
| Notes: Bold values indicate freeway segments operating at LOS E or F. | 1 A 5200 | _ | 0.570 | 5,073 | 0.98 | E |
| Bold values indicate freeway segments operating at LOS E or F. | | | | | | |
| | | | | | | |
| M=Main Lane; A= Auxiliary Lane. | | | | | | |
| (a) The capacity is calculated as 2,000 ADT per main lane and 1,200 ADT per auxiliary lane | T per auxiliary lane | | | | | |
| (b) Traffic volumes provided by Caltrans (2008) | | | | | | |
| (c) Feak-hour volume calculated by: (2-way Feak-Hour Volume)*(D) | | | | | | |

Table 3-13 Existing Conditions Freeway Segment Analysis Summary (Cont.)
| | | | | | PEAK | | | | |
|--|--------------------|--------------------|-----------------|----------|---------------|------------------------|--------------------|--------------|---------------|
| | | | | | HOUR | D | PEAK- | | |
| FREEWAY SEGMENT | DIRECTION | NUMBER OF LANES | CAPACITY (a) | ADT (b) | VOLUME (b) | (DIRECTIONAL SPLIT) | HOUR VOLUME (c) | V/C RATIO | TOS |
| | | | | PM PEAK | | | | | |
| I-805 | | | | | | | | | |
| 1 0 to Adoms And | NB | 4 M + 1 A | 9200 | 102 000 | 15 000 | 0.340 | 5,406 | 0.59 | В |
| I-0 10 AUGUIS AVE | SB | 5 M + 1 A | 11200 | 172,000 | 006,01 | 0.660 | 10,494 | 0.94 | Е |
| El Coica Blud to University Aus | NB | 4 M | 8000 | 171 000 | 11 600 | 0.600 | 8,760 | 1.10 | FO |
| EI CADII DIVU IO UIIVEISILY AVE | SB | 4 M + 1 A | 9200 | 1/1,000 | 14,000 | 0.400 | 5,840 | 0.63 | С |
| I Trainweiter Ann to CD 15 | NB | 4 M + 1 A | 9200 | 1 60 000 | 12 000 | 0.600 | 7,800 | 0.85 | D |
| | SB | 4 M + 1 A | 9200 | 102,000 | 000,61 | 0.400 | 5,200 | 0.57 | В |
| SR-94 | | | | | | | | | |
| 25th St to 28th St | WB | 4 M | 8000 | 173 000 | 10.700 | 0.300 | 3,210 | 0.40 | А |
| | EB | 4 M | 8000 | 000,071 | 10,100 | 0.700 | 7,490 | 0.94 | Е |
| 28th St to 30th St | WB | 4 M | 8000 | 130,000 | 12 000 | 0.300 | 3,600 | 0.45 | В |
| | EB | 4 M | 8000 | 000,001 | 12,000 | 0.700 | 8,400 | 1.05 | FO |
| Decodation to CD 15 | WB | 4 M | 8000 | 144.000 | 12 200 | 0.300 | 3,990 | 0.50 | В |
| | EB | 4 M + 1 A | 9200 | 144,000 | 000,01 | 0.700 | 9,310 | 1.01 | $\mathbf{F0}$ |
| SR-163 | | | | | | | | | |
| I Q to Mochimaton Ct | NB | 3 M + 1 A | 7200 | 176,000 | 10 100 | 0.620 | 6,262 | 0.87 | D |
| | SB | 3 M + 1 A | 7200 | 1 40,000 | 10,100 | 0.380 | 3,838 | 0.53 | В |
| Woshington St to Dohinson Aus | NB | 2 M | 4000 | 06 000 | 7 800 | 0.620 | 4,836 | 1.21 | $\mathbf{F0}$ |
| | SB | 2 M | 4000 | 70,000 | 000,1 | 0.380 | 2,964 | 0.74 | С |
| Onince Dr. to I 5 | NB | 2 M | 4000 | 108 000 | 10.100 | 0.540 | 5,454 | 1.36 | $\mathbf{F2}$ |
| | SB | 2 M | 4000 | 100,000 | 10,100 | 0.460 | 4,646 | 1.16 | F0 |
| Notes: Rold values indicate freeway segments onerating at LOS E or | DS For F | | | | | | | | |
| M=Main Lane: A= Auxiliary Lane. | | | | | | | | | |
| (a) The capacity is calculated as 2,000 ADT per main lane and 1,200 ADT per auxiliary lane | lane and 1,200 ADT | per auxiliary lane | | | | | | | |
| (b) Traffic volumes provided by Caltrans (2008) | | | | | | | | | |
| (c) Peak-hour volume calculated by: (2-way Peak-Hour Volume)*(D) | rr Volume)*(D) | | | | | | | | |
| | | | | | | | | | |

Table 3-14 Existing Conditions Freeway Segment Analysis Summary (Cont.)

| Table 3-15 Existing Conditions Summary of Freeway Ramp Meterin | g |
|--|---|
|--|---|

| ON-RAMP | PEAK | METER RATE ¹ (veh/hr) | DEMAND ² (veh/hr) | EXCESS DEMAND (veh/hr) | AVERAGE DELAY (min) |
|------------------------------|------|-------------------------------------|---------------------------------|------------------------------|------------------------|
| | | NTERSTATE 5 | ((()))) | (() 011() | |
| | AM | 996 | 1020 | 24 | 1.4 |
| Washington St to I-5 NB | PM | 996 | 1034 | 38 | 2.3 |
| | AM | 996 | 915 | 0 | 0.0 |
| India St to I-5 NB | PM | 996 | 1066 | 70 | 4.2 |
| | AM | 996 | 454 | 0 | 0.0 |
| Hawthorn St to I-5 NB | PM | 996 | 842 | 0 | 0.0 |
| | AM | | Ramp not metere | d in the a.m. peak | • |
| Hancock St to I-5 SB | PM | 1140 | 1287 | 147 | 7.7 |
| Kettner Blvd to I-5 SB | AM | | Ramp not metere | d in the a.m. peak | • |
| Kettner Blvd to I-5 SB | PM | 498 | 269 | 0 | 0.0 |
| Fifth Ave to I-5 SB | AM | | Ramp not metere | d in the a.m. peak | |
| FIIUI AVE to 1-3 SB | PM | 996 | 1087 | 91 | 5.5 |
| | I | NTERSTATE 8 | | | |
| NB Texas St to I-8 EB | AM | | Ramp not metere | d in the a.m. peak | |
| ND TEXAS ST 10 1-8 ED | PM | 498 | 465 | 0 | 0.0 |
| SB Texas St to I-8 EB | AM | | Ramp not metere | d in the a.m. peak | |
| SD Texas St to 1-8 ED | PM | 1140 | 866 | 0 | 0.0 |
| | IN | TERSTATE 805 | | | |
| El Cajon Blvd to I-805 NB | AM | 1140 | 860 | 0 | 0.0 |
| | PM | | Ramp not metere | d in the p.m. peak | |
| University Ave to I-805 NB | AM | 1140 | 998 | 0 | 0.0 |
| Chiversity Ave to 1-005 ND | PM | | Ramp not metered | d in the p.m. peak | |
| | ST | ATE ROUTE 94 | | | - |
| 28th St to SR-94 WB | AM | 534 | 100 | 0 | 0.0 |
| | PM | | Ramp not metere | d in the p.m. peak | • |
| 32nd St/Broadway to SR-94 WB | AM | 570 | 99 | 0 | 0.0 |
| | PM | | Ramp not metere | d in the p.m. peak | |
| 25th St to SR-94 EB | AM | | Ramp not metere | d in the a.m. peak | |
| | PM | 960 | 785 | 0 | 0.0 |
| 28th St to SR-94 EB | AM | r | Ramp not metere | - | 1 |
| | PM | 960 | 732 | 0 | 0.0 |
| 32nd St/Broadway to SR-94 EB | AM | | Ramp not metere | | |
| | PM | 570 | 464 | 0 | 0.0 |
| | | ATE ROUTE 163 | 0.50 | | 0.0 |
| Washington St to SR-163 SB | AM | 498 | 373 | 0 | 0.0 |
| | PM | | Ramp not metere | d in the p.m. peak | |

Meter rate is the assumed peak hour capacity expected to be processed through the ramp meter (using Caltrans fast rate)
 Demand is the peak hour demand using the on-ramp

K:\SND_TPTO\095240042\Excel\[240042RM01.xls]Existing

4 FUTURE COMMUNITY BUILDOUT CONDITIONS

This section provides a description of future community buildout conditions.

4.1 ROAD NETWORK

One roadway network change was assumed to take place under the Horizon Year (2035) scenario: 25th Street is changing from a 4-lane collector (no center lane) to a 2-lane collector with a continuous two-way left-turn lane between Broadway and C Street. This change is under construction at the time of this report. No other roadway network changes were assumed.

4.2 TRAFFIC VOLUMES

The projections of land use intensities were developed using GIS analysis techniques by the City of San Diego's Planning Department staff. Allowable uses, floor-to-area ratios, residential densities, allowable heights, and space for parking were all considered when determining the reasonably expected land use plan alternatives.

Model Adjustments

In the process of calibrating the existing model, it was concluded that several post model adjustments were needed for the forecasted Year 2035 traffic model volumes to make them consistent with existing vehicular counts and expected overall traffic patterns within the three communities.

For roadway segments where the difference between the calibrated existing 2008 model and the
actual count exceeded 10% or 2,000 daily vehicles, the difference was subtracted or added to the
Year 2035 forecast model to adjust the future volume based on the discrepancy noted between base
year model volumes and count data. For roadway segments that have existing daily volumes less
than 5,000, no adjustments were applied to the future model volumes.

The post model adjustment details for the Year 2035 scenario are included in **Appendix F**. The resulting daily traffic volumes for Year 2035 are presented in **Figures 4-1, 4-2**, and **4-3**.









Year 2035 Proposed Land Use Roadway Segment ADT Volumes: Golden Hill

Turning Movement Volume Forecasts

Year 2035 peak hour turning movements at the study area intersections were developed using methodologies from National Cooperative Highway Research Program (NCHRP) 255 - Highway Traffic Data for Urbanized Area Project Planning and Design, Chapter 8. NCHRP Report 255 is a compilation of the best techniques that are currently being used in urban areas to forecast future traffic volumes. These techniques were identified through a survey of state and local agencies with follow-up field visits to obtain detailed information on procedural steps and typical applications. The method used to forecast the future turning movement volumes for the Uptown, North Park, and Golden Hill Community Plans evaluation is the NCHRP's "Directional Volume Forecast". For this method, existing and future daily traffic volumes, existing peak hour turning movements, and projected peak hour "K" and directional "D" factors are used to calculate future year turning movements. Existing daily segment traffic volumes and peak hour intersection turning movements were counted in the field. Year 2035 daily traffic volumes were obtained from the forecast model forecast. Using the "Directional Volume Forecast" technique, the existing turning movements at each study area intersection were factored based on increases in daily approach traffic and existing K and D factors. Each respective movement was derived using an iterative approach that balances the inflows and outflows for each approach. The supporting worksheets for calculating Year 2035 volumes are included in Appendix G. Resulting peak hour intersection turning movements are presented in Figures 4-4, 4-5, 4-6 and 4-7.

| 8 46 /49 ≈ 204 /221 ∞ 665 /1181 Hancock St | ⇔ 257 / 249 2 689 / 710 Washington St | u = 8 87 ₩as | 3 986 / 792 850 / 735 ⊮hington St | t b c c c c c c c c | 88 107 ⇔ 214 244 ≅ 312 813 Fourth Ave Fourth Ave Fourth Ave | ⊳ 176 / 89 ⇔ 1099 / 908 ≥ 481 / 525 Washington St |
|---|--|--|---|---|--|---|
| 150 / 361 ⇔ 47 / 68 ∿ | | 48 / 149 | 746 / 1369 ⇔ 21 / 131 ∿ 9 ⊷ | 168 / 251 ∞ 0 / 13 ⇔ 321 / 379 ∞ | 81 / 56 | |
| 5 25 /98 Frith Ave | ∾ 0 / 260 ⇔ 1657 / 1117 Washington St | | 7 5 5 8 15 1144/657 0/13 | -5 ge 5 ge | 8 92/11 0 92/11 0 62/151 0 62/152 0 62/151 0 62/ | © 22/22 © 77/45 © 309/127 d 1/4 Polk Ave |
| 819 / 1769 ⇔ | 339 /319 ∞ 0 /181 ⊕ 190 /531 ⊗ | 983 / 2782 ⇔ 96 / 291 ⊙ | 627 / 1006 Ø 940 / 2510 ↔ 180 / 587 S | Richmond St 17 /30 \$ | 10/22 * 18/27 = 0/4 * 101/154* 101/154* 101/154* 101/154* 101/154* 101/154* 101/154* 100/101* 100/100* 1 | 32746 o 26733 ₁₀ |
| 6 8 8 8 8 326 / 160 8 43 / 70 8 8 43 / 70 9 ark BWd | № 80 / 59 ⇔ 591 / 439 ☆ 198 / 221 El Cajon Blvd | 01 01 01 01 01 01 01 01 01 01 | 11 50 / 508 88 / 250 versity Ave | 2 4 5 354 / 343 ⇔ 755 / 745 University Ave | 5 542 / 515 1 ⇔ 1006 / 788 ∞ 175 / 273 ⊗ 175 / 273 Sixth Ave | N 184 / 171 ⇔ 475 / 535 ∞ 164 / 165 University Ave |
| 163 / 409 | 69 / 100 2 126 / 368 4 109 / 304 2 | 66 / 380 ⇔ 39 / 115 ⊴ | 16 / 49 | 67 / 108 & 331 / 551 + 474 & 253 / 474 & | 482 / 371 | 73 /73 ⊗ 698 / 946 ⇔ 47 / 126 ⊗ |
| 13 80 / 238 81 / 15 / 23 / 7 8 2 / 7 7 Tenth Ave | ∾ 4 / 6 ⇔ 958 / 857 ∞ 37 / 13 University Ave | 2 3 6 5 | 115 / 96 550 / 607 ersity Ave | v 147 / 129 ⇔ 514 / 448 ∞ 135 / 100 University Ave | 5 56 / 104 ⇔ 713 / 581 ∞ 94 / 137 Fourth Ave | ⇔ 195 / 337 ∞ 87 / 81 Robinson Ave |
| 108 / 311 | 131 / 180 2 4 / 10 4 3 / 7 2 | 79 / 210 | 49 / 159 | 77 / 113 & 194 / 517 & 61 / 182 & | 263 / 282 ↔ 82 / 97 ∿ | |



Year 2035 Proposed Land Use Peak-Hour Intersection Volumes: Uptown



Year 2035 Proposed Land Use Peak-Hour Intersection Volumes: Uptown (Cont.)



Year 2035 Proposed Land Use Peak-Hour Intersection Volumes: North Park

| sdue2 854 22/ 18 ↔ 6667 616 % 12 42 | ⇔ 1317 / 606 ∞ 158 / 52 BSt | 43 dureg-tio SN S 1-1 | ⇔ 715 / 163 B St © Ø 89 | 44 44 44 55 (48) 56 (21/28) 56 (21/2 | 29 40 315 / 865 ↔ | C St |
|--|---|---|--|---|---|---|
| 46 0977 927 ₽ 9 20 97 927 ₽ 9 46 / 84 ₽ 16 / 42 ⊕ 35 / 36 ⊕ | S 374 / 623 ⇔ 109 / 62 ∞ 9 / 31 Broadway S ⊕ Ø S ⊕ Ø E (200 / 100) E (200 / 10 | Acampool 999/28 ≈ 873/06 | 5 518 / 677 2 568 / 263 SR-94 WB Ramps 1 2 25 19 25 19 25 10 25 10 25 10 25 20 25 20 25 20 25 25 25 25 25 25 25 25 25 25 | 48 6/0 5/3 4/3 5/3 5/3 5/3 4/3 5/3 5/3 4/3 <td>11 4 4 8 2257 ⊕ ⊛</td> <td> 5. 100 / 190 2 41 / 63 SR-94 EB Ramps 1 4 1 4 88 82 88 82 98 82 98</td> | 11 4 4 8 2257 ⊕ ⊛ | 5. 100 / 190 2 41 / 63 SR-94 EB Ramps 1 4 1 4 88 82 88 82 98 82 98 |
| 8 45/31 49/110 22nd St | S 36 / 19 ⊕ 1043 / 111 ⊘ 78 / 69 F St S 10 F St | 51 66:27 4952 99/101 8 Robinson Ave | 570 / 85 570 / 85 155 / 201 F St \$\$ € \$\$ \$\$ \$\$ \$\$ \$\$\$ \$\$ \$\$<td>22 46 / 92 % 46 / 92 % 50 / 121 % 50 / 82 % 50 / 121 % 50 / 82 % 50 / 121 % 50 / 82 % 50 / 121 % 50 / 121 % 50 / 12</td><td>53 53 53 53 54 53 54 54 55 / 114 5 55 / 114 5 5</td><td>v / 0 ≥ 517 / 281 ⇔ 268 / 301 ⊗ 268 / 301</td> | 22 46 / 92 % 46 / 92 % 50 / 121 % 50 / 82 % 50 / 121 % 50 / 82 % 50 / 121 % 50 / 82 % 50 / 121 % 50 / 121 % 50 / 12 | 53 53 53 53 54 53 54 54 55 / 114 5 55 / 114 5 5 | v / 0 ≥ 517 / 281 ⇔ 268 / 301 ⊗ 268 / 301 |



Year 2035 Proposed Land Use Peak-Hour Intersection Volumes: Golden Hill

4.3 INTERSECTION ANALYSIS

Tables 4-2, 4-3, and 4-4 display the LOS analysis results for the study intersections using their existing lane configuration and the future peak-hour traffic volumes. As shown in the table, the Uptown CPU would have a cumulative traffic related impact at 6 of the 30 study intersections, the North Park CPU would have a cumulative traffic related impact at 7 of the 11 study area intersection, and the Golden Hill CPU would have a cumulative traffic related impact at 6 of the 12 study area intersections.

Appendix D contains the peak-hour intersections LOS calculation worksheets.

4.4 ROADWAY SEGMENT ANALYSIS

Tables 4-5 through 4-11 display the LOS analysis results for the roadway segments using their existing roadway classification and the future peak-hour traffic volumes. As shown in the tables, the Uptown CPU would have a cumulative traffic related impact on 52 of the 105 roadway segments within the study area, the North Park CPU would have a cumulative traffic related impact on 39 of the 95 study area roadway segments, and the Golden Hill CPU would have a cumulative traffic related impact on 13 of the 32 study area roadway segments.

4.5 FREEWAY SEGMENT ANALYSIS

Tables 4-12 and 4-13 display the LOS analysis results for the freeway segments using their existing freeway configuration and the future peak-hour traffic volumes. As shown in the tables, the traffic generated by the land use changes associated with the Uptown, North Park and Golden Hill would have a cumulative traffic related impact along all 18 freeway segments within the study area.

4.6 FREEWAY RAMP METERING ANALYSIS

Table 4-14 displays the analysis results for the ramp meters using their existing configuration and meter rate and the future peak-hour traffic volumes. As shown in the tables, the traffic generated by the land use changes associated with the Uptown, North Park and Golden Hill would have a cumulative traffic related impact at 3 ramp meters within the study area.

Table 4-2 Horizon Year (2035) Summary of Intersection Analysis

| | | TRAFFIC | PEAK | Exis | ting | Year | 2035 | | |
|-----|---------------------------------|--------------|------|-----------|---------|-----------|---------|--------------|--------------|
| | INTERSECTION | CONTROL | HOUR | DELAY (a) | LOS (b) | DELAY (a) | LOS (b) | Δ (c) | SIGNIFICANT? |
| | | | | UPTOV | VN | | | | |
| 1 | Washington St & Hancock St | Signal | AM | 24.9 | С | 33.2 | С | 8.3 | NO |
| 1 | washington St & Hancock St | Signai | PM | 28.2 | С | 51.6 | D | 23.4 | NO |
| 2 | Washington St & San Diego Ave | Signal | AM | 19.7 | В | 15.4 | В | -4.3 | NO |
| 2 | Washington St & San Diego Ave | Signal | PM | 17.6 | В | 21.9 | С | 4.3 | NO |
| 3 | Washington St & India St | Signal | AM | 11.7 | В | 15.8 | В | 4.1 | NO |
| 5 | in asimigion be de mana be | bighui | PM | 14.2 | В | 20.3 | С | 6.1 | NO |
| 4 | Washington St & Fourth Ave | Signal | AM | 25.2 | С | 31.8 | С | 6.6 | NO |
| | | bighui | PM | 37.3 | D | 59.9 | E | 22.6 | YES |
| 5 | Washington St & Fifth Ave | Signal | AM | 15.2 | В | 14.1 | В | -1.1 | NO |
| 5 | | bighui | PM | 16.3 | В | 19.2 | В | 2.9 | NO |
| 6 | Washington St & Eighth Ave/SR- | Signal | AM | 42.6 | D | 71.5 | E | 28.9 | YES |
| 0 | 163 Off-Ramp | bighui | PM | 333.0 | F | 331.7 | F | -1.3 | NO |
| 7 | Washington St & Richmond St/SR- | Signal | AM | 18.6 | В | 51.4 | D | 32.8 | NO |
| , | 163 On-Ramp | bighui | PM | 13.2 | В | 33.9 | С | 20.7 | NO |
| 8 | Washington St/Normal St & | Signal | AM | 43.0 | D | 62.7 | E | 19.7 | YES |
| 0 | Campus Ave/Polk Ave | Signui | PM | 50.0 | D | 57.3 | E | 7.3 | YES |
| 9 | Normal St/El Cajon Blvd & Park | Signal | AM | 25.2 | С | 26.6 | С | 1.4 | NO |
| | Blvd | Signai | PM | 34.3 | С | 43.8 | D | 9.5 | NO |
| 10 | University Ave & Fourth Ave | Signal | AM | 29.1 | С | 31.8 | С | 2.7 | NO |
| 10 | University Ave & Fourth Ave | Signai | PM | 28.2 | С | 30.3 | С | 2.1 | NO |
| 11 | University Ave & Fifth Ave | Signal | AM | 12.9 | В | 13.7 | В | 0.8 | NO |
| 11 | University Ave & Film Ave | Signai | PM | 25.3 | С | 28.0 | С | 2.7 | NO |
| 12 | University Ave & Sixth Ave | Signal | AM | 32.9 | С | 38.7 | D | 5.8 | NO |
| 12 | Chive sity rive & Sixui rive | Signai | PM | 54.8 | D | 55.3 | E | 0.5 | YES |
| 13 | University Ave & Tenth St | Signal | AM | 18.6 | В | 17.5 | В | -1.1 | NO |
| 15 | University Ave & Tenth St | Signai | PM | 20.6 | С | 37.0 | D | 16.4 | NO |
| 14 | University Ave & Normal St | Signal | AM | 5.6 | А | 6.3 | А | 0.7 | NO |
| 14 | University Ave & Normai St | Signal | PM | 10.6 | В | 13.3 | В | 2.7 | NO |
| 1.5 | | C : 1 | AM | 24.5 | С | 25.2 | С | 0.7 | NO |
| 15 | University Ave & Park Blvd | Signal | PM | 39.4 | D | 42.1 | D | 2.7 | NO |
| | | <i>a</i> | AM | 21.4 | С | 27.0 | С | 5.6 | NO |
| 16 | Robinson Ave & Fourth Ave | Signal | PM | 18.4 | В | 20.8 | C | 2.4 | NO |
| | | | AM | 10.8 | B | 12.5 | В | 1.7 | NO |
| 17 | Robinson Ave & Fifth Ave | Signal | PM | 15.0 | B | 17.5 | B | 2.5 | NO |
| | | | AM | 21.6 | C | 22.7 | C | 1.1 | NO |
| 18 | Robinson Ave & Sixth Ave | Signal | PM | 27.6 | С | 30.9 | С | 3.3 | NO |
| | | | | | - | 1 | - | | |
| 19 | Vine St & India St | Signal | AM | 5.6 | A | 5.9 | A | 0.3 | NO |
| | | <u> </u> | PM | 7.3 | A | 8.5 | A | 1.2 | NO |
| 20 | Sassafras St & Kettner Blvd | Signal | AM | 10.4 | В | 13.2 | В | 2.8 | NO |
| | | | PM | 12.5 | В | 43.6 | D | 31.1 | NO |
| 21 | Sassafras St & India St | Signal | AM | 6.3 | A | 8.4 | A | 2.1 | NO |
| | | U U | PM | 20.9 | С | 47.4 | D | 26.5 | NO |

Notes:

Bold values indicate intersections operating at LOS E or F.

ECL = Exceeds Calculable Limit. Reported when delay exceeds 180 seconds.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a one-way or two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual and performed using Synchro 8

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Table 4-3 Horizon Year (2035) Summary of Intersection Analysis (Cont.)

| | | TRAFFIC | PEAK | Exis | sting | Year | 2035 | | |
|----|-----------------------------------|---------------|----------|--------------|----------|--------------|----------|--------------|--------------|
| | INTERSECTION | CONTROL | HOUR | DELAY (a) | LOS (b) | DELAY (a) | LOS (b) | Δ (c) | SIGNIFICANT? |
| | | · | | UPTOWN | (cont.) | | • | | · |
| 22 | Laurel St & India St/I-5 NB On- | C:1 | AM | 17.0 | В | 19.7 | В | 2.7 | NO |
| 22 | Ramp | Signal | PM | 21.4 | С | 29.5 | С | 8.1 | NO |
| 23 | Laurel St & Fourth Ave | Signal | AM | 12.2 | В | 13.8 | В | 1.6 | NO |
| 25 | Laurer St & Fourth Ave | Signai | PM | 14.9 | В | 23.8 | С | 8.9 | NO |
| 24 | Laurel St & Fifth Ave | Signal | AM | 12.3 | В | 13.3 | В | 1.0 | NO |
| 24 | Laurer St & Film Ave | Signai | PM | 12.7 | В | 17.8 | В | 5.1 | NO |
| 25 | Laurel St & Sixth Ave | Signal | AM | 13.7 | В | 15.8 | В | 2.1 | NO |
| 25 | Laurer St & Sixtii Ave | Signai | PM | 20.5 | С | 27.9 | С | 7.4 | NO |
| 26 | Hawthorn St & Brant St | Two-Way Stop | AM | 9.9 | A (SB R) | 10.0 | B (SB R) | 0.1 | NO |
| 20 | Hawmoni St & Blant St | 1 w0-way 5top | PM | 12.9 | B (SB R) | 12.9 | B (SB R) | 0.0 | NO |
| 27 | Grape St & State St | Signal | AM | 15.7 | В | 12.6 | В | -3.1 | NO |
| 21 | Grape St & State St | Signai | PM | 18.7 | В | 41.7 | D | 23.0 | NO |
| 28 | Elm St & First Ave | Signal | AM | 13.3 | В | 17.8 | В | 4.5 | NO |
| 20 | | Signai | PM | 21.6 | С | 21.0 | С | -0.6 | NO |
| 29 | Elm St & Sixth Ave | Signal | AM | 54.4 | D | 153.6 | F | 99.2 | YES |
| | | Signai | PM | 14.8 | В | 18.8 | В | 4.0 | NO |
| 30 | Cedar St & Second Ave | Two-Way Stop | AM | 31.8 | D (SB R) | 459.3 | F (SB L) | 427.5 | YES |
| 50 | Cedar St & Second Ave | 1 wo-way blop | PM | 18.0 | C (SB R) | 43.0 | E (SB L) | 25.0 | YES |
| | | | | NORTH P | ARK | | | | |
| 31 | Madison Ave & Texas St | Signal | AM | 77.4 | E | 144.4 | F | 67.0 | YES |
| | | Signa | PM | 34.7 | С | 63.9 | Е | 29.2 | YES |
| 32 | El Cajon Blvd & Texas St | Signal | AM | 35.9 | D | 37.6 | D | 1.7 | NO |
| 52 | | Signai | PM | 106.8 | F | 85.3 | F | -21.5 | NO |
| 33 | El Cajon Blvd & 30th St | Signal | AM | 26.0 | С | 29.7 | С | 3.7 | NO |
| 55 | El Cajon Bive & Sour St | Signai | PM | 50.2 | D | 68.1 | Е | 17.9 | YES |
| 34 | El Cajon Blvd & I-805 SB Ramps | Signal | AM | 18.4 | В | 21.9 | С | 3.5 | NO |
| 54 | El Cajoli Bivu & 1-805 SB Rallips | Signai | PM | 80.9 | F | 96.8 | F | 15.9 | YES |
| 25 | | 0. 1 | AM | 27.9 | С | 30.1 | С | 2.2 | NO |
| 35 | El Cajon Blvd & I-805 NB Ramps | Signal | PM | 19.2 | В | 24.7 | С | 5.5 | NO |
| 26 | | a: 1 | AM | 19.5 | В | 25.5 | С | 6.0 | NO |
| 36 | University Ave & Texas St | Signal | PM | 72.7 | Е | 49.5 | D | -23.2 | NO |
| | | | AM | 25.0 | C | 26.5 | C | 1.5 | NO |
| 37 | University Ave & 30th St | Signal | PM | 49.2 | D | 57.8 | E | 8.6 | YES |
| | | | AM | 23.0 | C | 26.0 | C | 3.0 | NO |
| 38 | University Ave & Boundary St | Signal | PM | 42.1 | D | 50.0 | D | 7.9 | NO |
| | 1 | | AM | 29.0 | C | 45.5 | D | 16.5 | NO |
| 39 | University Ave & I-805 NB Ramps | Signal | | | D | 80.9 | F | 45.3 | YES |
| | North Park Way/I-805 SB Ramps | | PM | 35.6 | C | 18.1 | F C | 45.3 | NO |
| 40 | & Boundary St/33rd St | All-Way Stop | AM PM | 18.1 10.6 | B | 134.8 | F | 124.2 | YES |
| | | | | 24.4 | C B | 40.1 | F E | 124.2 | YES |
| 41 | Upas St & 30th St (W) | All-Way Stop | AM PM | 24.4 | D | 40.1 54.8 | E F | 28.9 | YES |
| | | | r iVI | 23.9 | U | 34.0 | Ľ | 20.9 | 1 ES |

Notes:

Bold values indicate intersections operating at LOS E or F.

ECL = Exceeds Calculable Limit.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a one-way or two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual and performed using Synchro 8

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Table 4-4 Horizon Year (2035) Summary of Intersection Analysis (Cont.)

| | | TRAFFIC | PEAK | Exis | ting | Year | 2035 | | |
|----|---------------------------------|----------------|------|-----------|-----------|-----------|-----------|--------------|--------------|
| | INTERSECTION | CONTROL | HOUR | DELAY (a) | LOS (b) | DELAY (a) | LOS (b) | Δ (c) | SIGNIFICANT? |
| | | | | GOLDEN | HILL | | | | |
| 42 | B St & 17th St/I-5 SB Off-Ramp | One-Way Stop | AM | 130.7 | F (SB TR) | ECL | F (SB TR) | - | YES |
| 42 | b st & 1/til st 1-5 sb on-Kamp | One-way Stop | PM | 29.3 | D (SB TR) | 20.4 | C (SB TR) | -8.9 | NO |
| 43 | B St & I-5 NB Off-Ramp | No Conflicting | AM | N/A | N/A | N/A | N/A | N/A | N/A |
| 43 | B St & I-5 NB OII-Railp | Movements | PM | N/A | N/A | N/A | N/A | N/A | N/A |
| 44 | B St & 19th St/I-5 NB On-Ramp | Signal | AM | 9.4 | А | 11.2 | В | 1.8 | NO |
| | B St & 19th St 1-5 IVB Oli-Kamp | Signal | PM | 6.8 | А | 7.1 | А | 0.3 | NO |
| 45 | C St & 17 St | One-Way Stop | AM | 13.7 | B (SB TR) | 14.3 | B (SB TL) | 0.6 | NO |
| 45 | | One-way Stop | PM | 23.3 | C (SB TR) | 32.6 | D (SB TL) | 9.3 | NO |
| 46 | Broadway & 30th St | Signal | AM | 14.2 | В | 14.6 | В | 0.4 | NO |
| 40 | Bloadway & Sour St | Signal | PM | 11.9 | В | 14.3 | В | 2.4 | NO |
| 47 | SR-94 WB Ramps & Broadway | One-Way Stop | AM | 63.0 | F (WB L) | 187.5 | F (WB L) | 124.5 | YES |
| 47 | SR-94 WB Ramps & Broadway | One-way Stop | PM | 55.3 | F (WB L) | 185.9 | F (WB L) | 130.6 | YES |
| 48 | SR-94 WB Ramps & 28th St | Two-Way Stop | AM | 46.6 | E (WB LT) | ECL | F (WB LT) | - | YES |
| 40 | SR-94 WB Ramps & 20th St | 1 wo-way Stop | PM | 370.9 | F (WB LT) | 883.9 | F (WB LT) | 513.0 | YES |
| 49 | SR-94 EB Ramps & 28th St | One-Way Stop | AM | 26.7 | D (WB L) | 245.3 | F (WB L) | 218.6 | YES |
| 47 | SR-94 ED Ramps & 2001 St | One-way Stop | PM | 507.0 | F (WB L) | ECL | F (WB L) | - | YES |
| 50 | F St & 22nd St | All-Way Stop | AM | 13.6 | В | 17.4 | С | 3.8 | NO |
| 50 | | All-Way Stop | PM | 8.6 | А | 8.7 | А | 0.1 | NO |
| 51 | F St & 25th St | All-Way Stop | AM | 20.8 | С | 82.3 | F | 61.5 | YES |
| 51 | 1 51 62 23 11 51 | 7 m- way 5top | PM | 16.2 | С | 39.4 | Е | 23.2 | YES |
| 52 | G St & 22nd St | All-Way Stop | AM | 9.6 | А | 10.4 | В | 0.8 | NO |
| 52 | G St & 22hu St | 2 m- way 5top | PM | 9.4 | А | 10.1 | В | 0.7 | NO |
| 53 | G St & 25th St | All-Way Stop | AM | 12.4 | В | 55.2 | F | 42.8 | YES |
| 55 | 0.51 & 2501.51 | All-way Stop | PM | 16.0 | С | 68.0 | F | 52.0 | YES |

Notes:

Bold values indicate intersections operating at LOS E or F.

ECL = Exceeds Calculable Limit.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a one-way or two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual and performed using Synchro 8

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| | | | | EXISTING | | FU | FUTURE (2035) | 35) | | | |
|--|--|-------------------|---------|---------------------|------------|----------------|---------------------|------------|----------|----------|------------------|
| ROADWAY SEGMENT | ROADWAY FUNCTIONAL CLASSIFICATION | LOS E CAPACITY | ADT | V/C RATIO (a) | LOS | ADT | V/C RATIO (a) | TOS | Δ in ADT | ∆ in V/C | SIGNIFI CANT? |
| | UP | UPTOWN | | | | | | | | | |
| First Ave | | | | | | | | | | | |
| Arbor Dr to Washington St | 2 Lane Collector (one-way) | 17,500 | 5,240 | 0.299 | А | 7,500 | 0.429 | В | 2260 | 0.130 | ON |
| Washington St to University Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 7,400 | 0.925 | Е | 9,100 | 1.138 | F | 1700 | 0.213 | YES |
| University Ave to Robinson Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 10,100 | 1.263 | F | 16,300 | 2.038 | F | 6200 | 0.775 | YES |
| Robinson Ave to Pennsylvania Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 7,500 | 0.938 | Е | 11,500 | 1.438 | F | 4000 | 0.500 | YES |
| Pennsylvania Ave to Walnut Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 7,261 | 0.908 | E | 12,800 | 1.600 | F | 5539 | 0.692 | YES |
| Walnut Ave to Laurel St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 660,F | /80.0 | ບ ເ | 006,11 | 1.488 | × F | CU21 | 106.0 | YES |
| Laurel St to Hawmorn St | 2 Lane Collector (Multi-Tamity, commercial-industrial fronting) | 8,000 | 7 010 | 116.0 | ы (| 8,400 C 000 | 0.020 0 | × 6 | 0111 | 0.139 | VEC |
| Hawthorn St to Grape St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 3,810 | 0.476 | υ - | 6,800 | 0.850 | <u>я</u> - | 2101 | 0.374 | YES |
| Crape St to Elm St Ecureth Area | 2 Lane Collector (one-way) | 1/,000 | 2,285 | 0.188 | А | 4,500 | 107.0 | A | C121 | 0.069 | NO |
| Four in Ave Arbor Dr to Washington St | 2 I ane Collector (Multi-family commercial-industrial frontino) | 8 000 | 12, 390 | 1 549 | Ч | 14 900 | 1 863 | ų | 2510 | 0314 | YES |
| Washington St to University Ave | 2 Lane Collector (one-way) | 17.500 | 10,400 | 0.594 | c , | 10,400 | 0.594 | . U | 0 | 0.000 | ON |
| University Ave to Robinson Ave | 2 Lane Collector (one-way) | 17,500 | 11,800 | 0.674 | C | 12,900 | 0.737 | D | 1100 | 0.063 | NO |
| Robinson Ave to Walnut Ave | 2 Lane Collector (one-way) | 17,500 | 6,946 | 0.397 | А | 11,400 | 0.651 | C | 4454 | 0.254 | ON |
| Walnut Ave to Laurel St | 3 Lane Collector (one-way w/ one lane dedicated for multi-modal) | 17,500 | 8,492 | 0.485 | В | 15,100 | 0.863 | E | 6608 | 0.378 | YES |
| Laurel St to Grape St | 3 Lane Collector (one-way w/ one lane dedicated for multi-modal) | 17,500 | 7,790 | 0.445 | В | 13,700 | 0.783 | D | 5910 | 0.338 | NO |
| Grape St to Elm St | 3 Lane Collector (one-way w/ one lane dedicated for multi-modal) | 17,500 | 7,570 | 0.433 | В | 9,700 | 0.554 | C | 2130 | 0.121 | NO |
| Fifth Ave | - | | | | | | | | | | |
| Washington St to University Ave | 3 Lane Collector (one-way w/ one lane dedicated for multi-modal) | 17,500 | 11,700 | 0.669 | С | 11,800 | 0.674 | C | 100 | 0.005 | ON |
| University Ave to Robinson Ave | 3 Lane Collector (one-way w/ one lane dedicated for multi-modal) | 17,500 | 10,300 | 0.589 | С | 14,000 | 0.800 | D | 3700 | 0.211 | ON |
| Robinson Ave to Walnut Ave | 3 Lane Collector (one-way w/ one lane dedicated for multi-modal) | 17,500 | 12,209 | 0.698 | C | 15,800 | 0.903 | Е | 3591 | 0.205 | YES |
| Walnut Ave to Laurel St | 3 Lane Collector (one-way w/ one lane dedicated for multi-modal) | 17,500 | 11,400 | 0.651 | υ | 14,800 | 0.846 | D | 3400 | 0.195 | ON |
| Laurel St to Hawthorn St | 3 Lane Collector (one-way w/ one lane dedicated for multi-modal) | 17,500 | 9,260 | 0.529 | В | 14,400 | 0.823 | D | 5140 | 0.294 | ON |
| Hawthorn St to Grape St | 3 Lane Collector (one-way w/ one lane dedicated for multi-modal) | 17,500 | 10,045 | 0.574 | C | 14,300 | 0.817 | D | 4255 | 0.243 | NO |
| Grape St to Elm St | 3 Lane Collector (one-way w/ one lane dedicated for multi-modal) | 17,500 | 9,220 | 0.527 | В | 10,100 | 0.577 | C | 880 | 0.050 | NO |
| Sixth Ave | A T and Call action (ac | 15 000 | LC 071 | 0.044 | ć | 45 100 | 2000 | P | CLUCC | 0110 | ABC |
| | | 12,000 | 10,0// | 1.044 | л н | 40,100 | 100.0 | 4 | C7707 | 2.100 | C I I |
| University Ave to Kobinson Ave | 4 Lane Collector (no center lane) | 15,000 | 15,000 | 1.000 | л Ц | 32,600 | 1 002 | | 1 4000 | 0.002 | YES |
| | | 15,000 | 15 100 | 1 000 | 4 14 | 000,67 | C 6 6 1 | 4 6 | 10770 | 0120 | C I I C |
| Upas St to Laurel St | 4 Lane Collector (no center lane) | 15,000 | 10140 | 6001 | -1 C | 16 600 | 1.127 | Y L | 10/12 | 0./18 | VEC |
| Lauret St to Juniper St | 4 Lane Collector (no center lane) 4 Lone Collector (no conter lane) | 15,000 | 10.015 | 0/0/0 | ח ב | 19,000 | 101.1 | ч Ц | 7705 | 0.510 | VES |
| Jumper 34 to Utape 34 Group St to Elm St | 4 Laure Contector (no center Jaire) 4 Lana Collector (no center Jana) | 15,000 | 10,650 | 0.710 | | 20,200 | 1 353 | 4 H | 0590 | 0.643 | VEC |
| Ninth Ave | | 17,000 | 10,000 | 0./10 | 'n | 0000107 | CCC.1 | 4 | 0006 | 0.010 | C 1 1 |
| Washington St to University Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 5,204 | 0.651 | D | 8,000 | 1.000 | F | 2796 | 0.349 | YES |
| Campus Ave/Polk Ave | | | | | | | | | | | |
| Madison Ave to Washington St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 3,175 | 0.397 | В | 5,800 | 0.725 | D | 2625 | 0.328 | ON |
| Washington St to Park Blvd | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 5,610 | 0.701 | D | 7,400 | 0.925 | E | 1790 | 0.224 | YES |
| Cleveland Ave Tyler St to Lincoln Ave | 2 I ane Collector (Multi-family commercial-industrial frontino) | 8 000 | 4 865 | 0.608 | Ċ | 7 200 | 0.000 | Ħ | 2335 | 0 797 | VES |
| Lincoln Ave to Richmond St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 7.775 | 0.972 | E | 9.600 | 1.200 | n Fr | 1825 | 0.228 | YES |
| Curlew St | | | ~ | | | | | | | | |
| Robinson Ave to Reynard Wy | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1,720 | 0.215 | А | 4,600 | 0.575 | C | 2880 | 0.360 | ON |
| Elm St | - | | | | | | | | | | |
| Second Ave to Third Ave | 2 Lane Collector (one-way) | 17,500 | 7,889 | 0.451 | В | 8,500 | 0.486 | в | 611 | 0.035 | NO |
| Third Ave to Fifth Ave | 3 Lane Collector (one-way) | 26,000 | 8,179 | 0.315 | A | 9,100 | 0.350 | A | 921 | 0.035 | NO |
| Fifth Ave to Sixth Ave | 3 Lane Collector (one-way) | 26,000 | 6,720 | 0.258 | A | 8,100 | 0.312 | A | 1380 | 0.054 | NO |
| Notes: Bold values indicate roadway segments operating at LOS E or F. Canacity for non-standard roadway classifications were movided | S E or F. novvided by City of San Dievo staff. | | | | | | | | | | |
| (a) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity. | ime by each respective roadway segment's capacity. | | | | | | | | | | |
| | | | | | | | | | | | |

Table 4-5 Horizon Year (2035) Summary of Roadway Segment Analysis

| | | | | EXISTING | | FU | FUTURE (2035) | 5) | | | |
|--|--|---------------------------|--------|---------------------|-----|--------|----------------------|--------|----------|----------|------------------|
| ROADWAY SEGMENT | ROADWAY FUNCTIONAL CLASSIFICATION | LOS E CAPACITY | ADT | V/C RATIO (a) | SOI | ADT | V/C RATIO (a) | SOT | Δ in ADT | Δ in V/C | SIGNIFI CANT? |
| | UP | UPTOWN | | | | | | | | | |
| Fort Stockton Dr | | | | | | | | | | | |
| Arista St to Sunset Blvd | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 3,290 | 0.411 | В | 4,900 | 0.613 | С | 1610 | 0.202 | NO |
| Sunset Blvd to Hawk St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 6,100 | 0.763 | D | 7,900 | 0.988 | E | 1800 | 0.225 | YES |
| Hawk St to Goldfinch St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 8,450 | 1.056 | F | 8,900 | 1.113 | F | 450 | 0.057 | YES |
| Goldfinch St to Falcon St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 2,910 | 0.364 | В | 3,300 | 0.413 | В | 390 | 0.049 | NO |
| Front St | | | | | | | | | | | |
| Dickinson St to Arbor Dr | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 3,790 | 0.474 | С | 4,600 | 0.575 | С | 810 | 0.101 | NO |
| Arbor Dr to Washington St | 2 Lane Collector (one-way) | 17,500 | 5,510 | 0.315 | A | 7,900 | 0.451 | В | 2390 | 0.136 | NO |
| Albatross St to First Ave | 3 Lane Collector (one-way) | 26.000 | 2.082 | 0.080 | A | 7.300 | 0.281 | A | 5218 | 0.201 | ON |
| First Ave to Third Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 4,289 | 0.536 | c | 7,300 | 0.913 | Е | 3011 | 0.377 | YES |
| Third Ave to Sixth Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 2,097 | 0.262 | A | 9,000 | 1.125 | F | 6903 | 0.863 | YES |
| Hawthorn St | | | | | | | | | | | |
| Brant St to First Ave | 3 Lane Collector (one-way) | 26,000 | 11,558 | 0.445 | В | 15,000 | 0.577 | С | 3442 | 0.132 | NO |
| First Ave to Third Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 3,634 | 0.454 | С | 7,300 | 0.913 | Е | 3666 | 0.459 | YES |
| Third Ave to Sixth Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 3,577 | 0.447 | С | 8,700 | 1.088 | F | 5123 | 0.641 | YES |
| India St | | | | | | | | | | | |
| Washington St to Winder St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | | | | 11,000 | 1.375 | F | | | |
| Winder St to Glenwood Dr | 3 Lane Collector (one-way) | 26,000 | 8,345 | 0.321 | А | 10,700 | 0.412 | А | 2355 | 0.091 | NO |
| Glenwood Dr to Sassafrass St | 2 Lane Collector (one-way) | 17,500 | 26,178 | 1.496 | F | 30,000 | 1.714 | F | 3822 | 0.218 | YES |
| Sassafras St to Redwood St | 3 Lane Collector (two-way) | 20,000 | 18,676 | 0.934 | Е | 21,300 | 1.065 | F | 2624 | 0.131 | YES |
| Redwood St to Palm St | 3 Lane Collector (one-way) | 26,000 | 16,705 | 0.643 | С | 20,300 | 0.781 | D | 3595 | 0.138 | NO |
| Juan St | | | | | | | | 1 | | | |
| Harney St to Witherby St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 2,345 | 0.293 | A | 4,600 | 0.575 | C | 2255 | 0.282 | NO |
| Laurel St | | 000 = 1 | | | , | 000 | | ţ | | | C. La C. |
| Columbia St to Union St | 4 Lane Collector (no center lane) | 15,000 | 13,691 | 0.913 | म | 21,100 | 1.407 | × 1 | /409 | 0.494 | YES |
| Union St to First Ave | 2 Lane Collector (continuous left-turn lane) | 15,000 | 11,128 | 0.742 | D | 17,900 | 1.193 | F | 6772 | 0.451 | YES |
| First Ave to Third Ave | 2 Lane Collector (continuous left-turn lane) | 15,000 | 11,326 | 0.755 | D | 16,100 | 1.073 | F | 4774 | 0.318 | YES |
| Third Ave to Sixth Ave | 2 Lane Collector (continuous left-turn lane) | 15,000 | 11,516 | 0.768 | D | 20,200 | 1.347 | F | 8684 | 0.579 | YES |
| Lewis St | | | | | | | | | | | |
| Fort Stockton Dr to Goldfinch St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 3,720 | 0.465 | υ | 4,100 | 0.513 | U | 380 | 0.048 | ON |
| | | 0000 | 0 155 | 0101 | F | 11100 | 0001 | P | 2100 | 0.700 | Dela |
| Washington St to Park BIVD Madison Ave | z Lane Collector (Multi-Tamity, commercial-industrial fronting) | 8,000 | 661,8 | 610.1 | ž | 11,100 | 1.388 | ž | C467 | 0.309 | YES |
| Cleveland Ave to Park Blvd | 2 I ane Collector (Multi-family, commercial-industrial fronting) | 8.000 | 3.750 | 0.469 | Ċ | 6.100 | 0.763 | C | 2350 | 0.294 | ON |
| Meade Ave | 1 Courses a supervise supervise of the supervise supervise supervise supervises and the supervise supervises of the supervise supervises of the supervise supervises of the su | | | 0 | , | 2024 | | | | | |
| Cleveland Ave to Park Blvd | 2 Lane Collector (continuous left-turn lane) | 15,000 | 3,290 | 0.219 | А | 3,500 | 0.233 | А | 210 | 0.014 | NO |
| De la Dila J. | | 50,000 | 200.00 | 0.447 | ¢ | 000.00 | 0 5/2 | ¢ | 1007 | 0110 | OIN. |
| Fark Blvd to washington St | 0 Lane Major Arterial | 000,00 | 067,22 | 0.440 | д - | 28,500 | 000.0 | J | 0004 | 07170 | NO |
| Washington St to University Ave | 4 Läne Major Arterial 7 I ane Collector (Multi-family commercial-industrial fronting)** | 40,000 8.000 | 4,9/4 | 0.124 | Α | 4 974 | 0 622 | C | 0 | 0.498 | NO |
| | | 0,000 | | | | +,7/+ | 0.044 | ر ا | | | |
| Notes: Bold values indicate roadway segments operating at LOS E or F. **Mormal Street will be classified as a two lane collector with no c | Notes: Bold values indicate roadway segments operating at LOSE or F. vakVmmid Stored will be checked as a two lines callester with in contribute come feld turn lare to accommodete frame bicwole boulword rending further render level analysis | nroiect level analysi | | | | | | | | | |
| Capacity for non-standard roadway classifications were provided by City of San Diego staff | turno commons curci per turn rate to accommonate rate on year court way pointing ration. vided by City of San Diego staff. | se familie i cavar melord | 0 | | | | | | | | |
| (a) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity. | e by each respective roadway segment's capacity. | | | | | | | | | | |

Table 4-6 Horizon Year (2035) Summary of Roadway Segment Analysis (Cont.)

| | | | | EXISTING | | FU | FUTURE (2035) | 15) | | | |
|--|--|-------------------|--------|---------------------|-----|--------|----------------------|------|----------|----------|------------------|
| ROADWAY SEGMENT | ROADWAY FUNCTIONAL CLASSIFICATION | LOS E CAPACITY | ADT | V/C RATIO (a) | SOL | ADT | V/C RATIO (a) | SOT | Δ in ADT | Δ in V/C | SIGNIFI CANT? |
| | | INTRO LA | | | | | | | | | |
| Park Blvd | 0 | ULTOWN | | | | | | | | | |
| Adams Ave to Mission Ave | 2 Lane Collector (continuous left-turn lane) | 15,000 | 14,839 | 0.989 | E | 14,893 | 0.993 | E | 54 | 0.004 | ON |
| Mission Ave to El Cajon Blvd | 3 Lane Collector (no center lane) | 11,500 | 11,806 | 1.027 | F | 16,300 | 1.417 | F | 4494 | 0.390 | YES |
| El Cajon Blvd to Polk Ave | 4 Lane Major Arterial | 40,000 | 11,524 | 0.288 | А | 18,600 | 0.465 | В | 7076 | 0.177 | NO |
| Polk Ave to University Ave | 4 Lane Major Arterial | 40,000 | 13,936 | 0.348 | А | 22,500 | 0.563 | С | 8564 | 0.215 | NO |
| University Ave to Robinson Ave | 4 Lane Major Arterial | 40,000 | 14,400 | 0.360 | А | 19,800 | 0.495 | В | 5400 | 0.135 | NO |
| Robinson Ave to Upas St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 12,501 | 0.833 | D | 17,200 | 1.147 | F | 4699 | 0.314 | YES |
| Upas St to Zoo Pl | 4 Lane Major Arterial | 40,000 | 13,807 | 0.345 | А | 17,700 | 0.443 | В | 3893 | 0.098 | NO |
| Reynard Wy | - | | | | | | | | | | |
| Torrance St to Curlew St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 1,955 | 0.130 | A | 5,300 | 0.353 | в | 3345 | 0.223 | ON |
| Curlew St to Laurel St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 7,200 | 0.480 | C | 8,600 | 0.573 | C | 1400 | 0.093 | NO |
| Kichmond St | | 0,000 | 200 5 | 000 | F | 0000 | 1105 | P | 1010 | 0000 | Derv |
| Cleveland Ave to University Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | C80,/ | 0.880 | ы (| 9,000 | CZ.1.1 | × F | CI 61 | 0.239 | YES |
| University Ave to Robinson Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 5,345 | 0.668 | | 6,/00 | 0.838 | E F | 1305 | 0/1/0 | YES |
| Robinson Ave to Upas 3t Robinson Ave | 2 тапе солестот (мили-таппту, сопплетстат-пликита попцив) | 0,000 | c10,c | 170.0 | Л | 0,100 | C10.1 | 4 | conc | 000.0 | CII |
| Brant St to First Ave | 2.1 ane Collector (Multi-family_commercial-industrial frontino) | 8.000 | 1.995 | 0.249 | A | 4 600 | 0.575 | Ċ | 2605 | 0.326 | ON |
| First Ave to Third Ave | 2 I ane Collector (Multi-family, commercial-industrial fronting) | 8.000 | 5.800 | 0.725 | D | 11.500 | 1.438 | Ч | 5700 | 0.713 | YES |
| Third Ave to Eighth Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 11.022 | 1.378 | F | 14,400 | 1.800 | Ы | 3378 | 0.422 | YES |
| Tenth Ave to Richmond St | 2 Lane Collector (continuous left-turn lane) | 15.000 | 10.120 | 0.675 | D | 12.300 | 0.820 | D | 2180 | 0.145 | NO |
| Richmond St to Park Blvd | 2 Lane Collector (continuous left-turn lane) | 15,000 | 7.269 | 0.485 | C | 9.200 | 0.613 | C | 1931 | 0.128 | NO |
| San Diego Ave | | | | 1 | | | | | | | |
| Hortensia St to Pringle St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 5,830 | 0.729 | D | 10,500 | 1.313 | F | 4670 | 0.584 | YES |
| McKee St to Washington St | 3 Lane Collector (one-way) | 26,000 | 13,920 | 0.535 | В | 18,200 | 0.700 | C | 4280 | 0.165 | NO |
| Washington St to India St | 2 Lane Collector (one-way) | 17,500 | 4,920 | 0.281 | A | 7,100 | 0.406 | A | 2180 | 0.125 | ON |
| State St | - | | | | | | | | | | |
| Laurel St to Juniper St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 4,140 | 0.518 | С | 8,200 | 1.025 | F | 4060 | 0.507 | YES |
| Sunset Blvd | | | | | | | | | | | |
| Witherby St to Fort Stockton Dr | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 2,595 | 0.324 | в | 4,600 | 0.575 | C | 2005 | 0.251 | NO |
| University Ave | | | | | | | | | | | |
| Ibis St to Albatross St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 10,527 | 1.316 | F | 14,700 | 1.838 | F | 4173 | 0.522 | YES |
| Albatross St to First Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 16,851 | 2.106 | Ξ. | 20,800 | 2.600 | E F | 3949 | 0.494 | YES |
| First Ave to Fourth Ave Fourth Ave to Eifth Ave | 2 Lane Conector (no ironing property) 2 I ana Collactor (continuous laft turn lane) | 15,000 | 00/11 | 0351 | 4 E | 21.600 | 1.410 | 4 (4 | 1350 | 0000 | VES |
| Fifth Ave to Sixth Ave | 4 Lane Collector | 30,000 | 21.184 | 0.706 | D | 24,900 | 0.830 | D | 3716 | 0.124 | NON |
| Sixth Ave to Eighth Ave | 4 Lane Collector (no center lane) | 15,000 | 24,400 | 1.627 | F | 29,300 | 1.953 | F | 4900 | 0.326 | YES |
| Vermont St to Normal St | 4 Lane Major Arterial | 40,000 | 23,938 | 0.598 | С | 25,600 | 0.640 | С | 1662 | 0.042 | ON |
| Normal St to Park Blvd | 4 Lane Collector (no center lane) | 15,000 | 16,275 | 1.085 | F | 21,200 | 1.413 | F | 4925 | 0.328 | YES |
| Upas St | | | | • | | | | | | | |
| Third Ave to Sixth Ave Washington St | 2 Lane Collector (no fronting property) | 10,000 | 4,475 | 0.448 | в | 8,500 | 0.850 | D | 4025 | 0.402 | NO |
| India St to University Ave | 4 Lane Maior Arterial | 40.000 | 27.929 | 0.698 | C | 34.800 | 0.870 | D | 6871 | 0.172 | ON |
| University Ave to First Ave | 4 Lane Maior Arterial | 40.000 | 20.477 | 0.512 | в | 25.400 | 0.635 | C | 4923 | 0.123 | ON |
| First Ave to Fourth Ave | 4 Lane Major Arterial | 40,000 | 25,745 | 0.644 | C | 25,745 | 0.644 | C | 0 | 0.000 | NON |
| Fourth Ave to Fifth Ave | 4 Lane Major Arterial | 40,000 | 30,900 | 0.773 | D | 37,300 | 0.933 | Е | 6400 | 0.160 | YES |
| Fifth Ave to Sixth Ave | 4 Lane Major Arterial | 40,000 | 38,428 | 0.961 | E | 41,100 | 1.028 | F | 2672 | 0.067 | YES |
| Sixth Ave to Richmond St | 4 Lane Major Arterial | 40,000 | 41,778 | 1.044 | F | 41,778 | 1.044 | F | 0 | 0.000 | ON |
| Richmond St to Normal St | 6 Lane Major Arterial | 50,000 | 38,725 | 0.775 | C | 47,100 | 0.942 | Е | 8375 | 0.167 | YES |
| Notes: | | | | | | | | | | | |

Table 4-7 Horizon Year (2035) Summary of Roadway Segment Analysis (Cont.)

 Sixth Ave to Richmond St
 4 Lane Major

 Richmond St to Normal St
 6 Lane Major

 Notes:
 6 Lane Major

 Rotation of St to Normal St
 6 Lane Major

 Rotation of St to Normal St
 6 Lane Major

 Rotation of St to Normal St
 6 Lane Major

 Rotation of St to Normal St
 6 Lane Major

 Rotation St to Normal St to

| | | | - | EXISTING | | FI J | TURE (203 | 5) | | | |
|---|---|-------------------|--------|---------------------|-----|--------|--------------|-----|----------|----------|------------------|
| ROADWAY SEGMENT | ROADWAY FUNCTIONAL CLASSIFICATION | LOS E CAPACITY | ADT | V/C RATIO (a) | SOT | ADT | RATIO (a) | SOT | ∆ in ADT | Δ in V/C | SIGNIFI CANT? |
| | | | | | | | | | | | |
| aith St | NOK | NORTH PARK | | | | | | | | | |
| Adams Ave to Meade Ave | 2 Lane Collector (continuous left-turn lane) | 15,000 | 6,325 | 0.422 | в | 10,400 | 0.693 | D | 4075 | 0.271 | NO |
| Meade Ave to El Cajon Blvd | 2 Lane Collector (continuous left-turn lane) | 15,000 | 10,912 | 0.727 | D | 14,400 | 0.960 | Е | 3488 | 0.233 | YES |
| El Cajon Blvd to Howard Ave | 2 Lane Collector (continuous left-turn lane) | 15,000 | 12,684 | 0.846 | D | 12,684 | 0.846 | D | 0 | 0.000 | NO |
| Howard Ave to Lincoln Ave | 2 Lane Collector (continuous left-turn lane) | 15,000 | 12,703 | 0.847 | D | 17,900 | 1.193 | F | 5197 | 0.346 | YES |
| Lincoln Ave to University Ave | 2 Lane Collector (continuous left-turn lane) | 15,000 | 12,500 | 0.833 | D | 14,000 | 0.933 | Е | 1500 | 0.100 | YES |
| University Ave to North Park Way | 2 Lane Collector (continuous left-turn lane) | 15,000 | 12,150 | 0.810 | D | 12,500 | 0.833 | D | 350 | 0.023 | NO |
| North Park Way Ave to Upas St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 12,241 | 0.816 | D | 16,500 | 1.100 | F | 4259 | 0.284 | YES |
| Upas St to Redwood St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 8,824 | 1.103 | F | 11,900 | 1.488 | F | 3076 | 0.385 | YES |
| Redwood St to Juniper St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 10,013 | 1.252 | F | 12,100 | 1.513 | F | 2087 | 0.261 | YES |
| 32nd St | | | | | | | | | | | |
| Howard Ave to Lincoln Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1,845 | 0.231 | A | 4,400 | 0.550 | С | 2555 | 0.319 | NO |
| Lincoln Ave to University Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 3,300 | 0.413 | В | 3,300 | 0.413 | в | 0 | 0.000 | NO |
| University Ave to Myrtle Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 5,000 | 0.625 | D | 11,200 | 1.400 | F | 6200 | 0.775 | YES |
| Myrtle Ave to Upas St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 6,985 | 0.873 | Е | 7,900 | 0.988 | Е | 915 | 0.115 | YES |
| Upas St St to Redwood St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 5,200 | 0.650 | D | 5,200 | 0.650 | D | 0 | 0.000 | NO |
| Redwood St to Juniper St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 2,218 | 0.277 | А | 2,600 | 0.325 | В | 382 | 0.048 | NO |
| Adams Ave | | | | - | | | | | | | |
| Park Blvd to Alabama St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 6,758 | 0.451 | В | 7,400 | 0.493 | С | 642 | 0.042 | NO |
| Alabama St to Texas St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 8,966 | 0.598 | С | 8,966 | 0.598 | С | 0 | 0.000 | NO |
| Texas St to 30th St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 10,700 | 0.713 | D | 13,800 | 0.920 | Е | 3100 | 0.207 | YES |
| 30th St to W Mountain View Dr | 2 Lane Collector (continuous left-turn lane) | 15,000 | 19,929 | 1.329 | F | 19,929 | 1.329 | F | 0 | 0.000 | NO |
| Boundary St | | | | | | | | | | | |
| University Ave to North Park Way | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 12,620 | 1.578 | F | 16,000 | 2.000 | F | 3380 | 0.422 | YES |
| North Park Way to Myrtle Ave | 1 Lane Collector (one-way) | 7,500 | 2,730 | 0.364 | в | 3,300 | 0.440 | в | 570 | 0.076 | NO |
| Myrtle Ave to Redwood St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 4,670 | 0.584 | С | 6,000 | 0.750 | D | 1330 | 0.166 | NO |
| Redwood St to Commonwealth Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 3,550 | 0.444 | C | 3,900 | 0.488 | С | 350 | 0.044 | NO |
| Comnonwealth Ave | | | | | | | | | | | |
| Boundary St to Juniper St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1,480 | 0.185 | A | 2,800 | 0.350 | в | 1320 | 0.165 | NO |
| El Cajon Blvd | | | | | | | | | | | |
| Park Blvd to Florida St | 6 Lane Major Arterial | 50,000 | 19,407 | 0.388 | A | 27,100 | 0.542 | в | 7693 | 0.154 | NO |
| Florida St to Texas St | 6 Lane Major Arterial | 50,000 | 23,366 | 0.467 | в | 34,600 | 0.692 | C | 11234 | 0.225 | NO |
| Texas St to Oregon St | 6 Lane Major Arterial | 50,000 | 24,479 | 0.490 | в | 34,800 | 0.696 | C | 10321 | 0.206 | NO |
| Oregon St to Utah St | 6 Lane Major Arterial | 50,000 | 32,468 | 0.649 | c | 42,800 | 0.856 | D | 10332 | 0.207 | NO |
| Utah St to 30th St | 6 Lane Major Arterial | 50,000 | 32,191 | 0.644 | J | 39,800 | 0.796 | C | 7609 | 0.152 | NO |
| 30th St to Illinois St | 6 Lane Major Arterial | 50,000 | 39,116 | 0.782 | С | 48,800 | 0.976 | Е | 9684 | 0.194 | YES |
| Illinois St to I-805 Ramps | 6 Lane Major Arterial | 50,000 | 46,062 | 0.921 | Е | 58,900 | 1.178 | F | 12838 | 0.257 | YES |
| Florida St | | | | - | | | | | | | |
| El Cajon Blvd to University Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 3,375 | 0.422 | В | 7,400 | 0.925 | Е | 4025 | 0.503 | YES |
| University Ave to Robinson Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 5,450 | 0.681 | D | 8,800 | 1.100 | F | 3350 | 0.419 | YES |
| Robinson Ave to Upas St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 5,600 | 0.700 | D | 6,800 | 0.850 | E | 1200 | 0.150 | YES |
| Florida Dr | | | | | ſ | | | | | | |
| Upas St to Morley Field Dr | 2 Lane Collector (no fronting property) | 10,000 | 5,498 | 0.550 | в | 6,700 | 0.670 | c | 1202 | 0.120 | NO |
| Notes: Bold values indicate roadway segments operating at LOS E or F. | S E or F. | | | | | | | | | | |
| Capacity for non-standard roadway classifications were provided by City of San Diego staff. | rovided by City of San Diego staff. | | | | | | | | | | |
| (a) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity. | me by each respective roadway segment's capacity. | | | | | | | | | | |

Table 4-8 Horizon Year (2035) Summary of Roadway Segment Analysis (Cont.)

| | | | | EXISTING | | RI I | FURE (2035 | 6 | | | |
|--|--|----------------------|-------------------|---------------------|-----|--------|--|-----|----------|----------|------------------|
| ROADWAY SEGMENT | ROADWAY FUNCTIONAL CLASSIFICATION | LOS E CAPACITY | ADT | V/C RATIO (a) | SOT | ADT | r (a) | LOS | Δ in ADT | Δ in V/C | SIGNIFI CANT? |
| | | | | | | | | | | | |
| | NOR | NORTH PARK | | | | | | | | | |
| Howard Ave | - | | | | | | | | | | |
| Park Blvd to Florida St | 2 Lane Collector (continuous left-turn lane) 2 Lane Collector (Multi-family. commercial-industrial fronting)** | 15,000 8.000 | 3,000 | 0.200 | A | 4.800 | 0.600 | C | 1800 | 0.400 | NO |
| | 2 Lane Collector (continuous left-turn lane) | 15,000 | 3,566 | 0.238 | A | 202 | | | 100 | 0.050 | NO. |
| Florida St to 1 exas St | 2 Lane Collector (Multi-family, commercial-industrial fronting)** | 8,000 | | | | 3,900 | 0.488 | С | 534 | 0.220 | NO |
| Tevas St to Htab St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 4,815 | 0.321 | A | | | | 6485 | 1 092 | VFS |
| 1 CARS 31 10 CIAIL 31 | 2 Lane Collector (Multi-family, commercial-industrial fronting)** | 8,000 | | | | 11,300 | 1.413 | F | C0+0 | 760.1 | 110 |
| I Itah St to 30th St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 6,137 | 0.409 | В | | - | | 4063 | 0.866 | VFS |
| | 2 Lane Collector (Multi-family, commercial-industrial fronting)** | 8,000 | | | | 10,200 | 1.275 | F | - | 00010 | |
| 30th St to 32nd St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 7,187 | 0.479 | С | | | , | 3313 | 0.834 | YES |
| | 2 Lane Collector (Multi-family, commercial-industrial fronting)** | 8,000 | | | | 10,500 | 1.313 | F | | | |
| Juniper St | | 0000 | | 127.0 | τ | 000 1 | a la | ¢ | | 0100 | ~~~ |
| 30th St to 32nd St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 3,646 | 0.456 | с I | 6,200 | C/ /.0 | ŋ | 2554 | 0.319 | NO ST |
| 32nd St to Commonwealth Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 2,826 | 0.353 | В | 4,400 | 0.550 | C | 1574 | 0.197 | NO |
| Doundoury St to Nilo St | 9. I and Colloctor (Multi family, commercial induction frontine) | 000 0 | 2 700 | 0.474 | C | 4 000 | 0.500 | C | 010 | 9000 | NO |
| Lincoln Ava | 2 Early Contector (Antaut-Tautiny, Continuer Gar-Industrial Ironaug) | 0,000 | 061,0 | t/ t-0 | ر | 1,000 | 000.0 | c | 710 | 07070 | 04 |
| Elorida St to Tavas St | 2 I and Collactor (Multi-family, commercial-industrial fronting) | 8 000 | 000 | 0.124 | ▼ | 4 300 | 0.538 | ر | 3310 | 0.414 | ON |
| Texas St to Utah St | 2 Lane Collector (Multi-family commercial-industrial fronting) | 8 000 | 2 400 | 0.300 | V V | 3 200 | 0.400 |) e | 800 | 0.100 | ON |
| I feeb St to 30th St | 2 Lans Concess (munitaning), commercial mousting months) 3 I and Collector (continuous laft-turn lane) | 15,000 | 1 550 | 0.303 | V | 7 500 | 0.500 | | 2050 | 0.107 | ON |
| 30th St to 32nd St | 2 Lane Collector (continuous tercturi Jane) 2 Lane Collector (continuous left-turn lane) | 15 000 | 5 563 | 0.371 | c a | 0.000 | 0.613 | 0 | 3637 | 0.242 | ON |
| 32nd St to Boundary St | 2 L'ane Collector (continuous left-turn lane) | 15.000 | 5.473 | 0.365 | 2 2 | 9.800 | 0.653 | 0 | 4327 | 0.288 | ON |
| Madison Ave | | | | | | | | | | | |
| Park Blvd to Mission Ave | 2 Lane Collector (continuous left-turn lane) | 15.000 | 6.110 | 0.407 | В | 8.100 | 0.540 | C | 1990 | 0.133 | NO |
| Mission Ave to Texas St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 8,040 | 0.536 | C | 10,300 | 0.687 | D | 2260 | 0.151 | NO |
| Texas St to Ohio St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 5,295 | 0.662 | D | 12,200 | 1.525 | F | 6905 | 0.863 | YES |
| Meade Ave | | | | | | | | | | | |
| Park Rlvd to Tev as St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 4,060 | 0.271 | А | | | | 4140 | 0 754 | VFS |
| I GIV DI AL I DI VALO | 2 Lane Collector (Multi-family, commercial-industrial fronting)** | 8,000 | | | | 8,200 | 1.025 | F | 0+1+ | +0.0 | 11.03 |
| Texas St to 30th St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 5,280 | 0.352 | В | | - | | 4620 | 0.886 | YES |
| | 2 Lane Collector (Multi-family, commercial-industrial fronting)** | 8,000 | | | | 9,900 | 1.238 | F | 2 | 00010 | |
| 30th St to Illinois Ave | 2 Lane Collector (continuous left-turn lane) | 15,000 | 8,576 | 0.572 | C | | | | 2924 | 0.866 | YES |
| | 2 Lane Collector (Multi-family, commercial-industrial fronting)** | 8,000 | | | | 11,500 | 1.438 | F | | | |
| Illinois St to Iowa St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 8,651 | 0.577 | C | | | | 3249 | 0.911 | YES |
| | 2 Lane Collector (Multi-family, commercial-industrial fronting)** | 8,000 | | | | 11,900 | 1.488 | F | | | |
| MISSION AVE | | COL ET | - 10H | 1000 | | 00000 | | | 0000 | 1010 | ~~~ |
| Park Blvd to Mississippi St | 2 Lane Collector (one-way) | 1/,000 | 1,49/ | 0.086 | Α | 3,/00 | 0.211 | А | 5077 | c71.0 | NO |
| Doub Divid to Mission Area | 2.1 mm Collacton Multi family, commanded industrial families | 0000 | 1 200 | 0150 | ~ | 000 0 | 0.400 | 2 | 0000 | 0200 | ON O |
| Tark Divu to Mission Ave | 2 Lane Conector (munt-family, commercial-moustrial monthig) | °,000 | 1,200 | 001.0 | 4 4 | 5,200 | 0.400 | | 0007 | 0.002.0 | ON ON |
| Texas St to 30th St | 2 Late Collector (Multi-family, commercial-industrial fronting) 2 Late Collector (Multi-family, commercial-industrial fronting) | 8,000 | 2.158 | 0.270 | V V | 5.700 | 0.713 | | 3542 | 0.443 | ON |
| Nile St | Guine a surround me attract (furmer second values) second a sume | 2006 | Î | | : | 00160 | | 1 | ! | | |
| Landis St to Thorn St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 4,305 | 0.538 | С | 5,000 | 0.625 | D | 695 | 0.087 | NO |
| MULTING OF THE AVAILABLE OF THE OFFICE | (Arresto is management managemented (Arrests struct) volume of armer = | 000060 | 2026 | | , | 00006 | | | 2 | 0 | |
| Notes: Bold value indicate roadvay segments operating at LOS E or F. **Howard Avenue and Made Avenue will be classified as a two lane collector with Canactiv for non-standard roadvay classifications were provided by Civ of San Di | notes: Bold values indicate roadway segments operating at LOS E or F. **Howard Avenue and Meade Avenue will be classified as a two lane collector with no continous center left turn lane to accommodate future bicycle boulevard pending further project level analysis datasciv for non-standard roadway classifications were provided by Citro GSan Diege staff. | ilevard pending furt | her project level | analysis | | | | | | | |
| (a) The vic Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity. | une by each respective roadway segment's capacity. | | | | | | | | | | |

Table 4-9 Horizon Year (2035) Summary of Roadway Segment Analysis (Cont.)

Uptown, North Park, Golden Hill | Draft Report June 2015 | Version 3

| | | | | EXISTING | | FU | FUTURE (2035) | 5) | | | |
|---|---|-------------------|----------------|---------------------|------|-----------------|---------------------|-------|--------------|----------|------------------|
| ROADWAY SEGMENT | ROADWAY FUNCTIONAL CLASSIFICATION | LOS E CAPACITY | ADT | V/C RATIO (a) | SOI | ADT | V/C RATIO (a) | SOI | Δ in ADT | Δ in V/C | SIGNIFI CANT? |
| | NOR | NORTH PARK | | | | | | | | | |
| North Park Way | | | | | | | | | | | |
| 30th St to 32nd St | 2 Lane Collector (no fronting property) | 10,000 | 6,737 | 0.674 | С | 8,500 | 0.850 | D | 1763 | 0.176 | NO |
| 32nd St to Boundary St | 2 Lane Collector (no fronting property) | 10,000 | | | , | 10,600 | 1.060 | F | 1 | | • |
| Orange Ave/Howard Ave | | | | | | | | | | | |
| Iowa St to I-805 | 2 Lane Collector (continuous left-turn lane) 2 Lane Collector (Multi-family, commercial-industrial frontine)** | 15,000 8,000 | 5,938 | 0.396 | в | 8.200 | 0.547 | C | 2262 | 0.151 | NO |
| Pentuckett A ve | | 00010 | | | | 00-10 | |) | | | |
| Juniper St to Fir St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 2,225 | 0.278 | А | 2,300 | 0.288 | А | 75 | 0.010 | NO |
| Pershing Dr | | | | | | | | | | | |
| Upas St to Redwood St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 6,439 | 0.429 | В | 10,500 | 0.700 | D | 4061 | 0.271 | NO |
| 2846 St ++> 2046 St | 31 and Collector Multi family, commercial industrial frontines | 0000 | \$ 000 | 0.740 | | 0002 | 0000 | þ | 1010 | 0.151 | VEC |
| 20th St to 32nd St 30th St to 32nd St | z Laite Collector (Multi-family, commercial-industrial fronting) 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 4.912 | 0.614 | a 0 | 4.912 | 0.614 | ac | 0 | 0.000 | NO |
| 32nd St to Boundary St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1,650 | 0.206 | e A | 4,400 | 0.550 | c c | 2750 | 0.344 | ON |
| Robinson Ave | â | | | | | | | | | | |
| Park Blvd to Florida St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 4,160 | 0.520 | С | 5,900 | 0.738 | D | 1740 | 0.218 | NO |
| Texas St | | | | | | | | | | | |
| Adams Ave to Mission Ave | 3 Lane Major Arterial | 30,000 | 27,532 | 0.918 | Е | 39,100 | 1.303 | F | 11568 | 0.385 | YES |
| Mission Ave to El Cajon Blvd | 2 Lane Collector (continuous left-turn lane) | 15,000 | 16,563 | 1.104 | F | | | | 21737 | 0.173 | YES |
| | 4 Lane Collector | 30,000 | | | , | 38,300 | 1.277 | F | | 1 | |
| El Cajon Blvd to Howard Ave | 2 Lane Collector (continuous left-turn lane) | 15,000 | 10,404 | 0.694 | n : | 12,/00 | 0.847 | n r | 967.7 | 0.155 | ON D |
| Howard Ave to University Ave | 2 Lane Collector (continuous left-turn lane) | 15,000 | 9,461 | 0.631 | ບ ເ | 14,400 7 700 | 0.960 | ыų | 4939 | 0.329 | YES |
| University Ave to Myrtle Ave | 2 Lane Collector (Multi-Tamily, commercial-industrial fronting) | 8,000 | 5,821 | 0.478 | ء ن | 0, /00 | 0./15 | n d | 18/9 | 0.235 | ON O |
| Myrtle Ave to Upas St Thiversity Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 2,814 | 0.352 | В | 4,100 | 616.0 | U) | 1.280 | 0.161 | NO |
| Doub Divid to Elimida Co | A Louis Collocton (no conton land) | 15 000 | 10,200 | 1 700 | þ | 000 66 | 1 502 | ĥ | 1700 | 0.212 | NEC |
| Fark BIVG to Florida St | 4 Lane Collector (no center lane) | 15,000 | 21 611 | 1.280 | -1 L | 23,900 | 1 441 | I L | 4/00 | 0.515 | XES NO |
| FIORIDA SUID LEXAS SU Texas St to Oregon St | 4 Lane Collector (no center lane) 4 Lane Collector (no center lane) | 15.000 | 20.058 | 1.441 | a A | 23,700 | 1.580 | I I | 3642 | 0.000 | YES |
| Oregon St to Utah St | 4 Lane Collector (no center lane) | 15,000 | 20,361 | 1.357 | F | 22,900 | 1.527 | F | 2539 | 0.170 | YES |
| Utah St to 30th St | 4 Lane Collector (no center lane) | 15,000 | 19,173 | 1.278 | F | 20,800 | 1.387 | F | 1627 | 0.109 | YES |
| 30th St to Illinois St | 3 Lane Collector (no center lane) | 11,500 | 21,100 | 1.835 | F | 22,800 | 1.983 | F | 1700 | 0.148 | YES |
| Illinois St to 32nd St | 3 Lane Collector (no center lane) | 11,500 | 19,644 | 1.708 | F | 22,600 | 1.965 | F | 2956 | 0.257 | YES |
| 32nd St to Boundary St | 4 Lane Collector (no center lane) | 15,000 | 25,568 | 1.705 | Ł | 29,600 | 1.973 | Ł | 4032 | 0.268 | YES |
| Upas St | | | | | | | | | | | |
| Alabama St to Texas St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 7,100 | 0.888 | Э | 8,600 | 1.075 | ы | 1500 | 0.187 | YES |
| I exas St to Pershing Kd Derching Rd to 30th St | 2 Lane Collector (Multi-Tamity, commercial-industrial fronting) 2 Lane Collector (continuous left-turn lane) | 8,000 | 0 574 0 574 | C68.0 859.0 | ы с | 16 300 | 1.087 | x, [x | 4340 6726 | 0.449 | YES |
| 30th St to 32nd St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8.000 | 4.347 | 0.543 | ט כ | 6.100 | 0.763 | | 1753 | 0.2.20 | ON |
| 32nd St to Boundary St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8.000 | 2.600 | 0.325 | В | 2.700 | 0.338 | В | 100 | 0.013 | ON |
| Utah St | 5 | | ` ` | | | | | | | | |
| Adams Ave to Monroe Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 992 | 0.124 | A | 5,000 | 0.625 | D | 4008 | 0.501 | NO |
| Meade Ave to El Cajon Blvd | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 2,841 | 0.355 | В | 5,300 | 0.663 | D | 2459 | 0.308 | NO |
| El Cajon Blvd to Howard Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 4,362 | 0.545 | С | 6,400 | 0.800 | D | 2038 | 0.255 | NO |
| Howard Ave to Lincoln Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 2,535 | 0.317 | в | 7,300 | 0.913 | Е | 4765 | 0.596 | YES |
| Lincoln Ave to University Ave Thiroceity Ave to North Dark Way | 3 Lane Collector (no center lane) 21 and Collector (Multi-femily, commercial inductrial femiling) | 8.000 | 2,900 | 0.252 | ۲ ک | 4,700 | 0.409 | в с | 360 | 0.157 | ON ON |
| University Ave to routh Fair way North Park Way to Unas St | Lane Collector (Multi-family, commercial-industrial fronting) 1 and Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1 010 | 0740 | √ (| 7 500 | 00.0.0 | - 14 | 5581 | 0.698 | VES |
| INUILI FAIN WAY LO UPAS SI Notes | 2 Lallo Convoloi (prana-tanni), vonniovaa-meesaaa avanage | 0,000 | 1121 | 01-4-10 | ¢ | 00Cr1 | 0,2,0 | 1 | 1000 | 0,000 | Line L |

Table 4-10 Horizon Year (2035) Summary of Roadway Segment Analysis (Cont.)

Notes Bold values indicate roadway segments operating at LOS E or F. ••Orange Howard Avenue will be classified as a two lane collector with no continous center left turn lane to accommodate future bicycle boulevard pending further project level analysis Capacity for non-standard roadway classifications were provided by Viy of San Dego staff. (a) The vic Ratio is calculated by dividing the ADT volume by each respective roadway segments capacity.

| | | | | EXISTING | | FU | FUTURE (2035) | 5) | | | |
|---|---|-------------------|--------|---------------------|-----|--------|---------------------|------------|-----------|-------------------|------------------|
| ROADWAY SEGMENT | ROADWAY FUNCTIONAL CLASSIFICATION | LOS E CAPACITY | ADT | V/C RATIO (a) | TOS | ADT | V/C RATIO (a) | SOT | Δ in ADT | Δ in ADT Δ in V/C | SIGNIFI CANT? |
| | COL | GOL DEN HILL | | | | | | | | | |
| 25th St | | | | | | | | | | | |
| Russ Blvd to B St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 7,550 | 0.503 | C | 7,800 | 0.520 | ပ | 250 | 0.017 | NO |
| B St to Broadway | 4 Lane Collector (no center lane) 21 and Collector (continuous left-turn lane) | 15,000 | 9,409 | 0.627 | C | 10 900 | <i>LCL</i> 0 | - | 1491 | 0.100 | NO |
| Broadway to F St | 4 Lane Collector (no center lane) | 15,000 | 12,105 | 0.807 | D | 00/01 | | 7 t | 5295 | 0.353 | YES |
| Seth St | 2 Lane Collector (continuous left-turn lane) | 15,000 | | | | 17,400 | 1.160 | ž | | | |
| Russ Blvd to B St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 9,152 | 1.144 | F | 9,152 | 1.144 | F | 0 | 0.000 | ON |
| B St to C St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 2,146 | 0.268 | А | 5,100 | 0.638 | D | 2954 | 0.370 | ON |
| 28th St | | | | | | | | | | | |
| Russ Blvd to C St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 4,888 | 0.611 | c | 8,800 | 1.100 | Ł | 3912 | 0.489 | YES |
| C St to Broadway | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 8,150 | 1.019 | F | 10,500 | 1.313 | F | 2350 | 0.294 | YES |
| Broadway to SK-94 | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 10,69/ | 1.33/ | Ŧ | 19,100 | 2.388 | Ł | 840.5 | 1 c0.1 | YES |
| JUH SU Grane St to Ach St | 21 ane Collector (Multi-family commercial-industrial frontino) | 8 000 | 3 865 | 0.483 | ر | 6 900 | 0.863 | н | 3035 | 0.380 | VES |
| A St to Broadway | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8.000 | 16.610 | 2.076 |) H | 19.800 | 2.475 | ы | 3190 | 0.399 | YES |
| Broadway to SR-94 | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 4,210 | 0.526 | υ | 9,500 | 1.188 | Ч | 5290 | 0.662 | YES |
| 31st St | â | | | | | | | | | | |
| Juniper St to Grape St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 2,299 | 0.287 | А | 4,700 | 0.588 | С | 2401 | 0.301 | NO |
| B St | | | | | | | | | | | |
| 19th St to 20th St | 4 Lane Collector (no center lane) | 15,000 | 5,372 | 0.358 | в | 6,500 | 0.433 | в | 1128 | 0.075 | NO |
| 20th St to 25th St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 3,708 | 0.464 | υ | 5,400 | 0.675 | D | 1692 | 0.211 | ON |
| 25th St to 26th St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 4,600 | 0.575 | ى د | 7,500 | 0.938 | त्र व | 2900 | 0.363 | YES |
| 26th St to 28th St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 6,200 | c//.0 | a i | 7,100 | 0.888 | ы 1 | 006 | 0.115 | YES |
| 28th St to 30th St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 2,713 | 0.339 | В | 00/.'c | 0./13 | n | 7867 | 0.3/4 | NO |
| Deecn St | | 0000 | 000 | 100.0 | | 0007 | 200.0 | 4 | 0077 | 0 55 4 | OIN. |
| 28th St to Fern St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1,770 | 0.221 | Α | 6,200 | c//.0 | n | 4430 | 0.554 | NO |
| Broadway 10th St to 20th St | 0.1 and Colloctor (continuous laff turn land) | 15 000 | 5 700 | 0 306 | d | 6 000 | 0.400 | <u>р</u> | ,10 10 | 0.014 | ON |
| 12tt St to 20tt St 20th St to 25th St | Lane Confector (continuous feit-fuin faite) Lana Colloctor (continuous left turn lana) | 15,000 | 1 967 | 002.0 | - < | 0000 | 0.400 | <u>م</u> ر | 2122 | +10.0 | ON |
| 2011 St to 23th St 25th St to 28th St | 2 Lane Collector (continuous left-turn lane) 2 Lane Collector (continuous left-turn lane) | 15.000 | 4,007 | 0.278 | V V | 5,500 | 0.367 | ء ر | 1335 | 0.0209 | ON |
| 28th St to 30th St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 3,279 | 0.219 | A | 4,900 | 0.327 | A | 1621 | 0.108 | NO |
| 30th St to SR-94 | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 15,881 | 1.985 | F | 15,811 | 1.976 | F | -70 | -0.009 | NO |
| C St | | | | | | | | | | | |
| 19th St to 20th St | 1 Lane Collector (one-way) | 7,500 | 3,827 | 0.510 | C | 6,100 | 0.813 | D | 2273 | 0.303 | NO |
| 20th St to 25th St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 3,923 | 0.26 | A | 4,500 | 0.300 | A | 577 | 0.038 | NO |
| 25th St to 28th St | 2 Lane Collector (continuous left-turn lane) | 15,000 | | | | 5,500 | 0.367 | в | ı | , | ī |
| 28th St to 30th St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 2,658 | 0.177 | A | 4,100 | 0.273 | A | 1442 | 0.096 | NO |
| 30th St to 34th St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 4,230 | 0.53 | C | 7,900 | 0.988 | E | 3670 | 0.459 | YES |
| Cedar St | | 0000 | 1.00 | 0100 | ¢ | 0 100 | 107 0 | ¢ | L C L | 0.000 | 014 |
| Fern St to Felton St Form St | z Lane Collector (Multi-Tamity, commercial-Industrial fronting) | 8,000 | C18,2 | 700.0 | В | 5,400 | C24.U | я | C8C | 6/0.0 | NO |
| Juniper St to Grape St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8.000 | 8.350 | 1.044 | F | 8.900 | 1.113 | F | 550 | 0.069 | YES |
| Grape St to A St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 8,082 | 1.010 | F | 15,000 | 1.875 | F | 6918 | 0.865 | YES |
| Grape St | | | | | | | | | | | |
| 30th St to 31st St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 2,614 | 0.327 | В | 9,000 | 1.125 | F | 6386 | 0.798 | YES |
| Notes: Bold values indicate roadway segments operating at LOS E or F. | 5 or F. | | | | | | | | | | |
| Capacity for non-standard roadway classifications were provided by City of San Diego staff. | vided by City of San Diego staff. | | | | | | | | | | |
| (a) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity. | e by each respective roadway segment's capacity. | | | | | | | | | | |

Table 4-11 Horizon Year (2035) Summary of Roadway Segment Analysis (Cont.)

| | | NUMBER | CAPACITY - | EXISTING | DNI | BUILD OUT BASELINE | BASELINE | | |
|---|-----------|---------------|------------|-----------|---------------|--------------------|---------------|--------|--------------|
| FREEWAY SEGMENT | DIRECTION | OF LANES | (a) | V/C RATIO | TOS | V/C RATIO | ros | Δ (c) | SIGNIFICANT? |
| 1 5 | | | A | AM PEAK | | | | | |
| C-1 | NR | $4 M \pm 1 A$ | 0.700 | 0.950 | ы | 1 183 | ΕŪ | 0.734 | VFS |
| Old Town Ave to Washington St | SB | 4 M + 1 A | 9 200 | 0.746 | | 0 798 | | 0.052 | ON |
| | RN | 4 M | 8 000 | 0.840 | | 1 096 | FO | 0.256 | VES |
| Washington St to Pacific Highway | SB | 4 M | 8.000 | 0.660 | C | 0.739 | C I | 0.079 | ON |
| Einet Arro to Cluth Arro | NB | 4 M + 1 A | 9,200 | 1.264 | F1 | 1.341 | F1 | 0.078 | YES |
| | SB | 5 M + 1 A | 11,200 | 0.346 | А | 0.743 | С | 0.397 | NO |
| SR-163 to SR-94 | NB | 5 M + 1 A | 11,200 | 1.085 | F0 | 1.149 | F0 | 0.064 | YES |
| | SB | 5 M + 1 A | 11,200 | 0.362 | А | 0.901 | D | 0.540 | NO |
| SR-04 to Imnerial Ave | NB | 4 M + 1 A | 9,200 | 1.035 | F0 | 1.064 | $\mathbf{F0}$ | 0.029 | YES |
| | SB | 4 M + 1 A | 9,200 | 0.345 | А | 0.835 | D | 0.490 | NO |
| I-8 | | | | | i | | | | |
| Hotel Circle (W) to Hotel Circle (E) | WB | 4 M + 1 A | 9,200 | 1.022 | F0 | 1.333 | F1 | 0.311 | YES |
| × · · | EB | 4 M | 8,000 | 0.887 | D | 0.763 | C | -0.124 | NO |
| Mission Center Rd to Oualcomm Wv | WB | 4 M + 1 A | 9,200 | 1.109 | F0 | 1.366 | $\mathbf{F2}$ | 0.257 | YES |
| | EB | 4 M + 1 A | 9,200 | 0.837 | D | 0.680 | С | -0.157 | ON |
| I-805 to SR-15 | WB | 4 M + 1 A | 9,200 | 1.349 | F1 | 1.545 | $\mathbf{F2}$ | 0.196 | YES |
| | EB | 4 M + 1 A | 9,200 | 0.727 | C | 0.766 | С | 0.040 | ON |
| SR-15 | | | | | | | | | |
| I-805 to SR-94 | NB | 3 M + 1 A | 7,200 | 0.532 | В | 0.772 | С | 0.241 | NO |
| | SB | 2 M + 1 A | 5,200 | 0.976 | Е | 1.283 | F1 | 0.307 | YES |
| I-805 | _ | | | | | | | | |
| I-8 to Adams Ave | NB | 4 M + 1 A | 9,200 | 1.262 | F1 | 1.515 | F2 | 0.253 | YES |
| | SB | 5 M + 1 A | 11,200 | 0.383 | А | 0.458 | в | 0.074 | NO |
| El Caion Blvd to University Ave | NB | 4 M | 8,000 | 0.602 | В | 1.427 | F2 | 0.825 | YES |
| | SB | 4 M + 1 A | 9,200 | 1.063 | $\mathbf{F0}$ | 0.457 | В | -0.607 | NO |
| Illuinneite, Ann to CD 16 | NB | 4 M + 1 A | 9,200 | 0.466 | в | 1.207 | F0 | 0.740 | YES |
| University Ave to SK-15 | SB | 4 M + 1 A | 9,200 | 0.947 | E | 0.421 | в | -0.526 | ON |
| SR-94 | | | | | | | | | |
| 25th St to 28th St | WB | 4 M | 8,000 | 0.976 | Е | 1.241 | F0 | 0.264 | YES |
| | EB | 4 M | 8,000 | 0.361 | А | 0.470 | В | 0.109 | NO |
| 28th St to 30th St | WB | 4 M | 8,000 | 1.095 | F0 | 1.303 | F1 | 0.208 | YES |
| | EB | 4 M | 8,000 | 0.405 | А | 0.494 | В | 0.089 | NO |
| Broadway to SR-15 | WB | 4 M | 8,000 | 1.214 | F0 | 1.414 | F2 | 0.200 | YES |
| DI ORIGAN IN ON THE | EB | 4 M + 1 A | 9,200 | 0.390 | А | 0.466 | В | 0.075 | NO |
| SR-163 | - | | | | | | | | |
| I-8 to Washington St | NB | 3 M + 1 A | 7,200 | 0.575 | В | 1.121 | F0 | 0.546 | YES |
| 0 | SB | 3 M + 1 A | 7,200 | 0.828 | D | 0.950 | E | 0.122 | YES |
| Washington St to Rohinson Ave | NB | 2 M | 4,000 | 0.800 | C | 0.830 | D | 0.031 | NO |
| | SB | 2 M | 4,000 | 1.151 | F0 | 1.846 | F2 | 0.696 | YES |
| Onince Dr to L5 | NB | 2 M | 4,000 | 0.884 | D | 0.914 | D | 0.030 | NO |
| | SB | 2 M | 4,000 | 1.641 | F2 | 2.032 | F3 | 0.391 | YES |
| Notes: | | | | | | | | | |
| Bold values indicate freeway segments operating at LOS E or F. | S E or F. | ions Ione | | | | | | | |
| (b) Traffic volumes provided by City of San Diego model | lel | ourse frame | | | | | | | |
| (c) Peak-hour volume calculated by: $(ADT^{*}K^{*}D)/Truck$ Factor | k Factor | | | | | | | | |
| | | | | | | | | | |

| FREEWAY SEGMENT DIR I-5 I-5 I-5 I-1 Old Town Ave to Washington St I-1 Washington St to Pacific Highway I-1 First Ave to Sixth Ave I-1 SR-163 to SR-94 I-1 | | and an error | | | Value of Arts | the second second second second | | | |
|---|------------------------|--------------|----------|-----------|---------------|---------------------------------|---------------|--------|--------------|
| | | NUMBER | CAPACITY | EAISTING | ING | BUILD OUT BASELINE | BASELINE | | |
| 1-5 Old Town Ave to Washington St Washington St to Pacific Highway First Ave to Sixth Ave SR-163 to SR-94 | DIRECTION | OF LANES | (a) | V/C RATIO | LOS | V/C RATIO | LOS | Δ (c) | SIGNIFICANT? |
| Old Town Ave to Washington St Old Town Ave to Washington St Washington St to Pacific Highway First Ave to Sixth Ave SR-163 to SR-94 | | | P | PM PEAK | | | | | |
| Uld 1 own Ave to Washington St Washington St to Pacific Highway First Ave to Sixth Ave SR-163 to SR-94 | NB | 4 M + 1 A | 9.200 | 0.780 | U | 1.000 | Э | 0.220 | YES |
| Washington St to Pacific Highway First Ave to Sixth Ave SR-163 to SR-94 | SB | 4 M + 1 A | 9,200 | 0.916 | Q | 1.187 | F0 | 0.271 | YES |
| Washington 51 to Facility frightway First Ave to Sixth Ave SR-163 to SR-94 | NB | 4 M | 8,000 | 0.690 | C | 0.926 | E | 0.236 | YES |
| First Ave to Sixth Ave Start Ave Start Ave SR-163 to SR-94 | SB | 4 M | 8,000 | 0.810 | D | 1.100 | $\mathbf{F0}$ | 0.290 | YES |
| SR-163 to SR-94 | NB | 4 M + 1 A | 9,200 | 1.078 | $\mathbf{F0}$ | 1.133 | $\mathbf{F0}$ | 0.055 | YES |
| SR-163 to SR-94 | SB | 5 M + 1 A | 11,200 | 0.498 | В | 1.105 | F0 | 0.607 | YES |
| | NB | 5 M + 1 A | 11,200 | 0.926 | Е | 1.091 | F0 | 0.166 | YES |
| | SB | 5 M + 1 A | 11,200 | 0.521 | В | 1.213 | F0 | 0.693 | YES |
| SR-94 to Imperial Ave | NB | 4 M + 1 A | 9,200 | 0.883 | D | 1.011 | F0 | 0.127 | YES |
| | SB | 4 M + 1 A | 9,200 | 0.497 | В | 1.124 | F0 | 0.627 | YES |
| 1-0 Hatel Cimbe (WD to Head Cimbe /E) | WB | 4 M + 1 A | 9,200 | 0.807 | Q | 0.889 | Q | 0.082 | ON |
| Hotel Circle (W) to Hotel Circle (E) | EB | 4 M | 8,000 | 1.134 | F0 | 1.449 | F2 | 0.315 | YES |
| Mission Contor Dd to Oucloomm We | WB | 4 M + 1 A | 9,200 | 0.876 | D | 0.910 | D | 0.035 | NO |
| | EB | 4 M + 1 A | 9,200 | 1.070 | $\mathbf{F0}$ | 1.291 | F1 | 0.221 | YES |
| L-805 to SR-15 | WB | 4 M + 1 A | 9,200 | 0.893 | D | 0.920 | E | 0.027 | YES |
| | EB | 4 M + 1 A | 9,200 | 1.183 | F0 | 1.511 | F2 | 0.327 | YES |
| SR-15 | e, | 11111 | 000 1 | 0 530 | 4 | 007 | U. | 0 500 | 00121 |
| I-805 to SR-94 | dN dy | A 1 + 1 A | ,200 | 750.0 | ۵ µ | 1.120 | F0 | 40C-0 | NEC |
| 1-805 | gc | 2 M + 1 A | 007°C | 0/6.0 | ਸ਼ | /00.1 | 1.2 | 166.0 | IES |
| | NB | 4 M + 1 A | 9,200 | 0.588 | В | 1.063 | F0 | 0.475 | YES |
| 1-0 to Addins Ave | SB | 5 M + 1 A | 11,200 | 0.937 | Е | 1.297 | F1 | 0.360 | YES |
| El Caion Blud to University Aus | NB | 4 M | 8,000 | 1.095 | $\mathbf{F0}$ | 1.001 | $\mathbf{F0}$ | -0.094 | NO |
| | SB | 4 M + 1 A | 9,200 | 0.635 | С | 1.293 | F1 | 0.659 | YES |
| IIniversity Ave to SR-15 | NB | 4 M + 1 A | 9,200 | 0.848 | D | 0.867 | D | 0.019 | NO |
| | SB | 4 M + 1 A | 9,200 | 0.565 | В | 1.203 | F0 | 0.637 | YES |
| SR-94 | | | | | | | | | |
| 25th St to 28th St | WB | 4 M | 8,000 | 0.401 | A | 0.612 | в | 0.210 | ON |
| | EB | 4 M | 8,000 | 0.936 | E | 1.482 | F2 | 0.545 | YES |
| 28th St to 30th St | WB | 4 M | 8,000 | 0.450 | В | 0.642 | С | 0.192 | ON |
| | EB | 4 M | 8,000 | 1.050 | F0 | 1.556 | F2 | 0.506 | YES |
| Broadwav to SR-15 | WB | 4 M | 8,000 | 0.499 | В | 0.697 | С | 0.198 | ON |
| | EB | 4 M + 1 A | 9,200 | 1.012 | F0 | 1.468 | F2 | 0.456 | YES |
| SR-163 | ţ | | | 0000 | , | .00. | ; | | to take a |
| I-8 to Washington St | NB | 5 M + 1 A | /,200 | 0.8/0 | n | 1.301 | FI | 0.431 | YES |
|) | SB | 3 M + 1 A | 7,200 | 0.533 | B | 0.797 | C | 0.264 | ON |
| Washington St to Robinson Ave | NB | 2 M | 4,000 | 1.209 | $\mathbf{F0}$ | 1.658 | F2 | 0.449 | YES |
| 0 | SB | 2 M | 4,000 | 0.741 | С | 1.016 | FO | 0.275 | YES |
| Onince Dr to L5 | NB | 2 M | 4,000 | 1.364 | F2 | 1.362 | F2 | -0.001 | NO |
| | SB | 2 M | 4,000 | 1.162 | F0 | 1.160 | F0 | -0.001 | NO |
| Notes: | Ľ | | | | | | | | |
| Bold values indicate freeway segments operating at LOS E or F. (a) The canacity is calculated as 2,000 ADT per lane and 1,200 ADT per auxiliary lane | F.) ADT per auxili | arvlane | | | | | | | |
| (b) Traffic volumes provided by City of San Diego model | | | | | | | | | |
| (c) Peak-hour volume calculated by: $(ADT^{*}K^{*}D)/Truck$ Factor | | | | | | | | | |

| Mathematical and | | | | | | | | | | | | |
|--|---------------------------------------|--------|-------------------|---------------------|----------|-------------------|---------------------|------------------|-------------------|-----------------------|-------------|-----------|
| | | | METER | EXISTING | EXCESS | AVERAGE | FUTURE (2035) | EXCESS FUTURE | AVERAGE FUTURE | A IN DELAY WITH | | AVERAGE |
| | | PEAK | RATE ¹ | DEMAND ² | DEMAND | DELAY | DEMAND ² | DEMAND | DELAY | PROJECT | SIGNIFICANT | PROJECT |
| $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$ | ON-RAMP | PERIOD | (veh/hr) | (veh/hr) | (veh/hr) | (min) | (veh/hr) | (veh/hr) | (min) | (min) | \$ | QUEUE |
| $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$ | | | | | ILNI | | | | | | | |
| $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$ | Woshington St to I 5 MB | AM | 966 | 1020 | 24 | 1.4 | 1241 | 245 | 14.8 | 13.3 | NO | 6,125 ft |
| $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$ | WASHINGTON C. TO IC HOUSING | ΡM | 966 | 1034 | 38 | 2.3 | 1227 | 231 | 13.9 | 11.6 | NO | 5,775 ft |
| $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$ | India St to L5 NR | AM | 966 | 915 | 0 | 0.0 | 1007 | 11 | 0.6 | 0.6 | NO | 263 fi |
| $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$ | | PM | 996 | 1066 | 70 | 4.2 | 1173 | 177 | 10.6 | 6.4 | NO | 4,415 ft |
| $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$ | Hauthorn St to L5 NB | AM | 966 | 454 | 0 | 0.0 | 460 | 0 | 0.0 | 0.0 | NO | 0 fi |
| $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$ | | ΡM | 966 | 842 | 0 | 0.0 | 825 | 0 | 0.0 | 0.0 | NO | 0 fi |
| $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$ | Hansonk Ct to I 5 CD | AM | | | Ramp no | metered in | e a.m. peak | | | 0.0 | NO | 0 Ĥ |
| $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$ | | PM | 1140 | 1287 | 147 | 7.7 | 1542 | 402 | 21.2 | 13.4 | YES | 10,050 ft |
| $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$ | Vottoon Dlud to I 5 CD | AM | | | Ramp no | t metered in the | : a.m. peak | | | 0.0 | ON | 0 ft |
| $ \begin{array}{ $ | | ΡM | 498 | 269 | 0 | 0.0 | 861 | 363 | 43.7 | 43.7 | YES | 9,070 ft |
| $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$ | Eifth Are to I 5 CB | AM | | | Ramp no | t metered in the | e a.m. peak | | | 0.0 | ON | 0 Ĥ |
| $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$ | | PM | 966 | 1087 | 91 | 5.5 | 1894 | 898 | 54.1 | 48.6 | YES | 22,462 ft |
| $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$ | | | | | ILNI | | | | | | | |
| $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$ | NB Tavas C+ to L-8 FB | AM | | | Ramp no | t metered in the | e a.m. peak | | | 0.0 | NO | 0 ft |
| $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$ | | ΡM | 498 | 465 | 0 | 0.0 | 579 | 81 | 9.8 | 9.8 | NO | 2,026 ft |
| $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$ | SR Tayas St to L8 FR | AM | | | Ramp no | t metered in the | a.m. peak | | | 0.0 | NO | 0 fî |
| $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$ | | PM | 1140 | 866 | | 0.0 | 888 | 0 | 0.0 | 0.0 | NO | 0 fî |
| $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$ | | | | | ILNI | | | | | | | |
| $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$ | El Coicor Blud to I 805 NB | AM | 1140 | 860 | 0 | 0.0 | 1118 | 0 | 0.0 | 0.0 | ON | 0 ft |
| $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$ | EI CADII DIVU IN 1-000 IND | ΡM | | | Ramp no | t metered in the | p.m. peak | | | 0.0 | NO | 0 ft |
| $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$ | IIniversity Ave to L 805 NB | AM | 1140 | 866 | 0 | 0.0 | 1132 | 0 | 0.0 | 0.0 | NO | 0 ft |
| INTERSTATE 94 AM 534 100 0 0.0 | GNI COOL DI ANY ATRONO | PM | | | Ramp no | t metered in the | e p.m. peak | | | 0.0 | NO | 0 fi |
| $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$ | | | | | INTE | RSTATE 94 | | | | | | |
| $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$ | 28th St to SR-94 WB | AM | 534 | 100 | 0 | 0.0 | 205 | 0 | 0.0 | 0.0 | NO | 0 fi |
| $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$ | | ΡM | | | Ramp no | t metered in the | p.m. peak | | | 0.0 | NO | 0 fî |
| $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$ | 32nd St/Broadway to SR-94 WB | AM | 570 | 66 | 0 | 0.0 | 173 | 0 | 0.0 | 0.0 | NO | 0 fî |
| $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$ | | ΡM | | | Ramp no | t metered in the | p.m. peak | | | 0.0 | NO | 0 ft |
| $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$ | 75th St to SR-94 FB | AM | | | Ramp no | t metered in the | a.m. peak | | | 0.0 | NO | 0 fî |
| $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$ | | PM | 960 | 785 | 0 | 0.0 | | 0 | 0.0 | 0.0 | NO | 0 fî |
| $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$ | 28th St to SP-04 FB | AM | | | Ramp no | t metered in the | : a.m. peak | | | 0.0 | NO | 0 fi |
| $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$ | | PM | 960 | 732 | 0 | 0.0 | 870 | 0 | 0.0 | 0.0 | NO | 0 fi |
| $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$ | 32nd St/Broadway to SP-04 FR | AM | | | Ramp no | t metered in the | a.m. peak | | | 0.0 | NO | 0 fî |
| INTERSTATE 163 AM 498 373 0 0.0 615 117 14.2 NO 2,936 ft PM PM Ramp not metered in the p.m. peak 0.0 NO 0.0 ft | TT LANG ON (BM BROID OG BUZC | PM | 570 | 464 | 0 | 0.0 | 558 | 0 | 0.0 | 0.0 | NO | 0 fî |
| AM 498 373 0 0.0 615 117 14.2 NO 2,936 ft PM PM Ramp not metered in the p.m. peak 0.0 NO 0.ft 0.ft | | | | | INTE | RSTATE 163 | | | | | | |
| PM Ramp not metered in the p.m. peak 0.0 NO 0 ft | Michington Ct to CD 122 CD | AM | 498 | 373 | 0 | 0.0 | 615 | 117 | 14.2 | 14.2 | ON | 2,936 ft |
| | מכ נטו-אכ טו וכ ווטוצוווואא Wasningui | PM | | | Ramp no | t metered in the | p.m. peak | | | 0.0 | NO | 0 ft |

Table 4-14 Horizon Year (2035) Summary of Ramp Metering Analysis

Uptown, North Park, Golden Hill | Draft Report June 2015 | Version 3

Meter rate is the assumed peak hour capacity expected to be processed through the ramp meter (using Caltrans fast rate)
 Demand is the peak hour demand using the on-ramp

5 SIGNIFICANCE OF IMPACTS AND MITIGATION MEASURES

This chapter addresses the project impacts for each of the three communities based on a comparison between the Year 2035 conditions and the Existing conditions. Per the City's significance thresholds and the analysis methodology presented in this report, the following cumulative impacts to intersections and roadway segments were determined:

5.1 UPTOWN

5.1.1 SIGNIFICANCE OF IMPACTS

INTERSECTIONS

- Washington Street & Fourth Avenue
- Washington Street & Eighth Avenue/ SR-163 Off-Ramp
- Washington Street/ Normal Street & Campus Avenue/ Polk Avenue
- University Avenue & Sixth Avenue
- Elm Street & Sixth Avenue
- Cedar Street & Second Avenue

SEGMENTS

- First Avenue: Washington Street to University Avenue
- First Avenue: University Avenue to Robinson Avenue
- First Avenue: Robinson Avenue to Grape Street
- Fourth Avenue: Arbor Drive to Washington Street
- Fourth Avenue: Walnut Avenue to Laurel Street
- Fifth Avenue: Robinson Avenue to Walnut Avenue
- Sixth Avenue: Washington Street to University Avenue
- Sixth Avenue: University Avenue to Laurel Street
- Sixth Avenue: Laurel Street to Elm Street
- Ninth Avenue: Washington Street to University Avenue
- Campus Avenue/ Polk Avenue: Washington Street to Park Boulevard
- Cleveland Avenue: Tyler Street to Richmond Street
- Fort Stockton Drive: Sunset Boulevard to Goldfinch Street
- Grape Street: First Avenue to Third Avenue
- Grape Street: Third Avenue to Sixth Avenue
- Hawthorn Street: First Avenue to Third Avenue
- Hawthorn Street: Third Avenue to Sixth Avenue
- India Street: Washington Street to Winder Street
- India Street: Glenwood Drive to Sassafrass Street
- India Street: Sassafrass Street to Redwood Street
- Laurel Street: Columbia Street to Sixth Avenue
- Lincoln Avenue: Washington Street to Park Boulevard
- Park Boulevard: Mission Avenue to Upas Street
- Richmond Street: Cleveland Avenue to Upas Street
- Robinson Avenue: First Avenue to Third Ave
- Robinson Avenue: Third to Eighth Avenue

- San Diego Avenue: Hortensia Street to Pringle Street
- State Street: Laurel Street to Juniper Street
- University Avenue: Ibis Street to Fifth Avenue
- University Avenue: Sixth Avenue to Eighth Avenue
- University Avenue: Normal Street to Park Boulevard
- Washington Street: Fourth Avenue to Sixth Avenue
- Washington Street: Richmond Street to Normal Street

5.1.2 MITIGATION MEASURES

INTERSECTIONS

- Washington Street & Fourth Avenue: Widen Fourth Avenue in the southbound direction to add a second left-turn lane. Restripe the southbound approach to be two left-turn lanes, one through lane, and one right-turn lane. Uptown CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure.
- Washington Street & Eighth Avenue/ SR-163 Off-Ramp: Widen Washington Street in the eastbound direction to four lanes and the eastbound direction to three lanes. Widen the SR-163 Off-ramp to two lanes. Uptown CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure.
- Washington Street/ Normal Street & Campus Avenue/ Polk Avenue: Widen Washington Street in the northeast direction to add and exclusive right-turn lane. Uptown CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure.
- University Avenue & Sixth Avenue: Widen 6th Avenue in the southbound to add a second leftturn lane. Uptown CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure.
- Elm Street & Sixth Avenue: Widen Elm Street in the westbound direction to add second rightturn lane. Uptown CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure. This improvement project is identified in the Uptown Impact Fee Study (IFS).
- **Cedar Street & Second Avenue:** Install a traffic signal at this intersection. Uptown CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure.

SEGMENTS

- **First Avenue from Washington Street to University Avenue:** Restripe the roadway to a 2 lane collector with continuous two way left-turn lane. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- **First Avenue from University Avenue to Robinson Avenue:** Widen the roadway to a 4 lane collector with continuous two way left-turn lane. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.

- First Avenue from Robinson Avenue to Laurel Street: Restripe the roadway to a 2 lane collector with continuous two way left-turn lane. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- First Avenue from Laurel Street to Hawthorn Street: Restripe the roadway to a 2 lane collector with continuous two way left-turn lane. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. This improvement project is identified in the Uptown IFS.
- First Avenue from Hawthorn Street to Grape Street: Restripe the roadway to a 2 lane collector with continuous two way left-turn lane. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Fourth Avenue from Arbor Drive to Washington Street: Widen the roadway to a 4 lane collector with continuous two way left-turn lane. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Fourth Avenue from Walnut Avenue to Laurel Street: Restore the roadway to a 3 lane collector for vehicles and remove the dedicated multi-modal lane. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Fifth Avenue from Robinson Avenue to Walnut Avenue: Restore the roadway to a 3 lane collector for vehicles and remove the dedicated multi-modal lane. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Sixth Avenue from Washington Street to University Avenue: Widen the roadway to a 6 lane prime arterial. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Sixth Avenue from University Avenue to Laurel Street: Widen the roadway to a 4 lane major arterial. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Sixth Avenue from Laurel Street to Elm Street: Widen the roadway to a 4 lane collector. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Ninth Avenue from Washington Street to University Avenue: Restripe the roadway to a 2 lane collector with continuous center two way left-turn lane. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Campus Avenue/ Polk Avenue from Washington Street to Park Boulevard: Restripe the roadway to a 2 lane collector with continuous left-turn lane. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Cleveland Avenue from Tyler Street to Richmond Street: Restripe the roadway to a 2 lane collector with continuous center two way left-turn lane. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Fort Stockton Drive from Sunset Boulevard to Goldfinch Street: Restripe the roadway to a 2 lane collector with continuous center two way left-turn lane. Uptown CPU significant traffic impact

to this roadway segment would be fully mitigated with the implementation of this mitigation measure.

- **Grape Street from First Avenue to Sixth Avenue:** Restripe the roadway to a 2 lane collector with continuous center two way left-turn lane. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Hawthorn Street from First Avenue to Sixth Avenue: Restripe the roadway to a 2 lane collector with continuous center two way left-turn lane. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- India Street from Washington Street to Winder Street: Restripe the roadway to a 2 lane collector with continuous center two way left-turn lane. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- India Street from Glenwood Drive to Sassafrass Street: Widen the roadway to a 4 lane oneway collector. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- India Street from Sassafrass Street to Redwood Street: Widen the roadway to a 3 lane oneway collector. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Laurel Street from Columbia Street to Sixth Avenue: Widen the roadway to a 4 lane collector. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Lincoln Avenue from Washington Street to Park Boulevard: Restripe the roadway to a 2 lane collector with continuous left-turn lane. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Park Boulevard from Mission Avenue to El Cajon Boulevard: Widen the roadway to a 4 lane one-way collector. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- **Park Boulevard from Robinson Avenue to Upas Street:** Widen the roadway to a 4 lane oneway collector. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Richmond Street from Cleveland Avenue to Robinson Avenue: Restripe the roadway to a 2 lane collector with continuous left-turn lane. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. This improvement project is identified in the Uptown IFS.
- Richmond Street from Robinson Avenue to Upas Street: Restripe the roadway to a 2 lane collector with continuous left-turn lane. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Robinson Avenue from First Avenue to Third Ave: Restripe the roadway to a 2 lane collector with continuous left-turn lane. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Robinson Avenue from Third to Eighth Avenue: Widen the roadway to a 4 lane collector. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.

- San Diego Avenue from Hortensia Street to Pringle Street: Restripe the roadway to a 2 lane collector with continuous left-turn lane. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- State Street from Laurel Street to Juniper Street: Restripe the roadway to a 2 lane collector with continuous left-turn lane. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. This improvement project is identified in the Uptown IFS.
- University Avenue from Ibis Street to Fifth Avenue: Widen the roadway to a 4 lane collector. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- University Avenue from Sixth Avenue to Eighth Avenue: Widen the roadway to a 4 lane major arterial and install a raised median. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- University Avenue from Normal Street to Park Boulevard: Widen the roadway to a 4 lane collector. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Washington Street from Fourth Avenue to Sixth Avenue: Widen the roadway to a 6 lane major arterial. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Washington Street from Richmond Street to Normal Street: Restripe the roadway to a 6 lane prime arterial and remove on-street parking. Uptown CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.

CORRIDORS

Intelligent Transportation Systems (ITS) is the application of technology to transportation systems to maximize efficiency of services. Applying ITS technology to a corridor can improve capacity and operations along the individual segments within the corridor. In the Uptown community, the following corridors would benefit from ITS technology integration:

- Sixth Avenue
- University Avenue
- Washington Avenue

TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) combines marketing and incentive programs to reduce dependence on automobiles. TDM measures within the Uptown community should be encouraged and supported to help prevent or minimize congestion and parking issues.

5.2 NORTH PARK

5.2.1 SIGNIFICANCE OF IMPACTS

INTERSECTIONS

- Madison Avenue & Texas Street
- El Cajon Boulevard & 30th Street
- El Cajon Boulevard & I-805 SB Ramps
- University Avenue & 30th Street
- University Avenue & I-805 NB Ramps
- North Park Way/ I-805 SB Ramps & Boundary Street/33rd Street
- Upas Street & 30th Street (W)

SEGMENTS

- 30th Street: Meade Avenue to El Cajon Boulevard
- 30th Street: Howard Avenue to University Avenue
- 30th Street: North Park Way to Upas Street
- 30th Street: Upas Street to Juniper Street
- 32nd Street: University Avenue to Upas Street
- Adams Avenue: Texas Street to 30th Street
- Boundary Street: University Avenue to North Park Way
- El Cajon Boulevard: 30th Street to I-805 Ramps
- Florida Street: El Cajon Boulevard to Upas Street
- Howard Avenue: Texas Street to 32nd Street
- Madison Avenue: Texas Street to Ohio Street
- Meade Avenue: Park Boulevard to Iowa Street
- North Park Way: 32nd Street to Boundary Street
- Redwood Street: 28th Street to 30th Street
- Texas Street: Adams Avenue to El Cajon Boulevard
- Texas Street: Howard Avenue to University Avenue
- University Avenue: Park Boulevard to Florida Street
- University Avenue: Texas Street to 32nd Street
- University Avenue: 32nd Street to Boundary Street
- Upas Street: Alabama Street to Pershing Road
- Upas Street: Pershing Road to 30th Street
- Utah Street: Howard Avenue to Lincoln Avenue
- Utah Street: North Park Way to Upas Street

5.2.2 MITIGATION MEASURES

INTERSECTIONS

• Madison Avenue & Texas Street: Widen Texas Street in the northbound direction to add a second through lane. Widen Madison Avenue in the westbound direction to add a second right-turn lane. North Park CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure.

- El Cajon Boulevard & 30th Street: Restripe 30th Street in the southbound direction to add a second left-turn lane and remove parking. Restripe El Cajon Boulevard in the westbound direction to add a second WB left-turn lane and remove parking. North Park CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure.
- El Cajon Boulevard & I-805 SB Ramps: Widen the I-805 SB off-ramp to add a second right-turn lane. North Park CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure.
- University Avenue & 30th Street: Restripe 30th street in the southbound direction to add a second through lane and remove parking. North Park CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure.
- University Avenue & I-805 NB Ramps: Widen University Avenue in the eastbound direction to add an exclusive right-turn lane. Widen University Avenue in the westbound direction to add a shared through right-turn lane. Restripe and reconstruct medians on the I-805 northbound ramps to have dual left-turn lanes and an exclusive through lane and right-turn lane. North Park CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure.
- North Park Way/ I-805 SB Ramps & Boundary Street/33rd Street: Restripe and reconstruct the
 median to add a second left-turn lane in the southbound direction on Boundary Street and an
 exclusive left-turn lane on the I-805 southbound off-ramp. Widen the I-805 southbound on-ramp
 to add an additional receiving lane. North Park CPU significant traffic impact to this intersection
 would be fully mitigated with the implementation of this mitigation measure.
- Upas Street & 30th Street (W): Restripe Upas Street in the westbound direction to add an exclusive right-turn lane. North Park CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure.

SEGMENTS

- **30**th **Street from Meade Avenue to El Cajon Boulevard:** Widen the roadway to a 4 lane collector. North Park CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- **30th Street from Howard Avenue to University Avenue:** Widen the roadway to a 4 lane collector. North Park CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- **30th Street from North Park Way to Upas Street:** Widen the roadway to a 4 lane collector. North Park CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- 30th Street from Upas Street to Juniper Street: Restripe the roadway to a 2 lane collector with continuous left-turn lane. North Park CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- **32nd Street from University Avenue to Upas Street:** Restripe the roadway to a 2 lane collector with continuous left-turn lane. North Park CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.

- Adams Avenue from Texas Street to 30th Street: Widen the roadway to a 4 lane collector. North Park CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Boundary Street from University Avenue to North Park Way: Widen the roadway to a 4 lane collector. North Park CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. This improvement project is identified in the North Park Impact Fee Study (IFS).
- El Cajon Boulevard from 30th Street to I-805 Ramps: Widen the roadway to a 8 lane major arterial. North Park CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Florida Street from El Cajon Boulevard to Upas Street: Restripe the roadway to a 2 lane collector with continuous two way left-turn lane. North Park CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Howard Avenue from Texas Street to 32nd Street: Remove proposed bicycle boulevard and provide a 2 lane collector with continuous center left-turn lane. North Park CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Madison Avenue from Texas Street to Ohio Street: Restripe the roadway to a 2 lane collector with continuous left-turn lane. North Park CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. This improvement project is identified in the North Park Impact Fee Study (IFS).
- **Meade Avenue from Park Boulevard to Iowa Street:** Remove proposed bicycle boulevard and provide a 2 lane collector with continuous center left-turn lane. North Park CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- North Park Way from 32nd Street to Boundary Street: Restripe the roadway to a 2 lane collector with continuous left-turn lane. North Park CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Redwood Street from 28th Street to 30th Street: Restripe the roadway to a 2 lane collector with continuous left-turn lane. North Park CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Texas Street from Adams Avenue to El Cajon Boulevard: Widen the roadway to a 6 lane major arterial. North Park CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. However, partial mitigation has been proposed with the construction of a 4 lane collector with continuous center left-turn lane between Madison Avenue and El Cajon Boulevard. This improvement project is identified in the North Park Impact Fee Study (IFS).
- **Texas Street from Howard Avenue to University Avenue:** Widen the roadway to a 4 lane collector. North Park CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- University Avenue Park Boulevard to 32nd Street: Widen the roadway to a 4 lane collector. North Park CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.

- University Avenue from 32nd Street to Boundary Street: Widen the roadway to a 4 lane major arterial and add a raised median. North Park CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Upas Street from Alabama Street to Pershing Road: Restripe the roadway to a 2 lane collector with continuous left-turn lane. North Park CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Upas Street: Pershing Road to 30th Street: Widen the roadway to a 4 lane collector. North Park CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Utah Street from Howard Avenue to Lincoln Avenue: Restripe the roadway to a 2 lane collector with continuous left-turn lane. North Park CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Utah Street from North Park Way to Upas Street: Restripe the roadway to a 2 lane collector with continuous left-turn lane. North Park CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.

CORRIDORS

Intelligent Transportation Systems (ITS) is the application of technology to transportation systems to maximize efficiency of services. Applying ITS technology to a corridor can improve capacity and operations along the individual segments within the corridor. In the North Park community, the following corridors would benefit from ITS technology integration:

- University Avenue
- El Cajon Boulevard

TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) combines marketing and incentive programs to reduce dependence on automobiles. TDM measures within the North Park community should be encouraged and supported to help prevent or minimize congestion and parking issues.

5.3 GOLDEN HILL

5.3.1 SIGNIFICANCE OF IMPACTS

INTERSECTIONS

- B Street & 17th Street/ I-5 SB Off-Ramp
- SR-94 WB Ramps & Broadway
- SR-94 WB Ramp & 28th Street
- SR-94 EB Ramp & 28th Street
- F Street & 25th Street
- G Street & 25th Street

SEGMENTS

- 25th Street: Broadway to F Street
- 28th Street: Russ Boulevard to SR-94
- 30th Street: Grape Street to SR-94
- B Street: 25th Street to 28th Street
- C Street: 30th Street to 34th Street
- Fern Street: Juniper Street to A Street
- Grape Street: 30th Street to 31st Street
- 5.3.2 MITIGATION MEASURES

INTERSECTIONS

- **B Street & 17th Street/ I-5 SB Off-Ramp:** Install traffic signal control at the intersection. Golden Hill CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure. This improvement project is identified in the Golden Hill Impact Fee Study (IFS).
- SR-94 WB Ramps & Broadway: Install traffic signal control at the intersection. Golden Hill CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure. However, signal warrants are not met for the signalization of this location. This improvement will be placed on the watch list for future signalization in the Golden Hill IFS.
- SR-94 WB Ramps & 28th Street: Install traffic signal control at the intersection. Golden Hill CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure. This improvement project is identified in the Golden Hill IFS.
- SR-94 EB Ramps & 28th Street: Install traffic signal control at the intersection. Restripe the southbound approach to have an exclusive left-turn lane and a through lane. Golden Hill CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure. This improvement project is identified in the Golden Hill IFS.
- **F Street & 25th Street:** Install traffic signal control at the intersection. Golden Hill CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure. However, signal warrants are not met for the signalization of this location. This improvement will be placed on the watch list for future signalization in the Golden Hill IFS.
- **G Street & 25th Street:** Install traffic signal control at the intersection. Golden Hill CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure. However, signal warrants are not met for the signalization of this location. This improvement will be placed on the watch list for future signalization in the Golden Hill IFS.

SEGMENTS

• **25th Street from Broadway to F Street:** Widen the roadway to a 4 lane collector. Golden Hill CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.

- **28th Street from Russ Boulevard to Broadway:** Restripe the roadway to have a continuous leftturn lane. Golden Hill CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- **28**th **Street from Broadway to SR-94:** Widen the roadway to a 4 lane collector. Golden Hill CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. However, partial mitigation is proposed at this location with the widening of the roadway to a two lane collector with continuous left-turn lane. This improvement project is identified on the Golden Hill IFS.
- **30th Street from Grape Street to Ash Street:** Restripe the roadway to have a continuous leftturn lane. Golden Hill CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- **30**th **Street from A Street to Broadway:** Widen the roadway to a 4 lane collector. Golden Hill CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. However, partial mitigation is proposed at this location with the widening of the roadway to a two lane collector with continuous left-turn lane. This improvement project is identified on the Golden Hill IFS.
- **30th Street from Broadway to SR-94:** Widen roadway to have a continuous left-turn lane. Golden Hill CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. This improvement project is identified on the Golden Hill IFS.
- **B Street from 25th Street to 28th Street:** Restripe the roadway to have a continuous left-turn lane. Golden Hill CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. This improvement project is identified on the Golden Hill IFS.
- **C Street from 30th Street to 34th Street:** Restripe the roadway to have a continuous left-turn lane. Golden Hill CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. However, partial mitigation is proposed at this location with restriping of the roadway to a two lane collector with continuous left-turn lane between 30th Street and 32nd Street. This improvement project is identified on the Golden Hill IFS.
- Fern Street from Juniper Street to Grape Street: Restripe the roadway to have a continuous left-turn lane. Golden Hill CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- Fern Street from Grape Street to A Street: Widen the roadway to a 4 lane collector. Golden Hill CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.
- **Grape Street from 30th Street to 31st Street:** Restripe the roadway to have a continuous left-turn lane. Golden Hill CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure.

TRANSPORTATION DEMAND MANAGEMENT
Transportation Demand Management (TDM) combines marketing and incentive programs to reduce dependence on automobiles. TDM measures within the Golden Hill community should be encouraged and supported to help prevent or minimize congestion and parking issues.

5.4 FREEWAYS

As shown in Chapter 4, the evaluated CPU land uses would have a cumulative traffic related impact at the following mainline freeway segments:

5.4.1 SIGNIFICANCE OF IMPACTS

MAINLINE SEGMENTS

- I-5 NB: Old Town Avenue to Imperial Avenue
- I-5 SB: Old Town Avenue to Imperial Avenue
- I-8 WB: Hotel Circle (W) to SR-15
- I-8 EB: Hotel Circle (W) to SR-15
- SR-15 NB: I-805 to SR-94
- SR-15 SB: I-805 to SR-94
- I-805 NB: I-8 to SR-15
- I-805 SB: I-8 to SR-15
- SR-94 WB: 25th Street to SR-15
- SR-94 EB: 25th Street to SR-15
- SR-163 NB: I-8 to Robinson Avenue
- SR-163: SB: I-8 to I-5

INTERCHANGE RAMPS

- Hancock St to I-5 SB
- Kettner Boulevard to I-5 SB
- Fifth Avenue to I-5 SB

5.4.2 MITIGATION MEASURES

MAINLINE SEGMENTS

- I-5 NB from Old Town Avenue to Imperial Avenue: SANDAG's 2050 Revenue Constrained RTP includes operational improvements along I-5 between Old Town Avenue and Imperial Avenue. This project is expected to be constructed by year 2050. This measure provides partial mitigation since it improves freeway operation in the vicinity of the project.
- I-5 SB from Old Town Avenue to Imperial Avenue: SANDAG's 2050 Revenue Constrained RTP includes operational improvements along I-5 between Old Town Avenue and Imperial Avenue. This project is expected to be constructed by year 2050. This measure provides partial mitigation since it improves freeway operation in the vicinity of the project.
- I-8 WB from Hotel Circle (W) to SR-15: SANDAG's 2050 Revenue Constrained RTP includes operational improvements along I-8 between Hotel Circle (W) and SR-15. This project is expected to be constructed by year 2050. This measure provides partial mitigation since it improves freeway operation in the vicinity of the project.

- I-8 EB from Hotel Circle (W) to SR-15: SANDAG's 2050 Revenue Constrained RTP includes operational improvements along I-8 between Hotel Circle (W) and SR-15. This project is expected to be constructed by year 2050. This measure provides partial mitigation since it improves freeway operation in the vicinity of the project.
- SR-15 NB from I-805 to SR-94: SANDAG's 2050 Revenue Constrained RTP proposes the construction of managed lanes along SR-15 between I-805 and SR-94. This project is expected to be constructed by year 2035. This measure provides partial mitigation since it reduces the traffic demand on the freeway general purpose lane.
- SR-15 SB from I-805 to SR-94: SANDAG's 2050 Revenue Constrained RTP proposes the construction of managed lanes along SR-15 between I-805 and SR-94. This project is expected to be constructed by year 2035. This measure provides partial mitigation since it reduces the traffic demand on the freeway general purpose lane.
- I-805 NB from I-8 to SR-15: SANDAG's 2050 Revenue Constrained RTP proposes the construction of managed lanes along I-805 between I-8 and SR-15. This project is expected to be constructed by year 2030. This measure provides partial mitigation since it reduces the traffic demand on the freeway general purpose lane.
- I-805 SB from I-8 to SR-15: SANDAG's 2050 Revenue Constrained RTP proposes the construction of managed lanes along I-805 between I-8 and SR-15. This project is expected to be constructed by year 2030. This measure provides partial mitigation since it reduces the traffic demand on the freeway general purpose lane.
- SR-94 WB from 25th Street to SR-15: SANDAG's 2050 Revenue Constrained RTP proposes the construction of managed lanes along SR-94 between 25th Street and SR-15. This project is expected to be constructed by year 2020. This measure provides partial mitigation since it reduces the traffic demand on the freeway general purpose lanes.
- SR-94 EB from 25th Street to SR-15: SANDAG's 2050 Revenue Constrained RTP proposes the construction of managed lanes along SR-94 between 25th Street and SR-15. This project is expected to be constructed by year 2020. This measure provides partial mitigation since it reduces the traffic demand on the freeway general purpose lane.
- SR-163 NB from I-8 to Robinson Avenue: No improvements are identified for this state route segment in SANDAG's 2050 RTP.
- SR-163: SB from I-8 to I-5: No improvements are identified for this state route segment in SANDAG's 2050 RTP.

INTERCHANGE RAMPS

- Hancock St On-Ramp to I-5 SB: SANDAG's 2050 Revenue Constrained RTP includes operational improvements along I-5 between SR-15 and I-8. This project is expected to be constructed by year 2050. This measure provides partial mitigation since it improves freeway operation in the vicinity of the project.
- Kettner Boulevard On-Ramp to I-5 SB: SANDAG's 2050 Revenue Constrained RTP includes operational improvements along I-5 between SR-15 and I-8. This project is expected to be

constructed by year 2050. This measure provides partial mitigation since it improves freeway operation in the vicinity of the project.

• Fifth Avenue to On-Ramp I-5 SB: SANDAG's 2050 Revenue Constrained RTP includes operational improvements along I-5 between SR-15 and I-8. This project is expected to be constructed by year 2050. This measure provides partial mitigation since it improves freeway operation in the vicinity of the project.

6 POST-MITIGATION ANALYSIS

This section provides a description of the future community buildout conditions with the implementation of the traffic mitigation measures described in Chapter 5.

6.1 INTERSECTION ANALYSIS

Table 6-1 displays the LOS analysis results for the study intersections within the study area after the implementation of the mitigation measures described in Chapter 5. As shown in the table, the mitigation measures described in Chapter 5 would restore operations to LOS D or better during both peak hours at all locations. As discussed in Chapter 5, mitigations are recommended by the CPU at one location within Uptown and all six locations within Golden Hill.

Appendix D contains the peak-hour intersections LOS calculation worksheets.

6.2 ROADWAY SEGMENT ANALYSIS

Tables 6-2 through 6-7 displays the LOS analysis results for the study roadway segments within the study area after the implementation of the mitigation measures described in Chapter 5. As shown in the table, the mitigation measures described in Chapter 5 would restore operations to LOS D or better at all locations. As discussed in Chapter 5, mitigations are recommended by the CPU along three roadways within Uptown, one roadway within North Park and two roadways within Golden Hill.

6.3 FREEWAY SEGMENT AND RAMP METER ANALYSIS

The improvements identified in SANDAG's Regional Transportation Plan would improve operations along the freeway segments and ramps; however, to what extent is still undetermined. As these are future improvements that will be defined more over time, no post mitigation analysis was performed as part of these planning efforts. Using the RTP as the instrument to implement freeway improvements, it can be determined that none of the freeway impacts would be fully mitigated by the CPU.

| Interception | Deals Have | Year 2035 | Post-Mitigation |
|---|------------|---------------------|-----------------|
| Intersection | Peak Hour | Delay (a) / LOS (b) | |
| Upto | own | • | |
| Washington St at Fourth Ave | AM | 31.8 / C | 27.3 / C |
| Washington St at Fourth Ave | PM | 59.9 / E | 42.7 / D |
| Washington St, Eighth Ave & SR-163 Off Ramp | AM | 71.5 / E | 22.3 / C |
| | PM | ECL / F | 49.5 / D |
| Washington St, Normal St & Campus Ave, Polk Ave | AM | 62.7 / E | 49.9 / D |
| | PM | 57.3 / E | 39.5 / D |
| University Ave & Sixth Ave | AM | 38.7 / D | 40.0 / D |
| | PM | 55.3 / E | 50.8 / D |
| Elm St & Sixth Ave | AM | 153.6 / F | 20.6 / C |
| | PM | 18.8 / B | 12.5 / B |
| Cedar St & Second Ave | AM | 459.3 / F | 25.9 / C |
| | PM | 43.0 / E | 10.1 / B |
| North | | | |
| Madison Ave & Texas St | AM | 144.4 / F | 36.2 / D |
| | PM | 63.9 / E | 35.0 / D |
| El Cajon Blvd & 30th St | AM | 29.7 / C | 26.1 / C |
| | PM | 68.1 / E | 52.0 / D |
| El Cajon Blvd & I-805 SB Ramps | AM | 21.9 / C | 15.5 / B |
| | PM | 96.8 / F | 37.7 / D |
| University Ave & 30th St | AM | 26.5 / C | 25.9 / C |
| | PM | 57.8 / E | 44.3 / D |
| University Ave & I-805 NB Ramps | AM | 45.5 / D | 52.6 / D |
| | PM | 80.9 / F | 54.9 / D |
| North Park Way, I-805 SB Ramps, & Boundary St | AM | 18.1 / C | 11.4 / B |
| | PM | 134.8 / F | 32.1 / D |
| Upas St & 30th St | AM | 40.1 / E | 14.5 / B |
| | PM | 54.8 / F | 34.1 / D |
| Golde | | | |
| B St & 17th St/ I-5 SB Off-Ramp | AM | ECL/F | 25.1 / C |
| | PM | 20.4 / C | 7.2 / A |
| SR-94 WB Ramps & Broadway | AM | ECL / F | 11.1 / B |
| · · · · · | PM | ECL / F | 13.2 / B |
| SR-94 WB Ramps & 28th St | AM | ECL / F | 15.4 / B |
| · · · · · · · · · · · · · · · · · · · | PM | ECL / F | 14.6 / B |
| SR-94 EB Ramps & 28th St | AM | ECL/F | 13.8 / A |
| | PM | ECL/F | 18.4 / B |
| F St & 25th St | AM | 82.3 / F | 12.5 / B |
| | PM | 39.4 / E | 7.5 / A |
| G St & 25th St | AM | 55.2 / F | 19.8 / B |
| | PM | 68.0 / F | 16.5 / B |

Table 6-1 Post Mitigation Summary of Intersection Analysis

Notes:

ECL = Exceeds Calculable Limit. Reported when delay exceeds 180 seconds.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b)LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual and performed using Synchro 8

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| $ \begin{array}{ c c c c c } \hline \label{eq:classification} \\ \hline \end{tabular} \\ $ | | | |
| $ \begin{array}{ c c c c c } \hline \hline \label{eq:classification} & \hline \end{tabular} $ | 20,000 | 2.255 | F |
| $ \begin{array}{ c c c c c c } \hline 32,600 & Baseline Classification & 4 Lane Collector (no center lane) & \\ \hline Mitigated Classification & 4 Lane Major Arterial & \\ \hline Baseline Classification & 4 Lane Major Arterial & \\ \hline 29,900 & Mitigated Classification & 4 Lane Major Arterial & \\ \hline Baseline Classification & 4 Lane Major Arterial & \\ \hline 25,900 & Mitigated Classification & 4 Lane Major Arterial & \\ \hline 16,600 & Mitigated Classification & 4 Lane Collector (no center lane) & \\ \hline 16,600 & Mitigated Classification & 4 Lane Collector (no center lane) & \\ \hline 18,700 & Mitigated Classification & 4 Lane Collector (no center lane) & \\ \hline 18,700 & Mitigated Classification & 4 Lane Collector (no center lane) & \\ \hline 18,700 & Mitigated Classification & 4 Lane Collector (no center lane) & \\ \hline 20,300 & Baseline Classification & 4 Lane Collector (no center lane) & \\ \hline 20,300 & Baseline Classification & 4 Lane Collector (no center lane) & \\ \hline 20,300 & Baseline Classification & 4 Lane Collector (no center lane) & \\ \hline \end{array}$ | 60,000 | 0.752 | С |
| $ \begin{array}{ c c c c c c } \hline \hline \label{eq:classification} & \hline \end{tabular} \\ \hline tabular$ | 15,000 | 2.173 | F |
| $ \begin{array}{ c c c c c c c } \hline 29,900 & Baseline Classification & 4 Lane Collector (no center lane) & \\ \hline 29,900 & Mitigated Classification & 4 Lane Major Arterial & \\ \hline 25,900 & Mitigated Classification & 4 Lane Major Arterial & \\ \hline 16,600 & Mitigated Classification & 4 Lane Collector (no center lane) & \\ \hline 16,600 & Mitigated Classification & 4 Lane Collector (no center lane) & \\ \hline 18,700 & Mitigated Classification & 4 Lane Collector (no center lane) & \\ \hline 18,700 & Mitigated Classification & 4 Lane Collector (no center lane) & \\ \hline 20,300 & Baseline Classification & 4 Lane Collector (no center lane) & \\ \hline 20,300 & Baseline Classification & 4 Lane Collector (no center lane) & \\ \hline 20,300 & Baseline Classification & 4 Lane Collector (no center lane) & \\ \hline \end{array}$ | 40,000 | 0.815 | D |
| $ \begin{array}{ c c c c c c c } \hline & & & & & & & & & & & & & & & & & & $ | 15,000 | 1.993 | F |
| $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$ | 40,000 | 0.748 | С |
| $ \begin{array}{c c c c c c c c c c c c c c c c c c c $ | 15,000 | 1.727 | F |
| 16,600 Baseline Classification 4 Lane Collector (no center lane) 18,700 Mitigated Classification 4 Lane Collector 18,700 Baseline Classification 4 Lane Collector 18,700 Mitigated Classification 4 Lane Collector 20.300 Baseline Classification 4 Lane Collector | 40,000 | 0.648 | С |
| mitigated Classification 4 Lane Collector 18,700 Baseline Classification 4 Lane Collector (no center lane) 18,700 Mitigated Classification 4 Lane Collector (no center lane) 20,300 Baseline Classification 4 Lane Collector (no center lane) | 15,000 | 1.107 | ы |
| I8,700 Baseline Classification 4 Lane Collector (no center lane) Mitigated Classification 4 Lane Collector 20,300 Baseline Classification | 30,000 | 0.553 | С |
| 10,700 Mitigated Classification 4 Lane Collector 20,300 Baseline Classification 4 Lane Collector (no center lane) | 15,000 | 1.247 | H |
| 20.300 Baseline Classification 4 Lane Collector (no center lane) | 30,000 | 0.623 | С |
| | 15,000 | 1.353 | ы |
| Mitigated Classification 4 Lane Collector | 30,000 | 0.677 | D |

Table 6-2 Post Mitigation Summary of Roadway Segment Analysis - Uptown

| ROADWAY SEGMENT | Year 2035 ADT | ROAD | ROADWAY FUNCTIONAL CLASSIFICATION | LOS E CAPACITY | V/C RATIO (a) | SOT |
|---------------------------------|------------------|--------------------------|---|-------------------|------------------|-----|
| Ninth Ave | | | | | - | |
| Washington St to University Ava | 8 000 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.000 | F |
| Wallington of to Only AVC | 0,000 | Mitigated Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.533 | С |
| Campus Ave/Polk Ave | | | | | | |
| Washington St to Park Blvd | 7.400 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 0.925 | Е |
| | 2 | Mitigated Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.493 | U |
| Cleveland Ave | | | | | | |
| Tyler St to Lincoln Ave | 7 200 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 0.900 | Е |
| | 0074 | Mitigated Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.480 | С |
| I incoln Ave to Richmond St | 0 600 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.200 | F |
| | 0000 | Mitigated Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.640 | С |
| Fort Stockton Dr | | | | | | |
| to spinot of build toomic | 000 2 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 0.988 | E |
| IC WARTE OF DATE TO TRANC | 006.1 | Mitigated Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.527 | С |
| Hawk St to Goldfinch St | 8 000 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.113 | F |
| TIAWA DU UO UUTITUU DU | 0,200 | Mitigated Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.593 | С |
| Grape St | | | | | | |
| Eiret Ave to Third Ave | 002 L | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 0.913 | Е |
| | 000,1 | Mitigated Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.487 | С |
| Third Ave to Sivth Ave | 0000 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.125 | F |
| | 000, 6 | Mitigated Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.600 | С |
| Hawthorn St | | | | | | |
| Direct Arres to Third Arres | 002 2 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 0.913 | E |
| | 00c, 1 | Mitigated Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.487 | С |
| TTL: A Arrow County Arrow | 002.8 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.088 | F |
| I IIII AVE TO SIXIII AVE | 8,/00 | Mitigated Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.580 | C |
| India St | | | | | | |
| Workington St to Windon St | 11 000 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.375 | F |
| | 11,000 | Mitigated Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.733 | D |
| Glanwood Dr to Saccafrace St | 000.05 | Baseline Classification | 2 Lane Collector (one-way) | 17,500 | 1.714 | F |
| | 000,00 | Mitigated Classification | 4 Lane Collector (one-way) | 35,000 | 0.857 | D |
| Cassafrass St to Badwood St | 21 300 | Baseline Classification | 2 Lane Collector (one-way) | 17,500 | 1.217 | F |
| The source of the second of | 0000117 | Mitigated Classification | 3 Lane Collector (one-way) | 26,000 | 0.819 | D |
| Laurel St | | | | | | |
| Columbia St to Ilnion St | 21 100 | Baseline Classification | 4 Lane Collector (no center lane) | 15,000 | 1.407 | F |
| COMMINDIA SU 10 CHIRON SU | 21,100 | Mitigated Classification | 4 Lane Collector | 30,000 | 0.703 | D |
| IInion St to Eirst Ave | 17 900 | Baseline Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 1.193 | F |
| | nn2'/T | Mitigated Classification | 4 Lane Collector | 30,000 | 0.597 | С |
| Ethnot Arro to Thind Arro | 001 21 | Baseline Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 1.073 | F |
| FIRST AVE TO THIRD AVE | 10,100 | Mitigated Classification | 4 Lane Collector | 30,000 | 0.537 | C |
| Thind Are Circle Are | | Baseline Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 1.347 | F |
| | 20,200 | Mitigated Classification | 4 Lane Collector | 30,000 | 0.673 | D |
| Lincoln Ave | | | | | | |
| Washington St to Park Blvd | 11.100 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.388 | F |
| | ~~~ (| Mitigated Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.740 | D |
| Notor | | | | | | |

Table 6-3 Post Mitigation Summary of Roadway Segment Analysis - Uptown (Cont.)

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Capacity for non-standard roadway classifications were provided by City of San Diego staff. (a) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

| ROADWAY SEGMENT | Year 2035 ADT | ROAD | ROADWAY FUNCTIONAL CLASSIFICATION | LOS E CAPACITY | V/C RATIO (a) | SOT |
|-------------------------------------|------------------|---------------------------|---|-------------------|------------------|-----|
| Park Blvd | | | | | | |
| Mission Ave to El Cajon Blvd | 16.300 | Baseline Classification | 3 Lane Collector (no center lane) | 11,500 | 1.417 | F |
| | | Mitigated Classification | 4 Lane Collector | 30,000 | 0.543 | С |
| Robinson Ave to Upas St | 17.200 | Baseline Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 1.147 | Ŀ |
| Dichmond Ct | | Mittigated Classification | 4 Lane Collector | 30,000 | 0.573 | c |
| | | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.125 | Н |
| Cleveland Ave to University Ave | 9,000 | Mitigated Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.600 | С |
| IImitronomics Area to Dahimora Area | 002.9 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 0.838 | Е |
| University Ave to Kobinson Ave | 6,700 | Mitigated Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.447 | в |
| Rohinson Ave to Unas St | 8.100 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.013 | F |
| | 00.400 | Mitigated Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.540 | C |
| Robinson Ave | - | | - | | - | |
| First Ave to Third Ave | 11.500 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.438 | F |
| | | Mitigated Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.767 | D |
| Third Ave to Eighth Ave | 14.400 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.800 | F |
| | 001417 | Mitigated Classification | 4 Lane Collector | 30,000 | 0.480 | C |
| San Diego Ave | | | | | | |
| Hortansia St to Dringla St | 10500 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.313 | F |
| | 10,000 | Mitigated Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.700 | D |
| State St | | | | | | |
| I aurel St to Inniner St | 8 200 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.025 | F |
| | 000-10 | Mitigated Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.547 | C |
| University Ave | | | | | | |
| This C+ to Albotross C+ | 14 700 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.838 | F |
| 10 350 110 201 20 10 5001 | 14,700 | Mitigated Classification | 4 Lane Collector | 30,000 | 0.490 | С |
| Albatroes St to Eirst Ava | 20,800 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 2.600 | F |
| | ±0,000 | Mitigated Classification | 4 Lane Collector | 30,000 | 0.693 | D |
| Einet Ave to Equath Ave | 14 100 | Baseline Classification | 2 Lane Collector (no fronting property) | 10,000 | 1.410 | F |
| | 14,100 | Mitigated Classification | 4 Lane Collector | 30,000 | 0.470 | С |
| Equite Ave to Rifth Ave | 21600 | Baseline Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 1.440 | F |
| | 71,000 | Mitigated Classification | 4 Lane Collector | 30,000 | 0.720 | D |
| Sivth Ave to Fighth Ave | 79300 | Baseline Classification | 4 Lane Collector (no center lane) | 15,000 | 1.953 | F |
| | 000,17 | Mitigated Classification | 4 Lane Major Arterial | 40,000 | 0.733 | С |
| Normal St to Park Blud | 21200 | Baseline Classification | 4 Lane Collector (no center lane) | 15,000 | 1.413 | F |
| | 71,400 | Mitigated Classification | 4 Lane Collector | 30,000 | 0.707 | D |
| Washington St | | | | | | |
| Fourth Ave to Fifth Ave | 37 300 | Baseline Classification | 4 Lane Major Arterial | 40,000 | 0.933 | Е |
| | 00000 | Mitigated Classification | 6 Lane Major Arterial | 50,000 | 0.746 | С |
| Fifth Ave to Sixth Ave | 41 100 | Baseline Classification | 4 Lane Major Arterial | 40,000 | 1.028 | F |
| | 00.00 | Mitigated Classification | 6 Lane Major Arterial | 50,000 | 0.822 | D |
| Richmond St to Normal St | 47 100 | Baseline Classification | 6 Lane Major Arterial | 50,000 | 0.942 | Е |
| | 11,100 | Mitigated Classification | 6 Lane Prime Arterial | 60,000 | 0.785 | С |
| Notes: | | | | | | |

Table 6-4 Post Mitigation Summary of Roadway Segment Analysis - Uptown (Cont.)

Capacity for non-standard roadway classifications were provided by City of San Diego staff. (a) The vC Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

| ROADWAY SEGMENT | Future ADT | ROA | ROADWAY FUNCTIONAL CLASSIFICATION | LOS E CAPACITY | V/C RATIO (a) | SOT |
|---|-----------------------------|---------------------------|---|-------------------|------------------|-----|
| 30th St | | | | | _ | |
| | 14 400 | Baseline Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 096.0 | Е |
| INTEADE AVE TO EL CAJON BIVO | 14,400 | Mittigated Classification | 4 Lane Collector | 30,000 | 0.480 | C |
| Howerd Ave to Lincoln Ave | 17 000 | Baseline Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 1.193 | F |
| | 11, ,000 | Mittigated Classification | 4 Lane Collector | 30,000 | 0.597 | C |
| I incola Arro to I Tairconvier. Arro | 11 000 | Baseline Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.933 | E |
| THICOH AVE TO UNIVERSITY AVE | 14,000 | Mitigated Classification | 4 Lane Collector | 30,000 | 0.467 | C |
| Month Body W/ary Aux to I lance St | 16 500 | Baseline Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 1.100 | H |
| NOTH FAIK WAY AVE TO UPAS ST | 000,01 | Mitigated Classification | 4 Lane Collector | 30,000 | 0.550 | С |
| I Inas St to Redunord St | 11 000 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.488 | F |
| Upas St to Keuwood St | 11,900 | Mitigated Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.793 | D |
| Deduced St to Induce St | 10 100 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.513 | F |
| is tadifine of is noownay | 12,100 | Mitigated Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.807 | D |
| 32nd St | | | | | | |
| Iniversity Ave to Mortle Ave | 006-11 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.400 | F |
| OIIIVEISIY AVE U MIJILLE AVE | 11,200 | Mitigated Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.747 | D |
| Minute Arrests Ct | 000 1 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 0.988 | Е |
| Myrue Ave to Upas St | 006'1 | Mitigated Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.527 | С |
| Adams Ave | | | | | | |
| Taves St to 20th St | 12 000 | Baseline Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.920 | E |
| IC INCE OF IC SAAS | 000,01 | Mitigated Classification | 4 Lane Collector | 30,000 | 0.460 | В |
| Boundary St | | | | | | |
| University Ave to North Park Wav | 16.000 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 2.000 | F |
| | 10,000 | Mitigated Classification | 4 Lane Collector | 30,000 | 0.533 | С |
| El Cajon Blvd | | | | | | |
| 30th St to Illinois St | 48 800 | Baseline Classification | 6 Lane Major Arterial | 50,000 | 0.976 | Е |
| | 0000101 | Mitigated Classification | 8 Lane Major Arterial | 60,000 | 0.813 | C |
| Illinois St to L805 Pames | 58 000 | Baseline Classification | 6 Lane Major Arterial | 50,000 | 1.178 | F |
| edum v coor o reconne | 000,00 | Mitigated Classification | 8 Lane Major Arterial | 60,000 | 0.982 | Е |
| Florida St | | | | | | |
| El Caion Blyd to Hnivercity Ave | 7 400 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 0.925 | Е |
| EI CADII DIVILIO UNIVERSILY AVE | 0.04.1 | Mitigated Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.493 | С |
| Thiversity Ave to Rohinson Ave | 8 800 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.100 | F |
| AND HOGHLOON OF AND AND HOLD | 0,000 | Mitigated Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.587 | С |
| Dobineon Ava to Ilnas St | 0089 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 0.850 | Е |
| IC SEAD OF AN INCOMON | 00000 | Mitigated Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.453 | В |
| Howard Ave | | - | - | | - | |
| Texas St to Utah St | 11,300 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting)** | 8,000 15,000 | 1.413 | E (|
| | | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting)** | 8.000 | 1.275 | л н |
| Utah St to 30th St | 10,200 | Mitigated Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.680 | D |
| 30th St to 32nd St | 10.500 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting)** | 8,000 | 1.313 | Ŀ, |
| | | Mitigated Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.700 | D |
| Madison Ave | | | | | | 1 |
| Texas St to Ohio St | 12,200 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.525 | H |
| | | Mitigated Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.813 | D |
| Notes: Capacity for non-standard roadway classifications were provided by | by City of San Diego staff. | | | | | |
| (a) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity. | th respective roadway segi | ment's capacity. | | | • | |
| | | | | | | |

 Table 6-5 Post Mitigation Summary of Roadway Segment Analysis - North Park

| Meth Ans. | ROADWAY SEGMENT | Future ADT | ROA | ROADWAY FUNCTIONAL CLASSIFICATION | LOS E CAPACITY | V/C RATIO (a) | SOT | |
|---|---|--|---|--|---|------------------|------------|---|
| Prot Network SA00 Insidiant Task structures SA00 Insidiant Task structures SA00 Insidiant Task structures SA00 Insidiant Task structures SA00 SA000 SA00 SA00 | Meade Ave | | | | | _ | | |
| Transment network Number of Constraints Data Const | Dark Rivd to Tavas Ct | 000 8 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting)** | 8,000 | 1.025 | F | |
| Toos & 10 (60)upontDenote ConstrainedJune Constraine | L alk DIVU IO LEAAS OF | 0,200 | Mitigated Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.547 | С | |
| International and the static structure in the static structure internation internatinteration internation internation internation internat | Texas St to 30th St | 006.6 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting)** | 8,000 | 1.238 | F | |
| 30h S to Illució R11-50Hagelie Casification T and Casification11-ac Calector Moh (man)800013-8013-801 (moré S to Iboa Si1 (moré S to Iboa Si1 (moré Casification)1 and Calector Moh (man)800013-8013-801 (moré S to Iboa Si1 (moré Casification)1 and Calector Moh (man)1 (moré Calector Moh (man)800013-8013-802 (moré S)2 (moré S)1 (moré Casification)1 (moré Calector Moh (man)1 (moré Calector Moh (man)800013-802 (moré S)2 (moré S)1 (moré Calector Moh (man)1 (moré Calector Moh (man)800013-802 (moré S)1 (moré S)1 (moré S)1 (moré S)1 (moré S)1 (moré S)1 (moré S)2 (moré S)1 (moré S)1 (moré S)1 (moré S)1 (moré S)1 (moré S)1 (moré S)2 (moré S)1 (moré S)1 (moré S)1 (moré S)1 (moré S)1 (moré S)1 (moré S)2 (moré S)1 (moré S)1 (moré S)1 (moré S)1 (moré S)1 (moré S)1 (moré S)2 (moré S)1 (moré S)1 (moré S)1 (moré S)1 (moré S)1 (moré S)1 (moré S)2 (moré S)1 (moré S)1 (moré S)1 (moré S)1 (moré S)1 (moré S)1 (moré S)2 (moré S)1 (moré S)1 (moré S)1 (moré S)1 (moré S)1 (moré S)1 (moré S)2 (moré S)1 (moré S)1 (moré S)1 (moré S)1 (moré S)1 (moré S)1 (moré S)2 (moré S)1 (moré S)1 (moré S) <td></td> <td>00.11</td> <td>Mitigated Classification</td> <td>2 Lane Collector (continuous left-turn lane)</td> <td>15,000</td> <td>0.660</td> <td>С</td> | | 00.11 | Mitigated Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.660 | С | |
| Illundi St o ben St. Magned Charlifeation 21 and Californition of thrum law). 2000 2021 Ment Pack Way. 10,00 Magned Charlifeation 2 and Californition of thrum law). 5000 1303 Ment Pack Way. 10,000 Magned Charlifeation 2 and Californition of thrum law). 5000 1303 Ment Pack Way. 2 and Californition 2 and Californition of thrum law). 5000 1303 Ment Pack Way. 2 and Californition 2 and Californition of thrum law). 5000 1303 Ment Are vol E Californi Ment Continuous thrum law). 2 and Californi Continuous thrum law). 5000 1303 Ment Are vol E Californi Ment Continuous thrum law). 2 and Californi Continuous thrum law). 5000 1303 Ment Are vol E Californi Ment Continuous thrum law). 2 and Californi Continuous thrum law). 5000 1303 Ment Are vol E Californi Ment Are vol E Californi Ment Are vol E Californi Ment Continuous thrum law). 5000 1303 Ment Are vol E Californi Ment Continuous thrum law). 5000 1303 Ment Are vol E Californi Ment Are vol E Californi Ment Are vol E Californi Ment Are vol | 30th St to Illinois St | 11.500 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting)** | 8,000 | 1.438 | F | |
| Illonis St to low 3K 1100 Restinction of a low 3L concentrial induction in the concentrial inductin the concentrial induction in the concentrial induction in the | | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | Mitigated Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.767 | D | |
| Meth Pert WayAugment unstatement $I I I I I I I I I I $ | Illinois St to Iowa St | 11,900 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting)** | 8,000 | 1.488 | ы (| |
| Table is launding is Table in the intervention of the interventio | North Park Way | | Milugated Classification | z Lane Conector (continuous jen-turn jane) | 000,61 | 66/.0 | n | |
| <th rowspa<="" td=""><td>20 and Control Control</td><td>10 600</td><td>Baseline Classification</td><td>2 Lane Collector (no fronting property)</td><td>10,000</td><td>1.060</td><td>F</td></th> | <td>20 and Control Control</td> <td>10 600</td> <td>Baseline Classification</td> <td>2 Lane Collector (no fronting property)</td> <td>10,000</td> <td>1.060</td> <td>F</td> | 20 and Control | 10 600 | Baseline Classification | 2 Lane Collector (no fronting property) | 10,000 | 1.060 | F |
| Raction At Automatication Lange Claimedia Lange Claimedia Lange Claimedia Lange Claimedia State State </td <td>3∠nd St to Boundary St</td> <td>10,000</td> <td>Mitigated Classification</td> <td>2 Lane Collector (continuous left-turn lane)</td> <td>15,000</td> <td>0.707</td> <td>D</td> | 3∠nd St to Boundary St | 10,000 | Mitigated Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.707 | D | |
| 20h St to 30h St 7.200 Bactler Classification 2 Lare Coltector (minuous bel claum) bactorial) 2000 0.300 0.300 Transit Transit Classification 2 Lare Coltector (minuous bel claum) bactorial) 2000 0.300 0.300 Mainta Ave to Miscion Ave to Bi Cojon Blvd 38.30 Bactler Chasrification 2 Lane Coltector (minuous bel claum) bactorial 30.000 0.300 0.300 Musion Ave to Bi Cojon Blvd 38.30 Bactler Chasrification 2 Lane Coltector (minuous bel claum) bactorial 30.000 0.300 0.300 Musion Ave to Bi Cojon Blvd 38.30 Bactler Chasrification 2 Lane Collector (minuous bel claum) bactorial 30.000 12.700 12.700 Musion Ave to Bi Cojon Blvd 2.300 Bactler Chasrification 4 Lane Collector (minuous bel claum) 30.000 12.700 12.700 Musion Ave to Bi Cojon Blvd 2.300 Bactler Chasrification 4 Lane Collector (more train 1) 13.000 13.000 13.000 13.000 13.000 13.000 13.000 13.000 13.000 13.000 13.000 <th< td=""><td>Redwood St</td><td></td><td></td><td></td><td></td><td></td><td></td></th<> | Redwood St | | | | | | | |
| Totact St. Tate St. Tate St. Tate St. St. No. | 28th St to 30th St | 7,200 | Baseline Classification Mitigated Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) 2 Lane Collector (continuous left-turn lane) | 8,000 15,000 | 0.900 0.480 | ы | |
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| Autom Ave to Nation Are to | | 00100 | Baseline Classification | 3 Lane Major Arterial | 30,000 | 1.303 | F | |
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| | | | Baseline Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 2.553 | F | |
| | Mission Ave to El Cajon Blvd | 38,300 | Partial Mitigation Class. | 4 Lane Collector | 30,000 | 1.277 | F | |
| House Ace University Team14,00Backine Classification2 Lue Cultector continuous left-turn late.)10,000.960Interestity AceMiligated Cassification1 Late Cultector1 Late Cultector10,000.960Purestity Ace23,00Backine Classification4 Late Cultector15,00015,00015,900Pute St to Oregon St to Utab St23,00Backine Classification4 Late Cultector15,00015,00015,000Oregon St to Utab St o 200423,000Backine Classification4 Late Cultector15,00015,00015,000Oregon St to Utab St o 200420,000Backine Classification4 Late Cultector15,00015,00015,000Oregon St to Utab St o 200420,000Backine Classification4 Late Cultector15,00015,00015,00015,000Oregon St to Utab St o 200420,0003 Backine Classification4 Late Cultector31,00015,00015,00015,00015,000Oregon St to Utab St o 200420,0003 Backine Classification3 Late Cultector31,00015,00015,00015,00015,000Backine Classification3 Late Cultector for center land)31,00015,00015,00015,00015,00015,000Backine Classification3 Late Cultector for center land)15,00015,00015,00015,000Backine Classification3 Late Cultector for center land)15,00015,00015,00015,000Backine Classification20,00020,00020,000< | | | Mitigated Classification | 6 Lane Major Arterial | 50,000 | 0.766 | С | |
| | Horrowd A to University Ave | 14 400 | Baseline Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 096.0 | E | |
| University Area University Area University Area Instance | HOWARD AVE TO OTHEREDRY AVE | 14,400 | Mitigated Classification | 4 Lane Collector | 30,000 | 0.480 | С | |
| Park Bivd to Floridas23,900Baseline Classification4 Lane Collector15,000< | University Ave | | | | | | | |
| | Park Blvd to Florida St | 23.900 | Baseline Classification | 4 Lane Collector (no center lane) | 15,000 | 1.593 | F | |
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| | Texas St to Oregon St | 23.700 | Baseline Classification | 4 Lane Collector (no center lane) | 15,000 | 1.580 | F | |
| | | 00.67 | Mitigated Classification | 4 Lane Collector | 30,000 | 0.790 | D | |
| | Orevon St to Utah St | 22.900 | Baseline Classification | 4 Lane Collector (no center lane) | 15,000 | 1.527 | F | |
| | | 00/111 | Mitigated Classification | 4 Lane Collector | 30,000 | 0.763 | D | |
| | I Itah St to 30th St | 20.800 | Baseline Classification | 4 Lane Collector (no center lane) | 15,000 | 1.387 | F | |
| | | 000 | Mitigated Classification | 4 Lane Collector | 30,000 | 0.693 | D | |
| | 30th St to Illinois St | 22.800 | Baseline Classification | 3 Lane Collector (no center lane) | 11,500 | 1.983 | Ĩ | |
| $ \begin{array}{ c c c c c c c } \hline Hinois St to 32nd St \\ \hline Hinois St to 32nd St \\ \hline Hinois St to 32nd St to Bachine Classification \\ \hline S1and St to Boundary St \\ \hline 29,600 \\ \hline Higated Classification \\ \hline Habama St \\ \hline IJSO0 \\ \hline Habama St to Texas St \\ \hline IJSO0 \\ \hline IJSO0 \\ \hline Habama St to Texas St \\ \hline IJSO0 \\ \hline Habama St to Texas St \\ \hline IJSO0 \\ \hline Habama St to Texas St \\ \hline IJSO0 \\ \hline IJSO \\ \hline Habama St to Texas St \\ \hline IJSO0 \\ \hline IJSO \\ \hline Habama St to Texas St \\ \hline IJSO0 \\ \hline IJSO \\ \hline IJJSO \\ \hline IJJSO$ | | | Mitigated Classification | 4 Lane Collector | 30,000 | 0.760 | D | |
| | Illinois St to 32nd St | 22,600 | Baseline Classification | 3 Lane Collector (no center lane) | 11,500 | 1.965 | Ľ. | |
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| $ \begin{aligned} Texas St to Pershing Rd \\ Texas St to Pershing Rd \\ Fershing Rd to 30th St \\ Pershing Rd to 21ane Collector (Multi-family, commercial-industrial fronting) \\ Pershing Rd to 1938 \\ Pershing Rd to 1000 \\ Pershing Rd to 10000 \\ Pershing Rd to 21ane Collector (Continuous left-turn lane) \\ Pershing Rd to 15,000 \\ Pershing Rd to 21ane Collector (Continuous left-turn lane) \\ Pershing Rd to 2000 \\ P$ | Alabama St to Texas St | 8,600 | Mitigated Classification | 2 Lane Collector (continuous left-turn lane) | 15.000 | 0.573 | U U | |
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| | Notes: | | ALLIGANCE ALLOUTION | 2 Editor V.V.V.V.V.V. (20 VIII) | 000fet | ~~~~ | , | |

Table 6-6 Post Mitigation Summary of Roadway Segment Analysis - North Park (Cont.)

Capacity for non-standard roadway classifications were provided by City of San Diego staff. (a) The vic Ratio is calculated by dividing the ADT volume by each respective roadway ægment's capacity.

| 25th St17,400Broadway to F st17,40028th St28th StSth StC St to Broadway to C StBaseline ClassificationBaseline ClassificationBa | fication 2 Lane Collector (continuous left-turn lane) 15,000 ification 2 Lane Collector (continuous left-turn lane) 15,000 fication 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 fication 2 Lane Collector (Continuous left-turn lane) 15,000 fication 2 Lane Collector (continuous left-turn lane) 15,000 <th>$\begin{array}{c ccccccccccccccccccccccccccccccccccc$</th> <th></th> | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$ | |
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| Juniper St to Grape St 8,900 Dascuite Classification | | | 4 |
| Mittgated Classification | 2 Lane Collector (continuous left-turn lane) | | с С |
| Grape St to A St 15,000 Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | | н |
| | ification 4 Lane Collector 30,000 | 00 0.500 | c |
| Grape St | | - | |
| 30th St to 31st St 9,000 Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | | Ĩ. |
| | ification 2 Lane Collector (continuous left-turn lane) 15,000 | 00 0.600 | C |

Table 6-7 Post Mitigation Summary of Roadway Segment Analysis - Golden Hill

APPENDIX A

EXISTING TRAFFIC SIGNAL TIMING SHEETS

APPENDIX B

EXISTING INTERSECTION GEOMETRICS

APPENDIX C

TRAFFIC COUNT SHEETS

APPENDIX D

SYNCHRO PEAK-HOUR INTERSECTION ANALYSIS SHEETS

RAMP METER RATES

APPENDIX F

POST-MODEL VOLUME ADJUSTMENTS

APPENDIX G

PEAK-HOUR VOLUMES FORECAST WORKSHEETS