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June 4, 2015

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City of San Diego
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**RE:** ***Uptown, North Park & Golden Hill Community Plan Update Mobility Study for Future (2035) Conditions***

This technical memorandum summarizes the future conditions mobility study completed for the Uptown, North Park & Golden Hill Community Plan Updates. This technical report is being prepared to facilitate City staff review of the recommended mobility improvements for the Community Plan Updates. Although each community is preparing separate community plans, this memo addresses the future conditions for all three communities, with the recommendations at the end separated by community.

## Transit First

A key focus of the Regional Transportation Plan prepared by the San Diego Association of Governments (SANDAG) is to develop an ambitious and far-reaching transit network that significantly expands the role that transit plays. Vital to achieving this goal is the improvement of the current system to provide more convenient and timely bus and rail services, the implementation of new transit services to improve connections and access, the implementation of new service types to attract new riders to transit, and the enhancement of the transit customer's experience to make transit easier, safer, and more enjoyable to use. While this is a regional goal, the same focuses are applied to the local transit networks in the communities of Uptown, North Park, and Golden Hill.

As identified in the SANDAG 2050 Regional Transportation Plan (2050 RTP), future public transportation improvements are planned for each of the three communities. These improvements include different transit options such as Bus Rapid Transit (BRT), High Frequency Local Bus, Light Rail Transit (LRT), and streetcar. The following summarizes the specific planned improvements for each community. Each transit project would be required to prepare a project-level analysis prior to implementation.

### Uptown

Uptown currently is served by several local and rapid bus routes, providing several options along Washington Street, University Avenue, Reynard Way, Fort Stockton Drive, First Avenue, Fourth Avenue, Fifth Avenue, Sixth Avenue, and connections to each of the adjacent communities. BRT was recently implemented along Park Boulevard north of University Avenue. Each of these roadways are popular routes for vehicles and bicyclists as well, providing a shared-use atmosphere for the different modes of travel. Transit is highly used in the area. One missing transit connection that the community has expressed interest in providing is connection to the San Diego International Airport.

Planned transit routes within the Uptown community include BRT, LRT and streetcar improvements as shown on **Figure 1** and the changes from existing services are described below:

- **Route 15** was converted to being a Rapid bus route, known as the Mid-City Rapid, and opened for operation in Fall 2014. The Mid-City Rapid is a high-frequency, limited-stop service between San Diego State and Downtown San Diego. The Mid-City Rapid travels along El Cajon Boulevard and Park Boulevard in the Uptown community corridor.
- **Route 10** will convert to be a Rapid bus route, with improvements supported by the Mid-City Rapid. Route 10 is currently a limited stop bus service that provides service from University Avenue at College Avenue to Old Town San Diego. Improvements include expansion of the service to La Mesa and Ocean Beach. Route 10 currently travels along University Avenue and Washington Street in the Uptown community corridor. The expected year for completion of this improvement is 2020.
- A **new streetcar service**, currently designated as route 554, will provide service from Downtown San Diego to Hillcrest neighborhood. Currently, it is planned that the streetcar service will travel along Fourth and Fifth Avenues, University Avenue, and Park Boulevard in the Uptown community corridor. The expected year for completion of this improvement is 2020 as identified in the RTP. However, additional evaluation completed for this potential service suggested that it will not be in place until beyond 2020.
- **Route 120** will convert to be a Rapid bus route along its current route. Route 120 currently provides local bus service from Downtown San Diego to the Kearny Mesa Transit Center. Improvements include transit priority measures and new transfer opportunities to the Trolley Green Line and BRT services. Route 120 currently travels along Fourth and Fifth Avenues and University Avenue in the Uptown community corridor. The expected year for completion of this improvement is 2030.
- **Route 11** will convert to be a Rapid bus route along its current route. Route 11 currently provides local bus service from the SDSU Transit Center to Skyline Hills and travels along Park Boulevard, University Avenue, and First Avenue in the Uptown community. The expected year for completion of this improvement is 2035.
- **Mid-City LRT** is currently planned as a service extension from the City College Trolley Station. Construction of Mid-City LRT will be done in two phases. Phase 1 will include a LRT extension from downtown to Mid-City via El Cajon Boulevard and Park Boulevard. Phase 2 will extend the Phase 1 construction efforts to the current SDSU transit center. LRT service will be provided via Park Boulevard in the Uptown community corridor. The expected year for completion of this improvement is 2035.

A streetcar feasibility study was funded and completed in 2013 to evaluate the potential implementation of a streetcar in the Uptown community. An example cross-section of how the streetcar would integrate into the existing roadway network along Fourth and Fifth Avenues and University Avenue are provided in **Figures 2** and **3**, respectively. While overall a streetcar is feasible and would be a great fit with the community, the study found that there are some significant challenges facing implementation of a streetcar. The lack of funding and potential funding options was found to be the biggest hurdle as it would require either community development funds or federal funds to gain the large amount of money needed to get the system installed. Further, the supporting storage and maintenance facilities for a regional streetcar fleet are still undefined. The study revealed that it would be advantageous to find a champion to take on the funding and implementation challenges for a region-wide streetcar system, and that Uptown would then be a good candidate for the initial rollout phase.

In addition to the planned facilities identified, a new aerial gondola transit idea is being considered. The aerial gondola would initially connect between downtown and Balboa Park, using a guideway near Sixth Avenue. This would provide a valuable connection between the downtown and Uptown communities, and may displace the need for the streetcar connection identified in the RTP. Preliminary efforts are being carried forward to determine if an aerial gondola will be feasible.

The San Diego Airport has begun expansion of facilities to the north side of their property, near Pacific Highway. To compliment that expansion, an intermodal transit center is also being considered near Pacific Highway. This new facility would provide the ability to create the missing connection to the airport that the community has expressed interest in.

### North Park

North Park has local and rapid bus routes along their major commercial corridors of University Avenue, El Cajon Boulevard, Adams Avenue, and 30th Street, and recently implemented BRT service along Park Boulevard. The bus system is highly used in this area and additional, more frequent, or faster transit is being considered to support the demand. These streets are all popular roadways for other modes of travel as well, so buffered, separate transit facilities are being considered to provide efficiency and safety for all modes of travel. Planned transit routes within the North Park community include BRT, LRT and streetcar improvements as shown on **Figure 4.** The changes from existing services are described below:

- **Route 2** will convert to be a Rapid bus route along its current route. Route 2 currently provides local bus service from Downtown San Diego to North Park. Route 2 travels along 30th Street in the North Park community corridor. The expected year for completion of this improvement is 2030.
- **Mid-City LRT** is currently planned as a service extension from the City College Trolley station. Construction of Mid-City LRT will be done in two phases. Phase 1 will include a LRT extension from downtown to Mid-City via El Cajon Boulevard and Park Boulevard. Phase 2 will extend the Phase 1 construction efforts to the current SDSU transit center. LRT service will be provided via El Cajon Boulevard in the North Park community corridor. The expected year for completion of this improvement is 2035.
- A **new bus route**, currently designated as route 637, will provide service from North Park to the Pacific Fleet Trolley Station in Barrio Logan. The expected year for completion of this improvement is 2035.

- A **new streetcar service**, currently designated as route 555, will provide streetcar service from 30th Street to Downtown San Diego. The planned route defined in the RTP is along 30th Street, with connection to downtown via Golden Hill. The expected year for completion of this improvement is 2035.

With the exception of the Mid-City LRT, these planned transit changes would not reduce the number of lanes available to personal vehicles. The changes would be schedule and stop modifications for existing buses, and new bus and streetcar service that would share the roadway with personal vehicles. The Mid-City LRT could potentially reduce the number of travel lanes on El Cajon Boulevard to provide dedicated right-of-way for the LRT, but the specifics of the design have not been determined at this time.

### Golden Hill

Transit routes are minimal in Golden Hill but seem to be adequate to serve the needs of the community. The routes currently travel through the commercial areas of Golden Hill and are able to serve many of the residential areas. Canyons and topography do limit the walking distance from some of the transit stops. The roadways with bus routes are primarily two lane streets. The buses share space with vehicles and bicyclists, but speeds and volumes are fairly low. Planned transit routes within the Golden Hill community include BRT and streetcar improvements as shown on **Figure 5** and the changes from existing services are described below:

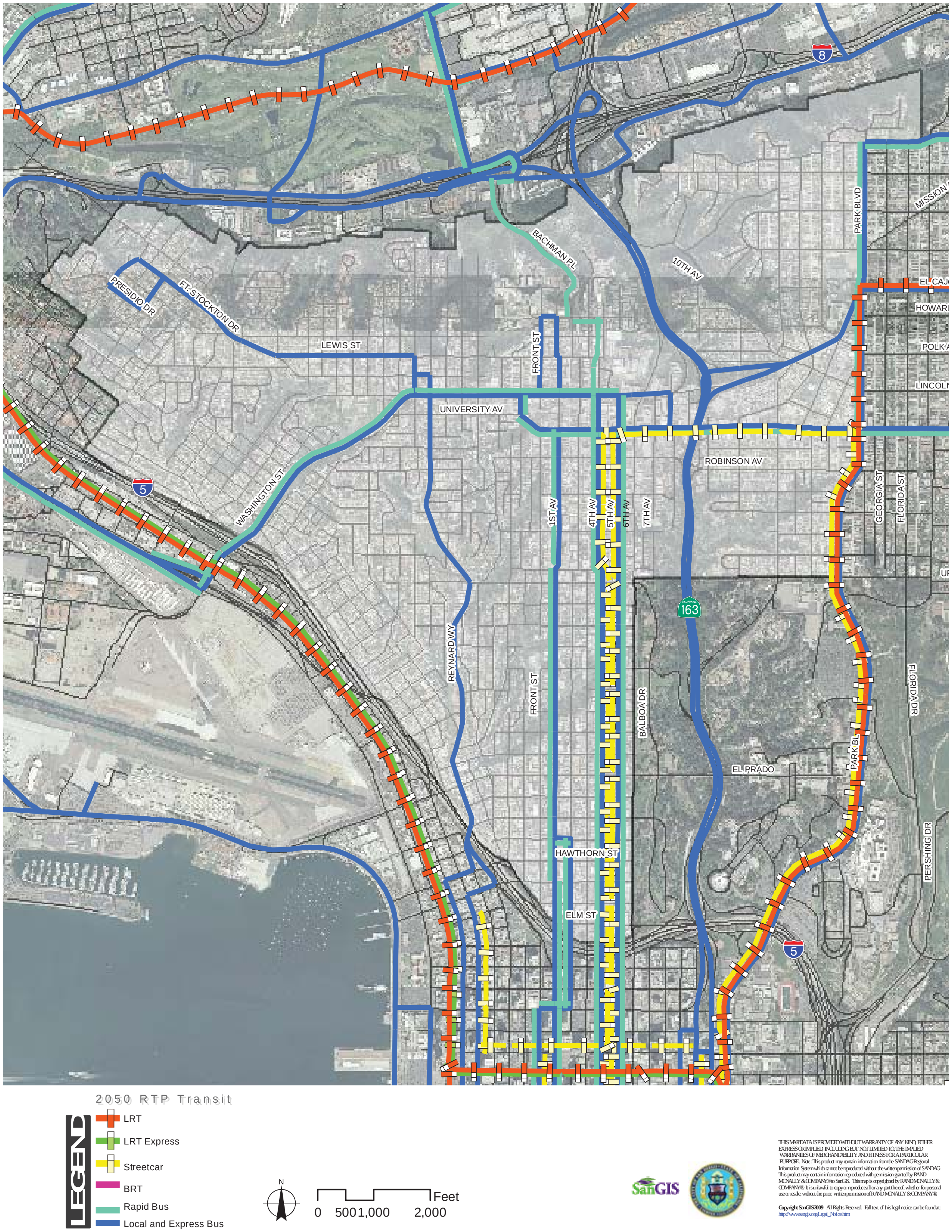
- **Route 2** will convert to be a Rapid bus route along its current route. Route 2 currently provides local bus service from Downtown San Diego to North Park. Route 2 travels along Broadway, C Street, and 30th Street in the Golden Hill community. The expected year for completion of this improvement is 2030.
- A **new bus route**, currently designated as route 637, will provide service from North Park to 32nd Street Trolley station in Barrio Logan. The expected year for completion of this improvement is 2035.
- A **new streetcar route**, currently designated as route 555, will provide streetcar service from 30th Street to Downtown San Diego. The planned route through Golden Hill defined in the RTP is along 30th Street north of C Street, along C Street between 25th Street and 30th Street, and along 25th Street between Market Street and C Street. The expected year for completion of this improvement is 2035.

These planned transit changes would not reduce the number of lanes available to personal vehicles. The changes would be schedule and stop modifications for existing buses, and new bus and streetcar service that would share the roadway with personal vehicles.

## BEST PRACTICES: TRANSIT

The communities have several potential changes to the transit network that need to be evaluated and implemented in a way that interacts with the surrounding land uses and other modes of travel. To complement the information provided in the Regional Transportation Plan, an information paper on best practices for implementing transit was prepared as part of this community plan update and is included in **Appendix B**.

Any roadway capacity reductions, traffic calming measures, or bicycle and pedestrian infrastructure improvements should be planned in consideration of transit vehicle performance and routing, bus stop locations, and bus turning movements. In addition the community plans include policy language to implement transit priority measures that include transit signal priority, queue jump and transit lanes where feasible.




*Planned Transit Services: Uptown*

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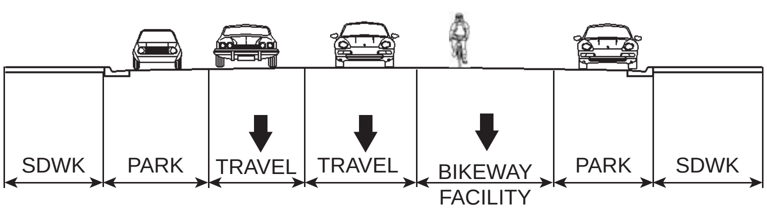
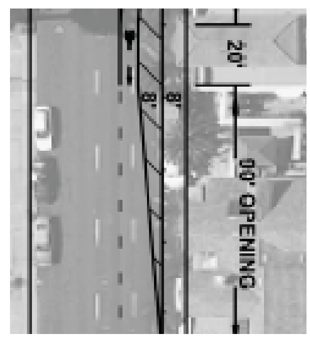
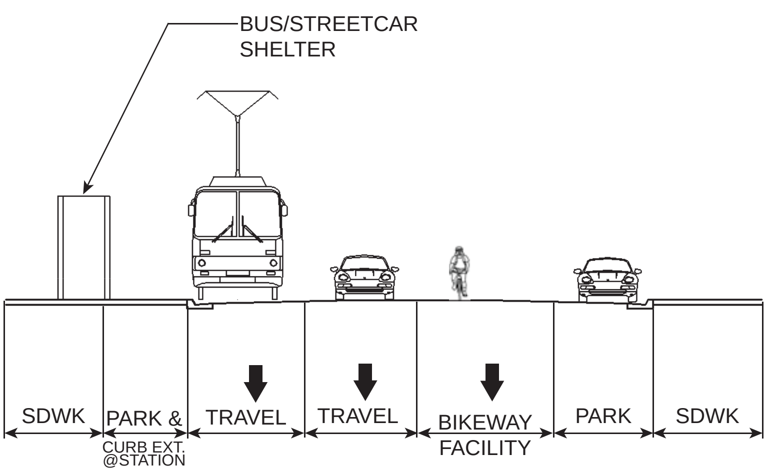
Figure 2

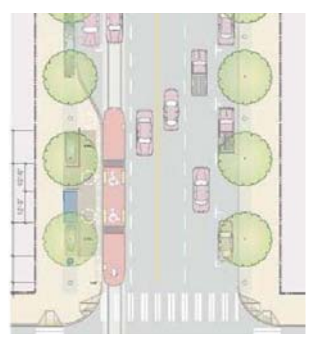
**CROSS SECTION EXAMPLES**

# Fourth & Fifth Avenues with Planned Streetcar Improvements



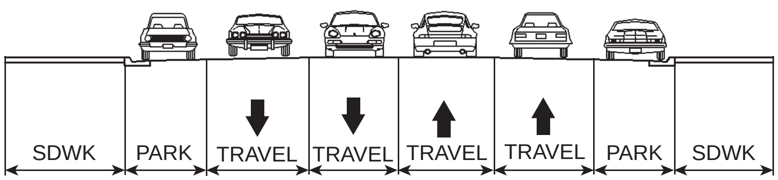



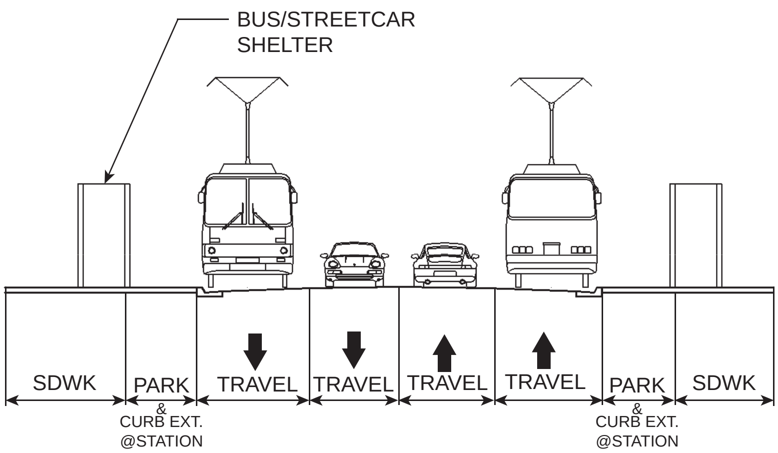
*Conceptual street layouts, cross sections, lane dimensions, and bicycle facility configurations are provided to demonstrate general feasibility of proposals only. Actual improvements will require additional engineering studies and design work and shall be to the satisfaction of the City Engineer.*

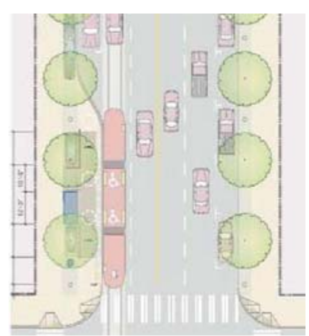
*Streetcar Cross-Section on Fourth and Fifth Avenues*

## CROSS SECTION EXAMPLES

# University Avenue with Planned Streetcar Improvements



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*Streetcar Cross-Section on University Avenue*

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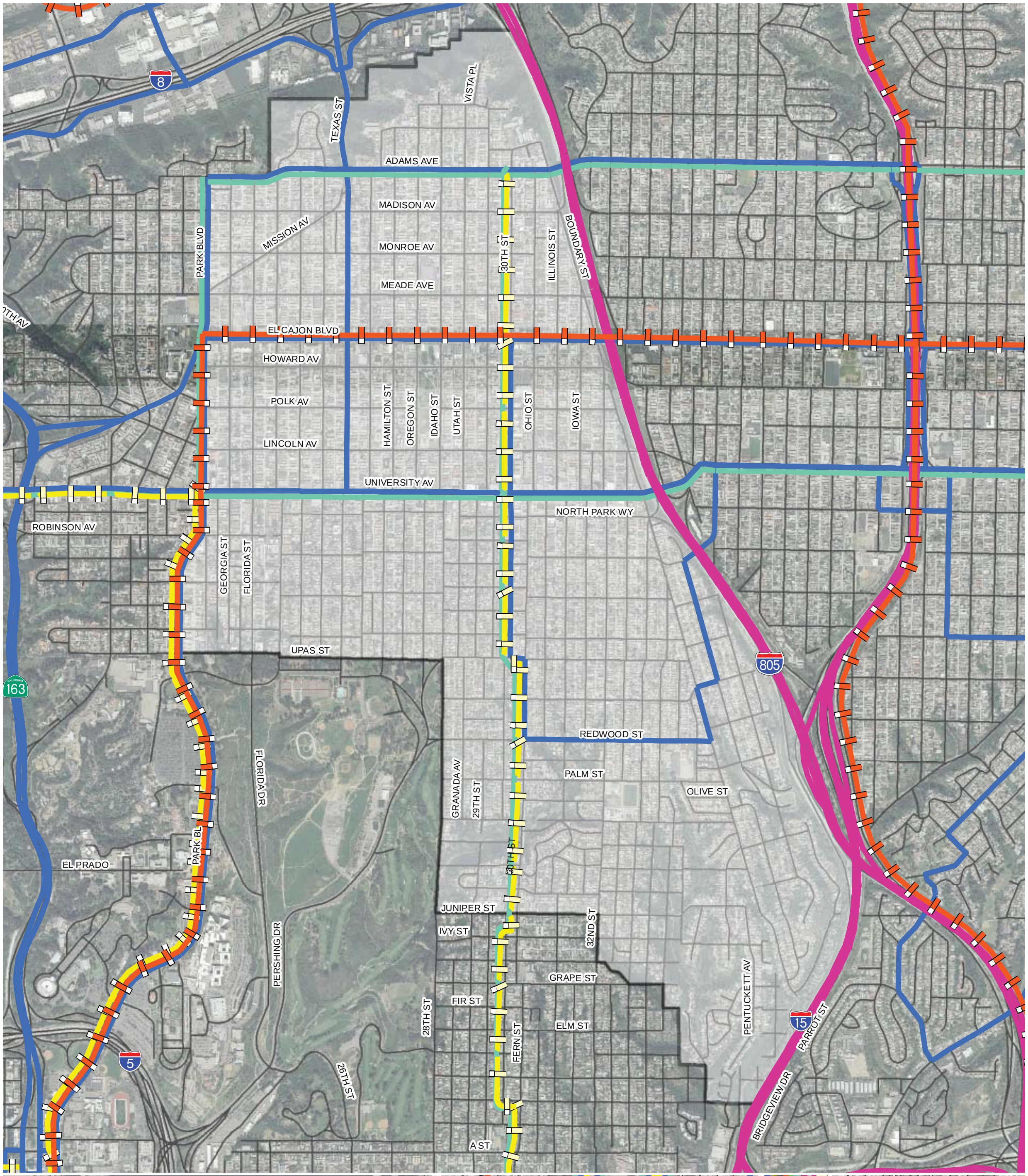
Figure 4




2050 RTP Transit

LEGEND

- LRT
- LRT Express
- Streetcar
- BRT
- Rapid Bus
- Local and Express Bus

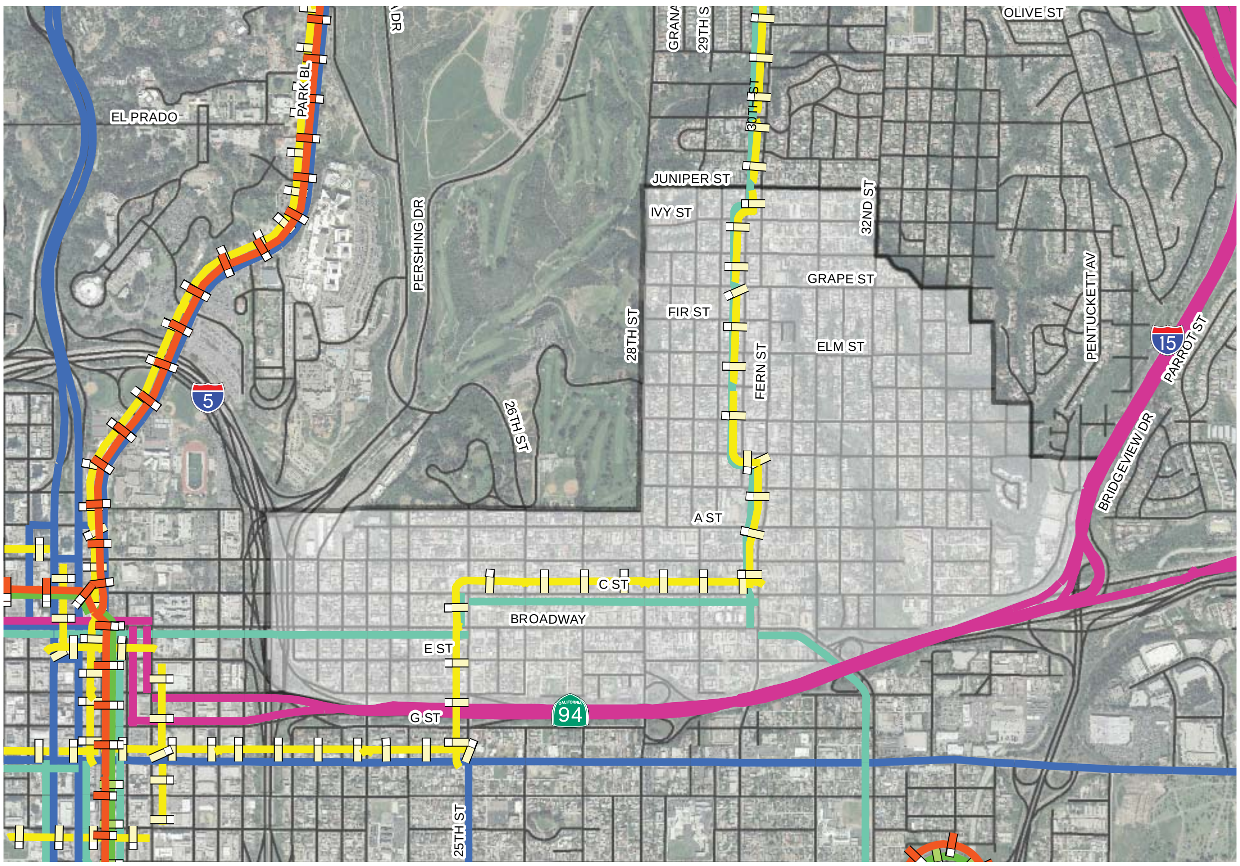
N

0 500 1,000 2,000 Feet

SanGIS



*Planned Transit Services: North Park*




2050 RTP Transit

LEGEND

- LRT
- LRT Express
- Streetcar
- BRT
- Rapid Bus
- Local and Express Bus

N

0 500 1,000 2,000 Feet

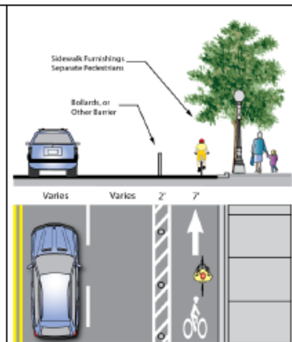
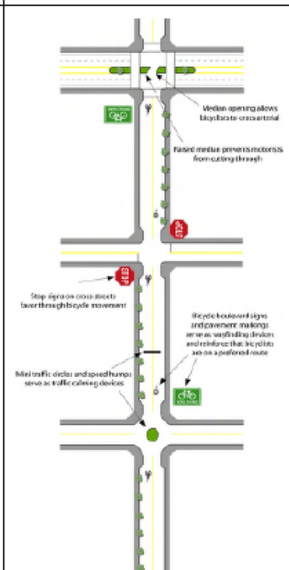


*Planned Transit Services: Golden Hill*

## Bicycling

The City of San Diego Bicycle Master Plan established guidance on achieving an ideal bicycle environment throughout the City. Similarly, a key focus of The San Diego Regional Bicycle Plan (RBP) prepared by SANDAG is to develop an interconnected network of bicycle corridors to improve the connectivity and quality of bicycle facilities and their supporting facilities. While these documents look at citywide and regional goals, the same focuses to develop quality facilities are applied to the local street networks in the communities of Uptown, North Park, and Golden Hill. The types of bicycle facilities delegated and applied to local networks include bicycle boulevards, bicycle paths (Class I), bicycle lanes (Class II), bicycle routes (Class III), and cycle tracks (Class IV). The RBP introduced bicycle boulevards and cycle tracks as additional facilities that are not defined by the California Department of Transportation (Caltrans) and are not part of the existing bicycle network in the three communities. **Table 1,** taken directly from the RBP, describes the two new bicycle facilities.

**Table 1 –** Regional Corridor Classification System

| | |
|---|---|
| **Cycle Tracks**<br>A cycle track is a hybrid type bicycle facility that combines the experience of a separated path with the on-street infrastructure of a conventional bike lane. Cycle tracks are bikeways located in roadway right-of-way but separated from vehicle lanes by physical barriers or buffers. Cycle tracks provide for one-way bicycle travel in each direction adjacent to vehicular travel lanes and are exclusively for bicycle use. **Cycle tracks are not recognized by Caltrans Highway Design Manual as a bikeway facility.** Development of cycle track on segments of the regional corridor system is proposed through experimental, pilot projects. |  |
| **Bicycle Boulevards**<br>Bicycle boulevards are local roads or residential streets that have been enhanced with traffic calming and other treatments to facilitate safe and convenient bicycle travel. Bicycle boulevards accommodate bicyclists and motorists in the same travel lanes, typically without specific vehicle or bicycle lane delineation. These roadway designations prioritize bicycle travel above vehicular travel. The treatments applied to create a bike boulevard heighten motorists' awareness of bicyclists and slow vehicle traffic, making the boulevard more conducive to safe bicycle and pedestrian activity. Bicycle boulevard treatments include signage, pavement markings, intersection treatments, traffic calming measures and can include traffic diversions. **Bicycle boulevards are not defined as bikeways by Caltrans Highway Design Manual; however, the basic design features of bicycle boulevards comply with Caltrans standards.** |  |

Each of the three communities have planned bicycle facilities such as multi-use paths, cycle tracks, bicycle lanes, buffered bike lanes, bicycle routes, bicycle boulevards, and hybrid bike facilities. Information on the planned facilities was first obtained from the City of San Diego Bicycle Master Plan and then was compared to SANDAG's RBP and current bicycle facility project being undertaken by SANDAG. The following summarizes the specific planned improvements for each community. The planned facilities identified in this section are determined to be feasible for further evaluation, but the impacts of the actual design and incorporation of the facilities into the street network is not accounted for in this study and will need to be further evaluated by the individual project proponent.

### Uptown

Uptown's location in the central portion of San Diego makes bicycling an attractive mode of transportation for this community, although geography challenges in the community result in out of direction travel and steep hills. Uptown is located adjacent to downtown San Diego, where many Uptown residents work. Class II (bicycle lanes) and III (bicycle route) facilities are provided on Fourth, Fifth, and Sixth Avenues as well as on portions of downtown streets. Recent facility upgrades, such as buffered bicycle lanes, have resulted in a noticeable increase in cyclists along these routes. Uptown sits on a mesa above Mission Valley to the north and Old Town and Midway to the west. There are no connections down to Mission Valley. There are limited connections to the west; Class III bicycle routes provide the only existing connections, one on Presidio Drive (to Old Town) and one on Laurel Street (to Midway). Canyons also limit the ability to provide a continuous grid pattern of streets, limiting bicycle options for short trips within the community.

SANDAG's regional bicycle facilities planned for the Uptown Community Planning area are shown on **Figure 6**. SANDAG is conducting further project-level analysis of the regional bicycle network in the Uptown area and will propose solutions to implement the intent of the RBP. Project-level refinement is anticipated in the RBP. As stated in the RBP (p. 78) "It is not the intent of this Plan to make recommendations for regional network improvements that would result in significant impacts to traffic, biological resources, or other environmental factors. During design and environmental review of individual planned segments, project proponents may elect to modify alignment of corridor segments to avoid and minimize impacts. Any changes to the regional network will be documented during the Plan update, which is proposed at intervals of every four years."

The recommended bicycle facility network for the Uptown Community Planning area that interfaces with the regional bicycle network is shown on **Figure 7** and summarized in **Table 2**.

The following summarizes where inter-community connections will be developed with the proposed facilities:

- The planned cycle track on Washington Street from University Avenue to Pacific Highway connects to existing bicycle lanes on Pacific Highway. This improvement will separate bicyclists further from high-speed vehicle traffic creating a more comfortable cycling experience.
- The planned bicycle routes on Laurel Street and Juniper Street provide a connection between existing bicycle routes in the Midway-Pacific Highway community and Balboa Park.

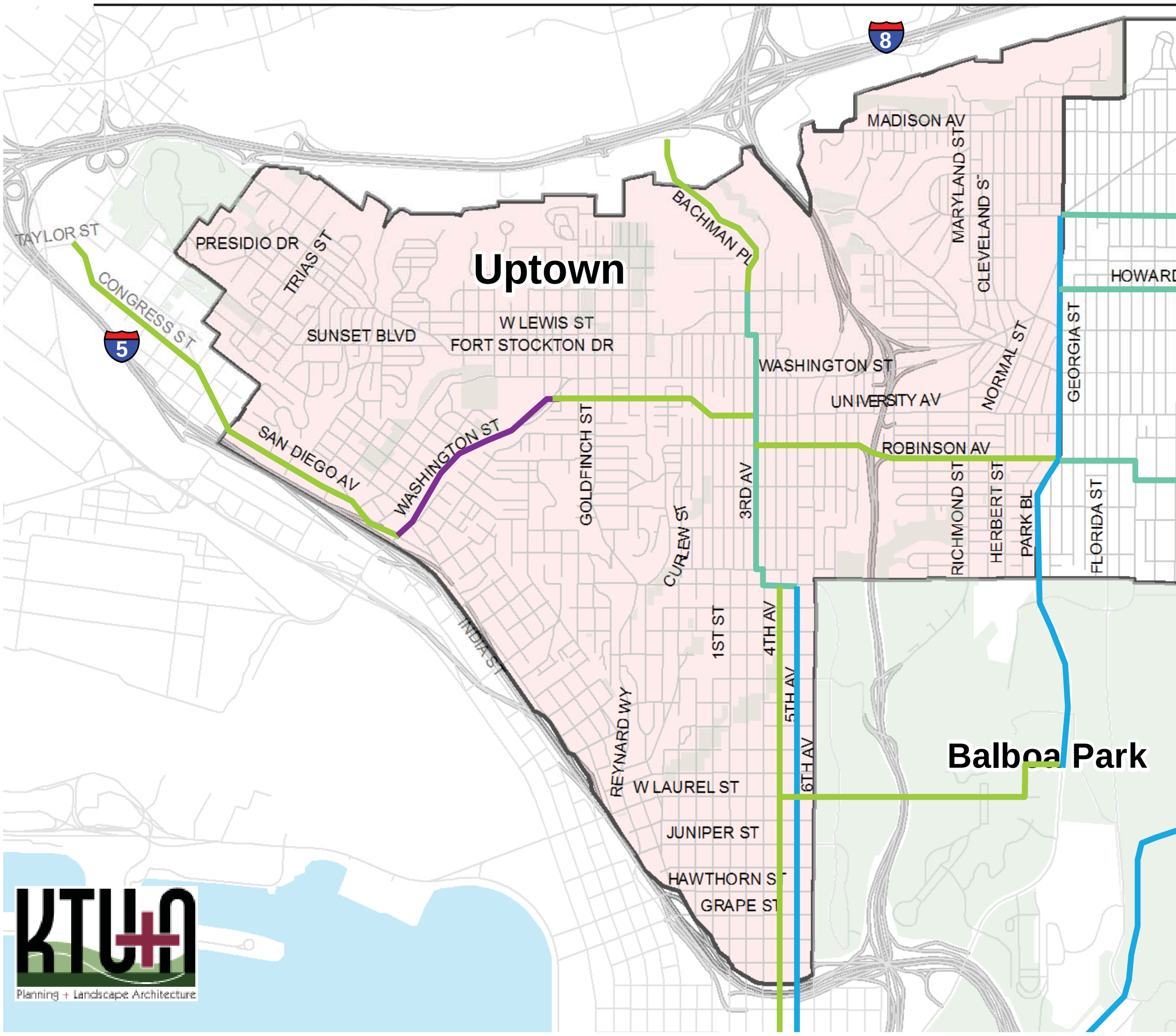
- The planned buffered bicycle lanes on San Diego Avenue connect with planned bicycle facilities in the Old Town community.
- The planned bicycle facilities on Third, Fourth, Fifth, and Sixth Avenues each provide connections to existing and planned Centre City bicycle facilities. The rise in bicyclists using the new buffered bicycle lanes recently installed on Fourth and Fifth Avenues have shown the benefit in making these connections.
- The planned hybrid facility on Bachman Place connects with existing bicycle lanes on Hotel Circle South in the Mission Valley community, a connection that currently does not exist. Bicycle lanes will be provided for the uphill direction, while the downhill portion will be a bicycle route.
- Several of the planned facilities connect with planned facilities in North Park, providing connections between the communities along these roadways:
  - Washington Street
  - Lincoln Avenue
  - University Avenue
  - Robinson Avenue
  - Park Boulevard

Intra-community connections will be strengthened with new bicycle facilities along the key roadways that traverse through the community:

- Washington Street
- University Avenue
- Fourth, Fifth, and Sixth Avenues
- India Street
- Park Boulevard

Implementing a higher accommodation than what is planned may be possible in some locations. This often provides a greater benefit to the bicycle network. One example of this is First Avenue. While the data shows that a Class III (bicycle route) facility is planned for First Avenue, an evaluation of its cross-section determined that there is sufficient room for Class II (bicycle lanes), as presented in **Figure 8.**

The City of San Diego is aggressively upgrading bicycle facilities Citywide. Funding for active transportation regionally and statewide is increasing and is likely at historic levels. As a result, there have and will be quantum leaps in the provision of new and upgraded bicycle facilities in San Diego. This combined with the existing and planned bicycle facilities in Uptown will result in increasing levels of bicycling within the next decade. Longer bicycle travel, such as trips to work, will increase due to the Bachman Place connection to the north and facility upgrades to the west and south of Uptown. Shorter trips within Uptown or adjacent communities will become more prevalent with upgrades to facilities and due to auto drivers becoming more accustomed to sharing the road with cyclists.




- Bicycle Boulevard
- Class I - Bike Path
- Class II - Bike Lane
- Class II or III
- Class III - Bike Route
- Cycle Track

The identified regional bicycle facility recommended classifciations are subject to change pending further project level evaluation demonstrating implementation feasibility of these facilities.

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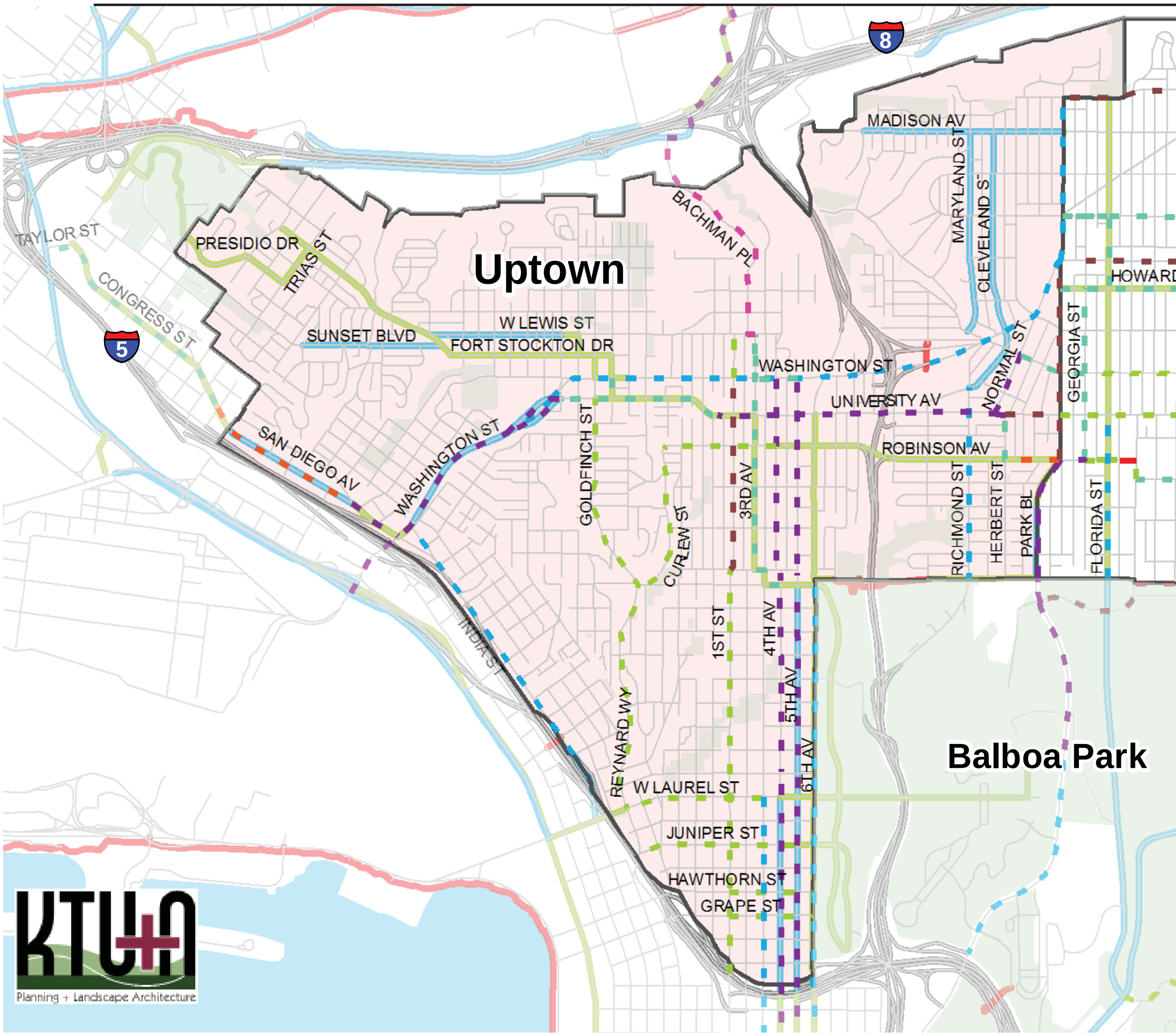
*Figure 7*




## Existing Bicycle Facilities

- Multi-Use Path (Class I)
- Bicycle Lane/Buffered Bicycle Lane (Class II)
- Bicycle Route (Class III)

## Proposed Bicycle Projects

- Multi-Use Path (Class I)
- Cycle Track (New Category Class IV)
- Bicycle Lane (Class II)
- Buffered Bike Lane (Enhanced Class II)
- Bicycle Route (Class III)
- Bicycle Boulevard (Enhanced Class III)
- Hybrid Bicycle Facility (Class II Uphill / Class III Downhill)
- Bicycle Lane or Route (Class II/III)

Bicycle facility recommended classifications have been developed at a planning level and may be refined upon further analysis at the project level.

*Planned Bicycle Facilities: Uptown*

**Table 2 –** Planned Bicycle Facilities: Uptown

| Street Name | Facility Type | Limit 1 | Limit 2 |
|---|---|---|---|
| San Diego Avenue | Bicycle lanes or route[1]<br>Buffered bicycle lanes[2] | *Congress Street* | *California Street* |
| | Bicycle lanes or route[1]<br>Cycle track[2] | *California Street* | *Washington Street* |
| India Street | Bicycle lanes[1] | *Washington Street* | *Laurel Street* |
| Washington Street | Bicycle lanes[1]<br>Cycle track[2] | *India Street* | *University Avenue* |
| | Bicycle lanes[1] | *University Avenue* | *Park Boulevard* |
| University Avenue | Bicycle route[1]<br>Bicycle boulevard[2] | *Washington Street* | *First Avenue* |
| | Bicycle lanes or route[1]<br>Cycle track[2] | *First Avenue* | *Normal Street* |
| | Bicycle lanes or route[1] | *Normal Street* | *Park Boulevard* |
| Robinson Avenue | Bicycle route[1] | *Curlew Street* | *Fourth Avenue* |
| | Buffered bicycle lanes[1] | *Herbert Street* | *Park Boulevard* |
| Upas Street | Bicycle lanes[1] | *Third Avenue* | *Fourth Avenue* |
| Laurel Street | Bicycle route[1] | *State Street* | *Fourth Avenue* |
| Juniper Street | Bicycle route[1] | *State Street* | *Fifth Avenue* |
| Hawthorn Street | Bicycle route[1] | *First Avenue* | *Sixth Avenue* |
| Grape Street | Bicycle route[1] | *First Avenue* | *Sixth Avenue* |
| Reynard Way | Bicycle route[1] | *Laurel Street* | *University Avenue* |
| Curlew Street | Bicycle route[1] | *Reynard Way* | *Robinson Avenue* |
| First Avenue | Bicycle route[1]* | *Cedar Street* | *Walnut Avenue* |
| | Bicycle lane or route[1] | *Walnut Avenue* | *Washington Street* |
| | Bicycle route[1] | *Washington Street* | *Lewis Street* |
| Third Avenue | Bicycle lane[1] | *Downtown* | *Laurel Street* |
| | Bicycle boulevard[1] | *Upas Street* | *Lewis Street* |
| Fourth Avenue | Bicycle route[1]<br>Cycle track[2] | *Centre City* | *Upas Street* |
| | Bicycle lanes[1]<br>Cycle track[2] | *Upas Street* | *Washington Street* |
| Fifth Avenue | Bicycle lane[1]<br>Cycle track[2] | *Centre City* | *Washington Street* |
| Sixth Avenue | Bicycle lane[1] | *Centre City* | *Upas Street* |
| Richmond Street | Bicycle lane[1] | *Upas Street* | *Cleveland Avenue* |
| Normal Street | None[1]<br>Cycle track[2] | *University Avenue* | *Lincoln Avenue* |

**Table 2 –** Planned Bicycle Facilities: Uptown (cont.)

| Street Name | Facility Type | Limit 1 | Limit 2 |
|---|---|---|---|
| Lincoln Avenue | Bicycle lane[1]<br>Bicycle boulevard[2] | *Normal Street* | *Park Boulevard* |
| Herbert Street | None[1]<br>Bicycle boulevard[2] | *Robinson Avenue* | *University Avenue* |
| Park Boulevard | Bicycle lane[1]<br>Cycle track[2] | *Village Place* | *Upas Street* |
| | Bicycle lane or route[1]<br>Cycle track[2] | *Upas Street* | *Robinson Avenue* |
| | Bicycle lane or route[1] | *Robinson Avenue* | *El Cajon Boulevard* |
| | Bicycle lanes[1] | *El Cajon Boulevard* | *Adams Avenue* |
| Bachman Place | Hybrid Facility: Bicycle lane uphill, bicycle route downhill[1,2] | *Lewis Street* | *Hotel Circle South* |

[1] Information obtained from City of San Diego Bicycle Master Plan
[2] Information obtained from SANDAG's Regional Bicycle Plan
*An example cross section has been provided for this segment

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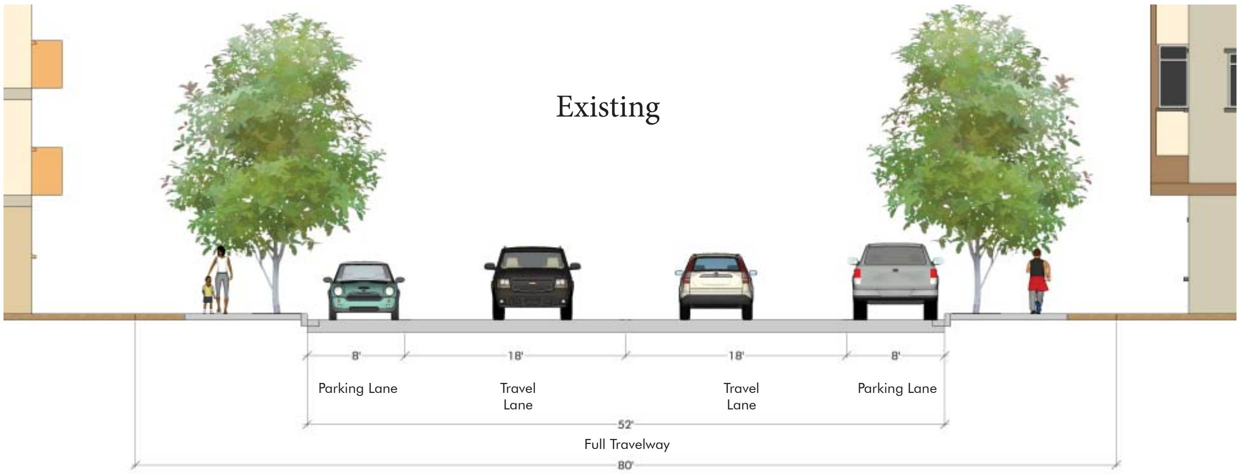
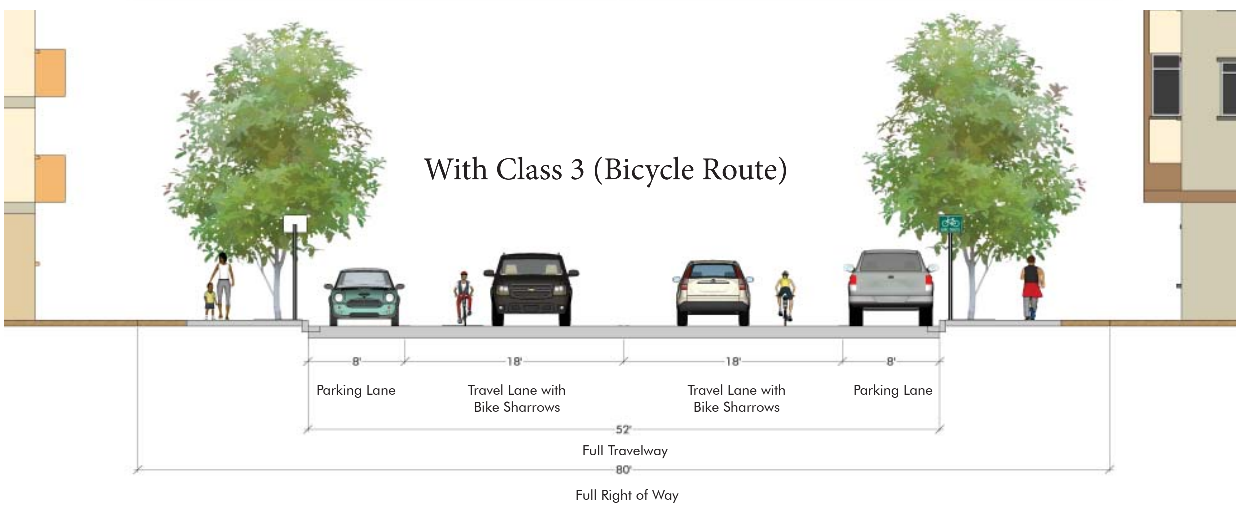
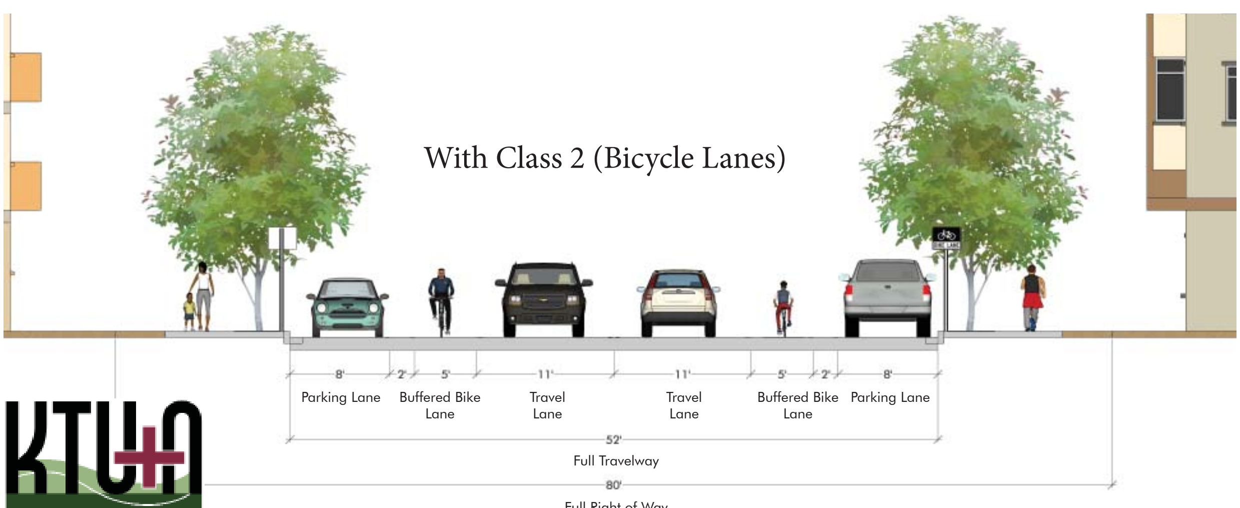
Figure 8

*Conceptual street layouts, cross sections, lane dimensions, and bicycle facility configurations are provided to demonstrate general feasibility of proposals only. Actual improvements will require additional engineering studies and design work and shall be to the satisfaction of the City Engineer.*

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Planning + Landscape Architecture

*Cross-Section of First Avenue Bicycle Facility Options*

**North Park**

North Park has traditionally been one of San Diego's most active bicycling communities. Grid street patterns north of Upas Street allow for numerous connections on streets with moderate traffic volumes. These street patterns extend to the east, allowing for connections to Mid-City, San Diego State University, and La Mesa. Several street connections occur between North Park and Uptown, but automobile traffic is heavy which discourages less-than-serious cyclists from venturing on roads such as University Avenue and Washington Street.

Many North Park residents commute to work in downtown San Diego using bicycles. Pershing Drive and Florida Street have bicycle lanes through Balboa Park connecting to the business district in downtown. Texas Street has bicycle lanes that provide for the only bicycle facility connection that currently exists between Mission Valley and the mesa to the south. This route is steep and a long climb, presenting challenges to most cyclists. South of Upas Street, bicycle travel is constrained somewhat due to canyons and Interstate 805. To this point, south of Landis Street there are no connections to the east (for bicycles, cars, or pedestrians). Fortunately, auto speeds are low in this area and bicyclists can navigate around the canyons.

SANDAG's regional bicycle facilities planned for the North Park community planning area are shown on **Figure 9**.

The SANDAG RBP includes guidance to implement bicycle boulevards on Meade and Howard Avenues. Per the RBP (p. 29): "Bicycle boulevards are local roads or residential streets that have been enhanced with traffic calming and other treatments to facilitate safe and convenient bicycle travel. Bicycle boulevards accommodate bicyclists and motorists in the same travel lanes, typically without specific vehicle or bicycle lane delineation." Since Meade and Howard Avenues are classified as two lane collectors and under current conditions are projected to carry upwards of 10,000 ADT per day, there are challenges to implementing "typical" bicycle boulevard designs in these corridors. As such, SANDAG is completing further project-level analysis of the project and will propose solutions to implement the intent of the RPB, which may also include design features such as buffered bike lanes. Project-level refinement was anticipated in the RBP. As stated in the RBP (p. 78) "It is not the intent of this Plan to make recommendations for regional network improvements that would result in significant impacts to traffic, biological resources, or other environmental factors. During design and environmental review of individual planned segments, project proponents may elect to modify alignment of corridor segments to avoid and minimize impacts. Any changes to the regional network will be documented during the Plan update, which is proposed at intervals of every four years."

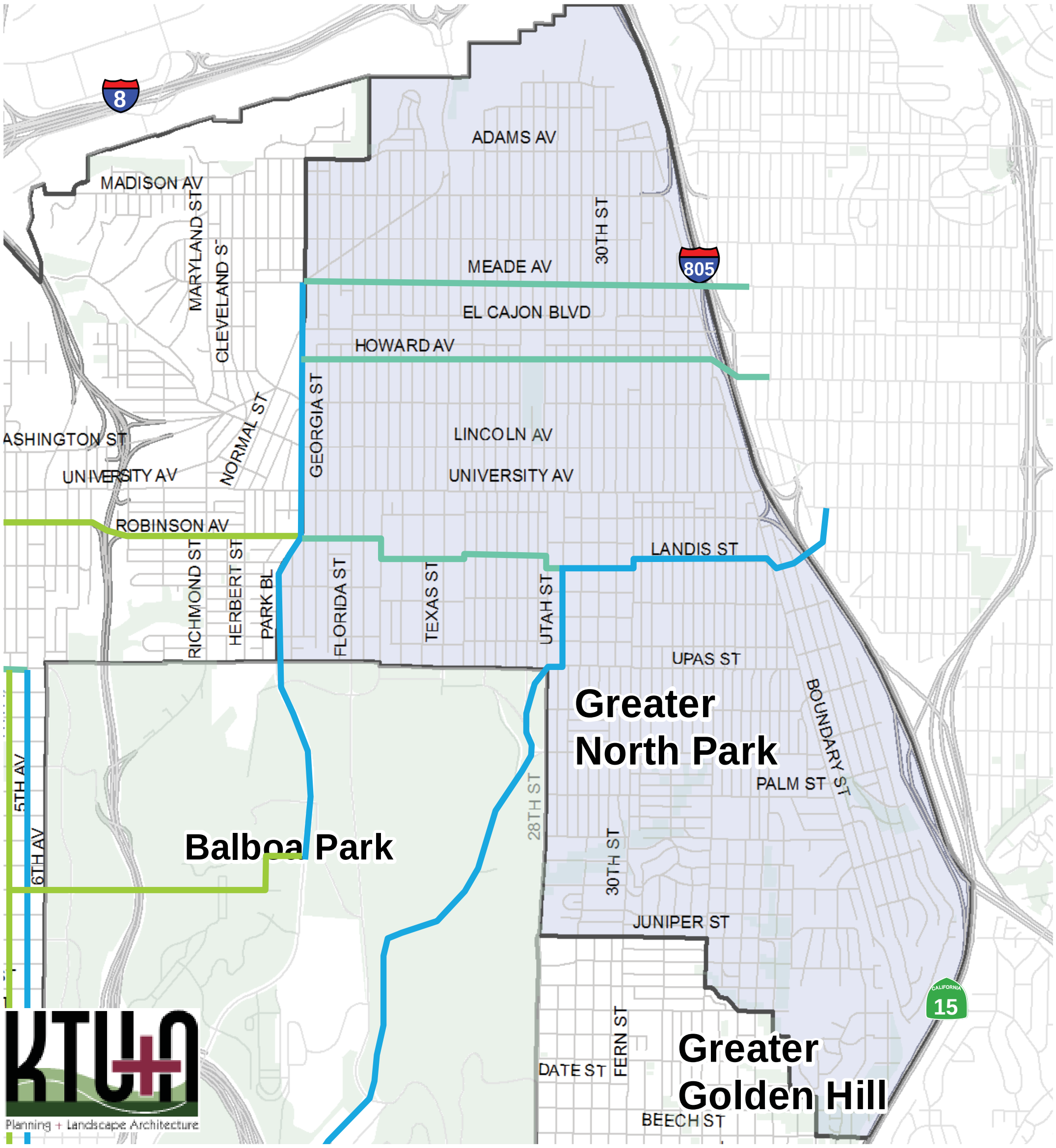
The recommended bicycle facility network for the North Park Community Planning area that interfaces with the regional bicycle network is shown on **Figure 10** and summarized in **Table 3**.

In addition to the planned bicycle facilities identified, the existing bicycle route along 30th Street would benefit from having bicycle lanes or buffered bicycle lanes between Palm Street and Laurel Street, where the roadway crosses Switzer Canyon and vehicles tend to travel at higher speeds.

Many improvements to the bicycle network within and surrounding North Park will be made with implementation of the Community Plan and Bicycle Master Plan. Three routes being studied by

SANDAG would provide east-west connections in North Park and points east of the community. Landis Street, Howard Avenue, and Meade Avenue are all lower volume, two lane streets that parallel El Cajon Boulevard and University Avenue and have bridge connections over State Route 15. These routes are well suited for commuter and recreation trips. With build out of the recommended network, bicycle facilities will also be provided on El Cajon Boulevard, Adams Avenue, and University Avenue as these streets provide access to retail businesses and other places where bicyclists may need to visit. Connection to Uptown and destinations west will be strengthened with bicycle facilities on University Avenue and Lincoln Avenue.

Funding and political support for the provision of improved bicycle facilities is at unprecedented levels in San Diego and across the region. North Park is already regarded as one of the most bicycle-friendly places in the region and will continue to attract residents who desire to use bicycles as one of their primary modes of transportation. Longer bicycle travel, such as trips to work, will increase with the new east-west facilities and the extension of bicycle lanes on Texas Street. Shorter trips within the community or to adjacent communities will become more regular as the network is expanded and drivers become more accustomed to sharing the road with cyclists.




The identified regional bicycle facility recommended classifciations are subject to change pending further project level evaluation demonstrating implementation feasibility of these facilities.

- Bicycle Boulevard
- Class I - Bike Path
- Class II - Bike Lane
- Class II or III
- Class III - Bike Route
- Cycle Track

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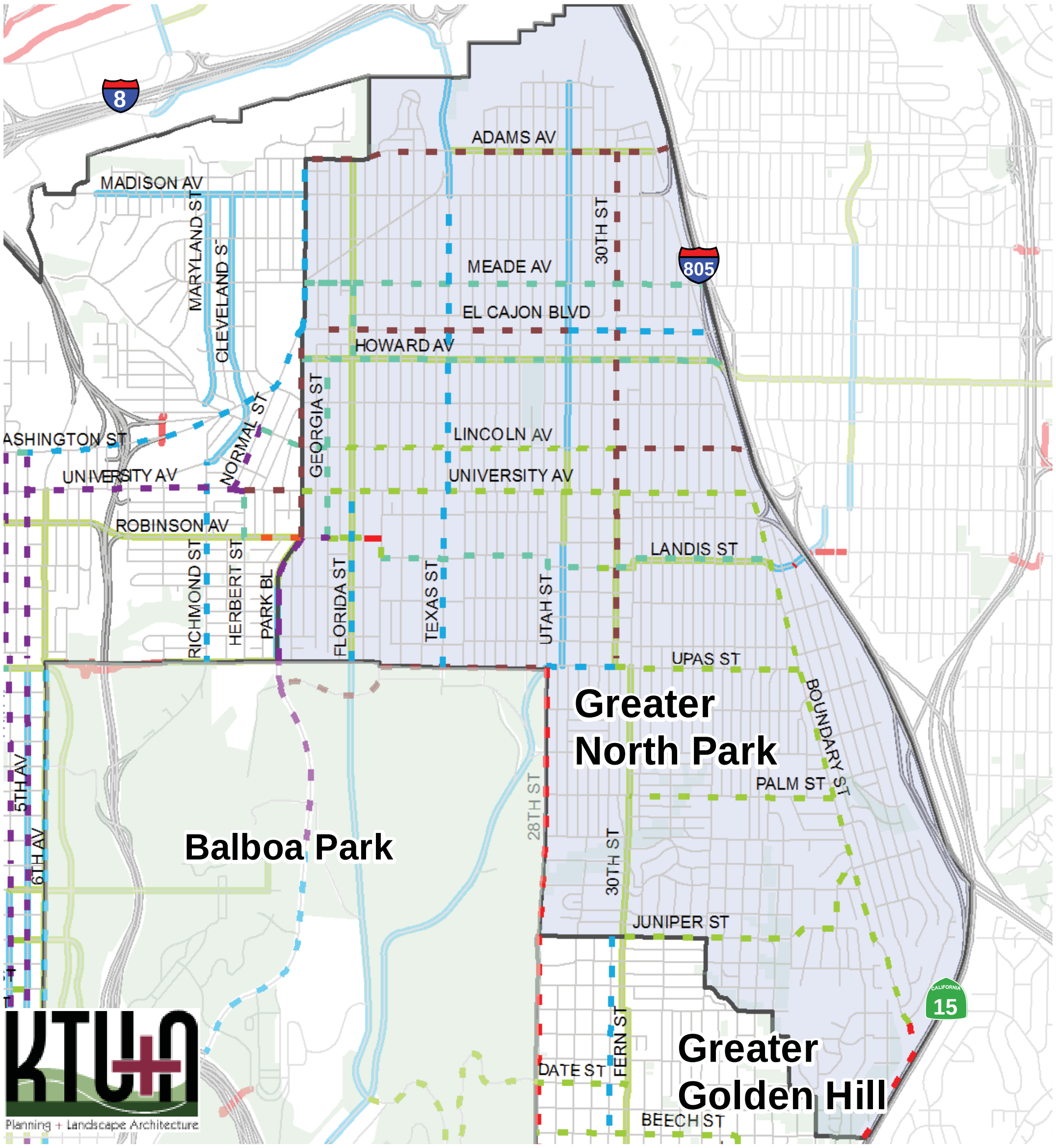
*Figure 10*




## Existing Bicycle Facilities

- Multi-Use Path (Class I)
- Bicycle Lane/Buffered Bicycle Lane (Class II)
- Bicycle Route (Class III)

## Proposed Bicycle Projects

- Multi-Use Path (Class I)
- Cycle Track (New Category Class IV)
- Bicycle Lane (Class II)
- Buffered Bike Lane (Enhanced Class II)
- Bicycle Route (Class III)
- Bicycle Boulevard (Enhanced Class III)
- Hybrid Bicycle Facility (Class II Uphill / Class III Downhill)
- Bicycle Lane or Route (Class II/III)

Bicycle facility recommended classifications have been developed at a planning level and may be refined upon further analysis at the project level.

*Planned Bicycle Facilities: North Park*

**Table 3 –** Planned Bicycle Facilities: North Park

| Street Name | Facility Type | Limit 1 | Limit 2 |
|---|---|---|---|
| Park Boulevard | Bicycle lane[1]<br>Cycle track[2] | *Village Place* | *Upas Street* |
| | Bicycle lane or route[1]<br>Cycle track[2] | *Upas Street* | *Robinson Avenue* |
| | Bicycle lane or route[1] | *Robinson Avenue* | *El Cajon Boulevard* |
| | Bicycle lanes[1] | *El Cajon Boulevard* | *Adams Avenue* |
| Georgia Street | Bicycle boulevard[1] | *Robinson Avenue* | *Howard Avenue* |
| Florida Street | Bicycle lanes[1] | *Upas Street* | *University Avenue* |
| | Bicycle route[1]<br>Bicycle boulevard[2] | *Howard Avenue* | *El Cajon Boulevard* |
| Texas Street | Bicycle lanes[1] | *Upas Street* | *Madison Avenue* |
| 28th Street | Multi-use path[1] | *Golden Hill* | *Upas Street* |
| 30th Street | Bicycle lanes or route[1*] | *Upas Street* | *Adams Avenue* |
| Boundary Street | Multi-use path[1] | *Golden Hill* | *Haller Street* |
| | Bicycle route[1]* | *Haller Street* | *University Avenue* |
| Adams Avenue | Bicycle lanes or route[1] | *Park Boulevard* | *I-805* |
| Meade Avenue | Bicycle boulevard[1,2] | *Park Boulevard* | *Boundary Street* |
| El Cajon Boulevard | Bicycle lanes or route[1] | *Park Boulevard* | *Boundary Street* |
| Howard Avenue | Bike route[1]<br>Bicycle boulevard[2] | *Park Boulevard* | *Georgia Street* |
| | Bicycle boulevard[1,2] | *Georgia Street* | *Boundary Street* |
| Lincoln Avenue | Bicycle route[1]<br>Bicycle boulevard[2] | *Park Boulevard* | *Georgia Street* |
| | Bicycle route[1] | *Georgia Street* | *30th Street* |
| | Bicycle lanes or route[1] | *30th Street* | *I-805* |
| University Avenue | Bicycle route[1] | *Park Boulevard* | *Florida Street* |
| | Bicycle route[1] | *Florida Street* | *I-805* |
| Robinson Avenue | Bicycle boulevard[1,2] | *Park Boulevard* | *Florida Street* |
| | Multi-use path[1,2] | *Florida Street* | *Alabama Street* |
| Landis Street | Bicycle boulevard[1,2] | *Alabama Street* | *Utah Street* |
| | Bicycle route[1]<br>Bicycle boulevard[2] | *Utah Street* | *30th Street* |
| | Bicycle lanes[1]<br>Bicycle boulevard[2] | *30th Street* | *Nile Street* |
| Upas Street | Bicycle lanes or route[1] | *Park Boulevard* | *28th Street* |
| | Bicycle lanes[1] | *28th Street* | *30th Street* |
| | Bicycle route[1] | *30th Street* | *Boundary Street* |
| Palm Street | Bicycle route[1] | *30th Street* | *Boundary Street* |
| Juniper Street | Bicycle route[1] | *30th Street* | *Boundary Street* |

[1] Information obtained from City of San Diego Bicycle Master Plan
[2] Information obtained from SANDAG's Regional Bicycle Plan
*An example cross section has been provided for this segment

The build out of the proposed bicycle network will create an integrated bicycle system within the North Park community and provide new inter-community connections:

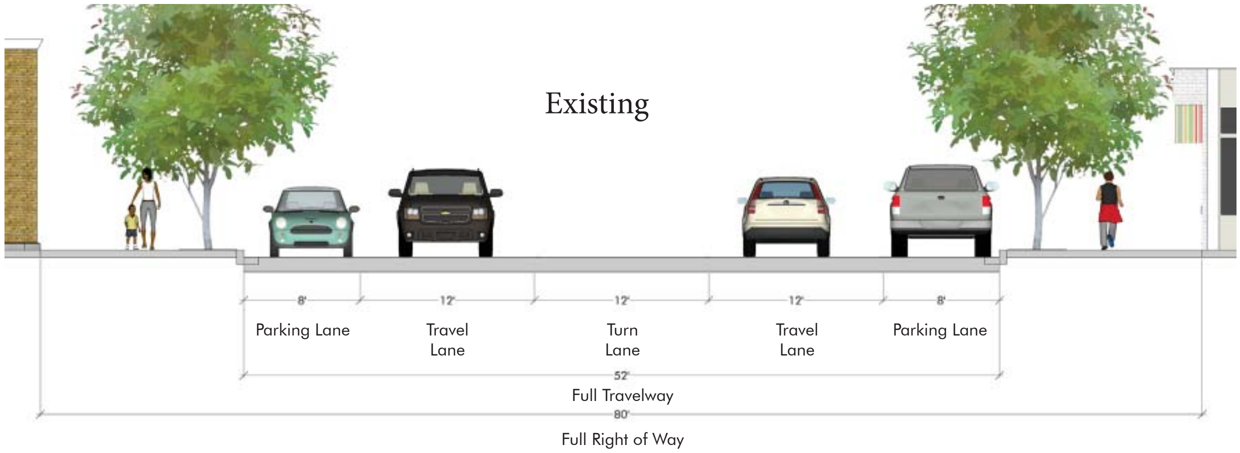
- Several of the planned facilities connect with planned facilities in Uptown, providing connections between the communities along these roadways:
  - Lincoln Avenue
  - Howard Avenue
  - University Avenue
  - Robinson Avenue
  - Park Boulevard
- Several of the planned facilities provide new connections to Normal Heights and City Heights along these roadways:
  - Adams Avenue
  - Meade Avenue
  - El Cajon Boulevard
  - Lincoln Avenue
  - University Avenue
- Two new multi-use paths will provide new connections with Golden Hill. One planned facility runs along 28th Street, adjacent to Balboa Park, and the other connects between Boundary Street and C Street.

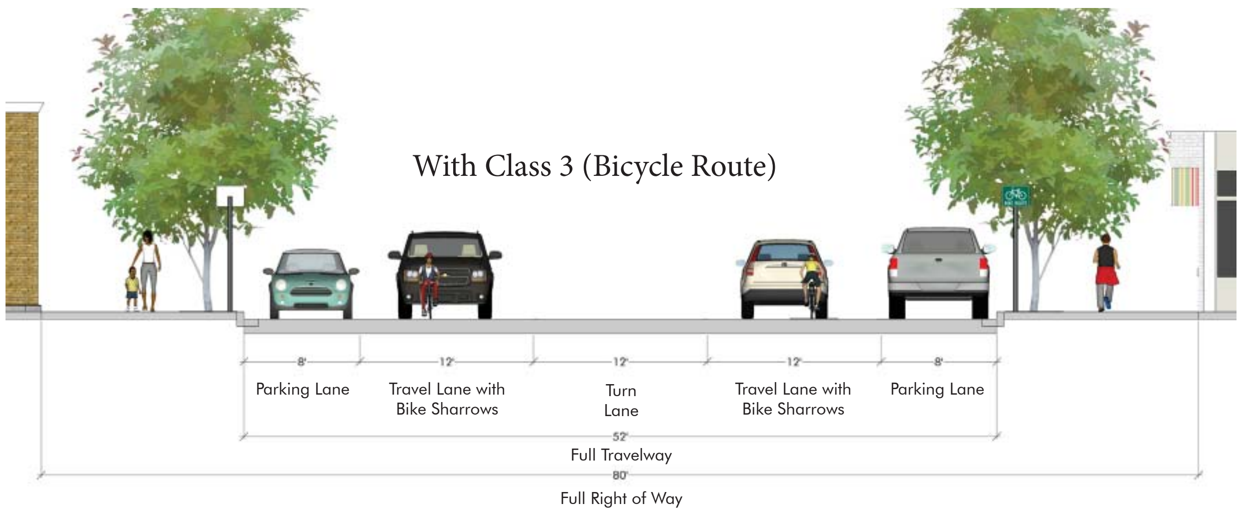
The extensive amount of proposed facilities within the community will greatly increase intra-community connections. Upon implementation of the plan, the grid-like network will provide several options for bicyclists to get to destinations within the community.

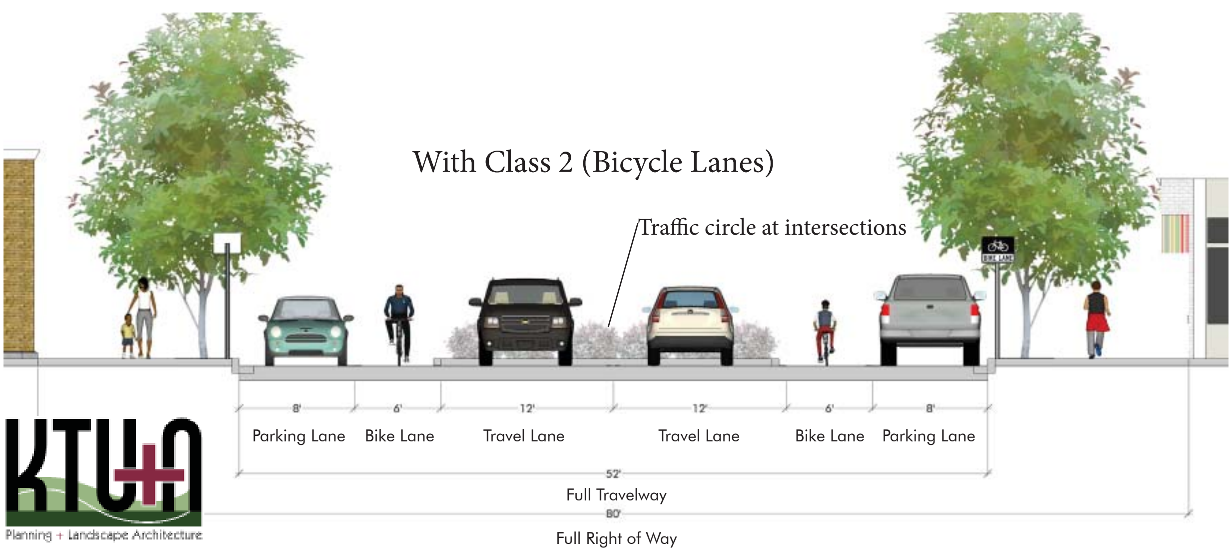
Some roadways are planned as having either a Class II (bicycle lanes) or Class III (bicycle route) facility. These routes often would require modifications to the streetscape or sacrifice of parking spaces or turn lanes to fit in the more accommodating Class II facility. One example of this in North Park is 30th Street. As presented in **Figure 11**, the existing cross-section could be converted to a Class III facility and maintain a similar configuration, or become a Class II facility by removing the center turn lane. These types of decisions will be made on a project-level evaluation.

Routes that are designated simply as a Class III (bicycle route) facility can be easily implemented. An example cross-section of Boundary Street presented in **Figure 12** illustrates the potential implementation of a Class III facility into the existing street geometry.

*Conceptual street layouts, cross sections, lane dimensions, and bicycle facility configurations are provided to demonstrate general feasibility of proposals only. Actual improvements will require additional engineering studies and design work and shall be to the satisfaction of the City Engineer.*

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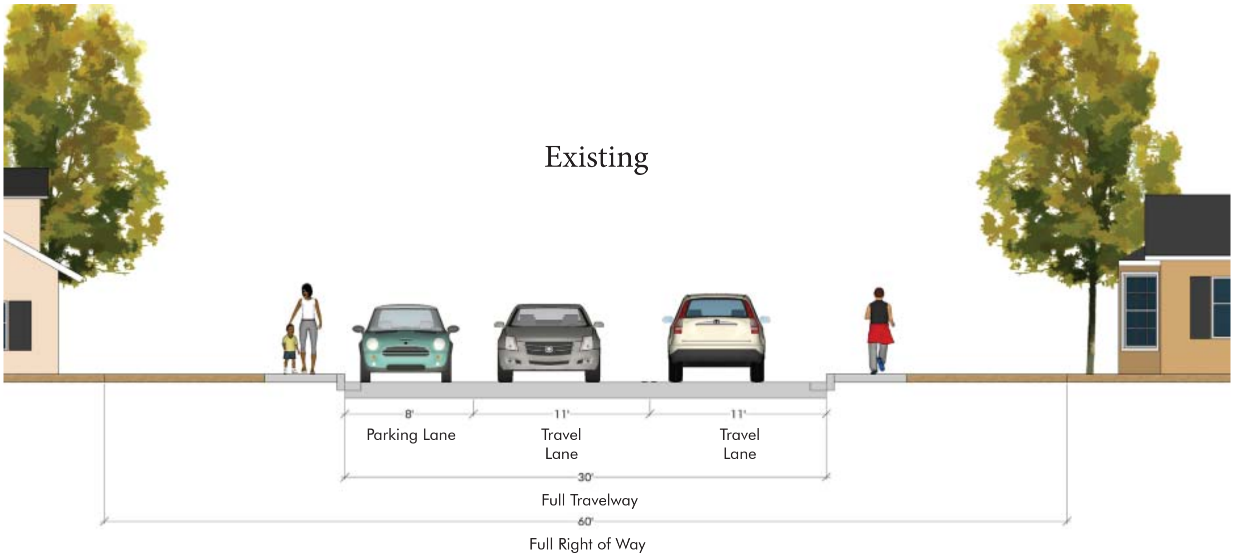
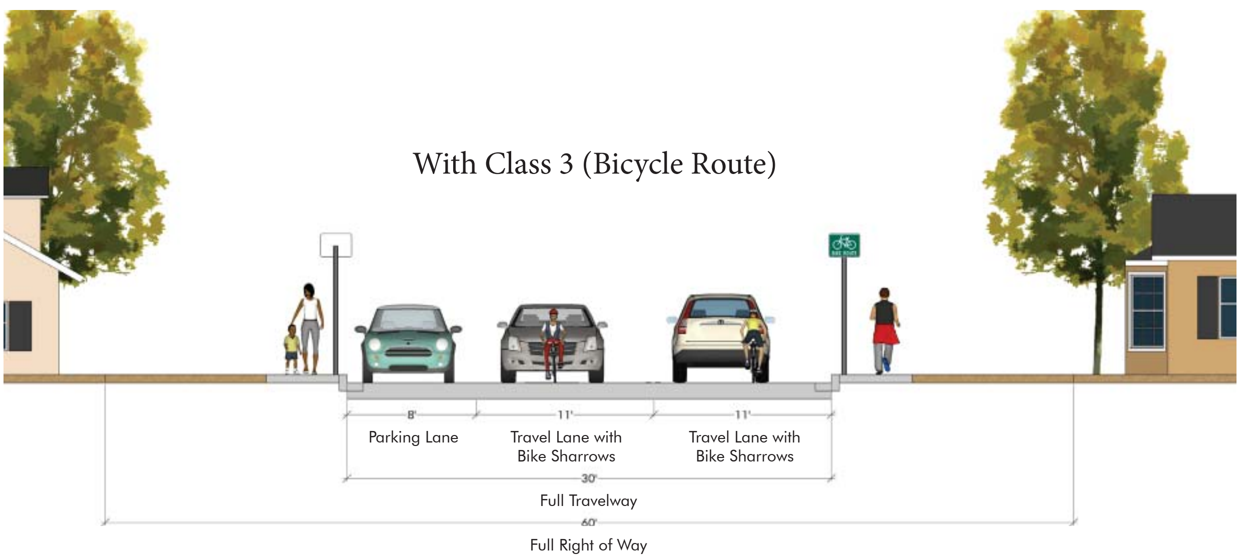
*Cross-Section of 30th Street Bicycle Facility Options*




*Conceptual street layouts, cross sections, lane dimensions, and bicycle facility configurations are provided to demonstrate general feasibility of proposals only. Actual improvements will require additional engineering studies and design work and shall be to the satisfaction of the City Engineer.*

**Golden Hill**

Golden Hill has transformed into a community that is very supportive of bicycle travel. The South Park merchants hosted the first Ciclovia event in San Diego in 2013 to promote and celebrate biking. Merchants generously provide bike racks as they see the benefits of attracting customers who travel on bicycle. Golden Hill has already begun improving bicycle facilities within the community with implementation of a road diet on 25th Street planned for completion in 2015. That project will reduce the number of vehicle lanes from two to one in each direction, making room for Class II bicycle lanes and reverse angle parking.

Transportation corridors in Golden Hill are limited due to canyons and topography. As a result, bicyclists and vehicles often share the same space, either with bicycle lanes or shared lanes. This is particularly the case on north-south routes between Golden Hill and North Park. Fortunately, roadways are narrow and bicyclist travel at speeds comparable to vehicles.

Golden Hill sits adjacent to and on a hill above downtown San Diego. Broadway is the least steep of the streets that connect to downtown and currently has Class II bicycle lanes. State Route 15 forms a boundary to the east of the community with no vehicle, bike or pedestrian connections. To the south, State Route 94 has several roadways connecting into the Sherman Heights community.

SANDAG's regional bicycle facilities planned for the Golden Hill community planning area are shown on **Figure 13.**

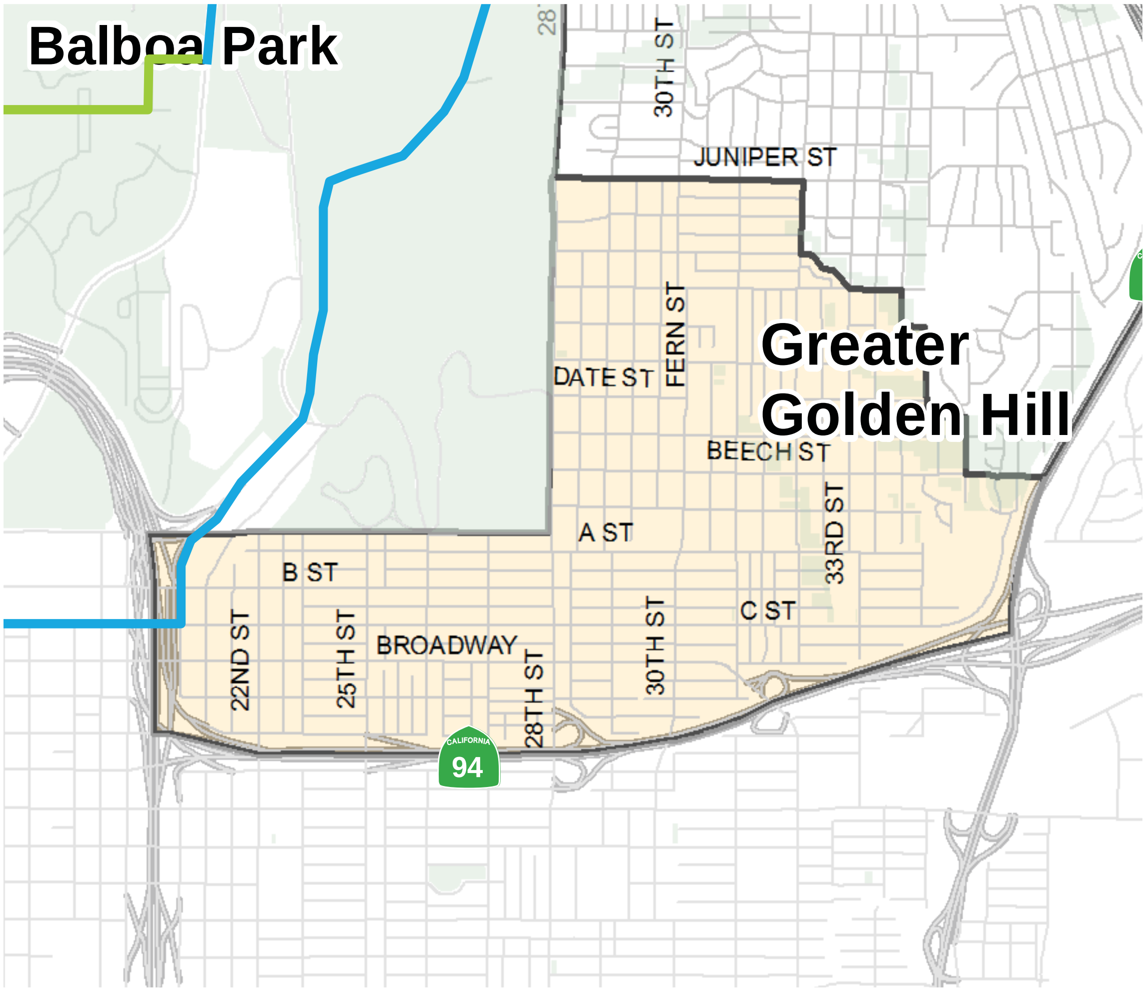
The recommended bicycle facility network for the Golden Hill community planning area that interfaces with the regional bicycle network is shown on **Figure 14** and summarized in **Table 4**.

The build out of the proposed bicycle network will expand the bicycle routes through the community and provide a few new inter-community connections:

- Two new multi-use paths will provide new connections with Golden Hill. One planned facility runs along 28th Street, adjacent to Balboa Park, and the other connects between Boundary Street and C Street.

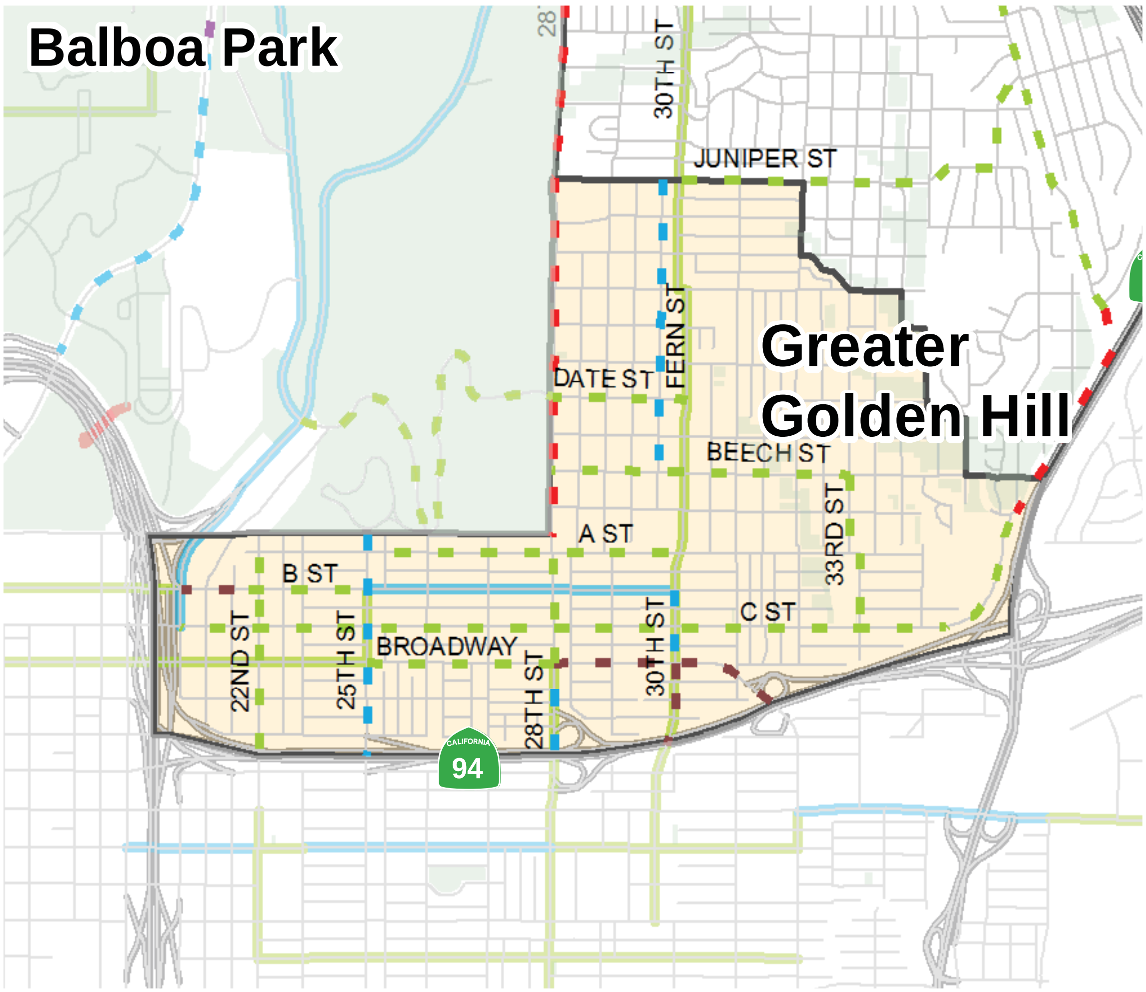
Many of the other planned facilities are upgraded facilities to existing routes. The ultimate plan for the community provides great intra-community connections, with several options to go east-west or north-south. Shorter trips within the community or to adjacent communities will become prevalent, despite the grade challenges the community faces. The number of longer trips, such as trips to work, will also increase with the upgraded facilities and new connections leading to Downtown.

A cross-section of the planned Class II (bicycle lanes) on 30th Street is presented in **Figure 15**. This example cross-section illustrates the potential implementation of a bicycle facility into the existing street geometry.




- Bicycle Boulevard
- Class I - Bike Path
- Class II - Bike Lane
- Class II or III
- Class III - Bike Route
- Cycle Track

The identified regional bicycle facility recommended classifciations are subject to change pending further project level evaluation demonstrating implementation feasibility of these facilities.




### Existing Bicycle Facilities

- Multi-Use Path (Class I)
- Bicycle Lane/Buffered Bicycle Lane (Class II)
- Bicycle Route (Class III)

### Proposed Bicycle Projects

- Multi-Use Path (Class I)
- Cycle Track (New Category Class IV)
- Bicycle Lane (Class II)
- Buffered Bike Lane (Enhanced Class II)
- Bicycle Route (Class III)
- Bicycle Boulevard (Enhanced Class III)
- Hybrid Bicycle Facility (Class II Uphill / Class III Downhill)
- Bicycle Lane or Route (Class II/III)

Bicycle facility recommended classifications have been developed at a planning level and may be refined upon further analysis at the project level.

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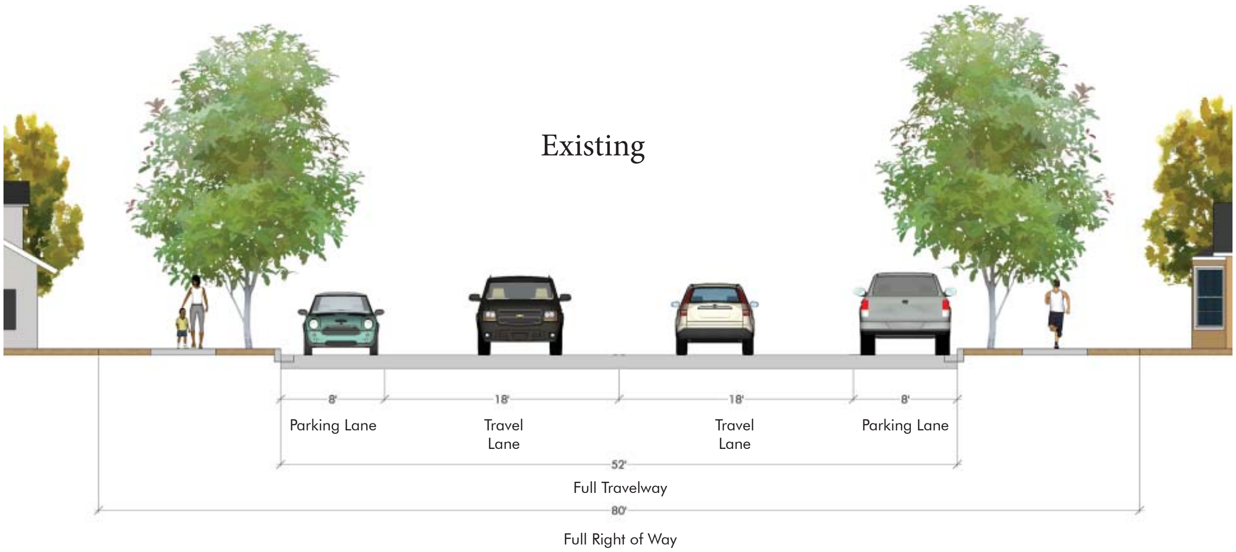
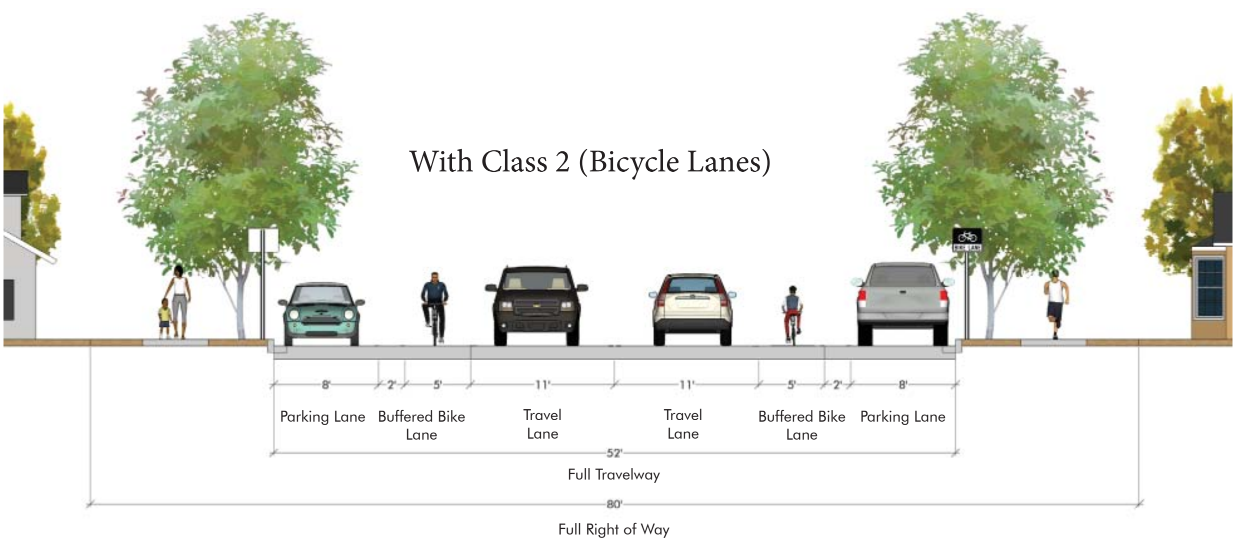
*Planned Bicycle Facilities: Golden Hill*

**Table 4 –** Planned Bicycle Facilities: Golden Hill

| Street Name | Facility Type | Limit 1 | Limit 2 |
|---|---|---|---|
| Juniper Street | Bicycle route[1] | *30th Street* | *Boundary Street* |
| Date Street | Bicycle route[1] | *Florida Street* | *Fern Street* |
| Beech Street | Bicycle route[1] | *28th Street* | *33rd Street* |
| A Street | Bicycle route[1] | *25th Street* | *30th Street* |
| B Street | Bicycle lanes or route[1] | *I-5* | *22nd Street* |
| | Bicycle route[1] | *22nd Street* | *25th Street* |
| C Street | Bicycle route[1] | *I-5* | *Ash Street* |
| | Multi-Use path[1] | *Ash Street* | *North Park* |
| Broadway | Bicycle route[1] | *25th Street* | *28th Street* |
| | Bicycle lanes or route[1] | *28th Street* | *SR-94* |
| 19th Street | Bicycle lanes[1,2] | *B Street* | *C Street* |
| 22nd Street | Bicycle route[1] | *SR-94* | *A Street* |
| 25th Street | Bicycle lanes[1] | *SR-94* | *Balboa Park* |
| 28th Street | Bicycle lanes[1] | *SR-94* | *Broadway* |
| | Bicycle route[1] | *Broadway* | *Balboa Park* |
| | Multi-Use path[1] | *A Street* | *North Park* |
| 30th Street | Bicycle lanes or route[1] | *SR-94* | *Broadway* |
| | Bicycle lanes[1]* | *Broadway* | *B Street* |
| 33rd Street | Bicycle route[1] | *C Street* | *Beech Street* |

[1] Information obtained from City of San Diego Bicycle Master Plan
[2] Information obtained from SANDAG's Regional Bicycle Plan
*An example cross section has been provided for this segment




*Conceptual street layouts, cross sections, lane dimensions, and bicycle facility configurations are provided to demonstrate general feasibility of proposals only. Actual improvements will require additional engineering studies and design work and shall be to the satisfaction of the City Engineer.*

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*Cross-Section of Planned 30th Street Bicycle Lanes*

## Walkable Communities

The City of San Diego conducted a pedestrian planning effort to guide the way the City plans and implements new or enhanced pedestrian projects. The planning effort identifies and prioritizes pedestrian projects based on technical analysis and community input. The pedestrian planning effort developed a Pedestrian Priority Model to determine the most likely areas were pedestrians are or want to be. The pedestrian planning effort also identified areas within communities that should be the focus of pedestrian improvements, as well as identified specific pedestrian-facility projects throughout the City.

The pedestrian planning effort identified seven different pedestrian route types to distinguish between pedestrian facilities. More information on each route type is shown in **Table 5**, referenced from the pedestrian planning effort document.

**Table 5 –** Pedestrian Facility Route Types

| ROUTE TYPE: | 1. District Sidewalks | 2. Corridor Sidewalks | 3. Connector Sidewalks | 4. Neighborhood Sidewalks | 5. Ancillary Pedestrian Facilities | 6. Path | 7. Trail (Included for Reference Only, not a Focus of this Plan) |
|---|---|---|---|---|---|---|---|
| Purpose | Sidewalks Along Roads that Support Heavy Pedestrian Levels in Mixed-use Concentrated Urban Areas | Sidewalks Along Roads that Support Moderate Density Business & Shopping Districts with Moderate Pedestrian Levels | Sidewalks Along Roads that Support Institutional, Industrial or Business Complexes with Limited Lateral Access & Low Pedestrian Levels | Sidewalks Along Roads that Support Low to Moderate Density Housing with Low to Moderate Pedestrian Levels | Facilities Away or Crossing Over Streets such as Plazas, Paseos, Promenades, Courtyards or Pedestrian Bridges & Stairways | Walkways and Paved Paths that are not Adjacent to Roads that Support Recreational and Transportation Purposes | Unpaved Walk Not Adjacent to Roads Used for Recreational Purposes |
| Typical Adjacent "Street Design Manual" Classifications | All types of adjacent streets are possible | Commercial, Urban Collector, Urban Major & Arterial | Commercial, Industrial, Urban Major, Rural Collector & Arterial | Rural, Low Volume Residential, Residential Local & Sub-collector | Not associated with a street | Not associated with a street | Not associated with a street |
| Cross Reference to Related "Strategic Framework Plan" Definitions | Existing: Regional Centers, Urban Villages & Neighborhood Villages | Existing: Sub-regional Districts and Transit Corridors | Existing: Sub-regional Districts, Transit Corridors, & Suburban Residential along Major Arterials | All other Residential Areas not Classified under the Strategic Framework Plan | Most common in Regional Centers, Urban or Neighborhood Villages but can be in any area | Can occur in any area, but most often found in Recreation, Tourist or Open Space Areas | Can occur in any area, but most often found in Recreation or Open Space Areas |
| Typical Adjacent Land Uses | Mixed-use Housing, Commercial, Office & Entertainment with Urban Densities | Multiple Land Uses but may be Separated. Often Strip Commercial or Office Complex. | Open Space, Industrial Uses, Institutional Uses or other Pedestrian Restricted Uses | Single-family and Moderate Density Multi-Family with Limited Supporting Neighborhood Commercial | Adjacent Land Uses Vary | Adjacent Uses Vary, Often Recreational or Open Space or Housing | Open Space, Parks and Natural Areas |

The pedestrian planning effort efforts of establishing "project focus areas" for individual communities determined areas rated highest on the priority model that should be looked at for potentially gaining funds for pedestrian improvements. As these areas are looked at for the community plan update, potential pedestrian facility improvements that should be considered for implementation are provided. Typical improvements recommended include:

- Add **curb ramps** at intersection corners to maximize pedestrian accessibility.
- Add **sidewalks** where currently there are not facilities along streets with heavy pedestrian activity.
- **Pedestrian countdown signals** inform pedestrians how long they have to cross the street. Research suggests that pedestrians are more likely to obey the “don’t walk” signal when they know how much time there is left to cross.
- Pedestrian phasing at signals:
    - **Leading pedestrian intervals** give pedestrians the walk sign for 3 to 5 seconds prior to concurrent green intervals for vehicles to enable the pedestrian to get a head start into the intersection.
    - **Pedestrian scramble phases** provide an exclusive phase for pedestrians that stops traffic on all legs of an intersection to allow pedestrians to cross in all directions at the same time, even diagonally.
    - **Pedestrian recall phases** provide a walk signal during every cycle without needing any detection.
- **Corner bulb-outs**: These improvements extend the sidewalk or curb line towards the street. With the treatment, pedestrians are able to walk toward the edge of the roadway without entering the roadway. Installing bulb-outs reduces the crossing distance a pedestrian encounters. This treatment should be considered where parallel parking is allowed.

### Uptown

Uptown is a large community, several miles wide and long in some places, with some challenging terrain for pedestrians. There are differences in the pedestrian environment throughout the community. Several areas have high pedestrian activity, but there are also large areas with low pedestrian activity.

Near the edges of downtown and Balboa Park there is a mix of residential and commercial attractions that instigate a lot of pedestrian activity. People live, work, and play in these areas of the community and the gridded street network helps with pedestrian connectivity. However, portions of that area have steep hills that make it difficult for pedestrians to walk long distances. The terrain encourages people to try to find parking close to their destination even though there are good pedestrian facilities available. Fourth, Fifth, and Sixth Avenues are all designated as Corridor Sidewalks south of Robinson Avenue, and several other streets are Connector Sidewalks.

Further north the terrain flattens out and there is a long stretch of high pedestrian activity area near University Avenue, about a block on either side from Washington Street into North Park. There is also high pedestrian activity near the hospital area adjacent to and north of Washington Street. University Avenue and the adjacent sections of Fourth, Fifth, and Sixth Avenues are all designated as a combination of District and Corridor Sidewalks in this area. Washington Street is designated as a Corridor Sidewalk. Several other streets in the vicinity are Connector Sidewalks.

On the western side of the community, India Street is the main pedestrian attraction with its row of restaurants. It is classified as a Corridor Sidewalk north of Sassafras Street, and a Connector Sidewalk to the south. The section of India Street designated as a Corridor Sidewalk is an isolated pedestrian activity area with steep terrain, busy freeway connections, and wide streets creating barriers from other nearby residential and commercial areas. Washington Street between India Street and Goldfinch Street is a steep section of roadway with high traffic volumes and high speeds and does not provide any pedestrian facilities. This results in lack of connectivity between the different areas of the community, primarily due to the natural terrain barriers.

The low pedestrian activity areas are the residential areas challenged with steep terrain on the western side of the community.

State Route 163 impedes pedestrian connectivity within the eastern portion of the community, providing crossings only on University Avenue and Robinson Avenue. There is one other pedestrian crossing farther south within Balboa Park near Laurel Street.

The pedestrian planning effort identified several locations where curb ramps are not provided, which creates accessibility issues. Some of these locations are along steep terrains where accessibility requirements cannot be met due to the grade of the adjacent roadway. The City should continue to look for opportunities to implement missing curb ramps to improve accessibility where feasible.

Throughout the residential areas in the community, a landscape buffer is provided to separate pedestrians from the travel lanes. This provides an area for pedestrians to access their cars without impeding on the sidewalk, as well as provide opportunities for shade, protection, and aesthetics. While a buffer is not provided along the collectors and majors in the community, landscaping is still incorporated into the sidewalks where possible for the same reasons.

**Figure 16** illustrates the planned pedestrian network for the Uptown community.

There are no major planned and funded pedestrian facility improvement projects known, but the pedestrian planning effort provides some recommendations on project focus areas and potential improvement projects. The project focus areas for the Uptown community identified in the pedestrian planning effort are illustrated in **Figure 17** and described below. Park Boulevard would also be included and is shown on the North Park focus area map. As these areas are looked at for the community plan update, potential pedestrian facility improvements that should be considered for implementation are provided.

***Focus Areas***

The segments described below were identified as a focus area in the pedestrian planning effort. Potential pedestrian improvement measures were identified and included in the pedestrian planning effort for each of these areas. To supplement the information obtained in the pedestrian planning effort, additional improvement measures are provided as described below for each pedestrian planning effort focus area.

### Uptown Focus Area: Washington Street between Interstate 5 and Park Boulevard

This segment of Washington Street was identified as a focus area in the pedestrian planning effort document. The following is an additional improvement measure recommended for the segment of Washington Street between India Street and Hawk Street.

- Washington Street between India Street and Hawk Street is a missing connection that would provide benefit to the community but is a long, steep section of the roadway adjacent to high speeds. A pedestrian facility with a buffer should be put in place as part of this improvement to protect pedestrians from vehicle traffic.

### Uptown Focus Area: University Avenue between Washington Street and Park Boulevard

This segment of University Avenue was identified as a focus area in the pedestrian planning effort document. The following are additional improvement measures recommended for the segment.

- This core commercial area has a mix of all modes of travel and on-street parking. Sidewalk widths are wider and seem to accommodate the pedestrian demands. Pedestrian ramps should be provided on all corners within this area. Pedestrian countdown signals and/or pedestrian phasing at signals should be installed. Corner bulb-outs should be considered at the intersections with First Avenue, Third Avenue, Tenth Avenue, Richmond Street, and Normal Street.

### Uptown Focus Area: Normal Street between Lincoln Avenue and Park Boulevard

This segment of Normal Street was identified as a focus area in the pedestrian planning effort document. The following describes recent changes to and provides additional improvement measures recommended for the segment.

- This stretch of Normal Street provides nice sidewalk facilities but has very complicated and wide intersections. The BRT project that recently was completed on Park Boulevard did not include specific pedestrian facilities at the intersection of Normal Street and Park Boulevard, but gave pedestrians a place to cross at Howard Avenue. Previously, there was no place for pedestrians to cross near the Normal Street and Park Boulevard intersection. Now the nearby intersection of Park Boulevard with Howard Avenue provides striped pedestrian crossings with median refuge areas and curb ramps at all corners. Pedestrian countdown signals and/or pedestrian phasing at signals should be installed. Bulb-outs should be considered to shorten the crossing times at Campus Avenue/Polk Avenue.

### Uptown Focus Area: Campus Avenue/Polk Avenue between Tyler Street and Park Boulevard

This segment of Campus Avenue/Polk Avenue was identified as a focus area in the pedestrian planning effort document. The following describes recent changes to and provides additional improvement measures recommended for the segment.

- The intersections with Normal Street and Park Boulevard are very wide crossings. The BRT project that recently was completed on Park Boulevard improved the pedestrian facilities at the intersection with Polk Avenue by providing pedestrian refuge areas and improved curb ramps and crossing areas. Pedestrian countdown signals and/or pedestrian phasing at signals should be installed. Bulb-outs should be considered to shorten the crossing times at both locations.

### Uptown Focus Area: Robinson Avenue between Third and Sixth Avenues

This segment of Robinson Avenue was identified as a focus area in the pedestrian planning effort document. The following are additional improvement measures recommended for the segment.

- This commercial area has intersections of smaller roadways with lower speeds, but still experiences heavy traffic volumes.  Pedestrian ramps should be provided on all corners within this area. Pedestrian countdown signals and/or pedestrian phasing at signals should be installed. Corner bulb-outs should be considered at the intersections with Fourth Avenue and Fifth Avenue. Additional landscaping would also benefit this area as there is a lot of sidewalk space without any shade or buffer.

### Uptown Focus Area: Elm Street between First and Sixth Avenues

This segment of Elm Street was identified as a focus area in the pedestrian planning effort document. The following are additional improvement measures recommended for the segment.

- This stretch of roadway has heavy traffic volumes and high pedestrian activity. There is a mix of signalized and unsignalized intersections in close proximity and some fairly steep grades. The sidewalks provide adequate space and shading for pedestrians. Pedestrian ramps should be provided on all corners within this area. Crossings should be clearly marked at each intersection.

### Uptown Focus Area: Fourth and Fifth Avenues between Interstate 5 and Robinson Avenue

These sections of Fourth and Fifth Avenues were identified as special consideration corridors in the pedestrian planning effort document that defer to the Hillcrest Mobility Study. The following are additional improvement measures recommended for the segments.

- These are two important corridors within the community that provide connectivity between different parts of Uptown and to downtown San Diego, not only for pedestrians, but for all modes of travel. Portions of these segments have steep grades for pedestrians. Pedestrian ramps should be provided on all corners within this area unless infeasible due to grades. In that case, alternate routes should be provided at or prior to the lack of crossing. Pedestrian countdown signals and/or pedestrian phasing at signals should be installed at signalized intersections. Corner bulb-outs should be considered at intersections along Fourth Avenue and Fifth Avenue to improve pedestrian visibility and shorten crossing times.

### Uptown Focus Area: Sixth Avenue between Interstate 5 and Robinson Avenue

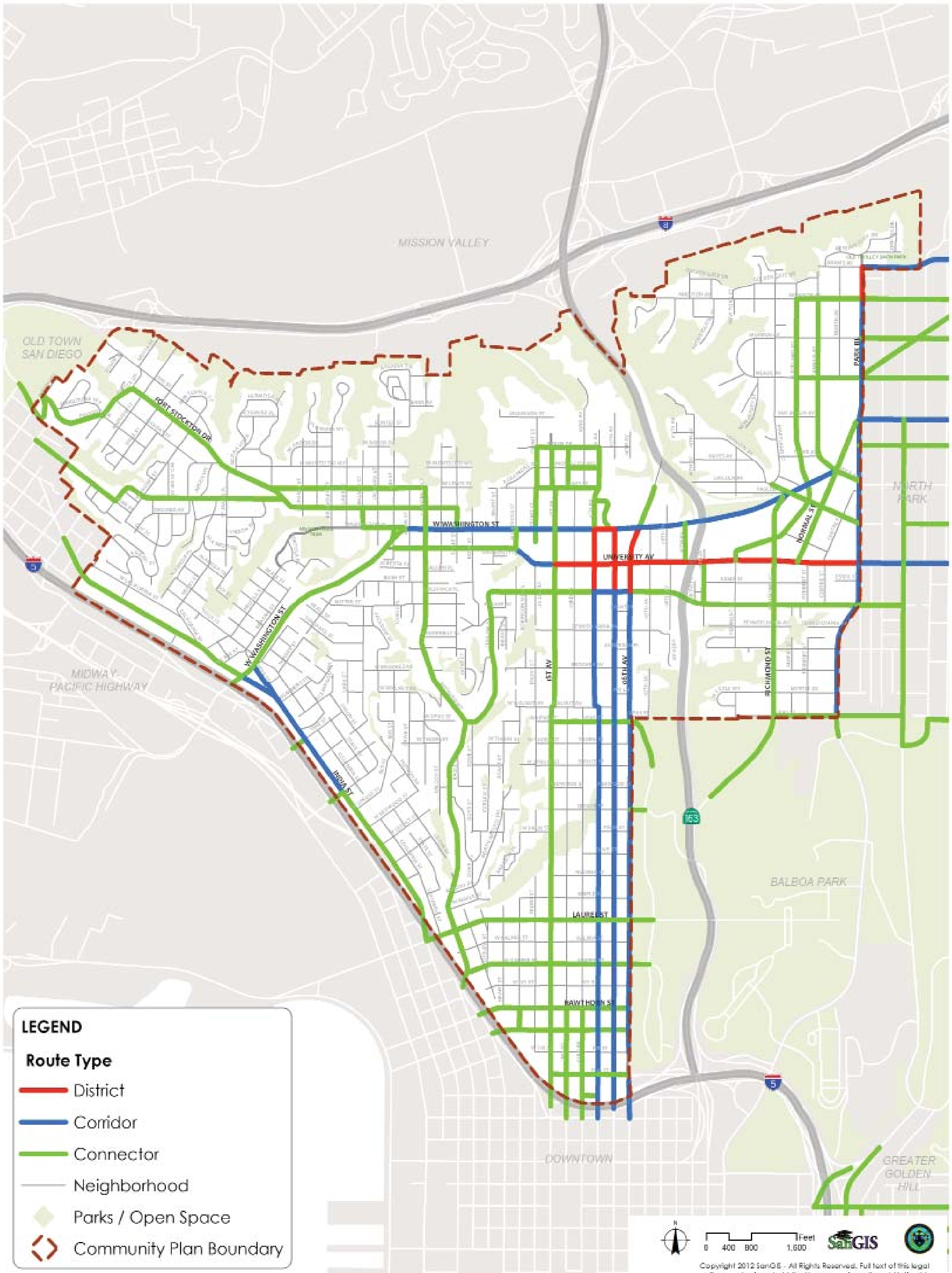
This portion of Sixth Avenue was identified as a special consideration corridor in the pedestrian planning effort document that defers to the Hillcrest Mobility Study. The following are additional improvement measures recommended for the segments.

- Sixth Avenue fronts Balboa Park and provides an excellent pedestrian environment on the east side. However, it is a difficult roadway to cross. It is a four-lane roadway with parking on both sides of the street and no median. In order to improve pedestrian crossings and maintain the roadway capacity, the crossing distances could be shortened with the use of corner bulb-outs or a raised median refuge area.

### Uptown Focus Area: Park Boulevard between Upas Street and Meade Avenue

This segment of Park Boulevard was identified as a focus area in the pedestrian planning effort document. The following describes recent changes to and provides additional improvement measures recommended for the segment.

- Park Boulevard provides wide sidewalks often times buffered by landscaping. It supports all modes of travel, typically has on-street parking, and is a wide roadway to cross. The BRT project that recently was completed on Park Boulevard improved the pedestrian facilities along Park Boulevard between University Avenue and El Cajon Boulevard by providing new pedestrian crossing areas, pedestrian refuge areas mid-block, and new curb ramps and other supporting facilities. Corner bulb-outs should be considered at the intersections with Upas Street and Myrtle Avenue.

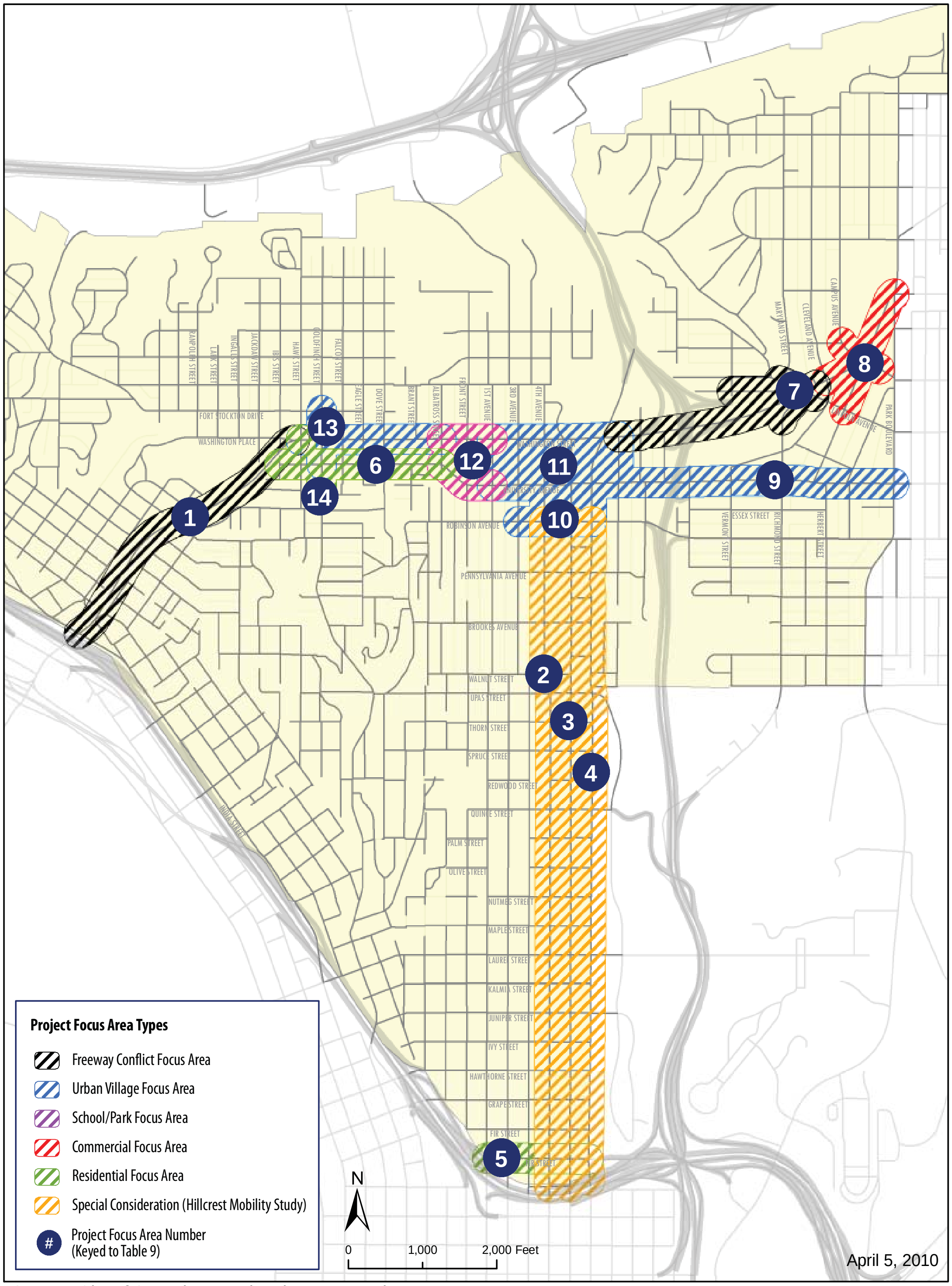



*Source: City of San Diego Pedestrian Master Plan*

*Pedestrian Routes: Uptown*

Kimley»Horn

Figure 17




Source: City of San Diego Pedestrian Master Plan

*Pedestrian Project Focus Areas: Uptown*

**North Park**

With the majority of this large community laid out in a grid-like street network with a good mix of land uses, North Park has fairly high pedestrian activity throughout the community. The only area in the community that does not score high on the pedestrian priority model is the southeastern portion of the community where it is residential neighborhoods faced with steeper terrains and streets disconnected by canyons.

The entire northern portion of the community starting from North Park Way on the southern end is an attractive pedestrian environment. The land uses provide opportunities for people to live, work, and play in this area, and it benefits from its short blocks and consistent pedestrian facilities. It is common for people to park several blocks from their destination and walk. El Cajon Boulevard, Adams Avenue, 30th Street, and a portion of North Park Way are designated as Corridor Sidewalk areas. University Avenue is a combination of District and Corridor Sidewalk. An array of Connector Sidewalks are spread throughout this portion of the community. There are several connections provided over I-805 to areas to the east. Texas Street provides the only connection further north to the Mission Valley area. Since this community is set up on a mesa, this connection down to Mission Valley is steep and can be difficult for pedestrians to traverse.

The western border of the community where it meets Uptown has integrated pedestrian facilities that help the two communities maintain pedestrian paths of travel. Park Boulevard separates the communities, but also serves high levels of pedestrian activity. This is partly due to the seamless transition between the communities. In the southern portion of the community, most pedestrian activity stays around the 30th Street corridor, with the surrounding residential areas seeing less activity. Switzer Canyon severs many of the connections near the southern border of the community, with 30th and 32nd Streets being the largest connections. Redwood Street and Upas Street provide pedestrian connections to Balboa Park, which hosts various trails and recreation activities.

The pedestrian planning effort identified many locations in the community where curb ramps are not provided. Lack of curb ramps creates accessibility issues and can be a deterrent for pedestrians. The City should continue to look for opportunities to implement missing curb ramps to improve accessibility where feasible.

Throughout the residential areas in the community, a landscape buffer is provided to separate pedestrians from the travel lanes. This provides an area for pedestrians to access their cars without impeding on the sidewalk, as well as provide opportunities for shade, protection, and aesthetics. While a buffer is not provided along the collectors and majors in the community, landscaping is still incorporated into the sidewalks where possible for the same reasons.

**Figure 18** illustrates the planned pedestrian network for the North Park community.

There are no major planned and funded pedestrian facility improvement projects known, but the pedestrian planning effort provides some recommendations on project focus areas and potential improvement projects. The project focus areas for the North Park community identified in the pedestrian planning effort document are illustrated in **Figure 19** and described below. As these areas are looked at for the community plan update, potential pedestrian facility improvements that should be considered for implementation are provided.

***Focus Areas***

The segments described below were identified as a focus area in the pedestrian planning effort. Potential pedestrian improvement measures were identified and included in the pedestrian planning effort for each of these areas. To supplement the information obtained in the pedestrian planning effort, additional improvement measures are provided as described below for each pedestrian planning effort focus area.

#### North Park Focus Area: El Cajon Boulevard between Park Boulevard and I-805

This segment of El Cajon Boulevard was identified as a focus area in the pedestrian planning effort document. The following discusses planned improvement measures recommended for the segment.

- This is a commercial corridor that also experiences large vehicle and transit demand. It is a six lane roadway that makes it difficult for pedestrians to cross at unsignalized intersections and requires long green times for crossing at signalized intersections. The planned transit improvements along El Cajon Boulevard would provide similar benefits that Park Boulevard experienced, providing median refuge areas for pedestrians, signalized intersections throughout the corridor, and improved pedestrian facilities throughout.

#### North Park Focus Area: University Avenue between Park Boulevard and I-805

This segment of University Avenue was identified as a focus area in the pedestrian planning effort document. The following are additional improvement measures recommended for the segment.

- This is a commercial corridor that experiences a mix of all modes of travel. It provides regular crossings at signalized intersections. Pedestrian countdown signals and/or pedestrian phasing should be installed. The sidewalk on the south side of the street between Park Boulevard and Florida Street should be improved to include a buffer from vehicles and widened if feasible. There is existing sidewalk on the north side of the street in this stretch that transitions to nothing halfway through and is not used. That unused sidewalk space would be beneficial as extra width for the active sidewalk on the south side. Corner bulb-outs should be considered at the intersections with Arnold Avenue and Pershing Avenue. Potential transit improvements along this corridor could be an impetus for improving pedestrian facilities as well.

#### North Park Focus Area: Park Boulevard between Upas Street and Meade Avenue

This segment of Park Boulevard was identified as a focus area in the pedestrian planning effort document. The following describes recent changes to and provides additional improvement measures recommended for the segment.

- Park Boulevard provides wide sidewalks often times buffered by landscaping. It supports all modes of travel, typically has on-street parking, and is a wide roadway to cross. The BRT project that recently was completed on Park Boulevard improved the pedestrian facilities along Park Boulevard between University Avenue and El Cajon Boulevard by providing new pedestrian crossing areas, pedestrian refuge areas mid-block, and new curb ramps and other supporting facilities. Corner bulb-outs should be considered at the intersections with Upas Street and Myrtle Avenue.

### North Park Focus Area: Florida Street between Upas Street and Polk Avenue

This segment of Florida Street was identified as a focus area in the pedestrian planning effort document. The following are additional improvement measures recommended for the segment.

- Florida Street provides one of the few roadway connections to Balboa Park on the south end, connects to popular commercial areas on the north end, and runs through residential neighborhoods in between. It is a two lane roadway with on-street parking that can experience some heavier traffic volumes than most residential streets. Crosswalks should be striped at some of the major all-way stop intersections to emphasize high pedestrian activity levels. Pedestrian countdown signals and/or pedestrian phasing at signals should be installed. Pedestrian ramps should be provided on all corners within this area.

### North Park Focus Area: Texas Street between Wightman Street and Meade Avenue

This segment of Texas Street was identified as a focus area in the pedestrian planning effort document. The following are additional improvement measures recommended for the segment.

- This section of Texas Street is a two lane roadway that experiences high traffic volumes with its access between Mission Valley and North Park. It is a busy street with on-street parking, residential driveways, transit stops, and high traffic volumes. The sidewalks have a landscape buffer to separate them from the traveled way which helps pedestrians feel protected from the busy street. Corner bulb-out and crosswalks should be considered at some of the unsignalized intersections along this section to emphasize pedestrians are in the area. Pedestrian countdown signals and/or pedestrian phasing at signals should be installed at the signalized intersections. Pedestrian ramps should be provided on all corners within this area.

### North Park Focus Area: 30th Street between Upas Street and Adams Avenue

This segment of 30th Street was identified as a focus area in the pedestrian planning effort document. The following are additional improvement measures recommended for the segment.

- Between Upas Street and Adams Avenue is a long section of 30th Street that has varying characteristics. Pedestrian activity levels are consistently high, though, with some more intense areas near Adams Avenue, University Avenue, and Upas Street. Pedestrian ramps should be provided on all corners within this area. Corner bulb-outs already exist at the intersection with Adams Avenue and should be considered at the intersections with Howard Avenue, North Park Way, and Dwight Street. Pedestrian countdown signals and/or pedestrian phasing at signals should be installed at the signalized intersections.
- The pedestrian crossings at Upas Street are currently inadequate, as the crossing on the east side of the intersection feeds directly to the parking lot for Jack-in-the-box. The crossing on the west side of the intersection does not have a curb ramp on the south side, or even a sidewalk connection at all. This intersection is a busy all-way stop controlled intersection with the intersection of Dale Street less than 100 feet to the west

which further complicates the issue. In addition, the offset intersection immediately to the east (also Upas Street and 30th Street) has long crossings at an all-way stop-controlled intersection. This area should be reconfigured as shown in **Figure 20**.

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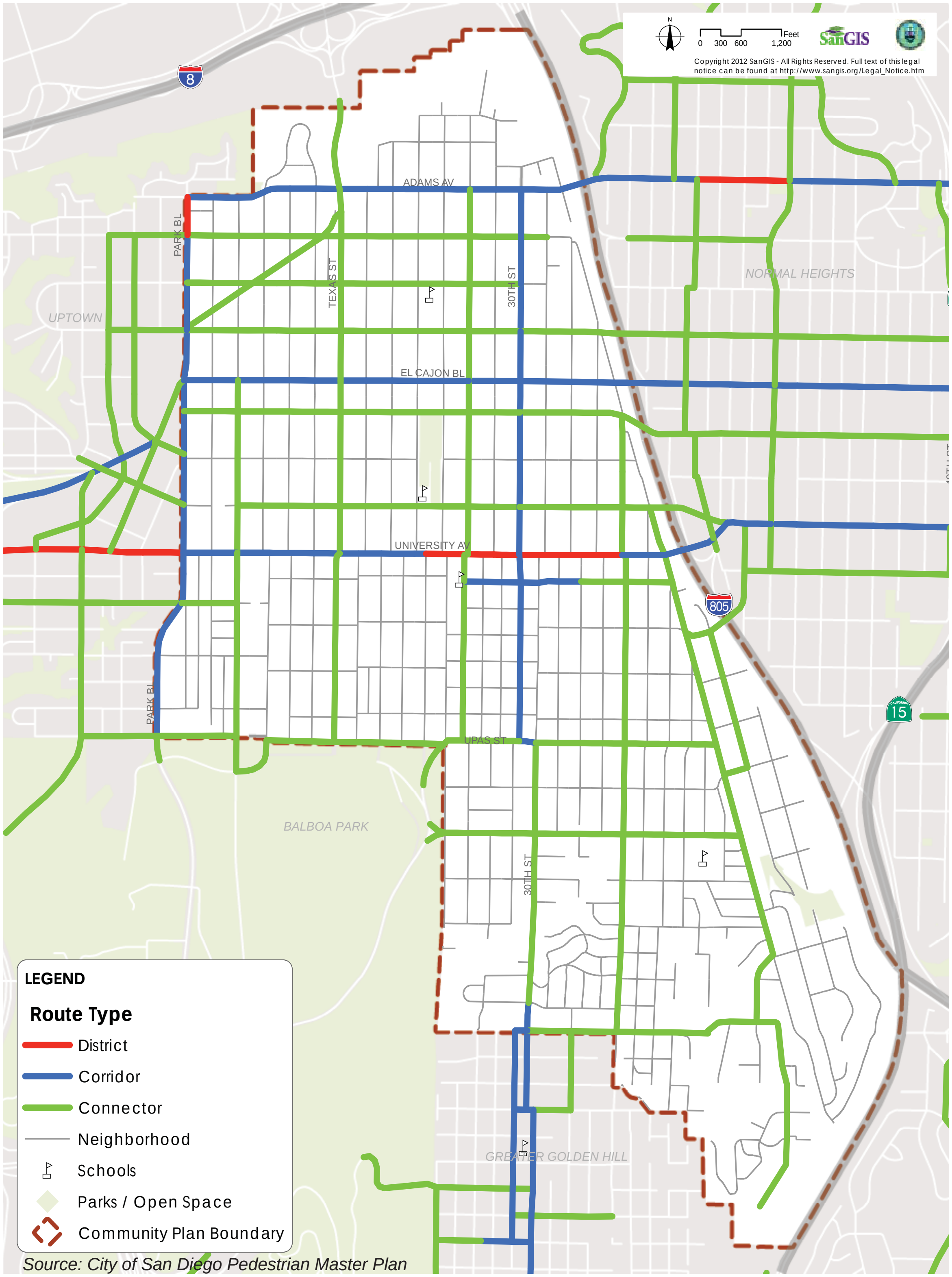
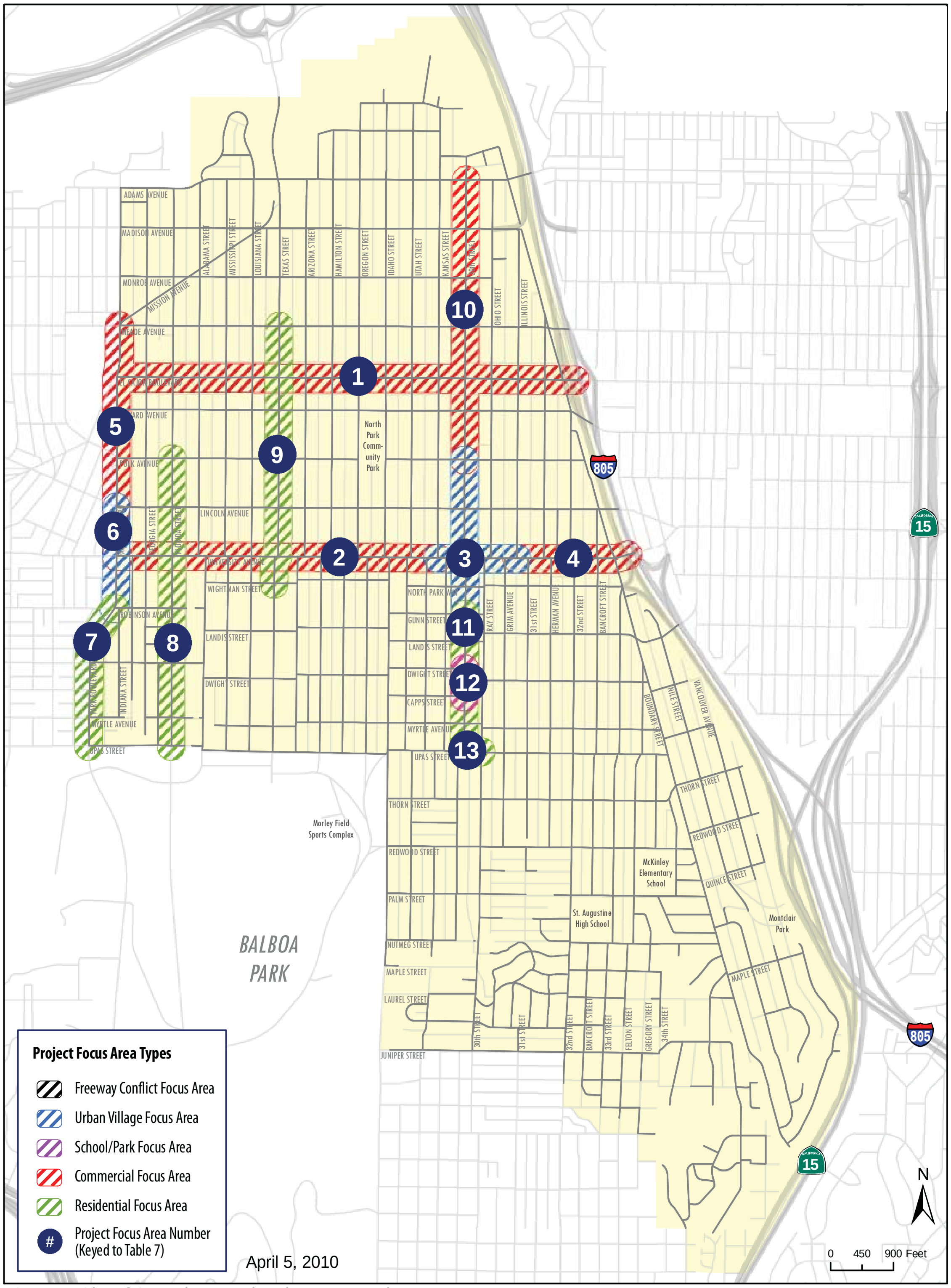
*Figure 18*



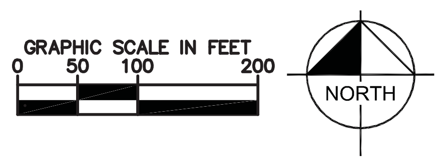

*Source: City of San Diego Pedestrian Master Plan*

*Pedestrian Routes: North Park*




*Source: City of San Diego Pedestrian Master Plan*

*Pedestrian Project Focus Areas: North Park*


CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

# 30TH ST AND UPAS ST PEDESTRIAN IMPROVEMENT CONCEPT

## Golden Hill

With its vicinity to Balboa Park, downtown San Diego, and adjacent walkable communities, Golden Hill is an active pedestrian community. Despite its challenges with steep grades that can make it difficult for long pedestrian trips, the grid-like street network and variety of land uses makes it attractive for pedestrians.

The entire area of the community west of 30th Street and south of A Street rated high on the pedestrian priority model. 25th Street is designated as a combination of District and Corridor Sidewalk, while several other roadways in that area were designated as Connector Sidewalks. 28th Street runs adjacent to Balboa Park and connects with trails and provides an excellent pedestrian environment on the west side of the street. It is designated as a combination of Connector and Corridor Sidewalk.

30th Street and Fern Street create a core commercial area in the community that draws a lot of pedestrian activity. They are both designated as Corridor Sidewalk north of Broadway. People like to park and walk around these neighborhoods to shop and dine. There are many events hosted in this area that encourage pedestrian involvement, such as the quarterly South Park Walkabouts.

On the east side of the community pedestrian activity is much lower as it is separated by canyons and more removed from retail and recreation attractions.

The pedestrian planning effort identified several locations where curb ramps are not provided, which creates accessibility issues. Some of these locations are along steep terrains where accessibility requirements cannot be met due to the grade of the adjacent roadway. The City should continue to look for opportunities to implement missing curb ramps to improve accessibility where feasible.

A landscape buffer is provided along most of the roadways in the community to separate pedestrians from the travel lanes. This provides an area for pedestrians to access their cars without impeding on the sidewalk, as well as provide opportunities for shade, protection, and aesthetics. This should continue to be encouraged with future developments and roadway improvements.

**Figure 21** illustrates the planned pedestrian network for the Golden Hill community.

There are no major planned and funded pedestrian facility improvement projects known, but the pedestrian planning effort document provides some recommendations on project focus areas and potential improvement projects. The project focus areas for the Golden Hill community identified in the pedestrian planning effort are illustrated in **Figure 22** and described below. As these areas are looked at for the community plan update, potential pedestrian facility improvements that should be considered for implementation are provided.

### *Focus Areas*

The segments described below were identified as a focus area in the pedestrian planning effort. Potential pedestrian improvement measures were identified and included in the pedestrian planning effort for each of these areas. To supplement the information obtained in the pedestrian planning effort, additional improvement measures are provided as described below for each pedestrian planning effort focus area.

### Golden Hill Focus Area: 19th Street between C and B Streets

This segment of 19th Street was identified as a focus area in the pedestrian planning effort document. The following are additional improvement measures recommended for the segment.

- This short segment of roadway has fine pedestrian facilities on both sides of the street. There is a wall running along the west side of the street that makes it difficult for vehicles to see approaching pedestrians. This is of particular concern at the intersection of C Street, where the two turning lanes of traffic have a free movement. A corner bulb-out should be considered here to give more visibility to the pedestrians. Pedestrian countdown signals and/or pedestrian phasing should be installed at the signalized intersection at B Street. Pedestrian ramps should be provided at the crosswalk locations.

### Golden Hill Focus Area: B Street between 19th and 20th Streets

This segment of B Street was identified as a focus area in the pedestrian planning effort document. The following are additional improvement measures recommended for the segment.

- This short segment of roadway has narrow sidewalks on both sides of the street, but the bigger concern is the intersections on either end of the segment. The intersection at 19th Street serves the freeway and already has limited the crossing locations to help with intersection operations and keep pedestrians on the designated sidewalks. Pedestrian countdown signals and/or pedestrian phasing should be installed at the signalized intersection at B Street. Pedestrian ramps should be provided at the crosswalk locations. The intersection at 20th Street is very wide and provides a long crossing for pedestrians. Just east of the intersection, B Street is a steep hill that is hard for pedestrians to traverse and can also lead to higher vehicle speeds and poor sight distance. Corner bulb-outs and a pedestrian crossing should be considered on the west side of the intersection to improve the situation.

### Golden Hill Focus Area: B Street between 24th Street and 26th Street

This segment of B Street was identified as a focus area in the pedestrian planning effort document. The following are additional improvement measures recommended for the segment.

- This portion of B Street is a two lane roadway with on-street parking that is used frequently and stop-controlled intersections. Improvements at 25th Street currently being implemented by the City will add corner bulb-outs and crosswalk markings to the intersection with B Street. These modifications will enhance the pedestrian crossings to improve safety and should further encourage pedestrian activity. Corner bulb-outs may also be beneficial at 24th Street.

### Golden Hill Focus Area: 25th Street between F Street and Balboa Park

This segment of 25th Street was identified as a focus area in the pedestrian planning effort document. The following describes planned improvements along this corridor.

- Improvements along 25th Street currently being implemented by the City will add corner bulb-outs at Broadway, C Street, and B Street, as well as new crosswalk markings at B Street. The project will also reduce the number of travel lanes on 25th Street from four lanes to two lanes, reducing potential conflicts with pedestrians. These modifications will enhance the pedestrian crossings to improve safety and should further encourage pedestrian activity.

### Golden Hill Focus Area: B Street between 29th and 30th Streets

This segment of B Street was identified as a focus area in the pedestrian planning effort document.

- This short segment of roadway has sidewalks with landscape buffers and fronts residential buildings. The sidewalks and curb ramps should be examined to determine if maintenance is necessary; otherwise, it adequately serves pedestrians in this area.

### Golden Hill Focus Area: C Street between 29th and Edgemont Streets

This segment of C Street was identified as a focus area in the pedestrian planning effort document.

- This short segment of roadway has sidewalks with landscape buffers and fronts residential buildings. The sidewalks and curb ramps should be examined to determine if maintenance is necessary; otherwise, it adequately serves pedestrians in this area.

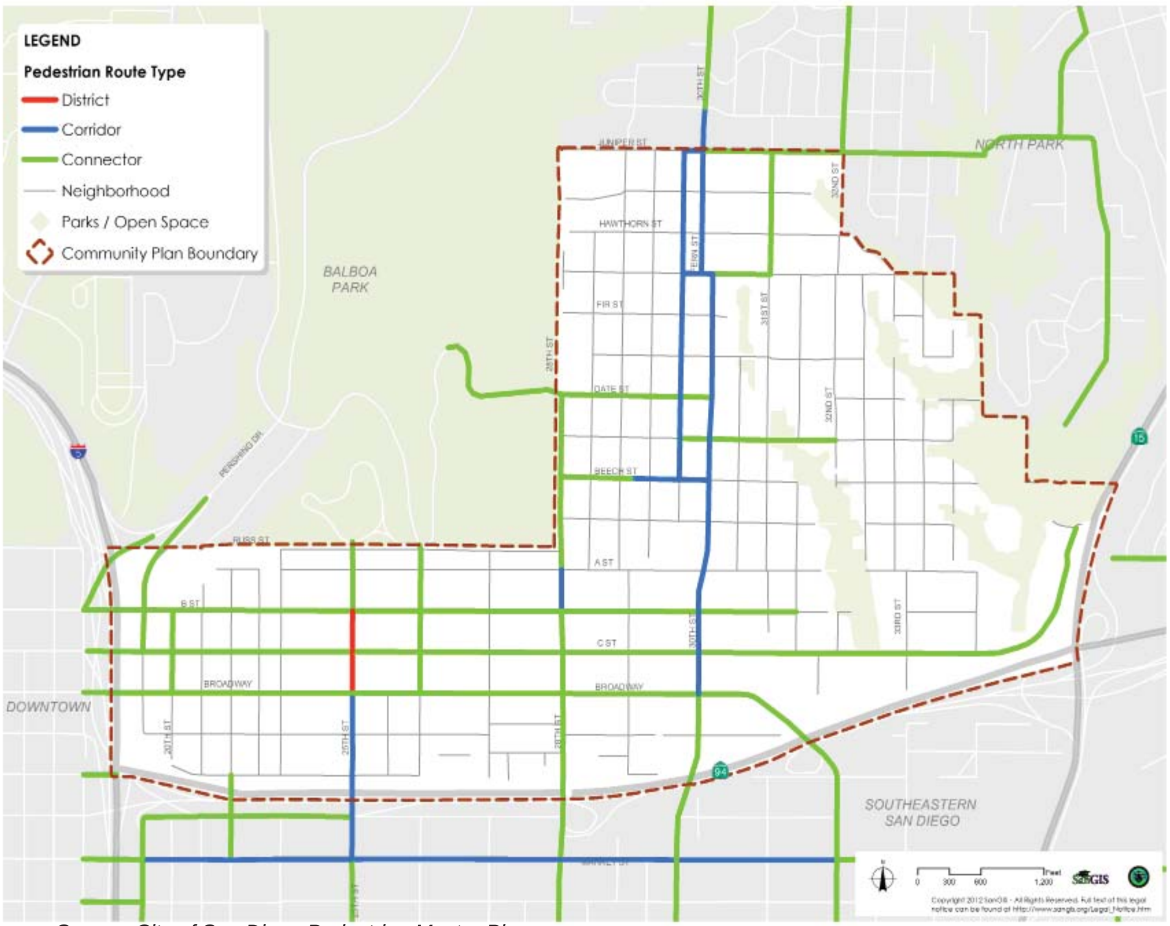
### Golden Hill Focus Area: 30th Street between Broadway and B Street

This segment of 30th Street was identified as a focus area in the pedestrian planning effort document. The following are additional improvement measures recommended for the segment.

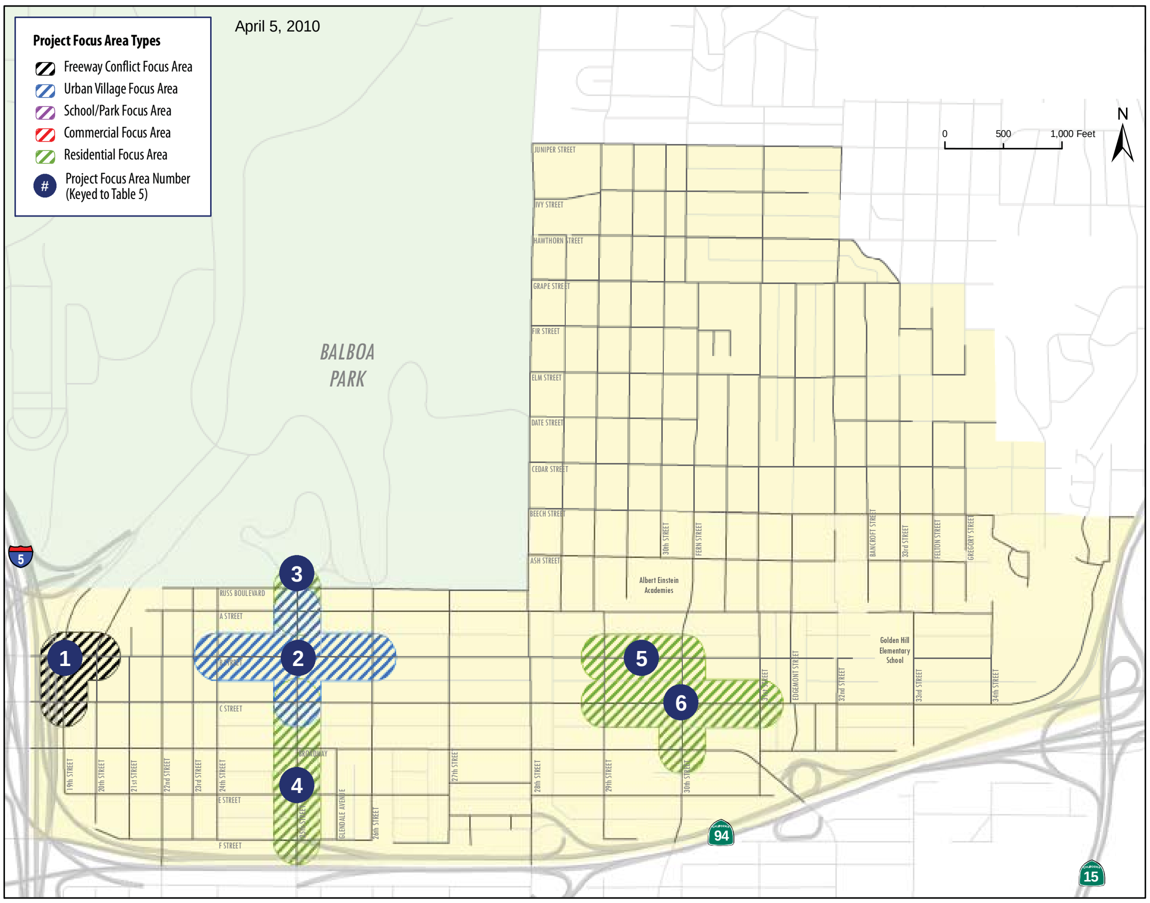
- This segment of roadway connects residential blocks and can experience high traffic volumes at times. Pedestrian ramps should be provided on all corners within this area. Pedestrian countdown signals and/or pedestrian phasing at signals should be installed.

## BEST PRACTICES: PEDESTRIAN FACILITIES

More information on best practices for implementing pedestrian facilities was prepared as part of this community plan update and is included in **Appendix B**.




*Source: City of San Diego Pedestrian Master Plan*




*Source: City of San Diego Pedestrian Master Plan*

*Pedestrian Project Focus Areas: Golden Hill*

# Street System

## YEAR 2035 MODEL DEVELOPMENT

A Year 2035 model was developed by the City of San Diego to reflect the change in traffic volumes associated with the proposed land use plan. The model used in this evaluation, 2035 Without Lane Reductions Alternative, represents Year 2035 Conditions with the existing roadway geometry in place.

### Land Use and Trip Generation

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. **Tables 6, 7, and 8** show the trip generation comparison for base year 2008, adopted community plan, and proposed Land Use plan for each of the communities. **Figures 23, 24** and **25** show the proposed Land Use Staff Alternatives for each community.

*Table 6. Model Trip Generation Comparison: Uptown*

| Land Use | 2008 | | | | Adopted | | | | Proposed | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Amount | | Person | Vehicle | Amount | | Person | Vehicle | Amount | | Person | Vehicle |
| ACTIVE PARK (AC) | 27.7 | acre | 2098 | 1382 | 27.7 | acre | 2100 | 1381 | 47.7 | acre | 3616 | 2378 |
| ARTERIAL COMMERCIAL | 869.6 | ksf | 47664 | 34620 | 791.2 | ksf | 43366 | 31499 | 752.5 | ksf | 41239 | 29954 |
| AUTO DEALERSHIP {KSF) | 6.9 | ksf | 490 | 346 | 0 | ksf | 0 | 0 | 0 | ksf | 0 | 0 |
| AUTO RENTAL SERV (LS-KSF) | 4.5 | ls-ksf | 78 | 57 | 0 | ls-ksf | 0 | 0 | 0 | ls-ksf | 0 | 0 |
| AUTO REPAIR (KSF) | 48.7 | ksf | 1388 | 1007 | 12.5 | ksf | 354 | 257 | 12.5 | ksf | 354 | 257 |
| Carwash (F service-site) | 1.0 | site | 1269 | 922 | 0 | site | 0 | 0 | 0 | site | 0 | 0 |
| CHURCH (NO DAY-CARE KSF) | 345.4 | ksf | 2247 | 1724 | 343.1 | ksf | 2232 | 1712 | 343.1 | ksf | 2232 | 1712 |
| CHURCH (W/DAY-CARE KSF) | 114.3 | ksf | 2229 | 1713 | 80.5 | ksf | 1570 | 1207 | 80.5 | ksf | 1570 | 1207 |
| CHURCH (W/O DAYCARE-AC) | 1.0 | acre | 41 | 32 | 1 | acre | 40 | 30 | 1 | acre | 40 | 30 |
| COMMUNICATION OR UTILITY | 3.0 | ksf | 9 | 8 | 2.9 | ksf | 9 | 7 | 2.9 | ksf | 9 | 7 |
| COMMUNITY COMMERCIAL (KSF) | 107.6 | ksf | 10617 | 7513 | 1829 | ksf | 180476 | 127713 | 1833.9 | ksf | 181011 | 128093 |
| CONVALESCENT/NURSING (BED) | 23.0 | bed | 90 | 67 | 23 | bed | 90 | 67 | 23 | bed | 90 | 67 |
| CONVALESCENT/NURSING (BED) | 105.0 | bed | 410 | 304 | 104 | bed | 406 | 301 | 104 | bed | 406 | 301 |
| CORPORATE HEADQTRS/SING(KSF) | 19.9 | ksf | 259 | 199 | 0 | ksf | 0 | 0 | 0 | ksf | 0 | 0 |
| DAY CARE/PRE-SCHOOL (STU) | 70.0 | stu | 427 | 352 | 0 | stu | 0 | 0 | 0 | stu | 0 | 0 |
| DMV (KSF) | 15.5 | ksf | 3703 | 2678 | 15.5 | ksf | 3703 | 2678 | 15.5 | ksf | 3703 | 2678 |
| DRINKING PLACE (KSF) | 20.3 | ksf | 3643 | 2646 | 5.8 | ksf | 1043 | 758 | 5.8 | ksf | 1043 | 758 |
| DRUG STORE (KSF) | 58.7 | ksf | 7281 | 5288 | 58.7 | ksf | 7281 | 5288 | 58.7 | ksf | 7281 | 5288 |
| ELEMENTARY SCHOOL (STU) | 2519.0 | stu | 13099 | 7319 | 3062 | stu | 15923 | 8897 | 3062 | stu | 15923 | 8897 |
| FINAN INST(W/O-DR/THR-KSF) | 24.0 | ksf | 4670 | 3392 | 24 | ksf | 4670 | 3392 | 24 | ksf | 4670 | 3392 |
| FINANCIAL INST(W DR/THR-KSF) | 49.0 | ksf | 12739 | 9252 | 49 | ksf | 12739 | 9252 | 49 | ksf | 12739 | 9252 |
| FIRE OR POLICE STATION | 3.0 | site | 927 | 684 | 3 | site | 927 | 684 | 3 | site | 927 | 684 |
| FURNITURE STORE (KSF) | 56.5 | ksf | 470 | 340 | 8.1 | ksf | 67 | 49 | 8.1 | ksf | 67 | 49 |
| GAS STA W MART/CARWASH(PUMP) | 12.0 | pump | 2549 | 1856 | 12 | pump | 2549 | 1856 | 12 | pump | 2549 | 1856 |

*Table 6. Model Trip Generation Comparison: Uptown (cont.)*

| Land Use | 2008 | | | | Adopted | | | | Proposed | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Amount | | Person | Vehicle | Amount | | Person | Vehicle | Amount | | Person | Vehicle |
| GAS STATION W FMART (PUMP) | 52.0 | pump | 10686 | 7782 | 52 | pump | 10686 | 7782 | 52 | pump | 10686 | 7782 |
| GOV'T OFFICE/CENTER(KSF) | 11.1 | ksf | 454 | 341 | 0 | ksf | 0 | 0 | 0 | ksf | 0 | 0 |
| HIGH RISE OFFICE (KSF) | 140.8 | ksf | 2845 | 2255 | 140.8 | ksf | 2845 | 2255 | 140.8 | ksf | 2845 | 2255 |
| HIGH-RISE HOTEL (ROOM) | 74.0 | room | 1199 | 739 | 74 | room | 1199 | 739 | 74 | room | 1199 | 739 |
| HOSPITAL-GENERAL (KSF) | 499.5 | ksf | 13987 | 10308 | 499.5 | ksf | 13987 | 10308 | 499.5 | ksf | 13987 | 10308 |
| INACTIVE USE | 438.9 | 0 | 0 | 0 | 413.5 | 0 | 0 | 0 | 408.5 | 0 | 0 | 0 |
| LIBRARY (KSF) | 4.5 | ksf | 333 | 226 | 4.5 | ksf | 333 | 226 | 4.5 | ksf | 333 | 226 |
| LIGHT INDUSTRY (KSF) | 1.2 | ksf | 22 | 18 | 0 | ksf | 0 | 0 | 0 | ksf | 0 | 0 |
| LOW-RISE HOTEL/MOTEL-ROOM | 795.0 | room | 11606 | 7145 | 146 | room | 2132 | 1313 | 146 | room | 2132 | 1313 |
| LR OFFICE (10.1k-20k-KSF) | 439.6 | ksf | 15247 | 11741 | 398.1 | ksf | 14981 | 11535 | 398.1 | ksf | 13809 | 10633 |
| LR OFFICE (20.1k-35k-KSF) | 321.7 | ksf | 9649 | 7431 | 321.7 | ksf | 9649 | 7431 | 321.7 | ksf | 9649 | 7431 |
| LR OFFICE (35.1K-75K KSF) | 158.3 | ksf | 4274 | 3291 | 158.3 | ksf | 4274 | 3291 | 158.3 | ksf | 4274 | 3291 |
| LR OFFICE (50.1k-75k-KSF) | 163.8 | ksf | 4029 | 3102 | 111.8 | ksf | 2750 | 2117 | 111.8 | ksf | 2750 | 2117 |
| LR OFFICE (5K-10K KSF) | 383.9 | ksf | 15766 | 12142 | 123.1 | ksf | 4825 | 3715 | 93.1 | ksf | 3825 | 2944 |
| LR OFFICE (U 5K KSF) | 474.3 | ksf | 24039 | 18513 | 96.4 | ksf | 4826 | 3715 | 90.1 | ksf | 4568 | 3517 |
| MARKET OPEN 16HR/DAY (KSF) | 5.6 | ksf | 3871 | 2811 | 5.6 | ksf | 3871 | 2811 | 5.6 | ksf | 3871 | 2811 |
| MARKET OPEN 24HR/DAY (KSF) | 4.8 | ksf | 4628 | 3360 | 4.8 | ksf | 4628 | 3360 | 4.8 | ksf | 4628 | 3360 |
| MEDICAL OFFICE (KSF) | 206.8 | ksf | 13844 | 10661 | 236.1 | ksf | 15813 | 12178 | 294.1 | ksf | 19430 | 14911 |
| MONASTERY (ksf) | 3.6 | ksf | 6 | 5 | 0 | ksf | 0 | 0 | 0 | ksf | 0 | 0 |
| MOVIE THEATER (KSF) | 15.6 | ksf | 1785 | 1218 | 15.6 | ksf | 1785 | 1218 | 15.6 | ksf | 1785 | 1218 |
| MULTI-FAMILY (O 20DU/AC) | 14329.0 | du | 123231 | 86510 | 28504 | du | 245134 | 172097 | 26379 | du | 226856 | 159265 |
| MULTI-FAMILY (U 20DU/AC) | 549.0 | du | 6259 | 4392 | 466 | du | 5314 | 3728 | 473 | du | 5394 | 3784 |
| NEIGHBORHOOD COMM (KSF) | 65.4 | ksf | 11075 | 7838 | 39.4 | ksf | 6666 | 4718 | 39.4 | ksf | 6666 | 4718 |
| NURSERY (KSF) | 5.3 | ksf | 291 | 211 | 4.5 | ksf | 245 | 178 | 4.5 | ksf | 245 | 178 |
| OTHER CHILD SCHOOL(KSF) | 13.4 | ksf | 629 | 519 | 13.4 | ksf | 629 | 519 | 13.4 | ksf | 629 | 519 |

*Table 6. Model Trip Generation Comparison: Uptown (cont.)*

| Land Use | 2008 | | | Adopted | | | Proposed | | |
|---|---|---|---|---|---|---|---|---|---|
| | Amount | Person | Vehicle | Amount | Person | Vehicle | Amount | Person | Vehicle |
| OTHER GROUP QUARTERS | 4.3 acre | 19 | 13 | 1 acre | 4 | 3 | 1 acre | 4 | 3 |
| OTHER GROUP QUARTERS (DU) | 1.0 du | 5 | 4 | 0 du | 0 | 0 | 0 du | 0 | 0 |
| OTHER HEALTH CARE (KSF) | 603.3 ksf | 40658 | 30192 | 541.7 ksf | 36506 | 27109 | 541.7 ksf | 36506 | 27109 |
| OTHER PUBLIC SERVICE | 0.7 ksf | 289 | 208 | 0 ksf | 0 | 0 | 0 ksf | 0 | 0 |
| OTHER RECREATION-LOW | 2.9 ksf | 19 | 13 | 2.4 ksf | 16 | 11 | 0 ksf | 0 | 0 |
| OTHER RETAIL COMM. (KSF) | 52.5 ksf | 2876 | 2090 | 8.2 ksf | 449 | 326 | 8.2 ksf | 449 | 326 |
| OTHER SCHOOL (STU) | 125.0 stu | 438 | 361 | 125 stu | 438 | 361 | 125 stu | 438 | 361 |
| OTHER UNIV./COLLEGE (KSF) | 850.0 ksf | 1700 | 1382 | 0 ksf | 0 | 0 | 0 ksf | 0 | 0 |
| PARKING | 28.5 acre | 0 | 0 | 9.3 acre | 0 | 0 | 3.4 acre | 0 | 0 |
| POST OFFICE W/MAIL DROP(KSF) | 15.9 ksf | 6882 | 4783 | 15.9 ksf | 6882 | 4783 | 15.9 ksf | 6882 | 4783 |
| RBALL/TENNIS/HEALTH(KSF) | 18.0 ksf | 1030 | 703 | 18 ksf | 1030 | 703 | 18 ksf | 1030 | 703 |
| RESTAURANT (FAST-FOOD KSF) | 22.2 ksf | 21512 | 15627 | 22.2 ksf | 21512 | 15627 | 22.2 ksf | 21512 | 15627 |
| RESTAURANT (SIT-DOWN KSF) | 127.8 ksf | 22915 | 16644 | 103.7 ksf | 18597 | 13506 | 103.7 ksf | 18597 | 13506 |
| RESTUARANT (QUALITY-KSF) | 195.7 ksf | 26975 | 19593 | 183.1 ksf | 25246 | 18337 | 168.1 ksf | 23180 | 16837 |
| RETIREMENT/SENIOR HOME (DU) | 0.0 du | 0 | 0 | 84 du | 479 | 336 | 84 du | 479 | 336 |
| RETIREMENT/SENIOR HOME(DU) | 140.0 du | 798 | 560 | 154 du | 878 | 616 | 154 du | 878 | 616 |
| RIGHT-OF-WAY | 756.9 ksf | 0 | 0 | 732.1 ksf | 0 | 0 | 740 ksf | 0 | 0 |
| SCHOOL DISTRICT OFF (ksf) | 139.9 ksf | 5722 | 4387 | 139.9 ksf | 5722 | 4387 | 139.9 ksf | 5722 | 4387 |
| SINGLE FAMILY (DETACHED) | 4762.0 du | 60952 | 42536 | 4252 du | 54424 | 37981 | 4284 du | 54835 | 38264 |
| SINGLE-MULTI UNIT | 2770.0 du | 31581 | 22039 | 1286 du | 14657 | 10234 | 1155 du | 13167 | 9193 |
| SPECIALTY COMMERCIAL(KSF) | 46.5 ksf | 2573 | 1822 | 2.5 ksf | 141 | 100 | 19 ksf | 2287 | 1656 |
| SPORT FACILITY-IN (AC) | 0.2 acre | 10 | 7 | 0 acre | 0 | 0 | 0 acre | 0 | 0 |
| SUPERMARKET (KSF) | 63.8 ksf | 13212 | 9597 | 19.3 ksf | 3999 | 2905 | 19.3 ksf | 3999 | 2905 |
| UCSD Hospital (ksf) | 183.9 ksf | 4967 | 3659 | 183.9 ksf | 4967 | 3659 | 368 ksf | 9934 | 7320 |
| UNDER CONTRUCTION | 2.4 acre | 14 | 11 | 0 acre | 0 | 0 | 0 acre | 0 | 0 |
| WAREHOUSING (KSF) | 18.5 ksf | 111 | 93 | 0 ksf | 0 | 0 | 0 ksf | 0 | 0 |
| **Grand Total** | **34594.6 0.0** | **643410** | **462584** | **46166 0** | **832064** | **593246** | **44137 0** | **818929** | **584112** |

*Table 7. Model Trip Generation Comparison: North Park*

| Land Use | 2008 | | | | Adopted | | | | Proposed | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Amount | | Person | Vehicle | Amount | | Person | Vehicle | Amount | | Person | Vehicle |
| ACTIVE PARK (AC) | 15.5 | acre | 1174 | 773 | 15.5 | acre | 1175 | 773 | 16 | acre | 1213 | 798 |
| ARTERIAL COMMERCIAL (KSF) | 1163.9 | ksf | 63508 | 46126 | 608.3 | ksf | 33336 | 24213 | 608.3 | ksf | 33336 | 24213 |
| AUTO DEALERSHIP {KSF) | 32.3 | ksf | 2287 | 1621 | 0.6 | ksf | 42 | 30 | 0.6 | ksf | 42 | 30 |
| AUTO PART SALE (KSF) | 18.7 | ksf | 1650 | 1198 | 0 | ksf | 0 | 0 | 0 | ksf | 0 | 0 |
| AUTO RENTAL SERV (LS-KSF) | 2.8 | ls-ksf | 49 | 36 | 0 | ls-ksf | 0 | 0 | 0 | ls-ksf | 0 | 0 |
| AUTO REPAIR (KSF) | 82.6 | ksf | 2350 | 1703 | 14.4 | ksf | 407 | 296 | 14.4 | ksf | 407 | 296 |
| CAR-WASH (SELF-WASH STALL) | 8 | stalls | 1098 | 797 | 0 | stalls | 0 | 0 | 0 | stalls | 0 | 0 |
| CASINO (ksf) | 0.3 | ksf | 4 | 3 | 0 | ksf | 0 | 0 | 0 | ksf | 0 | 0 |
| CHURCH (NO DAY-CARE KSF) | 358.2 | ksf | 2331 | 1791 | 358.2 | ksf | 2331 | 1791 | 358.2 | ksf | 2331 | 1791 |
| CLINIC (KSF) | 0 | ksf | 0 | 0 | 1 | ksf | 44 | 33 | 1 | ksf | 44 | 33 |
| COMMUNICATION OR UTILITY | 1 | acre | 3 | 3 | 1 | acre | 3 | 2 | 1 | acre | 3 | 2 |
| COMMUNITY COMMERCIAL (KSF) | 12.6 | ksf | 1242 | 879 | 637.5 | ksf | 62927 | 44531 | 613.8 | ksf | 60587 | 42876 |
| CONVALESCENT/NURSING (BED) | 12 | bed | 47 | 35 | 12 | bed | 47 | 35 | 12 | bed | 47 | 35 |
| DAY CARE/PRE-SCHOOL (STU) | 250 | stu | 1525 | 1259 | 250 | stu | 1525 | 1259 | 250 | stu | 1525 | 1259 |
| DRINKING PLACE (KSF) | 29.6 | ksf | 5283 | 3838 | 10.7 | ksf | 1905 | 1384 | 10.7 | ksf | 1905 | 1384 |
| DRUG STORE (KSF) | 37.7 | ksf | 4676 | 3397 | 37.7 | ksf | 4676 | 3397 | 37.7 | ksf | 4676 | 3397 |
| ELEMENTARY SCHOOL (STU) | 1282 | stu | 6667 | 3725 | 1897 | stu | 9865 | 5512 | 1897 | stu | 9865 | 5512 |
| FINAN INST(W/O-DR/THR-KSF) | 20.3 | ksf | 3951 | 2870 | 20.3 | ksf | 3951 | 2870 | 20.3 | ksf | 3951 | 2870 |
| FINANCIAL INST(W DR/THR-KSF) | 11.7 | ksf | 3039 | 2207 | 11.7 | ksf | 3039 | 2207 | 11.7 | ksf | 3039 | 2207 |
| FIRE OR POLICE STATION | 0 | site | 0 | 0 | 1 | site | 309 | 228 | 1 | site | 309 | 228 |
| FURNITURE STORE (KSF) | 47.1 | ksf | 391 | 283 | 2 | ksf | 17 | 12 | 2 | ksf | 17 | 12 |
| GAS STATION W FMART (PUMP) | 56 | pump | 11508 | 8379 | 56 | pump | 11508 | 8379 | 56 | pump | 11508 | 8379 |
| GOV'T OFFICE/CENTER(KSF) | 15.5 | ksf | 632 | 475 | 0 | ksf | 0 | 0 | 0 | ksf | 0 | 0 |
| HIGH RISE OFFICE (KSF) | 2.8 | ksf | 57 | 45 | 0 | ksf | 0 | 0 | 0 | ksf | 0 | 0 |
| HOSPITAL-GENERAL (KSF) | 75.7 | ksf | 2120 | 1562 | 75.7 | ksf | 2120 | 1562 | 75.7 | ksf | 2120 | 1562 |
| INACTIVE USE | 175.3 | acre | 0 | 0 | 167.6 | acre | 0 | 0 | 165.4 | acre | 0 | 0 |
| LIBRARY (KSF) | 18.8 | ksf | 1386 | 939 | 18.8 | ksf | 1386 | 939 | 18.8 | ksf | 1386 | 939 |
| LIGHT INDUSTRY (KSF) | 17.4 | ksf | 319 | 263 | 0 | ksf | 0 | 0 | 0 | ksf | 0 | 0 |
| LOW-RISE HOTEL/MOTEL-ROOM | 217 | room | 3168 | 1950 | 205 | room | 2993 | 1842 | 205 | room | 2993 | 1842 |
| LR OFFICE (10.1k-20k-KSF) | 97.2 | ksf | 3373 | 2598 | 97.2 | ksf | 3373 | 2598 | 83.6 | ksf | 2901 | 2234 |
| LR OFFICE (20.1k-35k-KSF) | 25.2 | ksf | 756 | 582 | 25.2 | ksf | 756 | 582 | 25.2 | ksf | 756 | 582 |
| LR OFFICE (35.1K-75K KSF) | 44.6 | ksf | 1204 | 927 | 44.6 | ksf | 1204 | 927 | 44.6 | ksf | 1204 | 927 |
| LR OFFICE (5K-10K KSF) | 81 | ksf | 3335 | 2568 | 81 | ksf | 3335 | 2568 | 81 | ksf | 3335 | 2568 |

Table 7. Model Trip Generation Comparison: North Park (cont.)

| Land Use | 2008 | | | | Adopted | | | | Proposed | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Amount | | Person | Vehicle | Amount | | Person | Vehicle | Amount | | Person | Vehicle |
| LR OFFICE (U 5K KSF) | 73.4 | ksf | 3725 | 2869 | 73.4 | ksf | 3725 | 2869 | 73.4 | ksf | 3725 | 2869 |
| MARKET OPEN 16HR/DAY (KSF) | 78.5 | ksf | 54237 | 39395 | 78.5 | ksf | 54237 | 39395 | 78.5 | ksf | 54237 | 39395 |
| MARKET OPEN 24HR/DAY (KSF) | 9.8 | ksf | 9421 | 6843 | 9.8 | ksf | 9421 | 6843 | 9.8 | ksf | 9421 | 6843 |
| MEDICAL OFFICE (KSF) | 33 | ksf | 2217 | 1707 | 32 | ksf | 2147 | 1653 | 32 | ksf | 2147 | 1653 |
| MOVIE THEATER (KSF) | 23 | ksf | 2631 | 1796 | 23 | ksf | 2631 | 1796 | 23 | ksf | 2631 | 1796 |
| MULTI-FAMILY (O 20DU/AC) | 17330 | du/acre | 149041 | 104633 | 26946 | du/acre | 231739 | 162689 | 27947 | du/acre | 240346 | 168735 |
| MULTI-FAMILY (U 20DU/AC) | 1908 | du/acre | 21754 | 15264 | 2276 | du/acre | 25948 | 18209 | 2451 | du/acre | 27942 | 19609 |
| NEIGHBORHOOD COMM (KSF) | 45.2 | ksf | 7645 | 5411 | 45.2 | ksf | 7645 | 5411 | 45.2 | ksf | 7645 | 5411 |
| NURSERY (KSF) | 0.2 | ksf | 11 | 8 | 0 | ksf | 0 | 0 | 0 | ksf | 0 | 0 |
| OTHER GROUP QUARTERS (DU) | 13 | du | 67 | 48 | 13 | du | 67 | 48 | 12 | du | 62 | 44 |
| OTHER HEALTH CARE (KSF) | 66.5 | ksf | 4497 | 3339 | 66.5 | ksf | 4497 | 3339 | 66.5 | ksf | 4497 | 3339 |
| OTHER PUBLIC SERVICE | 0.9 | acre | 292 | 213 | 0.3 | acre | 119 | 86 | 0.3 | acre | 119 | 86 |
| OTHER RECREATION-HIGH | 2.8 | acre | 161 | 109 | 2.6 | acre | 153 | 104 | 2.6 | acre | 153 | 104 |
| OTHER RETAIL COMM. (KSF) | 1.5 | ksf | 81 | 59 | 0 | ksf | 0 | 0 | 0 | ksf | 0 | 0 |
| PARKING | 12.3 | acre | 0 | 0 | 4.9 | acre | 0 | 0 | 4.8 | acre | 0 | 0 |
| POST OFFICE W/MAIL DROP(KSF) | 6.2 | ksf | 2683 | 1865 | 0 | ksf | 0 | 0 | 0 | ksf | 0 | 0 |
| PUBLIC STORAGE(KSF) | 20.3 | ksf | 49 | 41 | 0 | ksf | 0 | 0 | 0 | ksf | 0 | 0 |
| RBALL/TENNIS/HEALTH(KSF) | 12.7 | ksf | 726 | 495 | 12.7 | ksf | 726 | 495 | 12.7 | ksf | 726 | 495 |
| RESTAURANT (FAST-FOOD KSF) | 29.4 | ksf | 28433 | 20652 | 29.4 | ksf | 28433 | 20652 | 29.4 | ksf | 28433 | 20652 |
| RESTAURANT (SIT-DOWN KSF) | 104.2 | ksf | 18680 | 13569 | 104.2 | ksf | 18680 | 13569 | 104.2 | ksf | 18680 | 13569 |
| RESTUARANT (QUALITY-KSF) | 76.7 | ksf | 10612 | 7709 | 76.7 | ksf | 10612 | 7709 | 76.7 | ksf | 10612 | 7709 |
| RIGHT-OF-WAY | 760.4 | acre | 0 | 0 | 760.4 | acre | 0 | 0 | 760.4 | acre | 0 | 0 |
| SENIOR HIGH SCHOOL(STU) | 1441 | stu | 5764 | 2594 | 1441 | stu | 5764 | 2594 | 1441 | stu | 5764 | 2594 |
| SINGLE FAMILY (DETACHED) | 5007 | du | 64085 | 44721 | 4633 | du | 59300 | 41384 | 4640 | du | 59390 | 41447 |
| SINGLE-MULTI UNIT | 961 | du | 10956 | 7646 | 614 | du | 7001 | 4885 | 614 | du | 7001 | 4885 |
| SPECIALTY COMMERCIAL(KSF) | 3.7 | ksf | 203 | 143 | 0 | ksf | 0 | 0 | 0 | ksf | 0 | 0 |
| SPORT FACILITY-IN (AC) | 0.3 | ksf | 15 | 10 | 0.3 | ksf | 14 | 9 | 0.3 | ksf | 14 | 9 |
| SUPERMARKET (KSF) | 86.5 | ksf | 17913 | 13011 | 86.5 | ksf | 17913 | 13011 | 86.5 | ksf | 17913 | 13011 |
| TIRE STORE (KSF) | 4.8 | ksf | 170 | 124 | 0 | ksf | 0 | 0 | 0 | ksf | 0 | 0 |
| UNDER CONTRUCTION | 0.7 | ksf | 4 | 3 | 0 | ksf | 0 | 0 | 0 | ksf | 0 | 0 |
| WAREHOUSING (KSF) | 5 | ksf | 30 | 25 | 0 | ksf | 0 | 0 | 0 | ksf | 0 | 0 |
| **Grand Total** | | | **545236** | **387134** | **41979.4** | | **643046** | **454720** | | | **650958** | **460231** |

*Table 8. Model Trip Generation Comparison: Golden Hill*

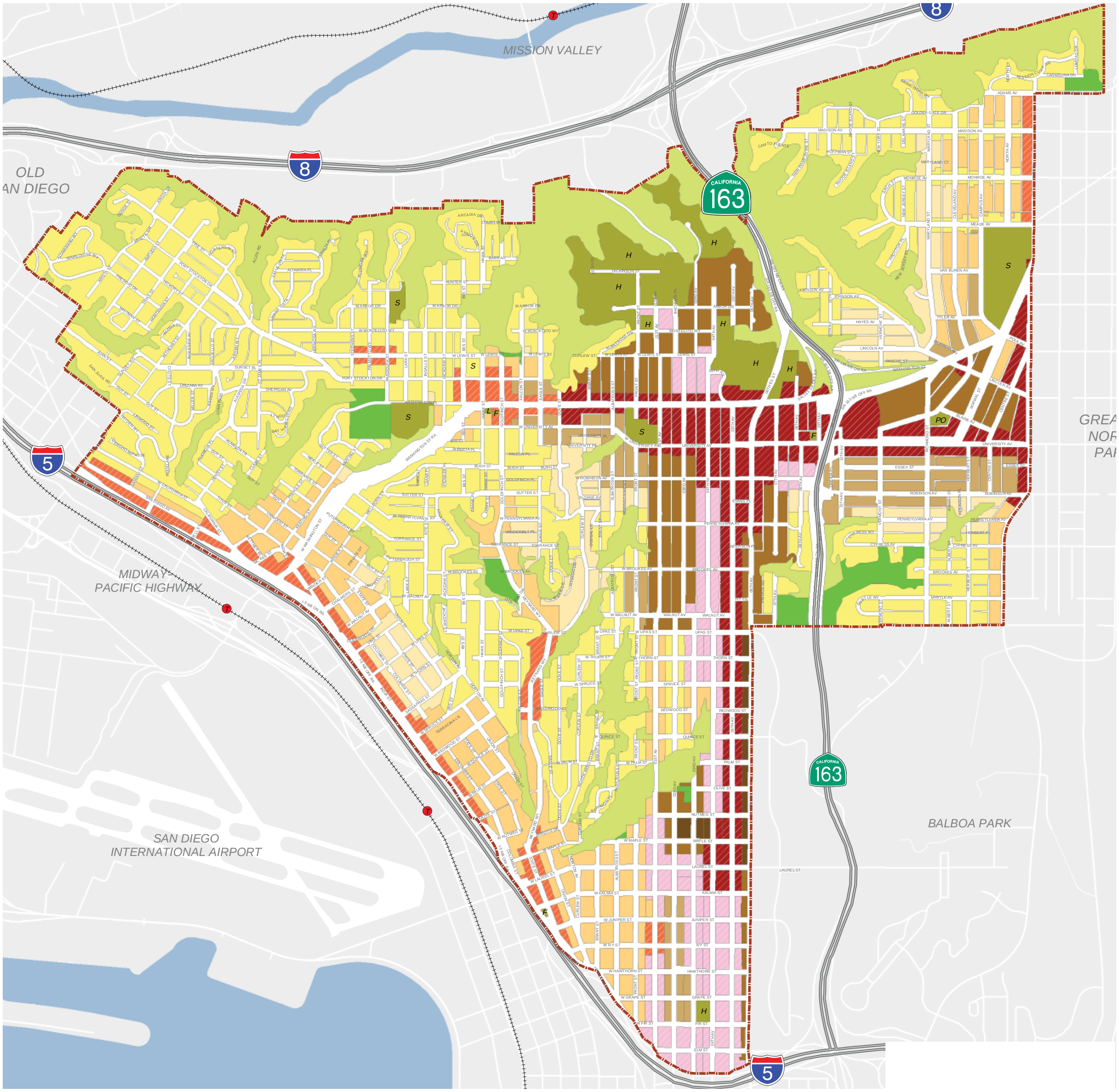
| Land Use | 2008 | | | | Adopted | | | | Proposed | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Amount | | Person | Vehicle | Amount | | Person | Vehicle | Amount | | Person | Vehicle |
| ARTERIAL COMMERCIAL (KSF) | 124.3 | ksf | 6803 | 4942 | 33.9 | ksf | 1867 | 1355 | 35.9 | ksf | 1979 | 1437 |
| AUTO REPAIR (KSF) | 6.2 | ksf | 176 | 128 | 2 | ksf | 57 | 41 | 2 | ksf | 57 | 41 |
| CHURCH (NO DAY-CARE KSF) | 44.5 | ksf | 290 | 222 | 44.5 | ksf | 290 | 222 | 44.5 | ksf | 290 | 222 |
| CHURCH (W/DAY-CARE KSF) | 21.4 | ksf | 417 | 321 | 21.4 | ksf | 417 | 321 | 21.4 | ksf | 417 | 321 |
| COMMUNITY COMMERCIAL (KSF) | 0 | ksf | 0 | 0 | 264 | ksf | 26058 | 18439 | 214.6 | ksf | 21197 | 14999 |
| CONVALESCENT/NURSING (KSF) | 32 | ksf | 317 | 235 | 28 | ksf | 278 | 205 | 28 | ksf | 278 | 205 |
| DRINKING PLACE (KSF) | 4.6 | ksf | 831 | 604 | 4.6 | ksf | 831 | 604 | 4.6 | ksf | 831 | 604 |
| ELEMENTARY SCHOOL (STU) | 949 | stu | 4935 | 2758 | 1226 | stu | 6375 | 3563 | 1226 | stu | 6375 | 3563 |
| ESTATE HOUSING (DU) | 1 | du | 17 | 12 | 1 | du | 17 | 12 | 1 | du | 17 | 12 |
| FIRE OR POLICE STATION | 1 | site | 309 | 228 | 1 | site | 309 | 228 | 1 | site | 309 | 228 |
| FURNITURE STORE (KSF) | 2.1 | ksf | 18 | 13 | 0 | ksf | 0 | 0 | 0 | ksf | 0 | 0 |
| GAS STATION W FMART (PUMP) | 12 | pump | 2466 | 1796 | 12 | pump | 2466 | 1796 | 12 | pump | 2466 | 1796 |
| INACTIVE USE | 109.2 | acre | 0 | 0 | 96.3 | acre | 0 | 0 | 54.3 | acre | 0 | 0 |
| LIGHT INDUSTRY (KSF) | 112.8 | ksf | 2053 | 1696 | 102.6 | ksf | 1867 | 1543 | 102.6 | ksf | 1867 | 1543 |
| LR OFFICE (10.1k-20k-KSF) | 14 | ksf | 486 | 374 | 14 | ksf | 486 | 374 | 14 | ksf | 486 | 374 |
| LR OFFICE (U 5K KSF) | 18.7 | ksf | 948 | 729 | 18.7 | ksf | 948 | 729 | 18.7 | ksf | 948 | 729 |
| MARKET OPEN 16HR/DAY (KSF) | 20.1 | ksf | 13816 | 10036 | 20.1 | ksf | 13816 | 10036 | 20.1 | ksf | 13816 | 10036 |
| MEDICAL OFFICE (KSF) | 4.5 | ksf | 300 | 231 | 4.5 | ksf | 300 | 231 | 4.5 | ksf | 300 | 231 |
| MULTI-FAMILY (O 20DU/AC) | 3903 | du/acre | 33565 | 23565 | 6389 | du/acre | 54946 | 38574 | 6365 | du/acre | 54738 | 38430 |
| MULTI-FAMILY (U 20DU/AC) | 237 | du/acre | 2702 | 1896 | 305 | du/acre | 3477 | 2441 | 305 | du/acre | 3477 | 2441 |
| NEIGHBORHOOD COMM (KSF) | 12.4 | ksf | 2104 | 1489 | 7.2 | ksf | 1221 | 864 | 17.2 | ksf | 2913 | 2062 |
| OTHER CHILD SCHOOL(KSF) | 6 | ksf | 281 | 232 | 0 | ksf | 0 | 0 | 0 | ksf | 0 | 0 |
| OTHER GROUP QUARTERS | 0.8 | acre | 3 | 3 | 0 | acre | 0 | 0 | 0 | acre | 0 | 0 |
| OTHER GROUP QUARTERS (DU) | 7 | du | 37 | 26 | 7 | du | 37 | 26 | 7 | du | 37 | 26 |
| OTHER HEALTH CARE (KSF) | 10.7 | ksf | 720 | 534 | 10.7 | ksf | 720 | 534 | 10.7 | ksf | 720 | 534 |
| OTHER PUBLIC SERVICE | 0.7 | ksf | 272 | 196 | 0 | ksf | 0 | 0 | 0 | ksf | 0 | 0 |
| OTHER RETAIL COMM. (KSF) | 2.1 | ksf | 114 | 83 | 2.1 | ksf | 114 | 83 | 2.1 | ksf | 114 | 83 |
| POST OFFICE W/MAIL DROP(KSF) | 3.8 | ksf | 1620 | 1126 | 0 | ksf | 0 | 0 | 0 | ksf | 0 | 0 |
| RESTAURANT (FAST-FOOD KSF) | 2.8 | ksf | 2657 | 1930 | 2.8 | ksf | 2657 | 1930 | 2.8 | ksf | 2657 | 1930 |

Table 8. Model Trip Generation Comparison: Golden Hill (cont.)

| Land Use | 2008 | | | | Adopted | | | | Proposed | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Amount | | Person | Vehicle | Amount | | Person | Vehicle | Amount | | Person | Vehicle |
| RESTAURANT (SIT-DOWN KSF) | 10.3 | ksf | 1855 | 1349 | 10.3 | ksf | 1855 | 1349 | 10.3 | ksf | 1855 | 1349 |
| RESTUARANT (QUALITY-KSF) | 6.4 | ksf | 879 | 638 | 6.4 | ksf | 879 | 638 | 6.4 | ksf | 879 | 638 |
| RETIREMENT/SENIOR HOME(DU) | 0 | du | 0 | 0 | 4 | du | 23 | 16 | 4 | du | 23 | 16 |
| RIGHT-OF-WAY | 227.6 | acre | 0 | 0 | 228 | acre | 0 | 0 | 228.2 | acre | 0 | 0 |
| SINGLE FAMILY (DETACHED) | 1356 | du | 17358 | 12110 | 1087 | du | 13914 | 9709 | 1114 | du | 14259 | 9950 |
| SINGLE-MULTI UNIT | 1564 | du | 17831 | 12441 | 844 | du | 9621 | 6713 | 844 | du | 9621 | 6713 |
| SPORT FACILITY-IN (AC) | 0.1 | acre | 5 | 3 | 0.1 | acre | 5 | 3 | 0.1 | acre | 5 | 3 |
| SUPERMARKET (KSF) | 36.1 | ksf | 7481 | 5433 | 36.1 | ksf | 7481 | 5433 | 36.1 | ksf | 7481 | 5433 |
| **Grand Total** | **8871.4** | | **124346** | **87900** | **10840.7** | | **154015** | **108535** | **10763.5** | | **150987** | **106389** |

Kimley»Horn

Figure 23




LEGEND

**Residential**
- Residential - Low
- Residential - Low Medium
- Residential - Medium
- Residential - Medium High
- Residential - High
- Residential - Very High

**Commercial, Employment, Retail, and Services**
- Community Commercial - Residential Permitted
- Neighborhood Commercial - Residential Permitted
- Office Commercial - Residential Permitted

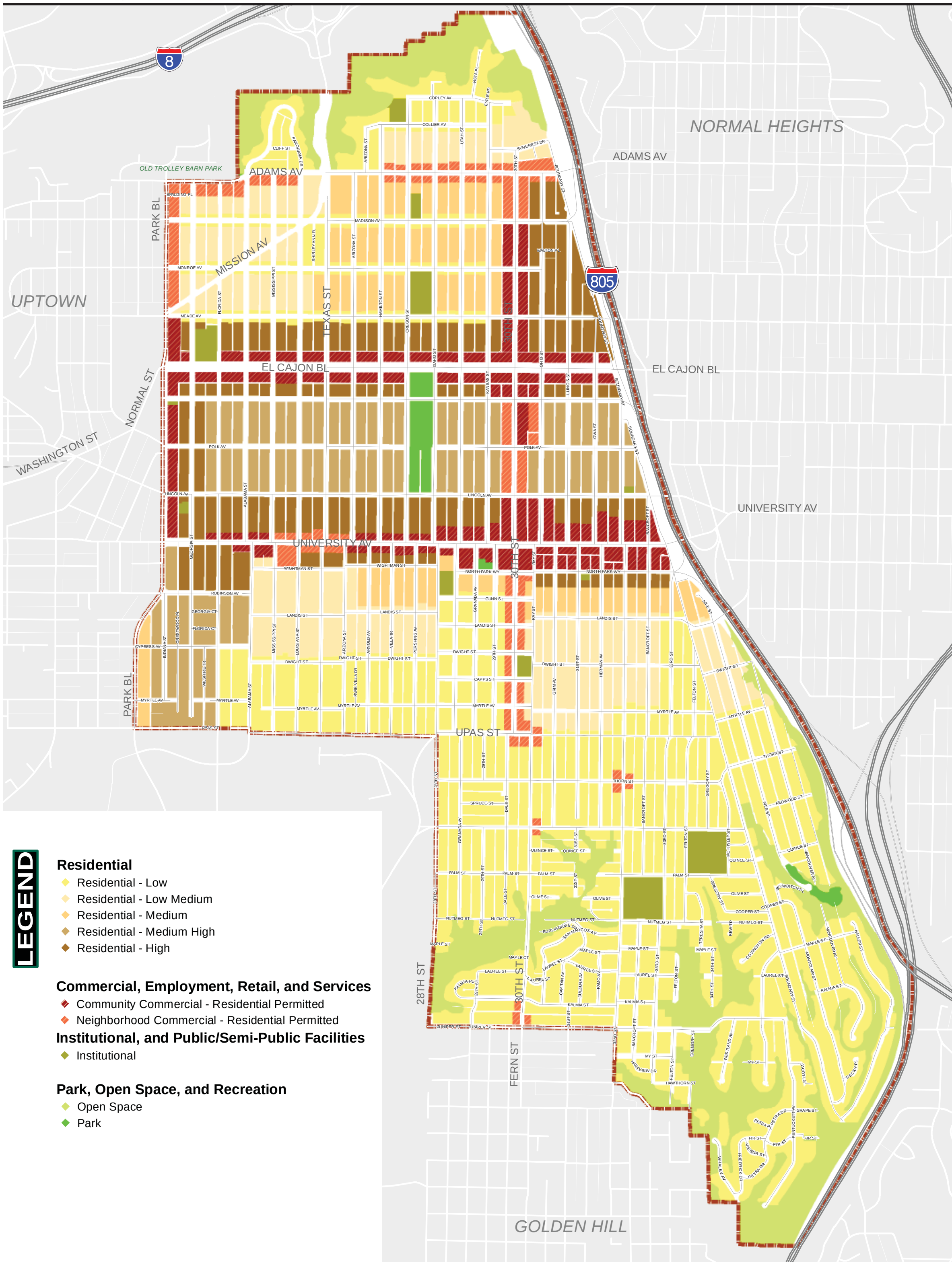
**Institutional, and Public/Semi-Public Facilities**
- Institutional

**Park, Open Space, and Recreation**
- Open Space
- Park

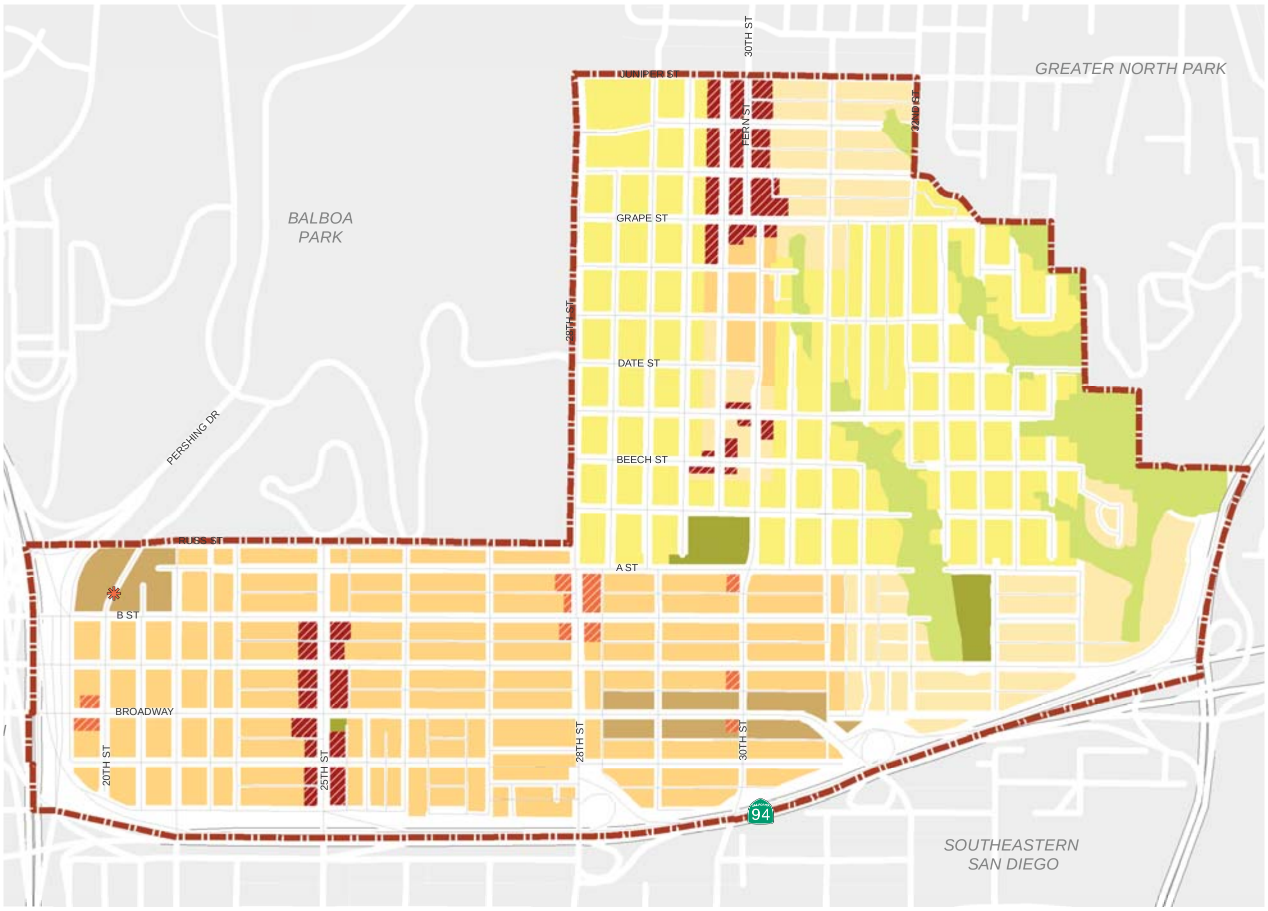
*Proposed Land Use: Uptown*

Kimley»Horn

Figure 24




*Proposed Land Use: North Park*





*Proposed Land Use: Golden Hill*

## FUTURE DAILY TRAFFIC VOLUMES

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.

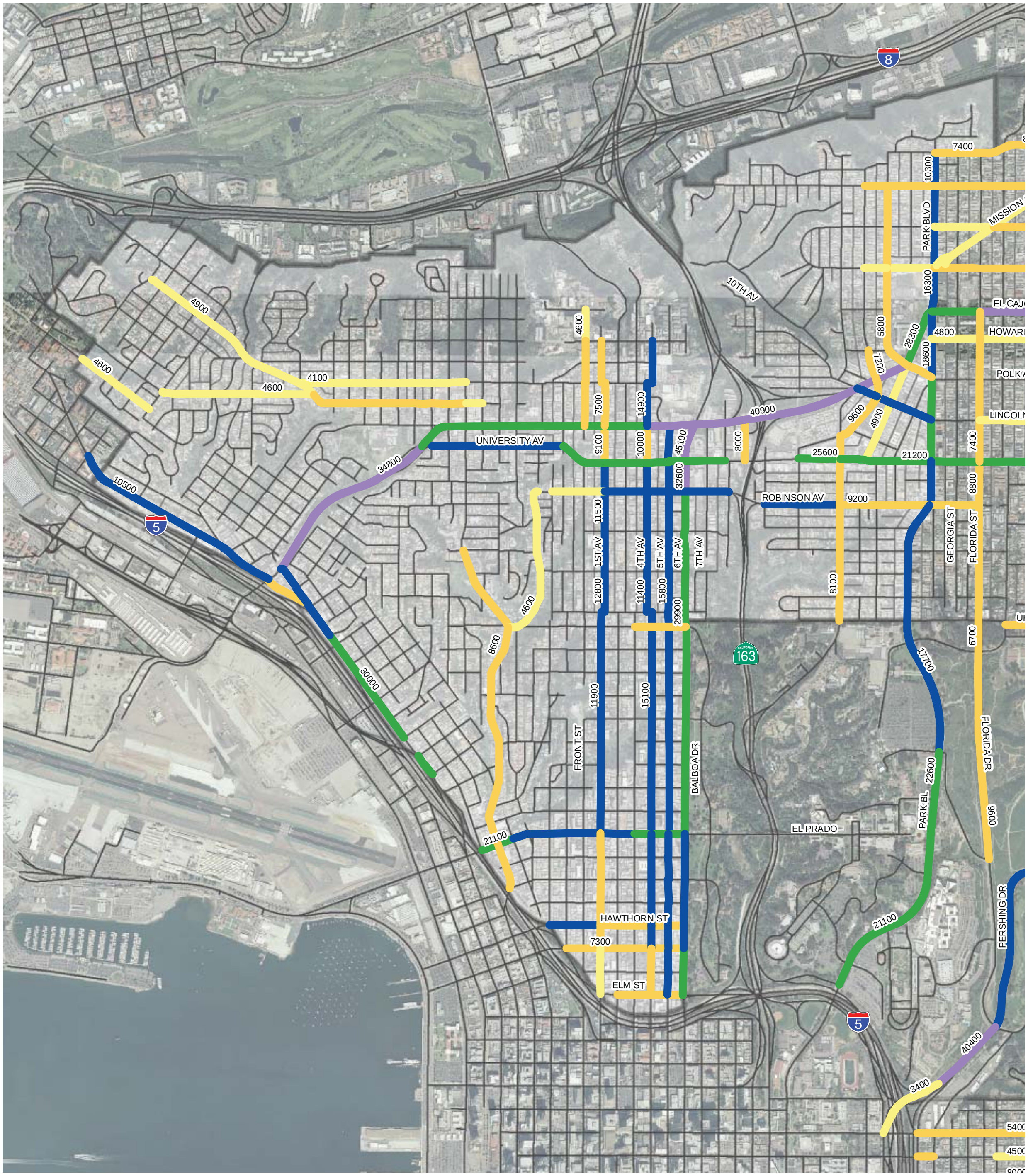
The post model adjustment details for the Year 2035 scenario are included in **Appendix A**. The resulting daily traffic volumes for Year 2035 are presented in **Figures 26, 27,** and **28**.

## FUTURE PEAK HOUR TRAFFIC VOLUMES

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 A**. Resulting peak hour intersection turning movements are presented in **Figures 29, 30** and **31**.

Kimley»Horn

Figure 26




LEGEND

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

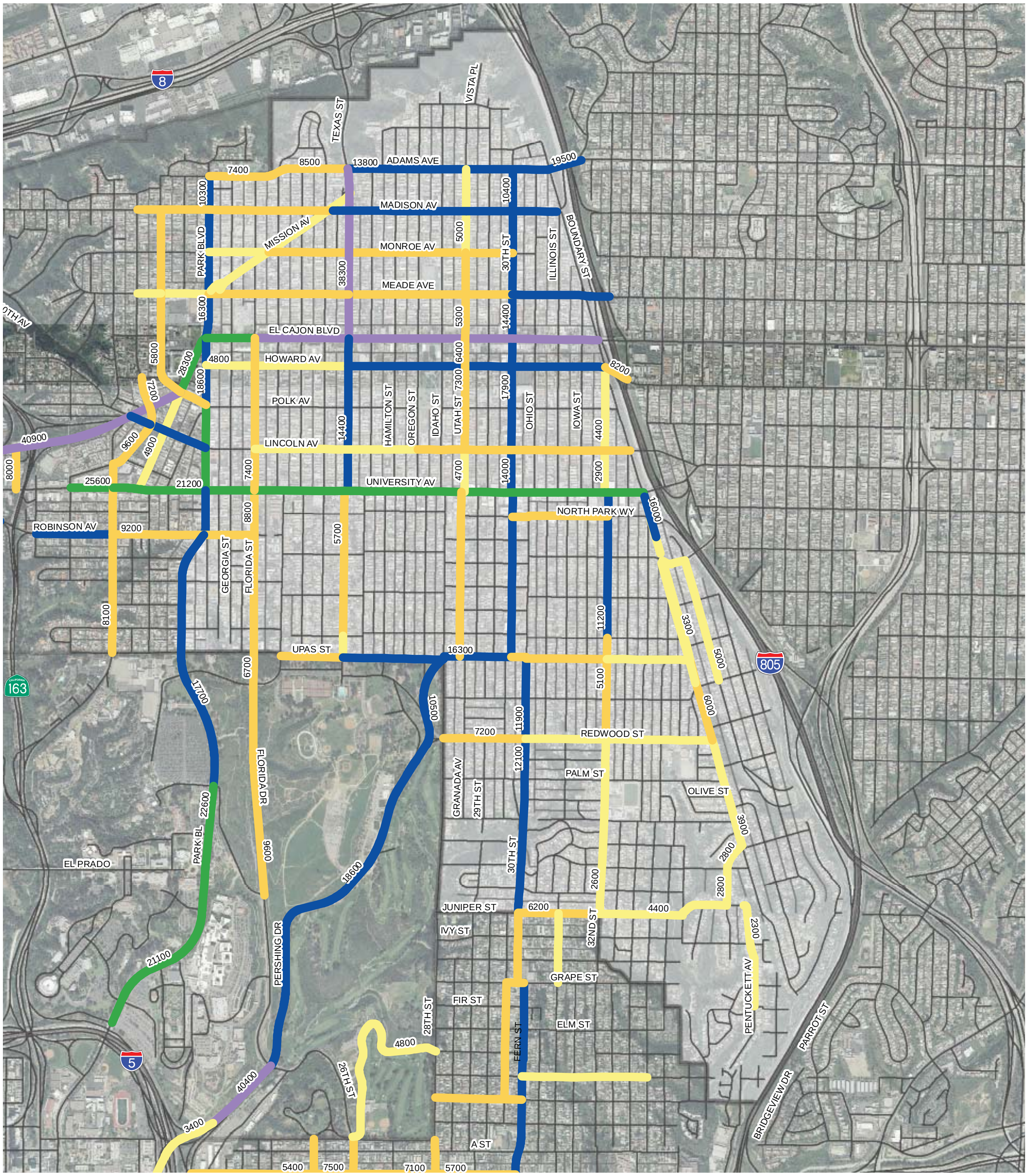
N

0 500 1,000 2,000 Feet

SanGIS



*Year 2035 Proposed Land Use Roadway ADT Volumes: Uptown*




LEGEND

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

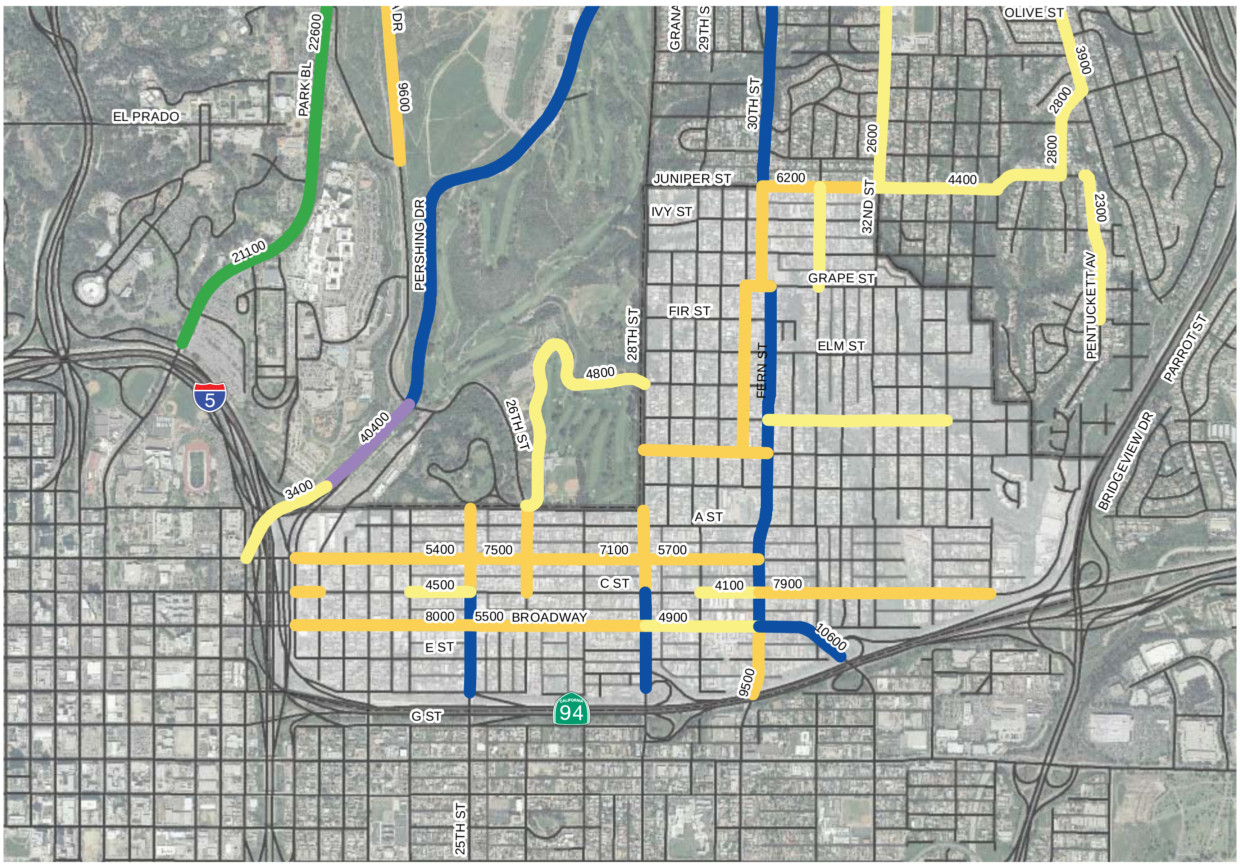
N

0 500 1,000 2,000 Feet

SanGIS



*Year 2035 Proposed Land Use Roadway ADT Volumes: North Park*



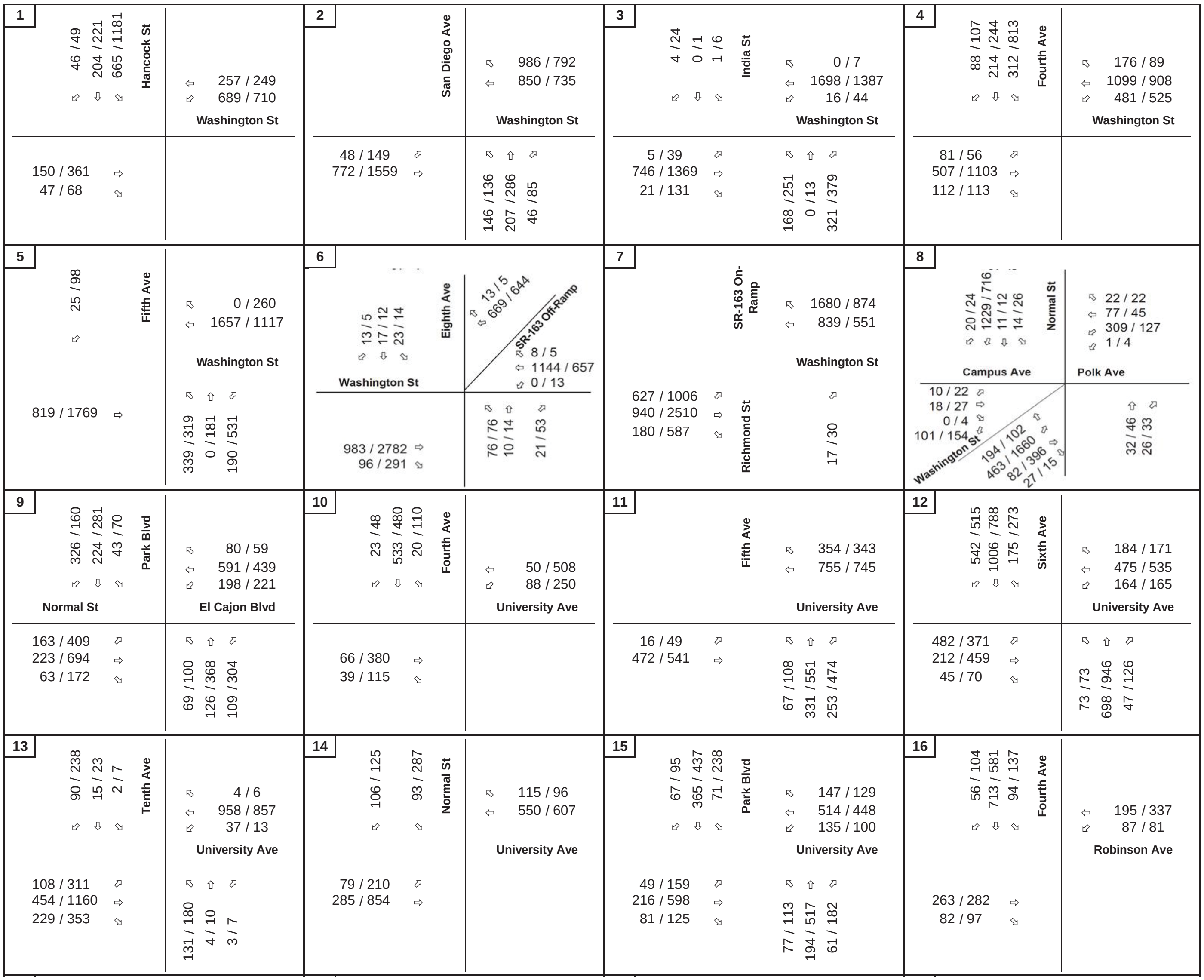

LEGEND
5000 or Less
5001 - 10000
10001 - 20000
20001 - 30000
Greater than 30000

N
0 500 1,000 2,000 Feet

SanGIS



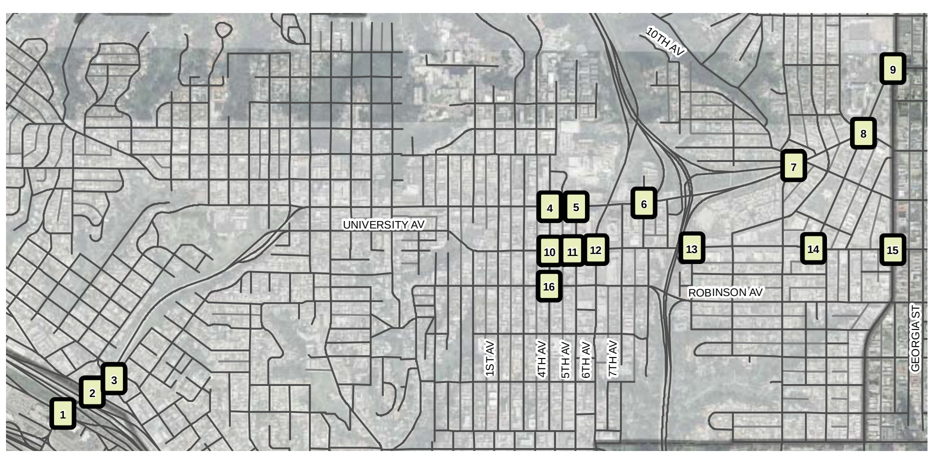
Year 2035 Proposed Land Use Roadway ADT Volumes: Golden Hill



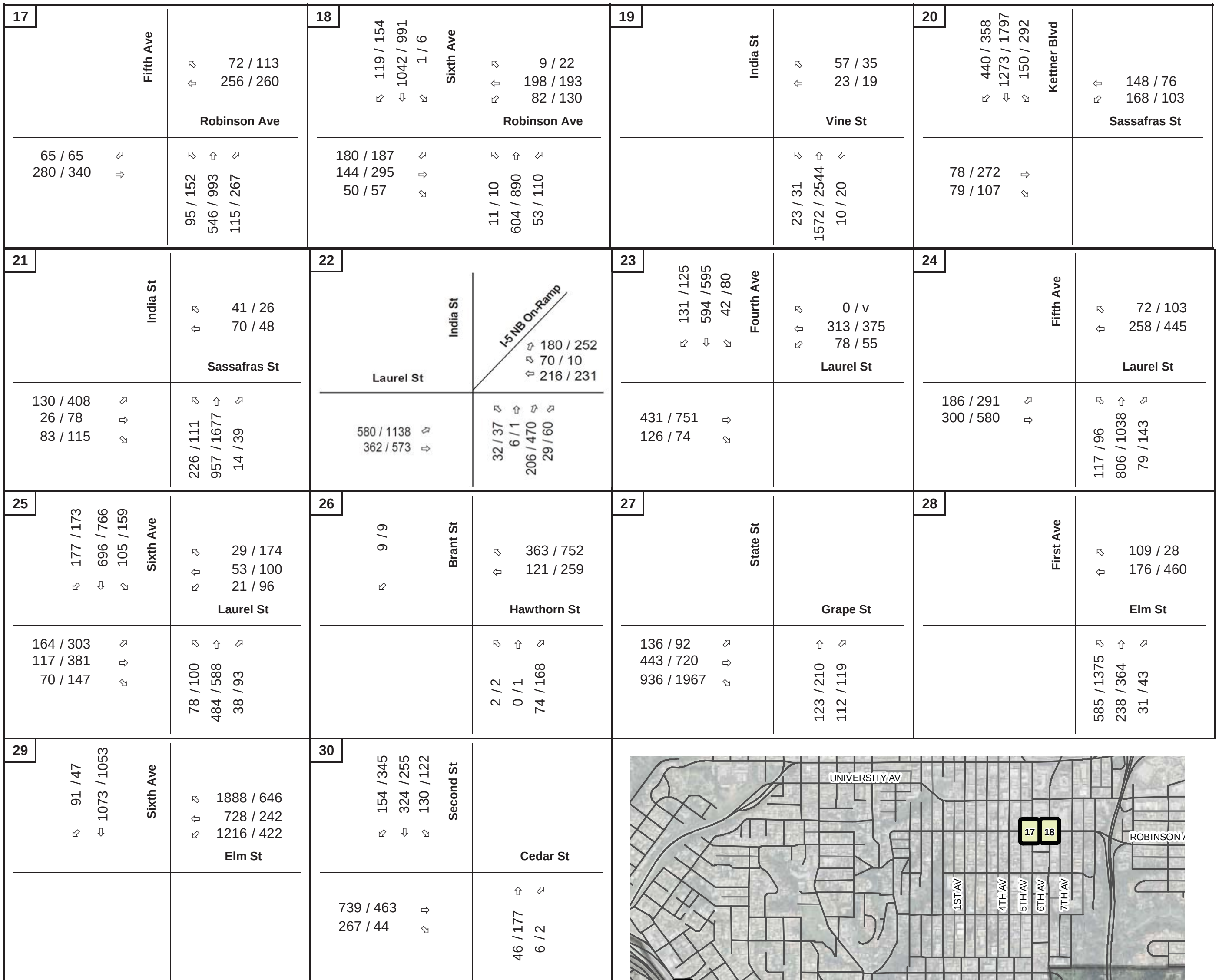

**Legend**

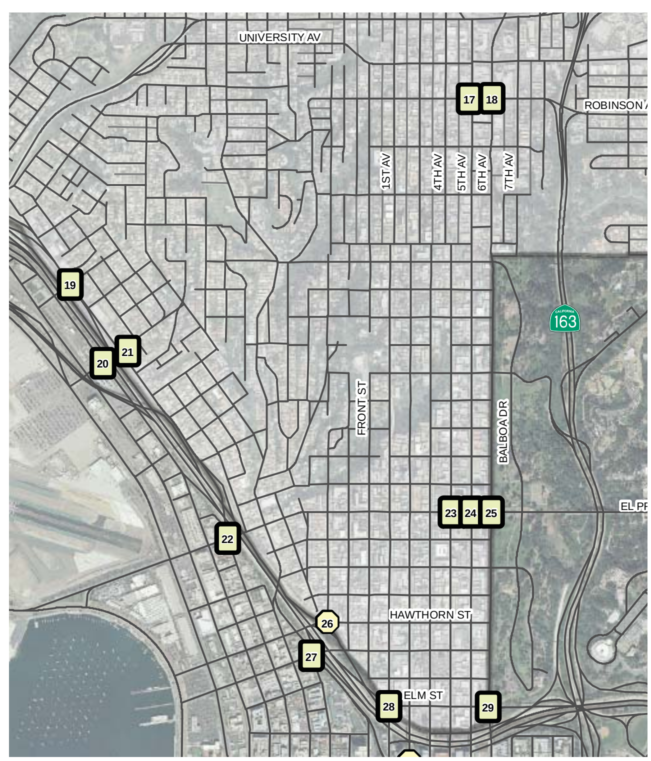
*X / Y = AM / PM PEAK HOUR TURNING VOLUMES*

SIGNAL




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




***Legend***

*X / Y = AM / PM PEAK HOUR TURNING VOLUMES*

SIGNAL

AWSC

TWSC

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

**31** — Texas St / Madison Ave

- Texas St (southbound): 69 / 192; 333 / 1116; 88 / 304
- Madison Ave (westbound): 503 / 272; 25 / 32; 12 / 12
- Eastbound: 419 / 353; 20 / 58; 10 / 20
- Northbound: 7 / 17; 824 / 744; 10 / 11

**32** — Texas St / El Cajon Blvd

- Texas St (southbound): 97 / 199; 161 / 631; 94 / 372
- El Cajon Blvd (westbound): 112 / 136; 707 / 648; 46 / 66
- Eastbound: 102 / 256; 368 / 907; 16 / 34
- Northbound: 65 / 47; 288 / 334; 23 / 61

**33** — 30th St / El Cajon Blvd

- 30th St (southbound): 50 / 99; 140 / 419; 144 / 210
- El Cajon Blvd (westbound): 102 / 110; 1020 / 1256; 82 / 198
- Eastbound: 34 / 105; 650 / 1326; 40 / 125
- Northbound: 71 / 132; 144 / 315; 80 / 141

**34** — I-805 SB Ramps / El Cajon Blvd

- I-805 SB Ramps (southbound): 427 / 1088; 2 / 6; 149 / 808
- El Cajon Blvd (westbound): 1182 / 1028; 190 / 350
- Eastbound: 904 / 1229; 568 / 780

**35** — I-805 NB Ramps / El Cajon Blvd

- El Cajon Blvd (westbound): 453 / 349; 702 / 974
- Eastbound: 661 / 395; 390 / 1692
- Northbound: 667 / 448; 4 / 2; 134 / 301

**36** — Texas St / University Ave

- Texas St (southbound): 115 / 112; 71 / 177; 43 / 225
- University Ave (westbound): 30 / 80; 386 / 553; 9 / 13
- Eastbound: 90 / 139; 262 / 720; 32 / 48
- Northbound: 124 / 61; 82 / 177; 11 / 32

**37** — 30th St / University Ave

- 30th St (southbound): 57 / 124; 197 / 547; 50 / 133
- University Ave (westbound): 49 / 84; 362 / 453; 110 / 151
- Eastbound: 75 / 146; 343 / 610; 36 / 81
- Northbound: 61 / 98; 190 / 414; 103 / 134

**38** — Boundary St / University Ave

- Boundary St (southbound): 1 / 3; 86 / 144; 29 / 39
- University Ave (westbound): 0 / 2; 466 / 641; 220 / 265
- Eastbound: 7 / 8; 875 / 926; 161 / 253
- Northbound: 125 / 166; 8 / 19; 121 / 271

**39** — I-805 NB Ramps / University Ave

- I-805 NB Ramps (southbound): 18 / 41; 73 / 44; 32 / 72
- University Ave (westbound): 16 / 22; 349 / 418; 340 / 192
- Eastbound: 11 / 15; 308 / 585; 719 / 644
- Northbound: 338 / 476; 114 / 204; 168 / 269

**40** — Boundary St / North Park Wy / I-805 SB Ramps / 33rd St

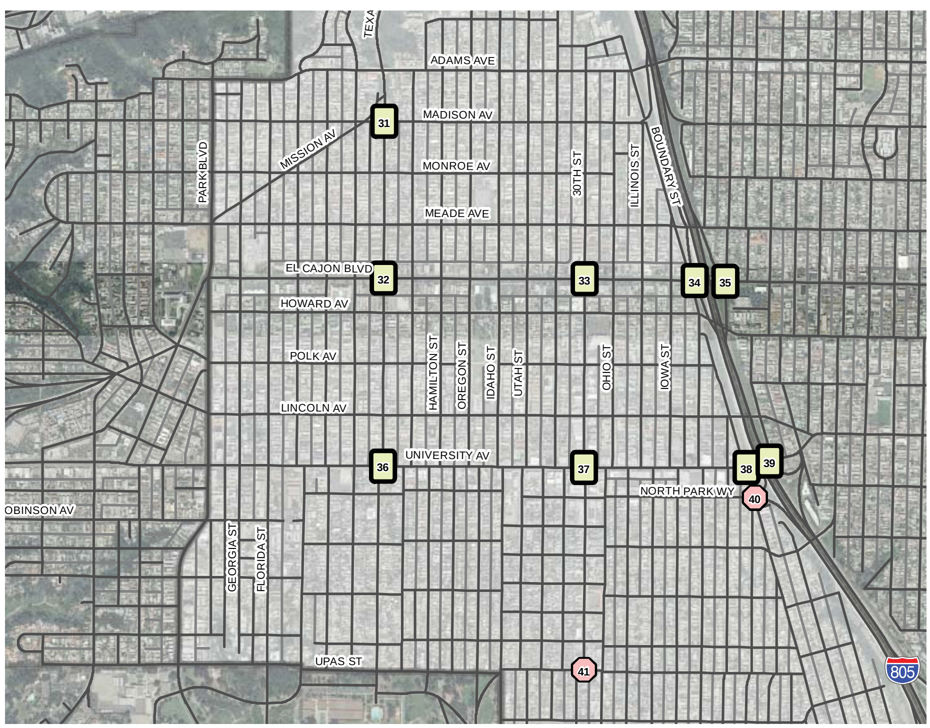
- Boundary St (southbound): 61 / 97; 29 / 100; 405 / 517
- I-805 SB Ramps (westbound): 250 / 571; 128 / 209; 92 / 317
- North Park Wy (eastbound): 128 / 263; 8 / 41
- 33rd St (northbound): 44 / 47; 81 / 85

**41** — 30th St (W) / Upas St / Driveway

- 30th St (W) (southbound): 228 / 236; 92 / 406
- Upas St (westbound): 194 / 306; 385 / 202
- Eastbound: 152 / 268; 139 / 312
- Driveway (northbound): 2 / 1

***Legend***

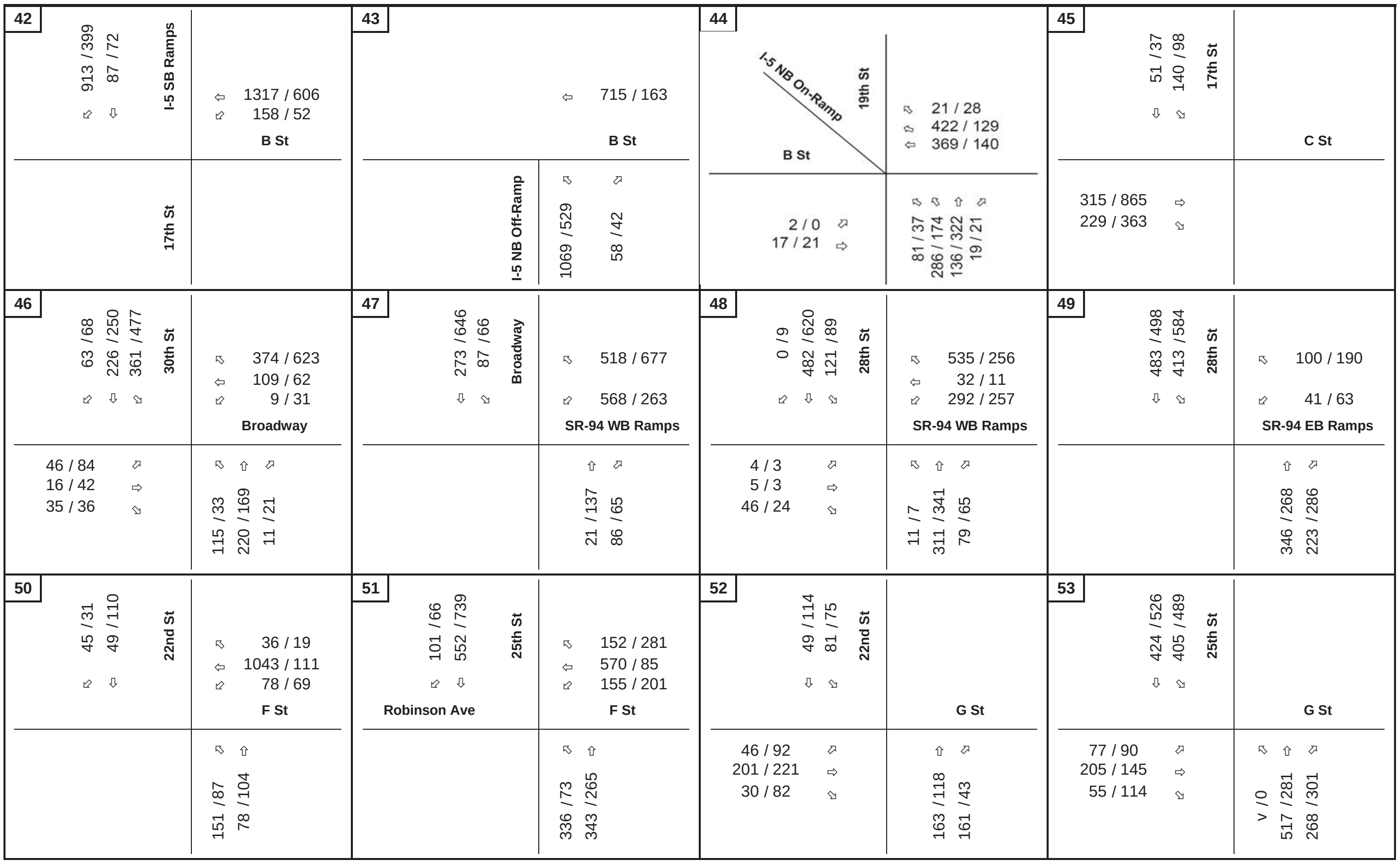
*X / Y = AM / PM PEAK HOUR TURNING VOLUMES*




SIGNAL

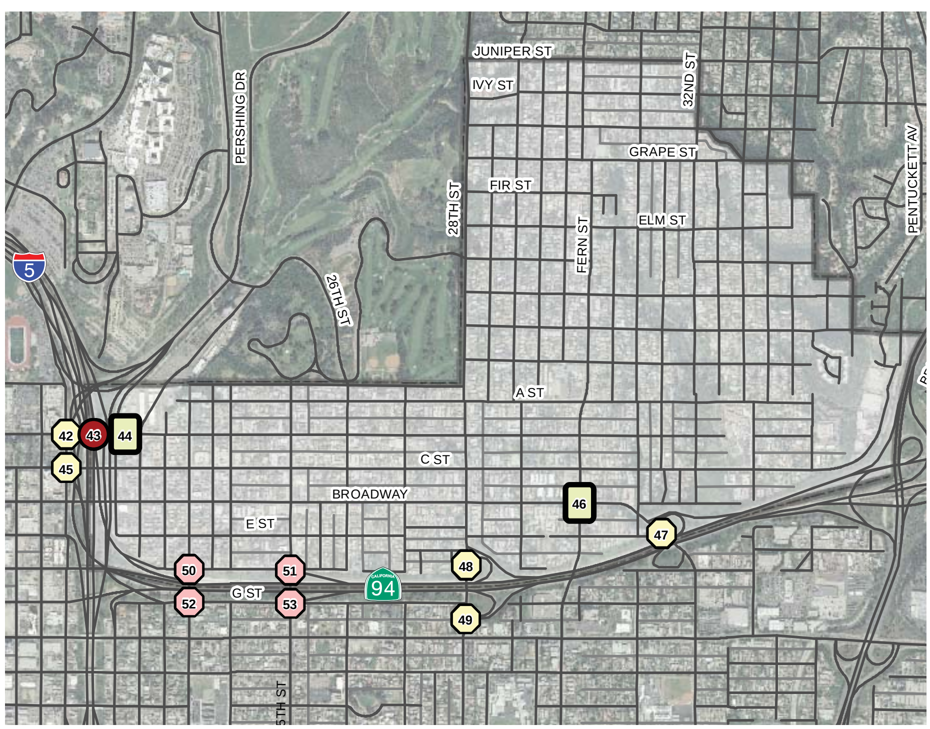
AWSC

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




***Legend***

*X / Y = AM / PM PEAK HOUR TURNING VOLUMES*




SIGNAL

AWSC

TWSC

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

## FUTURE YEAR VEHICLE LEVEL OF SERVICE

Study intersections and roadway segments were evaluated using the forecasted Year 2035 daily and peak hour volumes.

Intersections within the communities were analyzed using their existing lane configurations, displayed on **Figures 32, 33** and **34**, and the future peak-hour traffic volumes. Signal timings were optimized at all signalized intersections. The results of the analysis are presented in **Table 9** and displayed on **Figures 35, 36,** and **37.** As shown,

- 6 of the 30 intersections within Uptown would operate at unacceptable LOS;
- 8 of the 11 intersections within North Park would operate at unacceptable LOS; and
- 6 of the 12 intersections within Golden Hill would operate at unacceptable LOS.

Roadway segments within the communities were analyzed using their existing roadway classification, displayed on **Figures 38, 39** and **40**, and the future daily roadway traffic volumes. **Table 10** presents the findings of the roadway segment analysis. As shown,

- 54 of the 105 roadway segments within Uptown would operate at unacceptable LOS;
- 35 of the 95 roadway segments within North Park would operate at unacceptable LOS; and
- 15 of the 33 roadway segments within Golden Hill would operate at unacceptable LOS.

Freeway segments adjacent to the communities were analyzed using their existing freeway classification and future daily freeway traffic volumes as shown in **Table 11**. The following freeway segments would operate at unacceptable LOS:

*AM PEAK*

- I-5 NB between SR-94 and Old Town Avenue
- I-8 WB between SR-15 and Hotel Circle East
- SR-15 SB between SR-94 and I-805
- I-805 NB between SR-15 and I-8
- SR-94 WB between SR-15 and 25th Street
- SR-163 NB between Washington Street and I-8
- SR-163 SB between I-8 and I-5

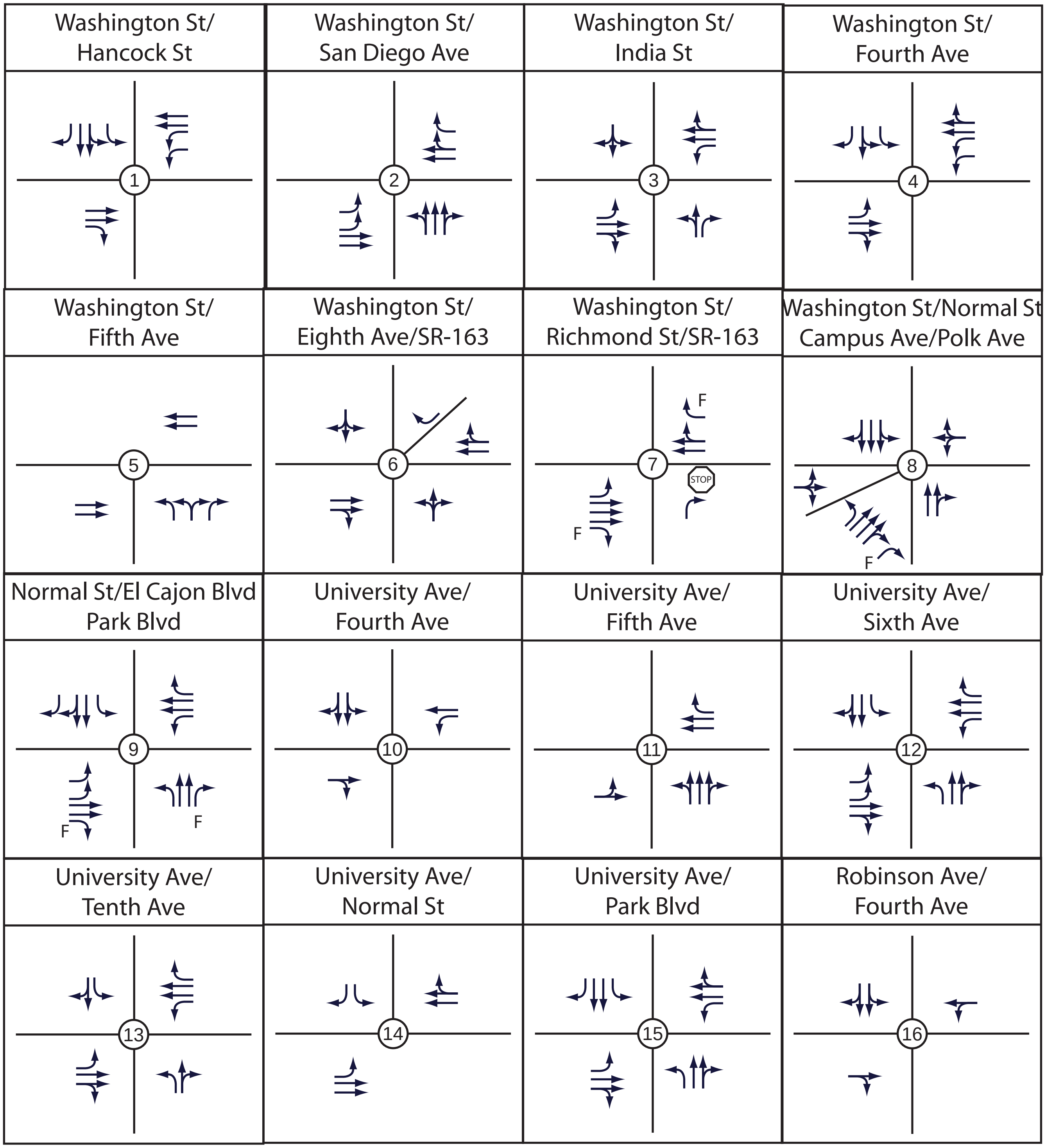
*PM PEAK*

- I-5 NB between SR-94 and Old Town Avenue
- I-5 SB between Old Town Avenue and SR-94
- I-8 WB between SR-15 and I-805
- I-8 EB between Hotel Circle East and SR-15
- SR-15 SB between SR-94 and I-805
- SR-15 NB between I-805 and SR-94
- I-805 NB between SR-15 and University Avenue
- I-805 SB between I-8 and SR-15
- SR-94 EB between 25th Street and SR-15

- SR-163 NB between I-5 and I-8
- SR-163 SB between Washington Street and I-5

Freeway ramps within the communities were analyzed using their existing ramp metering rates and future traffic volumes as shown in **Table 12**. As shown in the table, the study area ramp meters are calculated to operate at an acceptable delay of 15 minutes or less, except at three locations. The following ramp meters would experience delays greater than 15 minutes:

- I-5 SB On-ramp from Hancock Street (PM peak)
- I-5 SB On-ramp from Kettner Boulevard (PM peak)
- I-5 SB On-ramp from Fifth Avenue (PM peak)

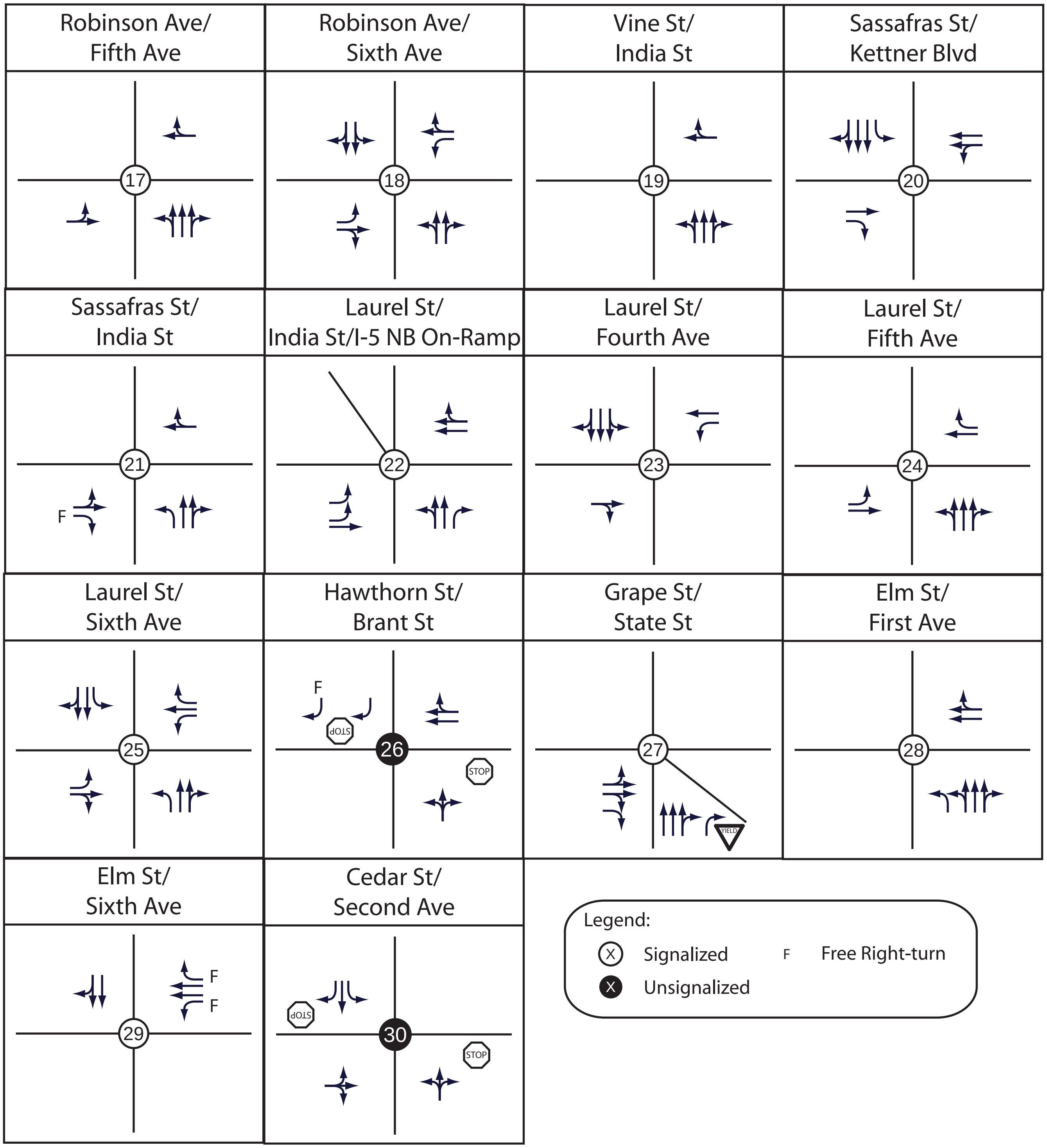



Legend:

Ⓧ Signalized

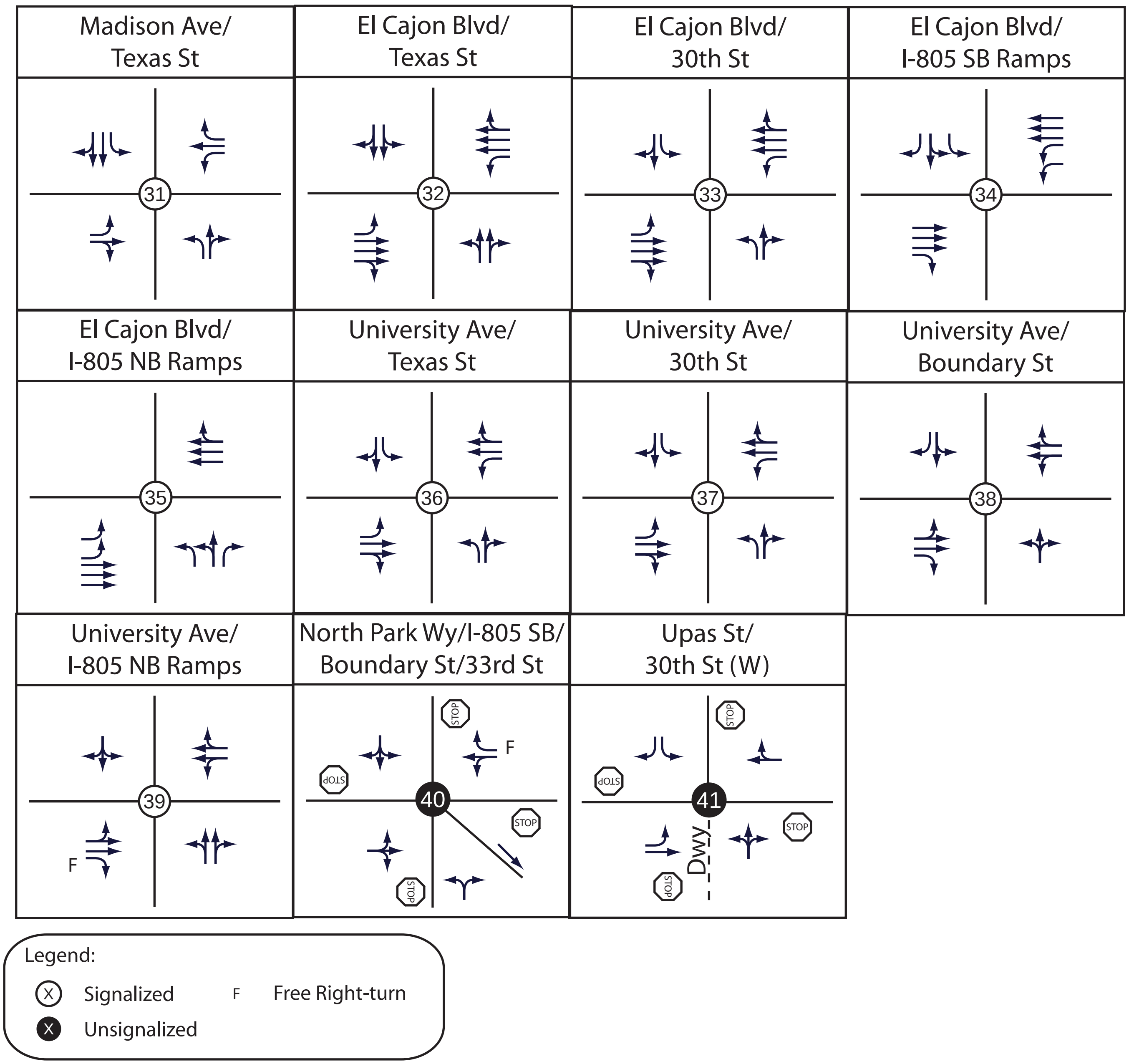
F Free Right-turn

*Existing Lane Geometry: Uptown*




*Existing Lane Geometry: Uptown*

Figure 33




Existing Lane Geometry: North Park

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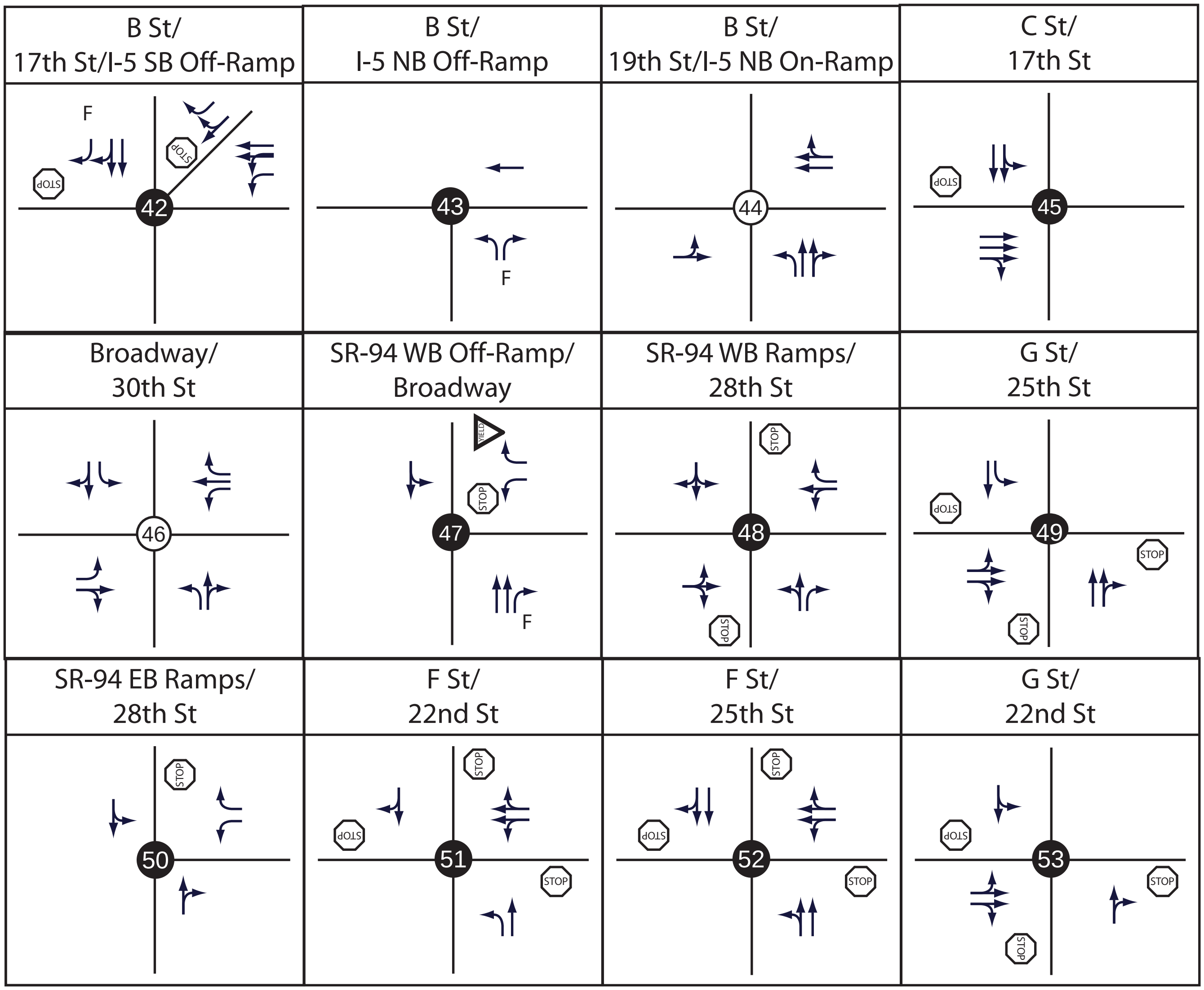
Figure 34




*Existing Lane Geometry: Golden Hill*

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*Table 9. Year 2035 Intersection Analysis*

| INTERSECTION | | TRAFFIC CONTROL | PEAK HOUR | Year 2035 | |
|---|---|---|---|---|---|
| | | | | DELAY (a) | LOS (b) |
| **UPTOWN** | | | | | |
| 1 | Washington St & Hancock St | Signal | AM | 33.2 | C |
| | | | PM | 51.6 | D |
| 2 | Washington St & San Diego Ave | Signal | AM | 15.4 | B |
| | | | PM | 21.9 | C |
| 3 | Washington St & India St | Signal | AM | 15.8 | B |
| | | | PM | 20.3 | C |
| 4 | Washington St & Fourth Ave | Signal | AM | 31.8 | C |
| | | | PM | 59.9 | **E** |
| 5 | Washington St & Fifth Ave | Signal | AM | 14.1 | B |
| | | | PM | 19.2 | B |
| 6 | Washington St & Eighth Ave/SR-163 Off-Ramp | Signal | AM | 71.5 | **E** |
| | | | PM | 331.7 | **F** |
| 7 | Washington St & Richmond St/SR-163 On-Ramp | Signal | AM | 51.4 | D |
| | | | PM | 33.9 | C |
| 8 | Washington St/Normal St & Campus Ave/Polk Ave | Signal | AM | 62.7 | **E** |
| | | | PM | 57.3 | **E** |
| 9 | Normal St/El Cajon Blvd & Park Blvd | Signal | AM | 26.6 | C |
| | | | PM | 43.8 | D |
| 10 | University Ave & Fourth Ave | Signal | AM | 31.8 | C |
| | | | PM | 30.3 | C |
| 11 | University Ave & Fifth Ave | Signal | AM | 13.7 | B |
| | | | PM | 28.0 | C |
| 12 | University Ave & Sixth Ave | Signal | AM | 38.7 | D |
| | | | PM | 55.3 | **E** |
| 13 | University Ave & Tenth St | Signal | AM | 17.5 | B |
| | | | PM | 37.0 | D |
| 14 | University Ave & Normal St | Signal | AM | 6.3 | A |
| | | | PM | 13.3 | B |
| 15 | University Ave & Park Blvd | Signal | AM | 25.2 | C |
| | | | PM | 42.1 | D |
| 16 | Robinson Ave & Fourth Ave | Signal | AM | 27.0 | C |
| | | | PM | 20.8 | C |
| 17 | Robinson Ave & Fifth Ave | Signal | AM | 12.5 | B |
| | | | PM | 17.5 | B |
| 18 | Robinson Ave & Sixth Ave | Signal | AM | 22.7 | C |
| | | | PM | 30.9 | C |
| 19 | Vine St & India St | Signal | AM | 5.9 | A |
| | | | PM | 8.5 | A |
| 20 | Sassafras St & Kettner Blvd | Signal | AM | 13.2 | B |
| | | | PM | 43.6 | D |
| 21 | Sassafras St & India St | Signal | AM | 8.4 | A |
| | | | PM | 47.4 | D |

Notes:

**Bold** values indicate intersections operating at LOS E or F.

(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 9. Year 2035 Intersection Analysis

| | INTERSECTION | TRAFFIC CONTROL | PEAK HOUR | Year 2035 DELAY (a) | Year 2035 LOS (b) |
|---|---|---|---|---|---|
| | **UPTOWN (cont.)** | | | | |
| 22 | Laurel St & India St/I-5 NB On-Ramp | Signal | AM | 19.7 | B |
| | | | PM | 29.5 | C |
| 23 | Laurel St & Fourth Ave | Signal | AM | 13.8 | B |
| | | | PM | 23.8 | C |
| 24 | Laurel St & Fifth Ave | Signal | AM | 13.3 | B |
| | | | PM | 17.8 | B |
| 25 | Laurel St & Sixth Ave | Signal | AM | 15.8 | B |
| | | | PM | 27.9 | C |
| 26 | Hawthorn St & Brant St | Two-Way Stop | AM | 10.0 | B (SB R) |
| | | | PM | 12.9 | B (SB R) |
| 27 | Grape St & State St | Signal | AM | 12.6 | B |
| | | | PM | 41.7 | D |
| 28 | Elm St & First Ave | Signal | AM | 17.8 | B |
| | | | PM | 21.0 | C |
| 29 | Elm St & Sixth Ave | Signal | AM | 153.6 | **F** |
| | | | PM | 18.8 | B |
| 30 | Cedar St & Second Ave | Two-Way Stop | AM | 459.3 | **F (SB L)** |
| | | | PM | 43.0 | **E (SB L)** |
| | **NORTH PARK** | | | | |
| 31 | Madison Ave & Texas St | Signal | AM | 144.4 | **F** |
| | | | PM | 63.9 | **E** |
| 32 | El Cajon Blvd & Texas St | Signal | AM | 37.6 | D |
| | | | PM | 85.3 | **F** |
| 33 | El Cajon Blvd & 30th St | Signal | AM | 29.7 | C |
| | | | PM | 68.1 | **E** |
| 34 | El Cajon Blvd & I-805 SB Ramps | Signal | AM | 21.9 | C |
| | | | PM | 96.8 | **F** |
| 35 | El Cajon Blvd & I-805 NB Ramps | Signal | AM | 30.1 | C |
| | | | PM | 24.7 | C |
| 36 | University Ave & Texas St | Signal | AM | 25.5 | C |
| | | | PM | 49.5 | D |
| 37 | University Ave & 30th St | Signal | AM | 26.5 | C |
| | | | PM | 57.8 | **E** |
| 38 | University Ave & Boundary St | Signal | AM | 26.0 | C |
| | | | PM | 50.0 | D |
| 39 | University Ave & I-805 NB Ramps | Signal | AM | 45.5 | D |
| | | | PM | 80.9 | **F** |
| 40 | North Park Way/I-805 SB Ramps & Boundary St/33rd St | All-Way Stop | AM | 18.1 | C |
| | | | PM | 134.8 | **F** |
| 41 | Upas St & 30th St (W) | All-Way Stop | AM | 40.1 | **E** |
| | | | PM | 54.8 | **F** |

Notes:

**Bold** values indicate intersections operating at LOS E or F.

(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 9. Year 2035 Intersection Analysis*

| INTERSECTION | | TRAFFIC CONTROL | PEAK HOUR | Year 2035 DELAY (a) | Year 2035 LOS (b) |
|---|---|---|---|---|---|
| **GOLDEN HILL** | | | | | |
| 42 | B St & 17th St/I-5 SB Off-Ramp | One-Way Stop | AM | ECL | **F (SB TR)** |
| | | | PM | 20.4 | C (SB TR) |
| 43 | B St & I-5 NB Off-Ramp | No Conflicting Movements | AM | N/A | N/A |
| | | | PM | N/A | N/A |
| 44 | B St & 19th St/I-5 NB On-Ramp | Signal | AM | 11.2 | B |
| | | | PM | 7.1 | A |
| 45 | C St & 17 St | One-Way Stop | AM | 14.3 | B (SB TL) |
| | | | PM | 32.6 | D (SB TL) |
| 46 | Broadway & 30th St | Signal | AM | 14.6 | B |
| | | | PM | 14.3 | B |
| 47 | SR-94 WB Ramps & Broadway | One-Way Stop | AM | 187.5 | **F (WB L)** |
| | | | PM | 185.9 | **F (WB L)** |
| 48 | SR-94 WB Ramps & 28th St | Two-Way Stop | AM | ECL | **F (WB LT)** |
| | | | PM | 883.9 | **F (WB LT)** |
| 49 | SR-94 EB Ramps & 28th St | One-Way Stop | AM | 245.3 | **F (WB L)** |
| | | | PM | ECL | **F (WB L)** |
| 50 | F St & 22nd St | All-Way Stop | AM | 17.4 | C |
| | | | PM | 8.7 | A |
| 51 | F St & 25th St | All-Way Stop | AM | 82.3 | **F** |
| | | | PM | 39.4 | **E** |
| 52 | G St & 22nd St | All-Way Stop | AM | 10.4 | B |
| | | | PM | 10.1 | B |
| 53 | G St & 25th St | All-Way Stop | AM | 55.2 | **F** |
| | | | PM | 68.0 | **F** |

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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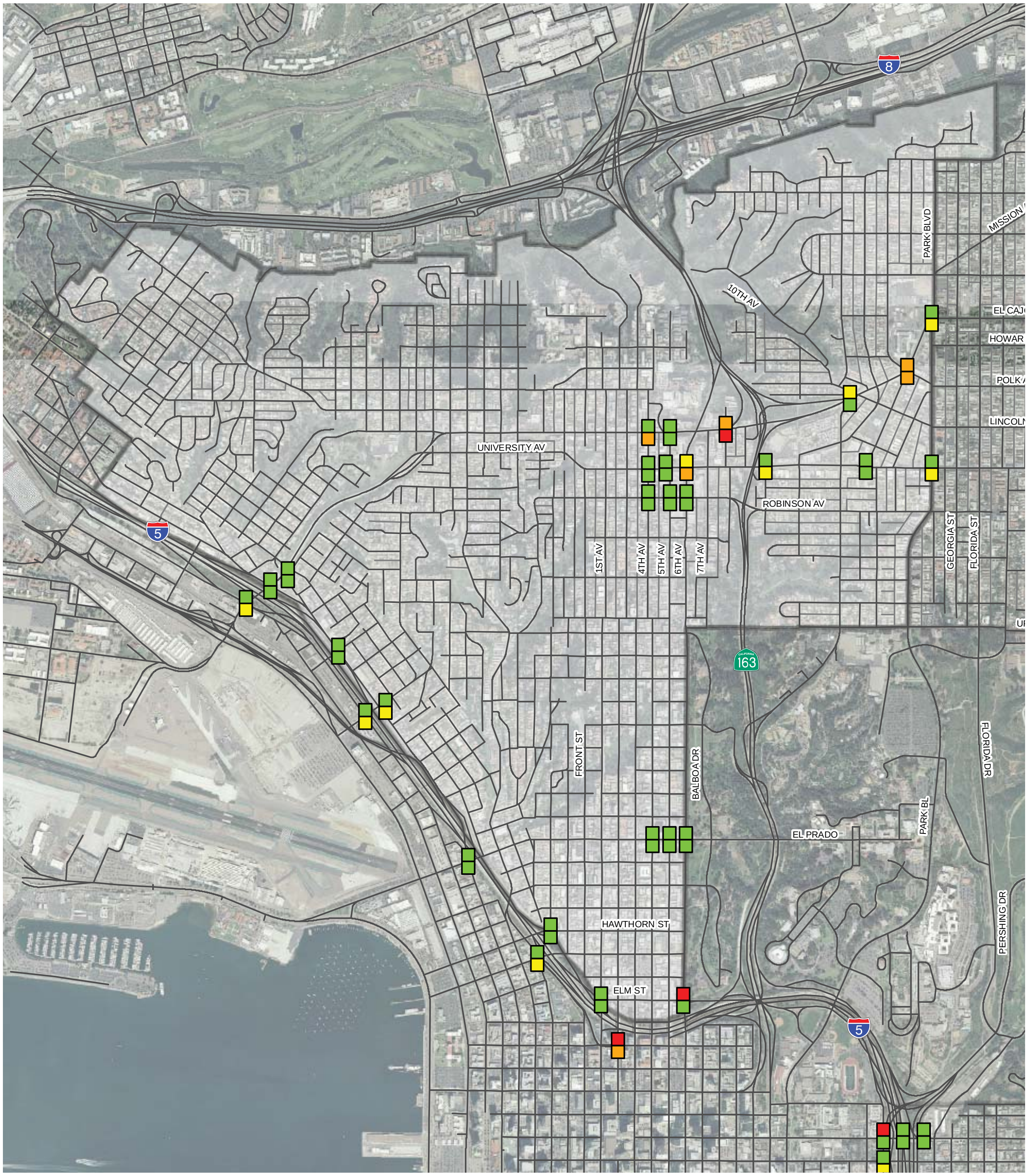



LEGEND
- LOS: A, B, C
- LOS: D
- LOS: E
- LOS: F

AM LOS
PM LOS

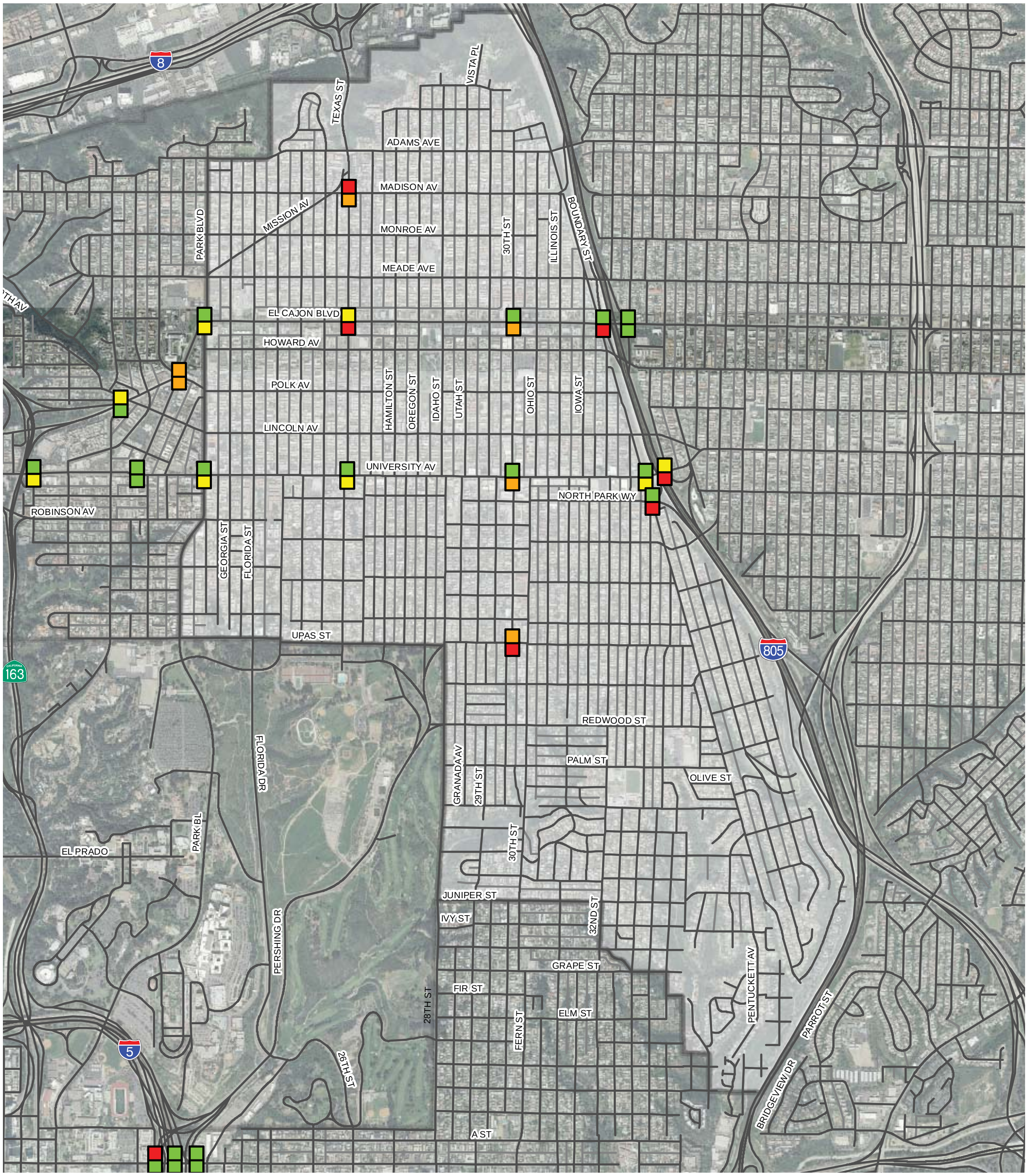
N

0 500 1,000 2,000 Feet

SanGIS



*Year 2035 Intersection Operation Summary: Uptown*




LEGEND

- LOS: A, B, C
- LOS: D
- LOS: E
- LOS: F

AM LOS
PM LOS

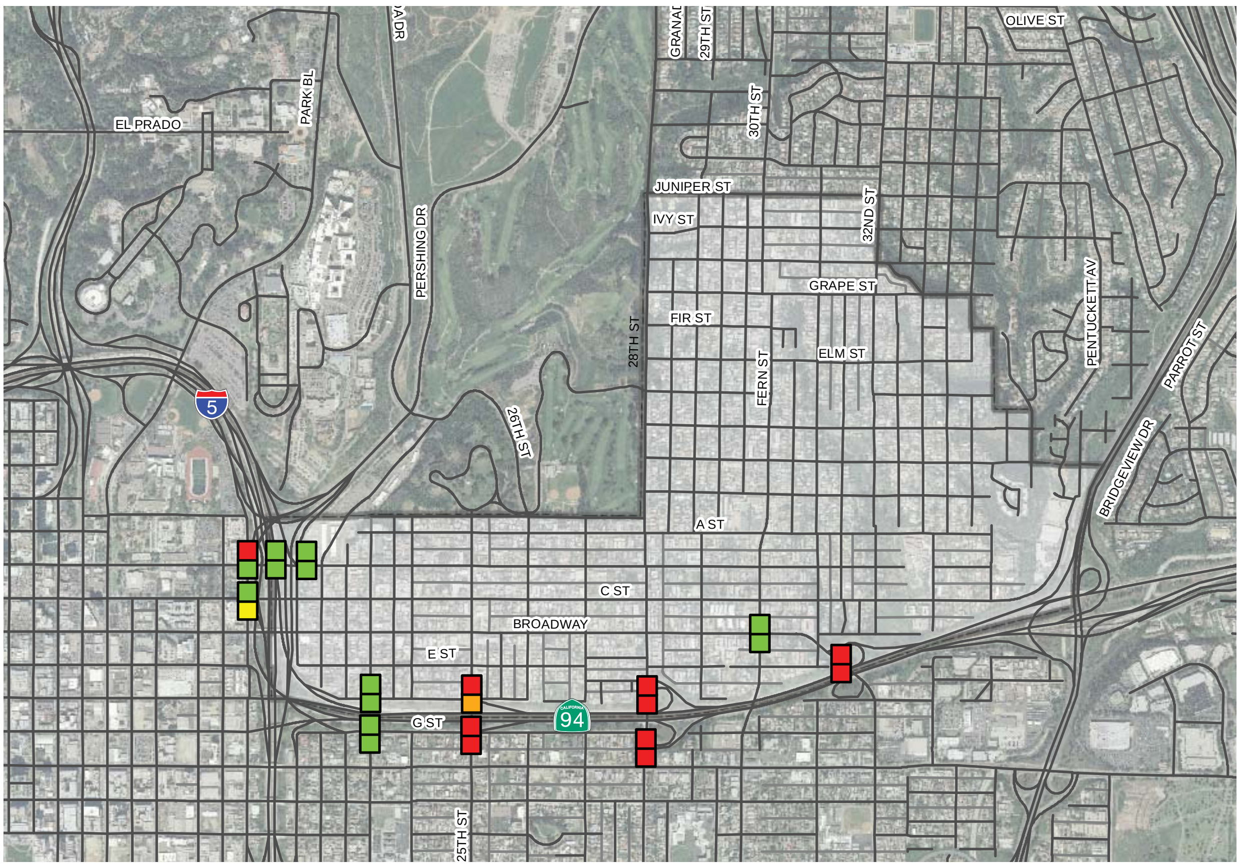
N

0 500 1,000 2,000 Feet

SanGIS



*Year 2035 Intersection Operation Summary: North Park*




LEGEND

- LOS: A, B, C
- LOS: D
- LOS: E
- LOS: F

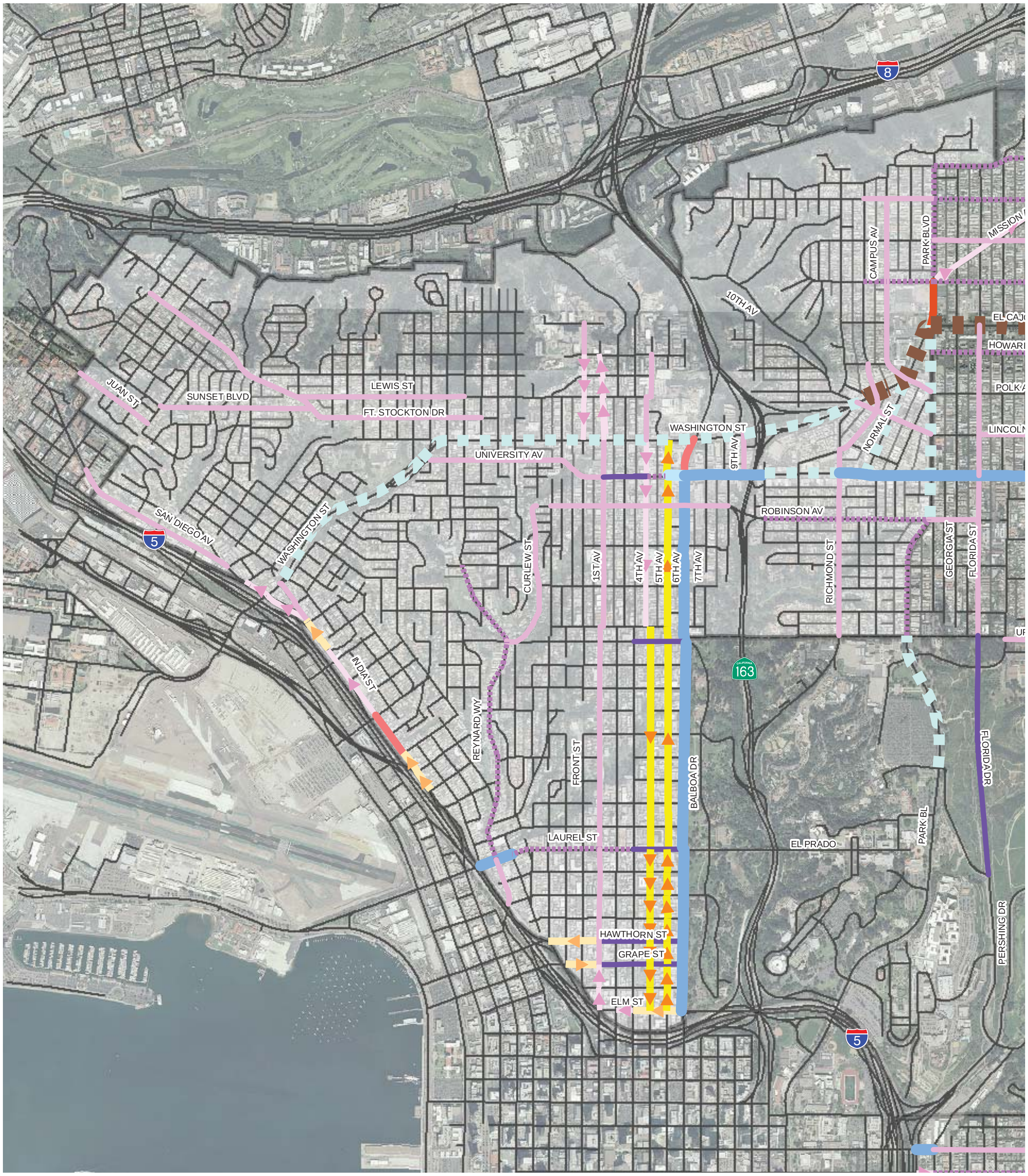
AM LOS
PM LOS

N

0 500 1,000 2,000 Feet



*Year 2035 Intersection Operation Summary: Golden Hill*

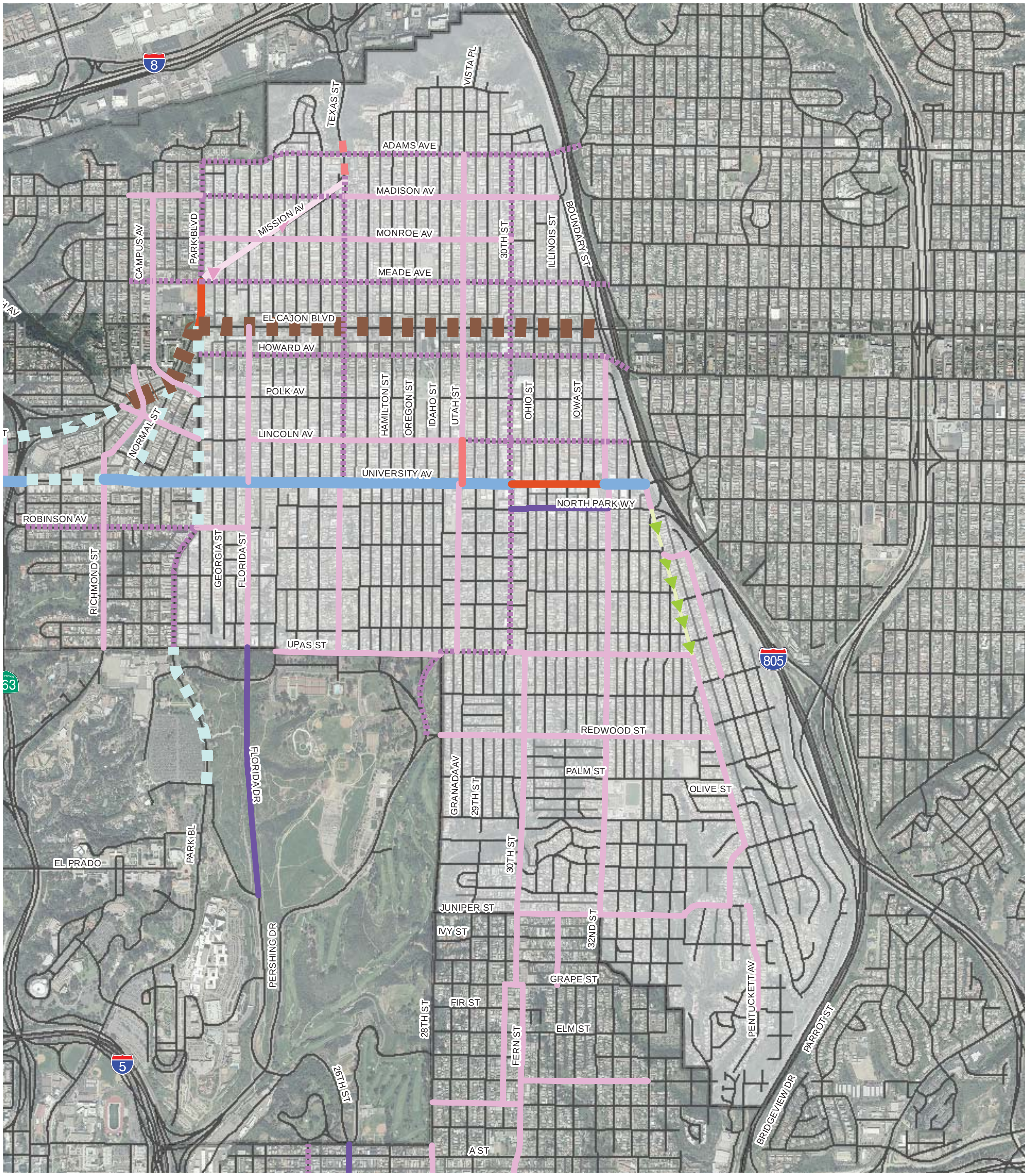



LEGEND

- 1 Lane Collector (one-way)
- 2 Lane Collector (Multi-family, commercial-industrial fronting)
- 2 Lane Collector (One-Way)
- 2 Lane Collector (continuous left-turn lane)
- 2 Lane Collector (no fronting property)
- 3 Lane Collector (no center lane)
- 3 Lane Collector (one-way w/ one lane dedicated for bike facility)
- 3 Lane Collector (one-way)
- 3 Lane Collector (two-way)
- 4 Lane Collector
- 4 Lane Collector (no center lane)
- 4 Lane Major Arterial
- 6 Lane Major Arterial



*Existing Roadway Classifications: Uptown*




LEGEND

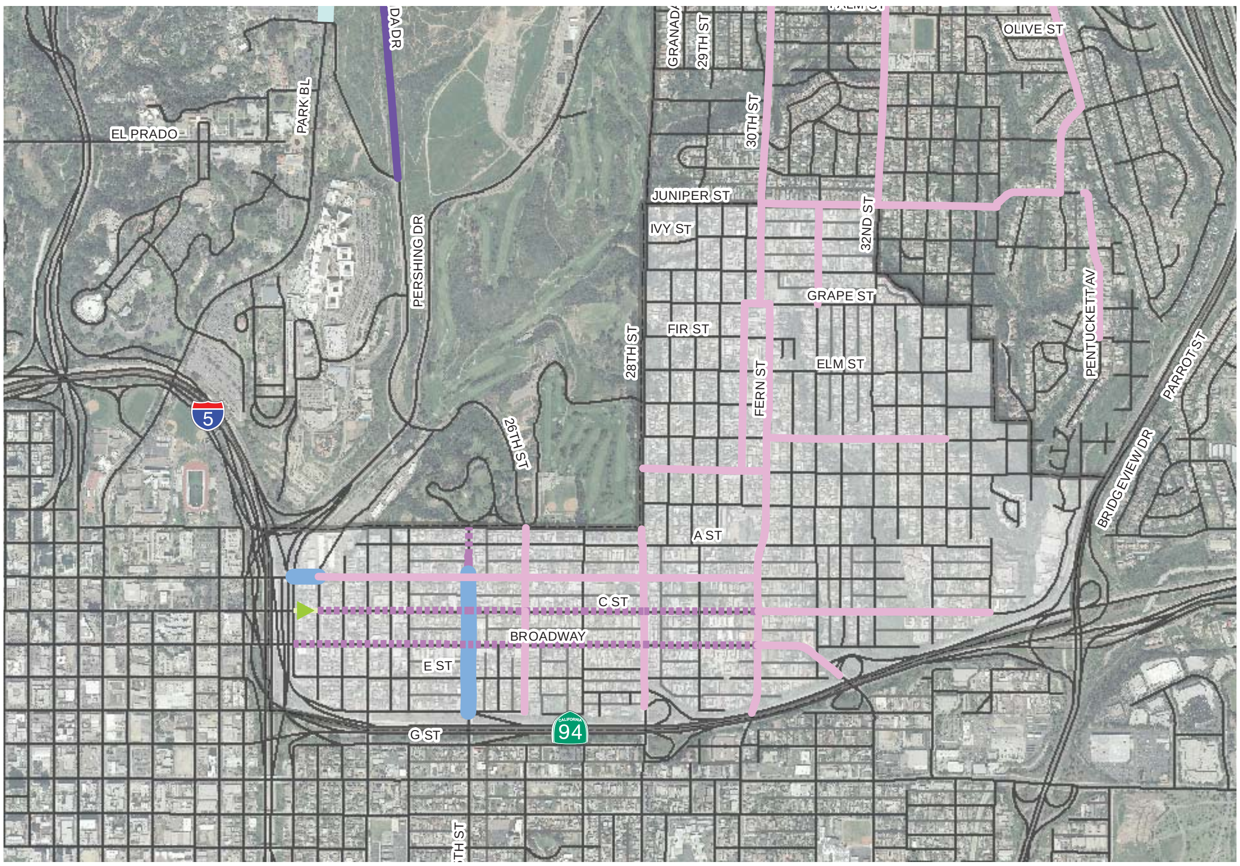
- 1 Lane Collector (one-way)
- 2 Lane Collector (Multi-family, commercial-industrial fronting)
- 2 Lane Collector (One-Way)
- 2 Lane Collector (continuous left-turn lane)
- 2 Lane Collector (no fronting property)
- 3 Lane Collector (no center lane)
- 3 Lane Collector (one-way w/ one lane dedicated for bike facility)
- 3 Lane Collector (one-way)
- 3 Lane Collector (two-way)
- 3 Lane Major Arterial
- 4 Lane Collector
- 4 Lane Collector (no center lane)
- 4 Lane Major Arterial
- 6 Lane Major Arterial



*Existing Roadway Classifications: North Park*

Kimley»Horn

Figure 40




LEGEND

- 1 Lane Collector (one-way)
- 2 Lane Collector (Multi-family, commercial-industrial fronting)
- 2 Lane Collector (One-Way)
- 2 Lane Collector (continuous left-turn lane)
- 2 Lane Collector (no fronting property)
- 3 Lane Collector (no center lane)
- 3 Lane Collector (one-way w/ one lane dedicated for bike facility)
- 3 Lane Collector (one-way)
- 3 Lane Collector (two-way)
- 3 Lane Major Arterial
- 4 Lane Collector
- 4 Lane Collector (no center lane)
- 4 Lane Major Arterial
- 6 Lane Major Arterial



*Existing Roadway Classifications: Golden Hill*

Kimley»Horn

## Table 10. Year 2035 Roadway Segment Analysis

| ROADWAY SEGMENT | ROADWAY FUNCTIONAL CLASSIFICATION | LOS E CAPACITY | FUTURE (2035) ADT | V/C RATIO (a) | LOS |
|---|---|---|---|---|---|
| **UPTOWN** | | | | | |
| **First Ave** | | | | | |
| Arbor Dr to Washington St | 2 Lane Collector (one-way) | 17,500 | 7,500 | 0.429 | B |
| Washington St to University Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 9,100 | 1.138 | **F** |
| University Ave to Robinson Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 16,300 | 2.038 | **F** |
| Robinson Ave to Pennsylvania Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 11,500 | 1.438 | **F** |
| Pennsylvania Ave to Walnut Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 12,800 | 1.600 | **F** |
| Walnut Ave to Laurel St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 11,900 | 1.488 | **F** |
| Laurel St to Hawthorn St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 8,400 | 1.050 | **F** |
| Hawthorn St to Grape St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 6,800 | 0.850 | **E** |
| Grape St to Elm St | 2 Lane Collector (one-way) | 17,500 | 4,500 | 0.257 | A |
| **Fourth Ave** | | | | | |
| Arbor Dr to Washington St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 14,900 | 1.863 | **F** |
| Washington St to University Ave | 2 Lane Collector (one-way) | 17,500 | 10,400 | 0.594 | C |
| University Ave to Robinson Ave | 2 Lane Collector (one-way) | 17,500 | 12,900 | 0.737 | D |
| Robinson Ave to Walnut Ave | 2 Lane Collector (one-way) | 17,500 | 11,400 | 0.651 | C |
| Walnut Ave to Laurel St | 3 Lane Collector (one-way w/ one lane dedicated for multi-modal) | 17,500 | 15,100 | 0.863 | **E** |
| Laurel St to Grape St | 3 Lane Collector (one-way w/ one lane dedicated for multi-modal) | 17,500 | 13,700 | 0.783 | D |
| Grape St to Elm St | 3 Lane Collector (one-way w/ one lane dedicated for multi-modal) | 17,500 | 9,700 | 0.554 | C |
| **Fifth Ave** | | | | | |
| Washington St to University Ave | 3 Lane Collector (one-way w/ one lane dedicated for multi-modal) | 17,500 | 11,800 | 0.674 | C |
| University Ave to Robinson Ave | 3 Lane Collector (one-way w/ one lane dedicated for multi-modal) | 17,500 | 14,000 | 0.800 | D |
| Robinson Ave to Walnut Ave | 3 Lane Collector (one-way w/ one lane dedicated for multi-modal) | 17,500 | 15,800 | 0.903 | **E** |
| Walnut Ave to Laurel St | 3 Lane Collector (one-way w/ one lane dedicated for multi-modal) | 17,500 | 14,800 | 0.846 | D |
| Laurel St to Hawthorn St | 3 Lane Collector (one-way w/ one lane dedicated for multi-modal) | 17,500 | 14,400 | 0.823 | D |
| Hawthorn St to Grape St | 3 Lane Collector (one-way w/ one lane dedicated for multi-modal) | 17,500 | 14,300 | 0.817 | D |
| Grape St to Elm St | 3 Lane Collector (one-way w/ one lane dedicated for multi-modal) | 17,500 | 10,100 | 0.577 | C |
| **Sixth Ave** | | | | | |
| Washington St to University Ave | 3 Lane Collector (two-way) | 20,000 | 45,100 | 2.255 | **F** |
| University Ave to Robinson Ave | 4 Lane Collector (no center lane) | 15,000 | 32,600 | 2.173 | **F** |
| Robinson Ave to Upas St | 4 Lane Collector (no center lane) | 15,000 | 29,900 | 1.993 | **F** |
| Upas St to Laurel St | 4 Lane Collector (no center lane) | 15,000 | 25,900 | 1.727 | **F** |
| Laurel St to Juniper St | 4 Lane Collector (no center lane) | 15,000 | 16,600 | 1.107 | **F** |
| Juniper St to Grape St | 4 Lane Collector (no center lane) | 15,000 | 18,700 | 1.247 | **F** |
| Grape St to Elm St | 4 Lane Collector (no center lane) | 15,000 | 20,300 | 1.353 | **F** |
| **Ninth Ave** | | | | | |
| Washington St to University Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 8,000 | 1.000 | **F** |
| **Campus Ave/Polk Ave** | | | | | |
| Madison Ave to Washington St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 5,800 | 0.725 | D |
| Washington St to Park Blvd | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 7,400 | 0.925 | **E** |
| **Cleveland Ave** | | | | | |
| Tyler St to Lincoln Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 7,200 | 0.900 | **E** |
| Lincoln Ave to Richmond St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 9,600 | 1.200 | **F** |
| **Curlew St** | | | | | |
| Robinson Ave to Reynard Wy | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 4,600 | 0.575 | C |
| **Elm St** | | | | | |
| Second Ave to Third Ave | 2 Lane Collector (one-way) | 17,500 | 8,500 | 0.486 | B |
| Third Ave to Fifth Ave | 3 Lane Collector (one-way) | 26,000 | 9,100 | 0.350 | A |
| Fifth Ave to Sixth Ave | 3 Lane Collector (one-way) | 26,000 | 8,100 | 0.312 | A |

Notes:

**Bold** values indicate roadway segments operating at LOS E or F.

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.

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*Table 10. Year 2035 Roadway Segment Analysis*

| ROADWAY SEGMENT | ROADWAY FUNCTIONAL CLASSIFICATION | LOS E CAPACITY | FUTURE (2035) ADT | V/C RATIO (a) | LOS |
|---|---|---|---|---|---|
| **UPTOWN** | | | | | |
| **Fort Stockton Dr** | | | | | |
| Arista St to Sunset Blvd | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 4,900 | 0.613 | C |
| Sunset Blvd to Hawk St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 7,900 | 0.988 | **E** |
| Hawk St to Goldfinch St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 8,900 | 1.113 | **F** |
| Goldfinch St to Falcon St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 3,300 | 0.413 | B |
| **Front St** | | | | | |
| Dickinson St to Arbor Dr | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 4,600 | 0.575 | C |
| Arbor Dr to Washington St | 2 Lane Collector (one-way) | 17,500 | 7,900 | 0.451 | B |
| **Grape St** | | | | | |
| Albatross St to First Ave | 3 Lane Collector (one-way) | 26,000 | 7,300 | 0.281 | A |
| First Ave to Third Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 7,300 | 0.913 | **E** |
| Third Ave to Sixth Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 9,000 | 1.125 | **F** |
| **Hawthorn St** | | | | | |
| Brant St to First Ave | 3 Lane Collector (one-way) | 26,000 | 15,000 | 0.577 | C |
| First Ave to Third Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 7,300 | 0.913 | **E** |
| Third Ave to Sixth Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 8,700 | 1.088 | **F** |
| **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 | 10,700 | 0.412 | A |
| Glenwood Dr to Sassafrass St | 2 Lane Collector (one-way) | 17,500 | 30,000 | 1.714 | **F** |
| Sassafras St to Redwood St | 3 Lane Collector (two-way) | 20,000 | 21,300 | 1.065 | **F** |
| Redwood St to Palm St | 3 Lane Collector (one-way) | 26,000 | 20,300 | 0.781 | D |
| **Juan St** | | | | | |
| Harney St to Witherby St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 4,600 | 0.575 | C |
| **Laurel St** | | | | | |
| Columbia St to Union St | 4 Lane Collector (no center lane) | 15,000 | 21,100 | 1.407 | **F** |
| Union St to First Ave | 2 Lane Collector (continuous left-turn lane) | 15,000 | 17,900 | 1.193 | **F** |
| First Ave to Third Ave | 2 Lane Collector (continuous left-turn lane) | 15,000 | 16,100 | 1.073 | **F** |
| Third Ave to Sixth Ave | 2 Lane Collector (continuous left-turn lane) | 15,000 | 20,200 | 1.347 | **F** |
| **Lewis St** | | | | | |
| Fort Stockton Dr to Goldfinch St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 4,100 | 0.513 | C |
| **Lincoln Ave** | | | | | |
| Washington St to Park Blvd | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 11,100 | 1.388 | **F** |
| **Madison Ave** | | | | | |
| Cleveland Ave to Park Blvd | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 6,100 | 0.763 | D |
| **Meade Ave** | | | | | |
| Cleveland Ave to Park Blvd | 2 Lane Collector (continuous left-turn lane) | 15,000 | 3,500 | 0.233 | A |
| **Normal St** | | | | | |
| Park Blvd to Washington St | 6 Lane Major Arterial | 50,000 | 28,300 | 0.566 | C |
| Washington St to University Ave | 4 Lane Major Arterial | 40,000 | 4,974 | 0.124 | A |

Notes:
**Bold** values indicate roadway segments operating at LOS E or F.
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.
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## Table 10. Year 2035 Roadway Segment Analysis

| ROADWAY SEGMENT | ROADWAY FUNCTIONAL CLASSIFICATION | LOS E CAPACITY | FUTURE (2035) ADT | V/C RATIO (a) | LOS |
|---|---|---|---|---|---|
| **UPTOWN** | | | | | |
| **Park Blvd** | | | | | |
| Adams Ave to Mission Ave | 2 Lane Collector (continuous left-turn lane) | 15,000 | 14,893 | 0.993 | **E** |
| Mission Ave to El Cajon Blvd | 3 Lane Collector (no center lane) | 11,500 | 16,300 | 1.417 | **F** |
| El Cajon Blvd to Polk Ave | 4 Lane Major Arterial | 40,000 | 18,600 | 0.465 | B |
| Polk Ave to University Ave | 4 Lane Major Arterial | 40,000 | 22,500 | 0.563 | C |
| University Ave to Robinson Ave | 4 Lane Major Arterial | 40,000 | 19,800 | 0.495 | B |
| Robinson Ave to Upas St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 17,200 | 1.147 | **F** |
| Upas St to Zoo Pl | 4 Lane Major Arterial | 40,000 | 17,700 | 0.443 | B |
| **Reynard Wy** | | | | | |
| Torrance St to Curlew St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 5,300 | 0.353 | B |
| Curlew St to Laurel St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 8,600 | 0.573 | C |
| **Richmond St** | | | | | |
| Cleveland Ave to University Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 9,000 | 1.125 | **F** |
| University Ave to Robinson Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 6,700 | 0.838 | **E** |
| Robinson Ave to Upas St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 8,100 | 1.013 | **F** |
| **Robinson Ave** | | | | | |
| Brant St to First Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 4,600 | 0.575 | C |
| First Ave to Third Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 11,500 | 1.438 | **F** |
| Third Ave to Eighth Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 14,400 | 1.800 | **F** |
| Tenth Ave to Richmond St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 12,300 | 0.820 | D |
| Richmond St to Park Blvd | 2 Lane Collector (continuous left-turn lane) | 15,000 | 9,200 | 0.613 | C |
| **San Diego Ave** | | | | | |
| Hortensia St to Pringle St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 10,500 | 1.313 | **F** |
| McKee St to Washington St | 3 Lane Collector (one-way) | 26,000 | 18,200 | 0.700 | C |
| Washington St to India St | 2 Lane Collector (one-way) | 17,500 | 7,100 | 0.406 | A |
| **State St** | | | | | |
| Laurel St to Juniper St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 8,200 | 1.025 | **F** |
| **Sunset Blvd** | | | | | |
| Witherby St to Fort Stockton Dr | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 4,600 | 0.575 | C |
| **University Ave** | | | | | |
| Ibis St to Albatross St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 14,700 | 1.838 | **F** |
| Albatross St to First Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 20,800 | 2.600 | **F** |
| First Ave to Fourth Ave | 2 Lane Collector (no fronting property) | 10,000 | 14,100 | 1.410 | **F** |
| Fourth Ave to Fifth Ave | 2 Lane Collector (continuous left-turn lane) | 15,000 | 21,600 | 1.440 | **F** |
| Fifth Ave to Sixth Ave | 4 Lane Collector | 30,000 | 24,900 | 0.830 | D |
| Sixth Ave to Eighth Ave | 4 Lane Collector (no center lane) | 15,000 | 29,300 | 1.953 | **F** |
| Vermont St to Normal St | 4 Lane Major Arterial | 40,000 | 25,600 | 0.640 | C |
| Normal St to Park Blvd | 4 Lane Collector (no center lane) | 15,000 | 21,200 | 1.413 | **F** |
| **Upas St** | | | | | |
| Third Ave to Sixth Ave | 2 Lane Collector (no fronting property) | 10,000 | 8,500 | 0.850 | D |
| **Washington St** | | | | | |
| India St to University Ave | 4 Lane Major Arterial | 40,000 | 34,800 | 0.870 | D |
| University Ave to First Ave | 4 Lane Major Arterial | 40,000 | 25,400 | 0.635 | C |
| First Ave to Fourth Ave | 4 Lane Major Arterial | 40,000 | 25,745 | 0.644 | C |
| Fourth Ave to Fifth Ave | 4 Lane Major Arterial | 40,000 | 37,300 | 0.933 | **E** |
| Fifth Ave to Sixth Ave | 4 Lane Major Arterial | 40,000 | 41,100 | 1.028 | **F** |
| Sixth Ave to Richmond St | 4 Lane Major Arterial | 40,000 | 41,778 | 1.044 | **F** |
| Richmond St to Normal St | 6 Lane Major Arterial | 50,000 | 47,100 | 0.942 | **E** |

Notes:

**Bold** values indicate roadway segments operating at LOS E or F.

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

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*Table 10. Year 2035 Roadway Segment Analysis*

| ROADWAY SEGMENT | ROADWAY FUNCTIONAL CLASSIFICATION | LOS E CAPACITY | FUTURE (2035) ADT | V/C RATIO (a) | LOS |
|---|---|---|---|---|---|
| **NORTH PARK** | | | | | |
| **30th St** | | | | | |
| Adams Ave to Meade Ave | 2 Lane Collector (continuous left-turn lane) | 15,000 | 10,400 | 0.693 | D |
| Meade Ave to El Cajon Blvd | 2 Lane Collector (continuous left-turn lane) | 15,000 | 14,400 | 0.960 | **E** |
| 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 | 17,900 | 1.193 | **F** |
| Lincoln Ave to University Ave | 2 Lane Collector (continuous left-turn lane) | 15,000 | 14,000 | 0.933 | **E** |
| University Ave to North Park Way | 2 Lane Collector (continuous left-turn lane) | 15,000 | 12,500 | 0.833 | D |
| North Park Way Ave to Upas St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 16,500 | 1.100 | **F** |
| Upas St to Redwood St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 11,900 | 1.488 | **F** |
| Redwood St to Juniper St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 12,100 | 1.513 | **F** |
| **32nd St** | | | | | |
| Howard Ave to Lincoln Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 4,400 | 0.550 | C |
| Lincoln Ave to University Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 3,300 | 0.413 | B |
| University Ave to Myrtle Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 11,200 | 1.400 | **F** |
| Myrtle Ave to Upas St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 7,900 | 0.988 | **E** |
| 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 | 2,600 | 0.325 | B |
| **Adams Ave** | | | | | |
| Park Blvd to Alabama St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 7,400 | 0.493 | C |
| Alabama St to Texas St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 8,966 | 0.598 | C |
| Texas St to 30th St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 13,800 | 0.920 | **E** |
| 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 | 16,000 | 2.000 | **F** |
| North Park Way to Myrtle Ave | 1 Lane Collector (one-way) | 7,500 | 3,300 | 0.440 | B |
| Myrtle Ave to Redwood St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 6,000 | 0.750 | D |
| Redwood St to Commonwealth Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 3,900 | 0.488 | C |
| **Commonwealth Ave** | | | | | |
| Boundary St to Juniper St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 2,800 | 0.350 | B |
| **El Cajon Blvd** | | | | | |
| Park Blvd to Florida St | 6 Lane Major Arterial | 50,000 | 27,100 | 0.542 | B |
| Florida St to Texas St | 6 Lane Major Arterial | 50,000 | 34,600 | 0.692 | C |
| Texas St to Oregon St | 6 Lane Major Arterial | 50,000 | 34,800 | 0.696 | C |
| Oregon St to Utah St | 6 Lane Major Arterial | 50,000 | 42,800 | 0.856 | D |
| Utah St to 30th St | 6 Lane Major Arterial | 50,000 | 39,800 | 0.796 | C |
| 30th St to Illinois St | 6 Lane Major Arterial | 50,000 | 48,800 | 0.976 | **E** |
| Illinois St to I-805 Ramps | 6 Lane Major Arterial | 50,000 | 58,900 | 1.178 | **F** |
| **Florida St** | | | | | |
| El Cajon Blvd 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 | 8,800 | 1.100 | **F** |
| Robinson Ave to Upas St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 6,800 | 0.850 | **E** |
| **Florida Dr** | | | | | |
| Upas St to Morley Field Dr | 2 Lane Collector (no fronting property) | 10,000 | 6,700 | 0.670 | C |
| **Howard Ave** | | | | | |
| Park Blvd to Florida St | 2 Lane Collector (Multi-family, commercial-industrial fronting)** | 8,000 | 4,800 | 0.600 | C |
| Florida St to Texas St | 2 Lane Collector (Multi-family, commercial-industrial fronting)** | 8,000 | 3,900 | 0.488 | C |
| Texas St to Utah St | 2 Lane Collector (Multi-family, commercial-industrial fronting)** | 8,000 | 11,300 | 1.413 | **F** |
| Utah St to 30th St | 2 Lane Collector (Multi-family, commercial-industrial fronting)** | 8,000 | 10,200 | 1.275 | **F** |
| 30th St to 32nd St | 2 Lane Collector (Multi-family, commercial-industrial fronting)** | 8,000 | 10,500 | 1.313 | **F** |

Notes:

**Bold** values indicate roadway segments operating at LOS E or F.

**Howard Avenue will be classifed 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 City of San Diego staff.

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

Table 10. Year 2035 Roadway Segment Analysis

| ROADWAY SEGMENT | ROADWAY FUNCTIONAL CLASSIFICATION | LOS E CAPACITY | FUTURE (2035) ADT | V/C RATIO (a) | LOS |
|---|---|---|---|---|---|
| **NORTH PARK** | | | | | |
| **Juniper St** | | | | | |
| 30th St to 32nd St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 6,200 | 0.775 | D |
| 32nd St to Commonwealth Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 4,400 | 0.550 | C |
| **Landis St** | | | | | |
| Boundary St to Nile St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 4,000 | 0.500 | C |
| **Lincoln Ave** | | | | | |
| Florida St to Texas St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 4,300 | 0.538 | C |
| Texas St to Utah St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 3,200 | 0.400 | B |
| Utah St to 30th St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 7,500 | 0.500 | C |
| 30th St to 32nd St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 9,200 | 0.613 | C |
| 32nd St to Boundary St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 9,800 | 0.653 | C |
| **Madison Ave** | | | | | |
| Park Blvd to Mission Ave | 2 Lane Collector (continuous left-turn lane) | 15,000 | 8,100 | 0.540 | C |
| Mission Ave to Texas St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 10,300 | 0.687 | D |
| Texas St to Ohio St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 12,200 | 1.525 | **F** |
| **Meade Ave** | | | | | |
| Park Blvd to Texas St | 2 Lane Collector (Multi-family, commercial-industrial fronting)** | 8,000 | 8,200 | 1.025 | **F** |
| Texas St to 30th St | 2 Lane Collector (Multi-family, commercial-industrial fronting)** | 8,000 | 9,900 | 1.238 | **F** |
| 30th St to Illinois St | 2 Lane Collector (Multi-family, commercial-industrial fronting)** | 8,000 | 11,500 | 1.438 | **F** |
| Illinois St to Iowa St | 2 Lane Collector (Multi-family, commercial-industrial fronting)** | 8,000 | 11,900 | 1.488 | **F** |
| **Mission Ave** | | | | | |
| Park Blvd to Mississippi St | 2 Lane Collector (one-way) | 17,500 | 3,700 | 0.211 | A |
| **Monroe Ave** | | | | | |
| Park Blvd to Mission Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 3,200 | 0.400 | B |
| Mission Ave to Texas St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 5,500 | 0.688 | D |
| Texas St to 30th St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 5,700 | 0.713 | D |
| **Nile St** | | | | | |
| Landis St to Thorn St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 5,000 | 0.625 | D |
| **North Park Way** | | | | | |
| 30th St to 32nd St | 2 Lane Collector (no fronting property) | 10,000 | 8,500 | 0.850 | D |
| 32nd St to Boundary St | 2 Lane Collector (no fronting property) | 10,000 | 10,600 | 1.060 | **F** |
| **Orange Ave/Howard Ave** | | | | | |
| Iowa St to I-805 | 2 Lane Collector (continuous left-turn lane) | 15,000 | 8,200 | 0.547 | C |
| **Pentuckett Ave** | | | | | |
| Juniper St to Fir St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 2,300 | 0.288 | A |
| **Pershing Dr** | | | | | |
| Upas St to Redwood St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 10,500 | 0.700 | D |
| **Redwood St** | | | | | |
| 28th St to 30th St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 7,200 | 0.900 | **E** |
| 30th St to 32nd St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 4,912 | 0.614 | C |
| 32nd St to Boundary St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 4,400 | 0.550 | C |
| **Robinson Ave** | | | | | |
| Park Blvd to Florida St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 5,900 | 0.738 | D |

Notes:

**Bold** values indicate roadway segments operating at LOS E or F.

**Meade Avenue will be classifed 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 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 10. Year 2035 Roadway Segment Analysis*

| ROADWAY SEGMENT | ROADWAY FUNCTIONAL CLASSIFICATION | LOS E CAPACITY | FUTURE (2035) ADT | V/C RATIO (a) | LOS |
|---|---|---|---|---|---|
| **NORTH PARK** | | | | | |
| **Texas St** | | | | | |
| Adams Ave to Mission Ave | 3 Lane Major Arterial | 30,000 | 39,100 | 1.303 | **F** |
| Mission Ave to El Cajon Blvd | 2 Lane Collector (continuous left-turn lane) | 15,000 | 38,300 | 2.553 | **F** |
| El Cajon Blvd to Howard Ave | 2 Lane Collector (continuous left-turn lane) | 15,000 | 12,700 | 0.847 | D |
| Howard Ave to University Ave | 2 Lane Collector (continuous left-turn lane) | 15,000 | 14,400 | 0.960 | **E** |
| University Ave to Myrtle Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 5,700 | 0.713 | D |
| Myrtle Ave to Upas St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 4,100 | 0.513 | C |
| **University Ave** | | | | | |
| Park Blvd to Florida St | 4 Lane Collector (no center lane) | 15,000 | 23,900 | 1.593 | **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 | 23,700 | 1.580 | **F** |
| Oregon St to Utah St | 4 Lane Collector (no center lane) | 15,000 | 22,900 | 1.527 | **F** |
| Utah St to 30th St | 4 Lane Collector (no center lane) | 15,000 | 20,800 | 1.387 | **F** |
| 30th St to Illinois St | 3 Lane Collector (no center lane) | 11,500 | 22,800 | 1.983 | **F** |
| Illinois St to 32nd St | 3 Lane Collector (no center lane) | 11,500 | 22,600 | 1.965 | **F** |
| 32nd St to Boundary St | 4 Lane Collector (no center lane) | 15,000 | 29,600 | 1.973 | **F** |
| **Upas St** | | | | | |
| Alabama St to Texas St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 8,600 | 1.075 | **F** |
| Texas St to Pershing Rd | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 11,500 | 1.438 | **F** |
| Pershing Rd to 30th St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 16,300 | 1.087 | **F** |
| 30th St to 32nd St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 6,100 | 0.763 | D |
| 32nd St to Boundary St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 2,700 | 0.338 | B |
| **Utah St** | | | | | |
| Adams Ave to Monroe Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 5,000 | 0.625 | D |
| Meade Ave to El Cajon Blvd | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 5,300 | 0.663 | D |
| El Cajon Blvd to Howard Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 6,400 | 0.800 | D |
| Howard Ave to Lincoln Ave | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 7,300 | 0.913 | **E** |
| Lincoln Ave to University Ave | 3 Lane Collector (no center lane) | 11,500 | 4,700 | 0.409 | B |
| University Ave to North Park Way | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 5,100 | 0.638 | D |
| North Park Way to Upas St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 7,500 | 0.938 | **E** |

Notes:

**Bold** values indicate roadway segments operating at LOS E or F.

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.

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*Table 10. Year 2035 Roadway Segment Analysis*

| ROADWAY SEGMENT | ROADWAY FUNCTIONAL CLASSIFICATION | LOS E CAPACITY | FUTURE (2035) ADT | V/C RATIO (a) | LOS |
|---|---|---|---|---|---|
| **GOLDEN HILL** | | | | | |
| **25th St** | | | | | |
| Russ Blvd to B St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 7,800 | 0.520 | C |
| B St to Broadway | 2 Lane Collector (continuous left-turn lane) | 15,000 | 10,900 | 0.727 | D |
| Broadway to F St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 17,400 | 1.160 | **F** |
| **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 | 5,100 | 0.638 | D |
| **28th St** | | | | | |
| Russ Blvd to C St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 8,800 | 1.100 | **F** |
| C St to Broadway | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 10,500 | 1.313 | **F** |
| Broadway to SR-94 | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 19,100 | 2.388 | **F** |
| **30th St** | | | | | |
| Grape St to Ash St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 6,900 | 0.863 | **E** |
| A St to Broadway | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 19,800 | 2.475 | **F** |
| Broadway to SR-94 | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 9,500 | 1.188 | **F** |
| **31st St** | | | | | |
| Juniper St to Grape St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 4,700 | 0.588 | C |
| **B St** | | | | | |
| 19th St to 20th St | 4 Lane Collector (no center lane) | 15,000 | 6,500 | 0.433 | B |
| 20th St to 25th St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 5,400 | 0.675 | D |
| 25th St to 26th St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 7,500 | 0.938 | **E** |
| 26th St to 28th St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 7,100 | 0.888 | **E** |
| 28th St to 30th St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 5,700 | 0.713 | D |
| **Beech St** | | | | | |
| 28th St to Fern St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 6,200 | 0.775 | D |
| **Broadway** | | | | | |
| 19th St to 20th St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 6,000 | 0.400 | B |
| 20th St to 25th St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 8,000 | 0.533 | C |
| 25th St to 28th St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 5,500 | 0.367 | B |
| 28th St to 30th St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 4,900 | 0.327 | A |
| 30th St to SR-94 | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 15,811 | 1.976 | **F** |
| **C St** | | | | | |
| 19th St to 20th St | 1 Lane Collector (one-way) | 7,500 | 6,100 | 0.813 | D |
| 20th St to 25th St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 4,500 | 0.300 | A |
| 25th St to 28th St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 5,500 | 0.367 | B |
| 28th St to 30th St | 2 Lane Collector (continuous left-turn lane) | 15,000 | 4,100 | 0.273 | A |
| 30th St to 34th St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 7,900 | 0.988 | **E** |
| **Cedar St** | | | | | |
| Fern St to Felton St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 3,400 | 0.425 | B |
| **Fern St** | | | | | |
| Juniper St to Grape St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 8,900 | 1.113 | **F** |
| Grape St to A St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 15,000 | 1.875 | **F** |
| **Grape St** | | | | | |
| 30th St to 31st St | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 9,000 | 1.125 | **F** |

Notes:

**Bold** values indicate roadway segments operating at LOS E or F.

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.

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## Table 11. Year 2035 Freeway Segment Analysis

| FREEWAY SEGMENT | DIRECTION | NUMBER OF LANES | CAPACITY (a) | BUILD OUT BASELINE ADT (b) | K (PEAK HOUR %) | D (DIRECTIONAL SPLIT) | TRUCK % | TRUCK FACTOR | PEAK-HOUR VOLUME (c) | V/C RATIO | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM PEAK** | | | | | | | | | | | |
| **I-5** | | | | | | | | | | | |
| Old Town Ave to Washington St | NB | 4 M + 1 A | 9,200 | 247,000 | 0.072 | 0.597 | 4.10% | 0.980 | 10,885 | 1.18 | **F0** |
| | SB | 4 M + 1 A | 9,200 | | 0.072 | 0.403 | 4.10% | 0.980 | 7,339 | 0.80 | C |
| Washington St to Pacific Highway | NB | 4 M | 8,000 | 199,000 | 0.072 | 0.597 | 4.10% | 0.980 | 8,770 | 1.10 | **F0** |
| | SB | 4 M | 8,000 | | 0.072 | 0.403 | 4.10% | 0.980 | 5,913 | 0.74 | C |
| First Ave to Sixth Ave | NB | 4 M + 1 A | 9,200 | 280,000 | 0.072 | 0.597 | 4.10% | 0.980 | 12,340 | 1.34 | **F1** |
| | SB | 5 M + 1 A | 11,200 | | 0.072 | 0.403 | 4.10% | 0.980 | 8,319 | 0.74 | C |
| SR-163 to SR-94 | NB | 5 M + 1 A | 11,200 | 297,000 | 0.076 | 0.560 | 4.50% | 0.978 | 12,866 | 1.15 | **F0** |
| | SB | 5 M + 1 A | 11,200 | | 0.076 | 0.440 | 4.50% | 0.978 | 10,093 | 0.90 | D |
| SR-94 to Imperial Ave | NB | 4 M + 1 A | 9,200 | 226,000 | 0.076 | 0.560 | 4.50% | 0.978 | 9,790 | 1.06 | **F0** |
| | SB | 4 M + 1 A | 9,200 | | 0.076 | 0.440 | 4.50% | 0.978 | 7,680 | 0.83 | D |
| **I-8** | | | | | | | | | | | |
| Hotel Circle (W) to Hotel Circle (E) | WB | 4 M + 1 A | 9,200 | 246,000 | 0.074 | 0.668 | 3.20% | 0.984 | 12,266 | 1.33 | **F1** |
| | EB | 4 M | 8,000 | | 0.074 | 0.332 | 3.20% | 0.984 | 6,104 | 0.76 | C |
| Mission Center Rd to Qualcomm Wy | WB | 4 M + 1 A | 9,200 | 252,000 | 0.074 | 0.668 | 3.20% | 0.984 | 12,565 | 1.37 | **F2** |
| | EB | 4 M + 1 A | 9,200 | | 0.074 | 0.332 | 3.20% | 0.984 | 6,253 | 0.68 | C |
| I-805 to SR-15 | WB | 4 M + 1 A | 9,200 | 270,000 | 0.078 | 0.669 | 3.00% | 0.985 | 14,217 | 1.55 | **F2** |
| | EB | 4 M + 1 A | 9,200 | | 0.078 | 0.332 | 3.00% | 0.985 | 7,050 | 0.77 | C |
| **SR-15** | | | | | | | | | | | |
| I-805 to SR-94 | NB | 3 M + 1 A | 7,200 | 152,000 | 0.079 | 0.455 | 4.98% | 0.976 | 5,559 | 0.77 | C |
| | SB | 2 M + 1 A | 5,200 | | 0.079 | 0.545 | 4.98% | 0.976 | 6,670 | 1.28 | **F1** |
| **I-805** | | | | | | | | | | | |
| I-8 to Adams Ave | NB | 4 M + 1 A | 9,200 | 293,800 | 0.063 | 0.731 | 6.00% | 0.971 | 13,938 | 1.52 | **F2** |
| | SB | 5 M + 1 A | 11,200 | | 0.063 | 0.269 | 6.00% | 0.971 | 5,126 | 0.46 | B |
| El Cajon Blvd to University Ave | NB | 4 M | 8,000 | 240,700 | 0.063 | 0.731 | 6.00% | 0.971 | 11,419 | 1.43 | **F2** |
| | SB | 4 M + 1 A | 9,200 | | 0.063 | 0.269 | 6.00% | 0.971 | 4,200 | 0.46 | B |
| University Ave to SR-15 | NB | 4 M + 1 A | 9,200 | 235,200 | 0.062 | 0.742 | 6.00% | 0.971 | 11,101 | 1.21 | **F0** |
| | SB | 4 M + 1 A | 9,200 | | 0.062 | 0.259 | 6.00% | 0.971 | 3,870 | 0.42 | B |
| **SR-94** | | | | | | | | | | | |
| 25th St to 28th St | WB | 4 M | 8,000 | 179,000 | 0.075 | 0.725 | 3.60% | 0.982 | 9,926 | 1.24 | **F0** |
| | EB | 4 M | 8,000 | | 0.075 | 0.275 | 3.60% | 0.982 | 3,759 | 0.47 | B |
| 28th St to 30th St | WB | 4 M | 8,000 | 188,000 | 0.075 | 0.725 | 3.60% | 0.982 | 10,425 | 1.30 | **F1** |
| | EB | 4 M | 8,000 | | 0.075 | 0.275 | 3.60% | 0.982 | 3,948 | 0.49 | B |
| Broadway to SR-15 | WB | 4 M | 8,000 | 204,000 | 0.075 | 0.725 | 3.60% | 0.982 | 11,312 | 1.41 | **F2** |
| | EB | 4 M + 1 A | 9,200 | | 0.075 | 0.275 | 3.60% | 0.982 | 4,284 | 0.47 | B |
| **SR-163** | | | | | | | | | | | |
| I-8 to Washington St | NB | 3 M + 1 A | 7,200 | 163,000 | 0.090 | 0.541 | 3.70% | 0.982 | 8,071 | 1.12 | **F0** |
| | SB | 3 M + 1 A | 7,200 | | 0.090 | 0.459 | 3.70% | 0.982 | 6,837 | 0.95 | **E** |
| Washington St to Robinson Ave | NB | 2 M | 4,000 | 115,400 | 0.091 | 0.310 | 3.70% | 0.982 | 3,321 | 0.83 | D |
| | SB | 2 M | 4,000 | | 0.091 | 0.690 | 3.70% | 0.982 | 7,386 | 1.85 | **F2** |
| Quince Dr to I-5 | NB | 2 M | 4,000 | 127,000 | 0.091 | 0.310 | 3.70% | 0.982 | 3,655 | 0.91 | D |
| | SB | 2 M | 4,000 | | 0.091 | 0.690 | 3.70% | 0.982 | 8,128 | 2.03 | **F3** |

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 City of San Diego model
(c) Peak-hour volume calculated by: (ADT*K*D)/Truck Factor
K:\SND_TPTO\095240042\Excel\[240042FR01.xls]Summary

*Table 11. Year 2035 Freeway Segment Analysis*

| FREEWAY SEGMENT | DIRECTION | NUMBER OF LANES | CAPACITY (a) | BUILD OUT BASELINE | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | ADT (b) | K (PEAK HOUR %) | D (DIRECTIONAL SPLIT) | TRUCK % | TRUCK FACTOR | PEAK-HOUR VOLUME (c) | V/C RATIO | LOS |
| PM PEAK | | | | | | | | | | | | |
| **I-5** | | | | | | | | | | | | |
| Old Town Ave to Washington St | NB | 4 M + 1 A | 9,200 | 247,000 | 0.080 | 0.457 | 4.10% | 0.980 | 9,196 | 1.00 | **E** |
| | SB | 4 M + 1 A | 9,200 | | 0.080 | 0.543 | 4.10% | 0.980 | 10,918 | 1.19 | **F0** |
| Washington St to Pacific Highway | NB | 4 M | 8,000 | 199,000 | 0.080 | 0.457 | 4.10% | 0.980 | 7,409 | 0.93 | **E** |
| | SB | 4 M | 8,000 | | 0.080 | 0.543 | 4.10% | 0.980 | 8,796 | 1.10 | **F0** |
| First Ave to Sixth Ave | NB | 4 M + 1 A | 9,200 | 280,000 | 0.080 | 0.457 | 4.10% | 0.980 | 10,425 | 1.13 | **F0** |
| | SB | 5 M + 1 A | 11,200 | | 0.080 | 0.543 | 4.10% | 0.980 | 12,377 | 1.11 | **F0** |
| SR-163 to SR-94 | NB | 5 M + 1 A | 11,200 | 297,000 | 0.085 | 0.474 | 4.50% | 0.978 | 12,222 | 1.09 | **F0** |
| | SB | 5 M + 1 A | 11,200 | | 0.085 | 0.527 | 4.50% | 0.978 | 13,591 | 1.21 | **F0** |
| SR-94 to Imperial Ave | NB | 4 M + 1 A | 9,200 | 226,000 | 0.085 | 0.474 | 4.50% | 0.978 | 9,301 | 1.01 | **F0** |
| | SB | 4 M + 1 A | 9,200 | | 0.085 | 0.527 | 4.50% | 0.978 | 10,342 | 1.12 | **F0** |
| **I-8** | | | | | | | | | | | | |
| Hotel Circle (W) to Hotel Circle (E) | WB | 4 M + 1 A | 9,200 | 246,000 | 0.079 | 0.414 | 3.20% | 0.984 | 8,175 | 0.89 | D |
| | EB | 4 M | 8,000 | | 0.079 | 0.587 | 3.20% | 0.984 | 11,595 | 1.45 | **F2** |
| Mission Center Rd to Qualcomm Wy | WB | 4 M + 1 A | 9,200 | 252,000 | 0.079 | 0.414 | 3.20% | 0.984 | 8,374 | 0.91 | D |
| | EB | 4 M + 1 A | 9,200 | | 0.079 | 0.587 | 3.20% | 0.984 | 11,878 | 1.29 | **F1** |
| I-805 to SR-15 | WB | 4 M + 1 A | 9,200 | 270,000 | 0.082 | 0.379 | 3.00% | 0.985 | 8,464 | 0.92 | **E** |
| | EB | 4 M + 1 A | 9,200 | | 0.082 | 0.622 | 3.00% | 0.985 | 13,898 | 1.51 | **F2** |
| **SR-15** | | | | | | | | | | | | |
| I-805 to SR-94 | NB | 3 M + 1 A | 7,200 | 152,000 | 0.097 | 0.532 | 4.98% | 0.976 | 8,065 | 1.12 | **F0** |
| | SB | 2 M + 1 A | 5,200 | | 0.097 | 0.469 | 4.98% | 0.976 | 7,109 | 1.37 | **F2** |
| **I-805** | | | | | | | | | | | | |
| I-8 to Adams Ave | NB | 4 M + 1 A | 9,200 | 293,800 | 0.080 | 0.402 | 6.00% | 0.971 | 9,776 | 1.06 | **F0** |
| | SB | 5 M + 1 A | 11,200 | | 0.080 | 0.598 | 6.00% | 0.971 | 14,524 | 1.30 | **F1** |
| El Cajon Blvd to University Ave | NB | 4 M | 8,000 | 240,700 | 0.080 | 0.402 | 6.00% | 0.971 | 8,009 | 1.00 | **F0** |
| | SB | 4 M + 1 A | 9,200 | | 0.080 | 0.598 | 6.00% | 0.971 | 11,899 | 1.29 | **F1** |
| University Ave to SR-15 | NB | 4 M + 1 A | 9,200 | 235,200 | 0.079 | 0.419 | 6.00% | 0.971 | 7,976 | 0.87 | D |
| | SB | 4 M + 1 A | 9,200 | | 0.079 | 0.581 | 6.00% | 0.971 | 11,065 | 1.20 | **F0** |
| **SR-94** | | | | | | | | | | | | |
| 25th St to 28th St | WB | 4 M | 8,000 | 179,000 | 0.092 | 0.292 | 3.60% | 0.982 | 4,893 | 0.61 | B |
| | EB | 4 M | 8,000 | | 0.092 | 0.708 | 3.60% | 0.982 | 11,853 | 1.48 | **F2** |
| 28th St to 30th St | WB | 4 M | 8,000 | 188,000 | 0.092 | 0.292 | 3.60% | 0.982 | 5,139 | 0.64 | C |
| | EB | 4 M | 8,000 | | 0.092 | 0.708 | 3.60% | 0.982 | 12,449 | 1.56 | **F2** |
| Broadway to SR-15 | WB | 4 M | 8,000 | 204,000 | 0.092 | 0.292 | 3.60% | 0.982 | 5,577 | 0.70 | C |
| | EB | 4 M + 1 A | 9,200 | | 0.092 | 0.708 | 3.60% | 0.982 | 13,508 | 1.47 | **F2** |
| **SR-163** | | | | | | | | | | | | |
| I-8 to Washington St | NB | 3 M + 1 A | 7,200 | 163,000 | 0.091 | 0.620 | 3.70% | 0.982 | 9,367 | 1.30 | **F1** |
| | SB | 3 M + 1 A | 7,200 | | 0.091 | 0.380 | 3.70% | 0.982 | 5,741 | 0.80 | C |
| Washington St to Robinson Ave | NB | 2 M | 4,000 | 115,400 | 0.091 | 0.620 | 3.70% | 0.982 | 6,631 | 1.66 | **F2** |
| | SB | 2 M | 4,000 | | 0.091 | 0.380 | 3.70% | 0.982 | 4,064 | 1.02 | **F0** |
| Quince Dr to I-5 | NB | 2 M | 4,000 | 127,000 | 0.078 | 0.540 | 3.70% | 0.982 | 5,448 | 1.36 | **F2** |
| | SB | 2 M | 4,000 | | 0.078 | 0.460 | 3.70% | 0.982 | 4,641 | 1.16 | **F0** |

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 City of San Diego model

(c) Peak-hour volume calculated by: (ADT*K*D)/Truck Factor

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Table 12. Year 2035 Freeway Ramp Meter Analysis

| ON-RAMP | PEAK PERIOD | METER RATE[1] (veh/hr) | DEMAND[2] (veh/hr) | EXCESS DEMAND (veh/hr) | AVERAGE DELAY (min) |
|---|---|---|---|---|---|
| **INTERSTATE 5** | | | | | |
| Washington St to I-5 NB | AM | 996 | 1241 | 245 | 14.8 |
| | PM | 996 | 1227 | 231 | 13.9 |
| India St to I-5 NB | AM | 996 | 1007 | 11 | 0.6 |
| | PM | 996 | 1173 | 177 | 10.6 |
| Hawthorn St to I-5 NB | AM | 996 | 460 | 0 | 0.0 |
| | PM | 996 | 825 | 0 | 0.0 |
| Hancock St to I-5 SB | AM | Ramp not metered in the a.m. peak | | | |
| | PM | 1140 | 1542 | 402 | 21.2 |
| Kettner Blvd to I-5 SB | AM | Ramp not metered in the a.m. peak | | | |
| | PM | 498 | 861 | 363 | 43.7 |
| Fifth Ave to I-5 SB | AM | Ramp not metered in the a.m. peak | | | |
| | PM | 996 | 1894 | 898 | 54.1 |
| **INTERSTATE 8** | | | | | |
| NB Texas St to I-8 EB | AM | Ramp not metered in the a.m. peak | | | |
| | PM | 498 | 579 | 81 | 9.8 |
| SB Texas St to I-8 EB | AM | Ramp not metered in the a.m. peak | | | |
| | PM | 1140 | 888 | 0 | 0.0 |
| **INTERSTATE 805** | | | | | |
| El Cajon Blvd to I-805 NB | AM | 1140 | 1118 | 0 | 0.0 |
| | PM | Ramp not metered in the p.m. peak | | | |
| University Ave to I-805 NB | AM | 1140 | 1132 | 0 | 0.0 |
| | PM | Ramp not metered in the p.m. peak | | | |
| **STATE ROUTE 94** | | | | | |
| 28th St to SR-94 WB | AM | 534 | 205 | 0 | 0.0 |
| | PM | Ramp not metered in the p.m. peak | | | |
| 32nd St/Broadway to SR-94 WB | AM | 570 | 173 | 0 | 0.0 |
| | PM | Ramp not metered in the p.m. peak | | | |
| 25th St to SR-94 EB | AM | Ramp not metered in the a.m. peak | | | |
| | PM | 960 | 935 | 0 | 0.0 |
| 28th St to SR-94 EB | AM | Ramp not metered in the a.m. peak | | | |
| | PM | 960 | 870 | 0 | 0.0 |
| 32nd St/Broadway to SR-94 EB | AM | Ramp not metered in the a.m. peak | | | |
| | PM | 570 | 558 | 0 | 0.0 |
| **STATE ROUTE 163** | | | | | |
| Washington St to SR-163 SB | AM | 498 | 615 | 117 | 14.2 |
| | PM | Ramp not metered in the p.m. peak | | | |

Notes:

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

2) Demand is the peak hour demand using the on-ramp

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## IMPROVEMENT FEASIBILITY EVALUATION

All roadway segments and study intersections determined to have unacceptable LOS for the Year 2035 were further analyzed to determine what measures would be needed to return the facility to acceptable operations. **Tables 13, 14,** and **15** provide a summary of the improvement analysis for the Uptown, North Park, and Golden Hill communities, respectively. Each potential improvement was evaluated for feasibility, documenting the associated effect to the network that the change in geometry would cause. The supporting exhibits are provided in **Figures 41 - 137**.

*Table 13. Summary of Improvement Evaluation: Uptown*

| # | Intersection Number & Name | Baseline | | Improvements | | | Recommend Improvement? | Potential Impact to: | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | AM Delay / LOS | PM Delay / LOS | Improvement Description | AM Delay / LOS | PM Delay / LOS | | Ped | Bike | | Parking | ROW (Properties Impacted) | |
| | | | | | | | | Δ Crossing Distance (ft.) | Bike Lanes Impacted | Shared Use Bike Ways Impacted | Spaces Removed | Commercial | Residential |
| U-1 | 4. Washington St at Fourth Ave | 31.8 / C | 59.9 / E | Add second SBL lane and change SBTL to SBT | 27.3 / C | 42.7 / D | **No** | 4 | | | 10 | 2 | |
| U-2 | 6. Washington St, Eighth Ave & SR-163 Off Ramp | 71.5 / E | ECL / F | Add third and fourth EB through lane; Add third WB through lane; Add second SW through (off-ramp) lane | 22.3 / C | 49.5 / D | **No** | 20 | | | 15 | 1 | 4 |
| U-3 | 8. Washington St, Normal St & Campus Ave, Polk Ave | 62.7 / E | 57.3 / E | Add exclusive NE right-turn lane on Washington St | 49.9 / D | 39.5 / D | **No** | | | | | 1 | |
| U-4 | 12. University Ave & Sixth Ave | 38.7 / D | 55.3 / E | Add second SBL lane | 40.0 / D | 50.8 / D | **No** | 12 | | | | 2 | |
| U-5 | 29. Elm St & Sixth Ave | 153.6 / F | 18.8 / B | Add second WBR lane | 20.6 / C | 12.5 / B | **Yes** | 12 | | | | | |
| U-6 | 30. Cedar St & Second Ave | 459.3 / F | 43.0 / E | Signalize Intersection (peak-hour warrant met in AM) | 25.9 / C | 10.1 / B | **Yes** | | | | | | |

Notes:

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

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.

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

*Table 13. Summary of Improvement Evaluation: Uptown*

| # | ROADWAY SEGMENT | Future ADT | | ROADWAY FUNCTIONAL CLASSIFICATION | LOS E CAPACITY | V/C RATIO (a) | LOS | Recommend Improvement? | Potential Impact to: Ped | Bike | | Parking | ROW (Properties Impacted) | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Δ Crossing Distance (ft.) | Bike Lanes Impacted | Shared Use Bike Ways Impacted | Spaces Removed | Commercial | Residential |
| | **First Ave** | | | | | | | | | | | | | |
| U-7A | Washington St to University Ave | 9,100 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.138 | **F** | **No** | | | | 23 | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.607 | C | | | | | | | |
| U-7A | University Ave to Robinson Ave | 16,300 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 2.038 | **F** | **No** | 36 | | 2 | | 1 | 13 |
| | | | Proposed Classification | 4 Lane Collector | 30,000 | 0.543 | C | | | | | | | |
| U-7A | Robinson Ave to Pennsylvania Ave | 11,500 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.438 | **F** | **No** | | | | 33 | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.767 | D | | | | | | | |
| U-7A to U-7B | Pennsylvania Ave to Walnut Ave | 12,800 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.600 | **F** | **No** | | | | 53 | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.853 | D | | | | | | | |
| U-7B to U-7C | Walnut Ave to Laurel St | 11,900 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.488 | **F** | **No** | | | | 22 | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.793 | D | | | | | | | |
| U-7C to U-7D | Laurel St to Hawthorn St | 8,400 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.050 | **F** | **Yes** | | | | | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.560 | C | | | | | | | |
| U-7D | Hawthorn St to Grape St | 6,800 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 0.850 | **E** | **No** | | | | 8 | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.453 | B | | | | | | | |
| | **Fourth Ave** | | | | | | | | | | | | | |
| U-8A | Arbor Dr to Washington St | 14,900 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.863 | **F** | **No** | 30 | | | | 7 | 7 |
| | | | Proposed Classification | 4 Lane Collector | 30,000 | 0.497 | C | | | | | | | |
| U-8B* | Walnut Ave to Laurel St | 15,100 | Baseline Classification | 3 Lane Collector (one-way w/ one lane dedicated for multi-modal) | 17,500 | 0.863 | **E** | **No** | | 1 | | | | |
| | | | Proposed Classification | 3 Lane Collector (one-way) | 26,000 | 0.581 | C | | | | | | | |
| | **Fifth Ave** | | | | | | | | | | | | | |
| U-9* | Robinson Ave to Walnut Ave | 15,800 | Baseline Classification | 3 Lane Collector (one-way w/ one lane dedicated for multi-modal) | 17,500 | 0.903 | **E** | **No** | | 1 | | | | |
| | | | Proposed Classification | 3 Lane Collector (one-way) | 26,000 | 0.608 | C | | | | | | | |
| | **Sixth Ave** | | | | | | | | | | | | | |
| U-10A | Washington St to University Ave | 45,100 | Baseline Classification | 3 Lane Collector (two-way) | 20,000 | 2.255 | **F** | **No** | 12 | | 2 | | 3 | |
| | | | Proposed Classification | 6 Lane Prime Arterial | 60,000 | 0.752 | C | | | | | | | |
| U-10A | University Ave to Robinson Ave | 32,600 | Baseline Classification | 4 Lane Collector (no center lane) | 15,000 | 2.173 | **F** | **No** | 14 | | 2 | | 4 | |
| | | | Proposed Classification | 4 Lane Major Arterial | 40,000 | 0.815 | D | | | | | | | |
| U-10B to U-10C | Robinson Ave to Upas St | 29,900 | Baseline Classification | 4 Lane Collector (no center lane) | 15,000 | 1.993 | **F** | **No** | 22 | | 2 | | 10 | 29 |
| | | | Proposed Classification | 4 Lane Major Arterial | 40,000 | 0.748 | C | | | | | | | |
| U-10C to U-10D | Upas St to Laurel St | 25,900 | Baseline Classification | 4 Lane Collector (no center lane) | 15,000 | 1.727 | **F** | **No** | 20 | | | | 5 | 15 |
| | | | Proposed Classification | 4 Lane Major Arterial | 40,000 | 0.648 | C | | | | | | | |
| U-10D | Laurel St to Juniper St | 16,600 | Baseline Classification | 4 Lane Collector (no center lane) | 15,000 | 1.107 | **F** | **No** | 28 | | | | 3 | 1 |
| | | | Proposed Classification | 4 Lane Collector | 30,000 | 0.553 | C | | | | | | | |
| U-10E | Juniper St to Grape St | 18,700 | Baseline Classification | 4 Lane Collector (no center lane) | 15,000 | 1.247 | **F** | **No** | 28 | | | | 1 | 5 |
| | | | Proposed Classification | 4 Lane Collector | 30,000 | 0.623 | C | | | | | | | |
| U-10E | Grape St to Elm St | 20,300 | Baseline Classification | 4 Lane Collector (no center lane) | 15,000 | 1.353 | **F** | **No** | 30 | | | | 1 | 4 |
| | | | Proposed Classification | 4 Lane Collector | 30,000 | 0.677 | D | | | | | | | |

Notes: *No figure provided

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.

*Table 13. Summary of Improvement Evaluation: Uptown*

| # | ROADWAY SEGMENT | Future ADT | | ROADWAY FUNCTIONAL CLASSIFICATION | LOS E CAPACITY | V/C RATIO (a) | LOS | Recommend Improvement? | Potential Impact to: Ped | Bike | | Parking | ROW (Properties Impacted) | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Δ Crossing Distance (ft.) | Bike Lanes Impacted | Shared Use Bike Ways Impacted | Spaces Removed | Commercial | Residential |
| | **Ninth Ave** | | | | | | | | | | | | | |
| U-11 | Washington St to University Ave | 8,000 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.000 | **F** | **No** | | | | 8 | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.533 | C | | | | | | | |
| | **Campus Ave/Polk Ave** | | | | | | | | | | | | | |
| U-12 | Washington St to Park Blvd | 7,400 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 0.925 | **E** | **No** | | | | 11 | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.493 | C | | | | | | | |
| | **Cleveland Ave** | | | | | | | | | | | | | |
| U-13 | Tyler St to Lincoln Ave | 7,200 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 0.900 | **E** | **No** | | 2 | | 18 | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.480 | C | | | | | | | |
| | Lincoln Ave to Richmond St | 9,600 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.200 | **F** | **No** | | 2 | | 17 | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.640 | C | | | | | | | |
| | **Fort Stockton Dr** | | | | | | | | | | | | | |
| U-14 | Sunset Blvd to Hawk St | 7,900 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 0.988 | **E** | **No** | | | | 113 | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.527 | C | | | | | | | |
| | Hawk St to Goldfinch St | 8,900 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.113 | **F** | **No** | | | | | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.593 | C | | | | | | | |
| | **Grape St** | | | | | | | | | | | | | |
| U-15 | First Ave to Third Ave | 7,300 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 0.913 | **E** | **No** | | | | 24 | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.487 | C | | | | | | | |
| | Third Ave to Sixth Ave | 9,000 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.125 | **F** | **No** | | | | 60 | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.600 | C | | | | | | | |
| | **Hawthorn St** | | | | | | | | | | | | | |
| U-16 | First Ave to Third Ave | 7,300 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 0.913 | **E** | **No** | | | | Future Diagonal | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.487 | C | | | | | | | |
| | Third Ave to Sixth Ave | 8,700 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.088 | **F** | **No** | | | | 25 | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.580 | C | | | | | | | |
| | **India St** | | | | | | | | | | | | | |
| U-17A | Washington St to Winder St | 11,000 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.375 | **F** | **No** | | | | 25 | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.733 | D | | | | | | | |
| | Glenwood Dr to Sassafrass St | 30,000 | Baseline Classification | 2 Lane Collector (one-way) | 17,500 | 1.714 | **F** | **No** | 12 | | | | 5 | 2 |
| | | | Proposed Classification | 4 Lane Collector (one-way) | 35,000 | 0.857 | D | | | | | | | |
| U-17B | Sassafrass St to Redwood St | 21,300 | Baseline Classification | 2 Lane Collector (one-way) | 17,500 | 1.217 | **F** | **No** | | | | | 6 | 3 |
| | | | Proposed Classification | 3 Lane Collector (one-way) | 26,000 | 0.819 | D | | | | | | | |
| | **Laurel St** | | | | | | | | | | | | | |
| U-18A | Columbia St to Union St | 21,100 | Baseline Classification | 4 Lane Collector (no center lane) | 15,000 | 1.407 | **F** | **No** | 24 | | | | 1 | 8 |
| | | | Proposed Classification | 4 Lane Collector | 30,000 | 0.703 | D | | | | | | | |
| | Union St to First Ave | 17,900 | Baseline Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 1.193 | **F** | **No** | 24 | | | | 2 | 17 |
| | | | Proposed Classification | 4 Lane Collector | 30,000 | 0.597 | C | | | | | | | |
| U-18B | First Ave to Third Ave | 16,100 | Baseline Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 1.073 | **F** | **No** | 24 | | | | 4 | 4 |
| | | | Proposed Classification | 4 Lane Collector | 30,000 | 0.537 | C | | | | | | | |
| | Third Ave to Sixth Ave | 20,200 | Baseline Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 1.347 | **F** | **No** | 24 | | | | 7 | 2 |
| | | | Proposed Classification | 4 Lane Collector | 30,000 | 0.673 | D | | | | | | | |
| | **Lincoln Ave** | | | | | | | | | | | | | |
| U-19 | Washington St to Park Blvd | 11,100 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.388 | **F** | **No** | | | | 21 | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.740 | D | | | | | | | |

Notes:
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.

*Table 13. Summary of Improvement Evaluation: Uptown*

| # | ROADWAY SEGMENT | Future ADT | | ROADWAY FUNCTIONAL CLASSIFICATION | LOS E CAPACITY | V/C RATIO (a) | LOS | Recommend Improvement? | Potential Impact to: Ped | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Ped | Bike | | Parking | ROW (Properties Impacted) | |
| | | | | | | | | | Δ Crossing Distance (ft.) | Bike Lanes Impacted | Shared Use Bike Ways Impacted | Spaces Removed | Commercial | Residential |
| | **Park Blvd** | | | | | | | | | | | | | |
| U-20A | Adams Ave to Mission Ave | 14,893 | Baseline Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.993 | **E** | **No** | 24 | | 2 | | 35 | 19 |
| | | | Proposed Classification | 4 Lane Collector | 30,000 | 0.496 | C | | | | | | | |
| U-20B | Mission Ave to El Cajon Blvd | 16,300 | Baseline Classification | 3 Lane Collector (no center lane) | 11,500 | 1.417 | **F** | **No** | 17 | | 2 | | 7 | |
| | | | Proposed Classification | 4 Lane Collector | 30,000 | 0.543 | C | | | | | | | |
| U-20B to U-20C | Robinson Ave to Upas St | 17,200 | Baseline Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 1.147 | **F** | **No** | 8 | | 2 | | | 8 |
| | | | Proposed Classification | 4 Lane Collector | 30,000 | 0.573 | C | | | | | | | |
| | **Richmond St** | | | | | | | | | | | | | |
| U-21A | Cleveland Ave to University Ave | 9,000 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.125 | **F** | **Yes** | | | | | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.600 | C | | | | | | | |
| | University Ave to Robinson Ave | 6,700 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 0.838 | **E** | **Yes** | | | | | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.447 | B | | | | | | | |
| U-21A to U-21B | Robinson Ave to Upas St | 8,100 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.013 | **F** | **No** | | | | 74 | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.540 | C | | | | | | | |
| | **Robinson Ave** | | | | | | | | | | | | | |
| U-22 | First Ave to Third Ave | 11,500 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.438 | **F** | **No** | | | | 16 | | |
| | | | Proposed 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** | **No** | 42 | | 2 | | 13 | 11 |
| | | | Proposed Classification | 4 Lane Collector | 30,000 | 0.480 | C | | | | | | | |
| | **San Diego Ave** | | | | | | | | | | | | | |
| U-23A to U-23B | Hortensia St to Pringle St | 10,500 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.313 | **F** | **No** | | 2 | | 32 | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.700 | D | | | | | | | |
| | **State St** | | | | | | | | | | | | | |
| U-24 | Laurel St to Juniper St | 8,200 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.025 | **F** | **Yes** | | | | | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.547 | C | | | | | | | |
| | **University Ave** | | | | | | | | | | | | | |
| U-25A | Ibis St to Albatross St | 14,700 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.838 | **F** | **No** | 32 | | | | 5 | 40 |
| | | | Proposed Classification | 4 Lane Collector | 30,000 | 0.490 | C | | | | | | | |
| U-25B | Albatross St to First Ave | 20,800 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 2.600 | **F** | **No** | 32 | | 2 | | 25 | |
| | | | Proposed Classification | 4 Lane Collector | 30,000 | 0.693 | D | | | | | | | |
| | First Ave to Fourth Ave | 14,100 | Baseline Classification | 2 Lane Collector (no fronting property) | 10,000 | 1.410 | **F** | **No** | | | | | | |
| | | | Proposed Classification | 4 Lane Collector | 30,000 | 0.470 | C | | | | | | | |
| | Fourth Ave to Fifth Ave | 21,600 | Baseline Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 1.440 | **F** | **No** | | | | | | |
| | | | Proposed Classification | 4 Lane Collector | 30,000 | 0.720 | D | | | | | | | |
| U-25C | Sixth Ave to Eighth Ave | 29,300 | Baseline Classification | 4 Lane Collector (no center lane) | 15,000 | 1.953 | **F** | **No** | | | | | 4 | |
| | | | Proposed Classification | 4 Lane Major Arterial | 40,000 | 0.733 | C | | | | | | | |
| U-25D | Normal St to Park Blvd | 21,200 | Baseline Classification | 4 Lane Collector (no center lane) | 15,000 | 1.413 | **F** | **No** | 22 | | | | 2 | 9 |
| | | | Proposed Classification | 4 Lane Collector | 30,000 | 0.707 | D | | | | | | | |
| | **Washington St** | | | | | | | | | | | | | |
| U-26A | Fourth Ave to Fifth Ave | 37,300 | Baseline Classification | 4 Lane Major Arterial | 40,000 | 0.933 | **E** | **No** | 33 | | | 5 | 4 | |
| | | | Proposed Classification | 6 Lane Major Arterial | 50,000 | 0.746 | C | | | | | | | |
| | Fifth Ave to Sixth Ave | 41,100 | Baseline Classification | 4 Lane Major Arterial | 40,000 | 1.028 | **F** | **No** | 20 | | | | 2 | |
| | | | Proposed Classification | 6 Lane Major Arterial | 50,000 | 0.822 | D | | | | | | | |
| U-26A to U-26B | Sixth Ave to Richmond St | 41,778 | Baseline Classification | 4 Lane Major Arterial | 40,000 | 1.044 | **F** | **No** | 14 | | | 7 | 2 | |
| | | | Proposed Classification | 6 Lane Major Arterial | 50,000 | 0.836 | D | | | | | | | |
| U-26C | Richmond St to Normal St | 47,100 | Baseline Classification | 6 Lane Major Arterial | 50,000 | 0.942 | **E** | **No** | | | | | 1 | 3 |
| | | | Proposed Classification | 6 Lane Prime Arterial | 60,000 | 0.785 | C | | | | | | | |

Notes:

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.

*Table 14. Summary of Improvement Evaluation: North Park*

| # | Intersection Number & Name | Baseline | | Improvements | | | Recommend Improvement? | Potential Impact to: | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | AM Delay / LOS | PM Delay / LOS | Improvement Description | AM Delay / LOS | PM Delay / LOS | | Ped | Bike | | Parking | ROW (Properties Impacted) | |
| | | | | | | | | Δ Crossing Distance (ft.) | Bike Lanes Impacted | Shared Use Bike Ways Impacted | Spaces Removed | Commercial | Residential |
| NP-1 | 31. Madison Ave & Texas St | 144.4 / F | 63.9 / E | Add second NBT lane; Add second WBR lane | 36.2 / D | 35.0 / D | **No** | 13 | | | 3 | | 9 |
| NP-2A | 32. El Cajon Blvd & Texas St | 37.6 / D | 85.3 / F | Reconfigure Texas Street to have a NB left and shared through-right and SB two lefts, one through, and one right. | 25.9 / C | 49.8 / D | **No** | 10 | | | | 2 | |
| NP-2B | | | | Reconfigure Texas Street to have a NB left and shared through-right and a SB left, through, and right. | 36.0 / D | 87.2 / F | **Yes** | | | | | | |
| NP-3 | 33. El Cajon Blvd & 30th St | 29.7 / C | 68.1 / E | Add second SB left-turn lane; Add second WB left-turn lane | 26.1 / C | 52.0 / D | **No** | | | | 14 | | |
| NP-4 | 34. El Cajon Blvd & I-805 SB Ramps | 21.9 / C | 96.8 / F | Add second SB right-turn lane | 15.5 / B | 37.7 / D | **No** | 6 | | | | 1 | |
| NP-5 | 37. University Ave & 30th St | 26.5 / C | 57.8 / E | Add second SB through lane | 25.9 / C | 44.3 / D | **No** | | | | 2 | | |
| NP-6 | 39. University Ave & I-805 NB Ramps | 45.5 / D | 80.9 / F | Add exclusive EB right turn lane; Reconfigure NB approach to have dual lefts and exclusive through and right-turn lanes; Add exclusive SB left turn lane; Reconfigure WB approach to have a left, through, and shared through-right lane | 52.6 / D | 54.9 / D | **No** | 34 | | | 1 | 6 | 1 |
| NP-7 | 40. North Park Way, I-805 SB Ramps, & Boundary St | 18.1 / C | 134.8 / F | Add a second SB left-turn lane and widen on-ramp to have two receiving lanes; Add an exclusive WB left-turn lane | 11.4 / B | 32.1 / D | **No** | | | | | | 1 |
| NP-8 | 41. Upas St & 30th St | 40.1 / E | 54.8 / F | Add exclusive WB right-turn lane | 14.5 / B | 34.1 / D | **No** | | | | 1 | | |

Notes:

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.

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

*Table 14. Summary of Improvement Evaluation: North Park*

| # | ROADWAY SEGMENT | Future ADT | | ROADWAY FUNCTIONAL CLASSIFICATION | LOS E CAPACITY | V/C RATIO (a) | LOS | Recommend Improvement? | Potential Impact to: | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Ped | Bike | | Parking | ROW (Properties Impacted) | |
| | | | | | | | | | Δ Crossing Distance (ft.) | Bike Lanes Impacted | Shared Use Bike Ways Impacted | Spaces Removed | Commercial | Residential |
| | **30th St** | | | | | | | | | | | | | |
| NP-9A | Meade Ave to El Cajon Blvd | 14,400 | Baseline Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.960 | **E** | **No** | 24 | | 2 | | 2 | 4 |
| | | | Proposed Classification | 4 Lane Collector | 30,000 | 0.480 | C | | | | | | | |
| | Howard Ave to Lincoln Ave | 17,900 | Baseline Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 1.193 | **F** | **No** | 24 | | 2 | | 14 | 8 |
| | | | Proposed Classification | 4 Lane Collector | 30,000 | 0.597 | C | | | | | | | |
| | Lincoln Ave to University Ave | 14,000 | Baseline Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.933 | **E** | **No** | 24 | | 2 | | 12 | 1 |
| | | | Proposed Classification | 4 Lane Collector | 30,000 | 0.467 | C | | | | | | | |
| NP-9B | North Park Way Ave to Upas St | 16,500 | Baseline Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 1.100 | **F** | **No** | 24 | | 2 | | 21 | 16 |
| | | | Proposed Classification | 4 Lane Collector | 30,000 | 0.550 | C | | | | | | | |
| NP-9B to NP-9C | Upas St to Redwood St | 11,900 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.488 | **F** | **No** | | | | 75 | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.793 | D | | | | | | | |
| NP-9C to NP-9D | Redwood St to Juniper St | 12,100 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.513 | **F** | **No** | | | | 87 | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.807 | D | | | | | | | |
| | **32nd St** | | | | | | | | | | | | | |
| NP-10 | University Ave to Myrtle Ave | 11,200 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.400 | **F** | **No** | | | | 130 | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.747 | D | | | | | | | |
| | Myrtle Ave to Upas St | 7,900 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 0.988 | **E** | **No** | | | | | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.527 | C | | | | | | | |
| | **Adams Ave** | | | | | | | | | | | | | |
| NP-11A to NP 11B | Texas St to 30th St | 13,800 | Baseline Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.920 | **E** | **No** | 24 | | 2 | | | |
| | | | Proposed Classification | 4 Lane Collector | 30,000 | 0.460 | B | | | | | | | |
| NP-11B | 30th St to W Mountain View Dr | 19,929 | Baseline Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 1.329 | **F** | **No** | 29 | | 2 | | 12 | 2 |
| | | | Proposed Classification | 4 Lane Collector | 30,000 | 0.664 | C | | | | | | | |
| | **Boundary St** | | | | | | | | | | | | | |
| NP-12 | University Ave to North Park Way | 16,000 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 2.000 | **F** | **Yes** | 23 | | 2 | | 5 | |
| | | | Proposed Classification | 4 Lane Collector | 30,000 | 0.533 | C | | | | | | | |

Notes:

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.

*Table 14. Summary of Improvement Evaluation: North Park*

| # | ROADWAY SEGMENT | Future ADT | | ROADWAY FUNCTIONAL CLASSIFICATION | LOS E CAPACITY | V/C RATIO (a) | LOS | Recommend Improvement? | Potential Impact to: Ped | | | | ROW (Properties Impacted) | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Ped | Bike | | Parking | ROW (Properties Impacted) | |
| | | | | | | | | | Δ Crossing Distance (ft.) | Bike Lanes Impacted | Shared Use Bike Ways Impacted | Spaces Removed | Commercial | Residential |
| | **El Cajon Blvd** | | | | | | | | | | | | | |
| NP-13 | 30th St to Illinois St | 48,800 | Baseline Classification | 6 Lane Major Arterial | 50,000 | 0.976 | **E** | **No** | 5 | | | 25 | | |
| | | | Proposed Classification | 8 Lane Major Arterial | 60,000 | 0.813 | C | | | | | | | |
| NP-13 | Illinois St to I-805 Ramps | 58,900 | Baseline Classification | 6 Lane Major Arterial | 50,000 | 1.178 | **F** | **No** | 12 | | | 5 | 3 | |
| | | | Proposed Classification | 8 Lane Major Arterial | 60,000 | 0.982 | **E** | | | | | | | |
| | **Florida St** | | | | | | | | | | | | | |
| NP-14A | El Cajon Blvd to University Ave | 7,400 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 0.925 | **E** | **No** | | | | 121 | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.493 | C | | | | | | | |
| NP-14A to NP-14B | University Ave to Robinson Ave | 8,800 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.100 | **F** | **No** | | | | 46 | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.587 | C | | | | | | | |
| NP-14B | Robinson Ave to Upas St | 6,800 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 0.850 | **E** | **No** | | | | 107 | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.453 | B | | | | | | | |
| | **Howard Ave** | | | | | | | | | | | | | |
| NP-15* | Texas St to Utah St | 11,300 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting)** | 8,000 | 1.413 | **F** | **No** | | | Bike Boulevard | | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.753 | D | | | | | | | |
| NP-15* | Utah St to 30th St | 10,200 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting)** | 8,000 | 1.275 | **F** | **No** | | | Bike Boulevard | | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.680 | D | | | | | | | |
| NP-15* | 30th St to 32nd St | 10,500 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting)** | 8,000 | 1.313 | **F** | **No** | | | Bike Boulevard | | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.700 | D | | | | | | | |
| | **Madison Ave** | | | | | | | | | | | | | |
| NP-16 | Texas St to Ohio St | 12,200 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.525 | **F** | **Yes** | | | | | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.813 | D | | | | | | | |
| | **Meade Ave** | | | | | | | | | | | | | |
| NP-17* | Park Blvd to Texas St | 8,200 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting)** | 8,000 | 1.025 | **F** | **No** | | | Bike Boulevard | | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.547 | C | | | | | | | |
| NP-17* | Texas St to 30th St | 9,900 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting)** | 8,000 | 1.238 | **F** | **No** | | | Bike Boulevard | | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.660 | C | | | | | | | |
| NP-17* | 30th St to Illinois St | 11,500 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting)** | 8,000 | 1.438 | **F** | **No** | | | Bike Boulevard | | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.767 | D | | | | | | | |
| NP-17* | Illinois St to Iowa St | 11,900 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting)** | 8,000 | 1.488 | **F** | **No** | | | Bike Boulevard | | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.793 | D | | | | | | | |
| | **North Park Way** | | | | | | | | | | | | | |
| NP-18 | 32nd St to Boundary St | 10,600 | Baseline Classification | 2 Lane Collector (no fronting property) | 10,000 | 1.060 | **F** | **No** | 4 | | | 30 | | 8 |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.707 | D | | | | | | | |
| | **Redwood St** | | | | | | | | | | | | | |
| NP-19 | 28th St to 30th St | 7,200 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 0.900 | **E** | **No** | | | | 60 | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.480 | C | | | | | | | |
| | **Texas St** | | | | | | | | | | | | | |
| NP-20A | Adams Ave to Mission Ave | 39,100 | Baseline Classification | 3 Lane Major Arterial | 30,000 | 1.303 | **F** | **No** | | | | | | 3 |
| | | | Proposed Classification | 6 Lane Major Arterial | 50,000 | 0.782 | C | | | | | | | |
| NP-20A to NP-20B | Mission Ave to El Cajon Blvd | 38,300 | Baseline Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 2.553 | **F** | **No** | 52 | | 2 | | 8 | 65 |
| | | | Proposed Classification | 6 Lane Major Arterial | 50,000 | 0.766 | C | | | | | | | |
| NP-20B to NP-20C | Howard Ave to University Ave | 14,400 | Baseline Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.960 | **E** | **No** | 24 | | 2 | | 2 | 54 |
| | | | Proposed Classification | 4 Lane Collector | 30,000 | 0.480 | C | | | | | | | |

Notes: *No figure provided **Roadway changed to 2 Lane Collector with implementation of bicycle boulevard projects

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.

*Table 14. Summary of Improvement Evaluation: North Park*

| # | ROADWAY SEGMENT | Future ADT | | ROADWAY FUNCTIONAL CLASSIFICATION | LOS E CAPACITY | V/C RATIO (a) | LOS | Recommend Improvement? | Potential Impact to: | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Ped | Bike | | Parking | ROW (Properties Impacted) | |
| | | | | | | | | | Δ Crossing Distance (ft.) | Bike Lanes Impacted | Shared Use Bike Ways Impacted | Spaces Removed | Commercial | Residential |
| | **University Ave** | | | | | | | | | | | | | |
| NP-21A | Park Blvd to Florida St | 23,900 | Baseline Classification | 4 Lane Collector (no center lane) | 15,000 | 1.593 | **F** | **No** | 20 | | | | | |
| | | | Proposed Classification | 4 Lane Collector | 30,000 | 0.797 | D | | | | | | | |
| NP-21A to NP-21B | Florida St to Texas St | 21,611 | Baseline Classification | 4 Lane Collector (no center lane) | 15,000 | 1.441 | **F** | **No** | 24 | | | | 11 | 10 |
| | | | Proposed Classification | 4 Lane Collector | 30,000 | 0.720 | D | | | | | | | |
| NP-21B to NP-21C | Texas St to Oregon St | 23,700 | Baseline Classification | 4 Lane Collector (no center lane) | 15,000 | 1.580 | **F** | **No** | 24 | | | | 14 | 11 |
| | | | Proposed Classification | 4 Lane Collector | 30,000 | 0.790 | D | | | | | | | |
| NP-21C | Oregon St to Utah St | 22,900 | Baseline Classification | 4 Lane Collector (no center lane) | 15,000 | 1.527 | **F** | **No** | 24 | | | | 11 | 3 |
| | | | Proposed Classification | 4 Lane Collector | 30,000 | 0.763 | D | | | | | | | |
| NP-21C to NP-21D | Utah St to 30th St | 20,800 | Baseline Classification | 4 Lane Collector (no center lane) | 15,000 | 1.387 | **F** | **No** | 24 | | | | 13 | |
| | | | Proposed Classification | 4 Lane Collector | 30,000 | 0.693 | D | | | | | | | |
| NP-21D | 30th St to Illinois St | 22,800 | Baseline Classification | 3 Lane Collector (no center lane) | 11,500 | 1.983 | **F** | **No** | 24 | | | | 14 | |
| | | | Proposed Classification | 4 Lane Collector | 30,000 | 0.760 | D | | | | | | | |
| NP-21D to NP-21E | Illinois St to 32nd St | 22,600 | Baseline Classification | 3 Lane Collector (no center lane) | 11,500 | 1.965 | **F** | **No** | 24 | | | | 12 | |
| | | | Proposed Classification | 4 Lane Collector | 30,000 | 0.753 | D | | | | | | | |
| NP-21E | 32nd St to Boundary St | 29,600 | Baseline Classification | 4 Lane Collector (no center lane) | 15,000 | 1.973 | **F** | **No** | | | | | 6 | |
| | | | Proposed Classification | 4 Lane Major Arterial | 40,000 | 0.740 | C | | | | | | | |
| | **Upas St** | | | | | | | | | | | | | |
| NP-22A | Alabama St to Texas St | 8,600 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.075 | **F** | **No** | | | | 85 | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.573 | C | | | | | | | |
| NP-22A to NP-22B | Texas St to Pershing Rd | 11,500 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.438 | **F** | **No** | | | | 128 | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.767 | D | | | | | | | |
| NP-22B to NP-22C | Pershing Rd to 30th St | 16,300 | Baseline Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 1.087 | **F** | **No** | 22 | | 2 | | 2 | 17 |
| | | | Proposed Classification | 4 Lane Collector | 30,000 | 0.543 | C | | | | | | | |
| | **Utah St** | | | | | | | | | | | | | |
| NP-23A | Howard Ave to Lincoln Ave | 7,300 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 0.913 | **E** | **No** | | 2 | | | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.487 | C | | | | | | | |
| NP-23A to NP-23B | North Park Way to Upas St | 7,500 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 0.938 | **E** | **No** | | 2 | | 25 | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.500 | C | | | | | | | |

Notes:

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.

*Table 15. Summary of Improvement Evaluation: Golden Hill*

| # | Intersection Number & Name | Baseline | | Improvements | | | Recommend Improvement? | Potential Impact to: | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | AM Delay / LOS | PM Delay / LOS | Improvement Description | AM Delay / LOS | PM Delay / LOS | | Ped | Bike | | Parking | ROW (Properties Impacted) | |
| | | | | | | | | Δ Crossing Distance (ft.) | Bike Lanes Impacted | Shared Use Bike Ways Impacted | Spaces Removed | Commercial | Residential |
| GH-1 | 42. B St & 17th St/ I-5 SB Off-Ramp | ECL / F | 20.4 / C | Signalize intersection (peak-hour warrant met in AM) | 25.1 / C | 7.2 / A | **Yes** | | | | | | |
| GH-2 | 47. SR-94 WB Ramps & Broadway | ECL / F | ECL / F | Signalize intersection (peak-hour warrants not met) | 11.1 / B | 13.2 / B | **No** | | | | | | |
| GH-3 | 48. SR-94 WB Ramps & 28th St | ECL / F | ECL / F | Signalize intersection (peak-hour warrant met in PM) | 15.4 / B | 14.6 / B | **Yes** | | | | | | |
| GH-4 | 49. SR-94 EB Ramps & 28th St | ECL / F | ECL / F | Signalize intersection and add exclusive SB left-turn (peak-hour warrant met in PM) | 13.8 / A | 18.4 / B | **Yes** | | | | | | |
| GH-5 | 51. F St & 25th St | 82.3 / F | 39.4 / E | Signalize intersection (peak-hour warrants not met) | 12.5 / B | 7.5 / A | **No** | | | | | | |
| GH-6 | 53. G St & 25th St | 55.2 / F | 68.0 / F | Signalize intersection (peak-hour warrants not met) | 19.8 / B | 16.5 / B | **No** | | | | | | |

Notes:

ECL = Exceeds Calculable Limit.

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.

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

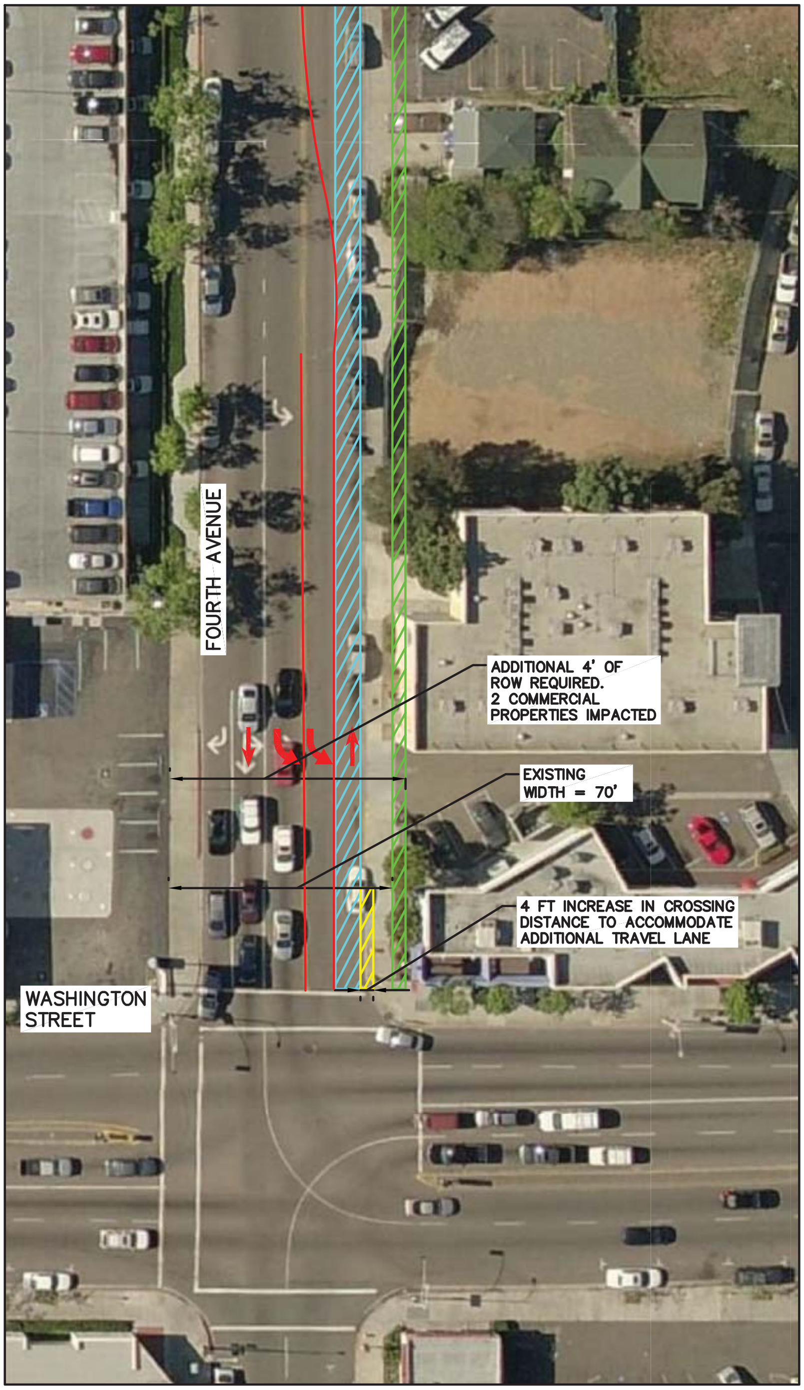
*Table 15. Summary of Improvement Evaluation: Golden Hill*

| # | ROADWAY SEGMENT | Future ADT | | ROADWAY FUNCTIONAL CLASSIFICATION | LOS E CAPACITY | V/C RATIO (a) | LOS | Recommend Improvement? | Potential Impact to: Ped | | | | ROW (Properties Impacted) | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Ped: Δ Crossing Distance (ft.) | Bike: Bike Lanes Impacted | Bike: Shared Use Bike Ways Impacted | Parking: Spaces Removed | Commercial | Residential |
| | **25th St** | | | | | | | | | | | | | |
| GH-7 | Broadway to F St | 17,400 | Baseline Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 1.160 | **F** | **No** | 9 | | 2 | | | |
| | | | Proposed Classification | 4 Lane Collector | 30,000 | 0.580 | C | | | | | | | |
| | **26th St** | | | | | | | | | | | | | |
| GH-8 | Russ Blvd to B St | 9,152 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.144 | **F** | **No** | | | | 26 | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.610 | C | | | | | | | |
| | **28th St** | | | | | | | | | | | | | |
| GH-9A | Russ Blvd to C St | 8,800 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.100 | **F** | **No** | | | | 10 | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.587 | C | | | | | | | |
| GH-9B | C St to Broadway | 10,500 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.313 | **F** | **No** | | | | 16 | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.700 | D | | | | | | | |
| | Broadway to SR-94 | 19,100 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 2.388 | **F** | **No** | 36 | | 2 | | | 7 |
| | | | Proposed Classification | 4 Lane Collector | 30,000 | 0.637 | C | | | | | | | |
| | **30th St** | | | | | | | | | | | | | |
| GH-10A | Grape St to Ash St | 6,900 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 0.863 | **E** | **Yes** | | | | | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.460 | B | | | | | | | |
| GH-10B | A St to Broadway | 19,800 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 2.475 | **F** | **No** | 36 | | 2 | | 20 | |
| | | | Proposed Classification | 4 Lane Collector | 30,000 | 0.660 | C | | | | | | | |
| | Broadway to SR-94 | 9,500 | Baseline Classification | 2 Lane Collector (no fronting property) | 10,000 | 0.950 | **E** | **Yes** | | | | 33 | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.633 | C | | | | | | | |
| | **B St** | | | | | | | | | | | | | |
| GH-11 | 25th St to 26th St | 7,500 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 0.938 | **E** | **Yes** | | | | | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.500 | C | | | | | | | |
| | 26th St to 28th St | 7,100 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 0.888 | **E** | **Yes** | | | | | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.473 | C | | | | | | | |
| | **Broadway** | | | | | | | | | | | | | |
| GH-12 | 30th St to SR-94 | 15,811 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.976 | **F** | **Yes** | | | | | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 1.054 | **F** | | | | | | | |
| | **C St** | | | | | | | | | | | | | |
| GH-13 | 30th St to 34th St | 7,900 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 0.988 | **E** | **Yes** | | | | 80 | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.527 | C | | | | | | | |
| | **Fern St** | | | | | | | | | | | | | |
| GH-14A | Juniper St to Grape St | 8,900 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.113 | **F** | **No** | | | | 60 | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.593 | C | | | | | | | |
| GH-14A to GH-14B | Grape St to A St | 15,000 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.875 | **F** | **No** | 36 | | 2 | | | 76 |
| | | | Proposed Classification | 4 Lane Collector | 30,000 | 0.500 | C | | | | | | | |
| | **Grape St** | | | | | | | | | | | | | |
| GH-15 | 30th St to 31st St | 9,000 | Baseline Classification | 2 Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1.125 | **F** | **No** | | | | 13 | | |
| | | | Proposed Classification | 2 Lane Collector (continuous left-turn lane) | 15,000 | 0.600 | C | | | | | | | |

Notes:

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.




THE ADDITION OF A SOUTHBOUND LANE WOULD BE REQUIRED TO IMPROVE OPERATIONS AT THE INTERSECTION OF WASHINGTON STREET AND FOURTH AVENUE TO LOS D OR BETTER DURING THE PM PEAK HOUR. AS SHOWN IN THE GRAPHIC, THIS ADDITIONAL LANE WOULD REQUIRE RIGHT-OF-WAY FROM ADJACENT PROPERTY, RESULT IN LOSS OF PARKING, AND INCREASE THE PEDESTRIAN CROSSING DISTANCE.

THIS CHANGE IN GEOMETRY IS NOT RECOMMENDED.

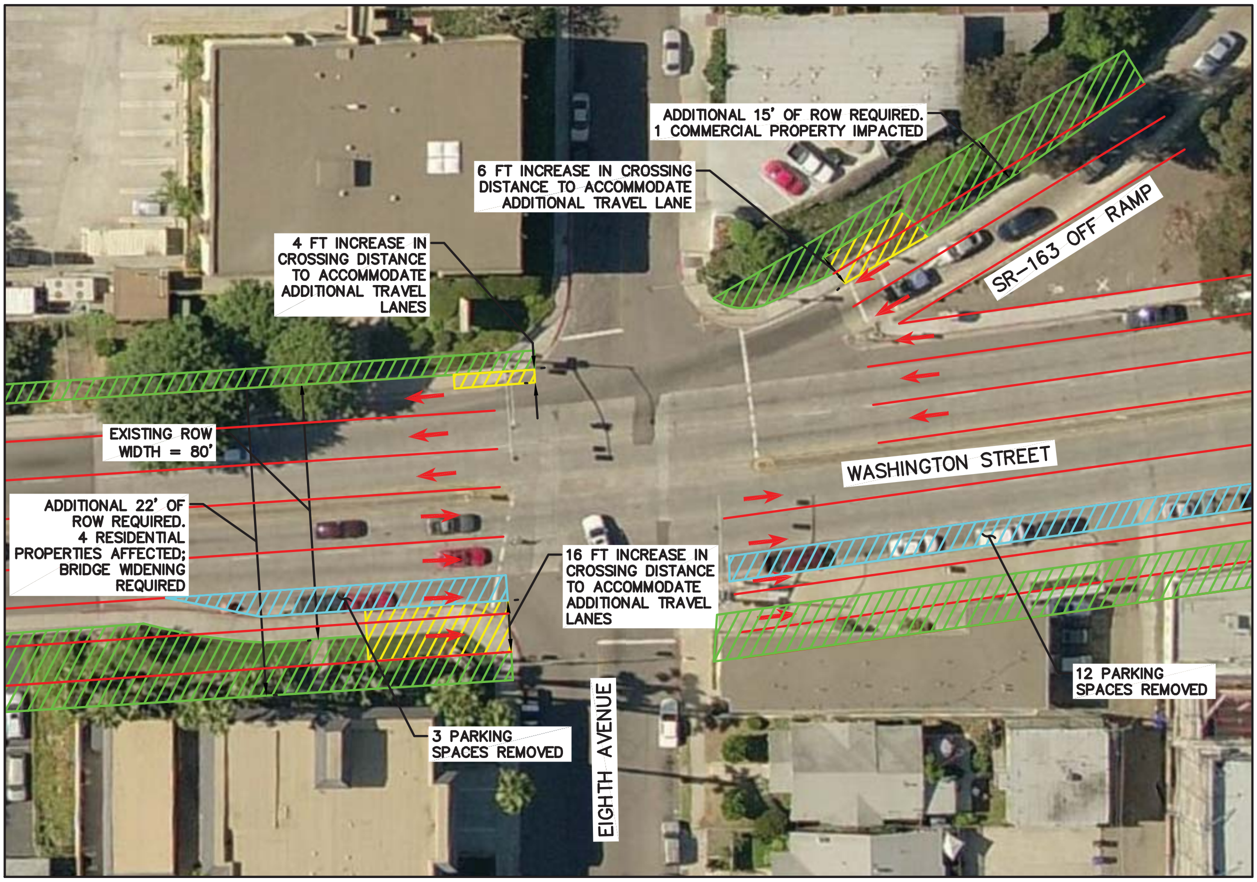
PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

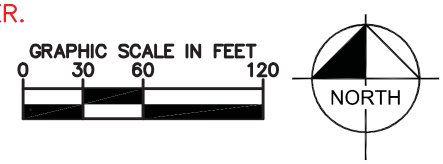
# IMPROVEMENT U-1




THE ADDITION OF TWO EASTBOUND LANES, A WESTBOUND LANE, AND A SOUTH–WESTBOUND LANE WOULD BE REQUIRED TO IMPROVE OPERATIONS AT THE INTERSECTION OF WASHINGTON AVENUE, EIGHTH AVENUE, AND THE STATE ROUTE–163 OFF RAMP TO LOS D OR BETTER DURING THE AM AND PM PEAK HOURS. AS SHOWN IN THE GRAPHIC, THIS ADDITIONAL LANE WOULD REQUIRE RIGHT–OF–WAY FROM ADJACENT PROPERTY, RESULT IN LOSS OF PARKING, AND INCREASE THE PEDESTRIAN CROSSING DISTANCE.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.


CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.




# IMPROVEMENT U-2


THE ADDITION OF A NORTH–EASTBOUND LANE WOULD BE REQUIRED TO IMPROVE OPERATIONS AT THE INTERSECTION OF WASHINGTON AVENUE, NORMAL STREET, CAMPUS AVENUE, AND POLK AVENUE TO LOS D OR BETTER DURING THE AM AND PM PEAK HOURS. AS SHOWN IN THE GRAPHIC, THIS ADDITIONAL LANE WOULD REQUIRE RIGHT–OF–WAY FROM ADJACENT PROPERTY.

THIS CHANGE IN GEOMETRY IS NOT RECOMMENDED.

PEDESTRIAN IMPACTS

PARKING IMPACTS

RIGHT OF WAY IMPACTS

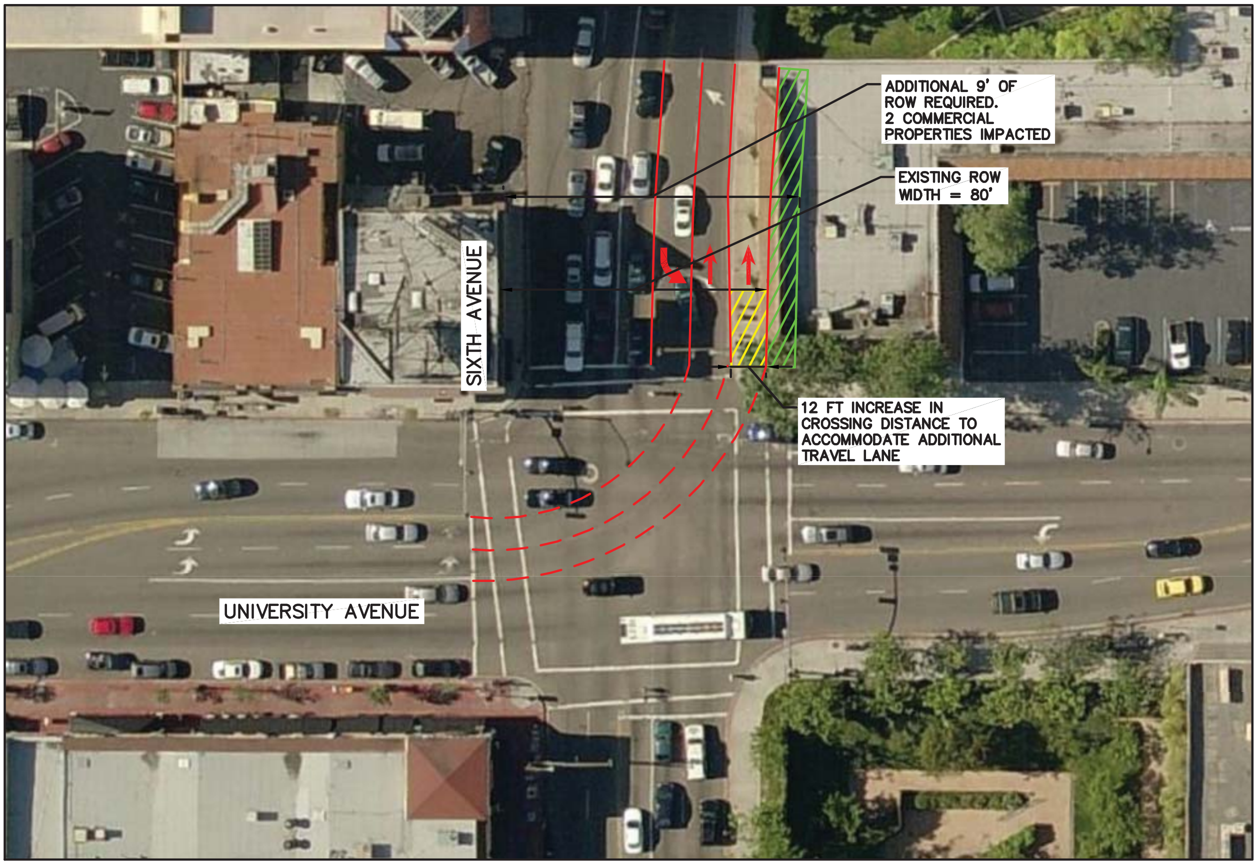
PROPOSED IMPROVEMENT

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

# IMPROVEMENT U-3




THE ADDITION OF A SOUTHBOUND LANE WOULD BE REQUIRED TO IMPROVE OPERATIONS AT THE INTERSECTION OF UNIVERSITY AVENUE AND SIXTH AVENUE TO LOS D OR BETTER DURING THE PM PEAK HOUR. AS SHOWN IN THE GRAPHIC, THIS ADDITIONAL LANE WOULD REQUIRE RIGHT-OF-WAY FROM ADJACENT PROPERTY AND INCREASE THE PEDESTRIAN CROSSING DISTANCE.

THIS CHANGE IN GEOMETRY IS NOT RECOMMENDED.

| | |
|---|---|
| (yellow hatch) | PEDESTRIAN IMPACTS |
| (blue hatch) | PARKING IMPACTS |
| (green hatch) | RIGHT OF WAY IMPACTS |
| → | PROPOSED IMPROVEMENT |

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

GRAPHIC SCALE IN FEET
0 30 60 120

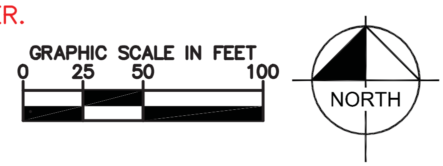
NORTH

# IMPROVEMENT U-4

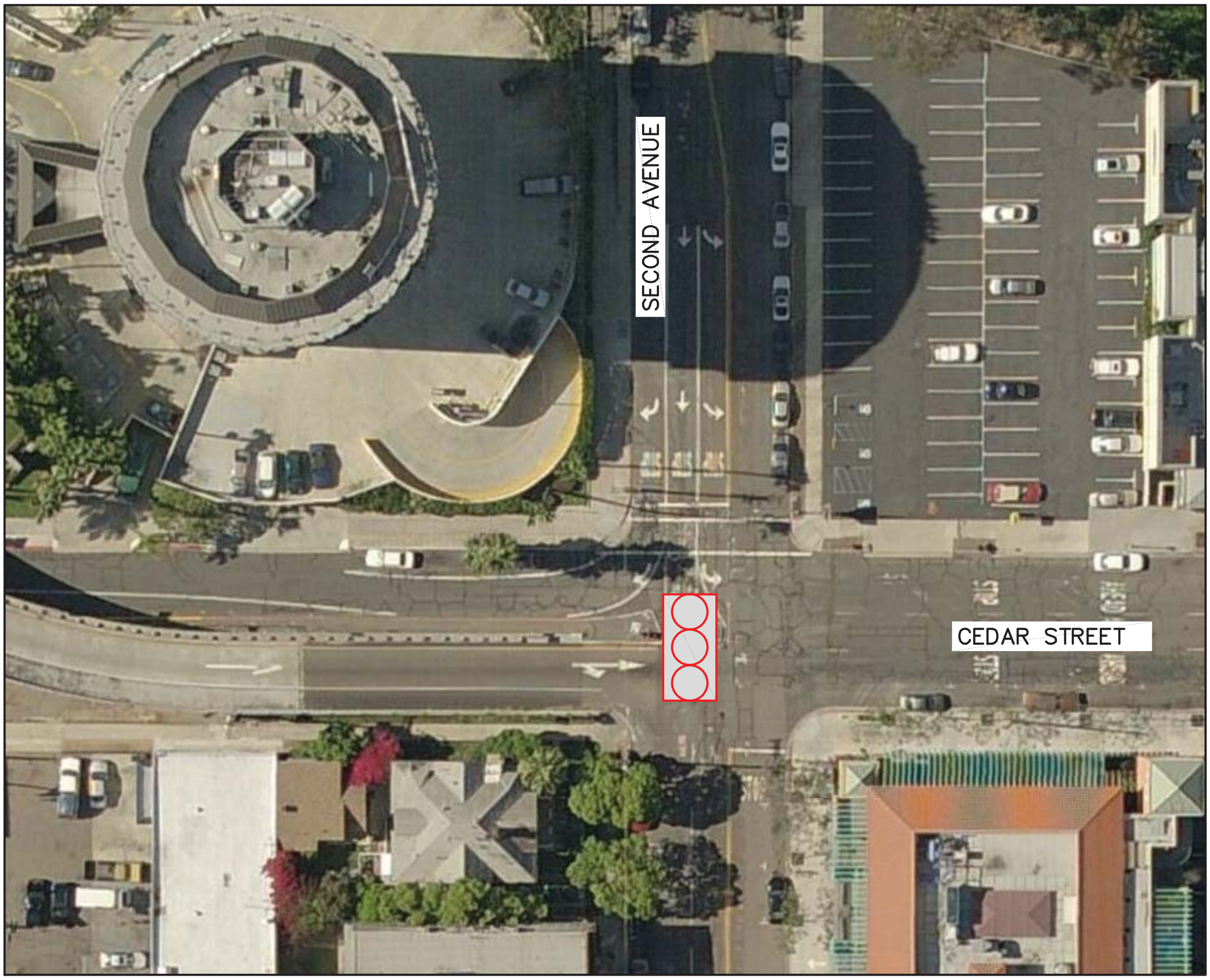

THE ADDITION OF A WESTBOUND LANE WOULD BE REQUIRED TO IMPROVE OPERATIONS AT THE INTERSECTION OF ELM STREET AND SIXTH AVENUE TO LOS D OR BETTER DURING THE AM PEAK HOUR. AS SHOWN IN THE GRAPHIC, THIS ADDITIONAL LANE WOULD INCREASE THE PEDESTRIAN CROSSING DISTANCE.

THIS CHANGE IN GEOMETRY IS RECOMMENDED.


CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.




# IMPROVEMENT U-5




THE ADDITION OF A TRAFFIC SIGNAL WOULD BE REQUIRED TO IMPROVE OPERATIONS AT THE INTERSECTION OF CEDAR STREET AND SECOND AVENUE TO LOS D OR BETTER DURING BOTH PEAK HOURS.

THIS CHANGE IN GEOMETRY IS RECOMMENDED.

PEDESTRIAN IMPACTS

PARKING IMPACTS

RIGHT OF WAY IMPACTS

PROPOSED IMPROVEMENT

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

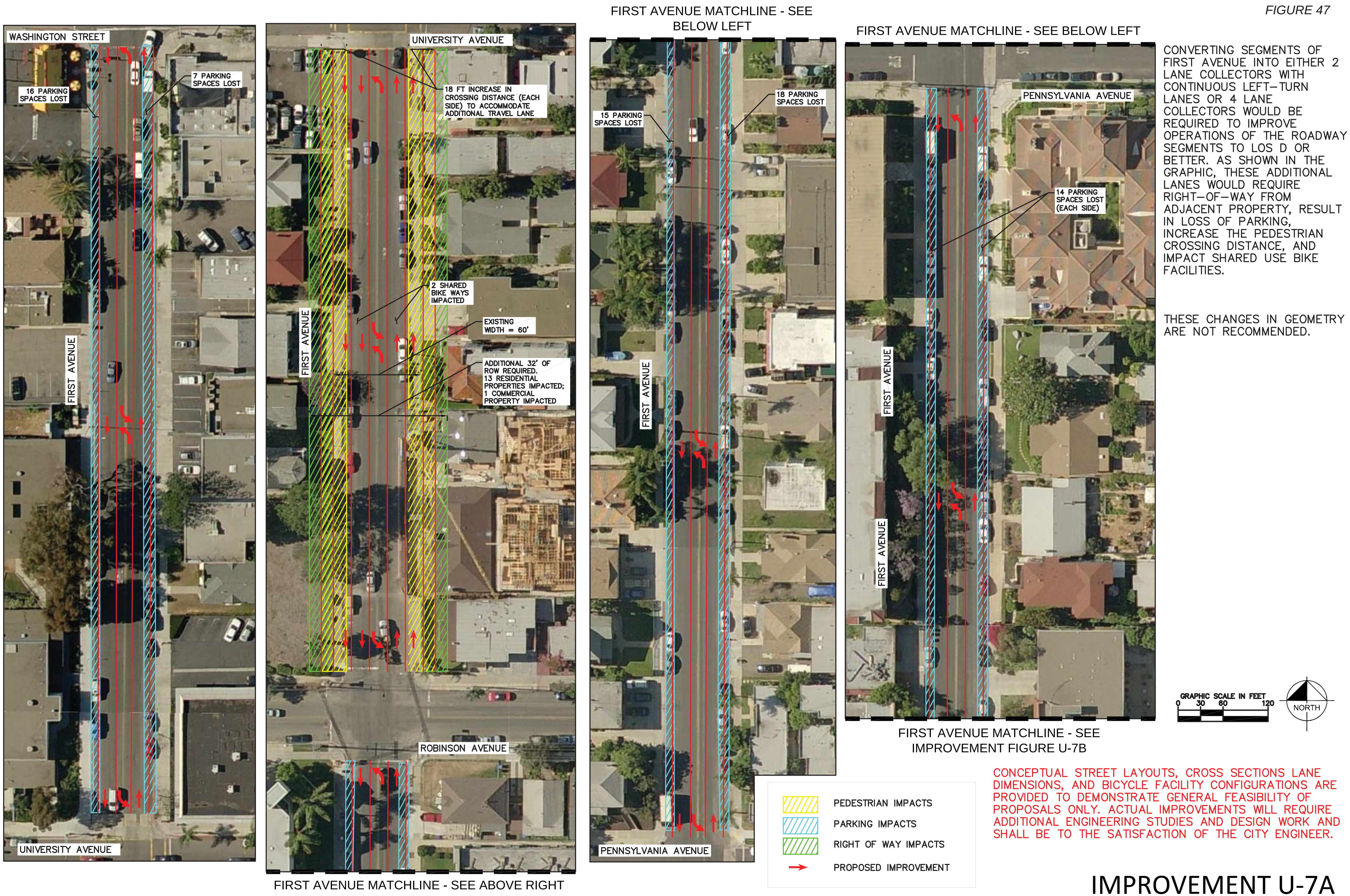
GRAPHIC SCALE IN FEET

0 30 60 120

NORTH

# IMPROVEMENT U-6

FIGURE 47



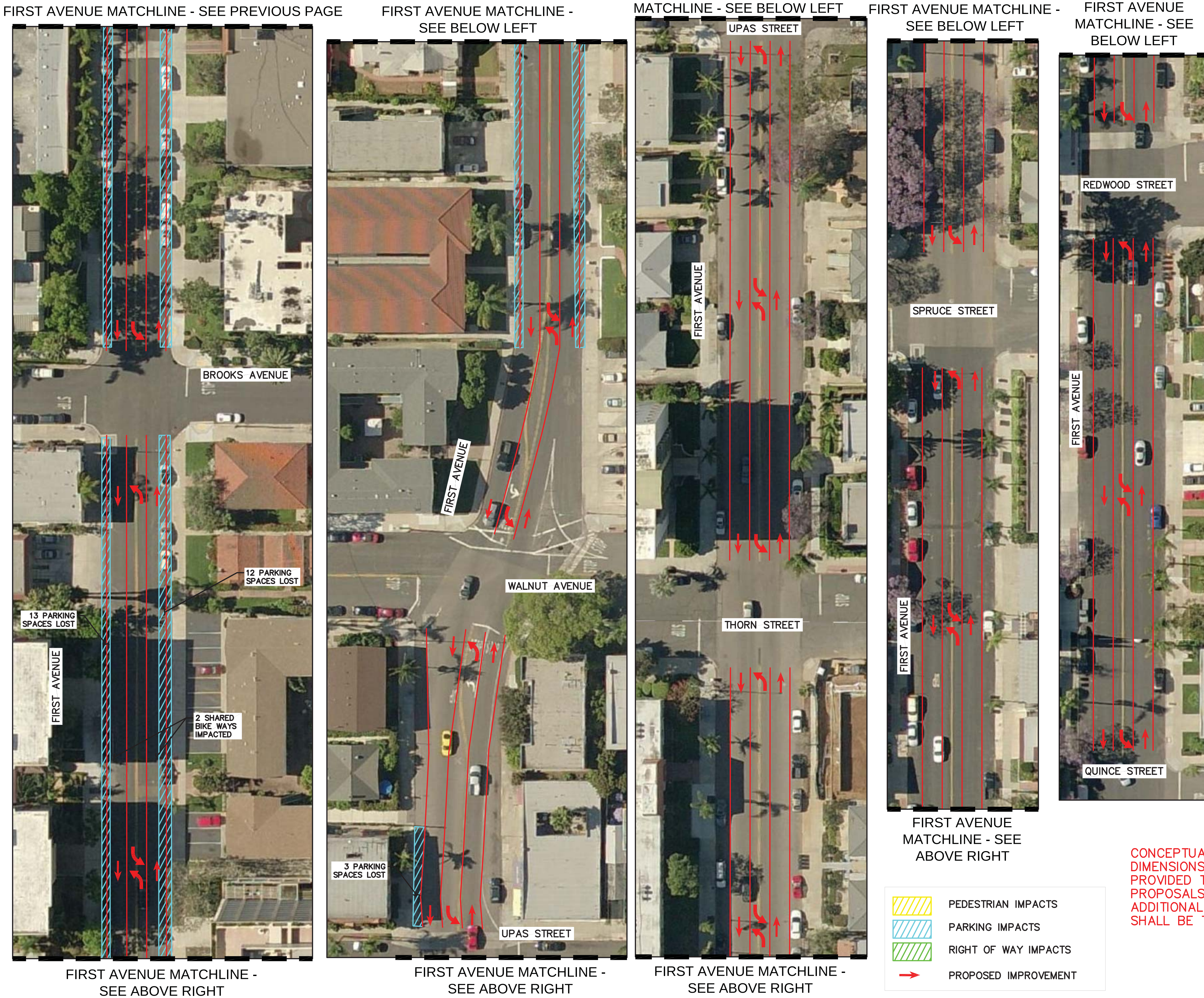

CONVERTING SEGMENTS OF FIRST AVENUE INTO EITHER 2 LANE COLLECTORS WITH CONTINUOUS LEFT–TURN LANES OR 4 LANE COLLECTORS WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD REQUIRE RIGHT–OF–WAY FROM ADJACENT PROPERTY, RESULT IN LOSS OF PARKING, INCREASE THE PEDESTRIAN CROSSING DISTANCE, AND IMPACT SHARED USE BIKE FACILITIES.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

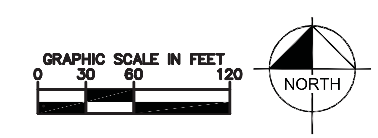
# IMPROVEMENT U-7A

*FIGURE 48*




CONVERTING SEGMENTS OF FIRST AVENUE INTO 2 LANE COLLECTORS WITH CONTINUOUS LEFT–TURN LANES WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD RESULT IN LOSS OF PARKING ALONG SOME SEGMENTS.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

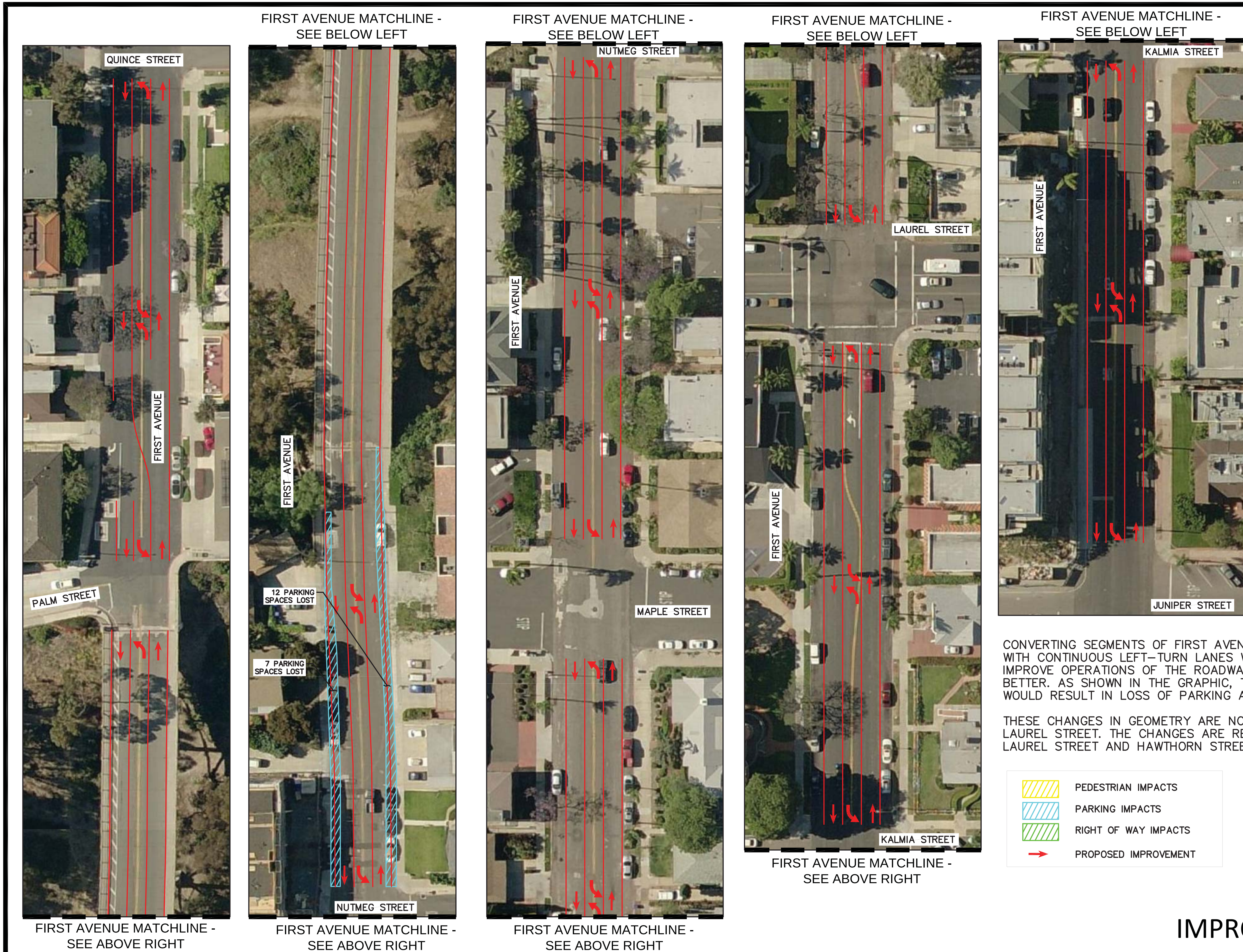



CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

- PEDESTRIAN IMPACTS
- PARKING IMPACTS
- RIGHT OF WAY IMPACTS
- PROPOSED IMPROVEMENT

# IMPROVEMENT U-7B

*FIGURE 49*



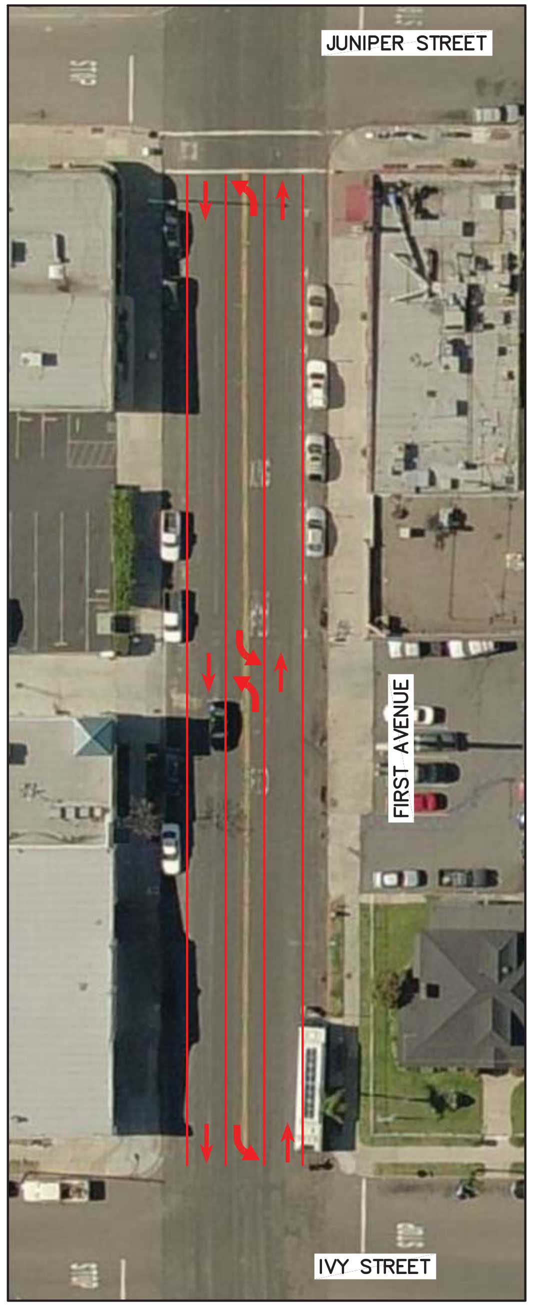

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

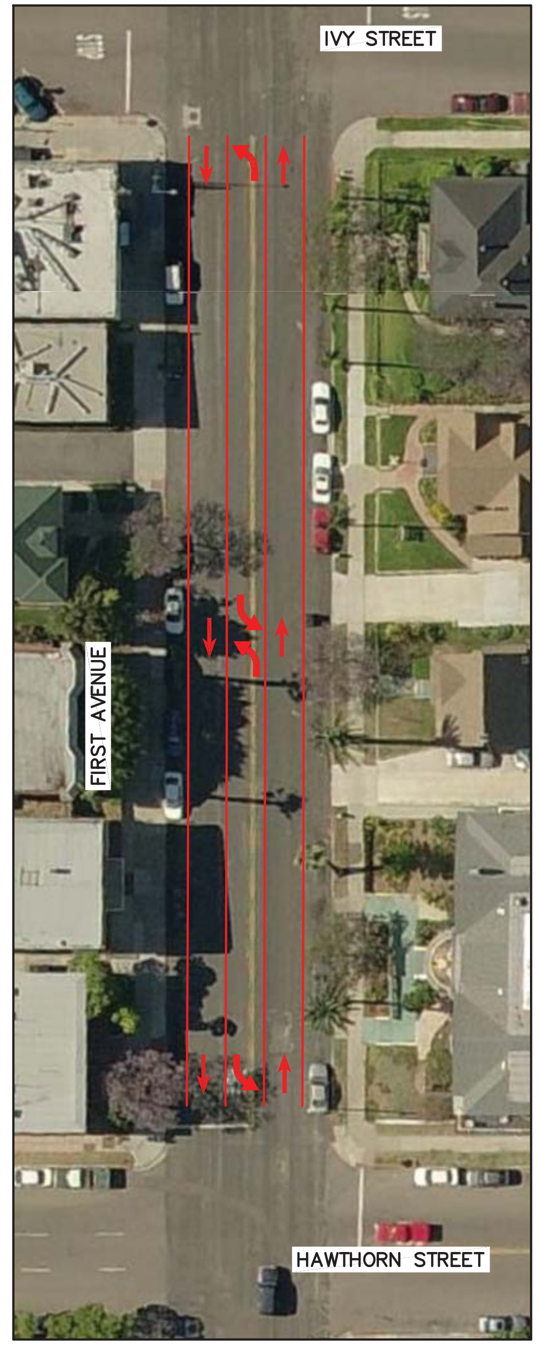
CONVERTING SEGMENTS OF FIRST AVENUE INTO 2 LANE COLLECTORS WITH CONTINUOUS LEFT–TURN LANES WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD RESULT IN LOSS OF PARKING ALONG SOME SEGMENTS.

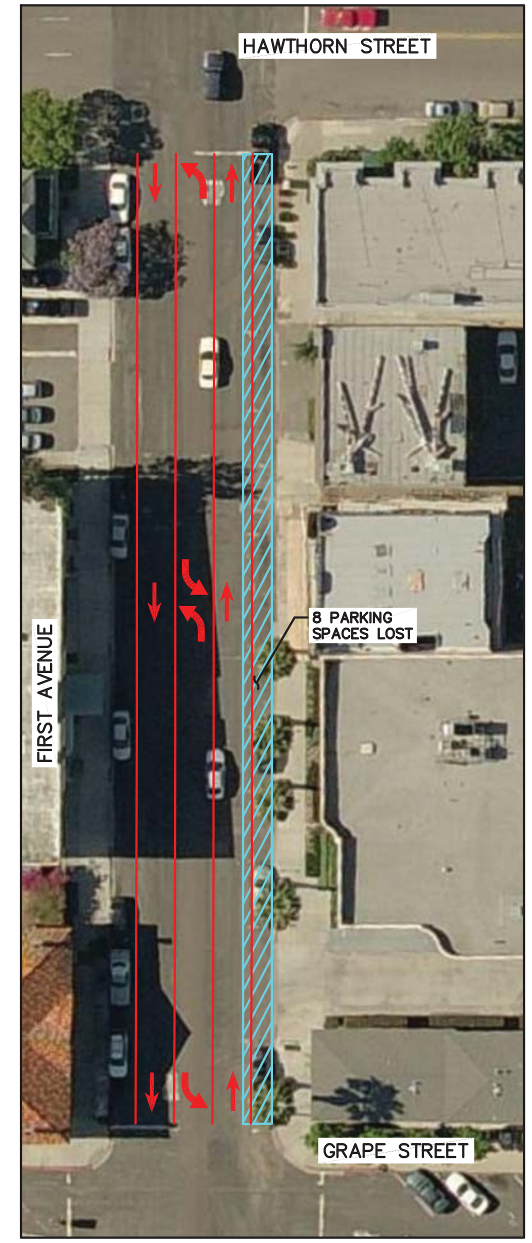
THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED NORTH OF LAUREL STREET. THE CHANGES ARE RECOMMENDED BETWEEN LAUREL STREET AND HAWTHORN STREET.

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

# IMPROVEMENT U-7C




CONVERTING SEGMENTS OF FIRST AVENUE INTO 2 LANE COLLECTORS WITH CONTINUOUS LEFT–TURN LANES WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD RESULT IN LOSS OF PARKING SOUTH OF HAWTHORN STREET.

THESE CHANGES IN GEOMETRY ARE RECOMMENDED BETWEEN LAUREL STREET AND HAWTHORN STREET. THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED BETWEEN HAWTHORN STREET AND GRAPE STREET.

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

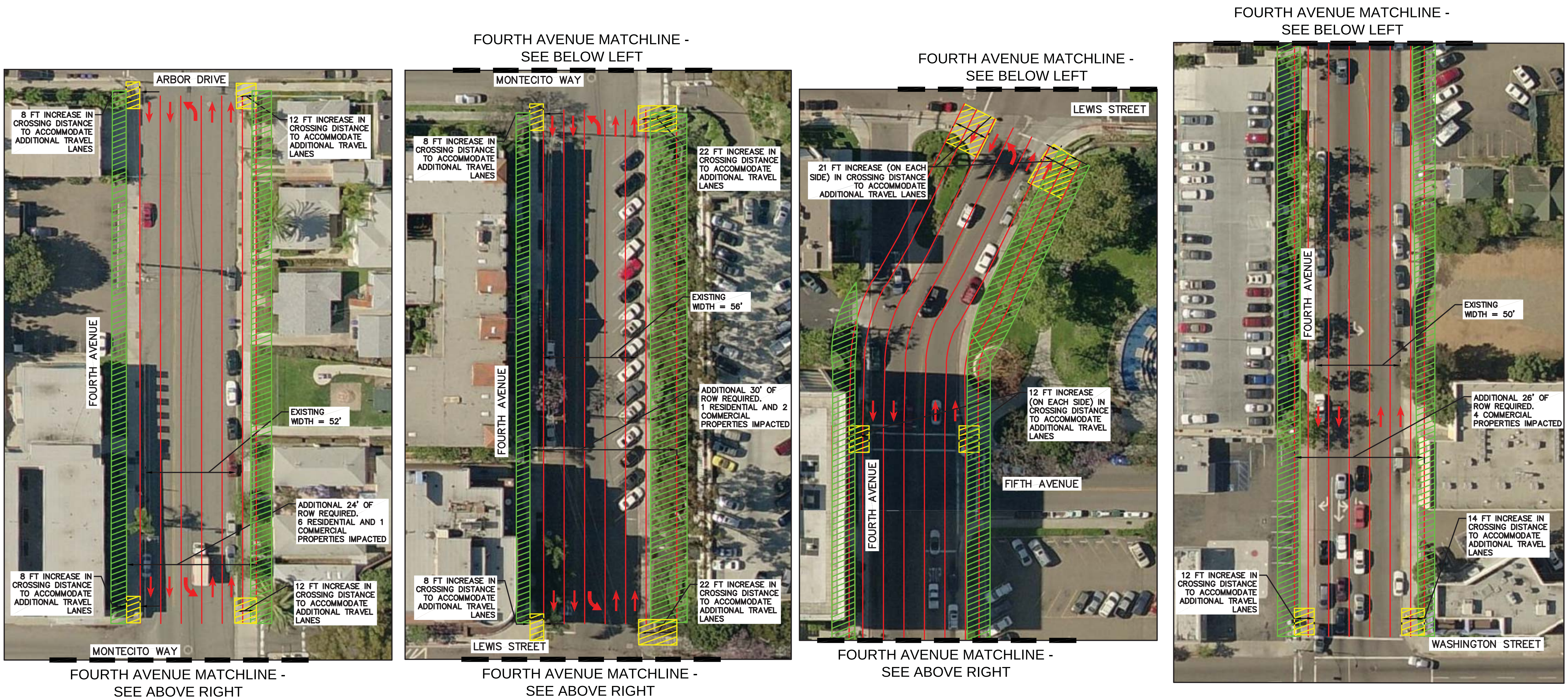
CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

GRAPHIC SCALE IN FEET 0 30 60 120

NORTH

# IMPROVEMENT U-7D

FIGURE 51




CONVERTING SEGMENTS OF FOURTH AVENUE INTO 4 LANE COLLECTORS WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD REQUIRE RIGHT-OF-WAY FROM ADJACENT PROPERTY AND INCREASE THE PEDESTRIAN CROSSING DISTANCE

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

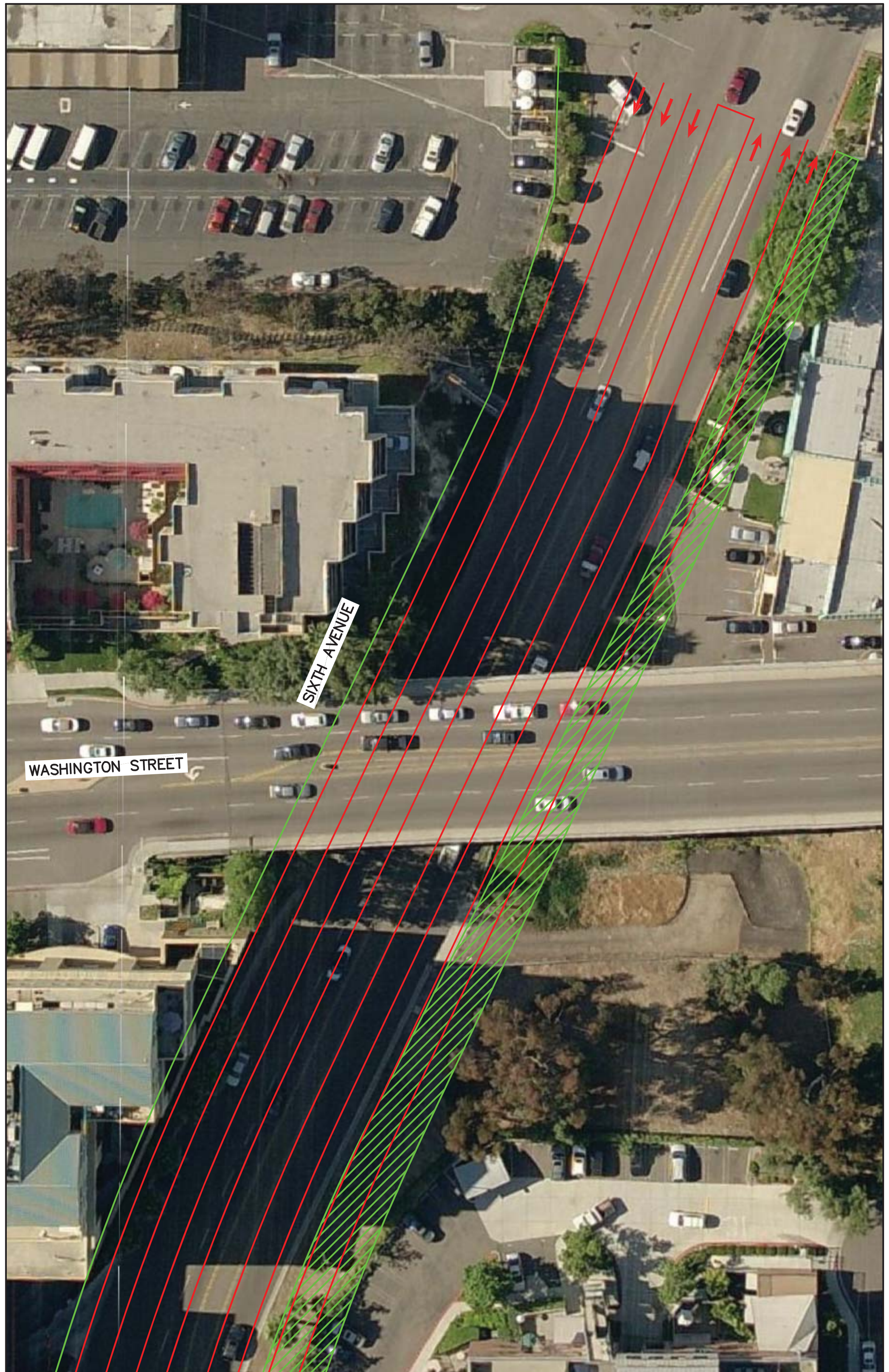
CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

GRAPHIC SCALE IN FEET 0 30 60 120

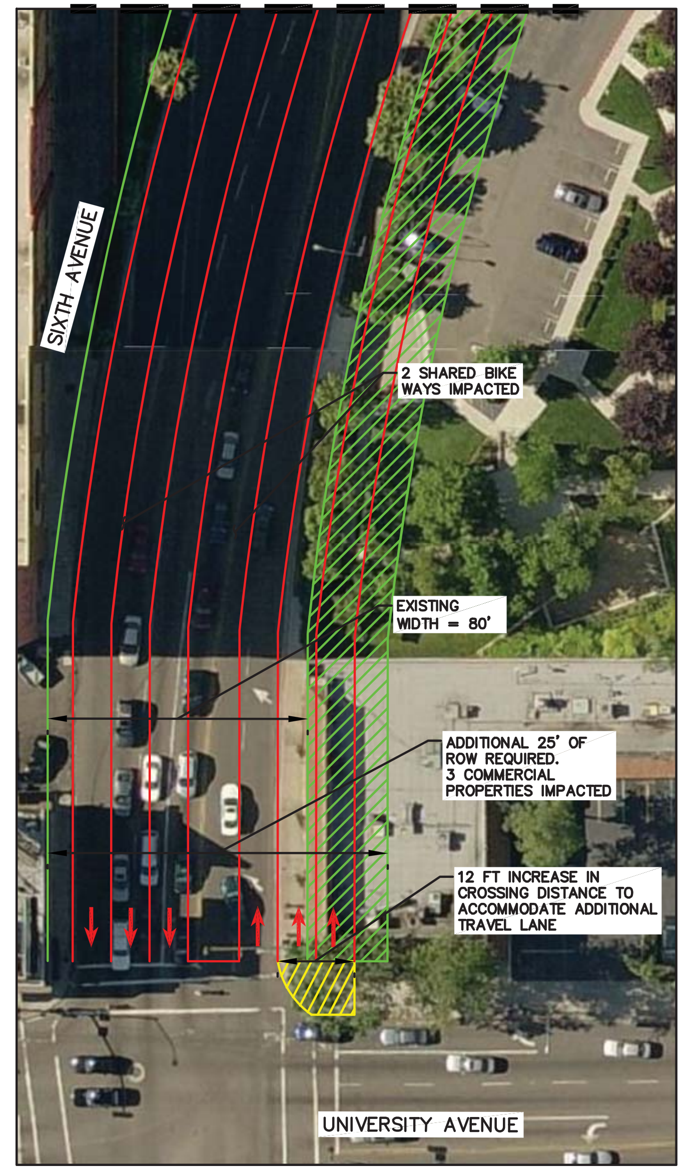
NORTH

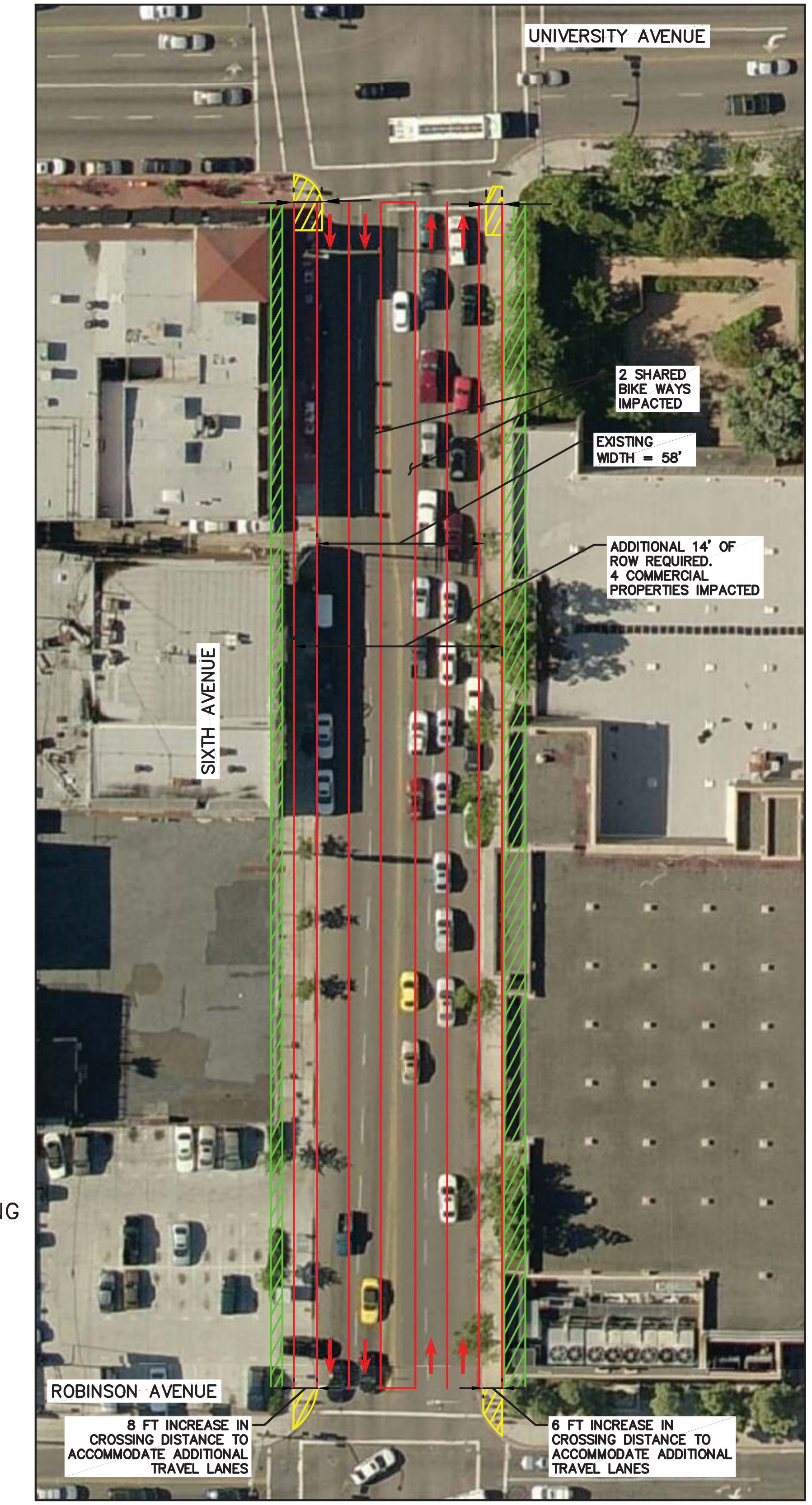
# IMPROVEMENT U-8A

SIXTH AVENUE MATCHLINE
- SEE BELOW LEFT




SIXTH AVENUE MATCHLINE
- SEE ABOVE RIGHT




CONVERTING SEGMENTS OF SIXTH AVENUE INTO 6 LANE PRIME OR 4 LANE MAJOR ARTERIALS WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD REQUIRE RIGHT-OF-WAY FROM ADJACENT PROPERTY, INCREASE THE PEDESTRIAN CROSSING DISTANCE, AND IMPACT SHARED USE BIKE FACILITIES.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

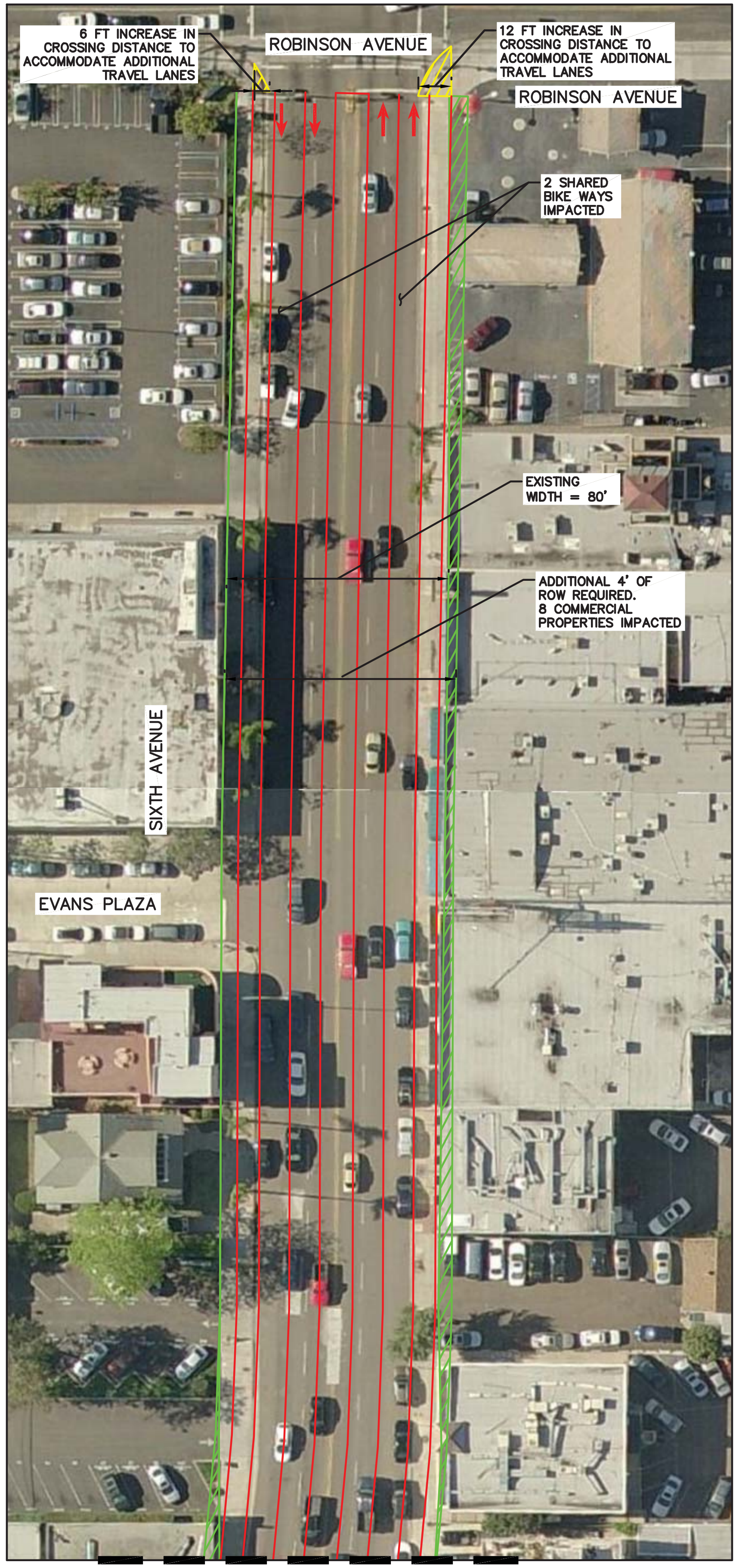
PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

NORTH

GRAPHIC SCALE IN FEET
0 30 60 120

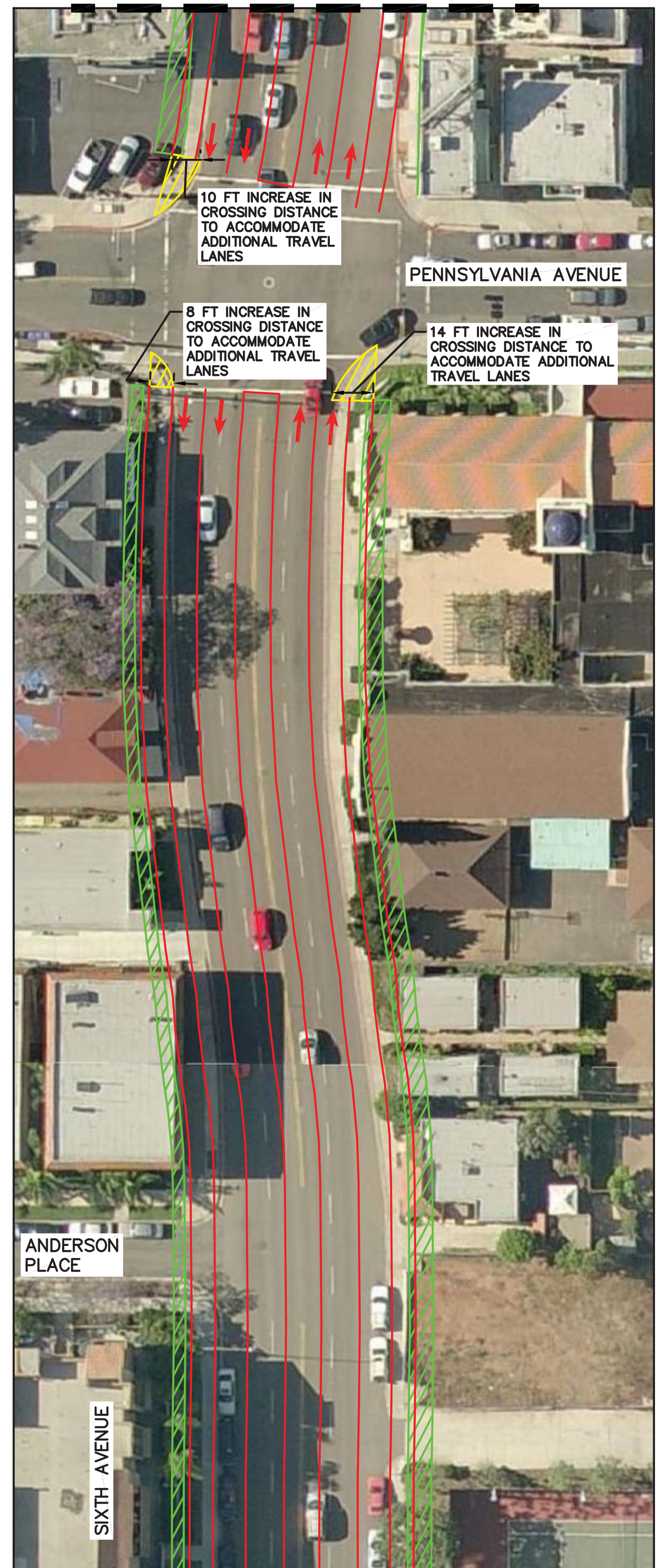
# IMPROVEMENT U-10A

*FIGURE 53*



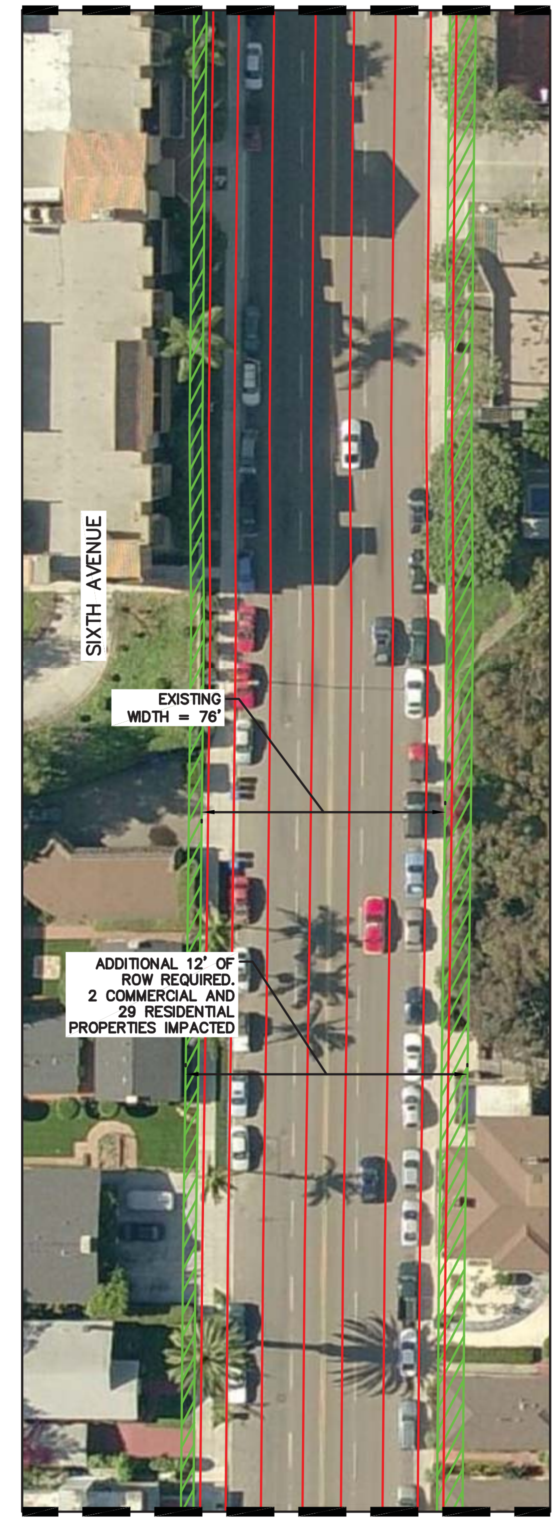

SIXTH AVENUE MATCHLINE
- SEE ABOVE RIGHT

SIXTH AVENUE MATCHLINE
- SEE BELOW LEFT



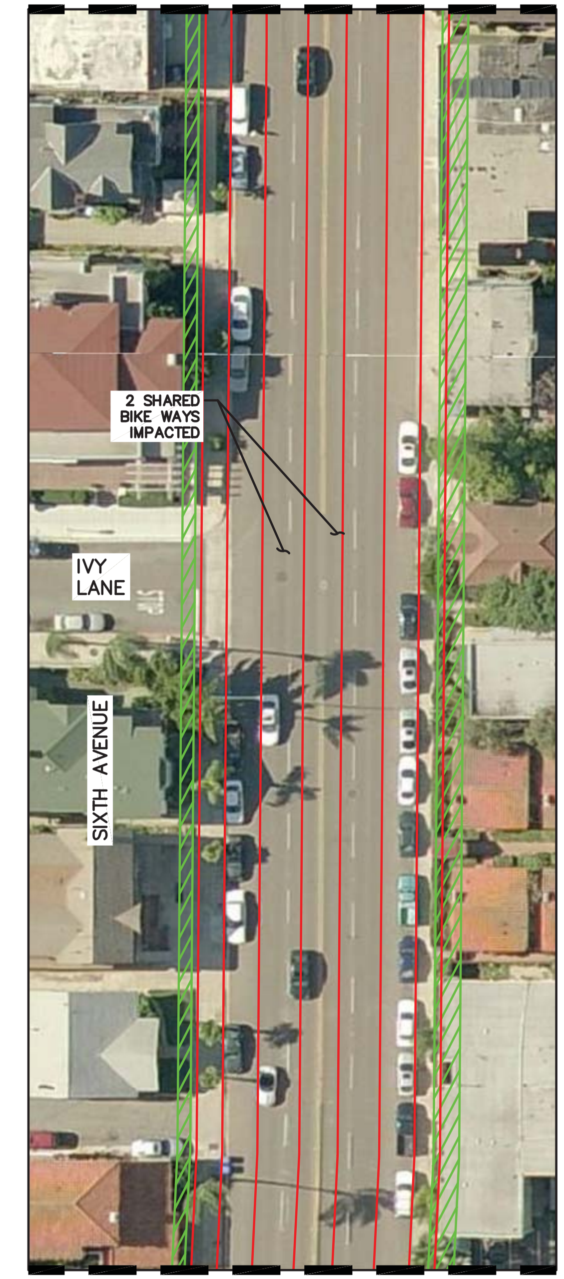

SIXTH AVENUE MATCHLINE
- SEE ABOVE RIGHT

SIXTH AVENUE MATCHLINE
- SEE BELOW LEFT




SIXTH AVENUE MATCHLINE
- SEE ABOVE RIGHT

SIXTH AVENUE MATCHLINE
- SEE BELOW LEFT




SIXTH AVENUE MATCHLINE
- SEE IMPROVEMENT U-10C

CONVERTING SEGMENTS OF SIXTH AVENUE INTO 4 LANE MAJOR ARTERIALS WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD REQUIRE RIGHT-OF-WAY FROM ADJACENT PROPERTY, INCREASE THE PEDESTRIAN CROSSING DISTANCE, AND IMPACT SHARED USE BIKE FACILITIES.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

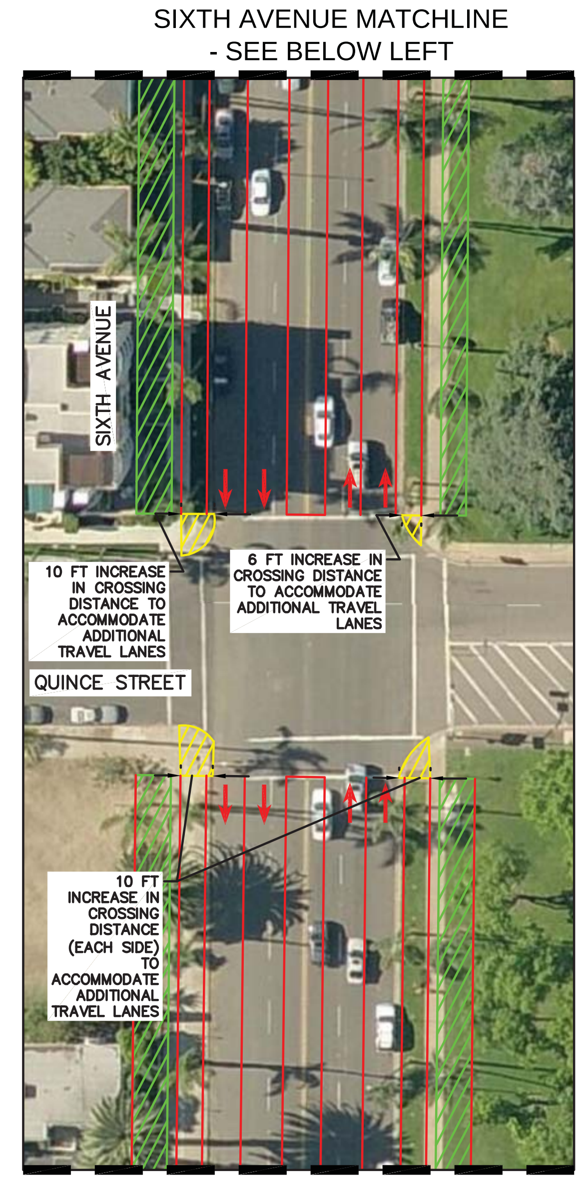
NORTH

GRAPHIC SCALE IN FEET
0 30 60 120

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

# IMPROVEMENT U-10B

FIGURE 54


SIXTH AVENUE MATCHLINE - SEE IMPROVEMENT U-10D

CONVERTING SEGMENTS OF SIXTH AVENUE INTO 4 LANE MAJOR ARTERIALS WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD REQUIRE RIGHT-OF-WAY FROM ADJACENT PROPERTY, INCREASE THE PEDESTRIAN CROSSING DISTANCE, AND IMPACT SHARED USE BIKE FACILITIES.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

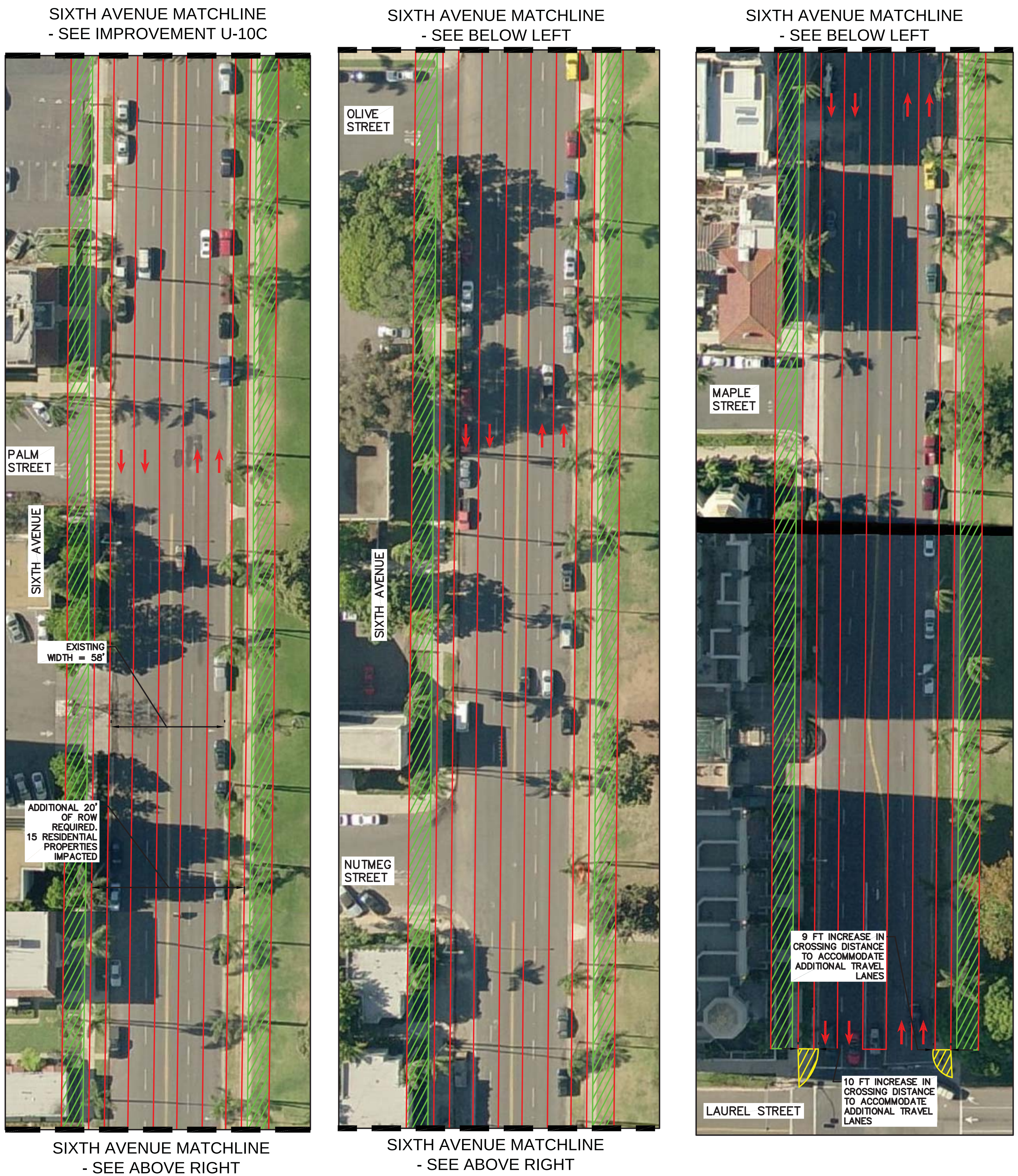
CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

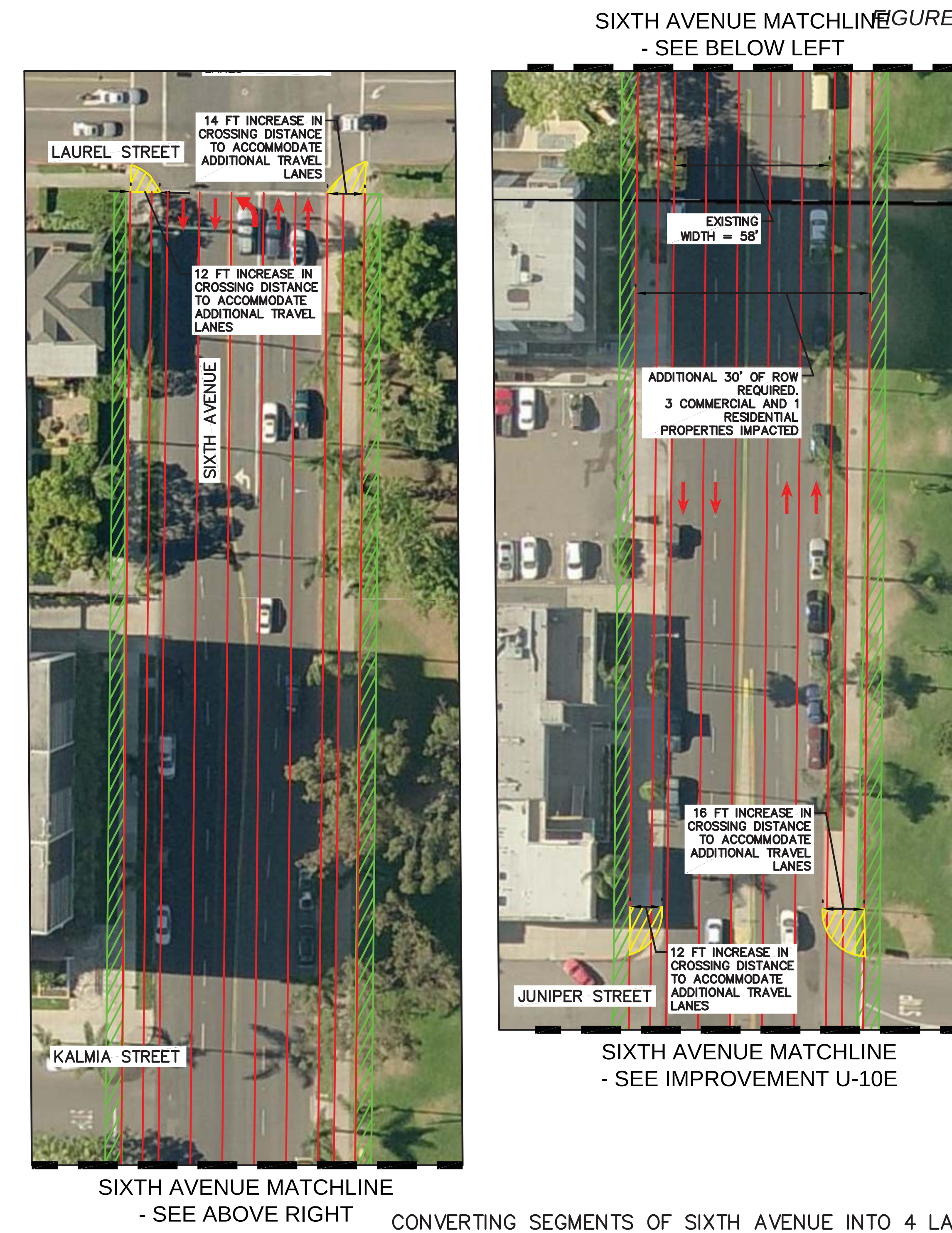
PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

# IMPROVEMENT U-10C




PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

CONVERTING SEGMENTS OF SIXTH AVENUE INTO 4 LANE MAJOR ARTERIALS OR 4 LANE COLLECTORS WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD REQUIRE RIGHT–OF–WAY FROM ADJACENT PROPERTY AND INCREASE THE PEDESTRIAN CROSSING DISTANCES.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

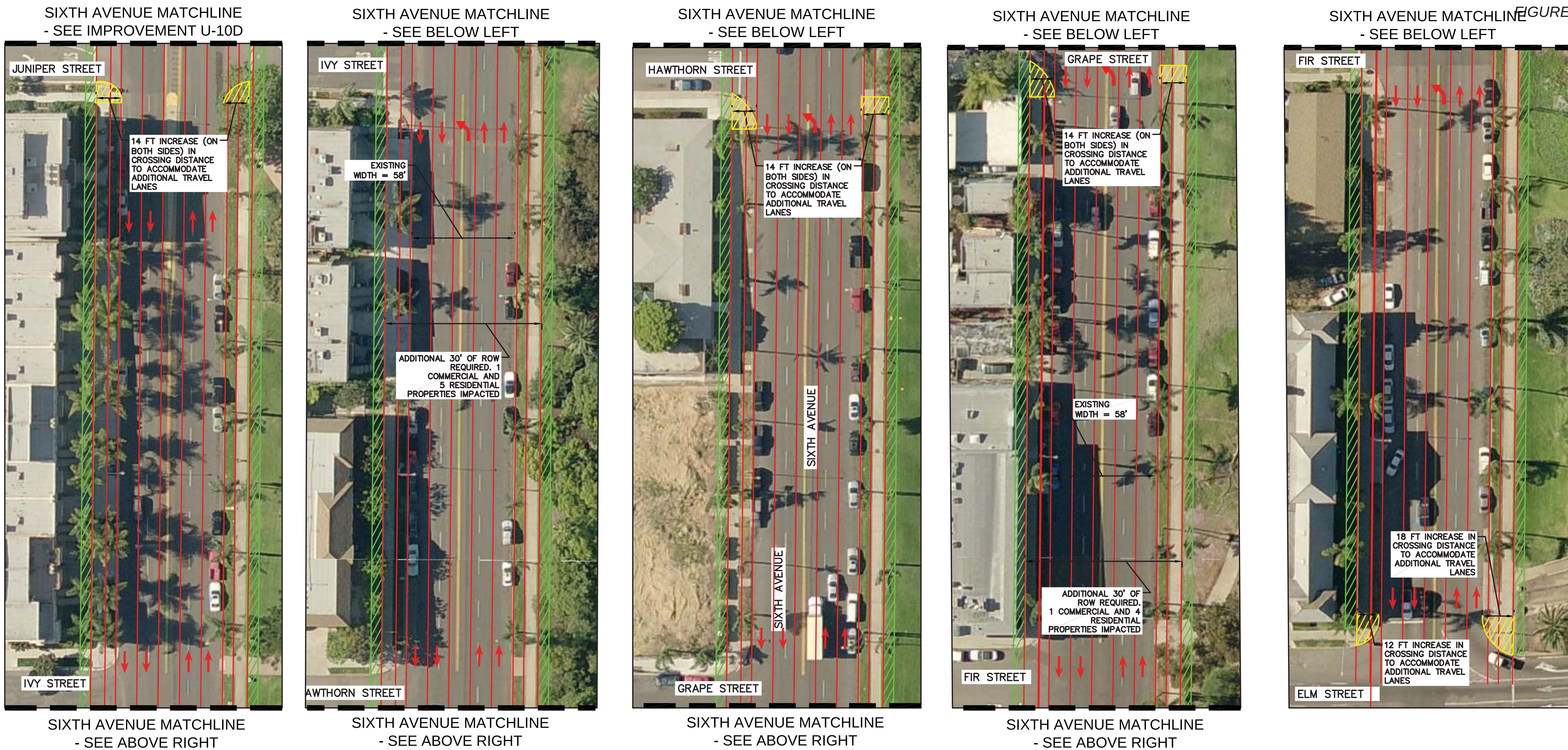
CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

# IMPROVEMENT U-10D

FIGURE 56




CONVERTING SEGMENTS OF SIXTH AVENUE INTO 4 LANE COLLECTORS WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD REQUIRE RIGHT-OF-WAY FROM ADJACENT PROPERTY AND INCREASE THE PEDESTRIAN CROSSING DISTANCE.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

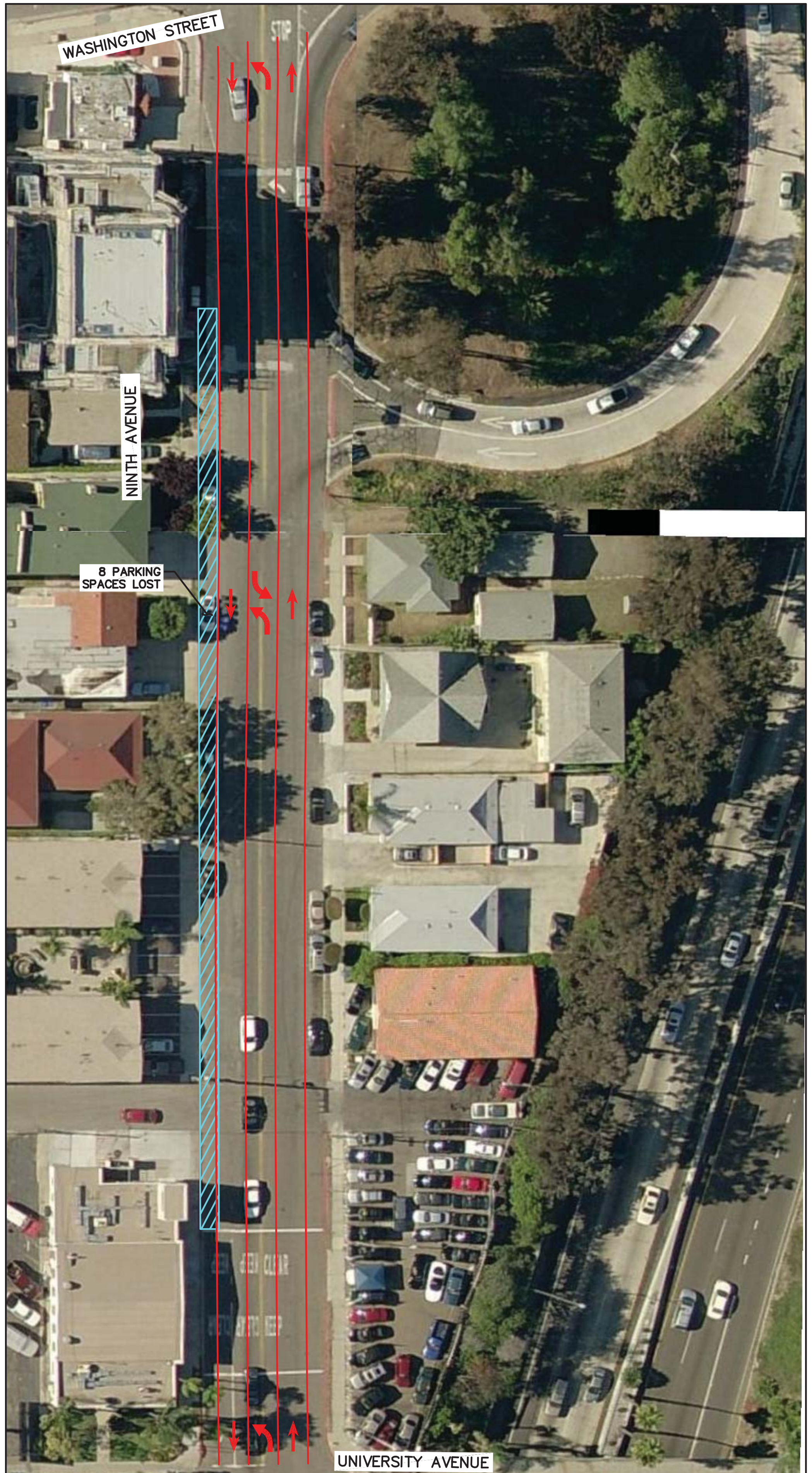
CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

# IMPROVEMENT U-10E




CONVERTING A SEGMENT OF NINTH AVENUE INTO A 2 LANE COLLECTOR WITH A CONTINUOUS LEFT TURN LANE WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENT TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THIS ADDITIONAL LANE WOULD RESULT IN LOSS OF PARKING.

THIS CHANGE IN GEOMETRY IS NOT RECOMMENDED.

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

# IMPROVEMENT U-11


CONVERTING A SEGMENT OF POLK AVENUE INTO A 2 LANE COLLECTOR WITH A CONTINUOUS LEFT TURN LANE WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THIS ADDITIONAL LANE WOULD RESULT IN LOSS OF PARKING.

THIS CHANGE IN GEOMETRY IS NOT RECOMMENDED.

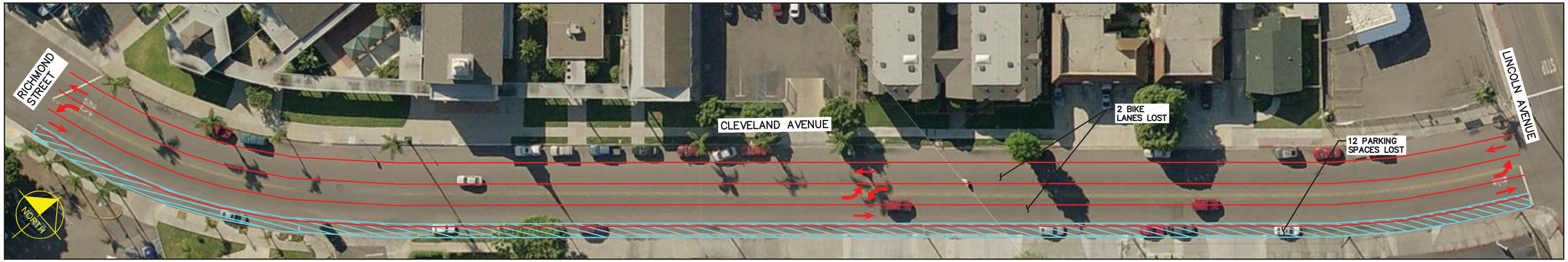
| | |
|---|---|
| | PEDESTRIAN IMPACTS |
| | PARKING IMPACTS |
| | RIGHT OF WAY IMPACTS |
| | PROPOSED IMPROVEMENT |

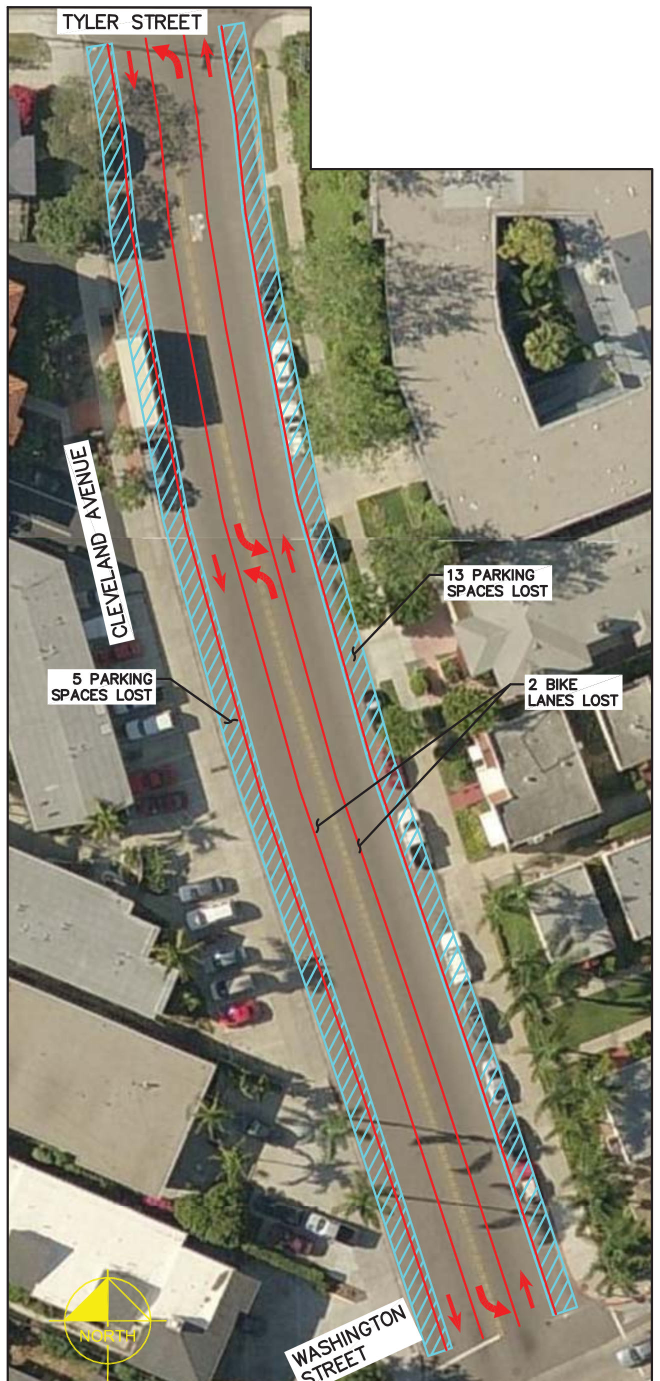
CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

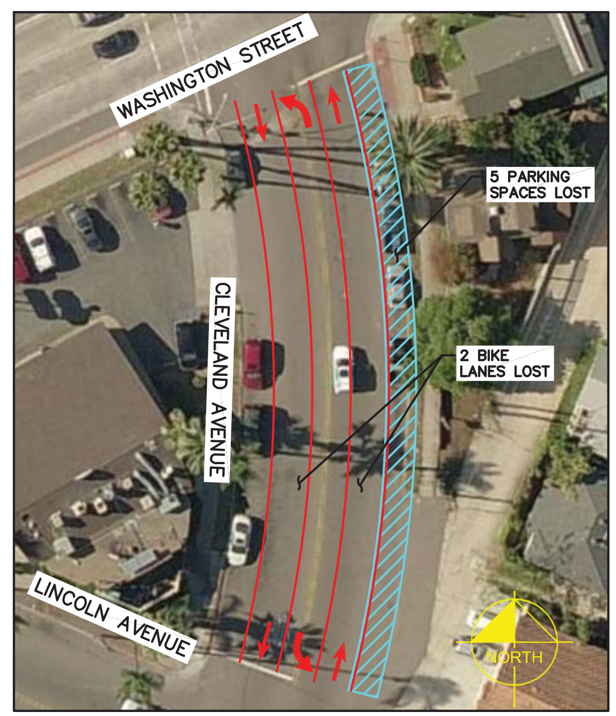
GRAPHIC SCALE IN FEET 0 30 60 120

NORTH

# IMPROVEMENT U-12




CONVERTING SEGMENTS OF CLEVELAND AVENUE INTO 2 LANE COLLECTORS WITH CONTINUOUS LEFT TURN LANES WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANE WOULD RESULT IN LOSS OF PARKING. FURTHER, BICYCLE LANES WERE RECENTLY ADDED TO ALL OF THESE SEGMENTS AND ARE NOT SHOWN IN THE AERIAL. THESE BICYCLE LANES WOULD BE IMPACTED BY THE STRIPING CHANGES SHOWN.

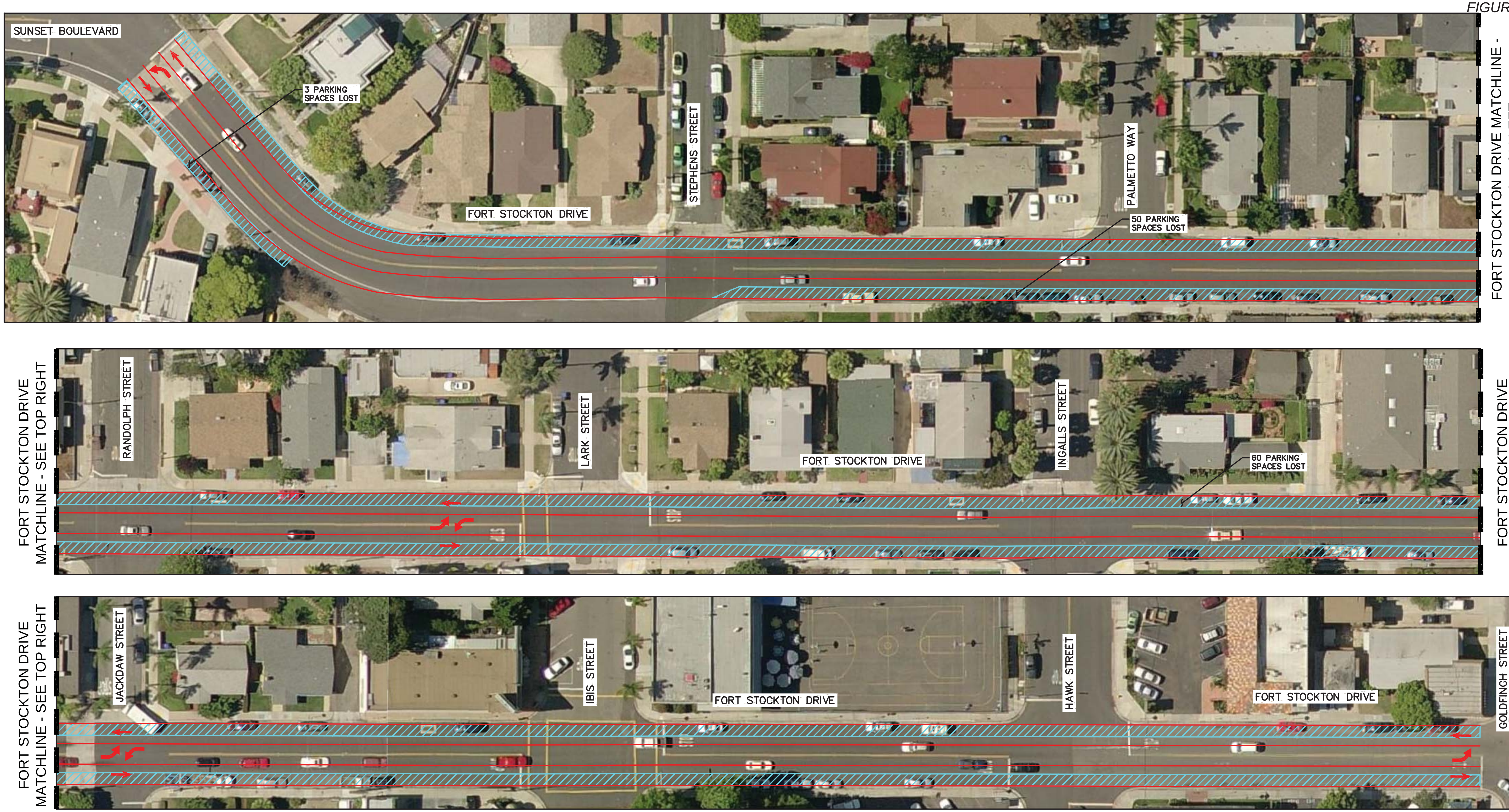
THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

GRAPHIC SCALE IN FEET
0 30 60 120

# IMPROVEMENT U-13




CONVERTING SEGMENTS OF FORT STOCKTON DRIVE INTO 2 LANE COLLECTORS WITH CONTINUOUS LEFT TURN LANES WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD RESULT IN LOSS OF PARKING.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

PEDESTRIAN IMPACTS

PARKING IMPACTS

RIGHT OF WAY IMPACTS

PROPOSED IMPROVEMENT

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

GRAPHIC SCALE IN FEET 0 30 60 120

NORTH

# IMPROVEMENT U-14



CONVERTING A SEGMENT OF GRAPE STREET INTO A 2 LANE COLLECTOR WITH A CONTINUOUS LEFT TURN LANE WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENT TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THIS ADDITIONAL LANE WOULD RESULT IN LOSS OF PARKING.

THIS CHANGE IN GEOMETRY IS NOT RECOMMENDED.

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

## IMPROVEMENT U-15



CONVERTING A SEGMENT OF HAWTHORN STREET INTO A 2 LANE COLLECTOR WITH A CONTINUOUS LEFT TURN LANE WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENT TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THIS ADDITIONAL LANE WOULD RESULT IN LOSS OF PARKING.

THIS CHANGE IN GEOMETRY IS NOT RECOMMENDED.

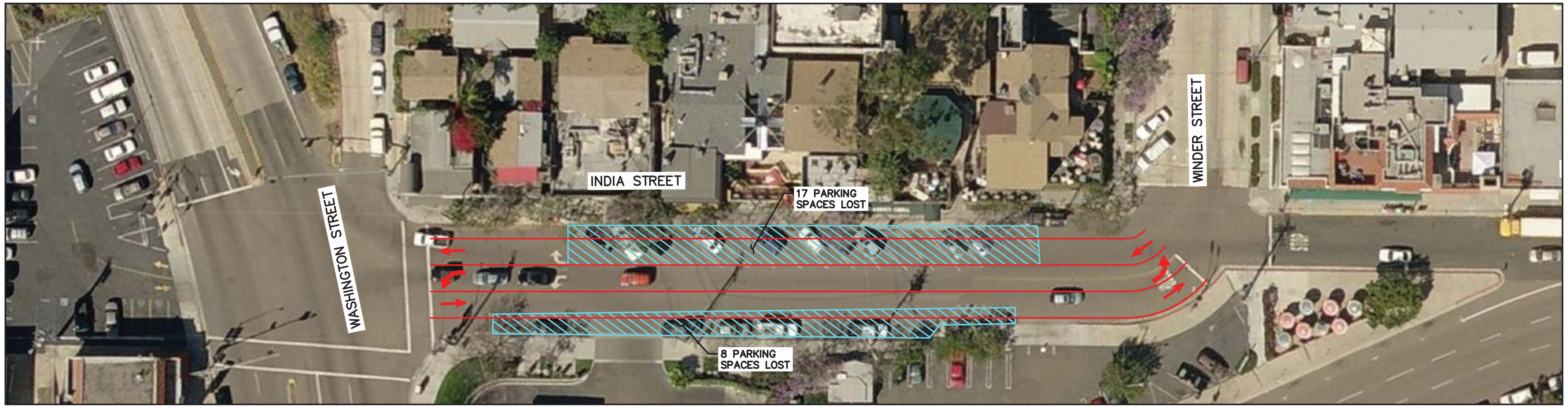
PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

# IMPROVEMENT U-16





INDIA STREET MATCHLINE - SEE BOTTOM LEFT

INDIA STREET MATCHLINE - SEE TOP RIGHT


CONVERTING SEGMENTS OF INDIA STREET INTO 2 LANE COLLECTORS WITH CONTINUOUS LEFT TURN LANES, 3 LANE ONE-WAY COLLECTORS, AND 4 LANE ONE-WAY COLLECTORS WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD REQUIRE RIGHT-OF-WAY FROM ADJACENT PROPERTY, INCREASE PEDESTRIAN CROSSING DISTANCE, AND RESULT IN LOSS OF PARKING.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

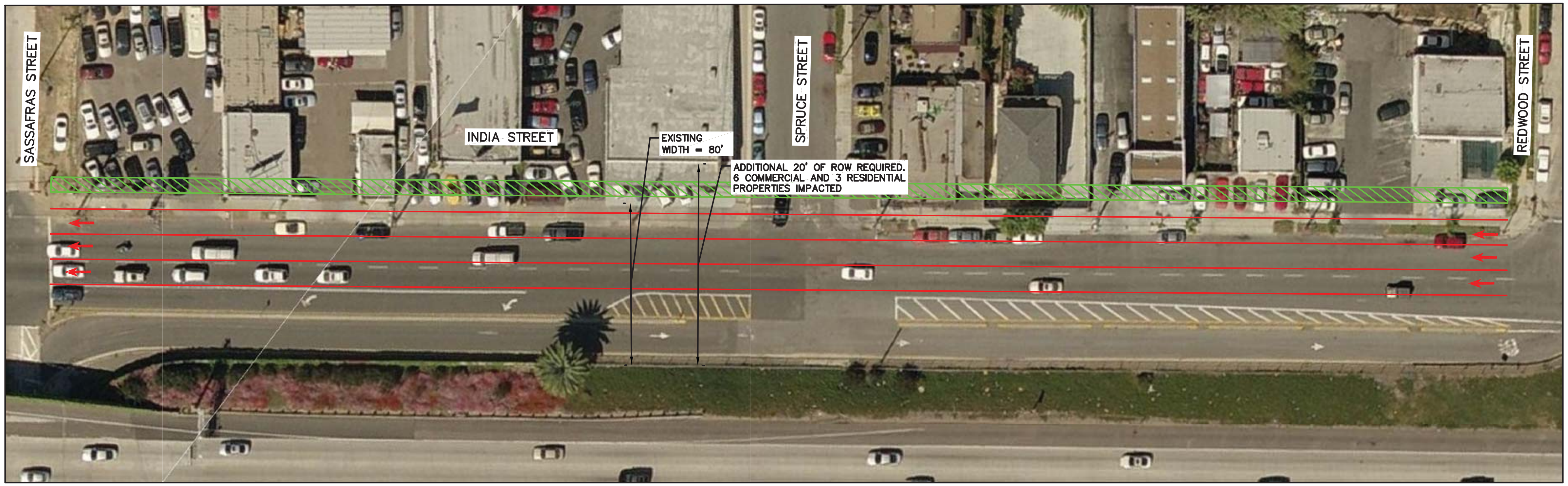
GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

# IMPROVEMENT U-17A




CONVERTING SEGMENTS OF INDIA STREET INTO A 3 LANE ONE-WAY COLLECTORS WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD REQUIRE RIGHT-OF-WAY FROM ADJACENT PROPERTY.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

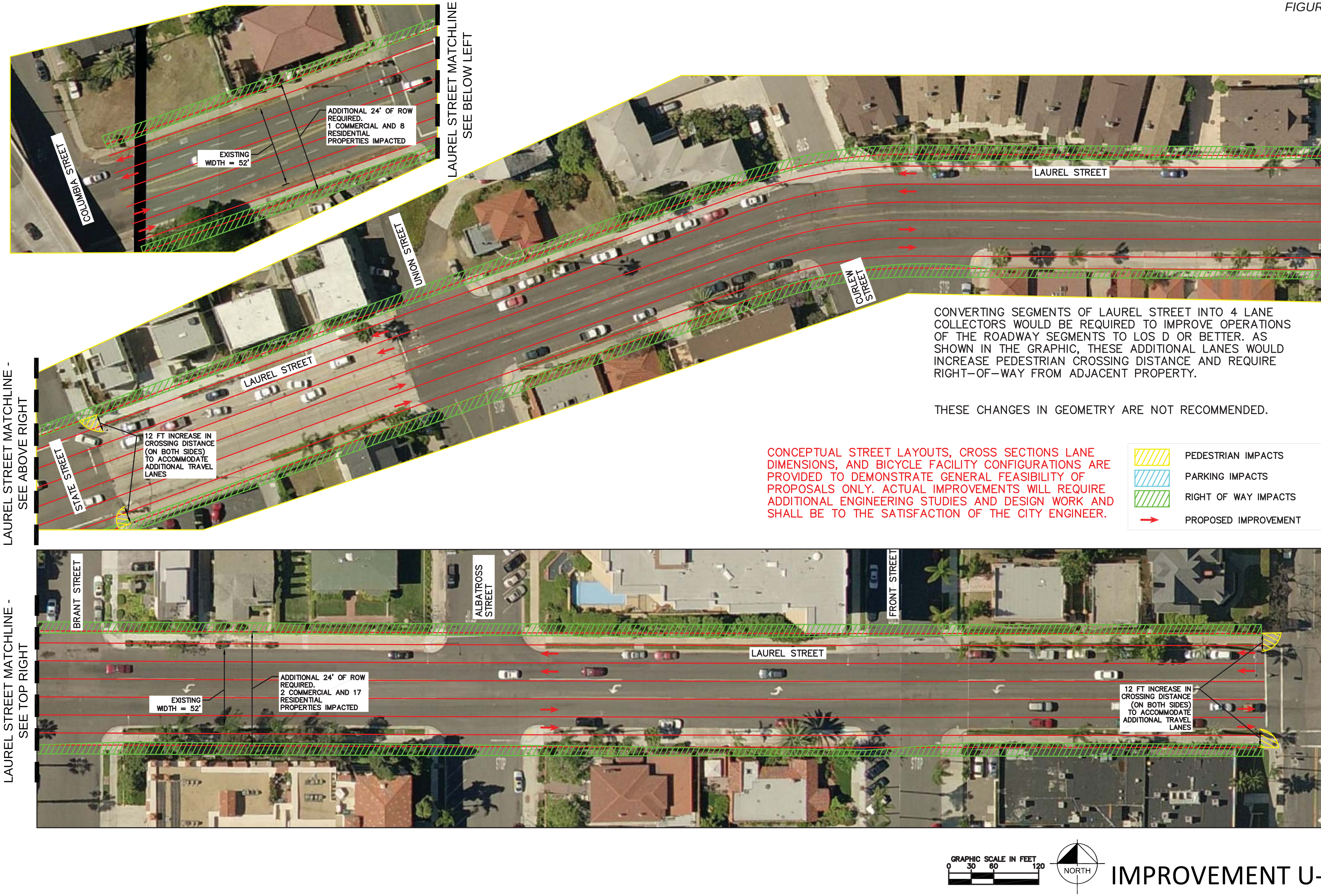
PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

GRAPHIC SCALE IN FEET 0 30 60 120

NORTH

# IMPROVEMENT U-17B

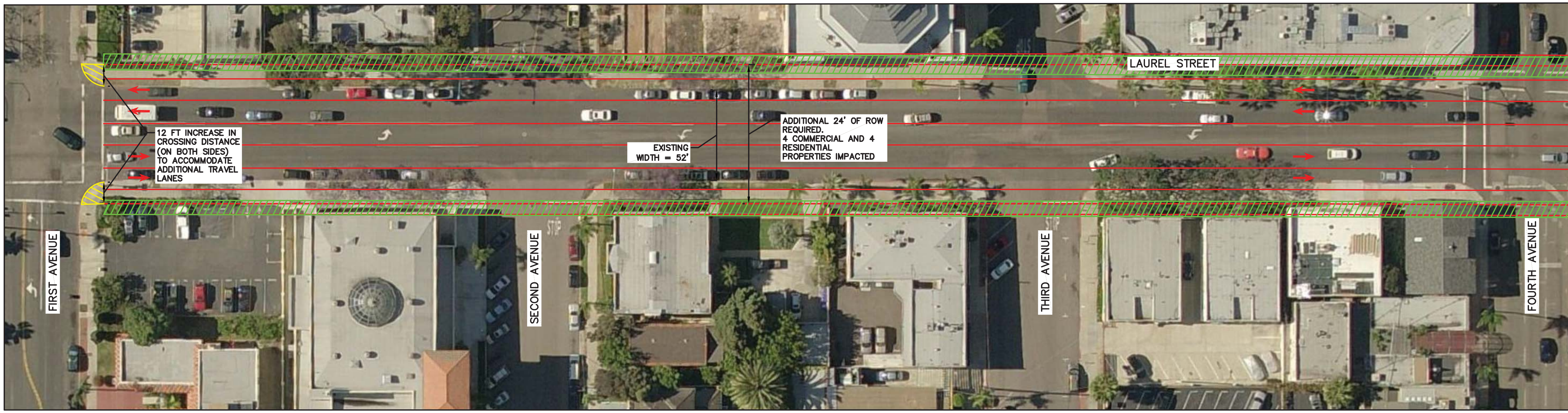


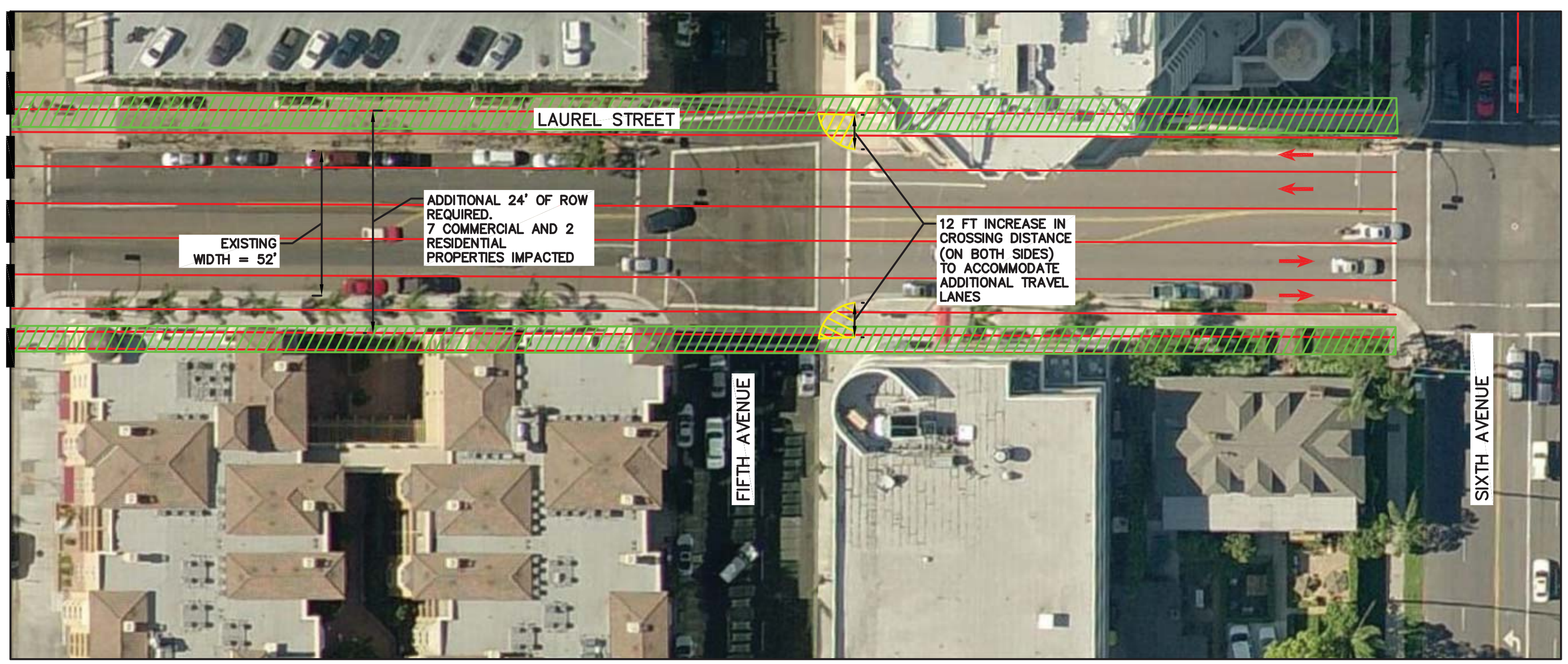

CONVERTING SEGMENTS OF LAUREL STREET INTO 4 LANE COLLECTORS WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD INCREASE PEDESTRIAN CROSSING DISTANCE AND REQUIRE RIGHT-OF-WAY FROM ADJACENT PROPERTY.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

IMPROVEMENT U-18A




CONVERTING SEGMENTS OF LAUREL STREET INTO 4 LANE COLLECTORS WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD INCREASE PEDESTRIAN CROSSING DISTANCE AND REQUIRE RIGHT-OF-WAY FROM ADJACENT PROPERTY.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

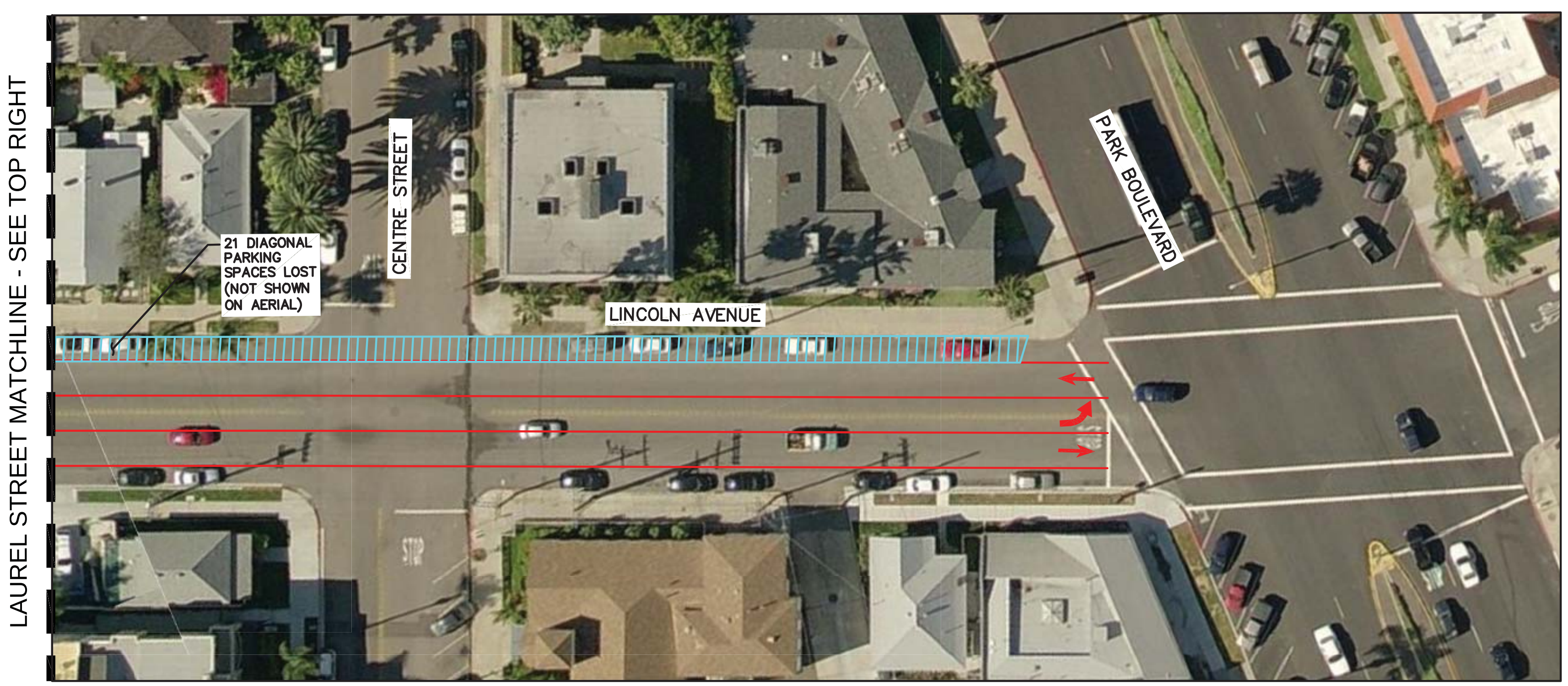
CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

# IMPROVEMENT U-18B


CONVERTING A SEGMENT OF LINCOLN AVENUE INTO A 2 LANE COLLECTOR WITH A CONTINUOUS LEFT TURN LANE WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THIS ADDITIONAL LANE WOULD RESULT IN LOSS OF PARKING.

THIS CHANGE IN GEOMETRY IS NOT RECOMMENDED.

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

- PEDESTRIAN IMPACTS
- PARKING IMPACTS
- RIGHT OF WAY IMPACTS
- PROPOSED IMPROVEMENT

GRAPHIC SCALE IN FEET 0 30 60 120

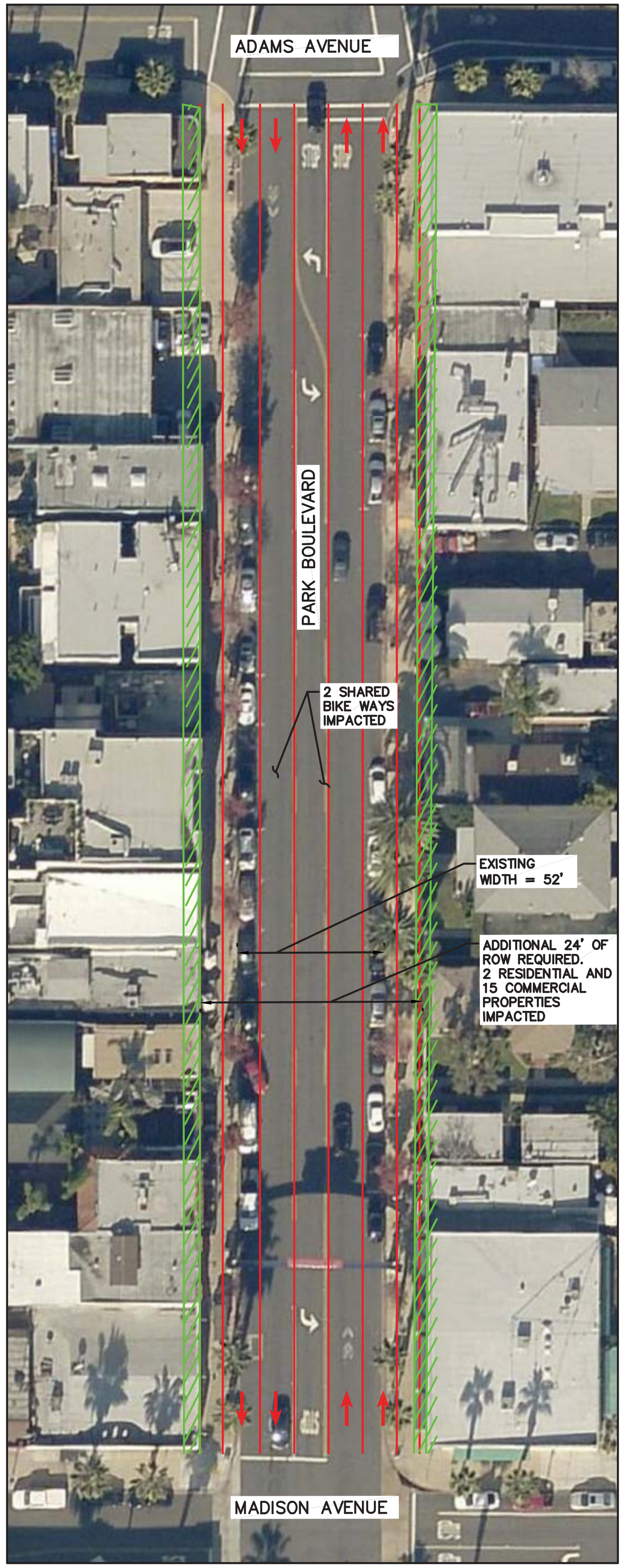
NORTH

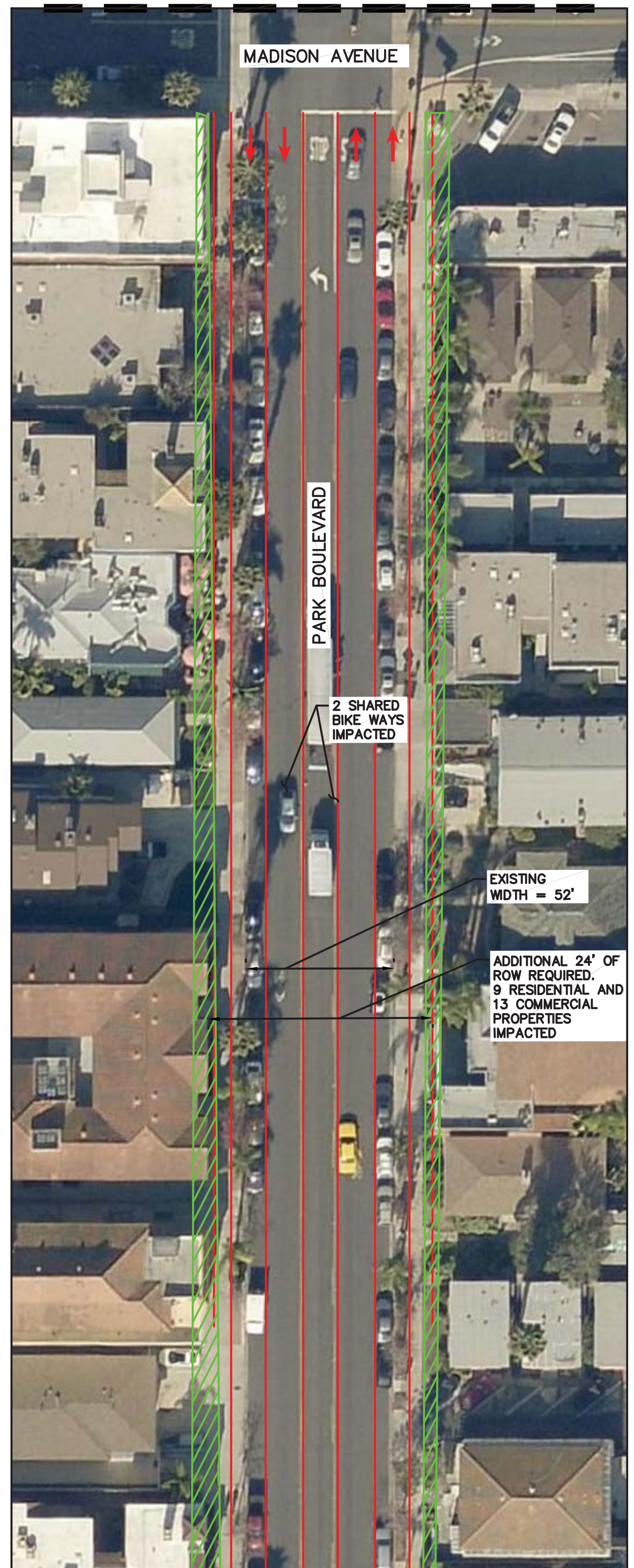
# IMPROVEMENT U-19

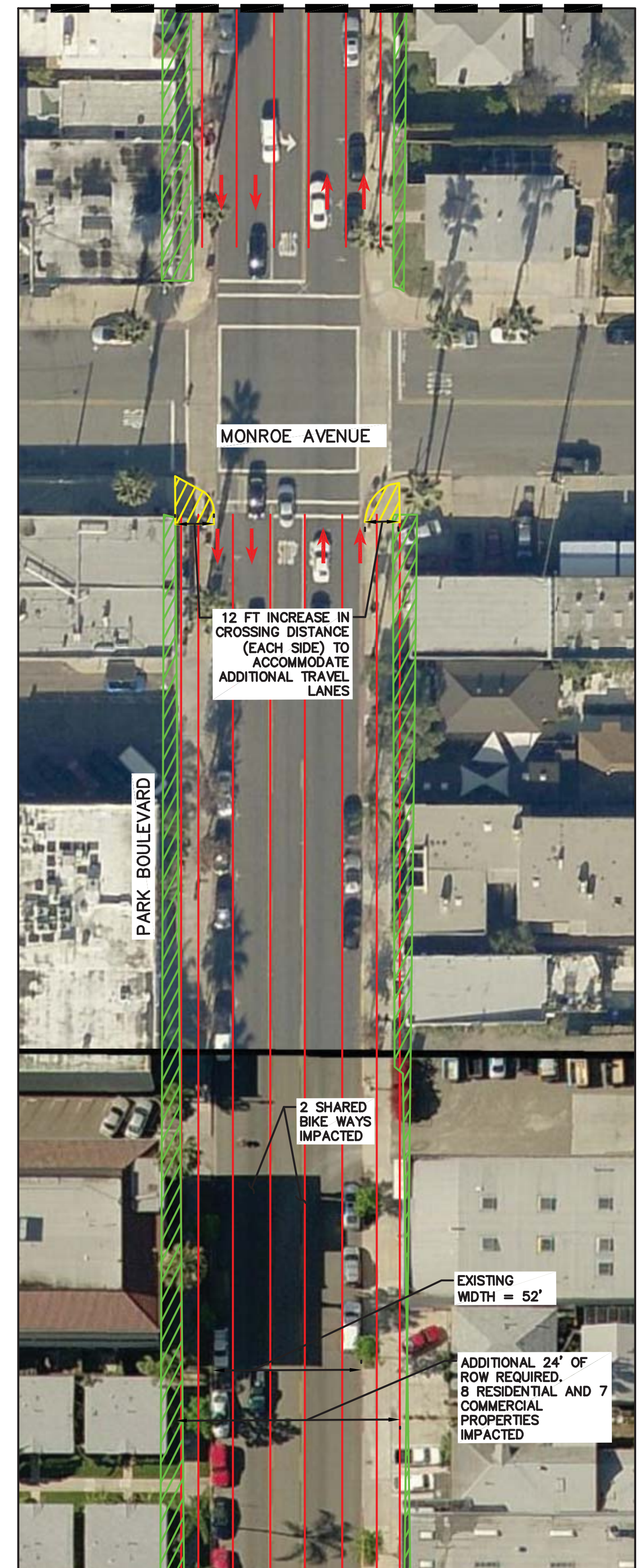
PARK BOULEVARD MATCHLINE - SEE BELOW LEFT

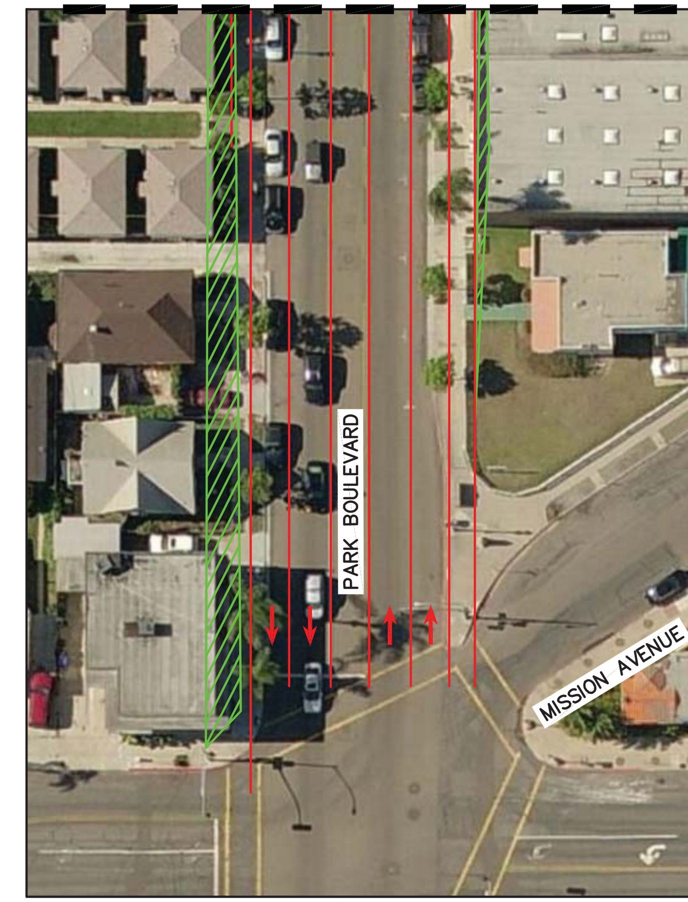
PARK BOULEVARD MATCHLINE - SEE BELOW LEFT

PARK BOULEVARD MATCHLINE - SEE BELOW LEFT



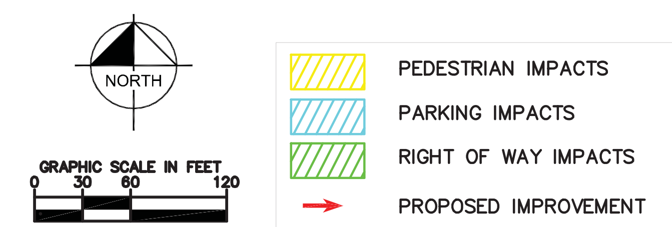




PARK BOULEVARD MATCHLINE - SEE ABOVE RIGHT

PARK BOULEVARD MATCHLINE - SEE ABOVE RIGHT



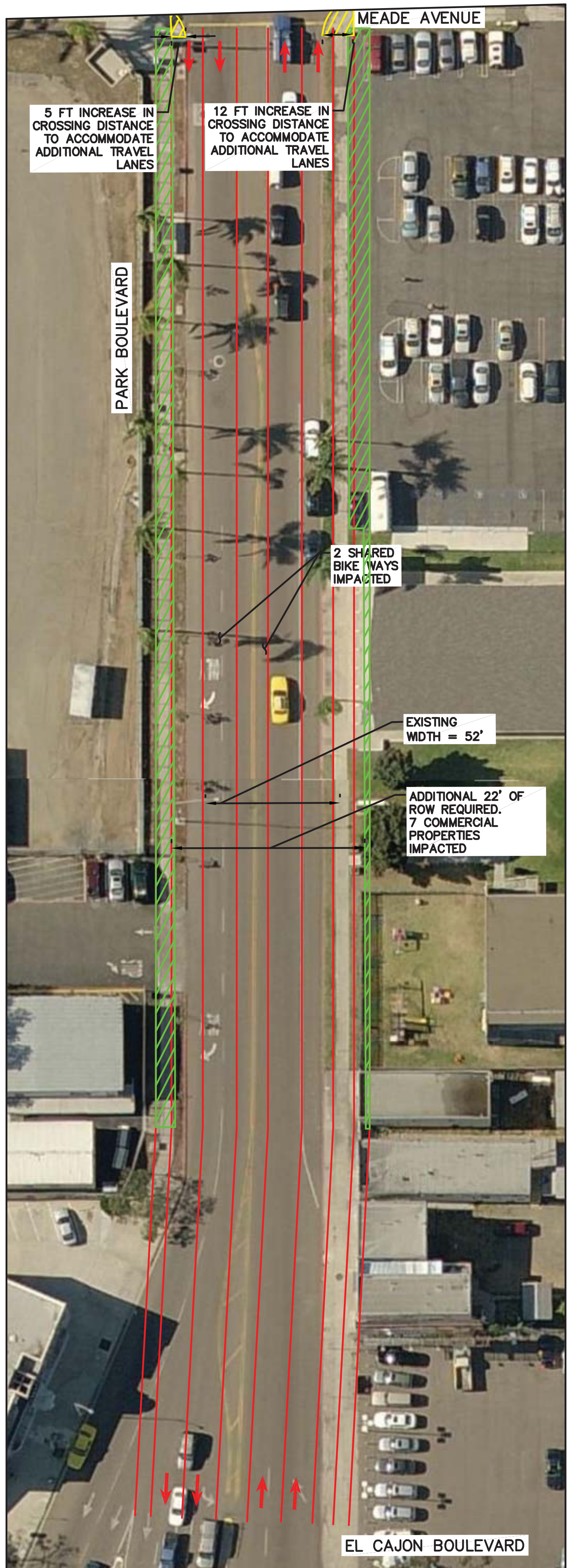

CONVERTING SEGMENTS OF PARK BOULEVARD INTO 4 LANE COLLECTORS WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANE WILL REQUIRE RIGHT-OF-WAY FROM ADJACENT PROPERTY, INCREASED PEDESTRIAN CROSSING DISTANCE, AND IMPACT SHARED USE BICYCLE FACILITIES.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

# IMPROVEMENT U-20A

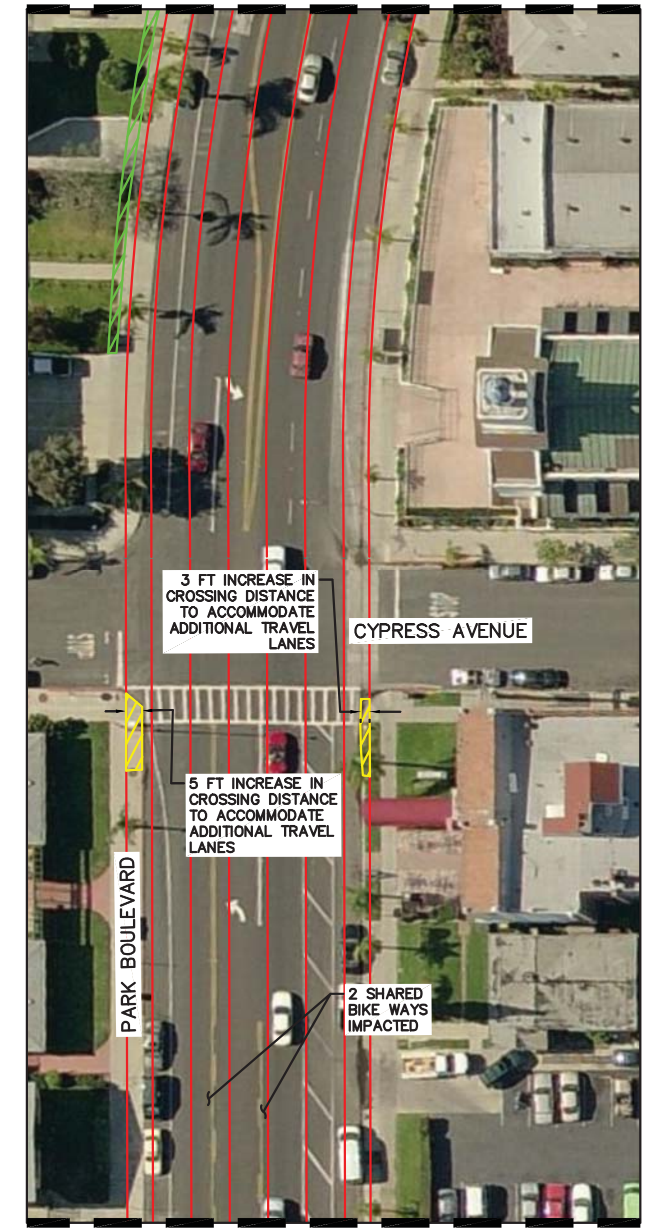
*FIGURE 69*





PARK BOULEVARD MATCHLINE - SEE TOP RIGHT

PARK BOULEVARD MATCHLINE - SEE BOTTOM LEFT




PARK BOULEVARD MATCHLINE - SEE IMPROVEMENT U-19B

CONVERTING SEGMENTS OF PARK BOULEVARD INTO 4 LANE COLLECTORS WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANE WILL REQUIRE RIGHT-OF-WAY FROM ADJACENT PROPERTY, INCREASED PEDESTRIAN CROSSING DISTANCE, AND IMPACT SHARED USE BICYCLE FACILITIES.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED. CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

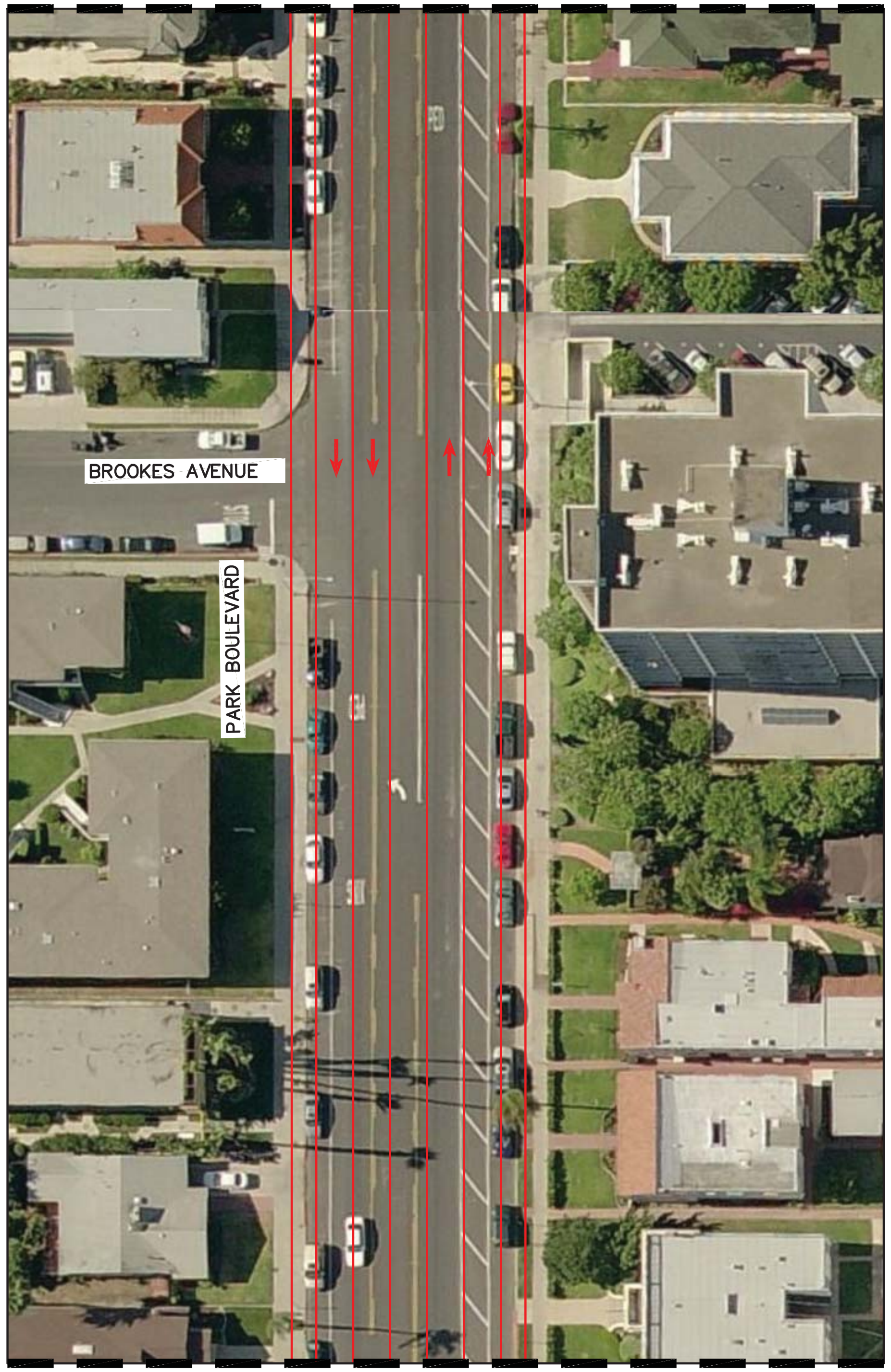
PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

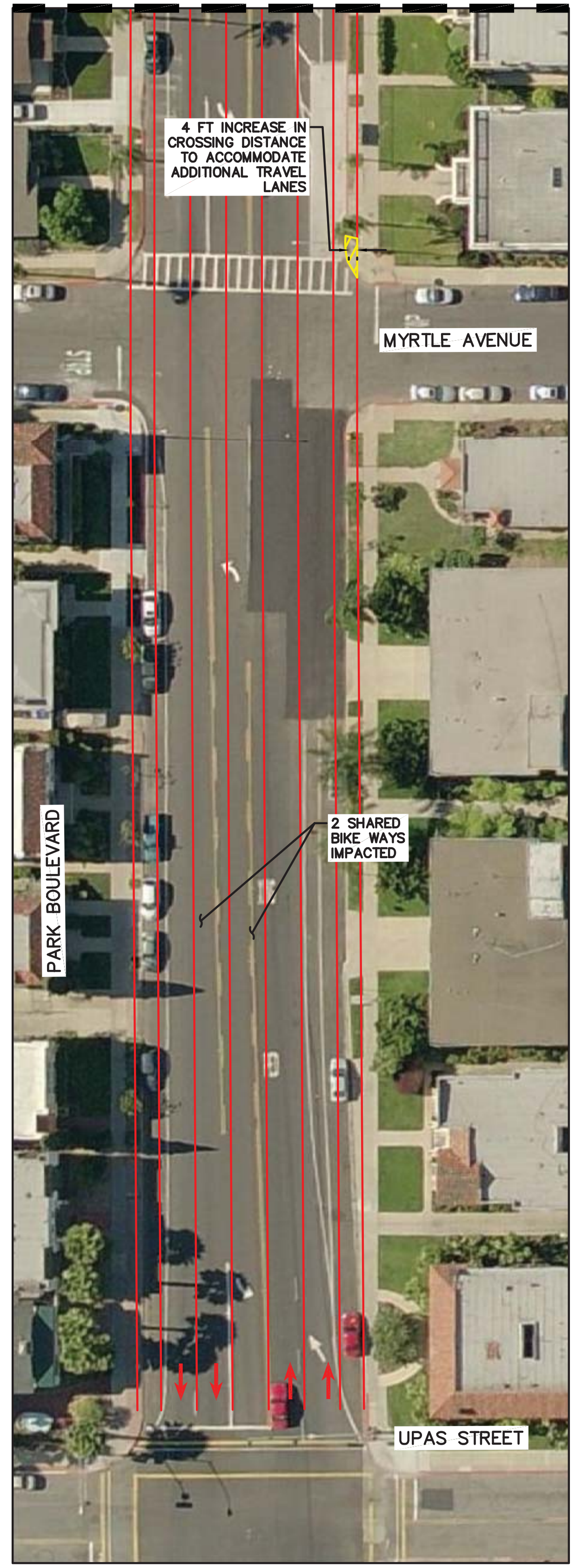
# IMPROVEMENT U-20B

PARK BOULEVARD MATCHLINE - SEE IMPROVEMENT U-19A




PARK BOULEVARD MATCHLINE - SEE TOP RIGHT

PARK BOULEVARD MATCHLINE - SEE BOTTOM LEFT




CONVERTING SEGMENTS OF PARK BOULEVARD INTO 4 LANE COLLECTORS WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANE WILL REQUIRE RIGHT–OF–WAY FROM ADJACENT PROPERTY, INCREASED PEDESTRIAN CROSSING DISTANCE, AND IMPACT SHARED USE BICYCLE FACILITIES.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

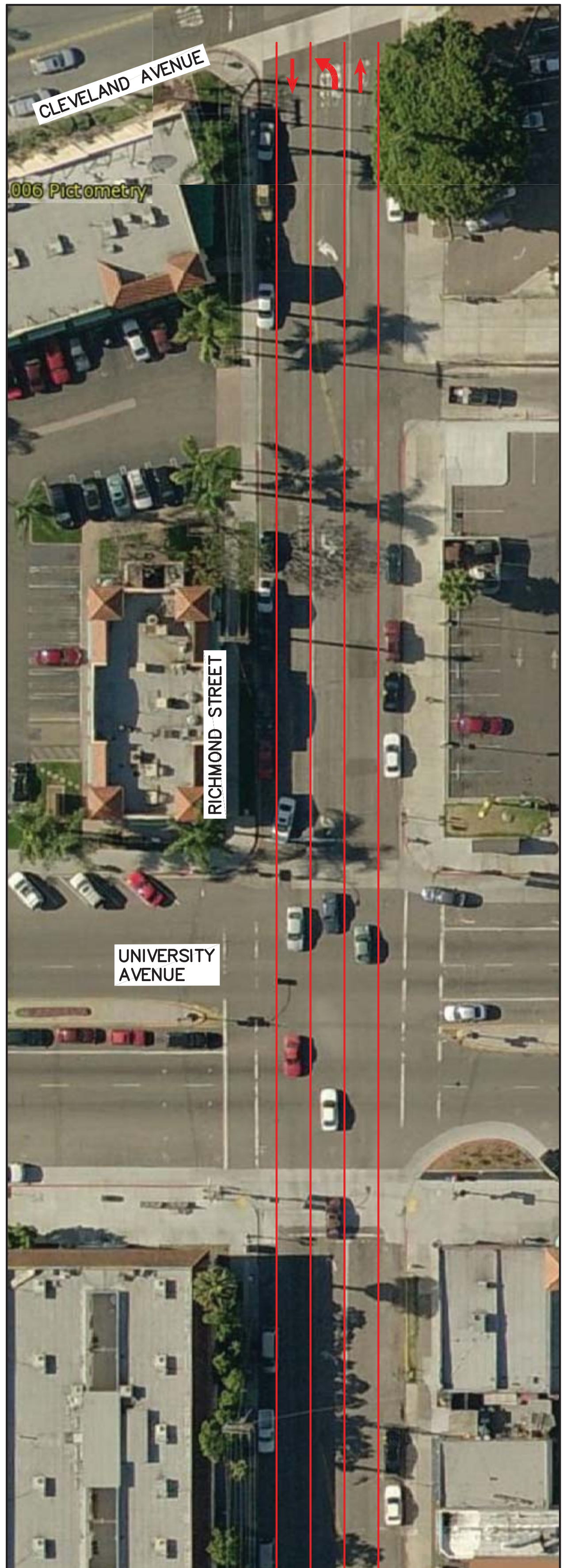
CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

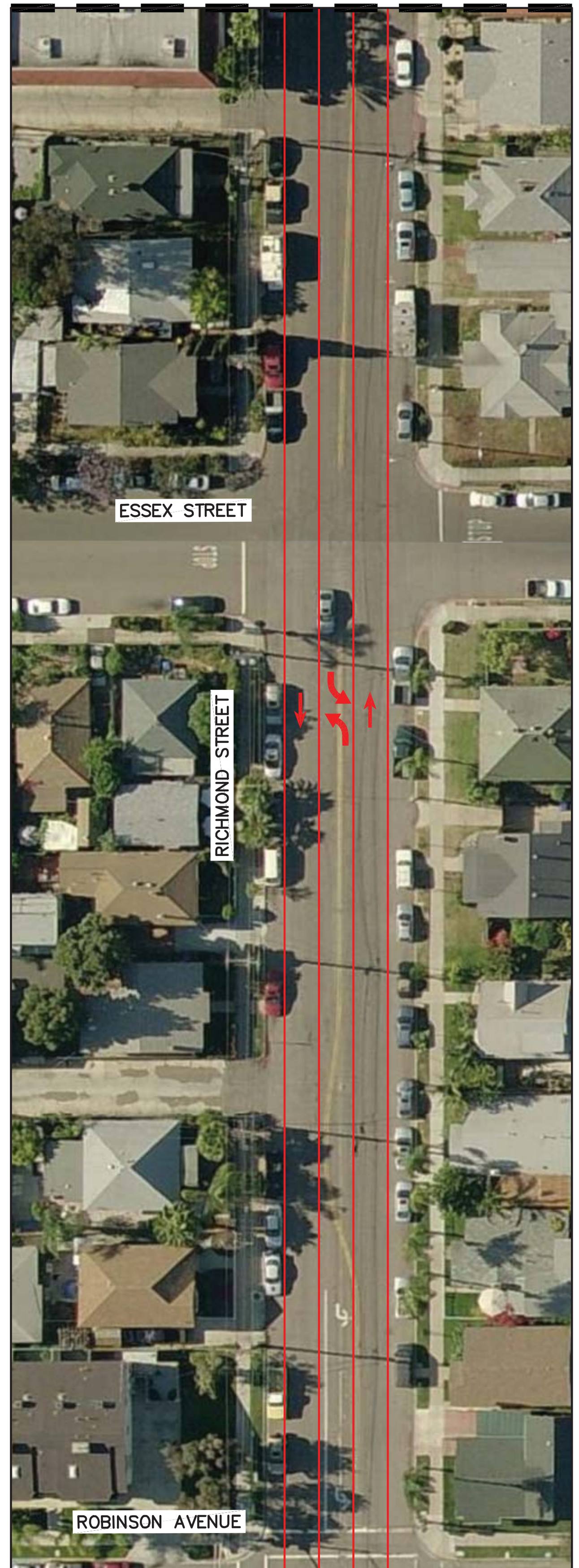
# IMPROVEMENT U-20C

FIGURE 71



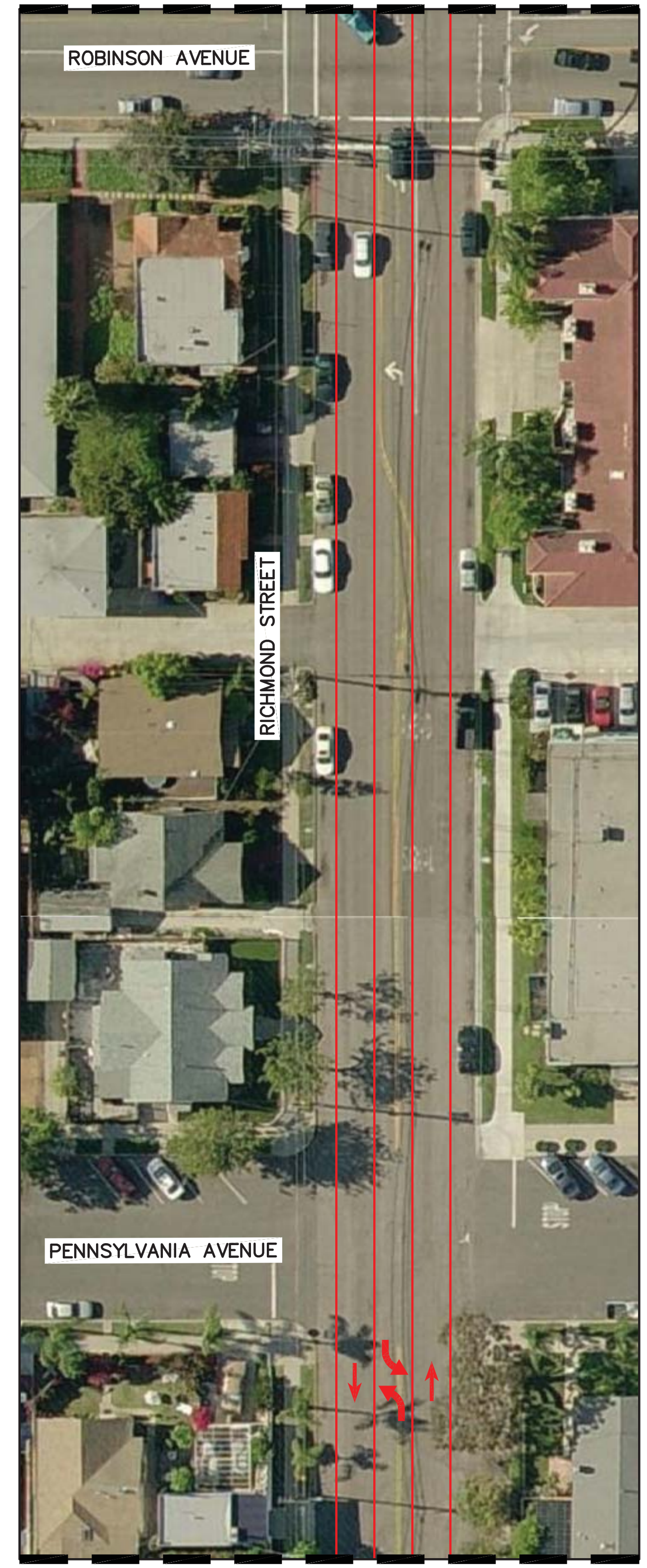

RICHMOND STREET MATCHLINE - SEE TOP RIGHT

RICHMOND STREET MATCHLINE - SEE BOTTOM LEFT



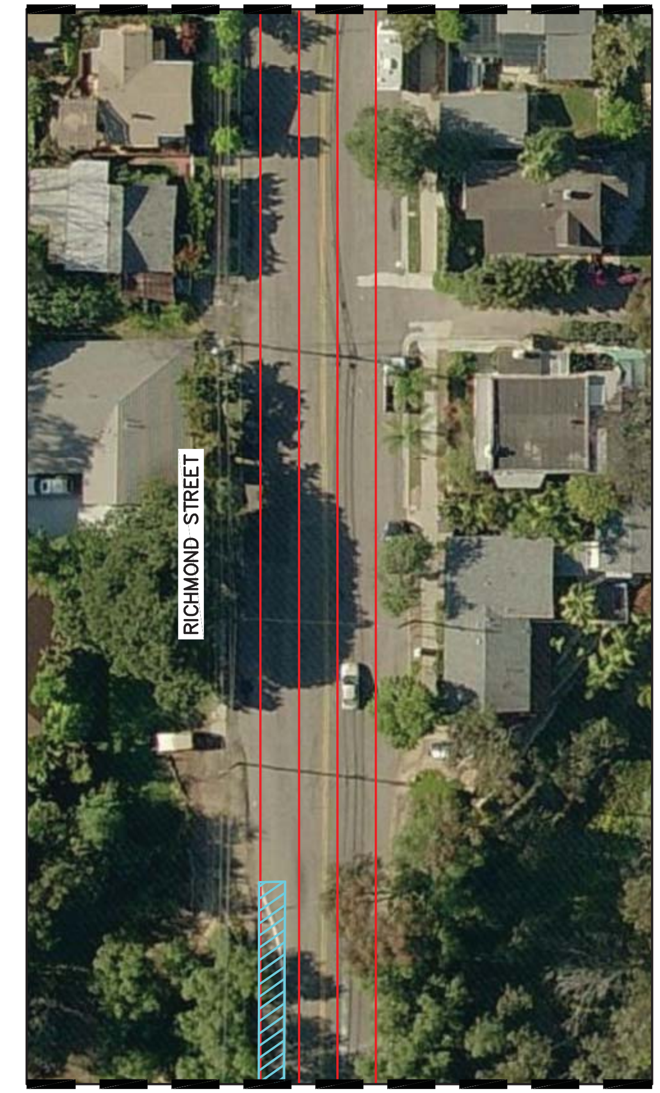

RICHMOND STREET MATCHLINE - SEE TOP RIGHT

RICHMOND STREET MATCHLINE - SEE BOTTOM LEFT




RICHMOND STREET MATCHLINE - SEE TOP RIGHT

RICHMOND STREET MATCHLINE - SEE BOTTOM LEFT



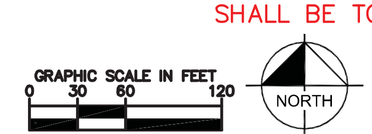

RICHMOND STREET MATCHLINE - SEE IMPROVEMENT U-20B

CONVERTING SEGMENTS OF RICHMOND STREET INTO 2 LANE COLLECTORS WITH CONTINUOUS LEFT–TURN LANES WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD CAUSE NO SIGNIFICANT IMPACTS TO EXISTING CONDITIONS NORTH OF PENNSYLVANIA AVENUE. THE ADDITIONAL LANES WOUDL RESULT IN LOSS OF PARKING SPACES SOUTH OF PENNSYLVANIA AVENUE.

THESE CHANGES IN GEOMETRY ARE RECOMMENDED BETWEEN CLEVELAND AVENUE AND PENNSYLVANIA AVENUE.

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

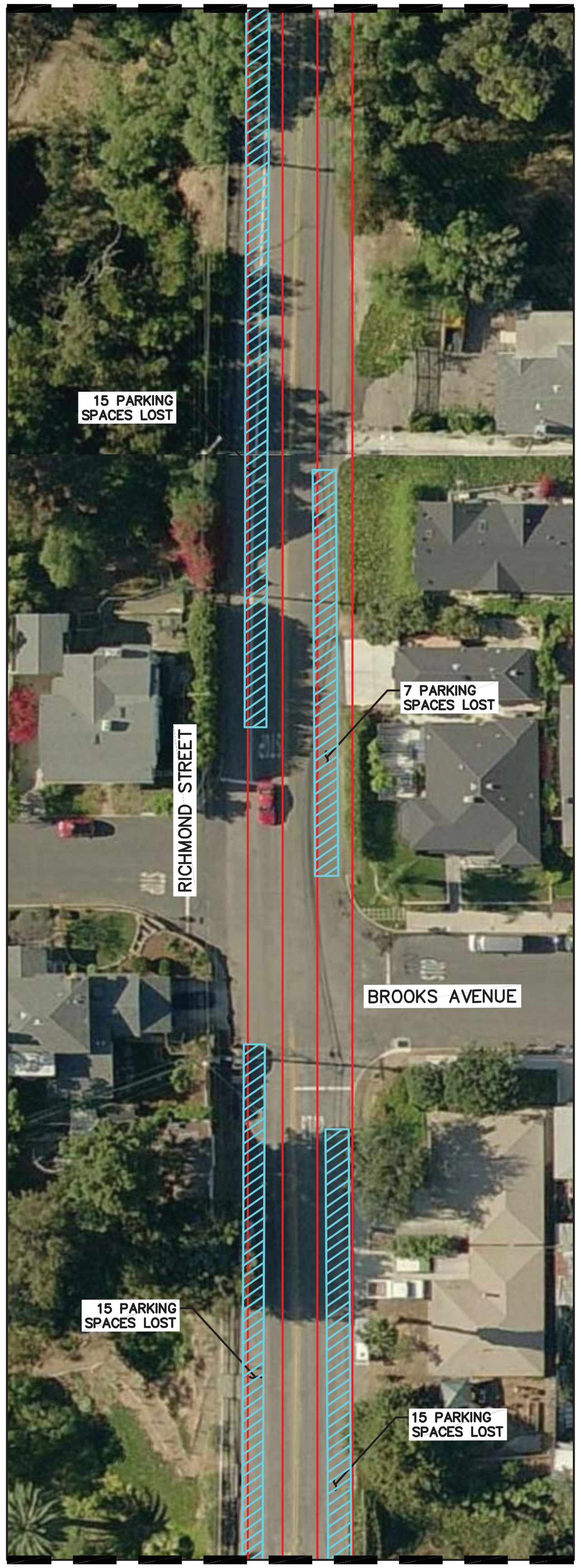
PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT




# IMPROVEMENT U-21A

*FIGURE 72*

RICHMOND STREET MATCHLINE - SEE IMPROVEMENT U-20A




RICHMOND STREET MATCHLINE - SEE TOP RIGHT

RICHMOND STREET MATCHLINE - SEE BOTTOM LEFT


CONVERTING SEGMENTS OF RICHMOND STREET INTO 2 LANE COLLECTORS WITH CONTINUOUS LEFT–TURN LANES WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WILL RESULT IN LOSS OF PARKING.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

PEDESTRIAN IMPACTS

PARKING IMPACTS

RIGHT OF WAY IMPACTS

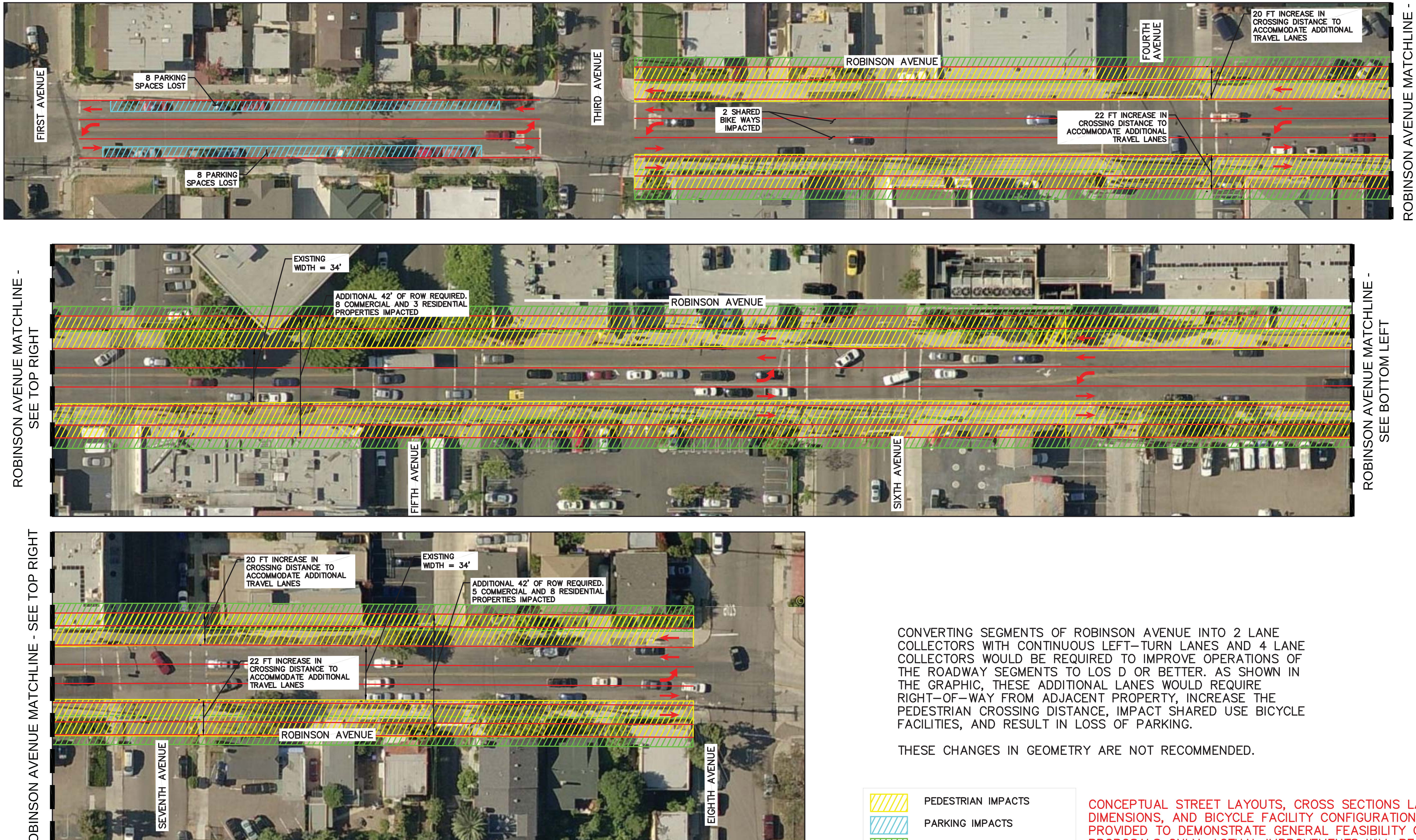
PROPOSED IMPROVEMENT

GRAPHIC SCALE IN FEET

0 30 60 120

NORTH

# IMPROVEMENT U-21B




CONVERTING SEGMENTS OF ROBINSON AVENUE INTO 2 LANE COLLECTORS WITH CONTINUOUS LEFT–TURN LANES AND 4 LANE COLLECTORS WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD REQUIRE RIGHT–OF–WAY FROM ADJACENT PROPERTY, INCREASE THE PEDESTRIAN CROSSING DISTANCE, IMPACT SHARED USE BICYCLE FACILITIES, AND RESULT IN LOSS OF PARKING.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

GRAPHIC SCALE IN FEET 0 30 60 120

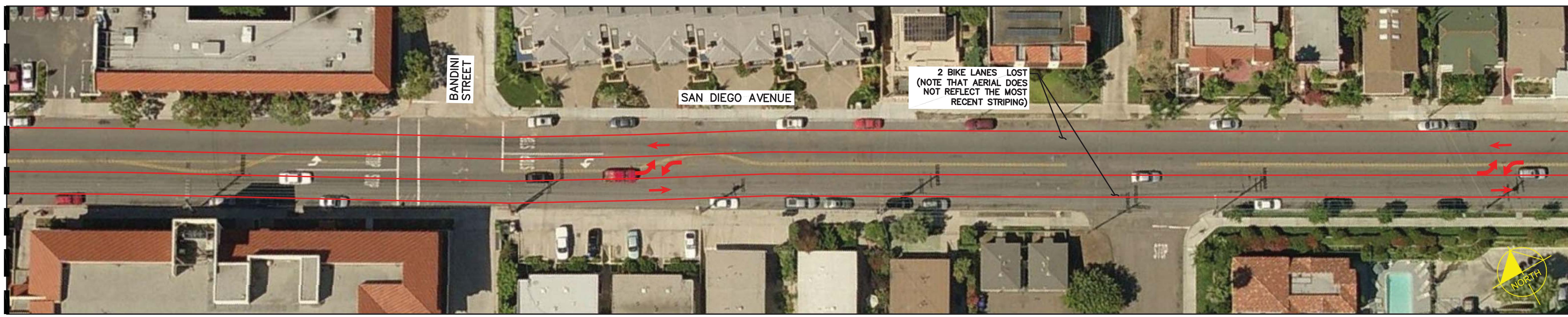
NORTH

# IMPROVEMENT U-22

FIGURE 74

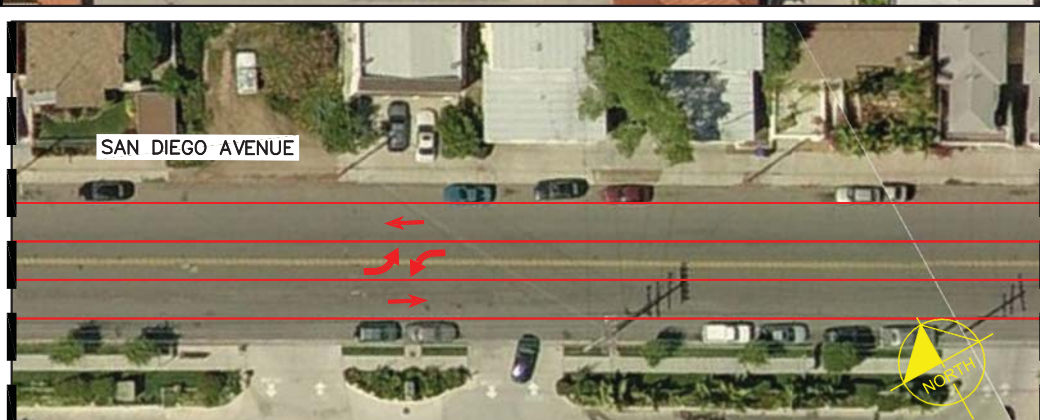

SAN DIEGO AVENUE MATCHLINE - SEE BOTTOM LEFT

SAN DIEGO AVENUE MATCHLINE - SEE TOP RIGHT




SAN DIEGO AVENUE MATCHLINE - SEE BOTTOM LEFT

SAN DIEGO AVENUE MATCHLINE - SEE TOP RIGHT




SAN DIEGO AVENUE MATCHLINE - SEE IMPROVEMENT U-22B

CONVERTING SEGMENTS OF SAN DIEGO AVENUE INTO 2 LANE COLLECTORS WITH CONTINUOUS LEFT–TURN LANES WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD IMPACT BICYCLE LANES AND RESULT IN LOSS OF PARKING.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

GRAPHIC SCALE IN FEET
0 30 60 120

# IMPROVEMENT U-23A



CONVERTING SEGMENTS OF SAN DIEGO AVENUE INTO 2 LANE COLLECTORS WITH CONTINUOUS LEFT–TURN LANES WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD IMPACT BICYCLE LANES.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

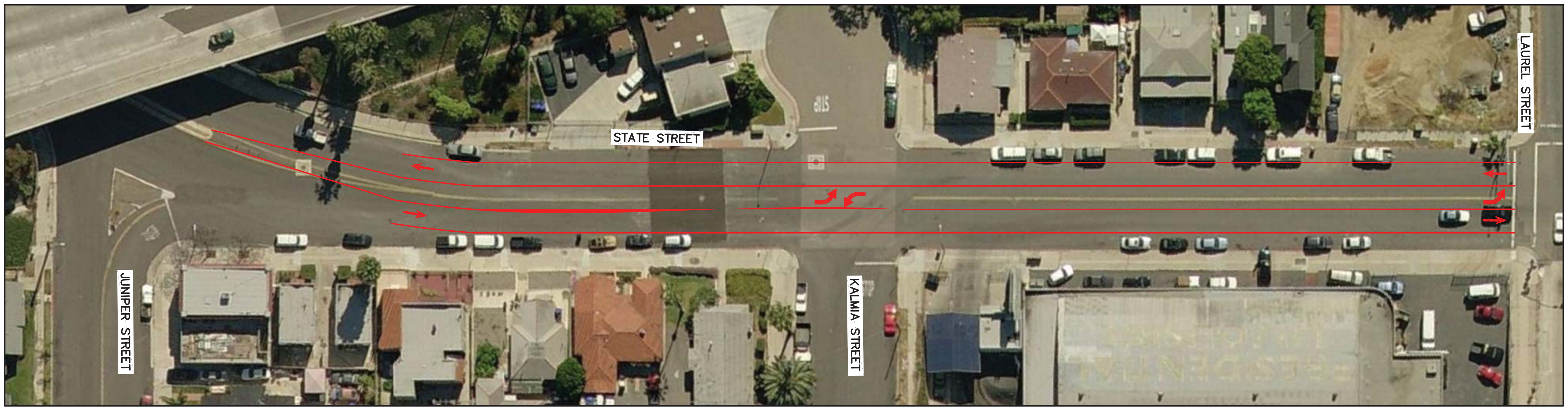
CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

# IMPROVEMENT U-23B




CONVERTING A SEGMENT OF STATE STREET INTO 2 LANE COLLECTOR WITH A CONTINUOUS LEFT-TURN LANE WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENT TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THIS ADDITIONAL LANE WOULD CAUSE NO SIGNIFICANT IMPACTS TO EXISTING CONDITIONS.

THIS CHANGE IN GEOMETRY IS RECOMMENDED.

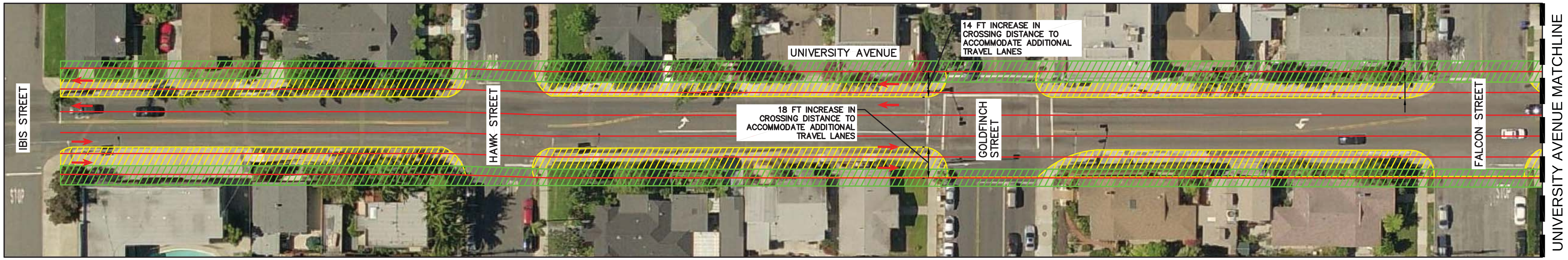
CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

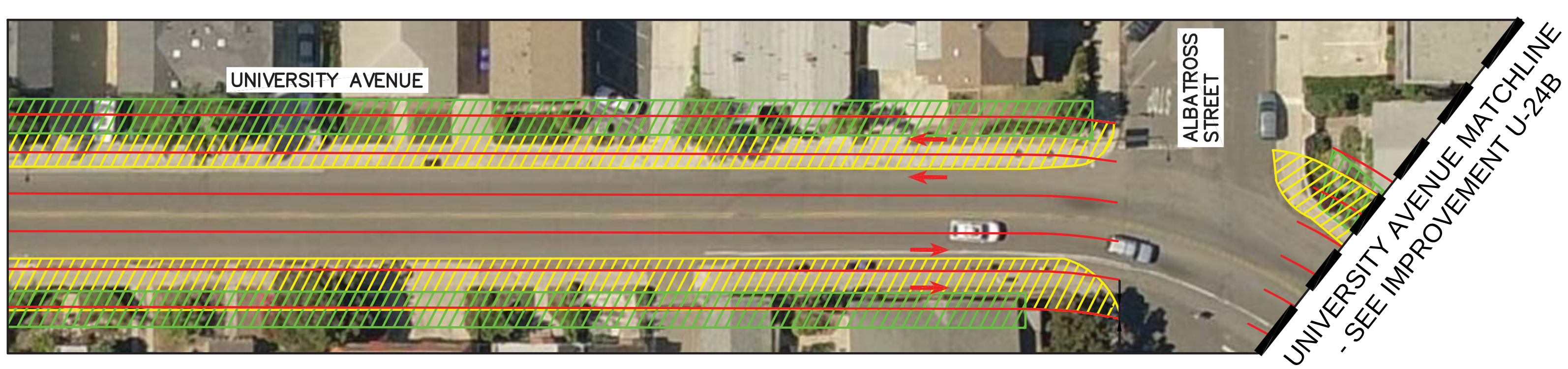
GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

# IMPROVEMENT U-24








CONVERTING SEGMENTS OF UNIVERSITY AVENUE INTO 4 LANE COLLECTORS WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD REQUIRE RIGHT-OF-WAY FROM ADJACENT PROPERTY AND INCREASE THE PEDESTRIAN CROSSING DISTANCE.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

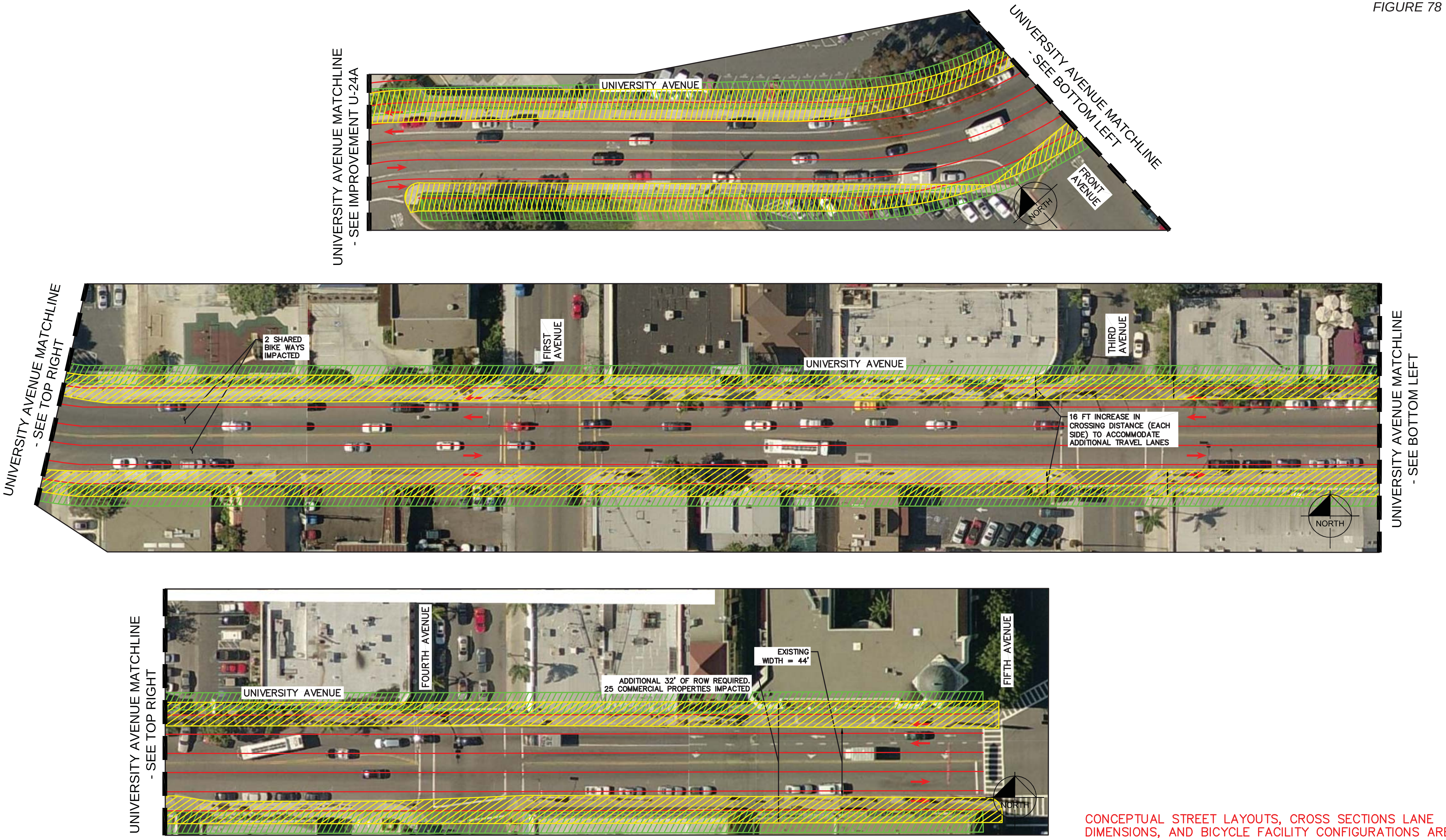
CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

# IMPROVEMENT U-25A




CONVERTING SEGMENTS OF UNIVERSITY AVENUE INTO 4 LANE COLLECTORS WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD REQUIRE RIGHT-OF-WAY FROM ADJACENT PROPERTY, INCREASE THE PEDESTRIAN CROSSING DISTANCE, AND IMPACT SHARED USE BICYCLE FACILITIES.

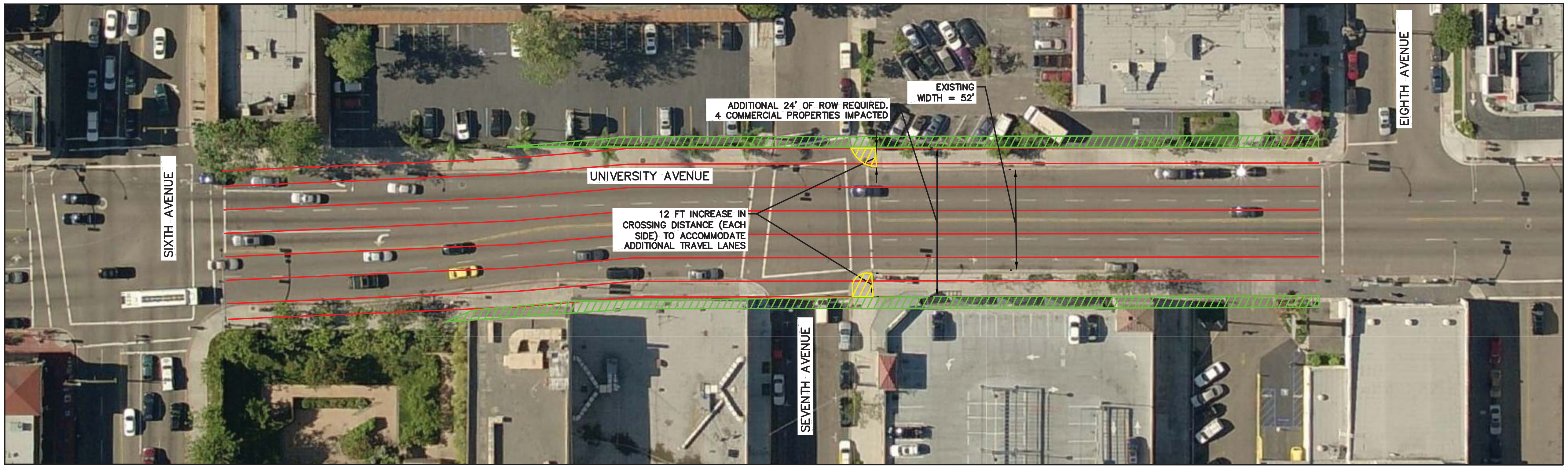
THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

GRAPHIC SCALE IN FEET
0 30 60 120

# IMPROVEMENT U-25B




CONVERTING SEGMENTS OF UNIVERSITY AVENUE INTO 4 LANE COLLECTORS WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD REQUIRE RIGHT-OF-WAY FROM ADJACENT PROPERTY AND INCREASE THE PEDESTRIAN CROSSING DISTANCE.

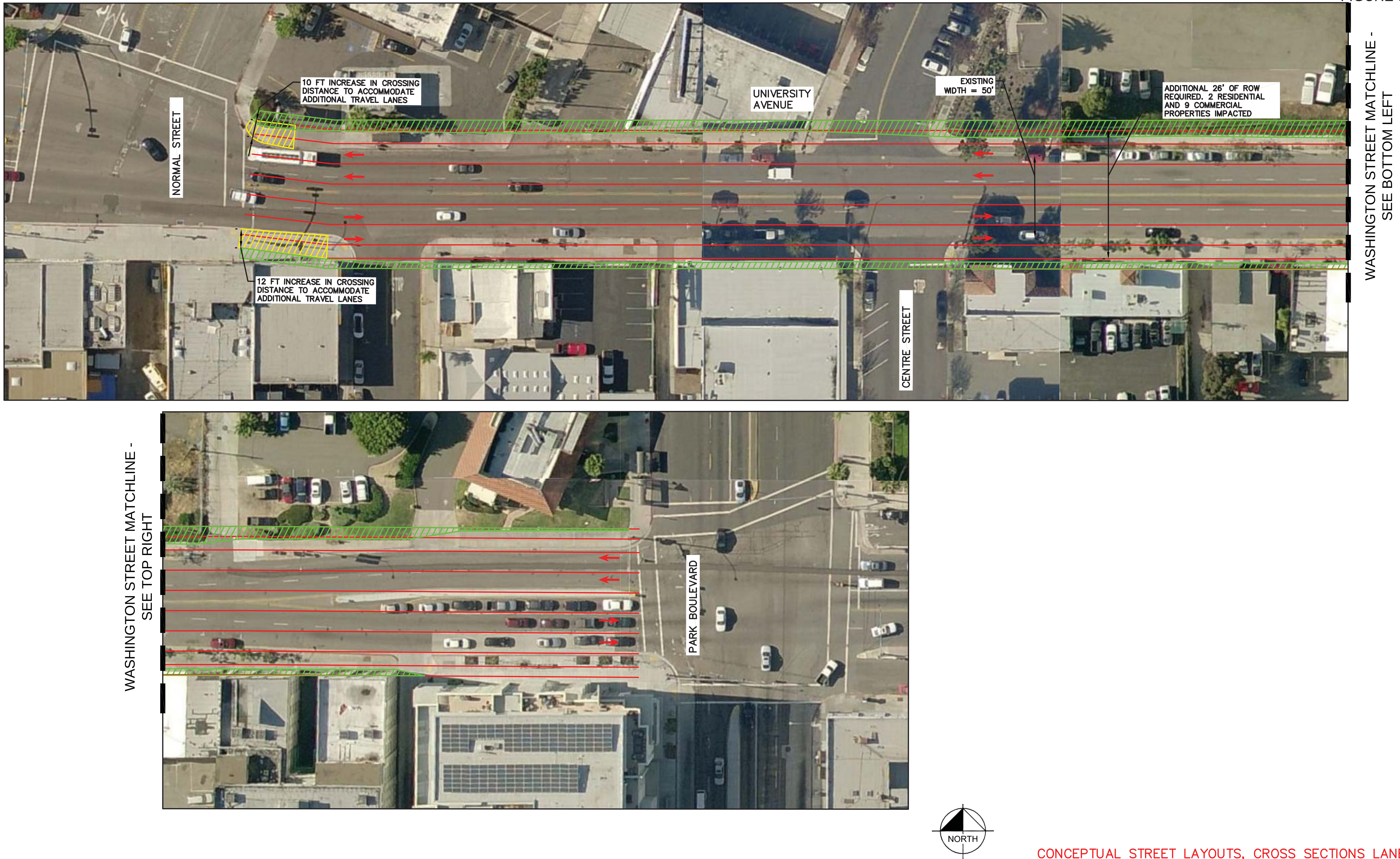
THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

- PEDESTRIAN IMPACTS
- PARKING IMPACTS
- RIGHT OF WAY IMPACTS
- PROPOSED IMPROVEMENT

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

GRAPHIC SCALE IN FEET
0 30 60 120

# IMPROVEMENT U-25C




CONVERTING SEGMENTS OF UNIVERSITY AVENUE INTO 4 LANE COLLECTORS WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD REQUIRE RIGHT-OF-WAY FROM ADJACENT PROPERTY AND INCREASE THE PEDESTRIAN CROSSING DISTANCE.

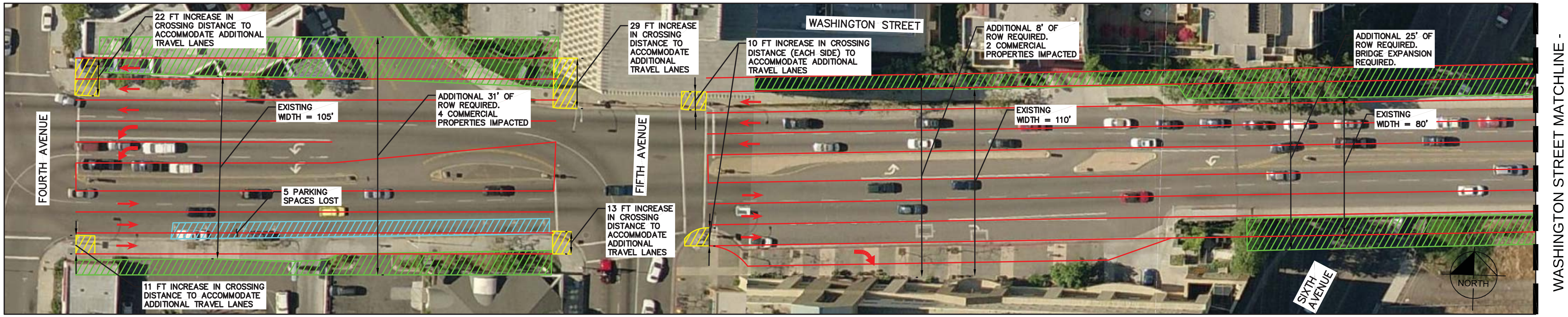
THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

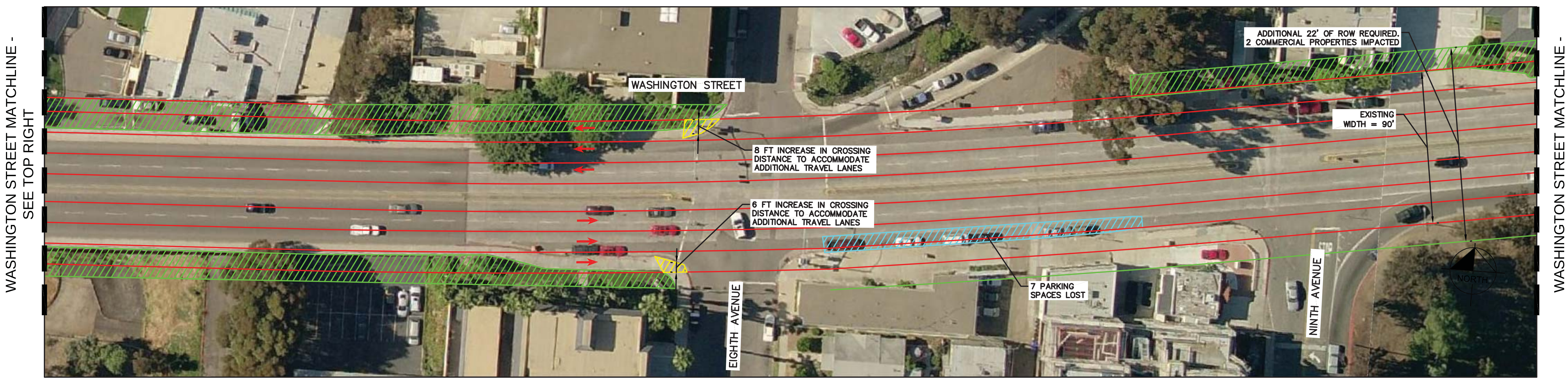
PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

GRAPHIC SCALE IN FEET
0 30 60 120

# IMPROVEMENT U-25D




CONVERTING SEGMENTS OF WASHINGTON STREET INTO 6 LANE MAJOR ARTERIALS WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD REQUIRE RIGHT-OF-WAY FROM ADJACENT PROPERTY, INCREASE THE PEDESTRIAN CROSSING DISTANCE, AND RESULT IN LOSS OF PARKING.

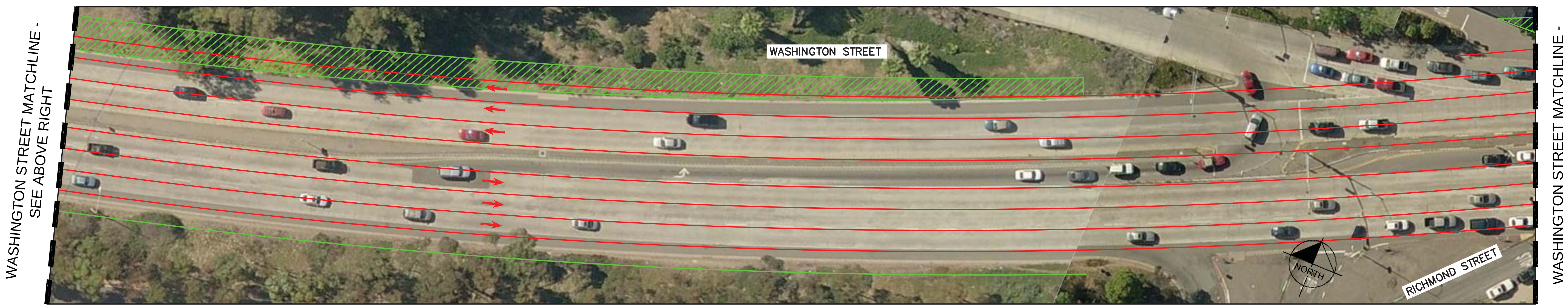
THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

- PEDESTRIAN IMPACTS
- PARKING IMPACTS
- RIGHT OF WAY IMPACTS
- PROPOSED IMPROVEMENT

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

GRAPHIC SCALE IN FEET 0 30 60 120

# IMPROVEMENT U-26A


CONVERTING SEGMENTS OF WASHINGTON STREET INTO 6 LANE MAJOR ARTERIALS WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD REQUIRE RIGHT–OF–WAY FROM ADJACENT PROPERTY AND BRIDGE WIDENING.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

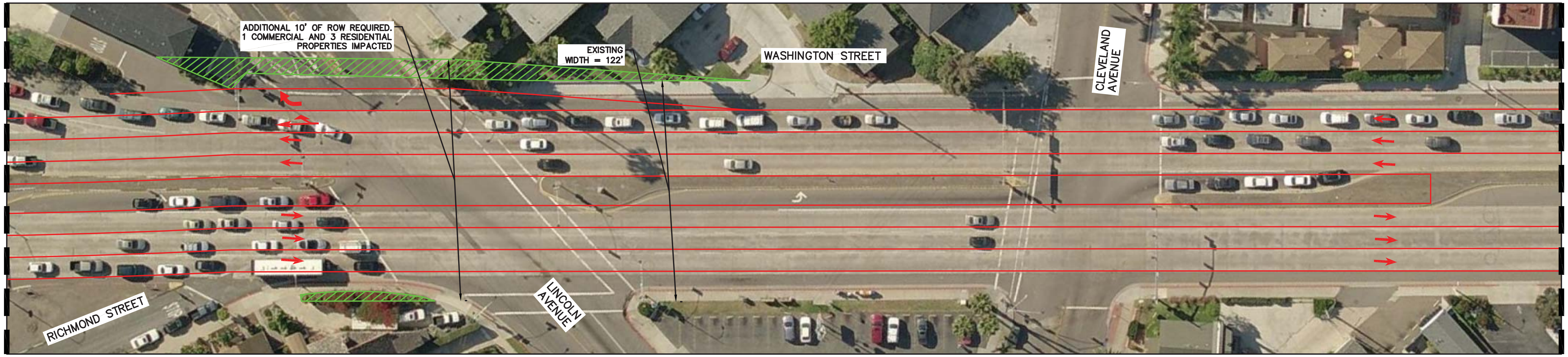
CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

GRAPHIC SCALE IN FEET
0 30 60 120

# IMPROVEMENT U-26B

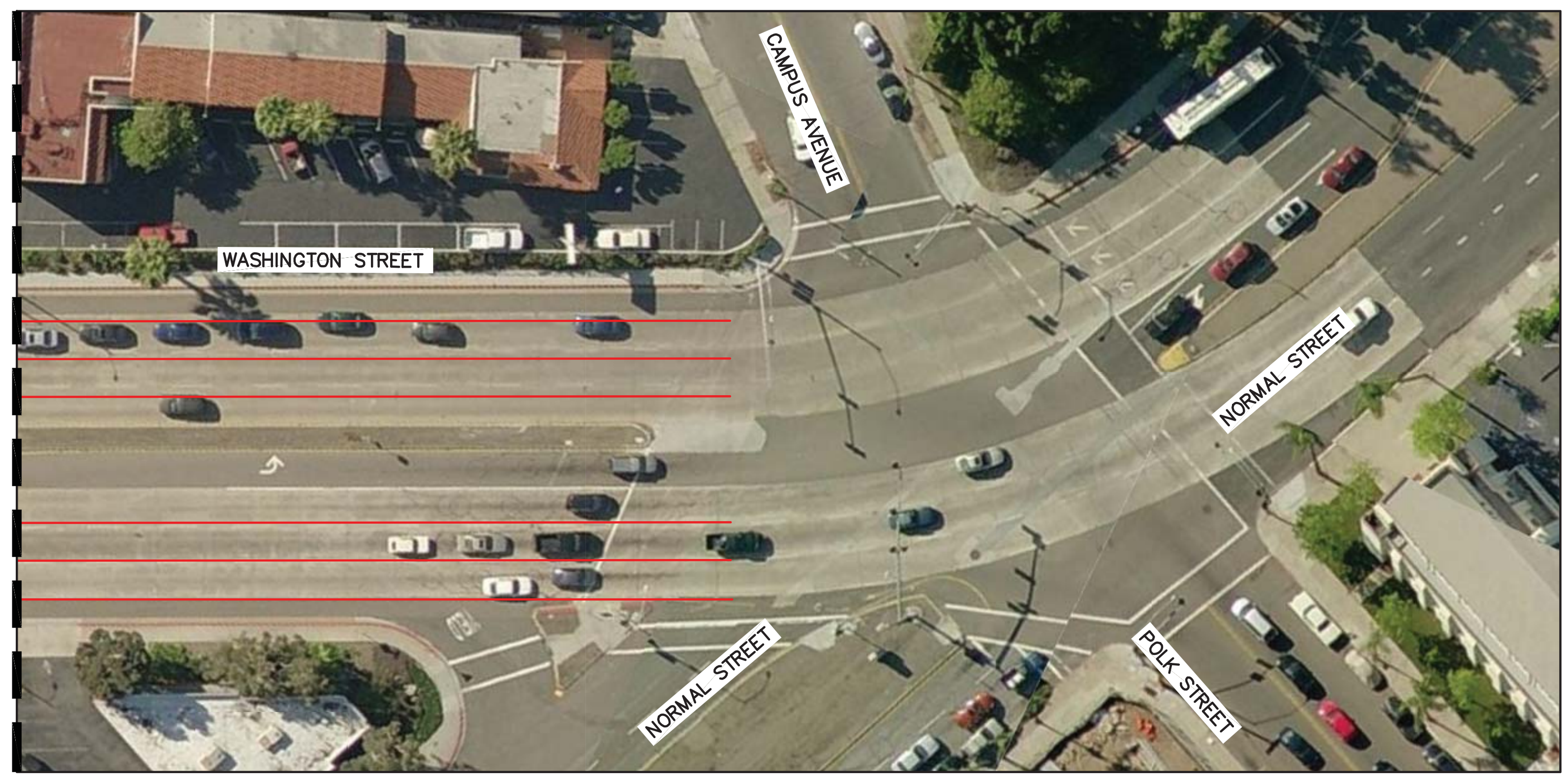
FIGURE 83

WASHINGTON STREET MATCHLINE - SEE IMPROVEMENT U-25B




WASHINGTON STREET MATCHLINE - SEE BOTTOM LEFT

WASHINGTON STREET MATCHLINE - SEE TOP RIGHT




CONVERTING SEGMENTS OF WASHINGTON STREET INTO 6 LANE PRIME ARTERIALS WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD REQUIRE RIGHT–OF–WAY FROM ADJACENT PROPERTY.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

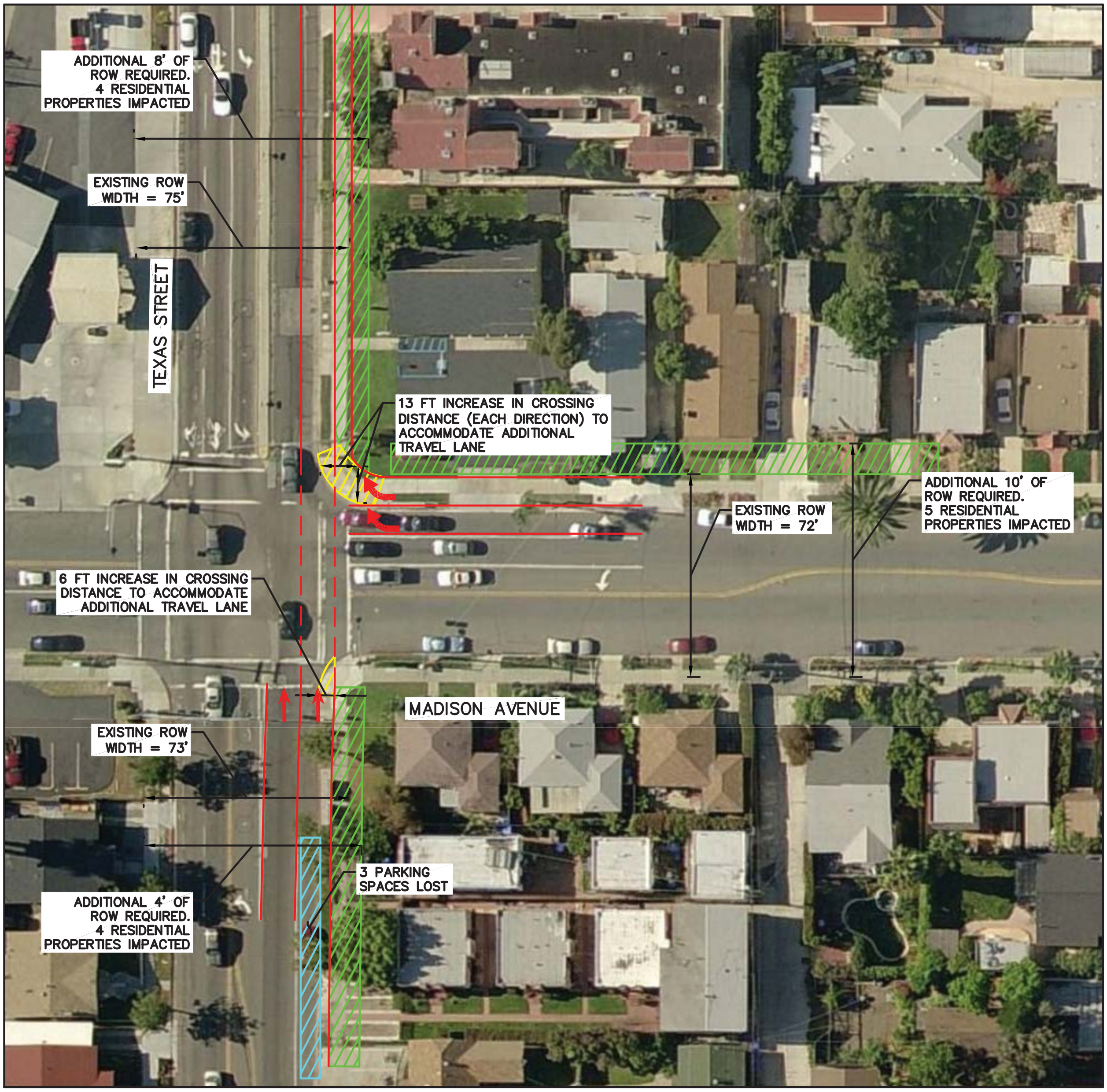
PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

# IMPROVEMENT U-26C




THE ADDITION OF A NORTHBOUND AND WESTBOUND LANE WOULD BE REQUIRED TO IMPROVE OPERATIONS AT THE INTERSECTION OF MADISON AVENUE AND TEXAS STREET TO LOS D OR BETTER DURING THE PM PEAK HOUR. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD REQUIRE RIGHT-OF-WAY FROM ADJACENT PROPERTY, RESULT IN LOSS OF PARKING, AND INCREASE THE PEDESTRIAN CROSSING DISTANCE.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

PEDESTRIAN IMPACTS

PARKING IMPACTS

RIGHT OF WAY IMPACTS

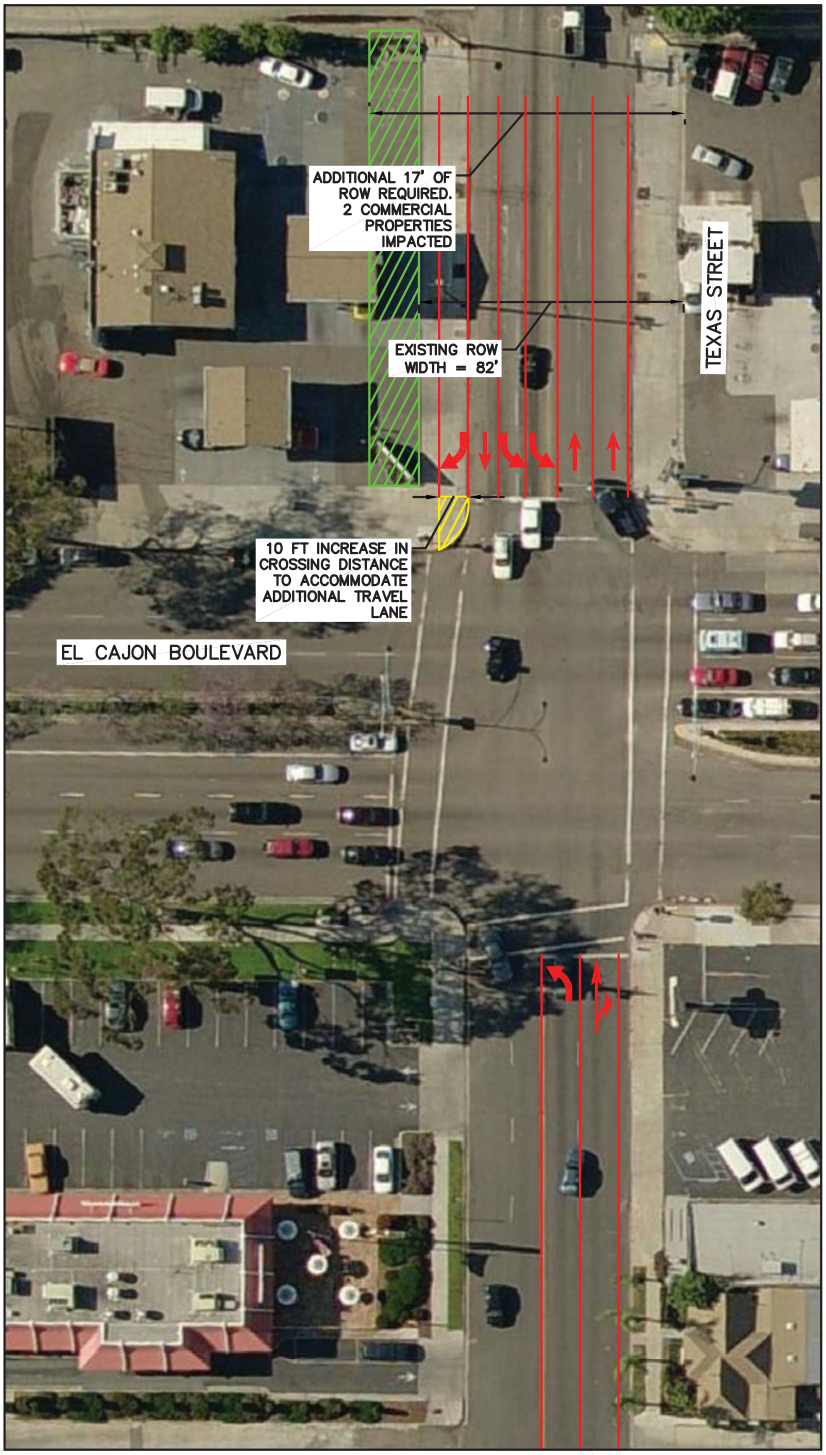
PROPOSED IMPROVEMENT

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

# IMPROVEMENT NP-1




A RECONFIGURATION OF TEXAS STREET TO HAVE A NORTHBOUND LEFT AND SHARED THROUGH–RIGHT AND TWO SOUTHBOUND LEFTS, ONE THROUGH, AND ONE RIGHT WOULD BE REQUIRED TO IMPROVE OPERATIONS AT THE INTERSECTION OF EL CAJON BOULEVARD AND TEXAS STREET TO LOS D OR BETTER DURING THE PM PEAK HOUR. AS SHOWN IN THE GRAPHIC, THIS RECONFIGURATION WOULD REQUIRE RIGHT–OF–WAY FROM ADJACENT PROPERTY, AND INCREASE THE PEDESTRIAN CROSSING DISTANCE.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

PEDESTRIAN IMPACTS

PARKING IMPACTS

RIGHT OF WAY IMPACTS

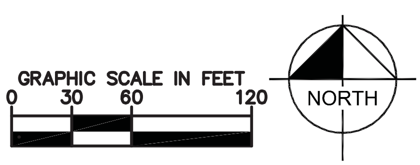
PROPOSED IMPROVEMENT

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

# IMPROVEMENT NP-2A


A RECONFIGURATION OF TEXAS STREET TO HAVE A NORTHBOUND LEFT AND SHARED THROUGH–RIGHT AND A SOUTHBOUND LEFT, ONE THROUGH, AND ONE RIGHT WOULD BE REQUIRED TO IMPROVE OPERATIONS AT THE INTERSECTION OF EL CAJON BOULEVARD AND TEXAS STREET TO LOS D OR BETTER DURING THE AM PEAK HOUR. AS SHOWN IN THE GRAPHIC, THIS RECONFIGURATION WOULD CAUSE NO SIGNIFICANT IMPACTS TO EXISTING CONDITIONS.

THESE CHANGES IN GEOMETRY ARE RECOMMENDED.




PEDESTRIAN IMPACTS

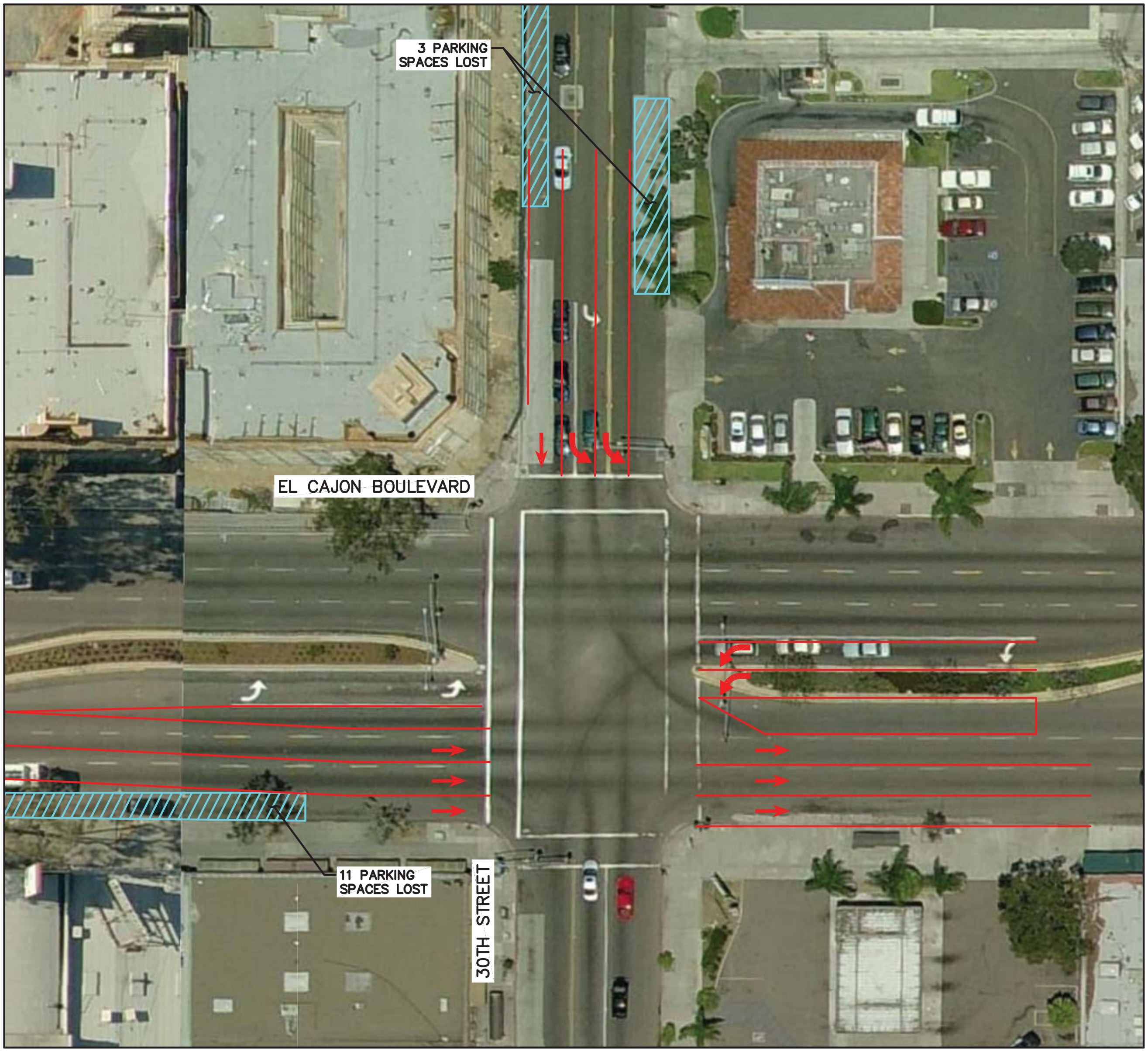
PARKING IMPACTS

RIGHT OF WAY IMPACTS

PROPOSED IMPROVEMENT

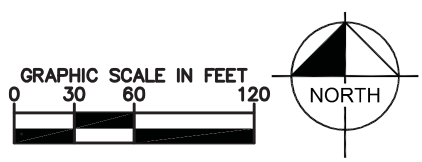
CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

# IMPROVEMENT NP-2B




THE ADDITION OF A SOUTHBOUND AND WESTBOUND LANE WOULD BE REQUIRED TO IMPROVE OPERATIONS AT THE INTERSECTION OF EL CAJON BOULEVARD AND 30TH STREET TO LOS D OR BETTER DURING THE PM PEAK HOUR. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD RESULT IN LOSS OF PARKING.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.




PEDESTRIAN IMPACTS

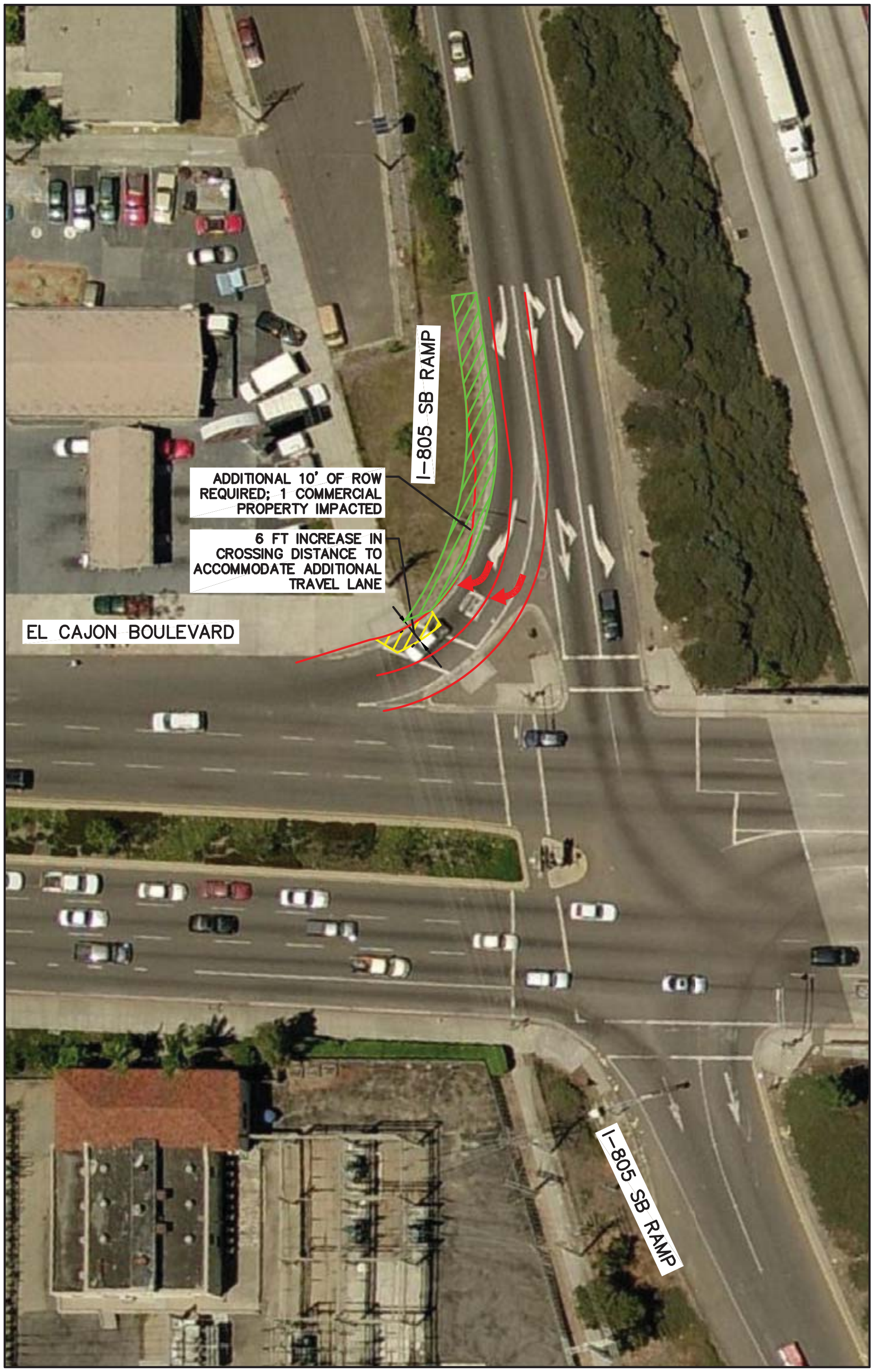
PARKING IMPACTS

RIGHT OF WAY IMPACTS

PROPOSED IMPROVEMENT

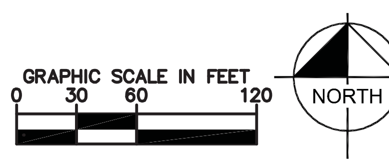
CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

# IMPROVEMENT NP-3




THE ADDITION OF A SOUTHBOUND LANE WOULD BE REQUIRED TO IMPROVE OPERATIONS AT THE INTERSECTION OF EL CAJON BOULEVARD AND I–805 SOUTHBOUND RAMPS TO LOS D OR BETTER DURING THE PM PEAK HOUR. AS SHOWN IN THE GRAPHIC, THIS ADDITIONAL LANE WOULD INCREASE THE PEDESTRIAN CROSSING DISTANCE

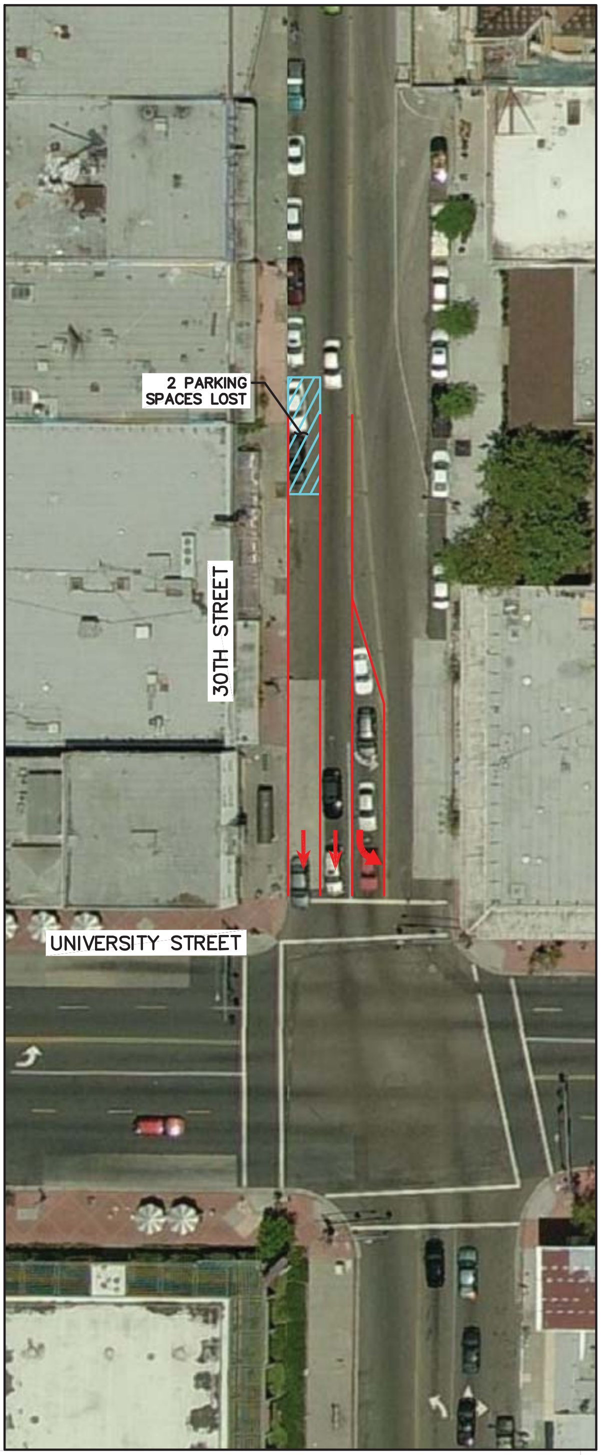
THIS CHANGE IN GEOMETRY IS NOT RECOMMENDED.




| | |
|---|---|
| | PEDESTRIAN IMPACTS |
| | PARKING IMPACTS |
| | RIGHT OF WAY IMPACTS |
| | PROPOSED IMPROVEMENT |

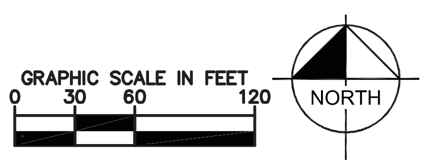
CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

# IMPROVEMENT NP-4




THE ADDITION OF A SOUTHBOUND LANE WOULD BE REQUIRED TO IMPROVE OPERATIONS AT THE INTERSECTION OF UNIVERSITY AVENUE AND 30TH STREET TO LOS D OR BETTER DURING THE PM PEAK HOUR. AS SHOWN IN THE GRAPHIC, THIS ADDITIONAL LANE WOULD RESULT IN LOSS OF PARKING.

THIS CHANGE IN GEOMETRY IS NOT RECOMMENDED.




PEDESTRIAN IMPACTS

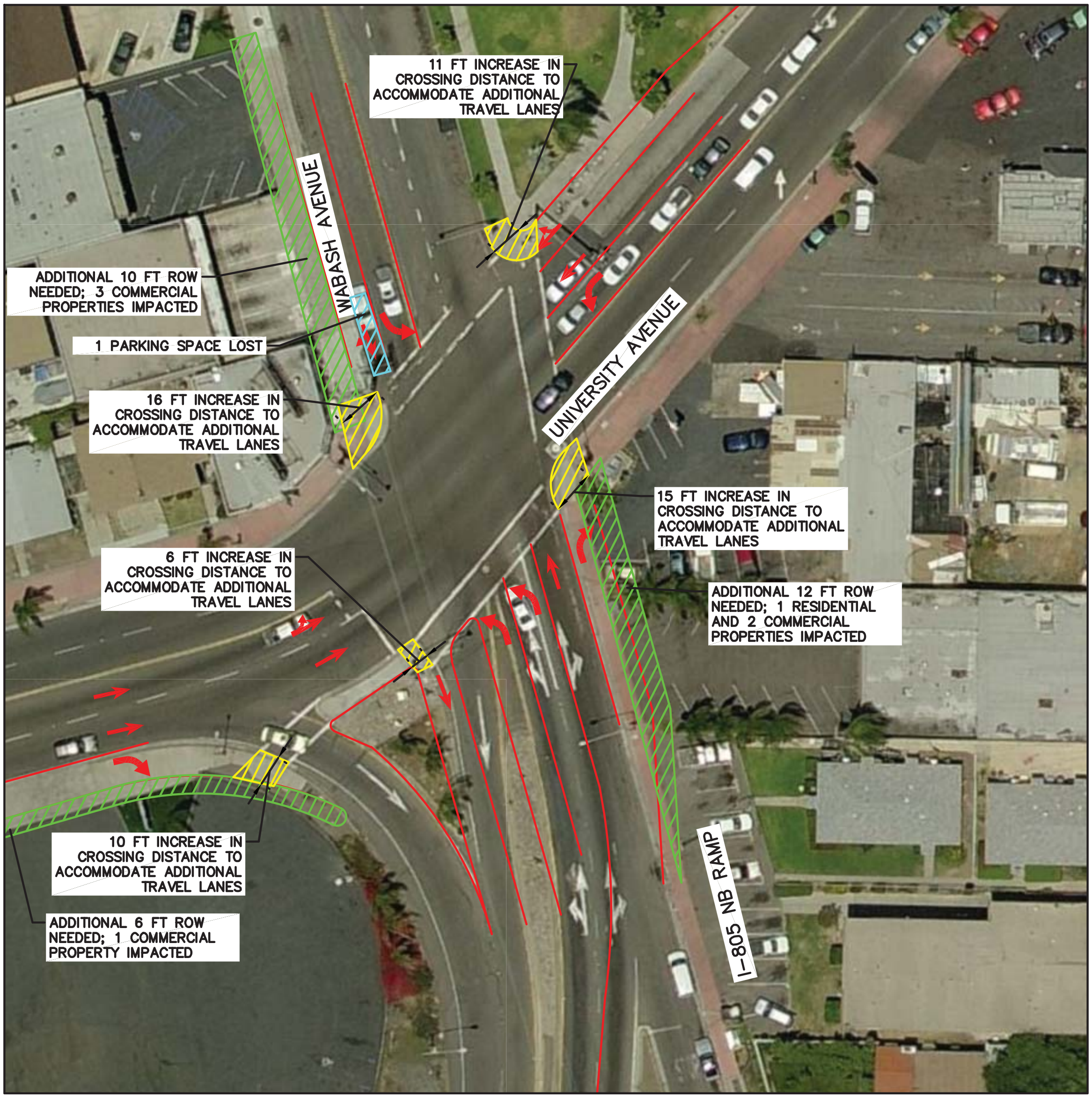
PARKING IMPACTS

RIGHT OF WAY IMPACTS

PROPOSED IMPROVEMENT

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

# IMPROVEMENT NP-5




RECONFIGURATION OF EACH APPROACH WOULD BE REQUIRED TO IMPROVE OPERATIONS AT THE INTERSECTION OF UNIVERSITY AVENUE AND I-805 NORTHBOUND RAMPS TO LOS D OR BETTER DURING THE PM PEAK HOUR. AS SHOWN IN THE GRAPHIC, THESE IMPROVEMENTS WOULD REQUIRE RIGHT-OF-WAY FROM ADJACENT PROPERTIES, INCREASE PEDESTRIAN CROSSING DISTANCE, AND RESULT IN LOSS OF PARKING.

THIS CHANGE IN GEOMETRY IS NOT RECOMMENDED.

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

PEDESTRIAN IMPACTS

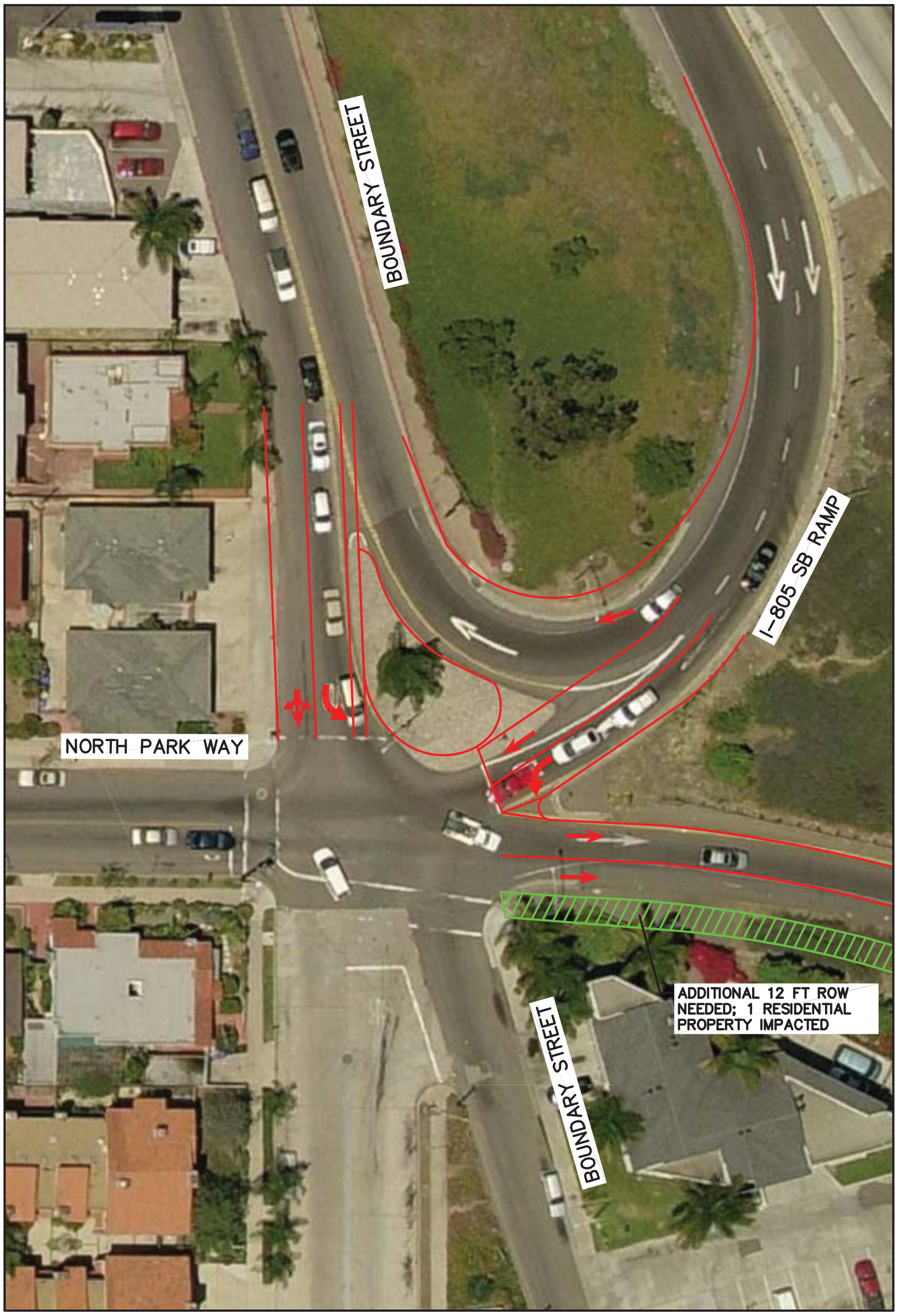
PARKING IMPACTS

RIGHT OF WAY IMPACTS

PROPOSED IMPROVEMENT

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

# IMPROVEMENT NP-6




ADDITION OF A SECOND SOUTHBOUND LEFT TURN LANE AND AN EXCLUSIVE WESTBOUND LEFT TURN LANE WOULD BE REQUIRED TO IMPROVE OPERATIONS AT THE INTERSECTION OF NORTH PARK WAY AND I–805 SOUTHBOUND RAMPS TO LOS D OR BETTER DURING THE PM PEAK HOUR. AS SHOWN IN THE GRAPHIC, THESE IMPROVEMENTS WOULD REQUIRE RIGHT–OF–WAY FROM ADJACENT PROPERTY.

THIS CHANGE IN GEOMETRY IS NOT RECOMMENDED.

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

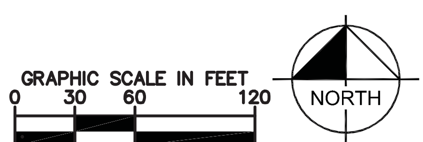
PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

## IMPROVEMENT NP-7


THE ADDITION OF A WESTBOUND LANE WOULD BE REQUIRED TO IMPROVE OPERATIONS AT THE INTERSECTION OF UPAS STREET AND 30TH STREET TO LOS D OR BETTER DURING BOTH THE AM AND PM PEAK HOURS. AS SHOWN IN THE GRAPHIC, THIS ADDITIONAL LANE WOULD RESULT IN LOSS OF PARKING.

THIS CHANGE IN GEOMETRY IS NOT RECOMMENDED.




PEDESTRIAN IMPACTS

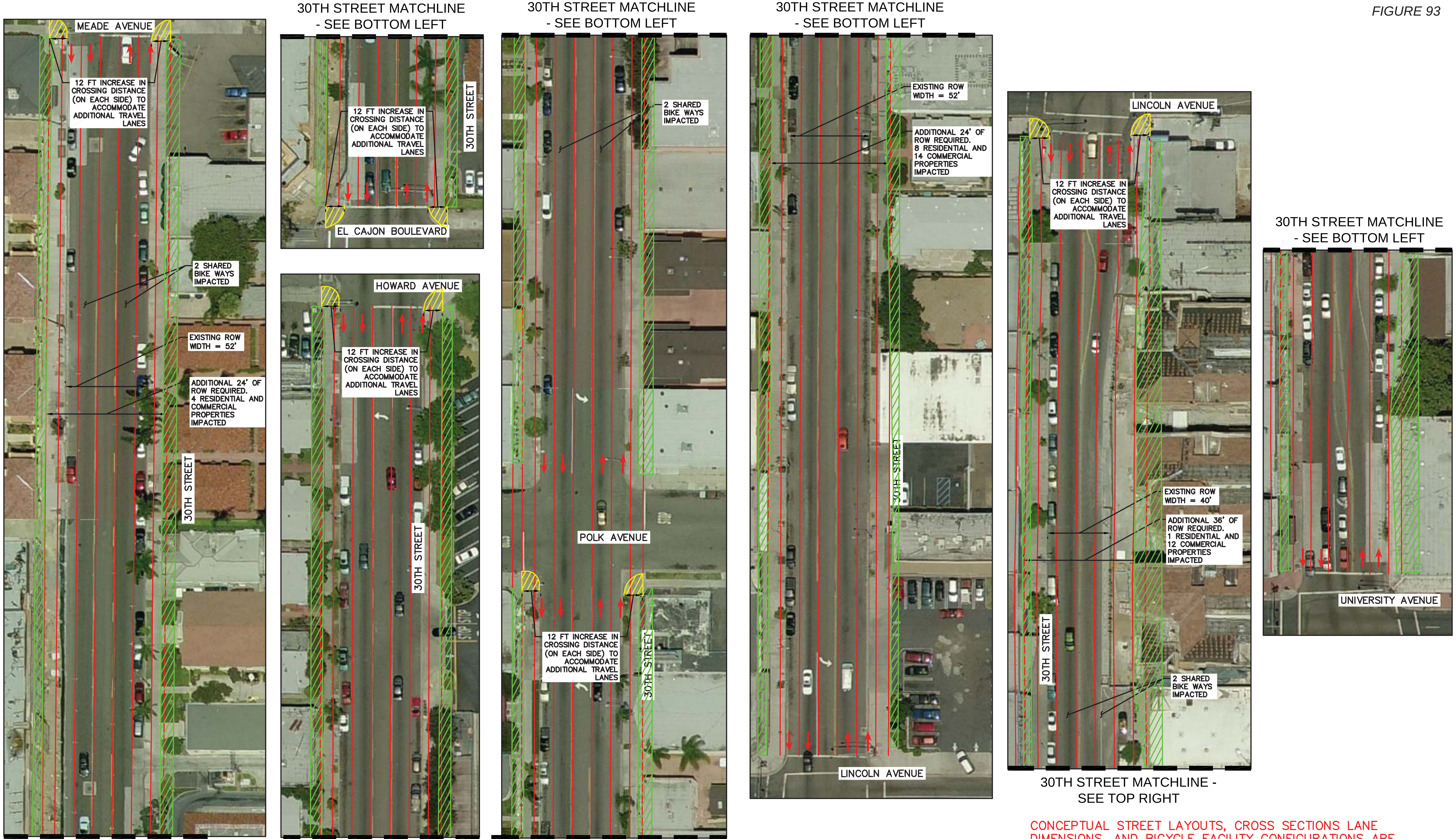
PARKING IMPACTS

RIGHT OF WAY IMPACTS

PROPOSED IMPROVEMENT

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

# IMPROVEMENT NP-8




CONVERTING SEGMENTS OF 30TH STREET INTO 4 LANE COLLECTORS WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD REQUIRE RIGHT OF WAY FROM ADJACENT PROPERTIES, INCREASE PEDESTRIAN CROSSING DISTANCE, AND IMPACT SHARED USE BICYCLE FACILITIES.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

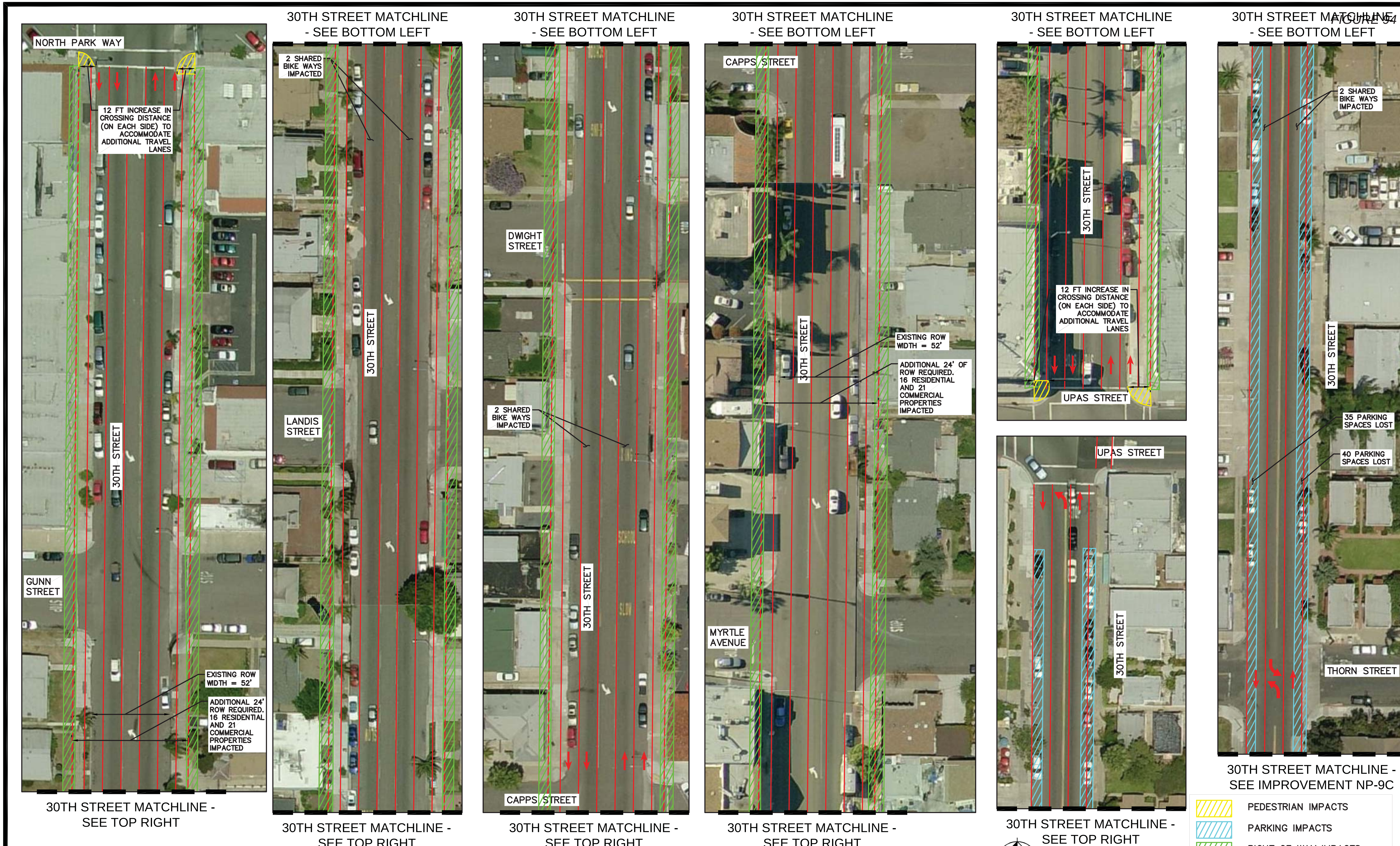
CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

GRAPHIC SCALE IN FEET 0 30 60 120

NORTH

# IMPROVEMENT NP-9A

FIGURE 54

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|---|---|
| | PEDESTRIAN IMPACTS |
| | PARKING IMPACTS |
| | RIGHT OF WAY IMPACTS |
| → | PROPOSED IMPROVEMENT |

NORTH

GRAPHIC SCALE IN FEET 0 30 60 120

CONVERTING SEGMENTS OF 30TH STREET INTO 4 LANE COLLECTORS OR 2 LANE COLLECTORS WITH CONTINUOUS LEFT-TURN LANES WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD REQUIRE ADDITIONAL RIGHT-OF-WAY FROM ADJACENT PROPERTIES, INCREASE PEDESTRIAN CROSSING DISTANCE, RESULT IN LOSS OF PARKING, AND IMPACT SHARED USE BICYCLE FACILITIES. THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

# IMPROVEMENT NP-9B

FIGURE 95


CONVERTING SEGMENTS OF 30TH STREET INTO 2 LANE COLLECTORS WITH A CONTINUOUS LEFT-TURN LANE WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THIS ADDITIONAL LANE WOULD RESULT IN LOSS OF PARKING.

THIS CHANGE IN GEOMETRY IS NOT RECOMMENDED.

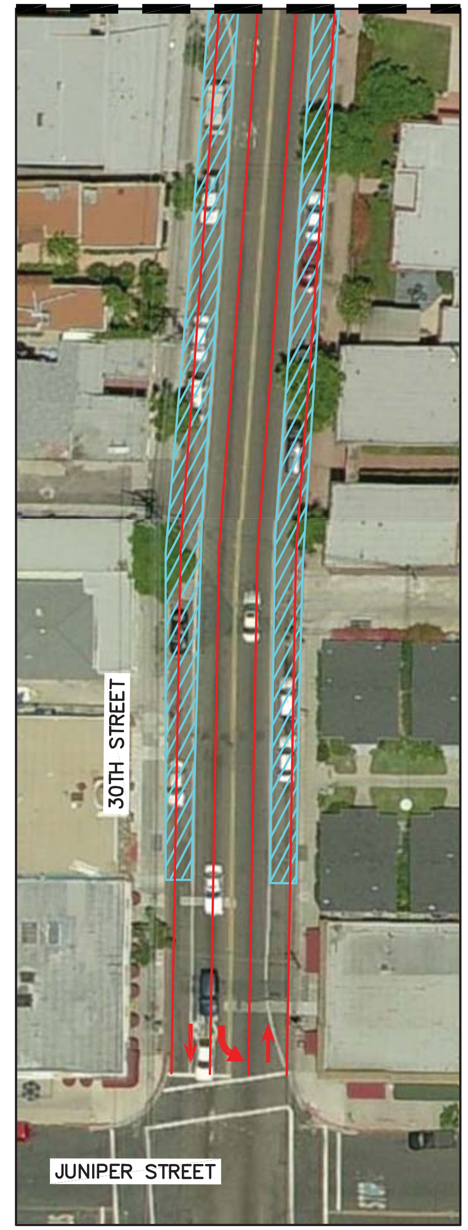
CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

# IMPROVEMENT NP-9C




CONVERTING SEGMENTS OF 30TH STREET INTO 2 LANE COLLECTORS WITH A CONTINUOUS LEFT–TURN LANES WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THIS ADDITIONAL LANE WOULD RESULT IN LOSS OF PARKING.

THIS CHANGE IN GEOMETRY IS NOT RECOMMENDED.

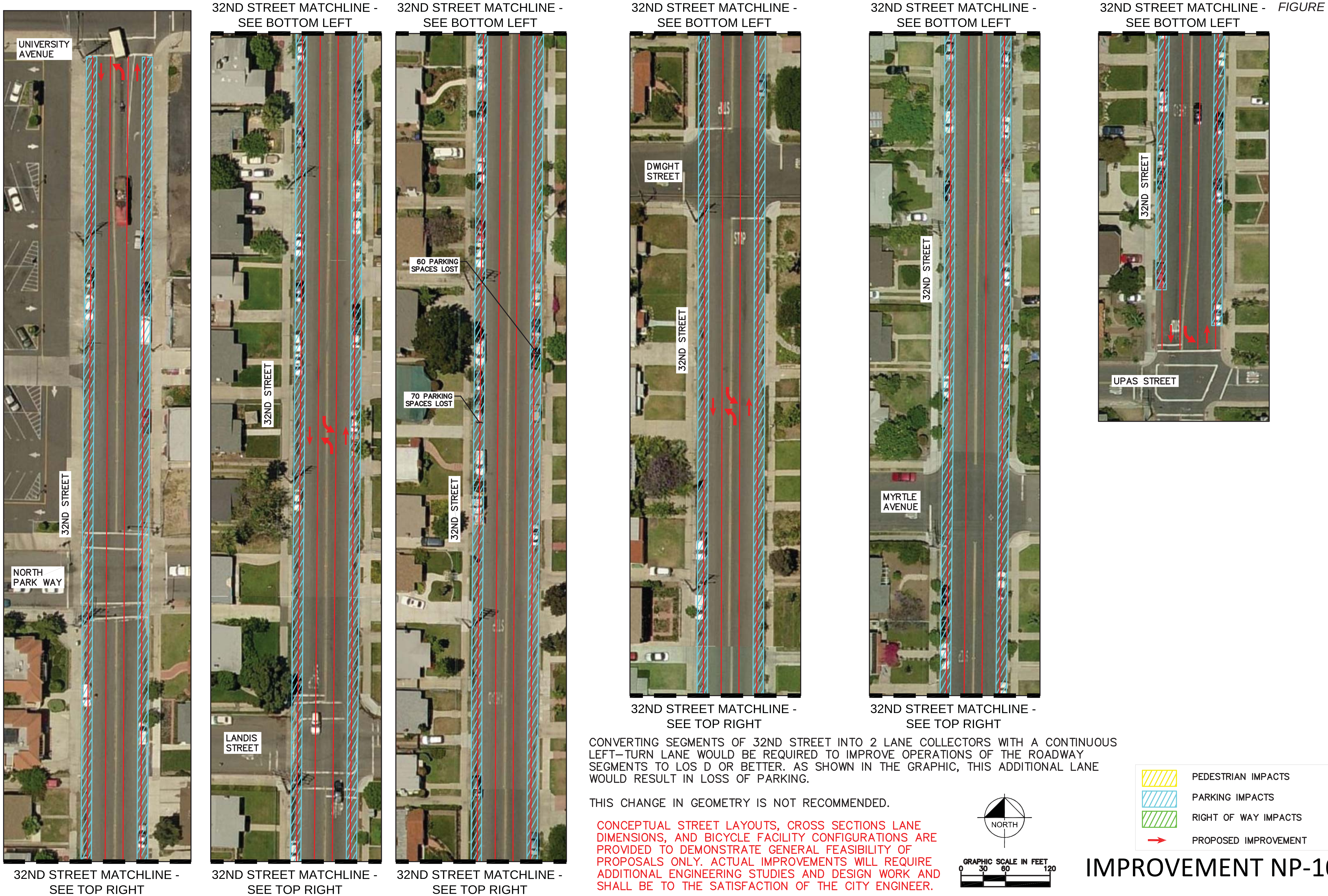
CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

# IMPROVEMENT NP-9D



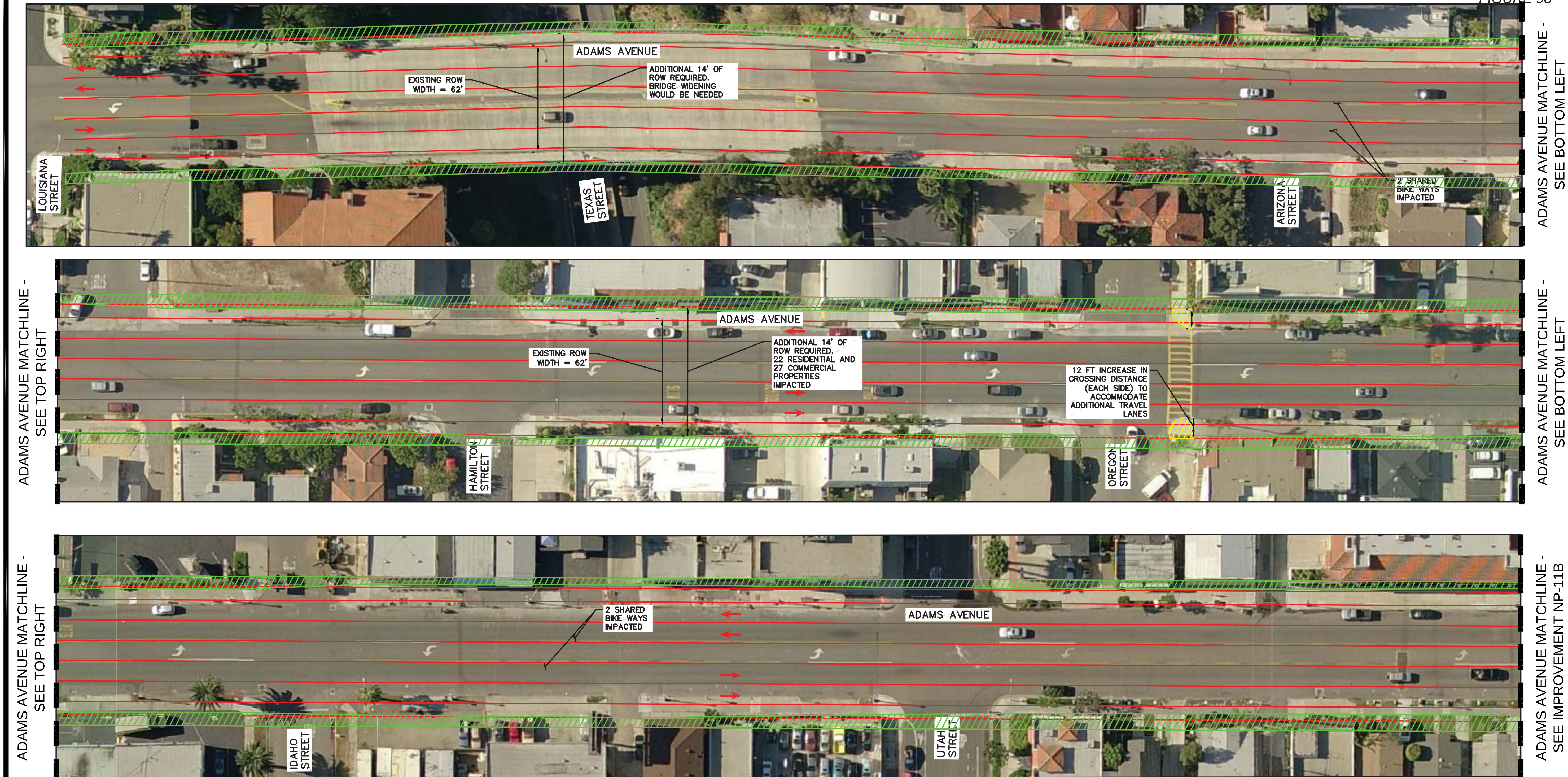

CONVERTING SEGMENTS OF 32ND STREET INTO 2 LANE COLLECTORS WITH A CONTINUOUS LEFT-TURN LANE WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THIS ADDITIONAL LANE WOULD RESULT IN LOSS OF PARKING.

THIS CHANGE IN GEOMETRY IS NOT RECOMMENDED.

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

# IMPROVEMENT NP-10

FIGURE 98




CONVERTING SEGMENTS OF ADAMS AVENUE INTO 4 LANE COLLECTORS WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD REQUIRE ADDITIONAL RIGHT-OF-WAY FROM ADJACENT PROPERTIES, REQUIRE BRIDGE WIDENING, INCREASE THE PEDESTRIAN CROSSING DISTANCE, AND IMPACT SHARED USE BICYCLE FACILITIES.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

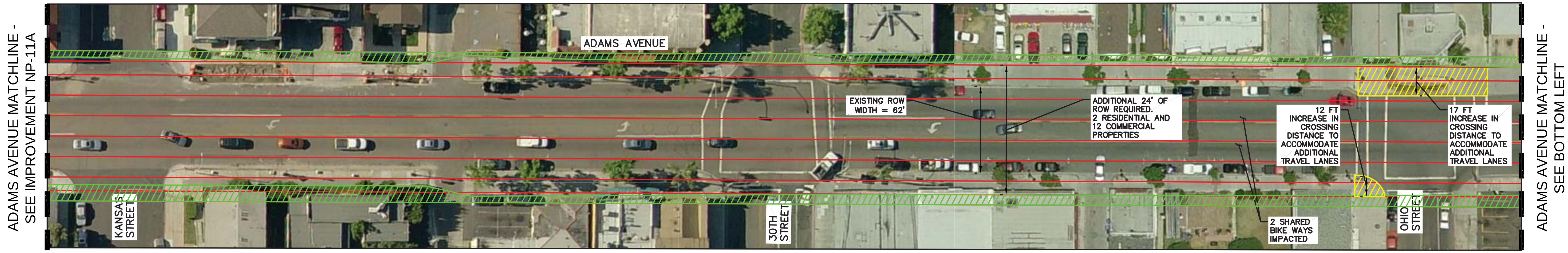
CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

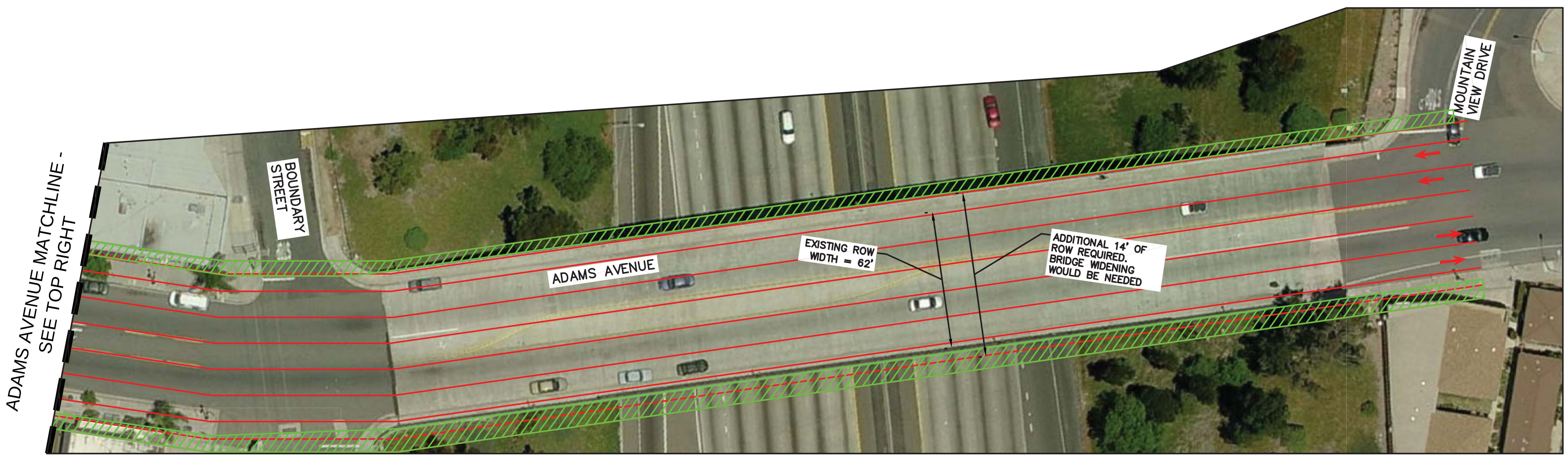
PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

# IMPROVEMENT NP-11A




CONVERTING SEGMENTS OF ADAMS AVENUE INTO 4 LANE COLLECTORS WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES THESE ADDITIONAL LANES WOULD REQUIRE ADDITIONAL RIGHT-OF-WAY FROM ADJACENT PROPERTIES, REQUIRE BRIDGE WIDENING, INCREASE THE PEDESTRIAN CROSSING DISTANCE, AND IMPACT SHARED USE BICYCLE FACILITIE.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

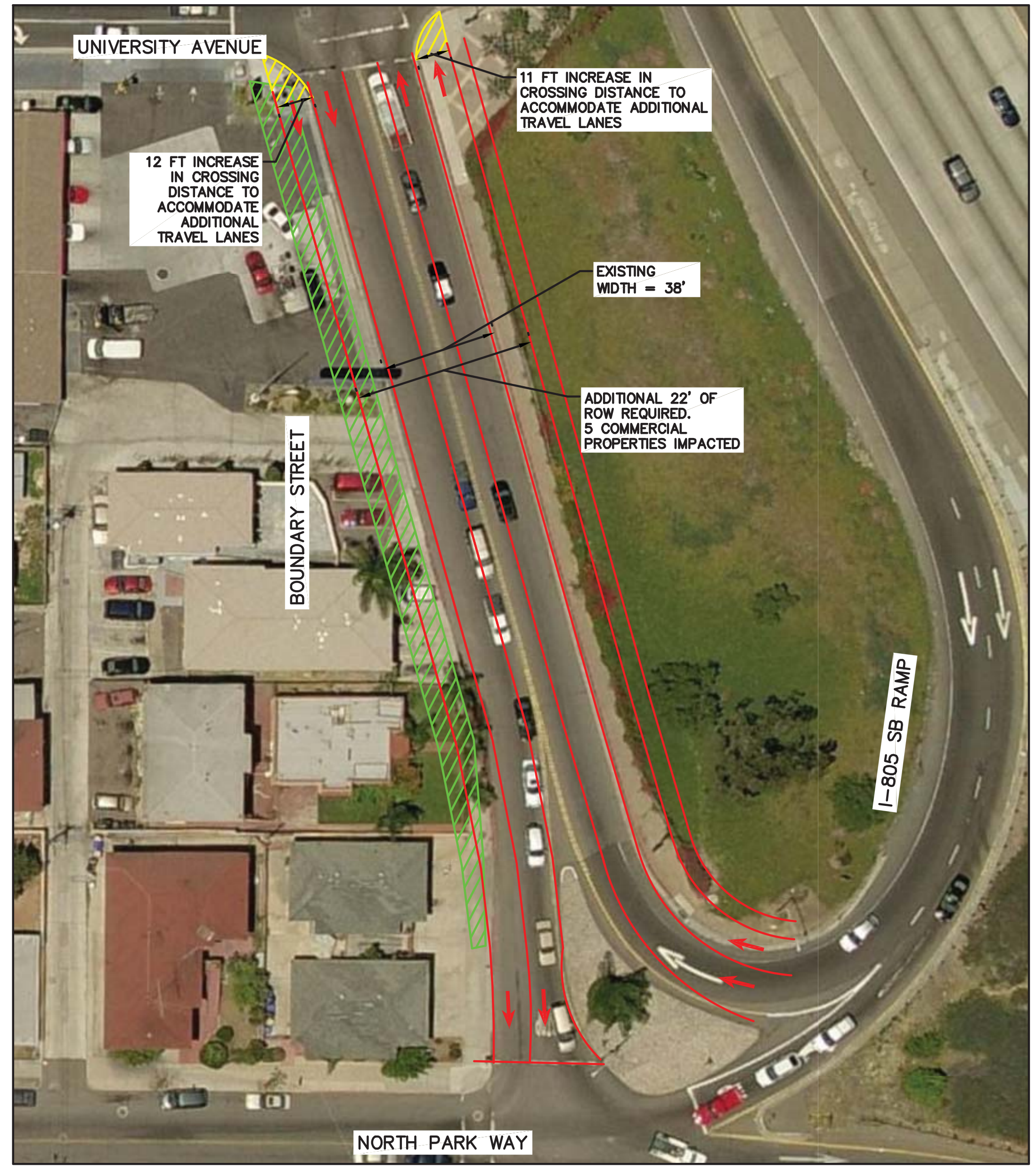
CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

# IMPROVEMENT NP-11B




CONVERTING SEGMENTS OF BOUNDARY STREET INTO 4 LANE COLLECTORS WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD REQUIRE RIGHT-OF-WAY FROM ADJACENT PROPERTY, INCREASE THE PEDESTRIAN CROSSING DISTANCE, AND WILL IMPACT SHARED USE BICYCLE FACILITIES.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

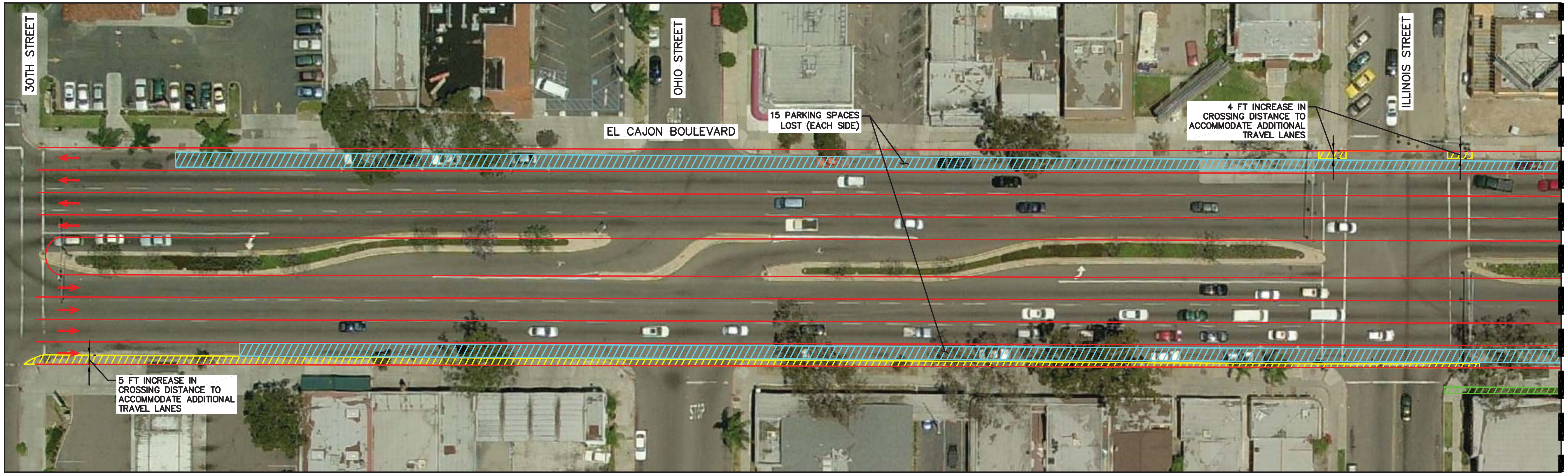
PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

GRAPHIC SCALE IN FEET
0 30 60 120

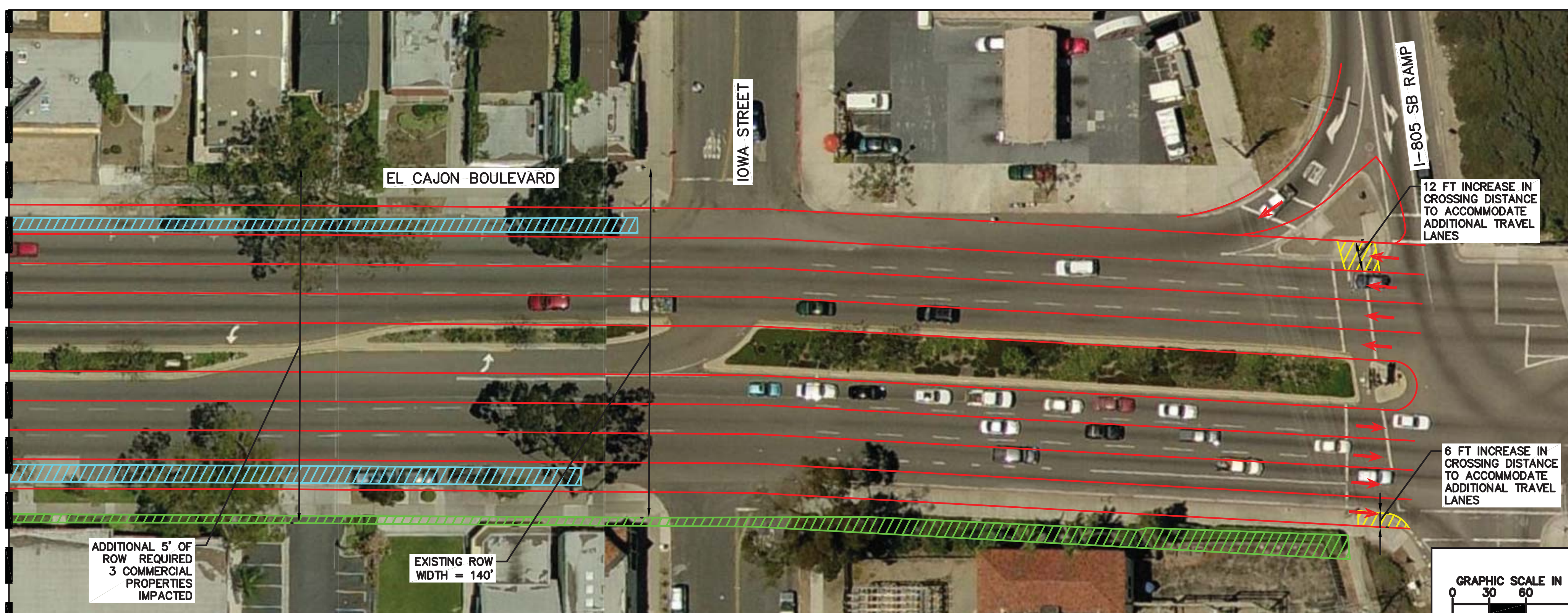
NORTH

# IMPROVEMENT NP-12




ADAMS AVENUE MATCHLINE - SEE BOTTOM LEFT

ADAMS AVENUE MATCHLINE - SEE TOP RIGHT




CONVERTING SEGMENTS OF EL CAJON BOULEVARD INTO 8 LANE MAJOR ARTERIALS WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD REQUIRE RIGHT–OF–WAY FROM ADJACENT PROPERTY, INCREASE THE PEDESTRIAN CROSSING DISTANCE, AND RESULT IN LOSS OF PARKING

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

# IMPROVEMENT NP-13


FLORIDA STREET MATCHLINE
- SEE TOP RIGHT

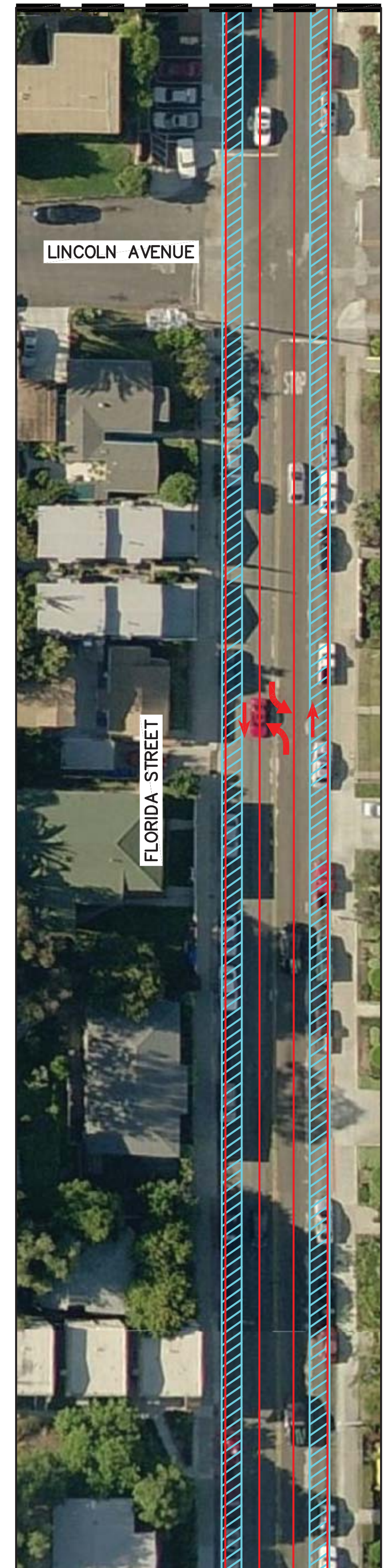
FLORIDA STREET MATCHLINE
- SEE BOTTOM LEFT


FLORIDA STREET MATCHLINE
- SEE TOP RIGHT

FLORIDA STREET MATCHLINE
- SEE BOTTOM LEFT

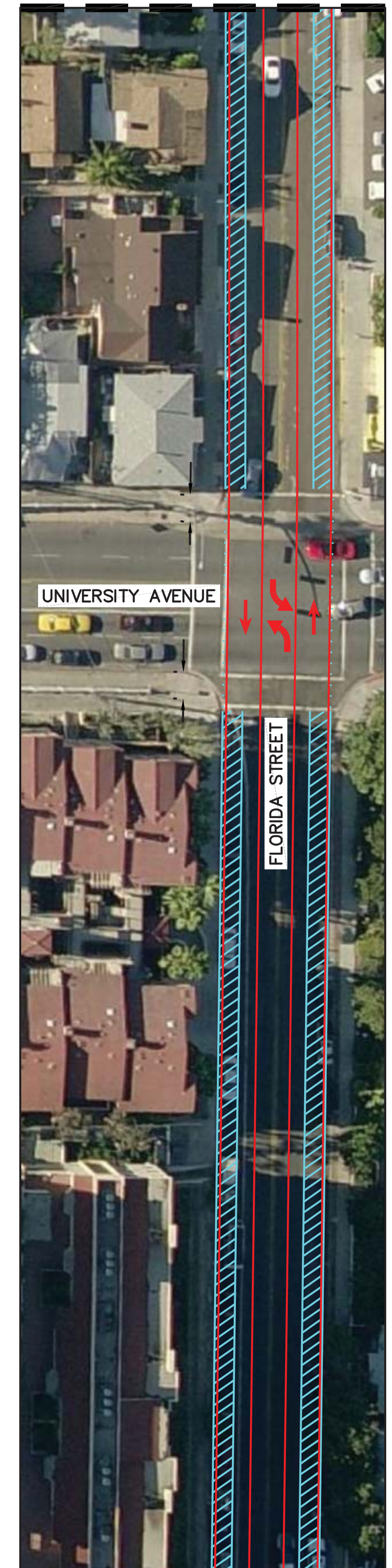

FLORIDA STREET MATCHLINE
- SEE TOP RIGHT

FLORIDA STREET MATCHLINE
- SEE BOTTOM LEFT



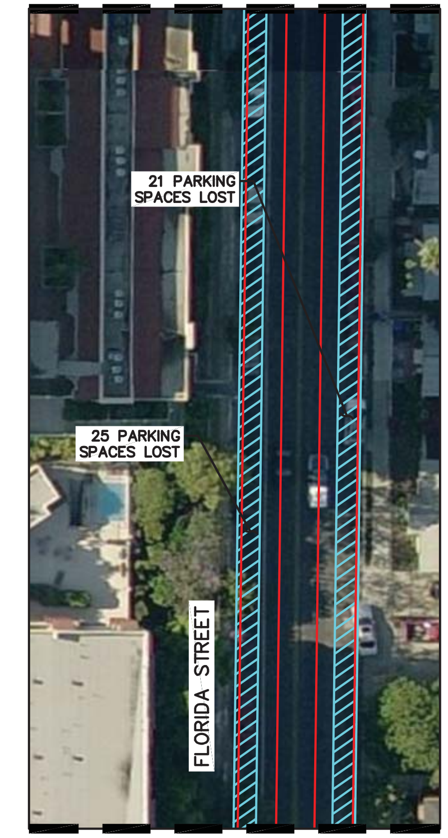

FLORIDA STREET MATCHLINE
- SEE TOP RIGHT

FLORIDA STREET MATCHLINE
- SEE BOTTOM LEFT




FLORIDA STREET MATCHLINE
- SEE TOP RIGHT

FLORIDA STREET MATCHLINE *FIGURE 102*
- SEE BOTTOM LEFT




FLORIDA STREET MATCHLINE
- SEE IMPROVEMENT NP-14B

CONVERTING SEGMENTS OF FLORIDA STREET INTO 2 LANE COLLECTORS WITH A CONTINUOUS LEFT–TURN LANE WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THIS ADDITIONAL LANE WOULD RESULT IN LOSS OF PARKING.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

GRAPHIC SCALE IN FEET
0 30 60 120

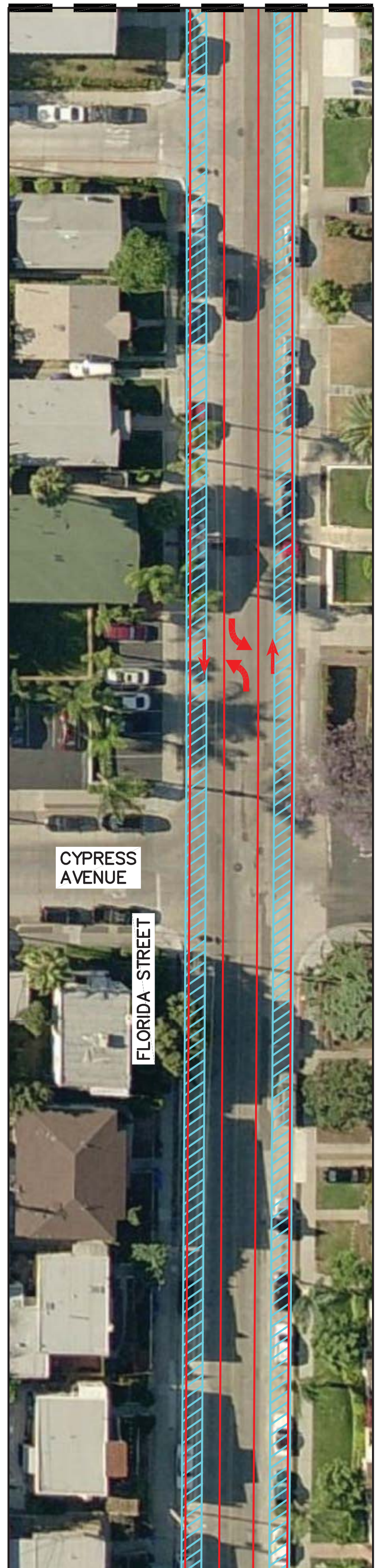
NORTH

# IMPROVEMENT NP-14A

FLORIDA STREET MATCHLINE
- SEE IMPROVEMENT NP-14A

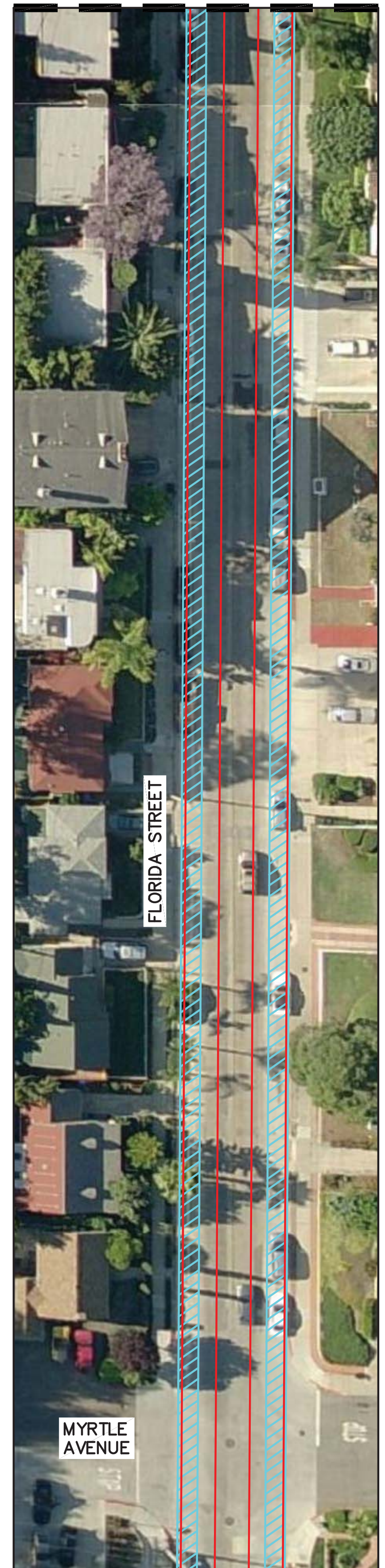

FLORIDA STREET MATCHLINE
- SEE TOP RIGHT

FLORIDA STREET MATCHLINE
- SEE BOTTOM LEFT



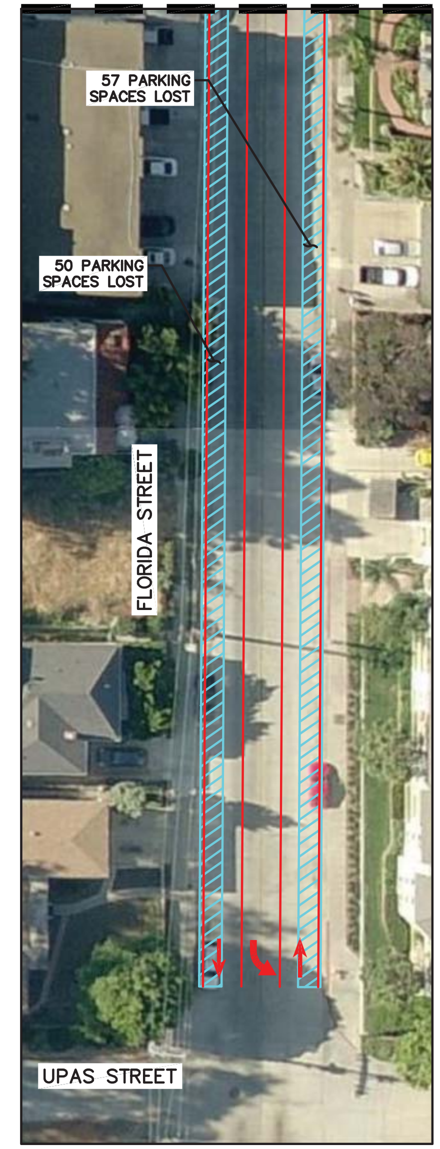

FLORIDA STREET MATCHLINE
- SEE TOP RIGHT

FLORIDA STREET MATCHLINE
- SEE BOTTOM LEFT




FLORIDA STREET MATCHLINE
- SEE TOP RIGHT

FLORIDA STREET MATCHLINE
- SEE BOTTOM LEFT

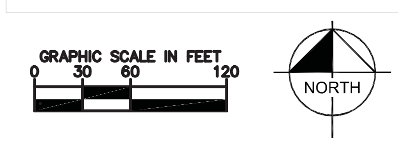



CONVERTING SEGMENTS OF FLORIDA STREET INTO 2 LANE COLLECTORS WITH A CONTINUOUS LEFT-TURN LANE WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THIS ADDITIONAL LANE WOULD RESULT IN LOSS OF PARKING.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

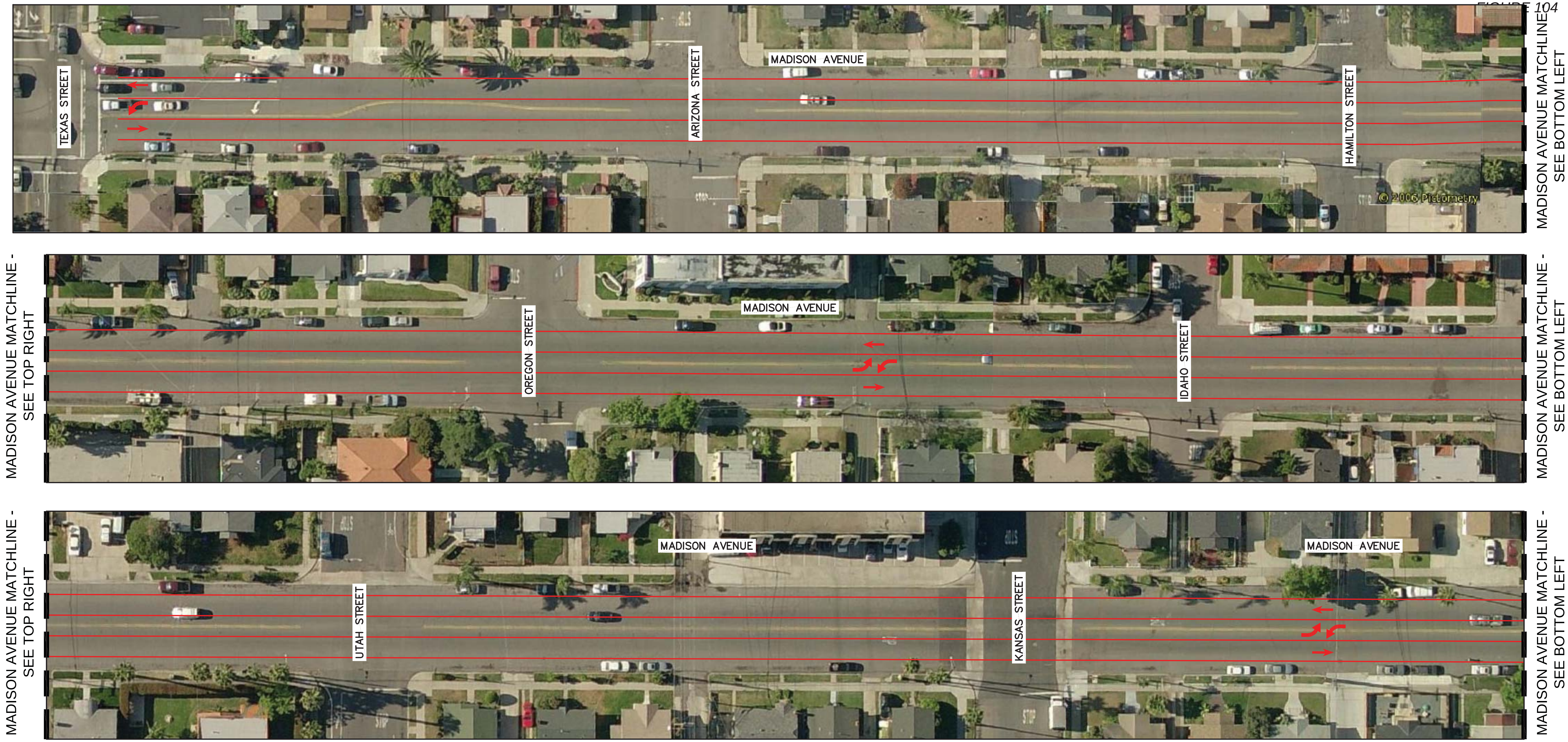
CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT




# IMPROVEMENT NP-14B

FIGURE 104





CONVERTING SEGMENTS OF MADISON AVENUE INTO A 2 LANE COLLECTOR WITH A CONTINUOUS LEFT–TURN LANE WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THIS ADDITIONAL LANE WOULD CAUSE NO SIGNIFICANT IMPACTS TO EXISTING CONDITIONS

THIS CHANGE IN GEOMETRY IS RECOMMENDED.

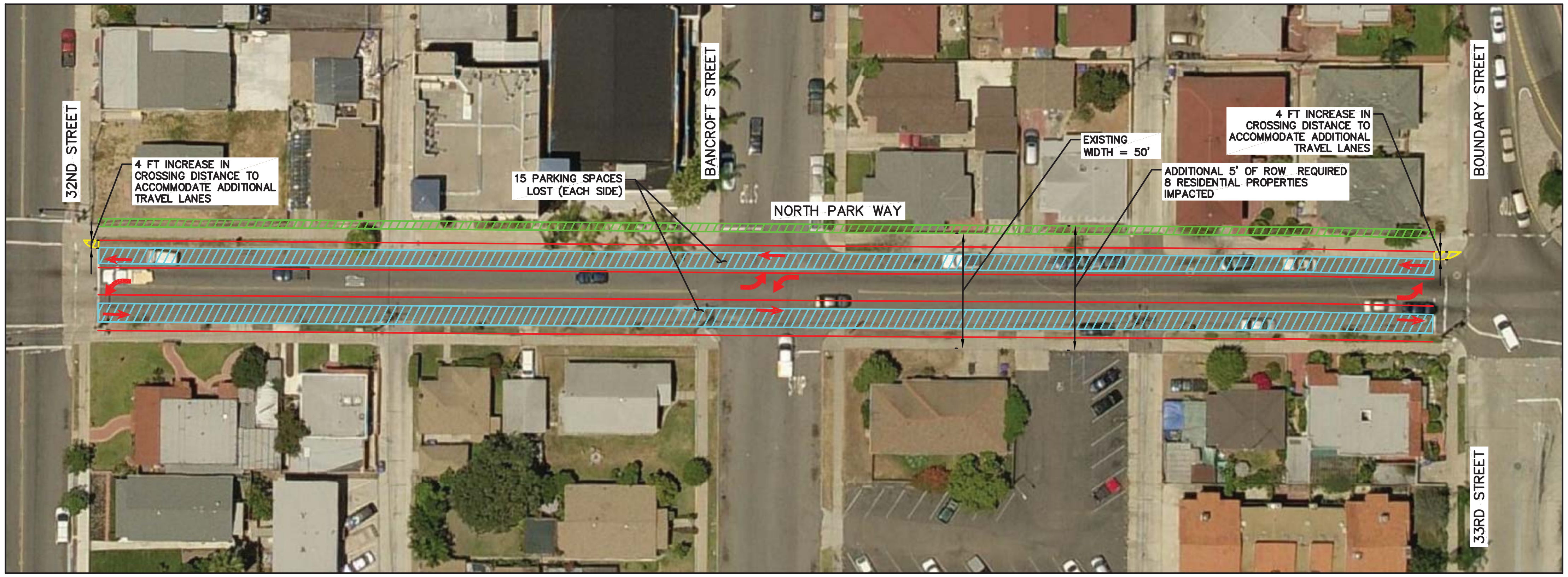
CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

# IMPROVEMENT NP-16




CONVERTING SEGMENTS OF NORTH PARK WAY INTO A 2 LANE COLLECTOR WITH A CONTINUOUS LEFT–TURN LANE WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THIS ADDITIONAL LANE WOULD INCREASE THE PEDESTRIAN CROSSING DISTANCE, RESULT IN LOSS OF PARKING, AND WOULD REQUIRE RIGHT–OF–WAY FROM ADJACENT PROPERTY

THIS CHANGE IN GEOMETRY IS NOT RECOMMENDED.

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

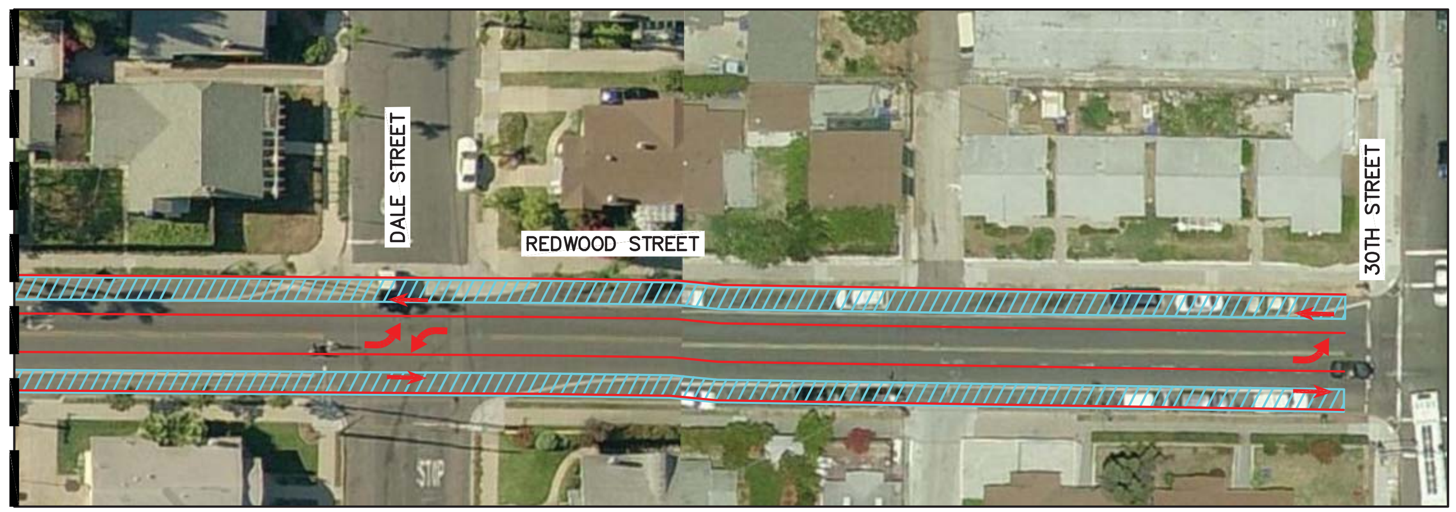
GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

# IMPROVEMENT NP-18


REDWOOD STREET MATCHLINE - SEE BOTTOM LEFT

REDWOOD STREET MATCHLINE - SEE TOP RIGHT




CONVERTING SEGMENTS OF REDWOOD STREET INTO A 2 LANE COLLECTOR WITH A CONTINUOUS LEFT–TURN LANE WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THIS ADDITIONAL LANE WOULD RESULT IN LOSS OF PARKING.

THIS CHANGE IN GEOMETRY IS NOT RECOMMENDED.

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

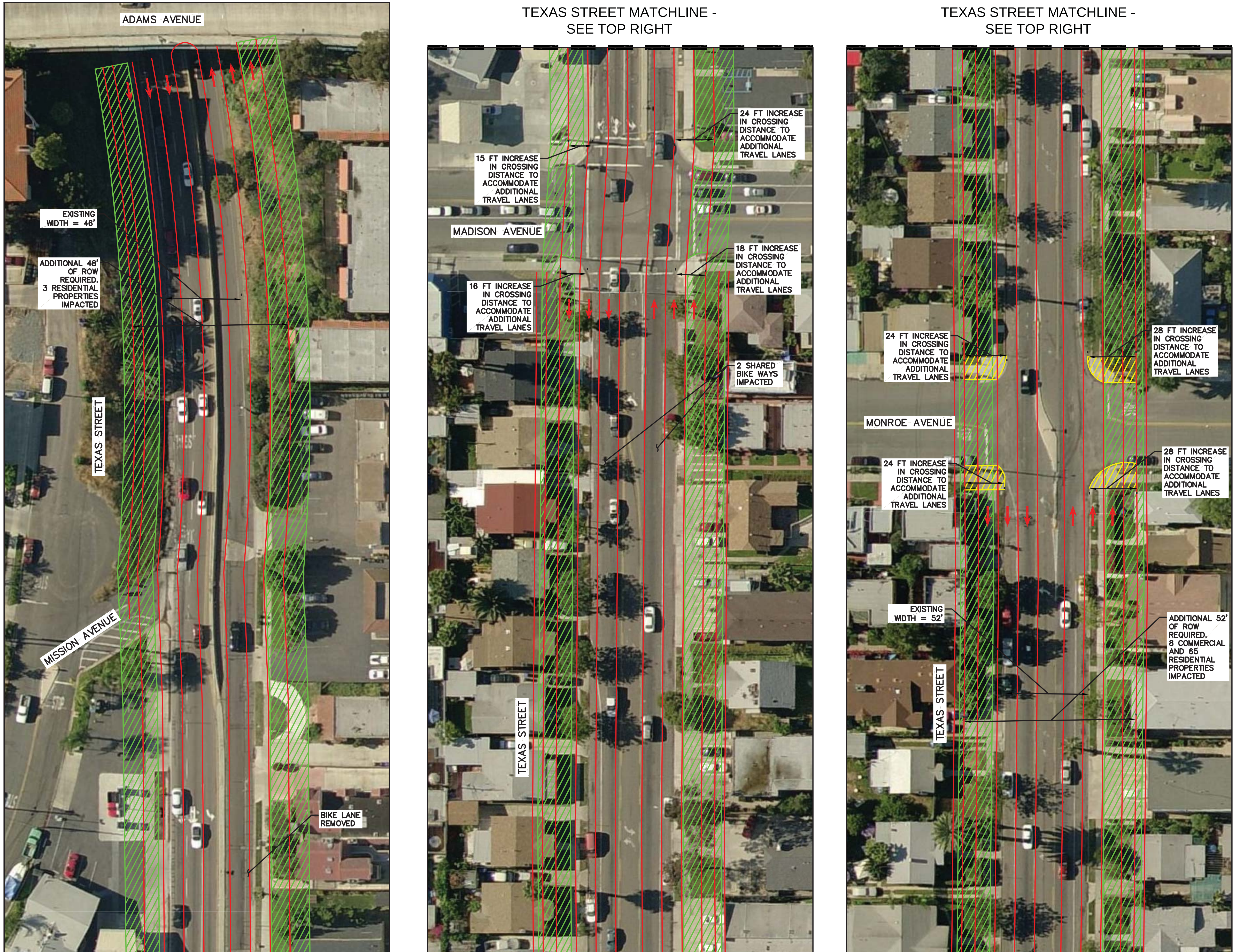
PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

# IMPROVEMENT NP-19

FIGURE 107




TEXAS STREET MATCHLINE - SEE TOP RIGHT

TEXAS STREET MATCHLINE - SEE TOP RIGHT

TEXAS STREET MATCHLINE - SEE IMPROVEMENT NP-18B

CONVERTING SEGMENTS OF TEXAS STREET INTO 6 LANE MAJOR ARTERIALS WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD REQUIRE RIGHT-OF-WAY FROM ADJACENT PROPERTY, INCREASE THE PEDESTRIAN CROSSING DISTANCE, AND IMPACT SHARED USE BICYCLE FACILITIES.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

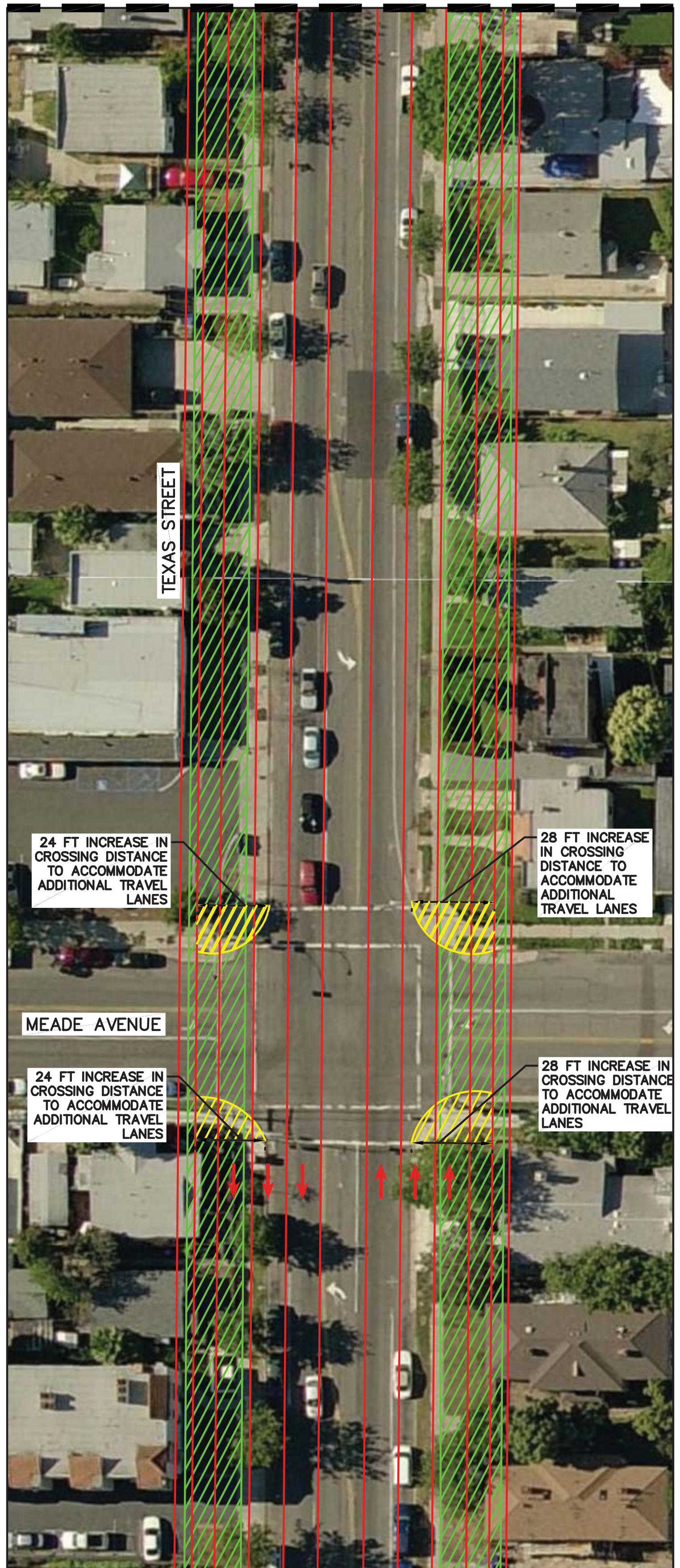
GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

# IMPROVEMENT NP-20A

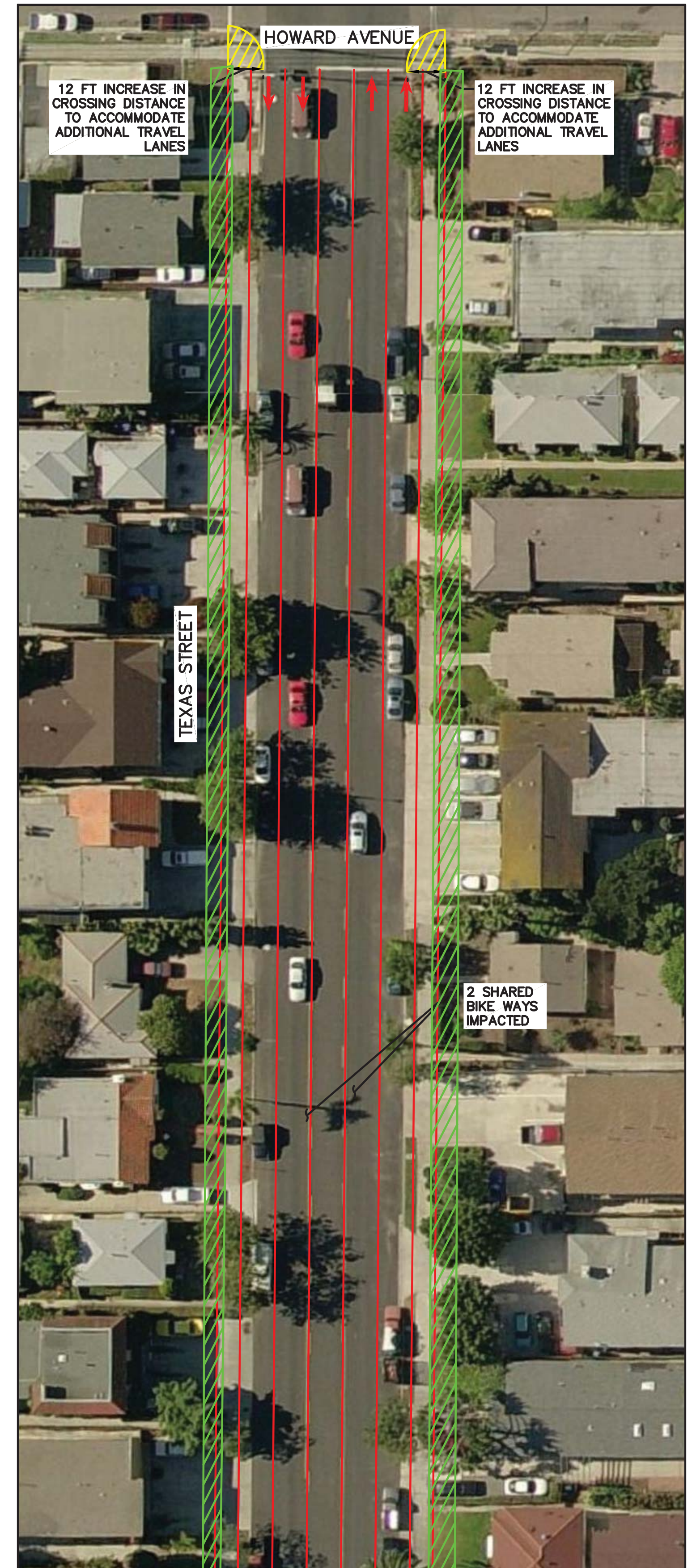
*FIGURE 108*

TEXAS STREET MATCHLINE -
SEE IMPROVEMENT NP-18A




TEXAS STREET MATCHLINE -
SEE TOP RIGHT

TEXAS STREET MATCHLINE -
SEE BOTTOM LEFT


TEXAS STREET MATCHLINE -
SEE IMPROVEMENT NP-18C

CONVERTING SEGMENTS OF TEXAS STREET INTO 6 LANE MAJOR ARTERIALS OR 4 LANE COLLECTORS WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD REQUIRE RIGHT-OF-WAY FROM ADJACENT PROPERTY, INCREASE THE PEDESTRIAN CROSSING DISTANCE, AND IMPACT SHARED USE BICYCLE FACILITIES.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

GRAPHIC SCALE IN FEET
0 30 60 120

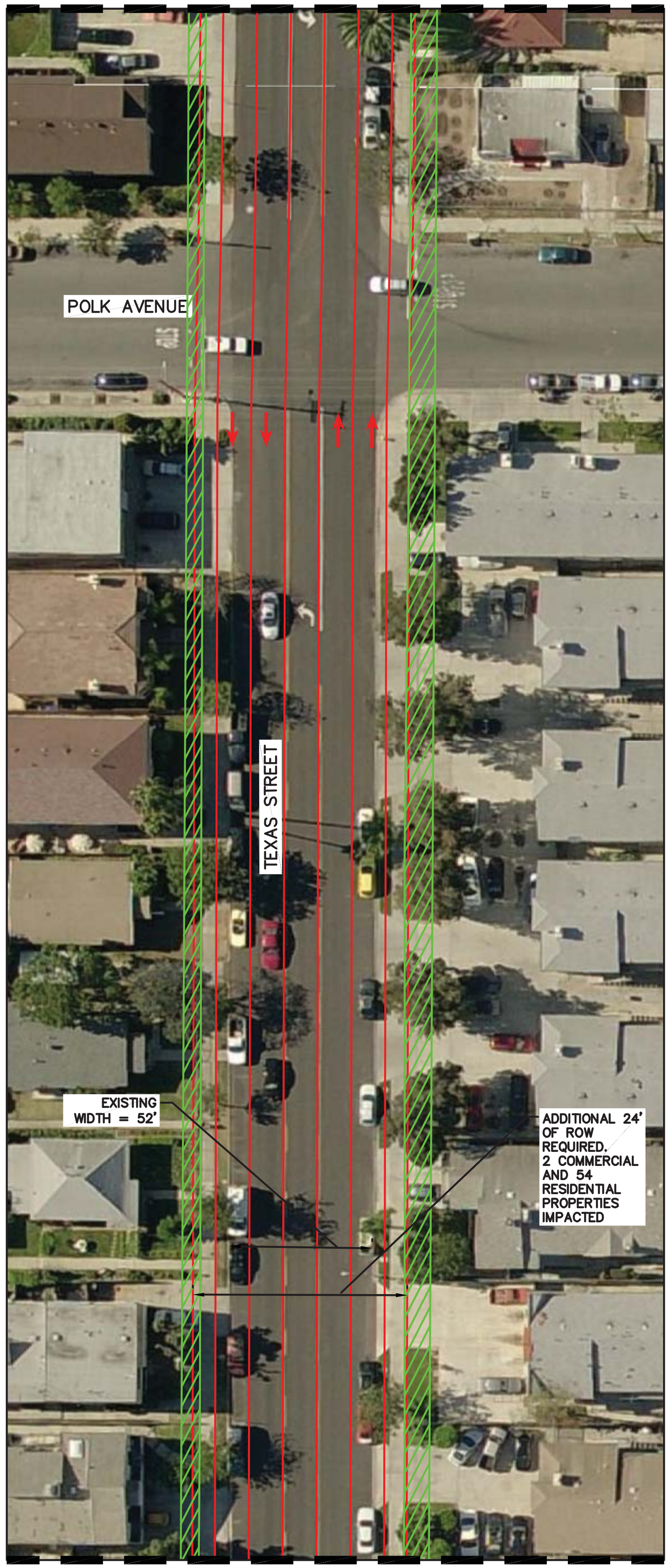
NORTH

IMPROVEMENT NP-20B

Kimley»Horn

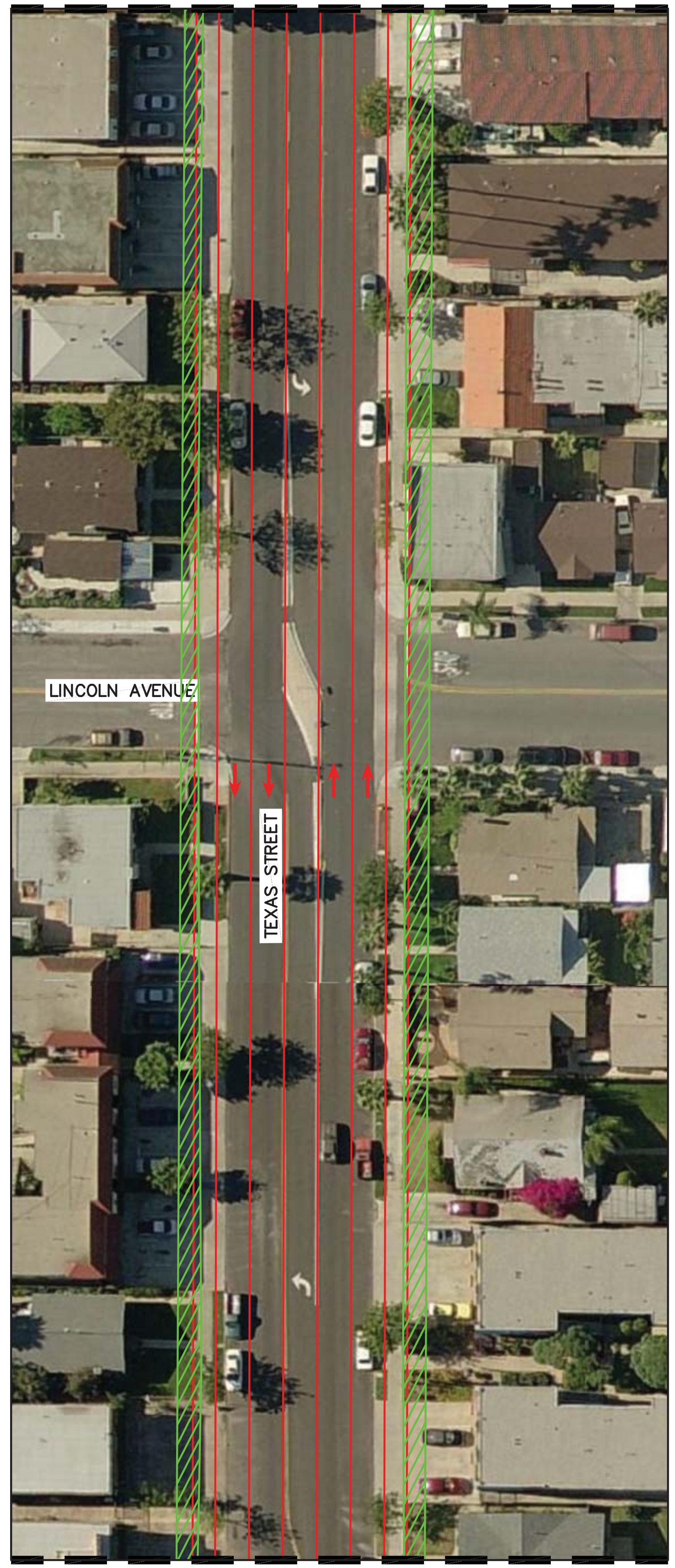
*FIGURE 109*

TEXAS STREET MATCHLINE -
SEE IMPROVEMENT NP-18B



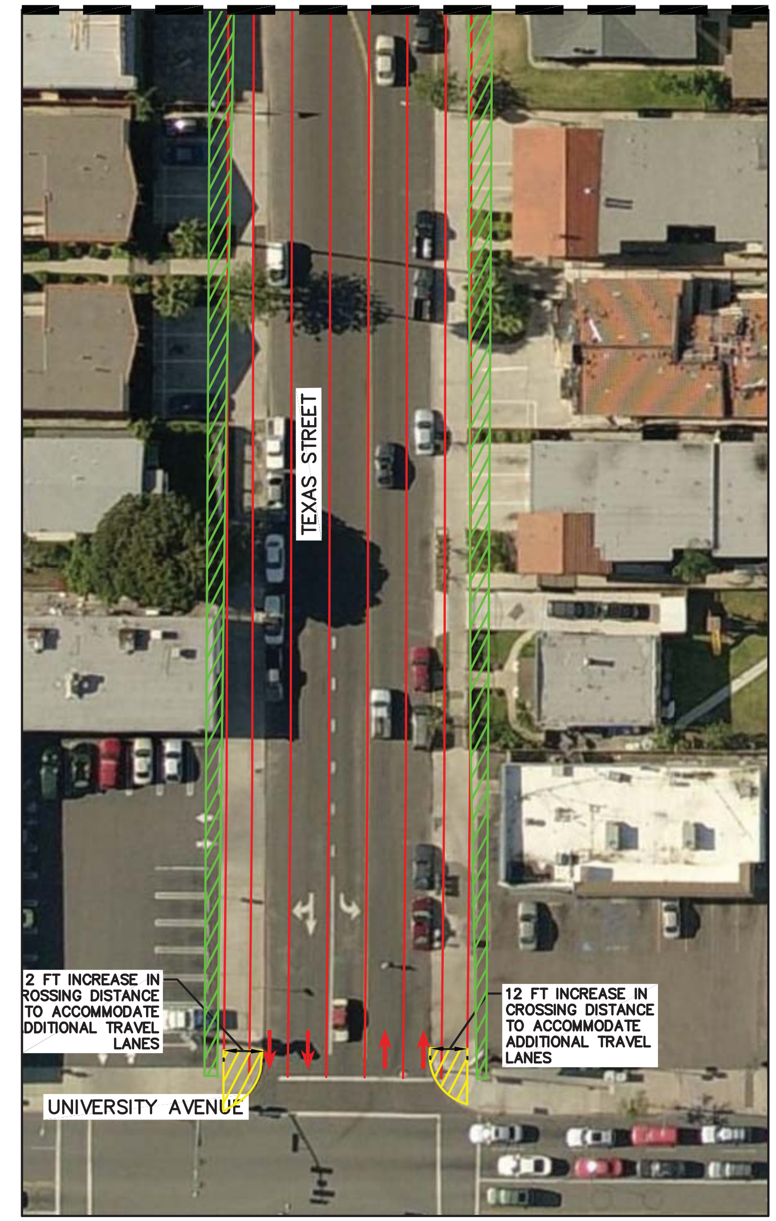

TEXAS STREET MATCHLINE -
SEE TOP RIGHT

TEXAS STREET MATCHLINE -
SEE BOTTOM LEFT




TEXAS STREET MATCHLINE -
SEE TOP RIGHT

TEXAS STREET MATCHLINE -
SEE BOTTOM LEFT

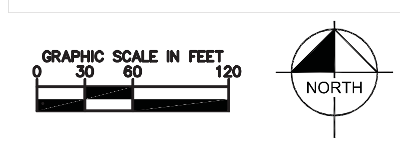



CONVERTING SEGMENTS OF TEXAS STREET INTO 4 LANE COLLECTORS WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD REQUIRE RIGHT–OF–WAY FROM ADJACENT PROPERTY, INCREASE THE PEDESTRIAN CROSSING DISTANCE, AND IMPACT SHARED USE BICYCLE FACILITIES.

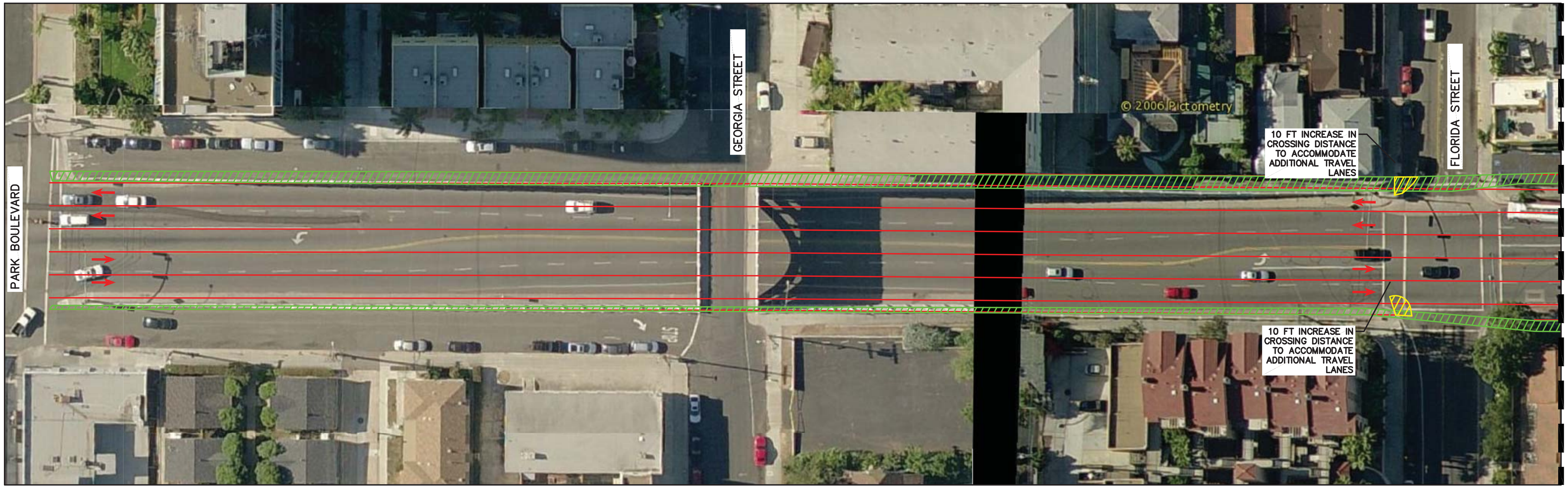
THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

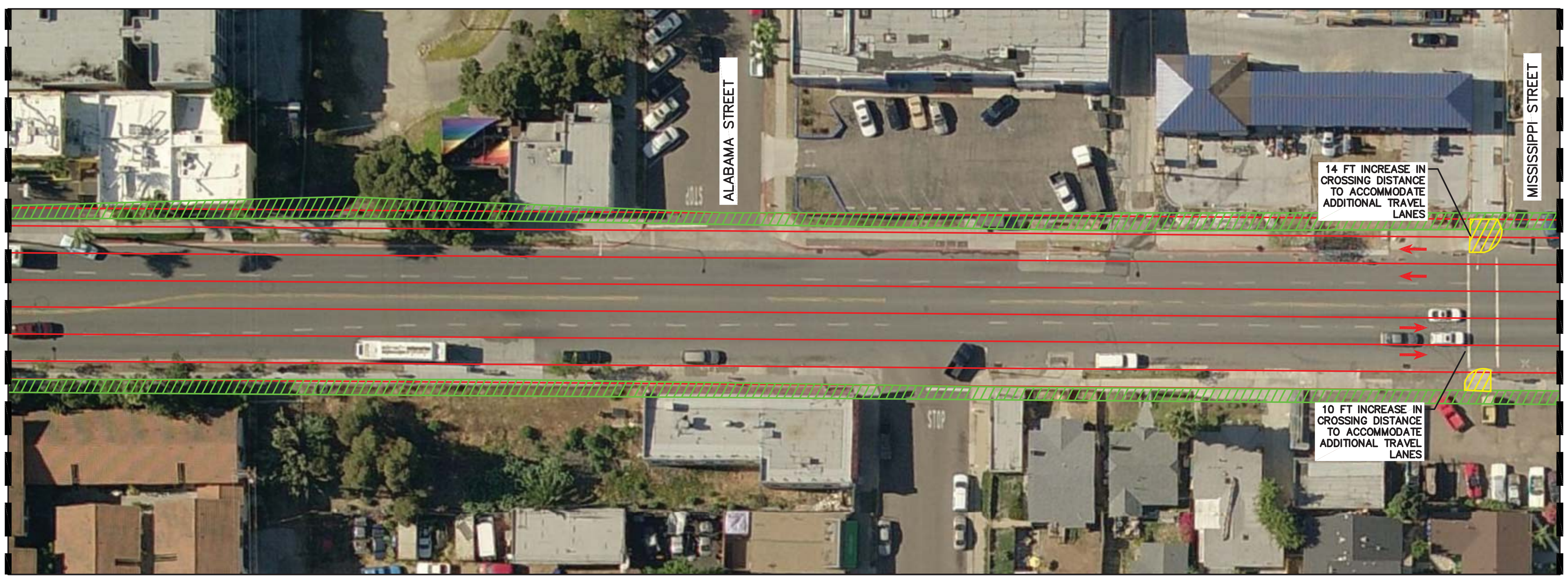
CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT




# IMPROVEMENT NP-20C




CONVERTING SEGMENTS OF UNIVERSITY AVENUE INTO 4 LANE COLLECTORS WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD REQUIRE TUNNEL WIDENING AND INCREASE PEDESTRIAN CROSSING DISTANCES.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

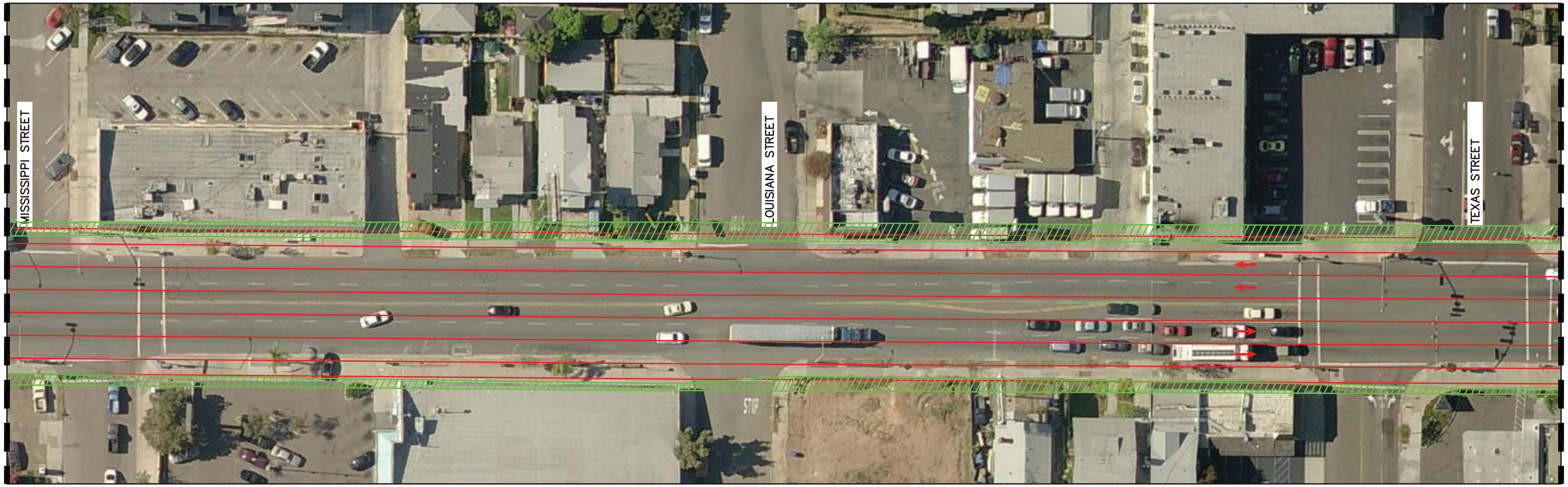
CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

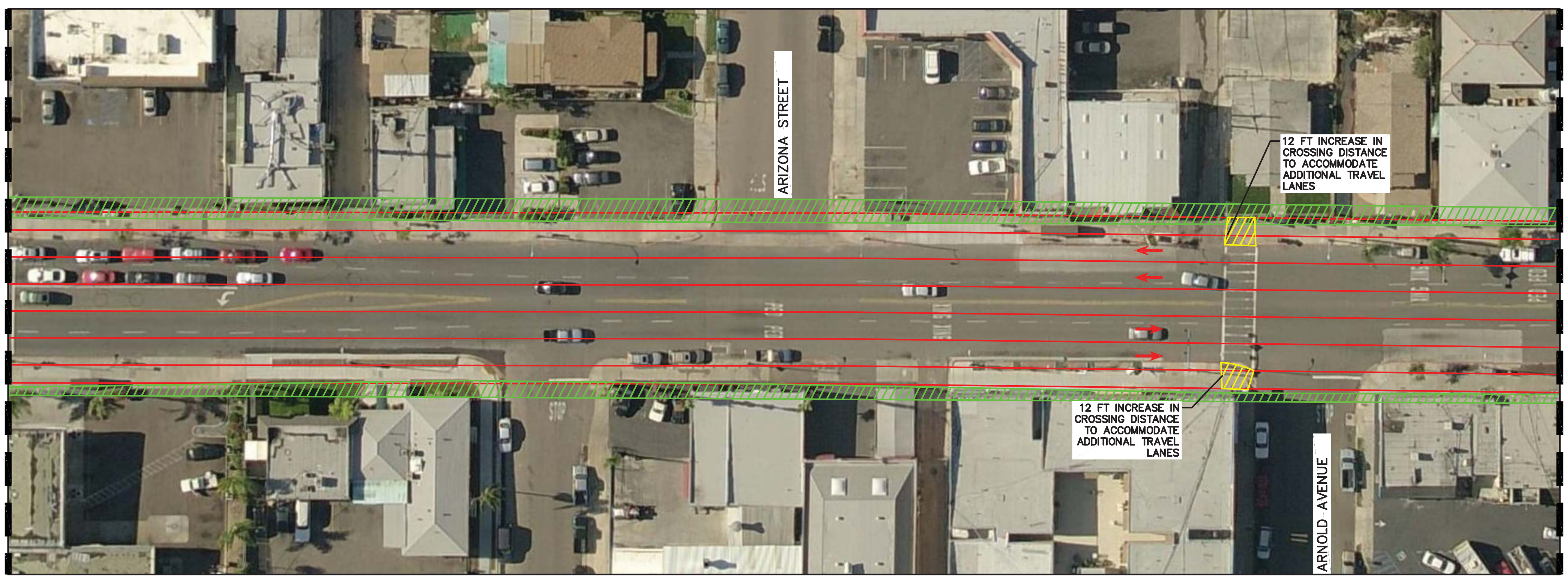
PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

# IMPROVEMENT NP-21A




CONVERTING SEGMENTS OF UNIVERSITY AVENUE INTO 4 LANE COLLECTORS WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD REQUIRE RIGHT-OF-WAY FROM ADJACENT PROPERTIES AND INCREASE PEDESTRIAN CROSSING DISTANCES.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

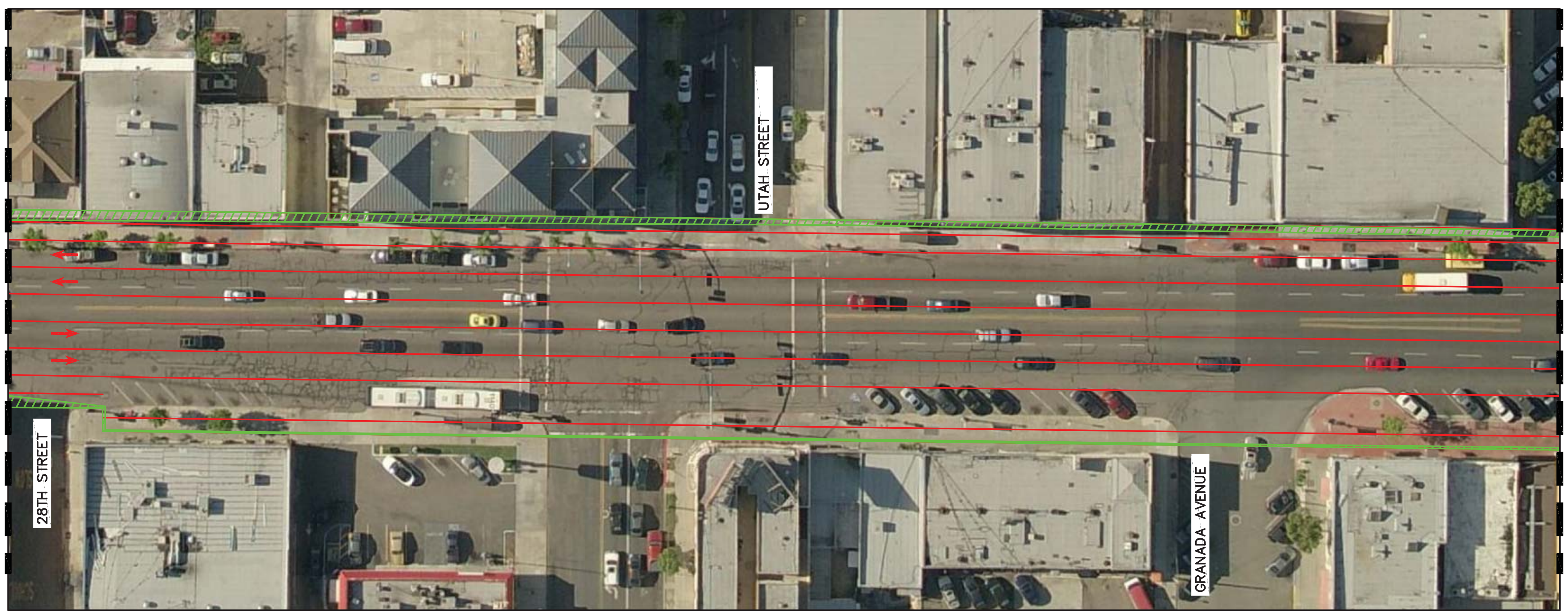
# IMPROVEMENT NP-21B

FIGURE 112

UNIVERSITY AVENUE MATCHLINE - SEE IMPROVEMENT NP-19B


UNIVERSITY AVENUE MATCHLINE - SEE BOTTOM LEFT

UNIVERSITY AVENUE MATCHLINE - SEE TOP RIGHT




UNIVERSITY AVENUE MATCHLINE - SEE IMPROVEMENT NP-19D

CONVERTING SEGMENTS OF UNIVERSITY AVENUE INTO 4 LANE COLLECTORS WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD REQUIRE RIGHT-OF-WAY FROM ADJACENT PROPERTIES AND INCREASE PEDESTRIAN CROSSING DISTANCES.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

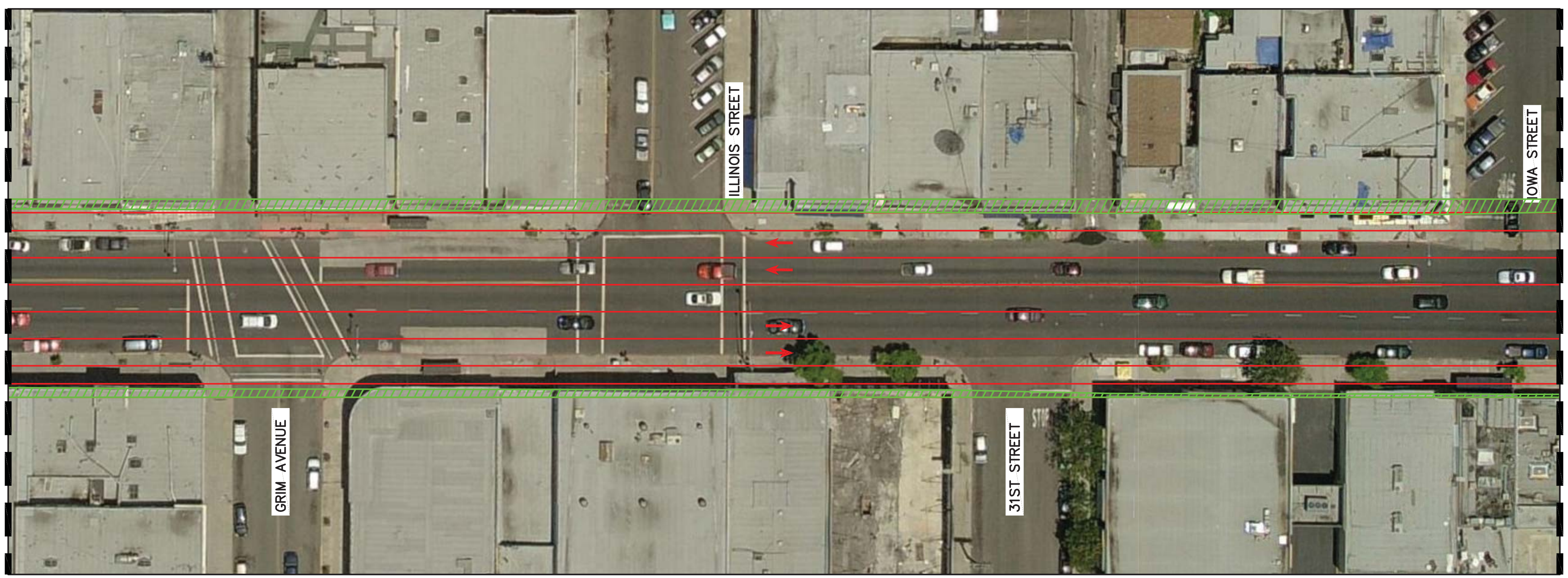
# IMPROVEMENT NP-21C

FIGURE 113

UNIVERSITY AVENUE MATCHLINE - SEE IMPROVEMENT NP-19C


UNIVERSITY AVENUE MATCHLINE - SEE BOTTOM LEFT

UNIVERSITY AVENUE MATCHLINE - SEE TOP RIGHT




UNIVERSITY AVENUE MATCHLINE - SEE IMPROVEMENT NP-19E

CONVERTING SEGMENTS OF UNIVERSITY AVENUE INTO 4 LANE COLLECTORS WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD REQUIRE RIGHT-OF-WAY FROM ADJACENT PROPERTY AND INCREASE PEDESTRIAN CROSSING DISTANCES.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

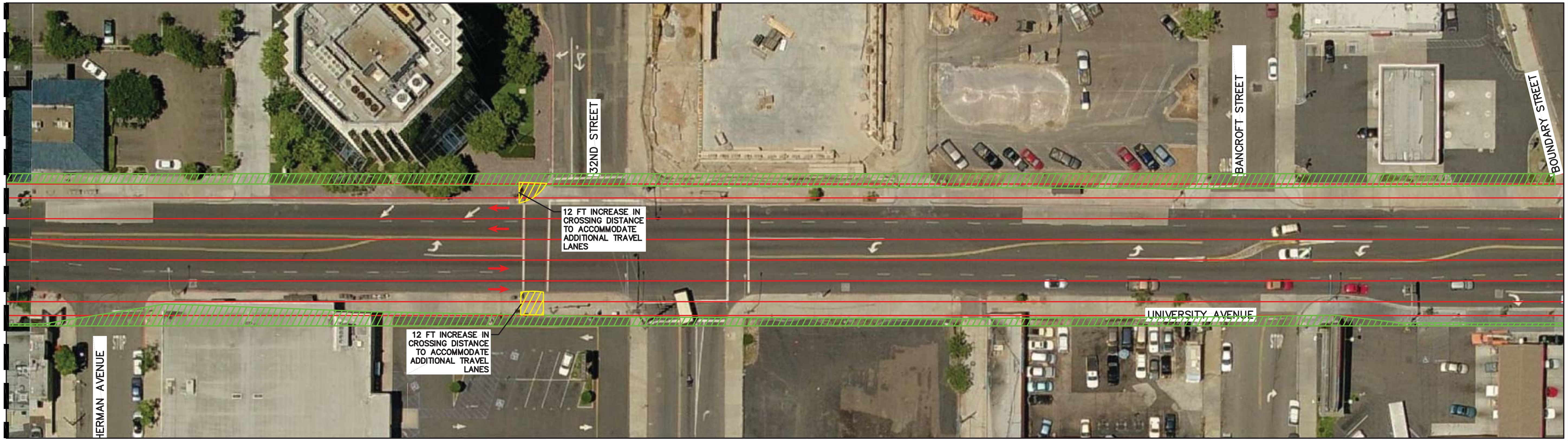
GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

# IMPROVEMENT NP-21D

FIGURE 114

UNIVERSITY AVENUE MATCHLINE - SEE IMPROVEMENT NP-19D




CONVERTING SEGMENTS OF UNIVERSITY AVENUE INTO 4 LANE COLLECTORS OR 4 LANE MAJOR ARTERIALS WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD REQUIRE RIGHT–OF–WAY FROM ADJACENT PROPERTY AND INCREASE PEDESTRIAN CROSSING DISTANCES.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

# IMPROVEMENT NP-21E



CONVERTING SEGMENTS OF UPAS STREET INTO A 2 LANE COLLECTOR WITH A CONTINUOUS LEFT–TURN LANE WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THIS ADDITIONAL LANE WOULD RESULT IN LOSS OF PARKING.

THIS CHANGE IN GEOMETRY IS NOT RECOMMENDED.

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

# IMPROVEMENT NP-22A

FIGURE 116

UPAS STREET MATCHLINE - SEE IMPROVEMENT NP-20A


UPAS STREET MATCHLINE - SEE BOTTOM LEFT

UPAS STREET MATCHLINE - SEE ABOVE RIGHT


UPAS STREET MATCHLINE - SEE IMPROVEMENT NP-20C

CONVERTING SEGMENTS OF UPAS STREET INTO A 2 LANE COLLECTOR WITH A CONTINUOUS LEFT–TURN LANE OR A 4 LANE COLLECTOR WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD RESULT IN LOSS OF PARKING, REQUIRE RIGHT–OF–WAY FROM ADJACENT PROPERTIES, INCREASE PEDESTRIAN CROSSING DISTANCE, AND IMPACT SHARED USE BICYCLE FACILITIES.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

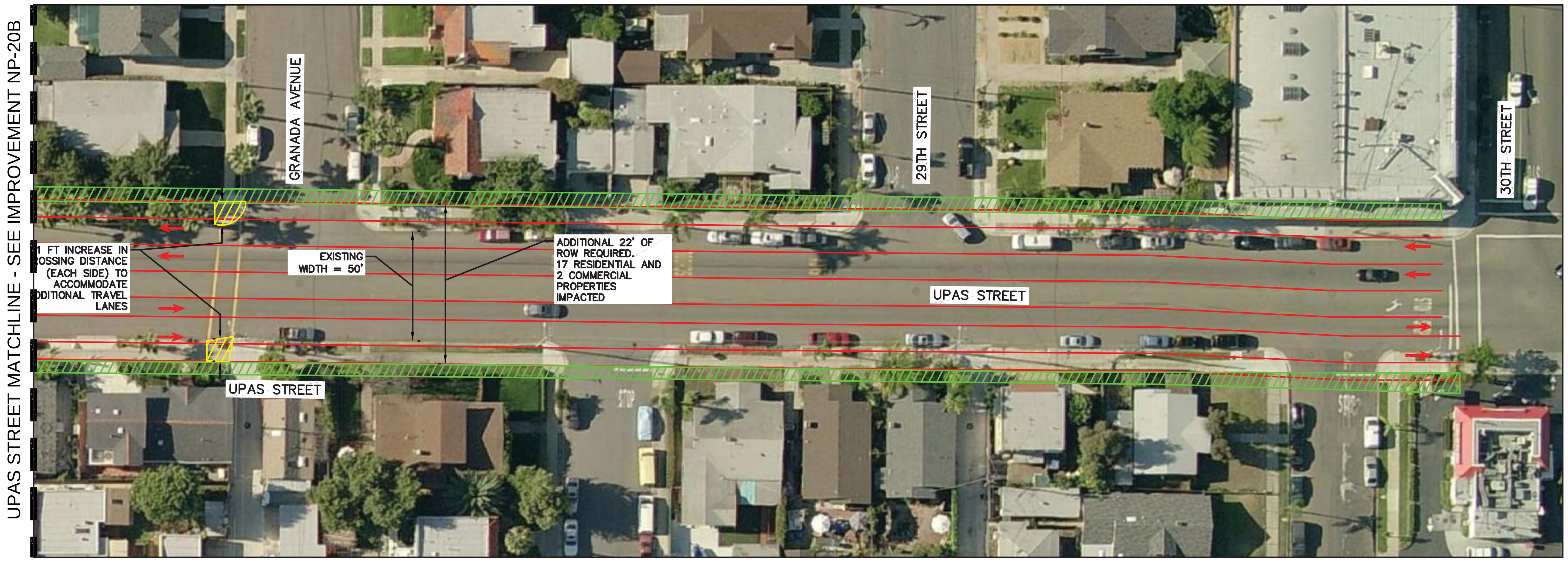
CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

# IMPROVEMENT NP-22B




CONVERTING SEGMENTS OF UPAS STREET INTO A 4 LANE COLLECTOR WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD REQUIRE RIGHT—OF—WAY FROM ADJACENT PROPERTIES, INCREASE PEDESTRIAN CROSSING DISTANCE, AND IMPACT SHARED BICYCLE FACILITIES.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

# IMPROVEMENT NP-22C


CONVERTING SEGMENTS OF UTAH STREET INTO 2 LANE COLLECTORS WITH CONTINUOUS LEFT-TURN LANES WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD RESULT IN LOSS OF PARKING AND IMPACT BICYCLE LANES.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

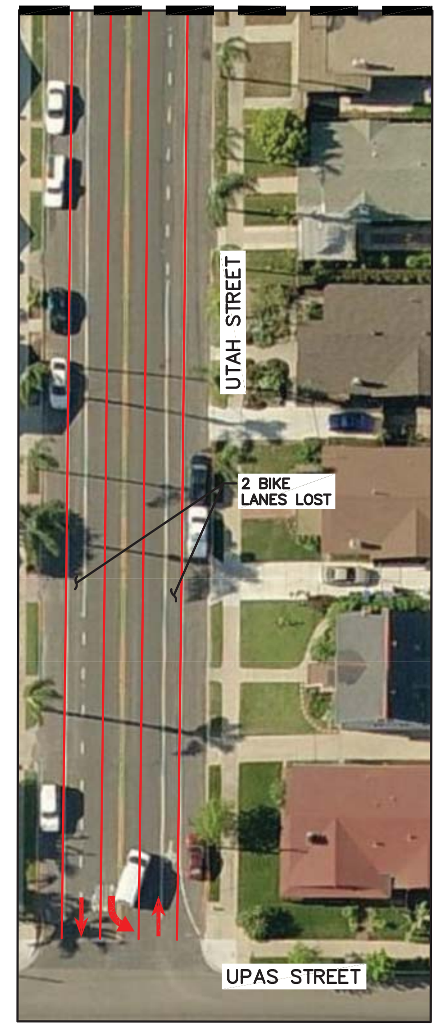
# IMPROVEMENT NP-23A

*FIGURE 119*

UTAH STREET MATCHLINE -
SEE IMPROVEMENT NP-21A


UTAH STREET MATCHLINE -
SEE TOP RIGHT

UTAH STREET MATCHLINE -
SEE BOTTOM LEFT




CONVERTING SEGMENTS OF UTAH STREET INTO 2 LANE COLLECTORS WITH CONTINUOUS LEFT–TURN LANES WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD RESULT IN LOSS OF PARKING, AND IMPACT BICYCLE LANES.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

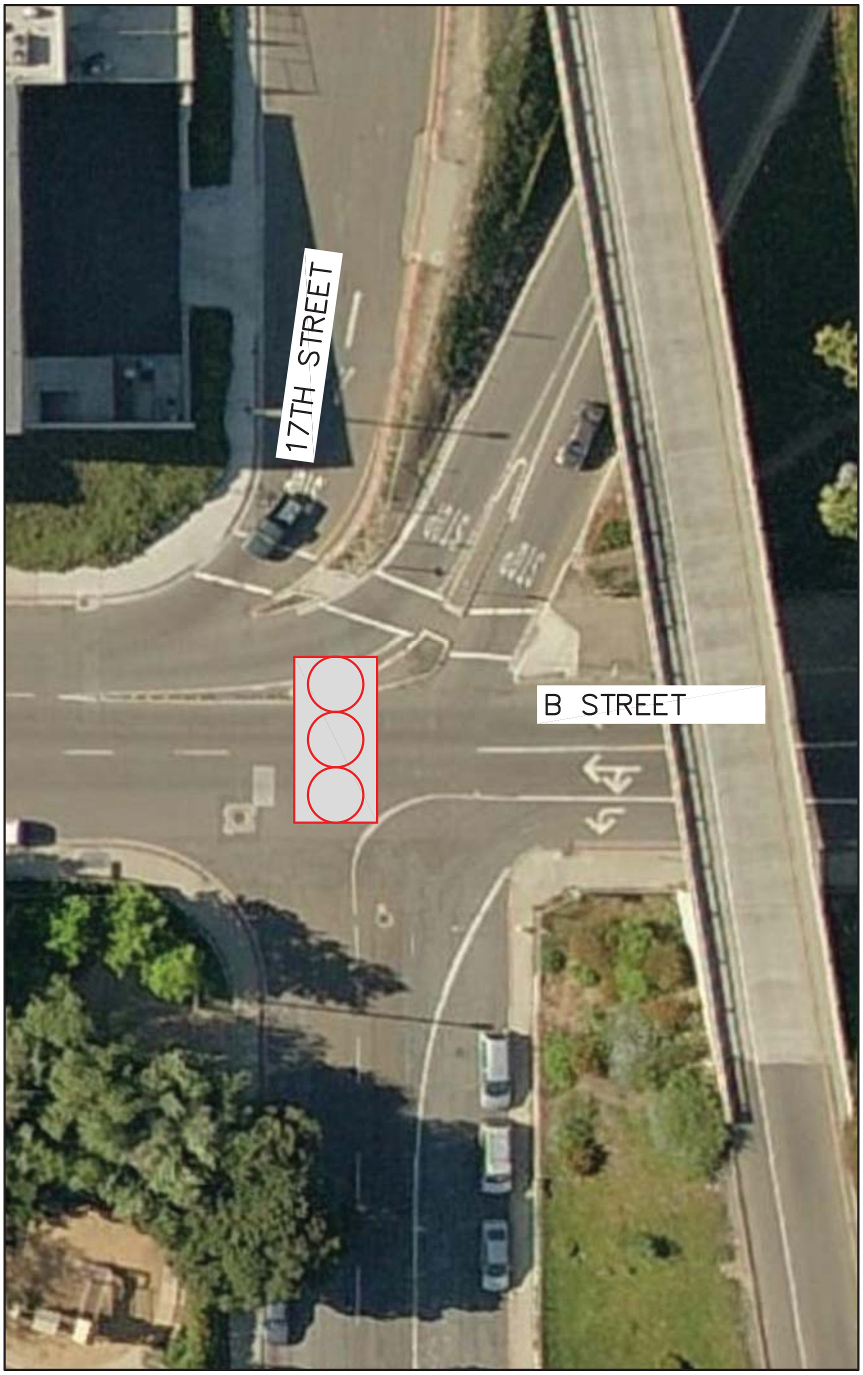
CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

# IMPROVEMENT NP-23B




THE ADDITION OF A TRAFFIC SIGNAL WOULD BE REQUIRED TO IMPROVE OPERATIONS AT THE INTERSECTION OF STATE ROUTE 94 WESTBOUND RAMPS AND BROADWAY TO LOS D OR BETTER DURING BOTH THE AM AND PM PEAK HOURS. AS SHOWN IN THE GRAPHIC, THIS ADDITIONAL LANE WOULD CAUSE NO SIGNIFICANT IMPACTS TO EXISTING CONDITIONS.

THIS CHANGE IN GEOMETRY IS RECOMMENDED.

PEDESTRIAN IMPACTS

PARKING IMPACTS

RIGHT OF WAY IMPACTS

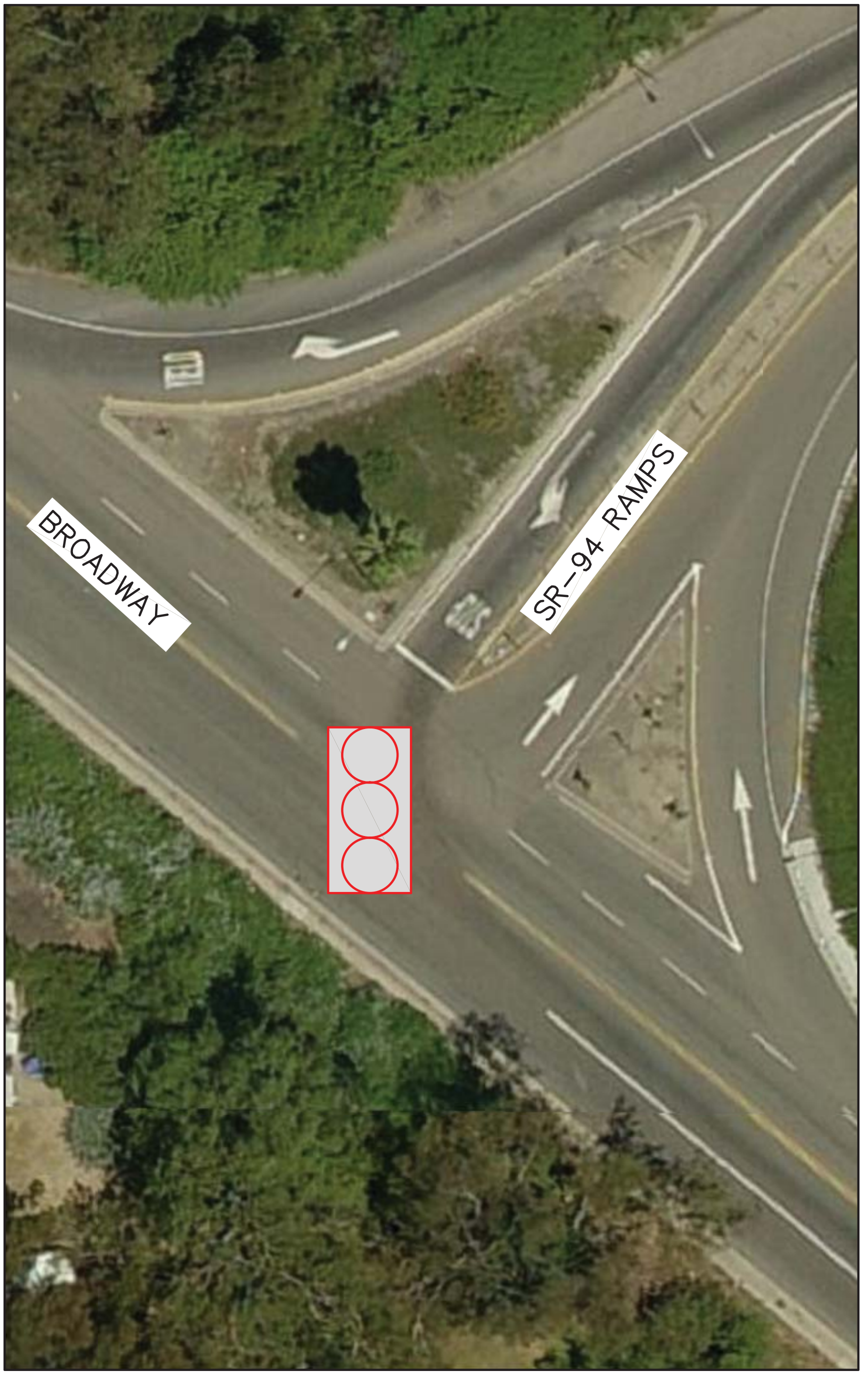
PROPOSED IMPROVEMENT

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

# IMPROVEMENT GH-1




THE ADDITION OF A TRAFFIC SIGNAL WOULD BE REQUIRED TO IMPROVE OPERATIONS AT THE INTERSECTION OF STATE ROUTE 94 WESTBOUND RAMPS AND BROADWAY TO LOS D OR BETTER DURING BOTH THE AM AND PM PEAK HOURS. AS SHOWN IN THE GRAPHIC, THIS ADDITIONAL LANE WOULD CAUSE NO SIGNIFICANT IMPACTS TO EXISTING CONDITIONS. PEAK-HOUR SIGNAL WARRANTS ARE NOT MET.

THIS CHANGE IN GEOMETRY IS NOT RECOMMENDED.

PEDESTRIAN IMPACTS

PARKING IMPACTS

RIGHT OF WAY IMPACTS

PROPOSED IMPROVEMENT

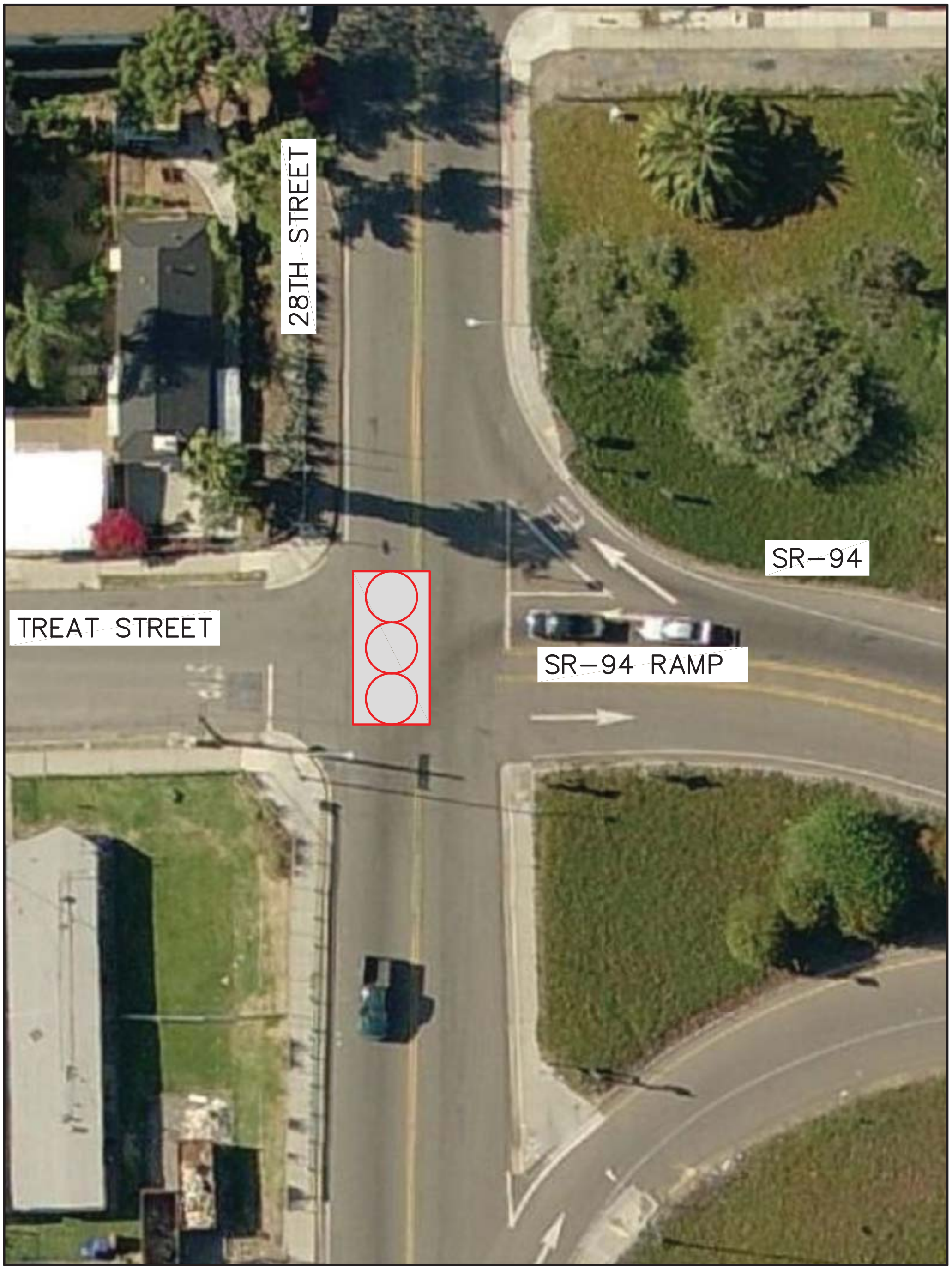
CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

# IMPROVEMENT GH-2

Kimley»Horn




THE ADDITION OF A TRAFFIC SIGNAL WOULD BE REQUIRED TO IMPROVE OPERATIONS AT THE INTERSECTION OF STATE ROUTE 94 WESTBOUND RAMPS AND 28TH STREET TO LOS D OR BETTER DURING BOTH THE AM AND PM PEAK HOURS. AS SHOWN IN THE GRAPHIC, THIS ADDITIONAL LANE WOULD CAUSE NO SIGNIFICANT IMPACTS TO EXISTING CONDITIONS

THIS CHANGE IN GEOMETRY IS RECOMMENDED.

PEDESTRIAN IMPACTS

PARKING IMPACTS

RIGHT OF WAY IMPACTS

PROPOSED IMPROVEMENT

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

# IMPROVEMENT GH-3


THE ADDITION OF A TRAFFIC SIGNAL AND A SOUTHBOUND LANE WOULD BE REQUIRED TO IMPROVE OPERATIONS AT THE INTERSECTION OF STATE ROUTE 94 EASTBOUND RAMPS AND 28TH STREET TO LOS D OR BETTER DURING BOTH THE AM AND PM PEAK HOURS. AS SHOWN IN THE GRAPHIC, THIS ADDITIONAL LANE WOULD CAUSE NO SIGNIFICANT IMPACTS TO EXISTING CONDITIONS

THIS CHANGE IN GEOMETRY IS RECOMMENDED.

PEDESTRIAN IMPACTS

PARKING IMPACTS

RIGHT OF WAY IMPACTS

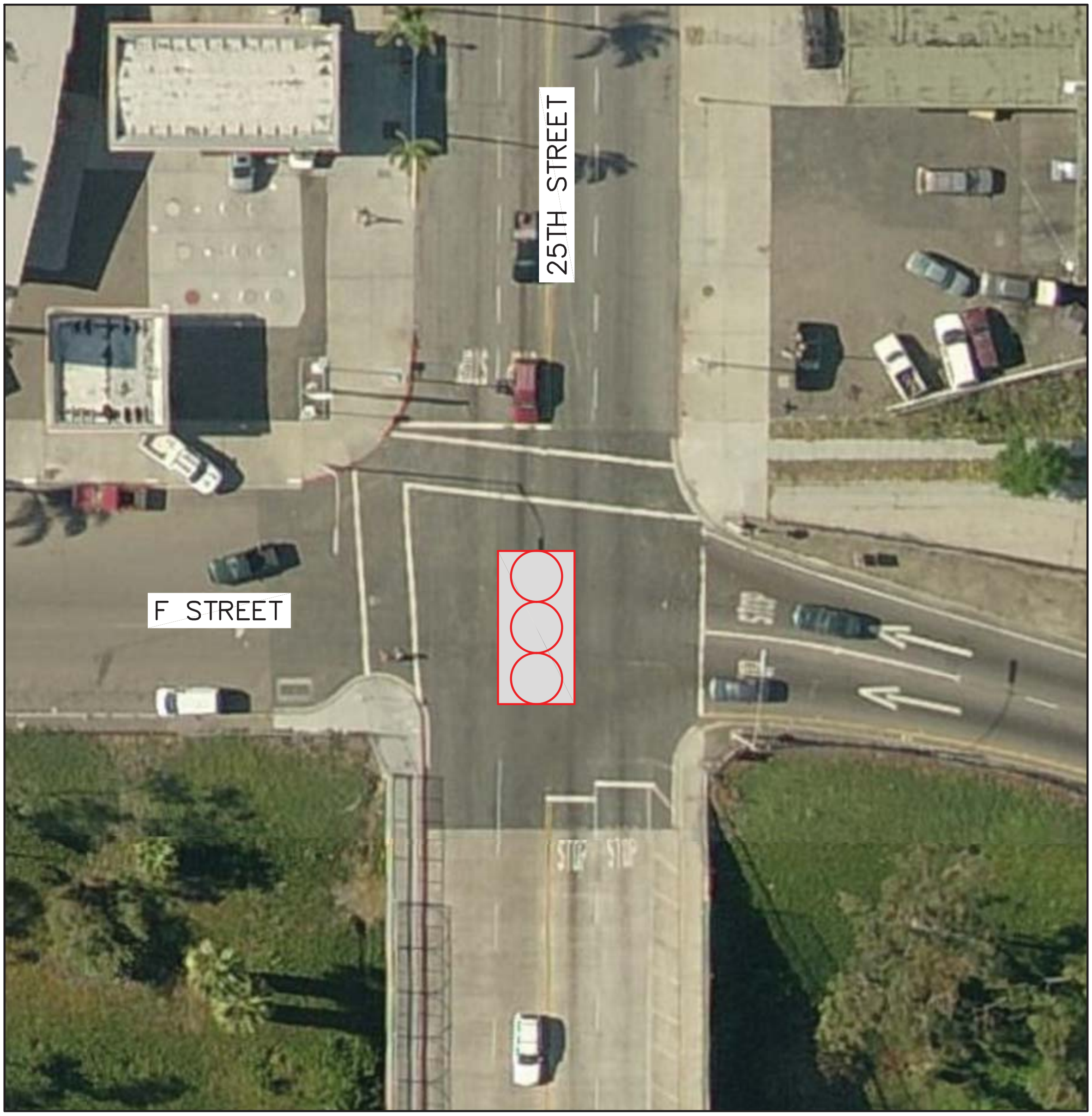
PROPOSED IMPROVEMENT

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

# IMPROVEMENT GH-4




THE ADDITION OF A TRAFFIC SIGNAL WOULD BE REQUIRED TO IMPROVE OPERATIONS AT THE INTERSECTION OF F STREET AND 25TH STREET TO LOS D OR BETTER DURING BOTH PEAK HOURS. PEAK–HOUR SIGNAL WARRANTS ARE NOT MET.

THIS CHANGE IN GEOMETRY IS NOT RECOMMENDED.

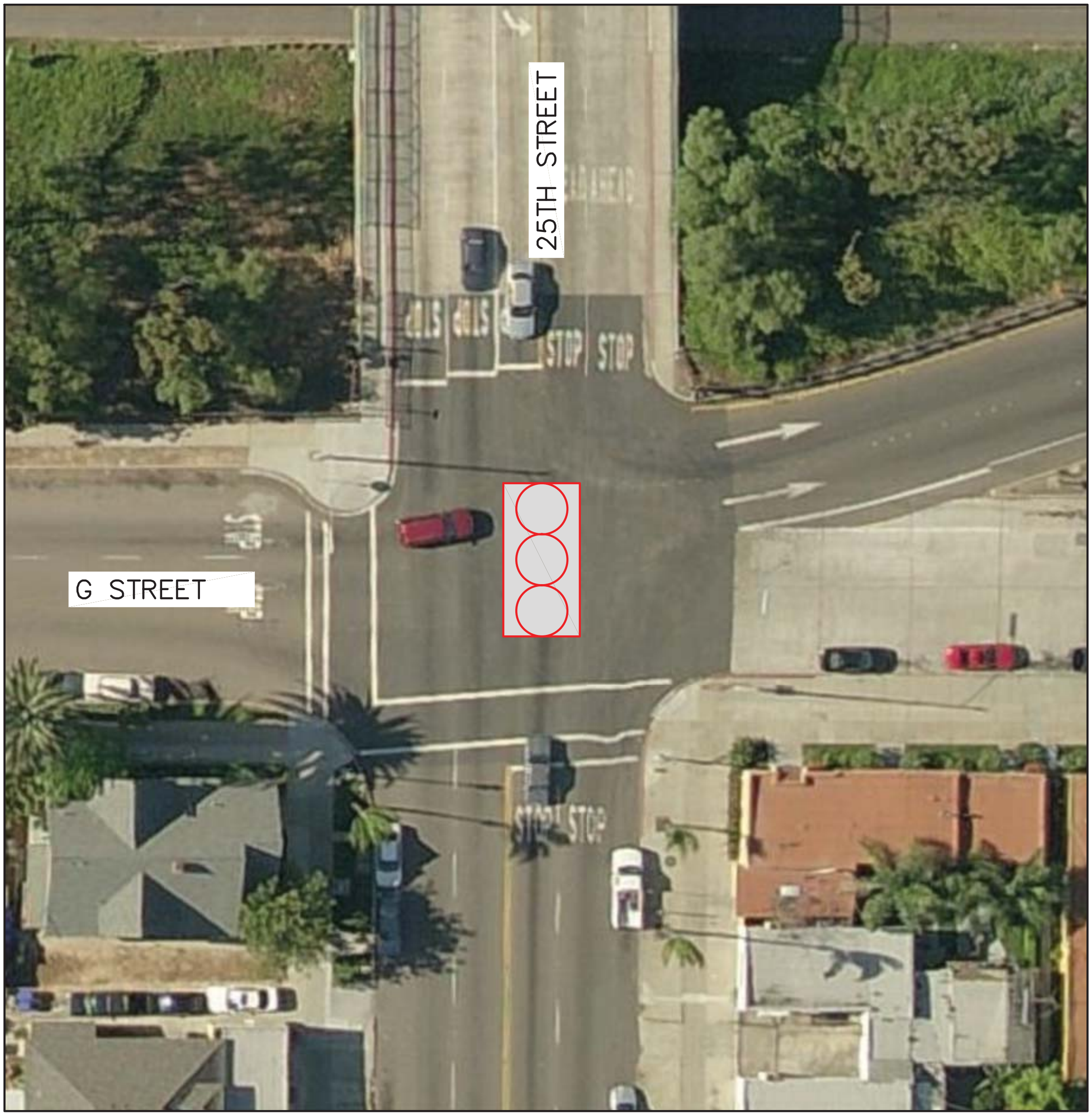
PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

# IMPROVEMENT GH-5




THE ADDITION OF A TRAFFIC SIGNAL WOULD BE REQUIRED TO IMPROVE OPERATIONS AT THE INTERSECTION OF G STREET AND 25TH STREET TO LOS D OR BETTER DURING BOTH PEAK HOURS. PEAK–HOUR SIGNAL WARRANTS ARE NOT MET.

THIS CHANGE IN GEOMETRY IS NOT RECOMMENDED.

PEDESTRIAN IMPACTS

PARKING IMPACTS

RIGHT OF WAY IMPACTS

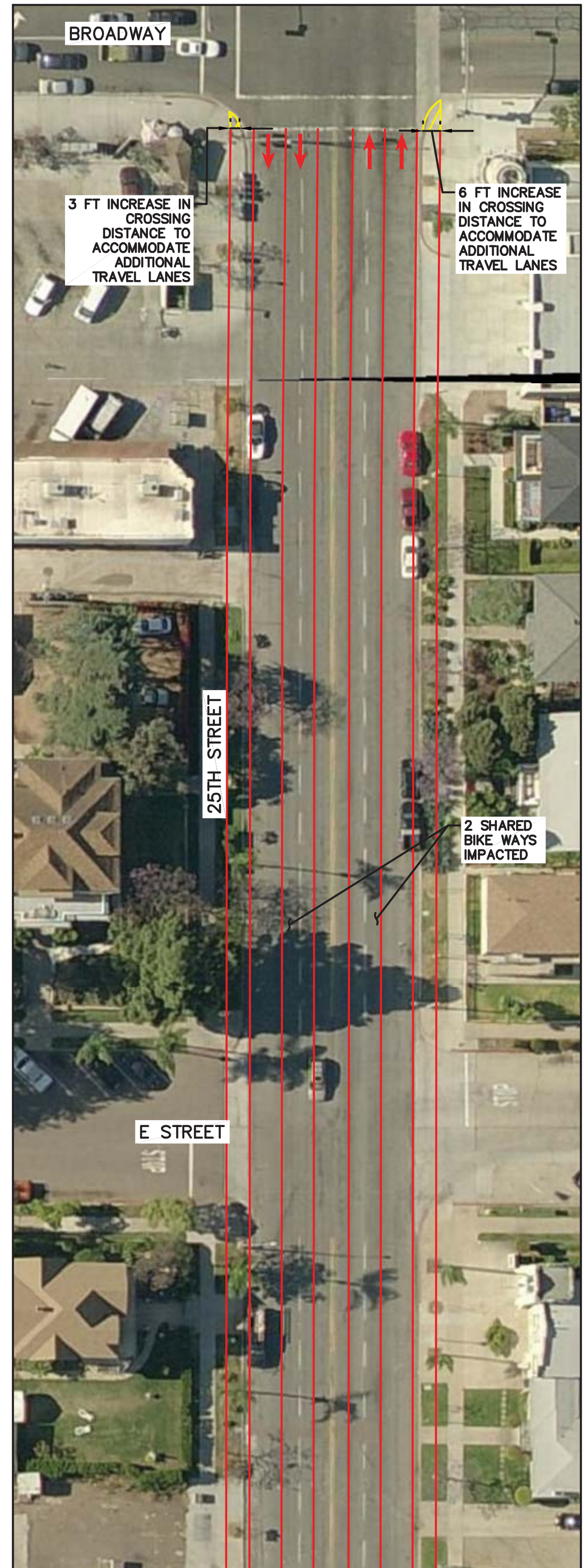
PROPOSED IMPROVEMENT

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

GRAPHIC SCALE IN FEET
0 30 60 120

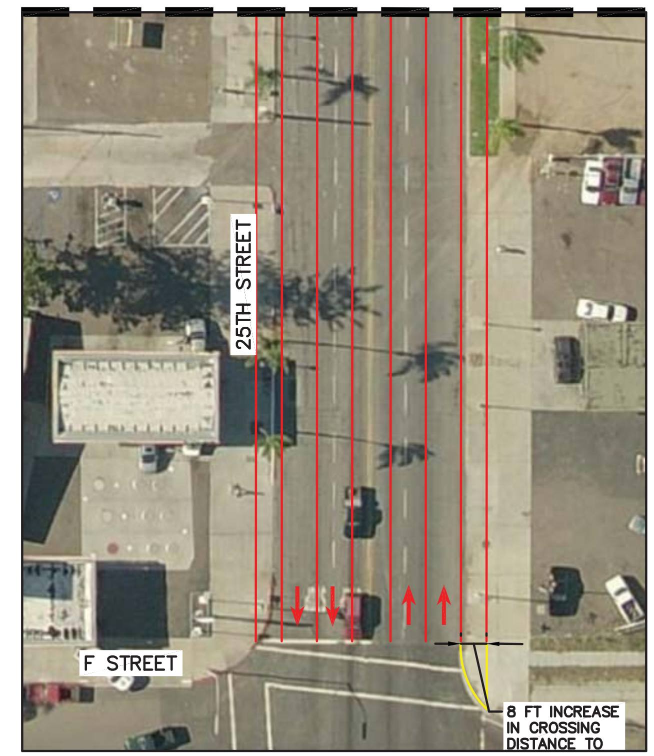
NORTH

# IMPROVEMENT GH-6




25TH STREET MATCHLINE -
SEE TOP RIGHT

25TH STREET MATCHLINE -
SEE BOTTOM LEFT




CONVERTING SEGMENTS OF 25TH STREET INTO 4 LANE COLLECTORS WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD INCREASE PEDESTRIAN CROSSING DISTANCE AND IMPACT SHARED USE BICYCLE FACILITIES.

THE 25TH STREET RENAISSANCE PROJECT IS NARROWING THE ROADWAY TO ONE LANE IN EACH DIRECTION WITH BICYCLE LANES.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

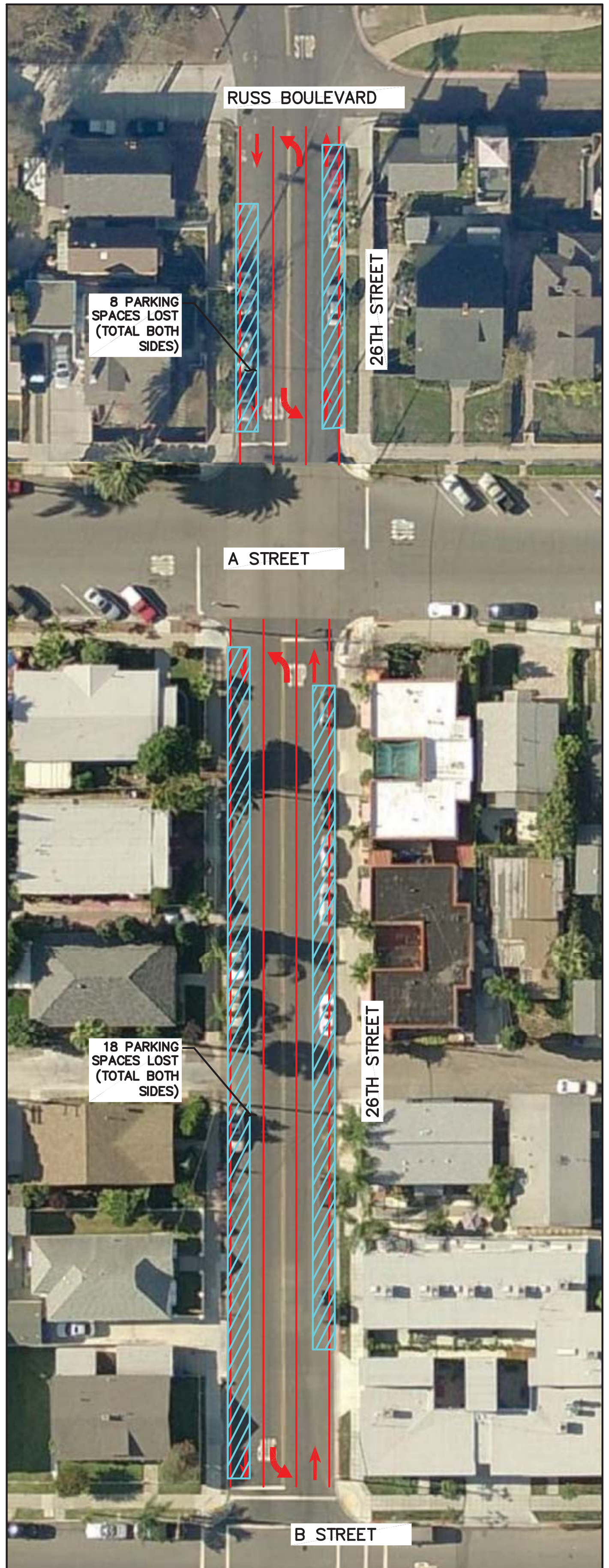
CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

# IMPROVEMENT GH-7




CONVERTING SEGMENTS OF 26TH STREET INTO 2 LANE COLLECTORS WITH CONTINUOUS LEFT–TURN LANES WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD RESULT IN LOSS OF PARKING.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

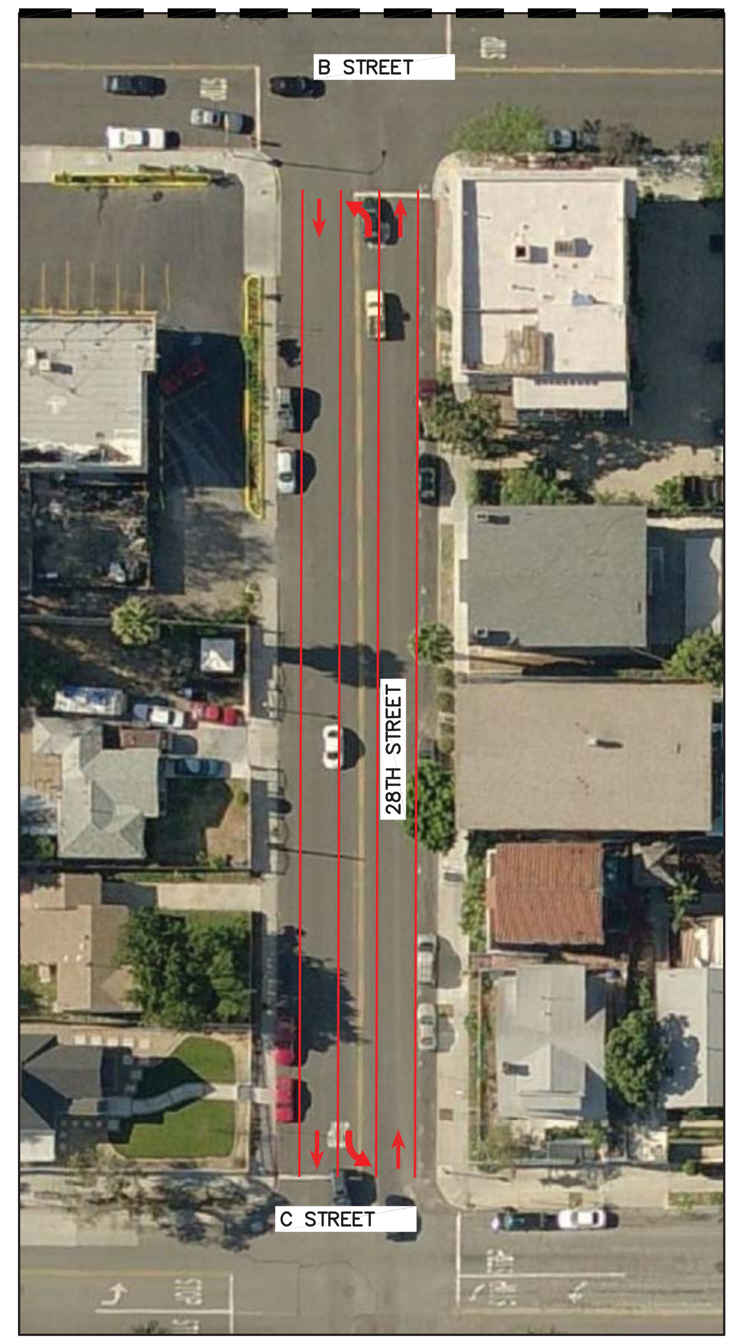
GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

# IMPROVEMENT GH-8


28TH STREET MATCHLINE -
SEE TOP RIGHT

28TH STREET MATCHLINE -
SEE BOTTOM LEFT




CONVERTING SEGMENTS OF 28TH STREET INTO 2 LANE COLLECTORS WITH CONTINUOUS LEFT–TURN LANES WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD RESULT IN LOSS OF PARKING.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

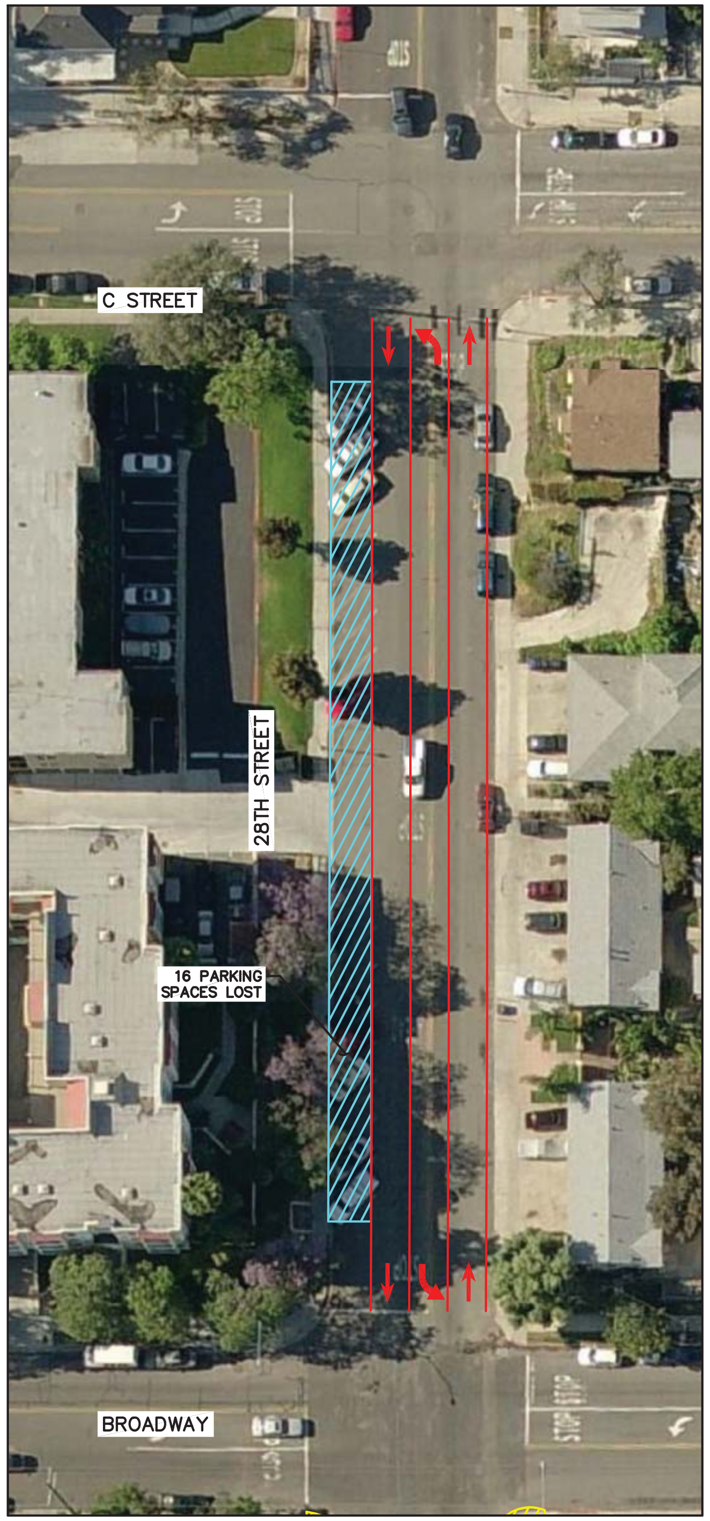
CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

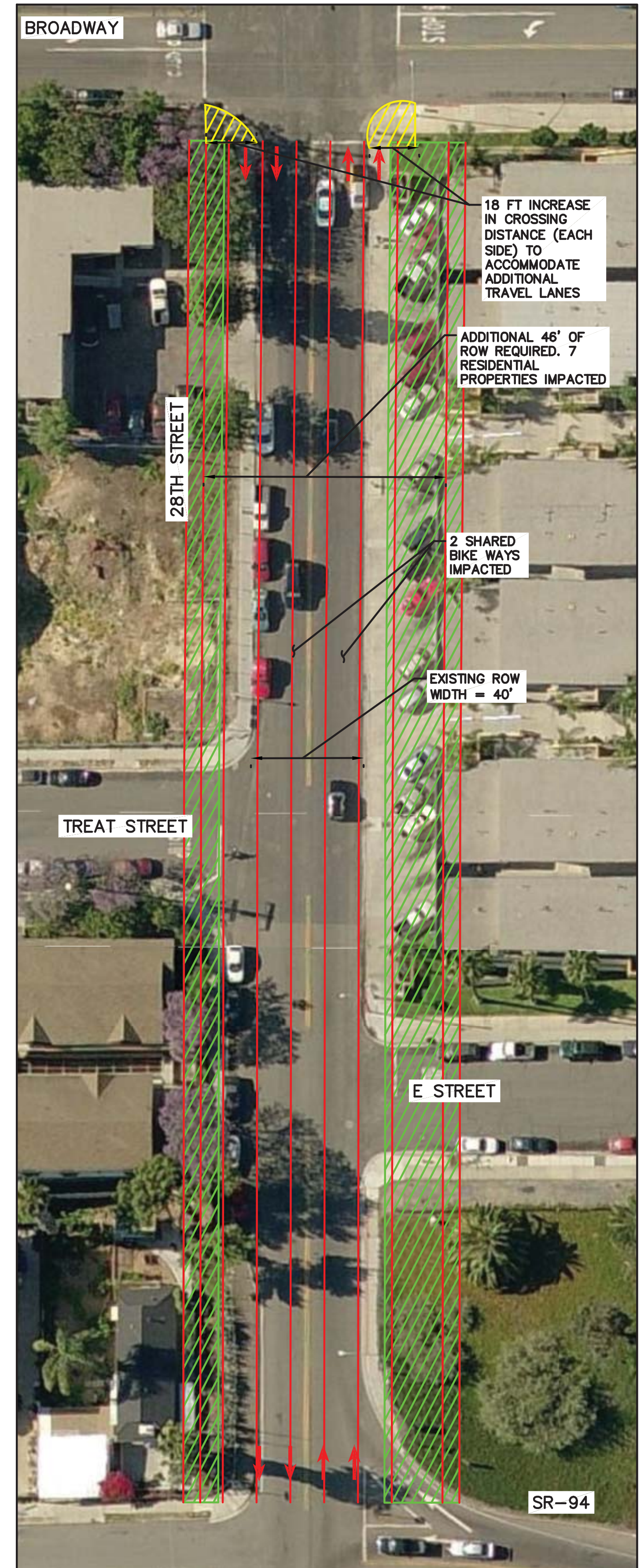
PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

# IMPROVEMENT GH-9A




CONVERTING SEGMENTS OF 28TH STREET INTO 2 LANE COLLECTORS WITH CONTINUOUS LEFT-TURN LANES OR 4 LANE COLLECTORS WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD RESULT IN LOSS OF PARKING, REQUIRE RIGHT-OF-WAY FROM ADJACENT PROPERTY, AND IMPACT SHARED USE BICYCLE FACILITIES.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

# IMPROVEMENT GH-9B

*FIGURE 130*


CONVERTING SEGMENTS OF 30TH STREET INTO 2 LANE COLLECTORS WITH CONTINUOUS LEFT–TURN LANES WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD NOT HAVE A SIGNIFICANT IMPACT TO THE ROADWAY.

THESE CHANGES IN GEOMETRY ARE RECOMMENDED.

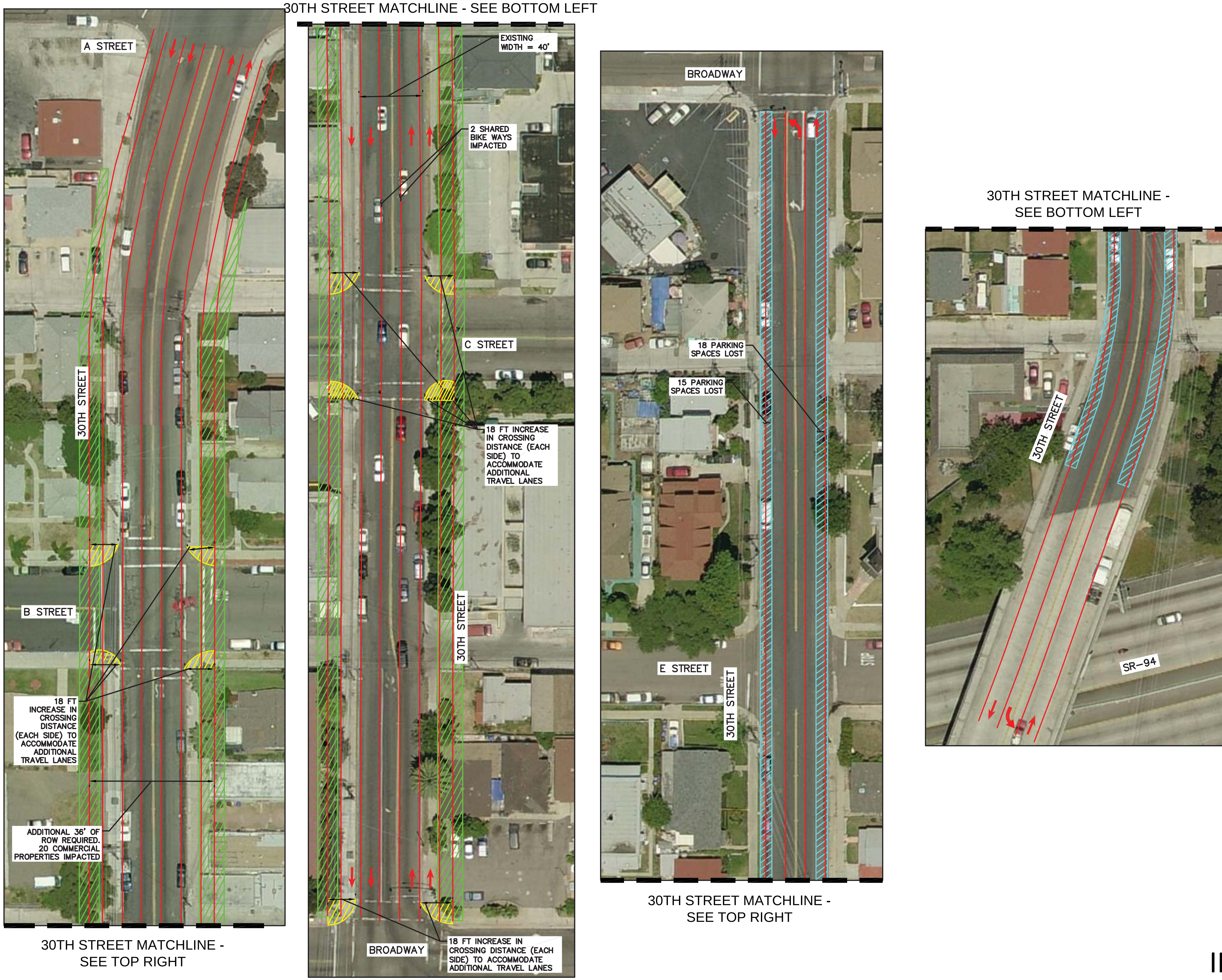
CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

# IMPROVEMENT GH-10A




CONVERTING SEGMENTS OF 30TH STREET INTO 2 LANE COLLECTORS WITH CONTINUOUS LEFT-TURN LANES OR 4 LANE COLLECTORS WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD REQUIRE RIGHT-OF-WAY FROM ADJACENT PROPERTY, INCREASE THE PEDESTRIAN CROSSING DISTANCE, IMPACT SHARED USE BICYCLE FACILITIES, AND RESULT IN LOSS OF PARKING.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

# IMPROVEMENT GH-10B

FIGURE 132




CONVERTING SEGMENTS OF B STREET INTO 2 LANE COLLECTORS WITH CONTINUOUS LEFT–TURN LANES WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE CHANGES WOULD NOT HAVE A SIGNIFICANT IMPACT ON EXISTING CONDITIONS.

THESE CHANGES IN GEOMETRY ARE RECOMMENDED.

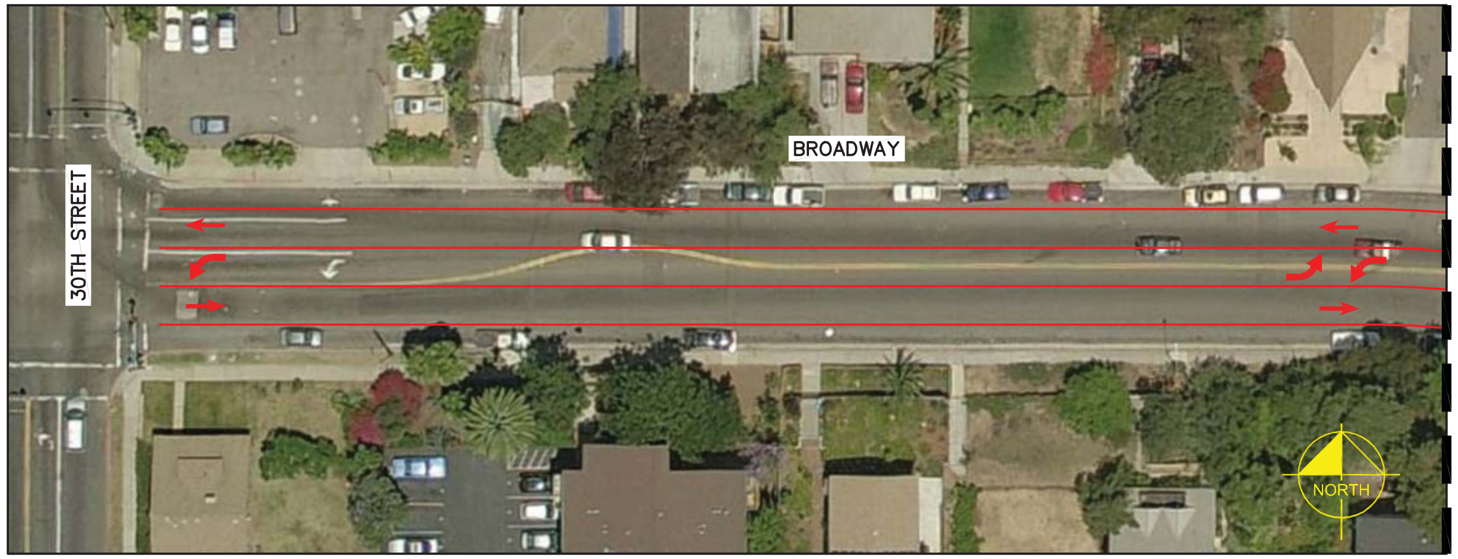
CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

# IMPROVEMENT GH-11





CONVERTING A SEGMENT OF BROADWAY INTO A 2 LANE COLLECTOR WITH A CONTINUOUS LEFT–TURN LANE WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENT TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE CHANGES WOULD NOT HAVE A SIGNIFICANT IMPACT ON EXISTING CONDITIONS.

THIS CHANGE IN GEOMETRY IS RECOMMENDED.

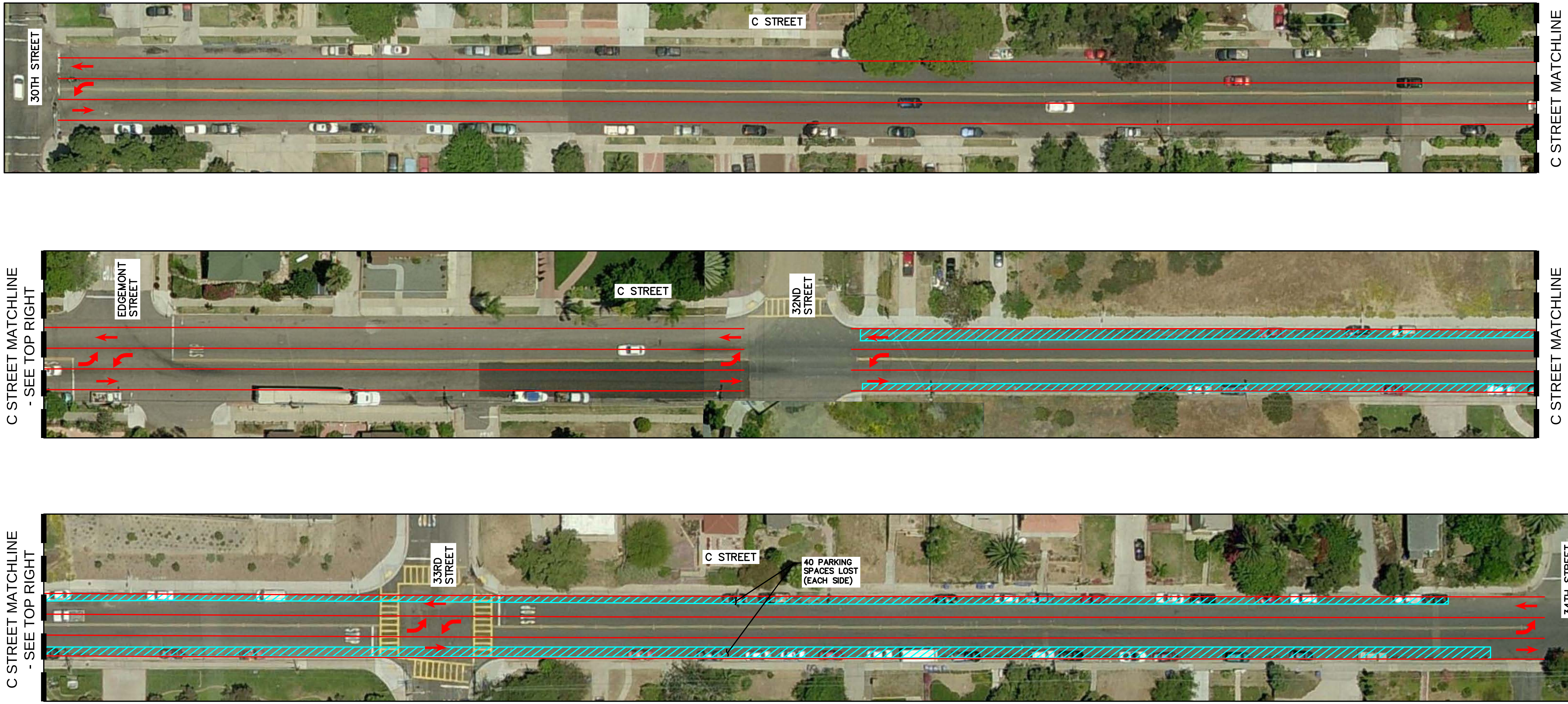
CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

GRAPHIC SCALE IN FEET
0 30 60 120

# IMPROVEMENT GH-12

*FIGURE 134*




CONVERTING SEGMENTS OF C STREET INTO 2 LANE COLLECTORS WITH CONTINUOUS LEFT-TURN LANES WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD RESULT IN LOSS OF PARKING EAST OF 32ND STREET.

THESE CHANGES IN GEOMETRY ARE RECOMMENDED BETWEEN 30TH STREET AND 32ND STREET, AND ARE NOT RECOMMENDED EAST OF 32ND STREET.

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

# IMPROVEMENT GH-13


CONVERTING SEGMENTS OF FERN STREET INTO 2 LANE COLLECTORS WITH CONTINUOUS LEFT–TURN LANES OR 4 LANE COLLECTORS WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD REQUIRE RIGHT–OF–WAY FROM ADJACENT PROPERTY, INCREASE THE PEDESTRIAN CROSSING DISTANCE, IMPACT SHARED USE BICYCLE FACILITIES, AND RESULT IN LOSS OF PARKING.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

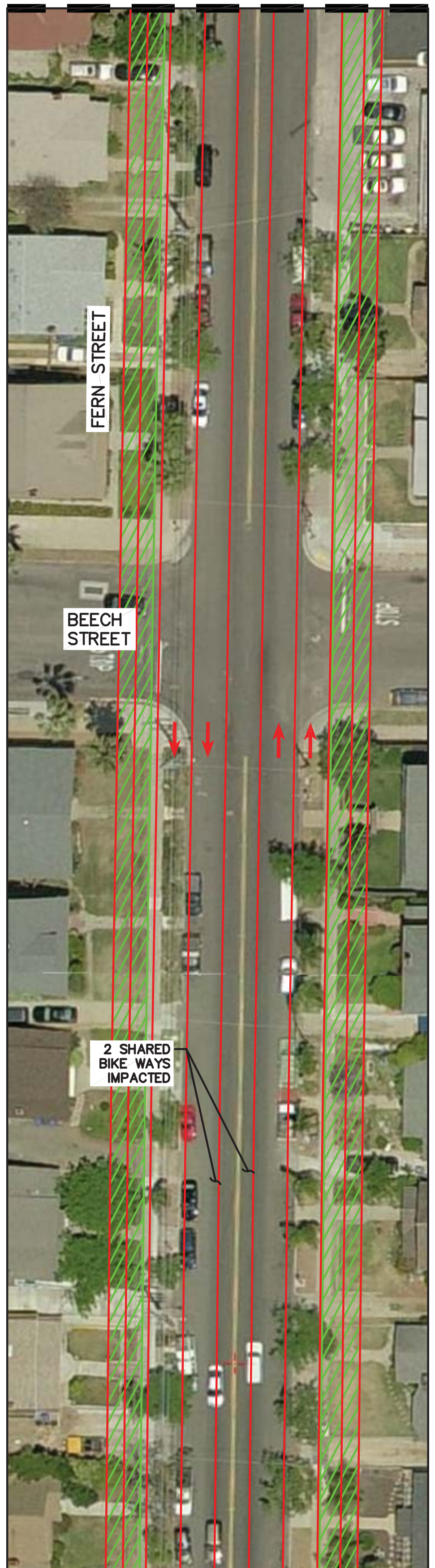
PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

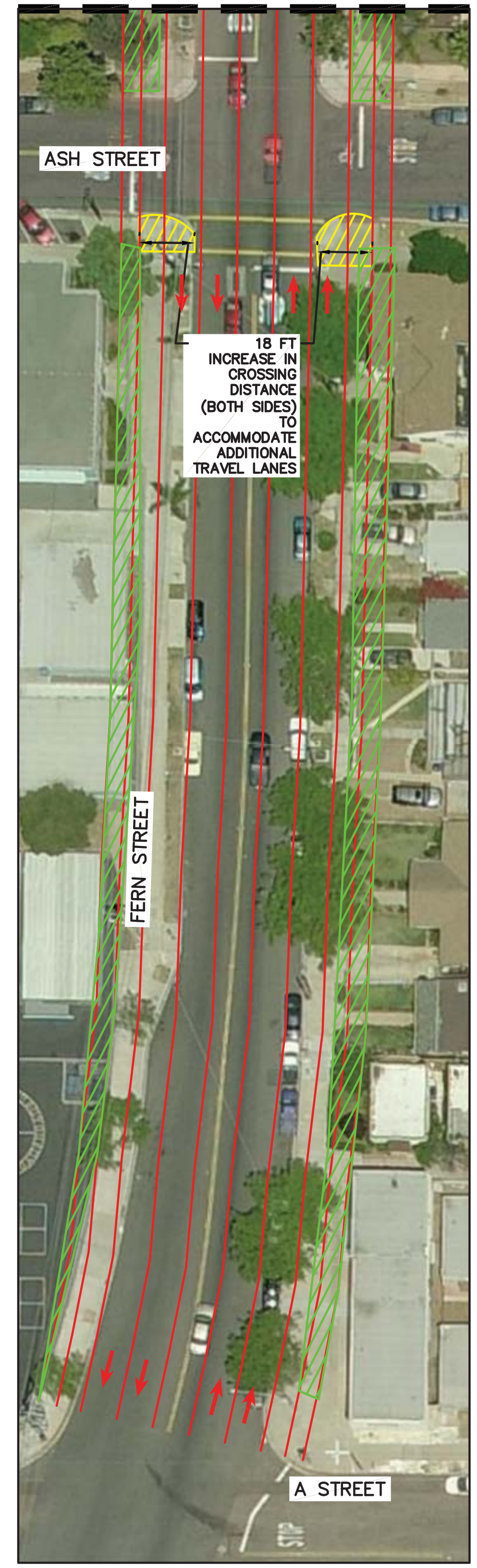
# IMPROVEMENT GH-14A

FERN STREET MATCHLINE - SEE IMPROVEMENT GH-13A




FERN STREET MATCHLINE - SEE TOP RIGHT

FERN STREET MATCHLINE - SEE BOTTOM LEFT




CONVERTING SEGMENTS OF FERN STREET INTO 4 LANE COLLECTORS WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THESE ADDITIONAL LANES WOULD REQUIRE RIGHT–OF–WAY FROM ADJACENT PROPERTY, INCREASE THE PEDESTRIAN CROSSING DISTANCE, AND IMPACT SHARED USE BICYCLE FACILITIES.

THESE CHANGES IN GEOMETRY ARE NOT RECOMMENDED.

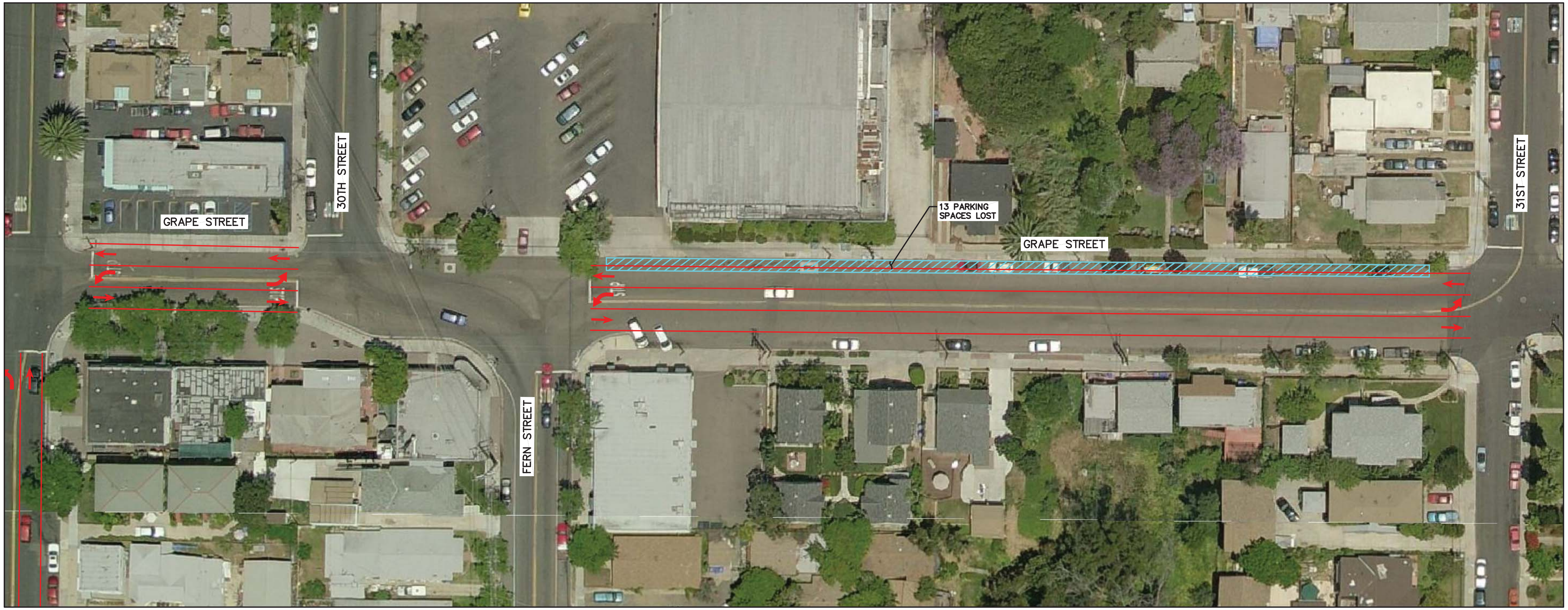
CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

# IMPROVEMENT GH-14B




CONVERTING A SEGMENT OF GRAPE STREET INTO A TWO LANE COLLECTOR WITH A CONTINUOUS LEFT–TURN LANE WOULD BE REQUIRED TO IMPROVE OPERATIONS OF THE ROADWAY SEGMENTS TO LOS D OR BETTER. AS SHOWN IN THE GRAPHIC, THIS ADDITIONAL LANE WOULD RESULT IN LOSS OF PARKING.

THIS CHANGE IN GEOMETRY IS NOT RECOMMENDED.

CONCEPTUAL STREET LAYOUTS, CROSS SECTIONS LANE DIMENSIONS, AND BICYCLE FACILITY CONFIGURATIONS ARE PROVIDED TO DEMONSTRATE GENERAL FEASIBILITY OF PROPOSALS ONLY. ACTUAL IMPROVEMENTS WILL REQUIRE ADDITIONAL ENGINEERING STUDIES AND DESIGN WORK AND SHALL BE TO THE SATISFACTION OF THE CITY ENGINEER.

PEDESTRIAN IMPACTS
PARKING IMPACTS
RIGHT OF WAY IMPACTS
PROPOSED IMPROVEMENT

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

# IMPROVEMENT GH-15

## RECOMMENDED IMPROVEMENTS

Recommended roadway and intersection improvements should be limited to modifications within the current public right of way. This strategy facilitates implementation of the recommendations and maintains community character. Using that guidance and the findings of the analysis and the improvement feasibility evaluation, improvements have been identified for inclusion in the Mobility Element. These improvements are recommended to improve roadway and intersection vehicle LOS without impacting private properties or sacrificing pedestrian, bicycle and transit connectivity through the community. The following are the recommended improvements for each community:

### Uptown

**Figure 138** illustrates the locations of the recommended improvements in the Uptown community.

*Study Intersections*

- **Elm Street at Sixth Avenue** – Add second westbound right-turn lane.
- **Cedar Street at Second Avenue** – Signalize intersection.

*Roadway Segments*

- **First Avenue (Laurel Street to Hawthorn Street)** – Add continuous left-turn lane.
- **Normal Street (University Avenue to Lincoln Avenue)** – Convert to a two lane collector.
- **Richmond Street (Cleveland Avenue to Robinson Avenue)** – Add continuous left-turn lane.
- **State Street (Laurel Street to Juniper Street)** – Add continuous left-turn lane.

*Freeway Facilities*

- The 2050 RTP has identified the following freeway capacity improvements for implementation, however they are not planned to be in place prior to Year 2035:
  - Operational improvements to I-5 between SR-15 and I-8 (estimated Year 2050)
  - Operational improvements to I-8 between I-5 and SR-15 (estimated Year 2050)

### North Park

**Figure 139** illustrates the locations of the recommended improvements in the North Park community.

*Study Intersections*

- **El Cajon at Texas Street –** Reconfigure Texas Street to have a northbound left and shared through-right and a southbound left, though, and right.

*Roadway Segments*

- **Boundary Street (University Avenue to North Park Way)** – Widen to a 4-lane collector.
- **Howard Avenue (Park Boulevard to 32nd Street)** – Convert to a 2-lane collector.
- **Madison Avenue (Texas Street to Boundary Street)** – Add continuous left-turn lane.
- **Meade Avenue (Park Boulevard to Boundary Street)** – Convert to a 2-lane collector.
- **Texas Street (Madison Avenue to El Cajon Boulevard)** – Widen to a 4-lane collector.

*Freeway Facilities*

- The 2050 RTP has identified the following freeway capacity improvements for implementation prior to Year 2035:
    - Addition of managed lanes on I-805 from Carroll Canyon Road to I-5 (estimated Year 2018)
    - North to North and South to South HOV Connectors between SR-15 and I-805 (estimated Year 2020)
    - Addition of managed lanes on SR-15 from SR-94 to I-8 (estimated Year 2035)

### Golden Hill

**Figure 140** illustrates the locations of the recommended improvements in the Golden Hill community.

*Study Intersections*

- **B Street and 17th Street/I-5 Southbound Off-ramp –** Signalize intersection; peak-hour signal warrants met during AM peak.
- **State Route 94 Westbound ramps at 28th Street –** Signalize intersection; peak-hour signal warrant met during PM peak.
- **State Route 94 Eastbound ramps at 28th Street –** Signalize intersection and add exclusive southbound left-turn; peak-hour signal warrant met during PM peak.

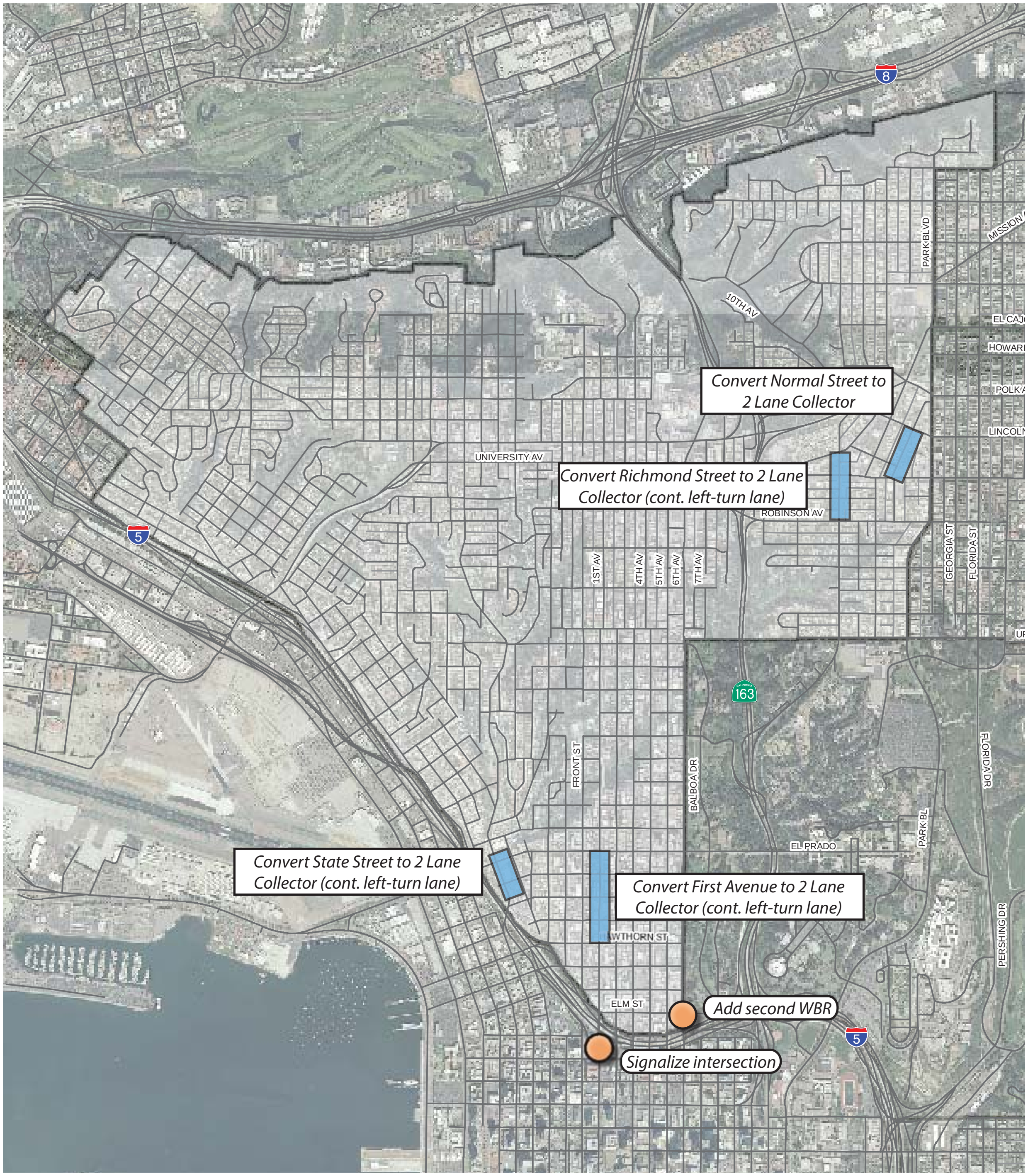
Peak-hour signal warrant calculations are provided in **Appendix C**.

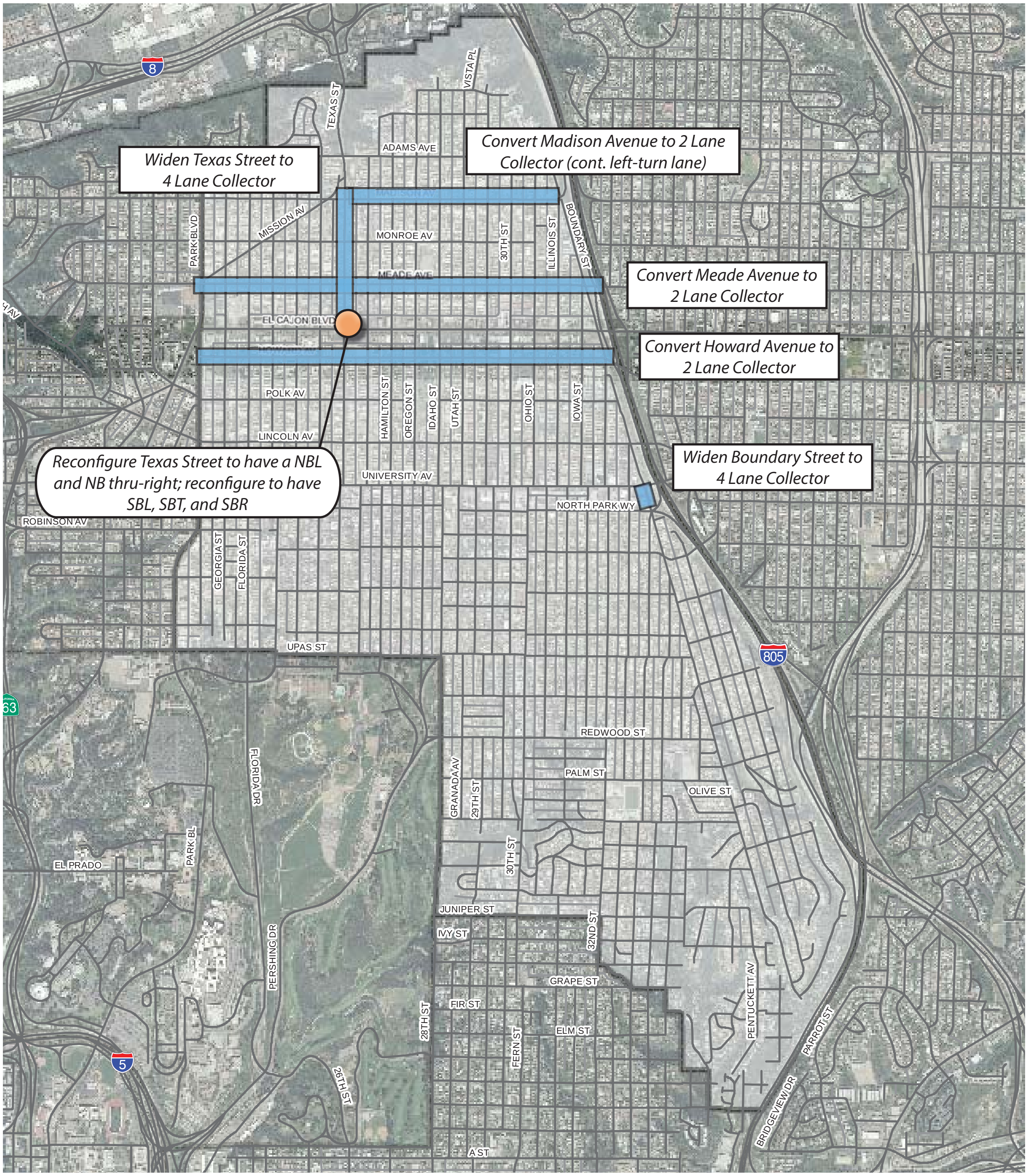
*Roadway Segments*

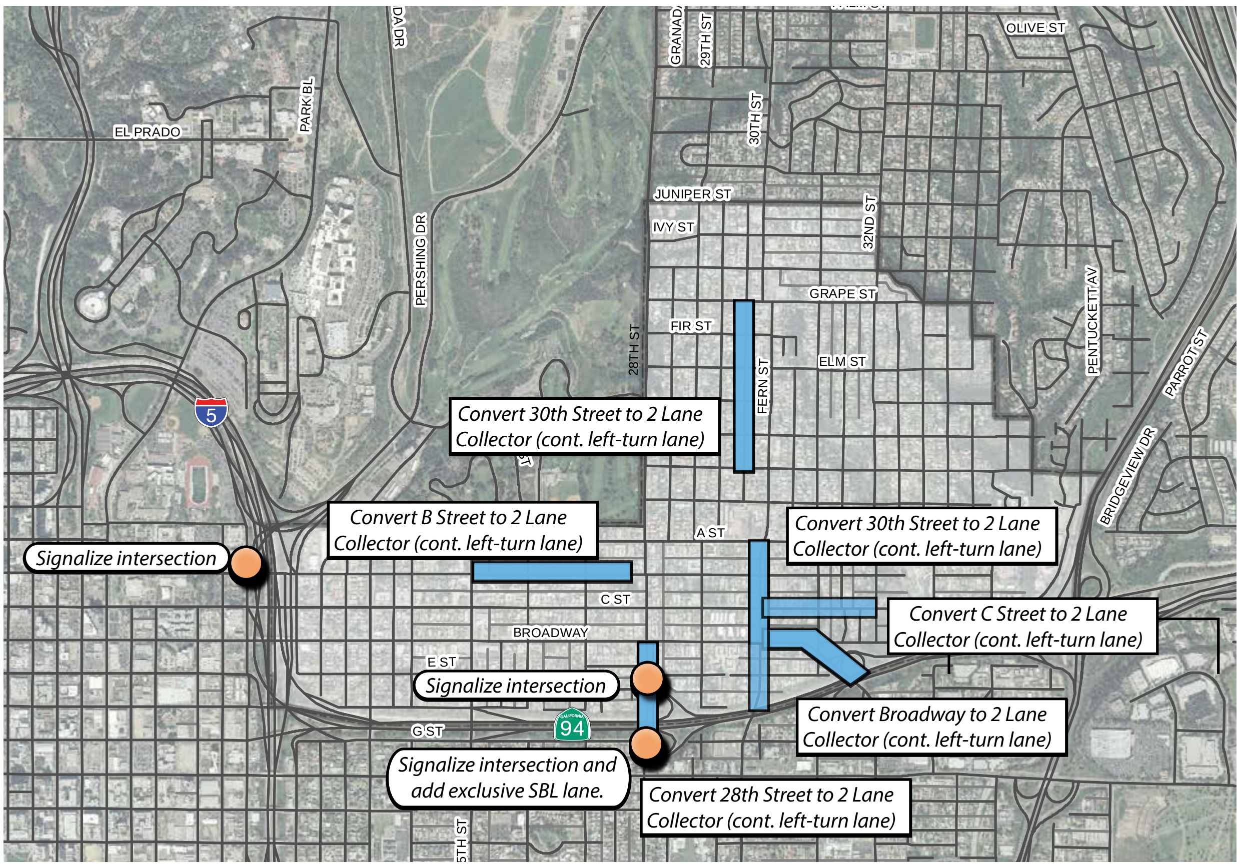
- **28th Street (Broadway to SR-94)** – Widen to a 4-lane collector.
- **30th Street (A Street to SR-94) –** Add continuous left-turn lane.
- **30th Street (Grape Street to Beech Street) –** Add continuous left-turn lane.
- **B Street (25th Street to 28th Street) –** Add continuous left-turn lane.
- **C Street (30th Street to 34th Street) –** Add continuous left-turn lane.
- **Broadway (30th Street to SR-94) –** Add continuous left-turn lane.

*Freeway Facilities*

- The 2050 RTP has identified the following freeway capacity improvements for implementation prior to Year 2035:
    - Addition of managed lanes on SR-94 from SR-15 to I-805 (estimated Year 2020)
    - Addition of managed lanes on SR-15 from SR-94 to I-8 (estimated Year 2035)
    - South to West and East to North HOV connectors between SR-15 and SR-94 (estimated Year 2035)


Convert Normal Street to 2 Lane Collector
Convert Richmond Street to 2 Lane Collector (cont. left-turn lane)
Convert State Street to 2 Lane Collector (cont. left-turn lane)
Convert First Avenue to 2 Lane Collector (cont. left-turn lane)
Add second WBR
Signalize intersection
UNIVERSITY AV
ROBINSON AV
10TH AV
PARK BLVD
1ST AV
4TH AV
5TH AV
6TH AV
7TH AV
FRONT ST
BALBOA DR
EL PRADO
PARK BL
FLORIDA DR
PERSHING DR
GEORGIA ST
FLORIDA ST
ELM ST
8
5
163


Widen Texas Street to 4 Lane Collector
Convert Madison Avenue to 2 Lane Collector (cont. left-turn lane)
Convert Meade Avenue to 2 Lane Collector
Convert Howard Avenue to 2 Lane Collector
Widen Boundary Street to 4 Lane Collector
Reconfigure Texas Street to have a NBL and NB thru-right; reconfigure to have SBL, SBT, and SBR
TEXAS ST
VISTA PL
ADAMS AVE
MISSION AV
MONROE AV
PARK BLVD
MEADE AVE
30TH ST
ILLINOIS ST
BOUNDARY ST
EL CAJON BLVD
POLK AV
LINCOLN AV
HAMILTON ST
OREGON ST
IDAHO ST
UTAH ST
OHIO ST
IOWA ST
UNIVERSITY AV
NORTH PARK WY
ROBINSON AV
GEORGIA ST
FLORIDA ST
UPAS ST
805
8
163
5
REDWOOD ST
PALM ST
OLIVE ST
FLORIDA DR
GRANADA AV
29TH ST
PARK BL
EL PRADO
JUNIPER ST
IVY ST
32ND ST
PERSHING DR
GRAPE ST
FIR ST
28TH ST
ELM ST
FERN ST
PENTUCKETT AV
PARROT ST
26TH ST
BRIDGEVIEW DR
A ST




Recommended Improvements: Golden Hill

## FUTURE NETWORK

The resulting street network that is recommended for the communities are summarized in the following figures:

### Uptown

**Figures 141 and 142** illustrate the recommended roadway segment classifications and intersection geometry for the Uptown community, respectively.

### North Park

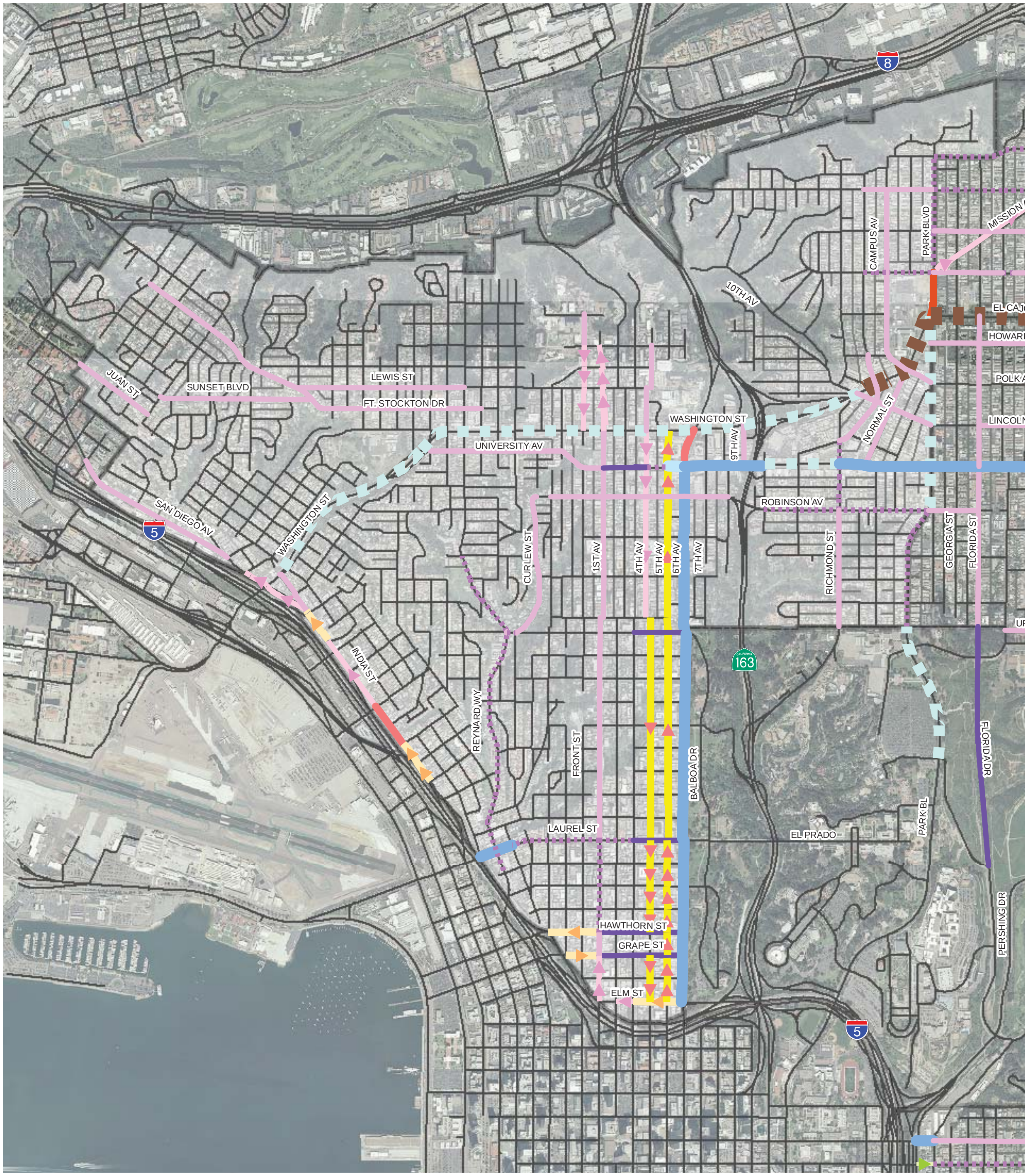
**Figures 143 and 144** illustrate the recommended roadway segment classifications and intersection geometry for the North Park community, respectively.

### Golden Hill

**Figures 145 and 146** illustrate the recommended roadway segment classifications and intersection geometry for the Golden Hill community, respectively.

Kimley»Horn

*Figure 141*




LEGEND

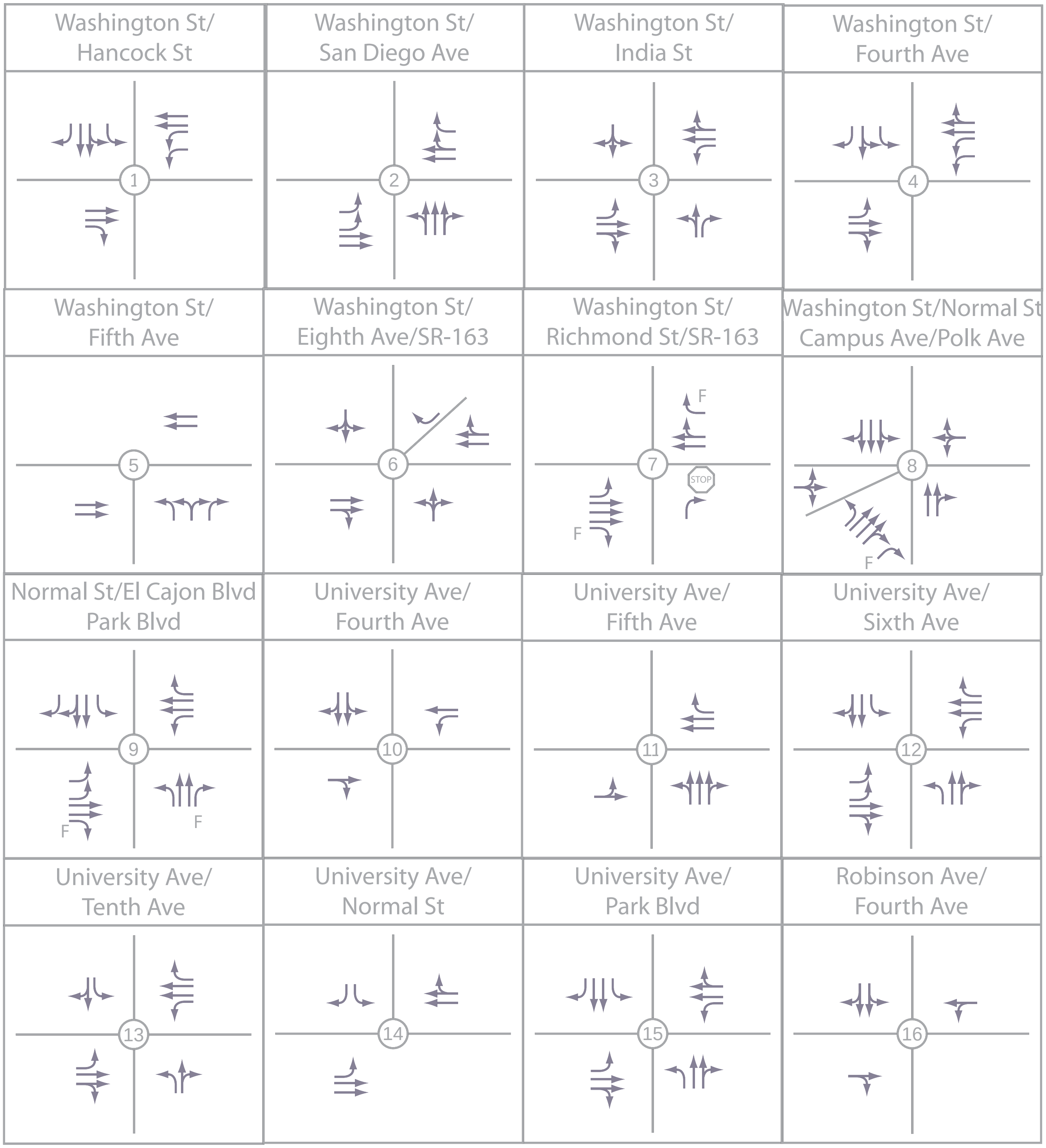
- 1 Lane Collector (one-way)
- 2 Lane Collector (Multi-family, commercial-industrial fronting)
- 2 Lane Collector (one-way)
- 2 Lane Collector (continuous left-turn lane)
- 2 Lane Collector (no fronting property)
- 3 Lane Collector (no center lane)
- 3 Lane Collector (two-way)
- 3 Lane Collector (one-way w/ one lane dedicated for multi-modal)
- 3 Lane Collector (one-way)
- 3 Lane Major Arterial
- 4 Lane Collector
- 4 Lane Collector (no center lane)
- 4 Lane Major Arterial
- 6 Lane Major Arterial



*Proposed Future Roadway Classifications: Uptown*

Kimley»Horn

*Figure 142*



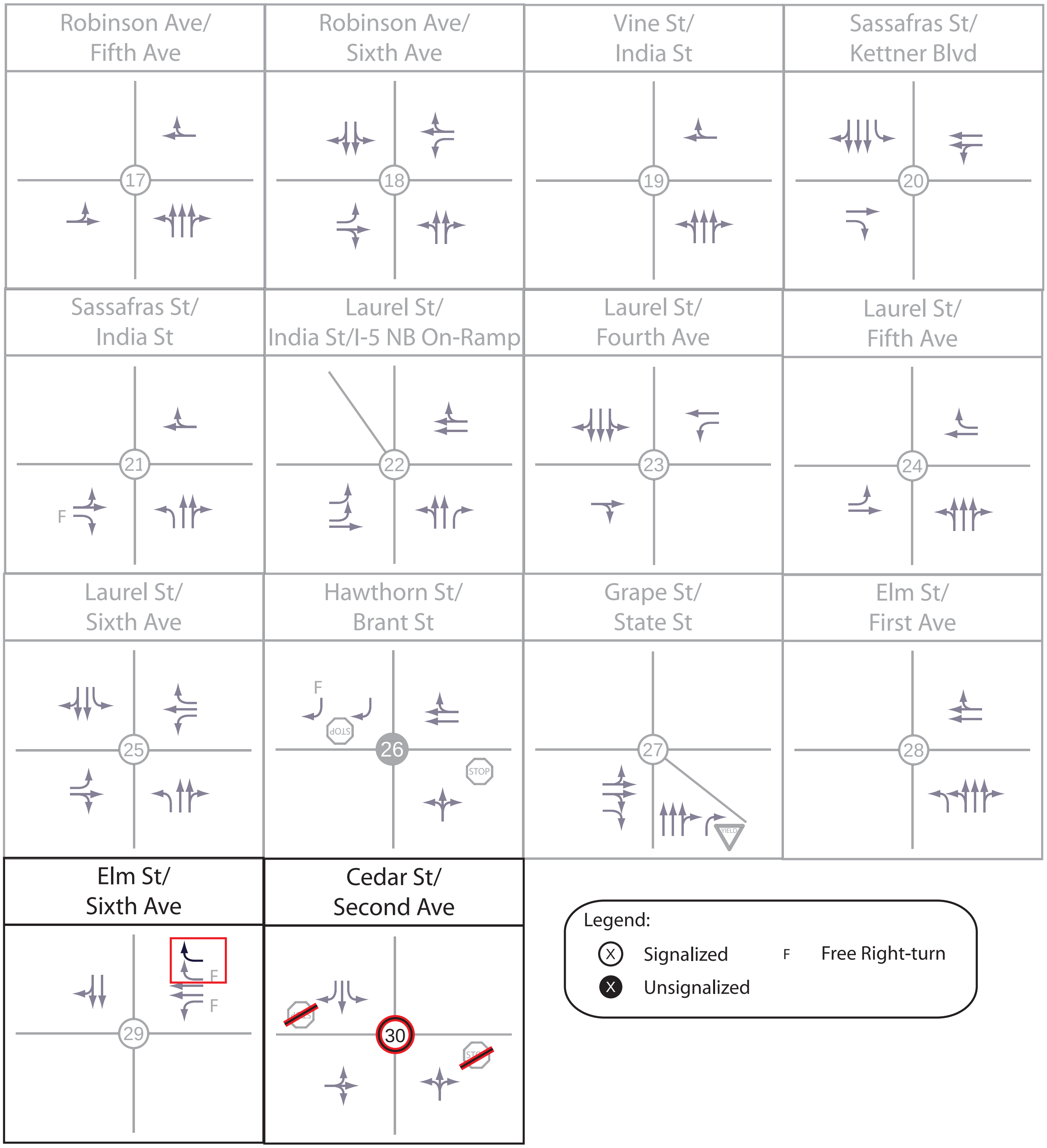

Legend:

(X) Signalized F Free Right-turn

*Proposed Future Intersection Geometry: Uptown*

Kimley»Horn

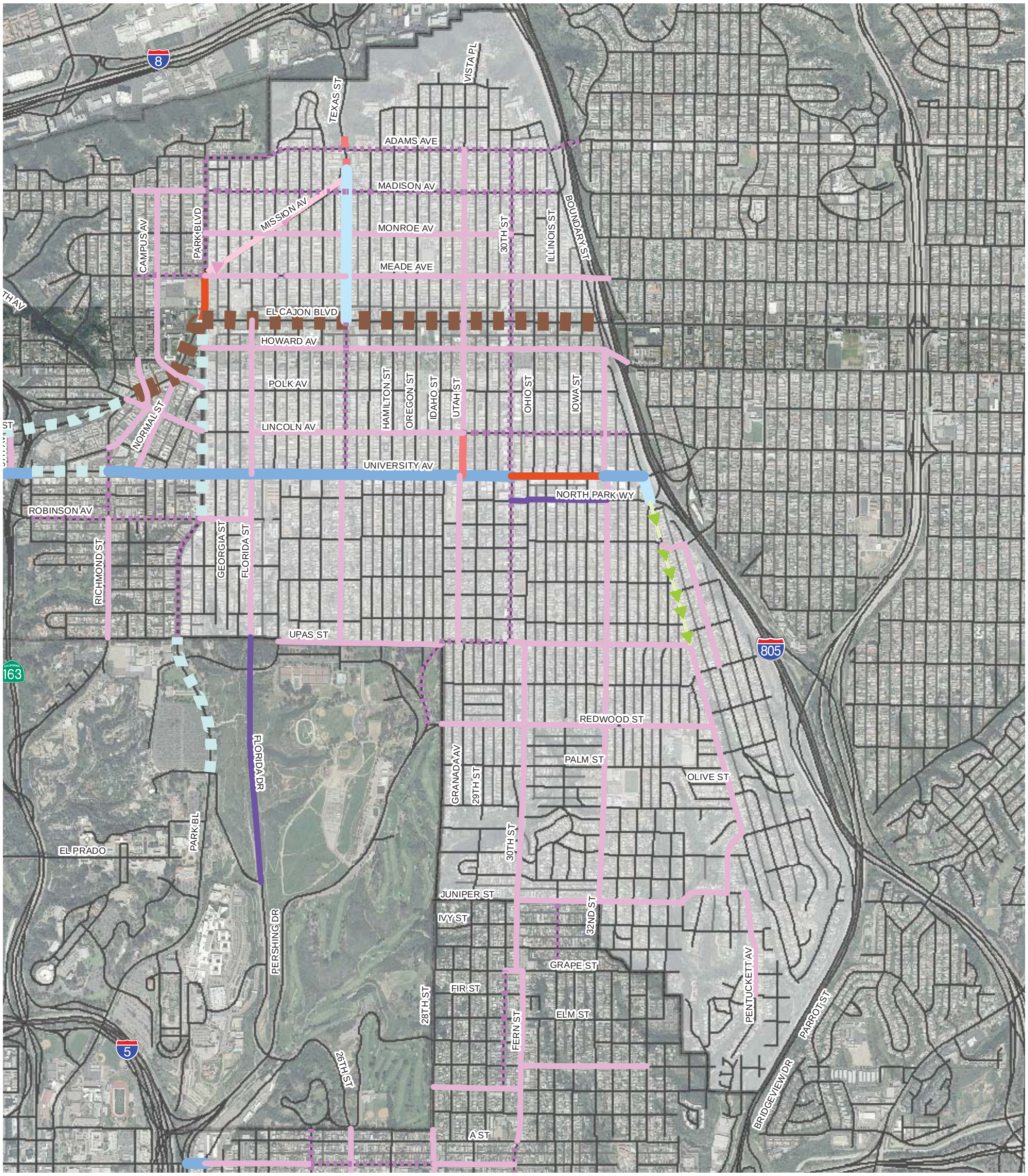
*Figure 142 (cont.)*




*Proposed Future Intersection Geometry: Uptown*

Kimley»Horn

*Figure 143*




LEGEND

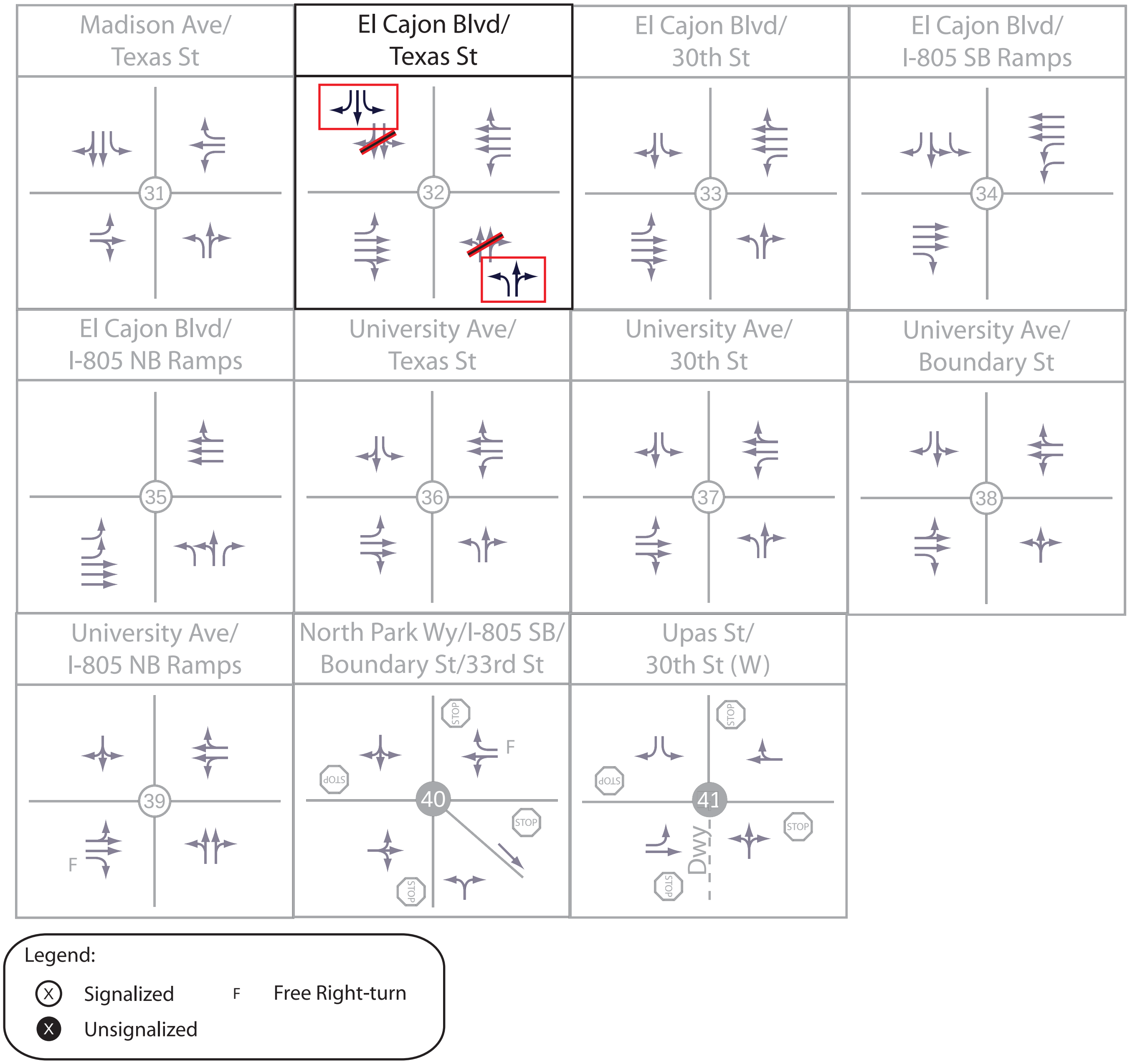
- 1 Lane Collector (one-way)
- 2 Lane Collector (Multi-family, commercial-industrial fronting)
- 2 Lane Collector (one-way)
- 2 Lane Collector (continuous left-turn lane)
- 2 Lane Collector (no fronting property)
- 3 Lane Collector (no center lane)
- 3 Lane Collector (two-way)
- 3 Lane Collector (one-way w/ one lane dedicated for multi-modal)
- 3 Lane Collector (one-way)
- 3 Lane Major Arterial
- 4 Lane Collector
- 4 Lane Collector (no center lane)
- 4 Lane Major Arterial
- 6 Lane Major Arterial



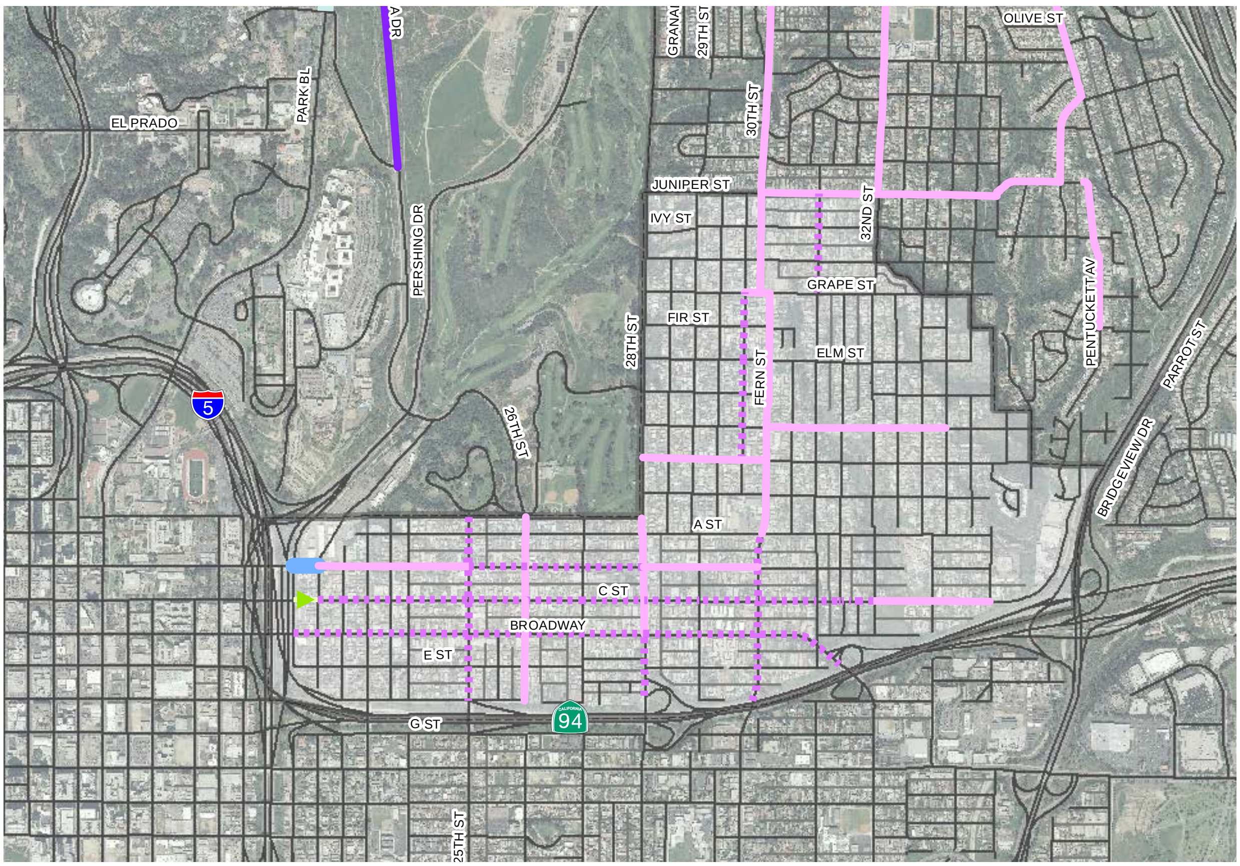
*Proposed Future Roadway Classifications: North Park*

Kimley»Horn

*Figure 144*




*Proposed Future Intersection Geometry: North Park*

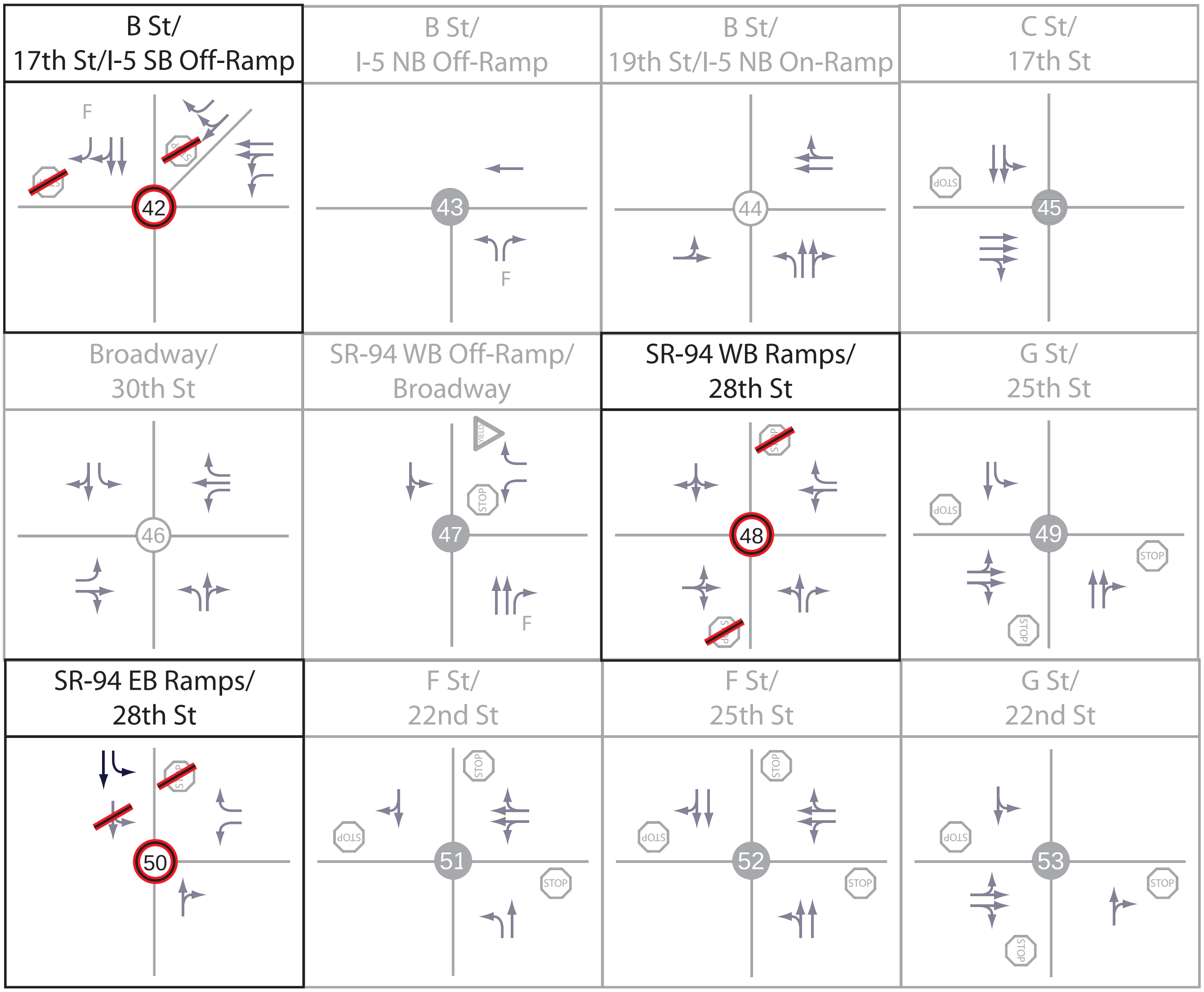



LEGEND

- 1 Lane Collector (one-way)
- 2 Lane Collector (Multi-family, commercial-industrial fronting)
- 2 Lane Collector (one-way)
- 2 Lane Collector (continuous left-turn lane)
- 2 Lane Collector (no fronting property)
- 3 Lane Collector (no center lane)
- 3 Lane Collector (two-way)
- 3 Lane Collector (one-way w/ one lane dedicated for multi-modal)
- 3 Lane Collector (one-way)
- 3 Lane Major Arterial
- 4 Lane Collector
- 4 Lane Collector (no center lane)
- 4 Lane Major Arterial
- 6 Lane Major Arterial



*Proposed Future Roadway Classifications: Golden Hill*




Legend:

Ⓧ Signalized F Free Right-turn

● Unsignalized

*Proposed Future Lane Geometry: Golden Hill*

## Parking

Each of the three communities faces challenges with providing adequate parking. The core commercial areas are the most challenged with parking supply, while some residential areas are challenged by absorbing overflow commercial parking or having limited on-street parking options available. As there is not a single solution that fits each community, or even each street within a community, it is important that the City and the respective Parking Districts continue to explore options for improving parking throughout the communities. Curb usage, alternative modes of transportation, community shuttles, meter payment types, and new development requirements all play a role in the community-wide parking struggle. An information paper on best practices for implementing parking was prepared as part of this community plan update and is included in **Appendix B** to assist in parking discussions and planning activities. Proposed changes to the street system that reduce the number of on-street parking spaces should consider the effect of reducing the parking supply and whether it can be replaced or supplemented through other modes.

## Intelligent Transportation System (ITS)

Intelligent Transportation Systems (ITS) uses technology to better manage traffic flows and is often an alternative to widening roadways or intersections. There are many ways that ITS can be applied to help a transportation network, but most often it is used in a community setting to improve traffic signal operations, provide wayfinding information to community attractions and/or parking options, or provide updates on real-time transit schedules.

### Uptown

The Uptown community relies on several main roadways to serve the community. Fourth Avenue, Fifth Avenue, Sixth Avenue, India Street, Laurel Street, University Avenue, and Washington Street are all main roadways that include frequent traffic signals, serve a large amount of traffic, and have constraints to do any roadway widening. Inefficiencies from traffic signal operations can create unwarranted congestion and increase travel times. Using ITS technology to coordinate the traffic signal systems along these roadways would provide benefit to the throughput of the transportation network.

As the transit network expands within the Uptown community, it will rely more heavily on ITS technology. The Uptown community would benefit the most from integrating real-time transit schedule updates at the transit stops. This allows the user to be informed of when the next vehicle will be coming to the stop so that they can manage their time accordingly. There are also opportunities to develop internet-based applications that can provide this information remotely. Other transit-based ITS applications include the planned LRT and Streetcar systems, which will require ITS implementation at the traffic signals to give the transit vehicle priority or exclusive phases.

Parking continues to be struggle in the Uptown community, but many of the unused parking alternatives are not publicly owned. As such, the City cannot use wayfinding technology to guide vehicles to these parking areas.

### North Park

The core retail areas of the North Park community along El Cajon Boulevard, University Avenue, and 30th Street include frequent traffic signals, serve a large amount of traffic, and have constraints to do any roadway widening. Inefficiencies from traffic signal operations can create unwarranted congestion and increase travel times in these areas. Using ITS technology to coordinate the traffic signal systems along these roadways would provide benefit to the throughput of the transportation network.

The implementation of ITS will become more important as the transit network develops further and LRT and Streetcar systems are implemented. The shared use of a street between personal vehicles and transit vehicles can be managed efficiently with ITS technology. The North Park community would also benefit from integrating real-time transit schedule updates at the transit stops. This allows the user to be informed of when the next vehicle will be coming to the stop so that they can manage their time accordingly. There are also opportunities to develop internet-based applications that can provide this information remotely.

Parking continues to be struggle in the North Park community, but many of the unused parking alternatives are not publicly owned. As such, the City cannot use wayfinding technology to guide vehicles to these parking areas.

### Golden Hill

As the Golden Hill community experiences an increase in traffic over the upcoming years, additional traffic signals may be required. The use of ITS technology to coordinate timings between signals will be helpful to maximize the benefits of these new signals. Additional ITS technology will be needed as new transit options are implemented. Streetcar systems may require signal priority or exclusive phasing at certain locations in order to operate safely and effectively.

## Transportation Demand Management (TDM) Strategies

Transportation Demand Management (TDM) strategies help reduce the number of vehicles on the transportation network, converting potential vehicle trips to alternative modes of transportation or reducing the need for the trip altogether. Common TDM strategies include encouraging mixed-use land use choices, providing adequate transit and bicycle facilities, promoting carpooling/ridesharing, and limiting parking options. Implementing TDM strategies also reduces parking demand within the communities.

### Uptown

The Uptown community currently provides a good mix of residential and commercial land uses which factors into reducing the overall vehicle demand on the community. The proposed land use plan further builds on this synergy, providing a higher density of residential and commercial in core areas. However, the community also draws visitors from outside of the community which encourages vehicle travel. Providing transit and bicycle connections to the adjacent communities will be important for maintaining the commercial attractiveness of the Uptown community and adequate vehicle circulation. One example is the community's desire to create a new transit connection to downtown, which may be accomplished via a new gondola system or the currently planned streetcar system. This will allow people to get between Uptown and downtown without the need for a personal vehicle.

The Uptown community should continue to invest in the transit and bicycle network connections to adjacent communities to help minimize congestion and parking issues.

### North Park

The North Park community currently provides a large amount of residential land use with some commercial areas. The proposed land use plan continues this trend, but with some more focus on creating a mixed-use core area which will help with the vehicle demand. The physical constraints of portions of the community and distance between heavy residential areas and heavy commercial areas make it difficult to get between different places in the community without a vehicle. The community's current investments in transit and bicycle facilities will be a huge benefit in providing alternative connection options and reducing vehicle demand and should be carried forward as priority.

### Golden Hill

The Golden Hill community currently provides a mix of residential and commercial land uses. The commercial areas are primarily neighborhood-oriented commercial and do not draw regional trips which helps minimize vehicle demand in the community. Since the Golden Hill community is relatively small in size, there seems to be a stronger desire to walk or bike to destinations rather than drive. Investing in bicycle facilities will further strengthen the non-vehicle travel in the community.

## Conclusion

The findings in this mobility study for the Uptown, North Park, and Golden Hill will be used to create the mobility element and traffic study for the respective community plan updates. Please contact me at (619) 744-0161 or mychal.loomis@kimley-horn.com should you have any questions or comments on this letter report.

Sincerely,

Mychal Loomis, P.E.
Project Manager
RCE 76101

# APPENDIX A

YEAR 2035 PREFERRED ALTERNATIVE SUPPORT INFORMATION

# APPENDIX B

WHITE PAPERS:

- TRANSIT
- PEDESRIAN FACILITIES
- PARKING

# APPENDIX C

SIGNAL WARRANT CALCULATIONS