

Midway | Pacific Highway | Old Town Existing Conditions Mobility Report Community Plan Update



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1.0 INTRODUCTION

1.1 STUDY BACKGROUND AND PURPOSE

This Existing Conditions Report summarizes the physical and operational conditions of the Midway/Pacific Highway Corridor and Old Town Communities (study communities) transportation system as part of the City of San Diego's community plan update process. The evaluation includes an overview of existing conditions for pedestrian and bicycle facilities, transit systems, roadways, parking, airports, passenger rail and freight within the communities. The report also describes key terms and methodologies utilized for conducting these analyses and identifies current deficiencies within the respective communities' transportation systems. The information will be used to support decisions about proposals and recommendations for updating the communities' circulation elements.

The study communities' transportation systems are comprised of diverse elements, including an extensive roadway system, public transit in the form of bus, light rail and commuter rail transit, bicycle and pedestrian facilities, and truck routes. Each of these elements is discussed in the following chapters.

Several key planning efforts and legislative actions of the past decade have redefined the way community transportation planning is carried out. An important unifying theme is to achieve a more balanced multi-modal transportation system that allows people of varying physical and economic conditions to accomplish daily activities without making a single-occupant vehicle trip.

The most noteworthy planning effort and legislative action includes adoption of the City of San Diego's Strategic Framework Element and the updated General Plan in 2008. These documents define a land use-transportation strategy for the City of San Diego predicated on new growth occurring in already urbanized areas of the City – or “villages” – that are served by high-capacity transit and provide high quality pedestrian and bicycle networks. The San Diego Association of Government's (SANDAG) Smart Growth Concept Map (2008) proposes a similar land use-transportation strategy, and provides funding incentives to local governments to pursue these strategies within their boundaries.

The California Complete Street Act of 2007 requires local circulation element updates undertaken after January 2011 to show evidence of planning for all roadway users, including “pedestrians, bicyclists, users of public transit, motorists, children, the elderly, and the disabled”.

Adoption of the 2008 Senate Bill 375 requires metropolitan planning organizations in the State to formulate a “sustainable communities strategy” as part of their regional transportation plans, specifically identifying how the region will achieve specified reductions in greenhouse gas emissions from automobiles and light trucks.

Taken together, these developments and associated planning initiatives reflect a growing recognition across the City, the region and the State, that our communities should be working to reduce reliance on automobile travel and to increase the ease of walking, bicycling and using transit to support daily life.

City of San Diego's General Plan Mobility Element Goal ... “To improve mobility through development of a balanced, multi-modal transportation network.”

1.2 STUDY LOCATION

The communities of Midway/Pacific Highway Corridor and Old Town are located within the City of San Diego, approximately eight miles north of downtown San Diego. Interstates 5 and 8, along with the Blue and Green Trolley (LRT) Lines and the Coaster commuter train, provide regional accessibility between these communities and other locations across the County of San Diego. The presence of two interstate freeways, however, also has a tendency to impede pedestrian and bicycling activity, as do the highly auto-oriented roadways that traverse these communities, especially in the Midway/Pacific Highway Corridor community.

Figure 1-1 displays the location of the study communities within the San Diego region.

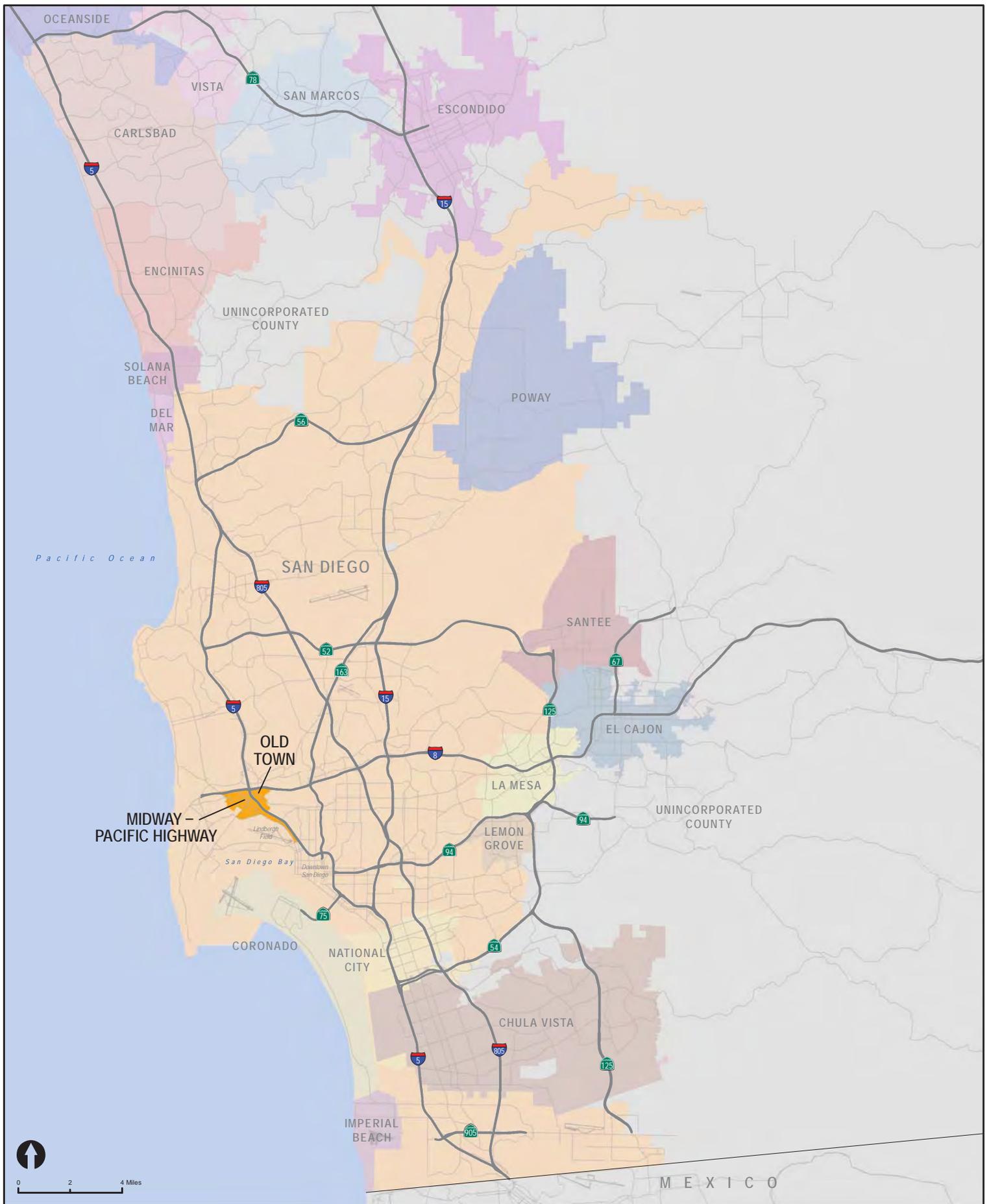


Figure 1-1: Midway/Pacific Highway and Old Town within the Region

Midway/Pacific Highway Corridor and Old Town Community Plan Update

Date: 7/1/11

Source: SANDAG (2011)

Midway/Pacific Highway Corridor

The Midway/Pacific Highway Corridor Community is situated north of the Centre City community between the communities of Old Town and Peninsula. The community encompasses approximately 800 acres of mostly flatland and is comprised of two basic elements: the central Midway area and the narrow, linear-shaped Pacific Highway Corridor.

Central Midway has an urbanized commercial core containing numerous shopping centers and institutional facilities which cater to the commercial needs of nearby residential and visitor populations. The area is characterized by wide streets, flat topography, and a varied mixture of flat-roofed large and small commercial buildings. The Pacific Highway Corridor, between Interstate 5 and Lindbergh Field, contains some of the City's oldest industrial areas. The corridor is defined by large scale buildings and unscreened commercial parking lots in the southern portion, and a group of smaller scale, low lying industrial buildings located between Witherby Street and Washington Street in the northern portion.

There are a few multifamily residential complexes located in the western portion of the community, adjacent to the Point Loma area. The planning area is generally characterized by a variety of commercial retail activities, and wide, multi-directional traffic intersections.



Since the 1960s, the Midway area has experienced an irregular development pattern, which has resulted in the lack of a clear visual form, both in terms of orientation and community legibility. The resulting diversity in development patterns, architectural styles, setbacks, and other development criteria has contributed to a disjointed and sporadic community image, where few buildings have compatibility or any functional relationship to each other and the surrounding neighborhood. Due to the area's low land valuations, high traffic utilization and inadequate zoning and development regulation, many auto-oriented commercial uses have located throughout the industrially zoned portions of the community. Much of the commercial development, including retail oriented auto sales and services, adult entertainment, and drive-thru restaurants, now exhibit a general lack of adequate parking, landscaping, and other commercial development amenities.

The SANDAG Regional Comprehensive Plan (RCP), first adopted in 2004 (last updated in January 2012), has designated the entire Midway/Pacific Highway Corridor Community as a Smart Growth opportunity area, where it is classified as an existing Urban Center.

Old Town

The Old Town community contains 230 acres and is bound on the north by I-8 and Mission Valley, on the West by I-5 and Midway, and on the south and east by the Uptown/Mission Hills hillsides.

Old Town San Diego, considered the "birthplace" of California, is the site of the first permanent Spanish Mission and settlement in California. The first Spanish Mission and Presidio were built on a hillside overlooking what is currently known as Old Town San Diego. At the base of the hill in the 1820's, a small Mexican community of adobe



buildings was formed and by 1835 had attained the status of El Pueblo de San Diego.

In 1968, the State of California Department of Parks and Recreation established Old Town State Historic Park to preserve the rich heritage that characterized San Diego during the 1821 to 1872 period. The park includes a main plaza, exhibits, museums and living history demonstrations.

Due to the historical nature and attractions within the community, Old Town San Diego is currently one of the region's largest tourist attractions. Within the community's central core (San Diego Avenue & Congress Street, between Twiggs Street and Ampudia Street) there are currently more than 150 shops, several restaurants, 17 museums, and historical sites.

There is currently a small number of residential neighborhoods located along the eastern, western and southern boundaries of the community.

The SANDAG RCP does not designate any areas within the Old Town Community as Smart Growth opportunity areas.

1.3 SUPPORTING INFORMATION

Certain components of studies done by others were used in a collaborative effort to help form the existing conditions summary that is provided in this report. This report summarizes the findings and recommendations from previous transportation studies that should be taken into consideration during the Midway/Pacific Highway Corridor and Old Town Community Plan Update process. These documents include:

- **Old Town Community Plan, July 1987**
- **Midway/Pacific Highway Corridor Community Plan and Local Coastal Program Land Use Plan, May 1991 (last amended March 2006)**
- **2050 Regional Transportation Plan, October 2011**
- **City of San Diego Pedestrian Master Plan, December 2006**
- **City of San Diego Bicycle Master Plan, May 2002**
- **City of San Diego Bicycle Master Plan Update, June 2011 Draft**
- **Rosecrans Corridor Mobility Study, February 2010**
- **Destination Lindbergh Technical Report: San Diego International Airport, November 2008**
- **San Diego International Airport Master Plan, November 2008**
- **Phase II Visitor Oriented Parking Facilities Study of the Old Town Community, May 2002**
- **SANDAG Regional Comprehensive Plan (RCP), January 2012**

2.0 METHODOLOGY

The following sections describe the various methodologies used to determine key study area transportation facilities identified for further study and the processes in which the existing transportation network within the Midway/Pacific Highway Corridor and Old Town communities was evaluated.

2.1 SELECTION OF STUDY AREA

INTERSECTIONS

Intersections were evaluated if one of the following applied:

- The intersection is a circulation element roadway intersecting with another circulation element roadway. This includes both existing and future or planned circulation element roadways per the currently adopted Community Plans of the Midway/Pacific Highway Corridor or Old Town Communities.
- The intersection is a freeway ramp interchange intersection located within the Midway/Pacific Highway Corridor or Old Town communities or is a major gateway to either of the communities.
- Major intersections located outside of either community that may influence or impact the flow of transportation within the communities, or be influenced or impacted by it.

Based on the criteria listed above, 59 intersections were selected for study, as displayed in **Figure 2-1**. This includes 11 intersections located outside of either study community; however, due to their close proximity along the main corridors accessing either community, it was determined that their operations may directly impact the flow of traffic into and out of each community. The studied intersections outside of the respective communities include:

- Hugo Street/N. Harbor Drive and Rosecrans Street
- Lowell Street/Nimitz Boulevard and Rosecrans Street
- Laning Road and Rosecrans Street
- Kettner Boulevard and West Hawthorn Street
- Kettner Boulevard and West Grape Street
- Pacific Highway and Sea World Drive
- Pacific Highway and West Hawthorn Street
- Pacific Highway and West Grape Street
- Friars Rd and Sea World Drive
- I-5 SB Ramps and Sea World Drive
- I-5 NB Ramps and Sea World Drive

ROADWAY SEGMENTS

Roadway segments were evaluated if any of the following applied:

- The roadway segment is an existing or planned circulation element roadway per the currently adopted community plans for the Midway/Pacific Highway Corridor or Old Town communities.
- The roadway segment provides freeway access for the Midway/Pacific Highway Corridor or Old Town communities.
- Roadway segments located outside of either community that may influence or impact the flow of transportation within the communities, or be influenced or impacted by it.

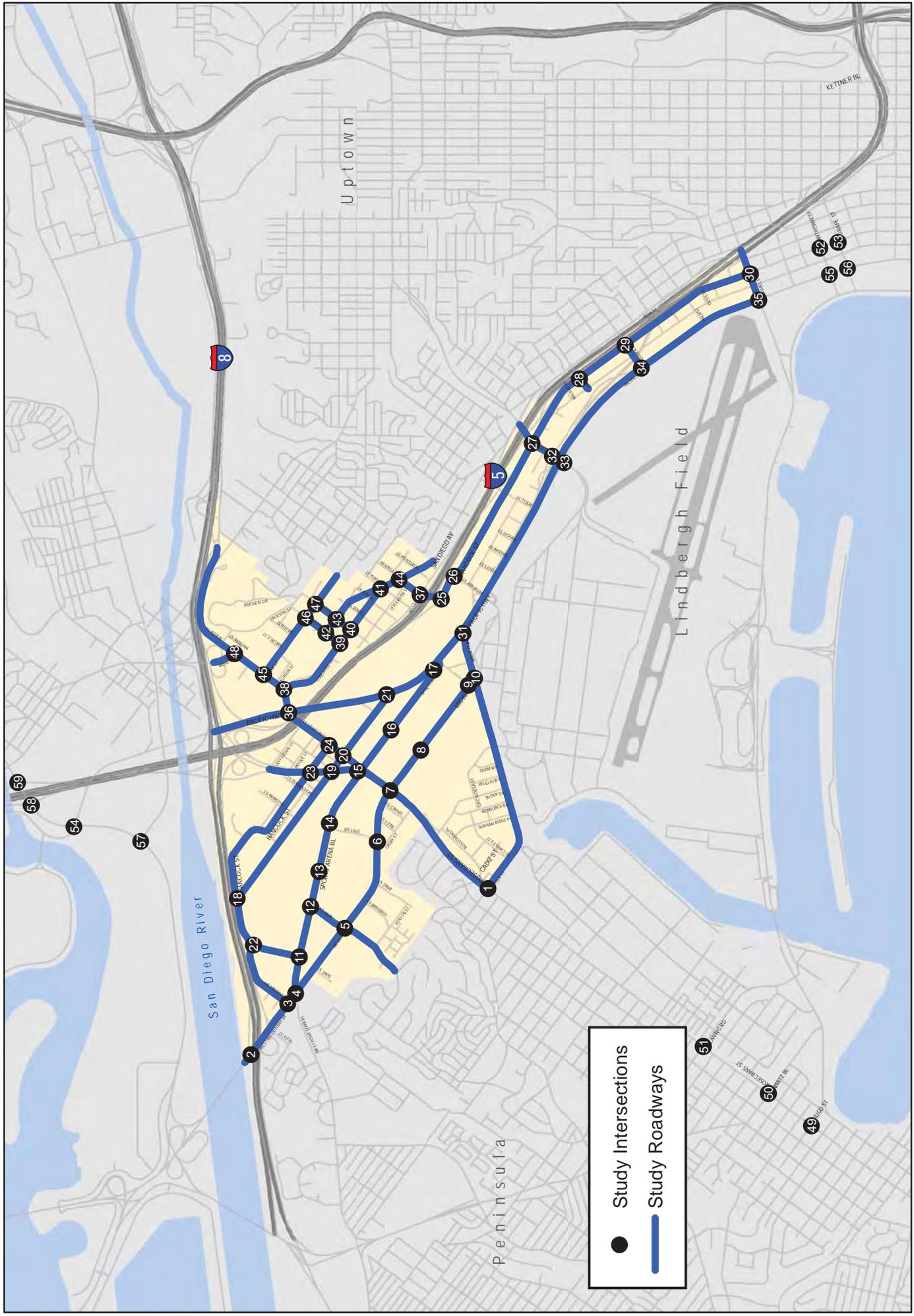


Figure 2-1: Project Study Area
 Midway/Pacific Highway Corridor and Old Town Community Plan Update

Date: 4/4/12
 Source: Fehr & Peers (2011)

URBAN STREET SEGMENTS

Certain roadway segments within the project boundary were identified as being Urban Streets and were subject to multi-modal level of service analyses for auto, bicycles, pedestrians, and transit. These segments were selected based on several factors, including:

- Circulation Element Roadways providing access throughout the communities
- Existing transit facilities
- Roadways with intersections predominantly controlled by traffic signals

The following roadway segments were selected as Urban Streets and multi-modal analyses were performed on each, as documented in this report:

<u>Midway/Pacific Highway Corridor</u>	<u>Old Town</u>
<ul style="list-style-type: none">• Barnett Avenue• Camino Del Rio West• Hancock Street• Kemper Street• Kettner Boulevard• Kurtz Street• Laurel Street• Lytton Street• Midway Drive	<ul style="list-style-type: none">• Pacific Highway• Rosecrans Street• Sports Arena Boulevard• Congress Street• San Diego Avenue• Juan Street• Taylor Street• Twiggs Street• Harney Street• Old Town Avenue• Morena Boulevard

Multi-Modal Level of Service (MMLOS) analyses include quantitative assessments of the facilities provided within the analyzed roadway corridor for all modes of travel including vehicular, pedestrian, bicycle, and transit.

The following sections describe in detail the methodologies used to analyze the roadway facilities evaluated in this report:

2.2 VEHICULAR ANALYSIS

Level of Service (LOS) is a quantitative measure describing operational conditions within a traffic stream, and the motorists' and/or passengers' perception of operations. A LOS definition generally describes these conditions in terms of such factors as delay, speed, travel time, freedom to maneuver, interruptions in traffic flow, queuing, comfort, and convenience. **Table 2.1** describes generalized definitions of the various LOS categories (A through F) as applied to roadway operations.

**TABLE 2.1
 LEVEL OF SERVICE DEFINITIONS**

LOS Category	Definition of Operation
A	This LOS represents a completely free-flow condition, where the operation of vehicles is virtually unaffected by the presence of other vehicles and only constrained by the geometric features of the highway and by driver preferences.
B	This LOS represents a relatively free-flow condition, although the presence of other vehicles becomes noticeable. Average travel speeds are the same as in LOS A, but drivers have slightly less freedom to maneuver.
C	At this LOS the influence of traffic density on operations becomes marked. The ability to maneuver within the traffic stream is clearly affected by other vehicles.
D	At this LOS, the ability to maneuver is notably restricted due to traffic congestion, and only minor disruptions can be absorbed without extensive queues forming and the service deteriorating.
E	This LOS represents operations at or near capacity. LOS E is an unstable level, with vehicles operating with minimum spacing for maintaining uniform flow. At LOS E, disruptions cannot be dissipated readily thus causing deterioration down to LOS F.
F	At this LOS, forced or breakdown of traffic flow occurs, although operations appear to be at capacity, queues form behind these breakdowns. Operations within queues are highly unstable, with vehicles experiencing brief periods of movement followed by stoppages.

Highway Capacity Manual 2000

ROADWAY SEGMENT LEVEL OF SERVICE STANDARDS AND THRESHOLDS

Roadway segment LOS standards and thresholds provide the basis for analysis of arterial roadway segment performance. The analysis of roadway segment LOS is based on the functional classification of the roadway, the maximum capacity, roadway geometrics, and existing or forecast Average Daily Traffic (ADT) volumes. **Table 2.2** presents the roadway segment capacity and LOS standards utilized to analyze roadways evaluated in this report.

**TABLE 2.2
 CITY OF SAN DIEGO
 ROADWAY CLASSIFICATIONS AND LOS STANDARDS**

Roadway Classification	LOS A	LOS B	LOS C	LOS D	LOS E
Expressway (6-lane)	< 30,000	< 42,000	< 60,000	< 70,000	< 80,000
Prime Arterial (6-lane)	< 25,000	< 35,000	< 50,000	< 55,000	< 60,000
Major Arterial (6-lane, divided)	< 20,000	< 28,000	< 40,000	< 45,000	< 50,000
Major Arterial (4-lane, divided)	< 15,000	< 21,000	< 30,000	< 35,000	< 40,000
Secondary Arterial/Collector (4-lane w/ center lane)	< 10,000	< 14,000	< 20,000	< 25,000	< 30,000
Collector (4-lane w/o center lane)	< 5,000	< 7,000	< 10,000	< 13,000	< 15,000
Collector (2-lane w/continuous left-turn lane)	< 5,000	< 7,000	< 10,000	< 13,000	< 15,000
Collector (2-lane no fronting property)	< 4,000	< 5,500	< 7,500	< 9,000	< 10,000
Collector (2-lane w/commercial fronting)	< 2,500	< 3,500	< 5,000	< 6,500	< 8,000
Collector (2-lane multi-family)	< 2,500	< 3,500	< 5,000	< 6,500	< 8,000
Sub-Collector (2-lane single-family)	-	-	< 2,200	-	-

City of San Diego Traffic Impact Study Manual (1998)

These standards are generally used as long-range planning guidelines to determine the functional classification of roadways. The actual capacity of a roadway facility varies according to its physical attributes. Typically, the performance and LOS of a roadway segment is heavily influenced by the ability

of its intersections to accommodate peak hour traffic volumes. For the purposes of this traffic analysis, LOS D is considered acceptable for circulation element roadway segments.

PEAK HOUR INTERSECTION LEVEL OF SERVICE STANDARDS AND THRESHOLDS

This section presents the methodologies used to perform peak hour intersection capacity analysis, including both signalized and unsignalized intersections. The following assumptions were utilized in conducting all intersection level of service analyses:

- *Pedestrian Calls per Hour:* Based on existing pedestrian count data. Where data was not available, 10 calls per hour for each pedestrian movement was assumed.
- *Heavy Vehicle Factor:* A 2% heavy vehicle factor was assumed for all intersections within the study area.
- *Signal Timing:* Based on existing signal timing plans (as of September 2011)
- *Peak Hour Factor:* Based on existing peak hour count data

SIGNALIZED INTERSECTION ANALYSIS

The analysis of signalized intersections utilized the operational analysis procedures as outlined in the *2000 Highway Capacity Manual (HCM)*, *Transportation Research Board Special Report 209*. This method defines LOS in terms of delay, or more specifically, average stopped delay per vehicle. Delay is a measure of driver and/or passenger discomfort, frustration, fuel consumption and lost travel time. This technique uses 1,900 vehicles per hour per lane (VPHPL) as the maximum saturation volume of an intersection. This saturation volume is adjusted to account for lane width, on-street parking, pedestrians, traffic composition (i.e., percentage trucks) and shared lane movements (i.e. through and right-turn movements originating from the same lane). The LOS criteria used for this technique are described in **Table 2.3**. The computerized analysis of intersection operations was performed utilizing the *SYNCHRO 7.0* traffic analysis software.

TABLE 2.3
SIGNALIZED INTERSECTION LEVEL OF SERVICE CRITERIA

Average Stopped Delay Per Vehicle (seconds)	Level of Service (LOS) Characteristics
<10.0	LOS A describes operations with very low delay. This occurs when progression is extremely favorable, and most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
10.1 – 20.0	LOS B describes operations with generally good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.
20.1 – 35.0	LOS C describes operations with higher delays, which may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
35.1 – 55.0	LOS D describes operations with high delay, resulting from some combination of unfavorable progression, long cycle lengths, or high volumes. The influence of congestion becomes more noticeable, and individual cycle failures are noticeable.
55.1 – 80.0	LOS E is considered the limit of acceptable delay. Individual cycle failures are frequent occurrences.
>80.0	LOS F describes a condition of excessively high delay, considered unacceptable to most drivers. This condition often occurs when arrival flow rates exceed the LOS D capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes to such delay.

Highway Capacity Manual 2000, TRB Special Report 209

UNSIGNALIZED INTERSECTION ANALYSIS

Unsignalized intersections, including two-way and all-way stop controlled intersections, were analyzed using the 2000 Highway Capacity Manual (Section 10) unsignalized intersection analysis methodology. The SYNCHRO 6.0 Traffic Analysis software supports this methodology and was utilized to produce LOS results. The LOS for a two-way stop controlled (TWSC) intersection is determined by the computed control delay and is defined for each minor movement. **Table 2.4** summarizes the LOS criteria for unsignalized intersections. The City of San Diego considers LOS D or better during the AM and PM peak hours to be acceptable for intersection LOS.

**TABLE 2.4
 UNSIGNALIZED INTERSECTION LEVEL OF SERVICE CRITERIA**

Average Control Delay (sec/veh)	Level of Service (LOS)
≤10	A
>10 and ≤15	B
>15 and ≤25	C
>25 and ≤35	D
>35 and ≤50	E
>50	F

Highway Capacity Manual 2000, TRB Special Report 209

FREEWAY SEGMENT LEVEL OF SERVICE

Freeway segment Level of Service and performance is based upon procedures developed by Caltrans District 11, which are derived from the 2000 Highway Capacity Manual (HCM 2000). The procedure for determining freeway Level of Service involves calculating a peak hour volume to capacity (V/C) ratio. Peak hour volumes are calculated by multiplying the ADT by the design hour factor (“K”) and directional factor (“D”), and then dividing by the Heavy Vehicle Factor (“HVF”). The analysis assumed a capacity of 2,350 passenger-cars per hour per lane (pc/h/ln) for freeway mainlines and 1400 passenger-cars per hour per lane (pc/h/ln) for auxiliary lanes.

The resulting V/C is then compared to the ranges of V/C values corresponding to the various Levels of Service for each facility classification, as shown in **Table 2.5** Based upon *The City of San Diego Traffic Impact Study Manual (1998)*, LOS D or better is used in this study as the threshold for acceptable freeway operations.

**TABLE 2.5
 FREEWAY SEGMENT LEVEL OF SERVICE DEFINITIONS**

LOS	V/C	Congestion/Delay	Traffic Description
Used for freeways, expressways and conventional highways			
"A"	<0.41	None	Free flow.
"B"	0.42-0.62	None	Free to stable flow, light to moderate volumes.
"C"	0.63-0.79	None to minimal	Stable flow, moderate volumes, freedom to maneuver noticeably restricted.
"D"	0.80-0.92	Minimal to substantial	Approaches unstable flow, heavy volumes, very limited freedom to maneuver.
"E"	0.93-1.00	Significant	Extremely unstable flow, maneuverability and psychological comfort extremely poor.
Used for conventional highways			
"F"	>1.00	Considerable	Forced or breakdown flow. Delay measured in average travel speed (MPH). Signalized segments experience delays >60.0 seconds/vehicle.
Used for freeways and expressways			
"F(0)"	1.01-1.25	Considerable 0-1 hour delay	Forced flow, heavy congestion, long queues form behind breakdown points, stop and go.
"F(1)"	1.26-1.35	Severe 1-2 hour delay	Very heavy congestion, very long queues.
"F(2)"	1.36-1.45	Very Severe 2-3 hour delay	Extremely heavy congestion, longer queues, more numerous breakdown points, longer stop periods.
"F(3)"	>1.46	Extremely Severe 3+ hours of delay	Gridlock

Source: Caltrans, 1992

FREEWAY RAMP OPERATIONS

On-Ramp Metering Analysis - Ramp metering analyses to calculate delays at the study area freeway on-ramps were conducted based upon procedures outlined in the *City of San Diego Traffic Impact Study Manual (1998)*. Ramp meter delays are calculated by dividing the Excess Ramp Demand (Ramp Demand – Ramp Meter Rate) by the Caltrans provided Ramp Meter Rate and multiplied by 60 minutes/hour (Delay = Excess Demand/Ramp Meter Rate x 60 minutes/hour). Ramp delays in excess of 15 minutes are not acceptable when the ramp is accessing a freeway segment operating at a LOS E or F.

Ramp Queue Lengths are calculated by multiplying the Excess Ramp Demand by the average car length (29 feet).

2.3 MULTI-MODAL ANALYSIS

Multi-Modal Level of Service (MMLOS) is a method for assessing how well an urban street serves the needs of all users (pedestrians, transit passengers, motorists and bicyclists). The MMLOS methodology is based on research sponsored by the *Transportation Research Board (TRB), through the National Cooperative Highway Research Program (NCHRP) Project 3-70, Multimodal Level of Service Analysis for Urban Streets*. The method that NCHRP 3-70 developed evaluates, by mode, the feel, comfort, accessibility and safety of an urban street based upon the design, control and operations of the roadway. MMLOS uses Quality of Service (QOS) as an indicator of the traveler's perceived degree of satisfaction with the traveling experience provided within the urban street.

The computerized analysis of MMLOS for all modes was performed utilizing the *Complete Streets LOS, A Multimodal Level of Service Toolkit, Version 3* analysis software developed by Dowling Associates, Inc. This software outputs numerical ratings of the mode of travel, and these ratings are then converted into the traditional A-F letter grade system. **Tables 2.6 and 2.7** display the LOS letter grade numerical equivalents for transit, bicycle and pedestrian facilities.

TABLE 2.6
MULTI-MODAL LEVEL OF SERVICE LETTER GRADE NUMERICAL EQUIVALENTS

LOS Model Outputs	LOS Letter Grade
Model \leq 2.00	A
2.00 < Model \leq 2.75	B
2.75 < Model \leq 3.50	C
3.50 < Model \leq 4.25	D
4.25 < Model \leq 5.00	E
Model > 5.00	F

Transportation Research Board NCHRP Project 3-70

The following provides a more detailed description of the specific analysis methodologies and data inputs for each mode.

AUTO

TABLE 2.7
MULTI-MODAL LEVEL OF SERVICE ROADWAY SEGMENT SPEED LOS

Travel Speed as a Percentage of Base Free-Flow Speed (%)	LOS by Critical Volume-to-Capacity Ratio	
	\leq 1.0	>1.0
>85	A	F
>67-85	B	F
>50-67	C	F
>40-50	D	F
>30-40	E	F
\leq 30	F	F

Highway Capacity Manual 2010: Chapter 16, Exhibit 16-4

Auto LOS is a function of the auto user's perceived average speed on the roadway. The following variables are used to calculate the auto LOS:

- Speed and makeup of the vehicular traffic
- The length of the segment
- Delay at intersection for through traffic
- Stops per segment
- Cross traffic per segment

TRANSIT

The transit LOS is based on a combination of the access experience, the waiting experience, and the rideing experience. The access experience is represented by the pedestrian LOS score for pedestrian

access to bus stops in the direction of travel along the street. The waiting and riding experiences are combined into a transit wait/ride score. The transit wait/ride score is a function of the average headway between transit vehicles and the perceived travel time.

The following six (6) variables are used to determine the transit LOS:

- Frequency of service
- Mean speed
- Reliability of service
- Load factors
- Quality of pedestrian access to transit stops
- Transit stop amenities

BICYCLE

The bicycle LOS is a weighted combination of the bicyclists' experiences at intersections and on street links between the intersections. Bicycle LOS is a function of the following five (5) variables:

- Lateral separation between bicycles and vehicular traffic
- Speed and makeup of the vehicular traffic
- Pavement conditions
- Directional vehicular traffic volumes
- Intersection crossing distance

PEDESTRIAN

The pedestrian LOS is a measurement of the pedestrians' experiences at intersections and on street links between the intersections. Pedestrian LOS is a function of the following variables:

- Lateral separation between pedestrians and vehicular traffic
- Width of sidewalk
- Speed and makeup of the vehicular traffic
- Difficulty of crossing arterial
- Directional vehicular traffic volumes
- Right-turn on red
- Left-turn during "Walk" phase
- Delay waiting to cross at signal
- Intersection crossing distance
- Cross-street vehicular traffic volume and speed
- Pedestrian density

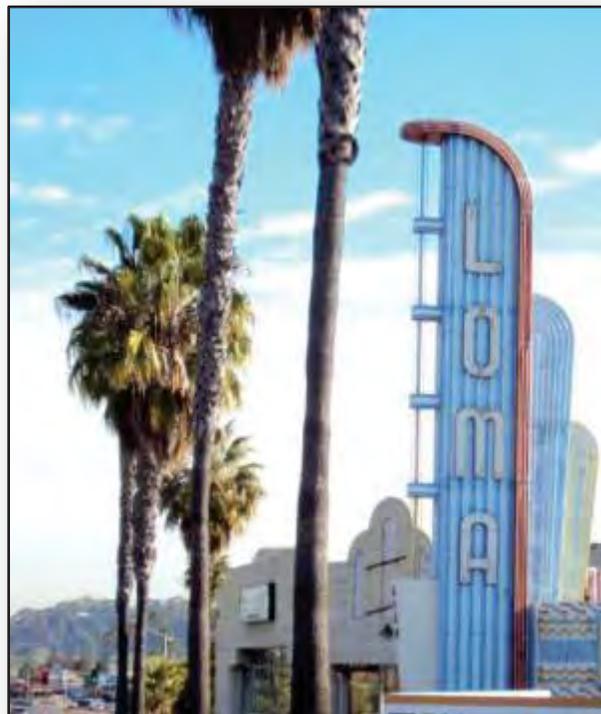
3.0 EXISTING CONDITIONS

This chapter summarizes the existing conditions within the Midway/Pacific Highway Corridor and Old Town communities with respect to the following:

- Pedestrian Travel
- Public Transit
- Roadway Network
- Regional Accessibility
- Intelligent Transportation Systems (ITS)
- Transportation Demand Management (TDM)
- Bicycling
- Parking
- Airports
- Passenger Rail
- Goods Movement and Freight

3.1 EXISTING SETTINGS

The following section provides a description of the existing study roadways within the study communities. Ultimate roadway classifications were taken from both the current Midway/Pacific Highway Corridor (May 1991) and Old Town (July 1987) Community Plans. The portions of the roadways described are intended to reflect the areas within the given community, and may not reflect the entirety of the roadway. Functional classifications are based on field observations performed during preparation of this report. **Table 3.1** summarizes the existing physical roadway characteristics for the roadway segments within the study communities.



**TABLE 3.1
 EXISTING ROADWAY CHARACTERISTICS**

Roadway	From	To	Existing Functional Classification	Abutting Land Use	On-Street Parking	Speed Limit (mph)	Curbs & Sidewalks	Bicycle Facilities	Pavement Width / Right-of-Way Width	Ultimate Classification
North-South										
Midway/Pacific Highway Corridor										
Lytton Street/ Barnett Avenue	Rosecrans St	Midway Dr	4-Lane Major w/ CLTL	Commercial & Military Use	None	40	Yes	Class II	76'/86'	4-Lane Major
	Midway Dr	Pacific Hwy	4-Lane Major	Commercial & Industrial	None	40	Yes	Class III	92'/108'	6-Lane Primary Arterial
W. Mission Bay Dr	I-8 WB Ramps	I-8 EB Ramps	4 Lane Major	None	None	35	Yes	Class III	72'/84'	4-Lane Major
	W. Point Loma Blvd/ Sports Arena Blvd	Kemper St	4-Lane Major w/ CLTL	Commercial	None	35	Yes	None	60'/76'	4-Lane Major
Midway Dr	Kemper St	East Dr	4-Lane Major w/ CLTL	Commercial	None	35	Yes	None	60'/76'	4-Lane Major
	East Dr	Rosecrans St	4-Lane Major w/ CLTL	Commercial	Parallel (NE Side)	35	Yes	None	60'/80'	4-Lane Major
	Rosecrans St	Barnett Ave	4-Lane Major w/ CLTL	Commercial & Industrial	None	35	Yes	None	56'/72'	4-Lane Major
Sports Arena Blvd	I-8 EB Ramps	W. Point Loma Blvd/ Sports Arena Blvd	6-Lane Major	Commercial & Multi-Family Residential	Parallel (SW Side)	35	Yes	Class III	76'/88'	6-Lane Major
	W. Point Loma Blvd/Midway Dr	Kemper St	5-Lane Major w/ CLTL	Commercial & Multi-Family Residential	Parallel (Both)	35	Yes	None	96'/106'	6-Lane Major
	Kemper St	East Dr	5-Lane Major	Commercial & Private Recreation	Parallel (SW Side)	35	Yes	None	96'/106'	6-Lane Major
Kurtz St	East Dr	Rosecrans St	5-Lane Major	Commercial	None	35	Yes	None	82'/92'	6-Lane Major
	Rosecrans St	Pacific Hwy	2-Lane Collector	Commercial & Industrial	Parallel (Both)	35	Intermittent	None	52'/82'	4-Lane Collector
	Hancock St	Rosecrans St	2-Lane Collector (One-Way)	Commercial & Industrial	Parallel (Both)	30	Yes	None	40'/48'	3-Lane Major (One Way)
	Rosecrans St	Pacific Hwy	2-Lane Collector	Commercial & Industrial	Parallel (Both)	30	Gutter Only	None	48'/48'	4-Lane Major

**TABLE 3.1
 EXISTING ROADWAY CHARACTERISTICS**

Roadway	From	To	Existing Functional Classification	Abutting Land Use	On-Street Parking	Speed Limit (mph)	Curbs & Sidewalks	Bicycle Facilities	Pavement Width / Right-of-Way Width	Ultimate Classification
Hancock St	Sports Arena Blvd	Kurtz St	2-Lane Collector w/ CLTL	Industrial	Parallel (Both)	30	Only on south side	None	62'/78'	3-Lane Major (One Way)
	Kurtz St	Camino Del Rio West	2-Lane Collector (One-Way)	Industrial	Parallel (Both)	30	Yes	None	40'/50'	3-Lane Major (One Way)
	Camino Del Rio West	Rosecrans St	3-Lane Collector	Industrial	None	30	Yes	None	40'/50'	3-Lane Major (One Way)
	Old Town Ave	Witherby St	2-Lane Collector	Industrial	None	30	Curb Only	None	44'/44'	2-Lane Collector
Kettner Blvd	Witherby St	Washington St	2-Lane Collector	Industrial	Parallel (North) Diagonal (south)	30	Yes	None	60'/70'	2-Lane Collector
	Washington St	Vine St	3-Lane Collector (One-Way)	Commercial & Industrial	None	40	Sidewalk on SW Side	None	42'/58'	3-Lane Major (One Way)
	Vine St	Sassafras St	3-Lane Collector (One-Way)	Commercial & Industrial	Parallel (Both)	40	Sidewalk on SW Side	None	52'/58'	3-Lane Major (One Way)
	Sassafras St	Laurel St	3-Lane Collector (One-Way)	Commercial & Industrial	Parallel (Both)	40	Yes	None	52'/68'	3-Lane Major (One Way)
Pacific Hwy	Sea World Dr	Taylor St	2-Lane Collector	Transportation Related Utilities	Diagonal (Both)	45	Yes	Class II	86'/108'	6-Lane Primary Arterial
	Taylor St	Kurtz St	6-Lane Major	Institutional & Industrial	None	45	Yes	Class II	88'/110'	6-Lane Primary Arterial
	Kurtz St	Sports Arena Blvd	6-Lane Major	Industrial	None	45	Yes	Class II	88'/110'	6-Lane Primary Arterial
	Sports Arena Blvd	Barnett Ave	5-Lane Primary Arterial	Commercial & Industrial	None	45	Sidewalk on NE Side	Class III	92'/110'	6-Lane Primary Arterial
	Barnett Ave	Harney Washington St	7-Lane Primary Arterial	Commercial & Industrial	None	55	None	Class II	118'/118'	Expressway
	Washington St	Sassafras St	6-Lane Primary Arterial	Commercial & Industrial	None	45	None	Class III	42' SB / 46' NB	6-Lane Primary Arterial
	Sassafras St	Laurel St	6-Lane Major	Commercial & Industrial	None	45	Yes	Class III	98'/110'	6-Lane Major

**TABLE 3.1
 EXISTING ROADWAY CHARACTERISTICS**

Roadway	From	To	Existing Functional Classification	Abutting Land Use	On-Street Parking	Speed Limit (mph)	Curbs & Sidewalks	Bicycle Facilities	Pavement Width / Right-of-Way Width	Ultimate Classification
Old Town										
Congress St	Taylor St	Twiggs St	2-Lane Collector	Commercial & Transit Station	Parallel (Both)	25	Yes	Class III	36'/48'	2-Lane Collector
	Twiggs St	Harney St	2-Lane Collector	Commercial & Single Family Residential	Parallel (Both)	25	Yes	Class III	36'/48'	2-Lane Collector
	Harney St	San Diego Ave/ Ampudia St	2-Lane Collector	Commercial, Single Family Residential & School	Parallel (Both)	25	Yes	Class III	36'/48'	2-Lane Collector
San Diego Ave	Twiggs St	Harney St	2-Lane Collector	Commercial	Parallel (Both)	25	Yes	None	52'/70'	2-Lane Collector
	Harney St	Ampudia St	2-Lane Collector	Commercial	Parallel (Both)	25	Yes	None	40'/52'	2-Lane Collector
	Ampudia St	Old Town Ave	2-Lane Collector	Commercial	Parallel (Both)	25	Yes	None	42'/54'	2-Lane Collector
	Old Town Ave	Hortensia St	2-Lane Collector	Commercial & Multi-Family Residential	Parallel (Both)	25	Yes	Class II	40'/56'	2-Lane Collector
Juan St	Taylor St	Twiggs St	2-Lane Collector	Institutional, Commercial & Multi-Family Residential	Parallel (Both)	30	Yes	Class III	36'/48'	2-Lane Collector
	Twiggs St	Harney St	2-Lane Collector	Commercial & Multi-Family Residential	Parallel (Both)	30	Yes	Class III	36'/48'	2-Lane Collector
	Harney St	San Juan Rd	2-Lane Collector	Commercial & Park	Parallel (Both)	30	Yes	Class III	36'/48'	2-Lane Collector
East-West										
Midway/Pacific Highway Corridor										
Channel Wy	W. Mission Bay Dr	Hancock St	2-Lane Collector	Commercial & Multi-Family Residential	Parallel (Both)	25	Yes	None	40'/50'	4-Lane Collector
Kemper St	Kenyon St	Midway Dr	2-Lane Collector w/ CLTL	Commercial & Industrial	Parallel (NW Side)	25	NW side only	None	62'/76'	4-Lane Collector
	Midway Dr	Sports Arena Blvd	2-Lane Collector w/ CLTL	Commercial	Parallel (Both)	25	Yes	None	50'/60'	4-Lane Collector

**TABLE 3.1
 EXISTING ROADWAY CHARACTERISTICS**

Roadway	From	To	Existing Functional Classification	Abutting Land Use	On-Street Parking	Speed Limit (mph)	Curbs & Sidewalks	Bicycle Facilities	Pavement Width / Right-of-Way Width	Ultimate Classification
Camino Del Rio West	Rosecrans St	I-5/I-8 Ramps	6-Lane Primary Arterial	Commercial	None	35	Yes	None	106'/120'	6-Lane Primary Arterial
Rosecrans St	Lytton St	Midway Dr	6-Lane Major	Commercial, Multi-Family Residential & Industrial	None	35	Yes	None	106'/120'	6-Lane Major
	Midway Dr	Sports Arena Blvd	6-Lane Major	Commercial	None	35	Yes	None	106'/120'	6-Lane Major
	Sports Arena Blvd	Pacific Hwy/Taylor St	4-Lane Major w/ CLTL	Commercial & Institutional	Parallel (Both)	35	NW side only	None	82'/100'	4-Lane Major
Washington St	Frontage Rd	Pacific St	4-Lane Major	None	None	25	Yes	None	62'/70'	4-Lane Major
	Pacific St	Hancock St	4-Lane Major	Commercial	Parallel (SE Side)	25	Yes	None	60'/74'	4-Lane Major
Vine St	California St	Kettner Blvd	2-Lane Collector	Industrial	Diagonal (SE Side)	25	Yes	None	50'/78'	2-Lane Collector
Sassafras St	Pacific Hwy	Kettner Blvd	3-Lane Collector	Institutional	None	25	Yes	None	52'/74'	2-Lane Collector
Laurel St	Pacific Hwy	Kettner Blvd	4-Lane Major	Commercial	None	25	Yes	Class III	54'/70'	4-Lane Major
Old Town										
Taylor St	Pacific Hwy/Rosecrans St	Congress St	5-Lane Major	Transit Station	None	35	Yes	None	94'/118'	4-Lane Major
	Congress St	Juan St	5-Lane Major	Institutional	None	35	Yes	Class III	80'/98'	4-Lane Major
	Juan St	Morena Blvd	4-Lane Major	Commercial & Park	None	35	Yes	Class III	80'/100'	4-Lane Major
	Morena Blvd	I-8 EB Ramps	2-Lane Collector	Commercial & Park	None	35	Curb Only	Class III	20'/20'	4-Lane Major
Twiggs St	Congress St	San Diego Ave	2-Lane Collector	Commercial & Single Family Residential	None	25	Yes	None	30'/42'	2-Lane Collector
	San Diego Ave	Juan St	2-Lane Collector	Commercial & Institutional	Parallel (Both)	25	Yes	None	30'/50'	2-Lane Collector

**TABLE 3.1
 EXISTING ROADWAY CHARACTERISTICS**

Roadway	From	To	Existing Functional Classification	Abutting Land Use	On-Street Parking	Speed Limit (mph)	Curbs & Sidewalks	Bicycle Facilities	Pavement Width / Right-of-Way Width	Ultimate Classification
Harney St	Congress St	San Diego Ave	2-Lane Collector	Commercial & Single Family Residential	Parallel (Both)	25	Yes	None	30/42'	2-Lane Collector
	San Diego Ave	Juan St	2-Lane Collector	Commercial & Institutional	Parallel (SE Side)	25	Yes	None	30/46'	2-Lane Collector
Old Town Ave	Hancock St	Moore St	2-Lane Collector	None	None	25	SE Side Only	None	28/36'	2-Lane Collector
	Moore St	San Diego Ave	2-Lane Collector	Commercial & Single Family Residential	None	25	Yes	None	38/48'	2-Lane Collector

Source: Fehr & Peers August 2012

3.2 PEDESTRIAN TRAVEL

Pedestrian travel is a key mode of transportation within the study communities. The convergence of two light rail lines, a commuter rail line and ten bus routes at the Old Town Transit Center, along with the provision of significant County of San Diego social services in the Midway community and tourist destinations in Old Town, all create high pedestrian activity. Moreover, a substantial portion of the walking population, within the Midway/Pacific Highway community, is low income and transit dependent. The pedestrian environment in the Midway/Pacific Highway Corridor community can be challenging in several locations, with wide roadway crossings, high traffic volumes, poor shading, missing curb ramps, and sidewalk gaps. For the most part, Old Town provides a more pleasant pedestrian environment with a dense network of narrow roadways, attractive storefront commercial land uses abutting the sidewalk area, and with stimulating visual interest and tree shading.

The walkability goals as expressed in the City's 2008 General Plan Mobility Element include the following:

- *A city where walking is a viable travel choice, particularly for trips of less than one-half mile.*
- *A safe and comfortable pedestrian environment.*
- *A complete, functional, and interconnected pedestrian network, that is accessible to pedestrians of all abilities.*
- *Greater walkability achieved through pedestrian friendly streets, sites and building design.*

The remainder of this section describes the City's pedestrian route typology and classifications within the Midway/Pacific Highway Corridor and Old Town communities, the pedestrian priority model results for these communities, analysis results, and lastly, an analysis of pedestrian-vehicle crashes within the communities.

PEDESTRIAN ROUTE TYPES AND STUDY AREA

The 2006 *City of San Diego Pedestrian Master Plan – Phase 1* (PMP-Phase 1) established a pedestrian route typology to differentiate roadways across the City by function and environment for the pedestrian. Specifically, the pedestrian route typology is based upon the functional classification of the roadway, the planned village propensity, and adjacent land uses. The Pedestrian Master Plan presents a Citywide long-range vision for improving pedestrian mobility that is aligned with the City's General Plan's mobility goals. As part of the City's Pedestrian Master Plan, a pedestrian priority model was also created to identify areas that have or will have the potential to have higher levels of pedestrian activity than other areas of a community based on land use and roadway characteristics. The model also helps to show locations that could have a higher priority for pedestrian infrastructure improvements. The model results are intended as a first step and will require additional input and refinement as part of the community plan update process since there could be other areas that could be addressed or areas shown that may not be as high of priority.

Figure 3-1 displays the pedestrian route typology as defined in the 2006 PMP-Phase 1.

Figure 3-2 displays the proposed pedestrian route types for the Midway/Pacific Highway Corridor and Old Town communities using the route type assignment methods presented in the City of San Diego's Pedestrian Master Plan – Phases 2 & 3 (Phases 2 & 3). As shown, most sidewalks within the study communities are connector sidewalks along roads that support industrial and business complexes and with limited lateral access and low pedestrian volumes.

Figure 3-1 City of San Diego Pedestrian Route Typologies

ROUTE TYPE:	1. District Sidewalks	2. Corridor Sidewalks	3. Connector Sidewalks	4. Neighborhood Sidewalks	5. Ancillary Pedestrian Facilities	6. Path
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
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
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
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

Source: City of San Diego Pedestrian Master Plan – Phase 1

PEDESTRIAN ACCESSABILITY

The City of San Diego's *Pedestrian Master Plan* noted the City of San Diego's 1997 ADA Transition Plan. This plan was developed to help create better accessibility and connectivity throughout San Diego by making all sidewalks and pedestrian ramps ADA compliant. **Figure 3-2** displays the existing pedestrian route types in each community.

Figure 3-3 illustrates study roadway segments that have missing sidewalks, missing pedestrian ramps and non-ADA compliant pedestrian ramps. The following is a summary of the figure by community:

Midway/Pacific Highway Corridor

- Channel Way between La Salle Street and Hancock Street has missing and pedestrian ramps
- Hancock Street between Channel Way and Hancock Street has missing sidewalk
- Sports Arena Boulevard between Rosecrans Street and Pacific Highway has missing sidewalks and pedestrian ramps
- Midway Drive between East Drive and Wing Street has a section of missing sidewalk
- Midway Drive between Enterprise Street and Rosecrans Street has a section of missing sidewalk
- Kurtz Street between Rosecrans Street and Pacific Highway has missing sidewalks and a pedestrian ramp
- Sports Arena Boulevard is missing a pedestrian ramp at Hancock Street
- Midway Drive is missing a pedestrian ramp at Duke Street
- Lytton Street has missing pedestrian ramps between Rosecrans Street and St Charles Street
- Hancock Street is missing pedestrian ramps between Rosecrans Street and Sherman Street
- Rosecrans Street has missing pedestrian ramps at Seville Street and Jefferson Street
- Pacific Highway has missing Pedestrian Ramps at Kurtz Street, Whiterby Street, Palm Street and Laurel Street
- Hancock Street has missing sidewalks and pedestrian ramps between Old Town Avenue and Whitherby Street
- Hancock Street has a missing pedestrian ramp at Noell Street
- Kettner Boulevard has substandard sidewalks and pedestrian ramps between Washington Street and Vine Street
- Pacific Highway Frontage Road is missing pedestrian ramps between Barnett and Washington Street.

Old Town Community

- Old Town Avenue between Moore Street and Hancock Street has a missing sidewalk and pedestrian ramp
- Taylor Street is missing sidewalks and pedestrian ramps between Presidio Drive and the I-8 Eastbound Ramps.

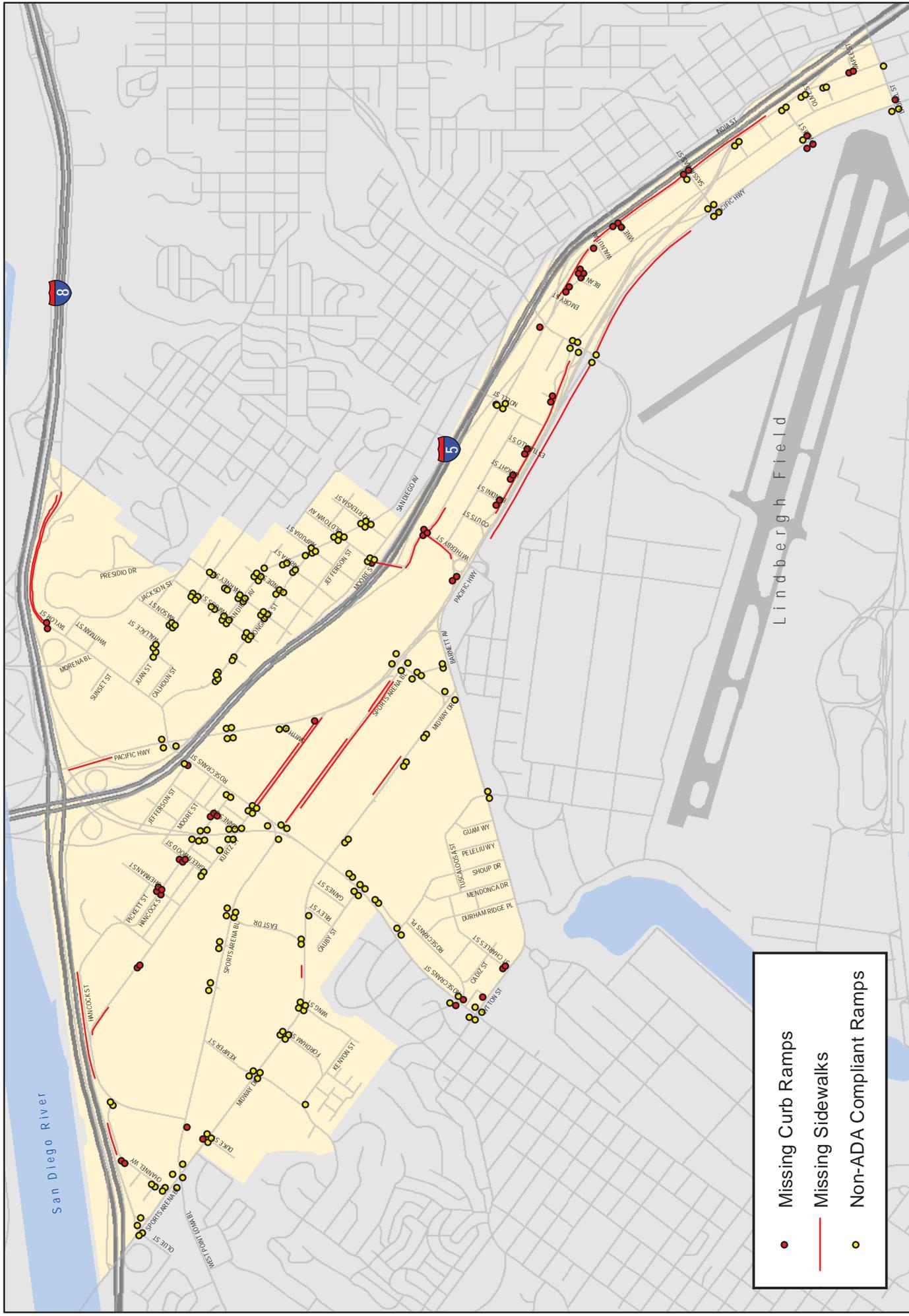


Figure 3-4: Midway/Pacific Highway Corridor and Old Town Missing Pedestrian Facilities
 Midway/Pacific Highway Corridor and Old Town Community Plan Update

Date: 4/4/2012

Source: National Data Services (2011); True Counts (2006, 2007); Fehr & Peers (2011)

PEDESTRIAN PRIORITY MODEL AND EXISTING COUNTS

Figure 3-4 displays the results of the City’s pedestrian priority model as updated during Phases 2 & 3 of the City’s Pedestrian Master Plan effort. The model inputs and interpretation of outputs is well documented in the PMP-Phase 1 document. In general, higher values of “priority” signify both high levels of existing or latent demand for walking, as well as high levels of barriers to walking. The coincidence of these two factors – both high demand and high barriers – indicates a strong need for investment in pedestrian facilities.

As shown in Figure 3-4, there are several locations within the Midway/Pacific Highway Corridor and Old Town communities that have been identified as high pedestrian priorities:

- West of Midway Drive in the northwest portion of the Pacific/Highway Corridor, and along San Diego Avenue in Old Town where there are high concentrations of retail and commercial land uses.
- Along Taylor Street, Camino Del Rio West, Rosecrans Street, Kettner Boulevard, and the intersections of Washington Street and Pacific Highway, where there are relatively higher vehicular traffic volumes and speeds.



Several sources of actual walking rates and pedestrian counts are publically available or were collected as part of this planning effort. **Table 3.2** displays January 2006 - December 2010 estimated walk to work rates, as reported by the American Community Survey (ACS), for both study communities as well as the City of San Diego and County as a whole. Journey to work census block group data is provided in **Appendix A**. As shown, approximately 68 residents (2.1%) regularly walk to work within the Midway/Pacific Highway Corridor community and 22 residents (4.6%) within the Old Town community. Across the City of San Diego as a whole, about 3.1 percent of all workers regularly walk to work.

**TABLE 3.2
 PERCENT OF COMMUNITY WALKING TO WORK**

	Midway/Pacific Highway Corridor Community	Old Town Community	City of San Diego	County of San Diego
Number of Residents Using Transit to Commute to Work	68	22	19,494	41,509
Percent of Total Workers	2.1%	4.6%	3.1%	2.9%

Source: American Community Survey 2006-2010 Estimates by Census Block Group

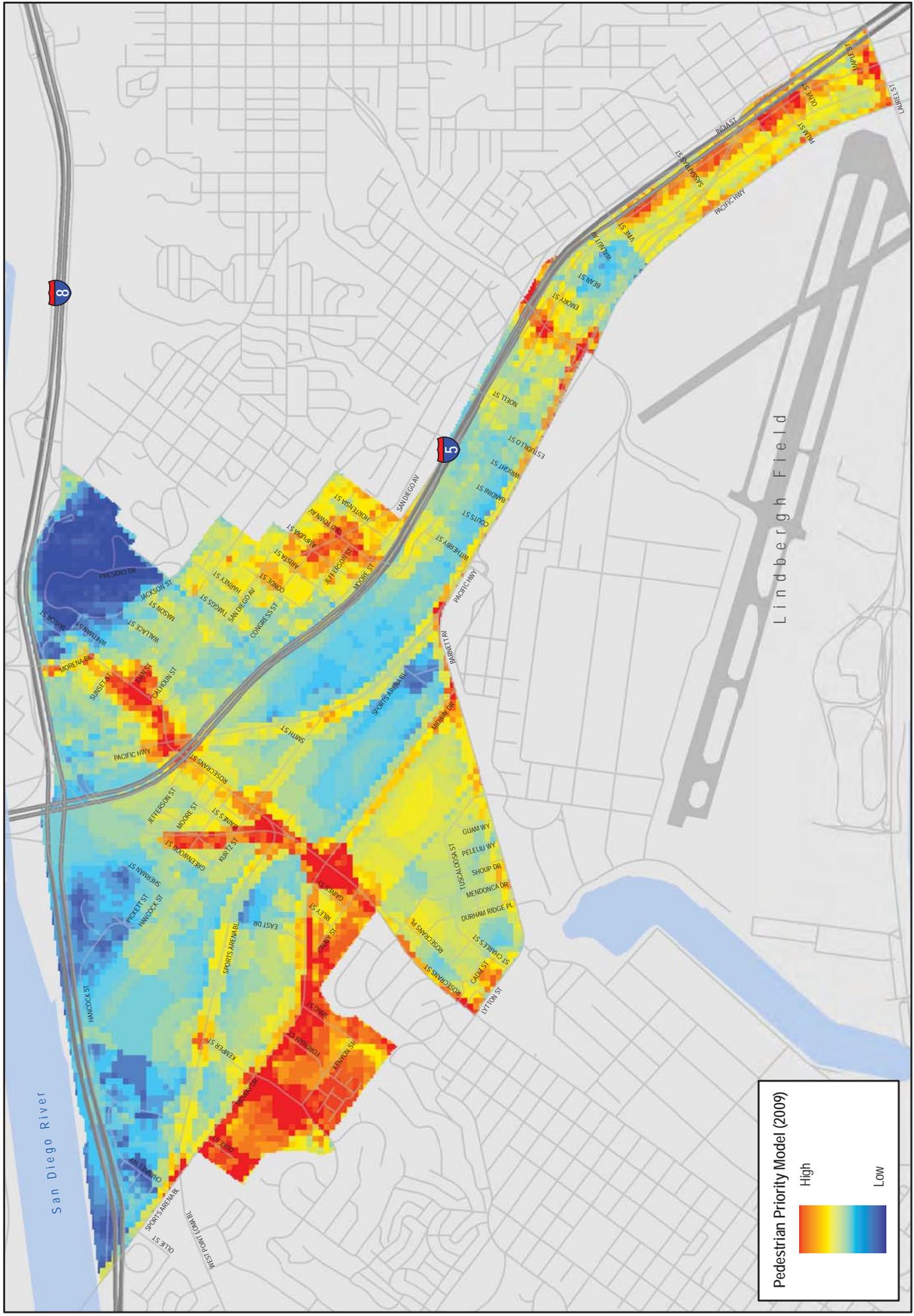


Figure 3-4: Midway/Pacific Highway Corridor and Old Town Pedestrian Priority Model (PPM)
 Midway/Pacific Highway Corridor and Old Town Community Plan Update

Figures 3-5A through **3-5E** display existing pedestrian volumes at all key study area intersections. Pedestrian counts were conducted on Wednesday, May 18th 2011 with the exception of the counts along the Rosecrans Corridor which were derived from the *Rosecrans Corridor Mobility Study, February 2010*. AM and PM peak period counts were taken at approximately 50 study area intersection locations.

The highest peak hour pedestrian count in the Midway/Pacific Highway Corridor is at the south leg of the Kurtz Street / Rosecrans Street intersection, with 145 pedestrians crossing during the PM peak hour. The highest peak hour pedestrian count in the Old Town community was found crossing the east leg of the San Diego Avenue / Harney Street intersection, with 292 pedestrians crossing during the PM peak hour. However, there are other intersections in the Old Town community with high pedestrian counts, including the intersection of Twiggs Avenue and San Diego Avenue, as well as the intersection of Pacific Highway and Taylor Street. **Appendix B** displays the AM and PM peak hour pedestrian counts for the communities' study intersections.

PEDESTRIAN LEVEL OF SERVICE AND ANALYSIS RESULTS

Tables 3.3A and 3.3B display the existing LOS for pedestrians on the study roadways during the AM and PM peak periods. Pedestrian LOS was evaluated along the major pedestrian corridors within the community using the multi-modal LOS methodology. The following pedestrian facilities were analyzed:

Midway/Pacific Highway Corridor

- Lytton Street/Barnett Avenue between Rosecrans Street and Midway Drive (AM: LOS C | PM: LOS C)
- Barnett Avenue between Midway Drive and Pacific Highway (AM: LOS C | PM: LOS D)
- Midway Drive between W. Point Loma Boulevard/Sports Arena Boulevard and Barnett Avenue (AM: LOS C | PM: LOS C)
- Sports Arena Boulevard between I-8 Westbound Off-Ramp and Pacific Highway (AM: LOS C | PM: LOS C)
- Kurtz Street between Hancock Street and Pacific Highway (AM: LOS C | PM: LOS C)
- Hancock Street Between Sports Arena Boulevard and Rosecrans Street (AM: LOS C | PM: LOS C)
- Hancock Street between Old Town Avenue and Washington Street (AM: LOS C | PM: LOS C)
- Kettner Boulevard between Washington Street and Grape Street (AM: LOS C | PM: LOS C)
- Pacific Highway between Taylor Street/Rosecrans Street and Grape Street (AM: LOS C | PM: LOS C)
- Kemper Street between Kenyon Street and Sports Arena Boulevard (AM: LOS C | PM: LOS C)
- Camino Del Rio West between Sports Arena Boulevard and Moore Street (AM: LOS C | PM: LOS C)
- Rosecrans Street between Lytton Street/Barnett Avenue and Pacific Highway (AM: LOS C | PM: LOS C)

Old Town

- Congress Street between Taylor Street and San Diego Avenue (AM: LOS B | PM: LOS B)
- San Diego Avenue between Twiggs and Old Town Avenue (AM: LOS B | PM: LOS B)
- Juan Street between Taylor Street and Sunset Road (AM: LOS B | PM: LOS B)
- Taylor Street between Pacific Highway and I-8 Hotel Circle Ramps (AM: LOS C | PM: LOS C)
- Twiggs Street between Congress Street and San Diego Avenue (AM: LOS B | PM: LOS B)
- Harney Street between Congress Street and Juan Street (AM: LOS B | PM: LOS B)
- Old Town Avenue between Hancock Street and Congress Street (AM: LOS C | PM: LOS C)
- Morena Boulevard between I-5 Ramps and Taylor Street (AM: LOS C | PM: LOS C)

As shown in the table, all of the pedestrian facilities are operating at an acceptable level of service.

Figure 3-6A illustrate the LOS results for the pedestrian facilities analyzed during the AM Peak period, while in **Figure 3-6B** the PM Peak period is illustrated. The LOS analysis worksheets are provided in **Appendix C**.

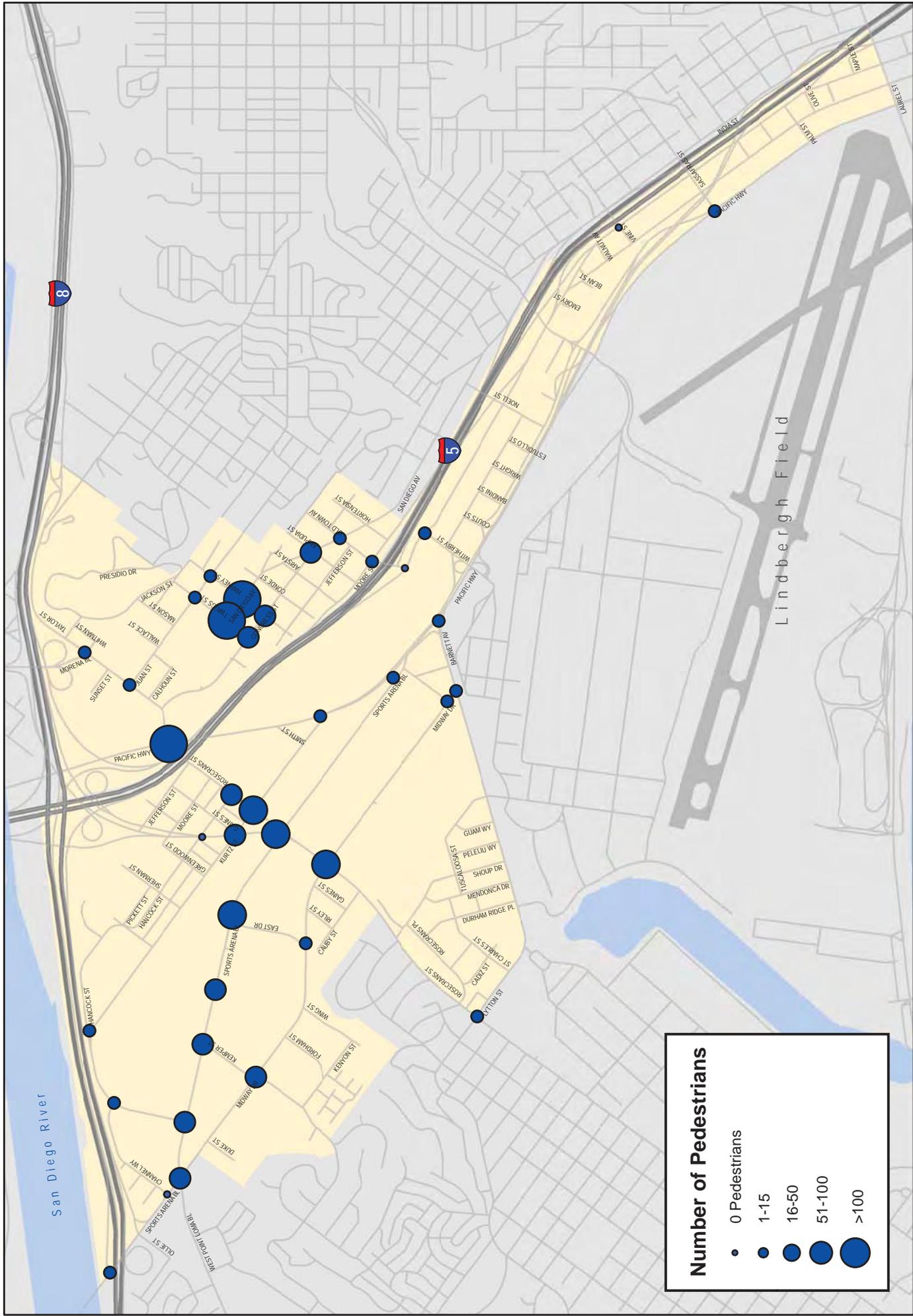


Figure 3-5 A: Total Number of Pedestrians Crossing at Study Intersections (AM)
 Midway/Pacific Highway Corridor and Old Town Community Plan Update

Date: 4/4/2012

Source: National Data Services (2011); True Counts (2006, 2007); Fehr & Peers (2011)

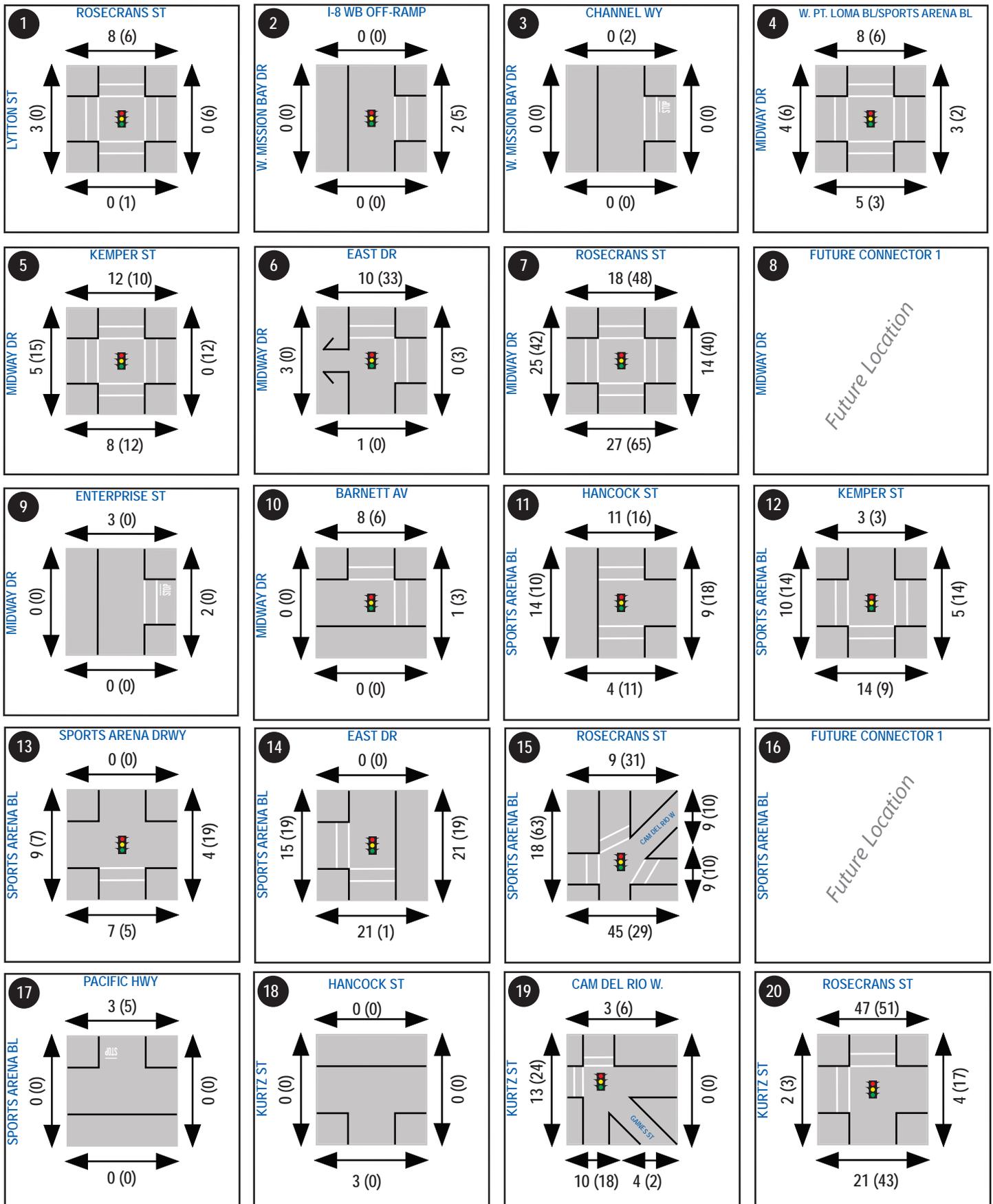


Figure 3-5C: Existing Pedestrian Peak Hour Volumes
 Midway/Pacific Highway Corridor and Old Town Community Plan Update

XX (XX) AM (PM) Peak Hour Volumes
 Crosswalk
 Traffic Control

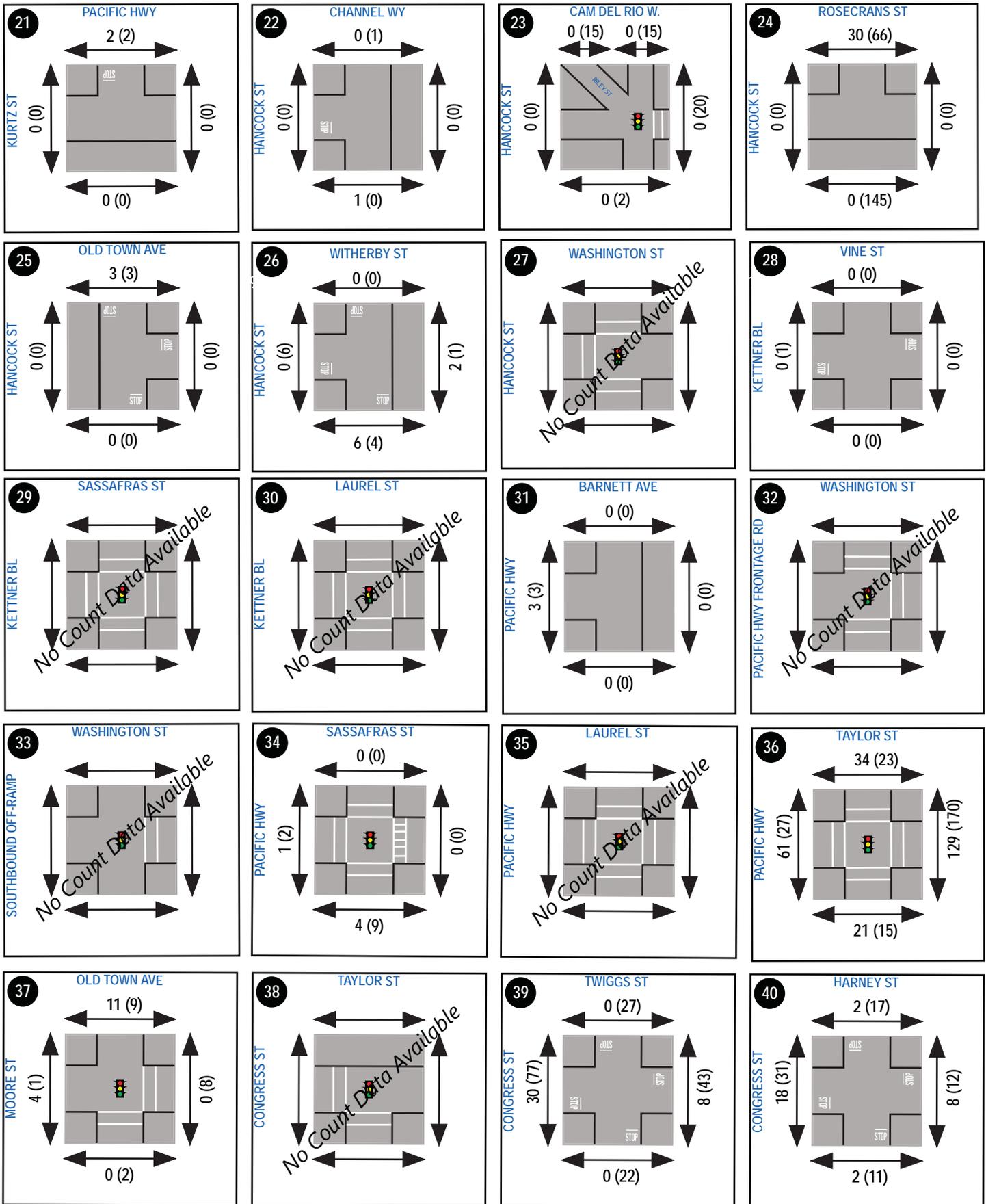


Figure 3-5D: Existing Pedestrian Peak Hour Volumes
 Midway/Pacific Highway Corridor and Old Town Community Plan Update

XX (XX) AM (PM) Peak Hour Volumes
 Crosswalk
 Traffic Control

Source: National Data Services (2011); True Count (2006, 2007); Fehr & Peers (2011)

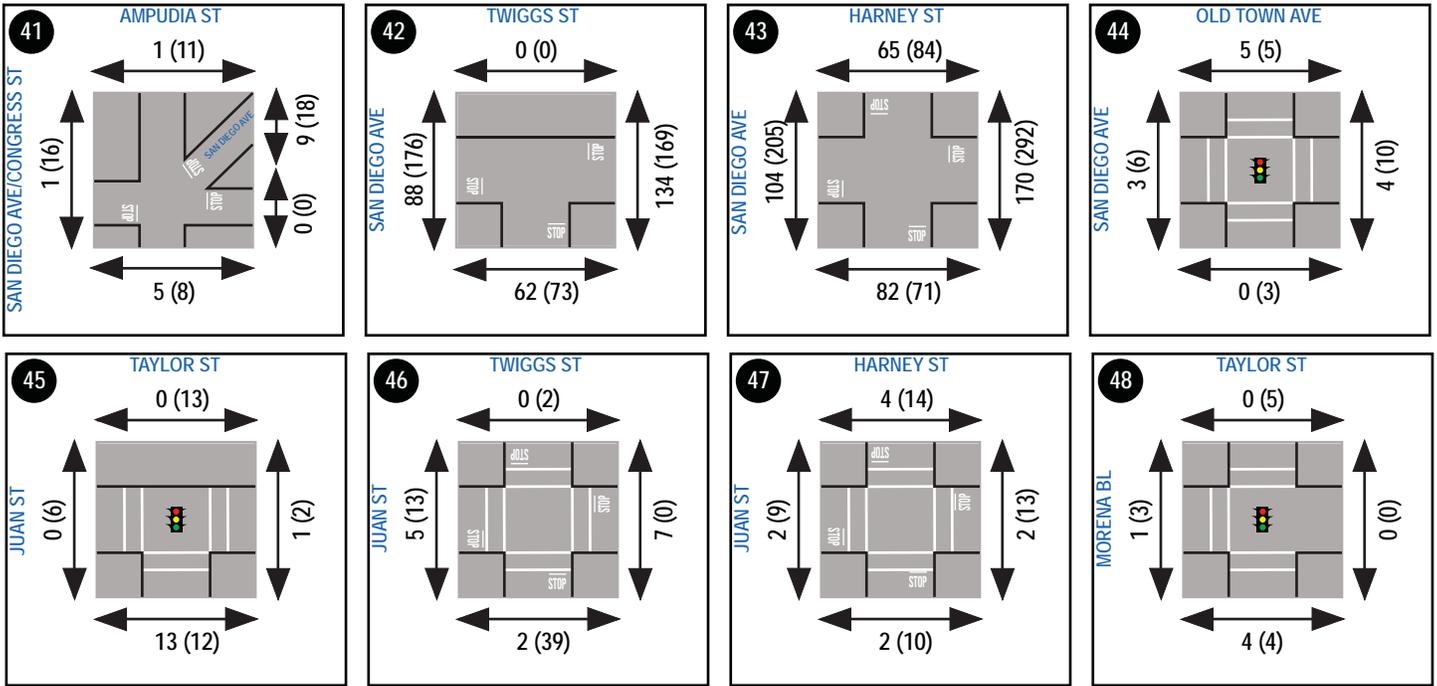


Figure 3-5E: Existing Pedestrian Peak Hour Volumes
Midway/Pacific Highway Corridor and Old Town Community Plan Update

XX (XX) AM (PM) Peak Hour Volumes
 Crosswalk
 Traffic Control

Source: National Data Services (2011); True Count (2006, 2007); Fehr & Peers (2011)

TABLE 3.3A
EXISTING CONDITIONS MULTI-MODAL ANALYSIS
SUMMARY OF ROADWAY SEGMENT PEDESTRIAN LOS (AM PEAK)

Roadway Segment	Direction	By Direction		Both Directions Combined ¹		By Facility ²	
		Score	LOS	Score	LOS	Score	LOS
Midway/Pacific Highway Corridor							
Lytton Street / Barnett Avenue							
Rosecrans Street to Midway Drive	NB	3.46	C	3.13	C	3.17	C
	SB	2.79	C				
Midway Drive to Pacific Highway	NB	3.53	D	3.41	C		
	SB	3.29	C				
Midway Drive							
W. Point Loma Blvd/Sports Arena Blvd to Kemper Street	NB	3.07	C	2.92	C	2.96	C
	SB	2.76	C				
Kemper Street to East Drive	NB	2.69	C	2.76	C		
	SB	2.82	C				
East Drive to Rosecrans Street	NB	2.81	C	2.94	C		
	SB	3.06	C				
Rosecrans Street to Barnett Avenue	NB	3.12	C	3.10	C		
	SB	3.07	C				
Sports Arena Boulevard							
1-8 WB Ramps to W. Point Loma Blvd/Midway Drive	NB	3.25	C	3.26	C	3.07	C
	SB	3.26	C				
W. Point Loma Blvd/Midway Drive to Hancock Street	NB	2.99	C	2.84	C		
	SB	2.68	B				
Hancock Street to Kemper Street	NB	2.79	C	2.69	B		
	SB	2.59	B				
Kemper Street to Sports Arena Driveway	NB	2.90	C	2.89	C		
	SB	2.88	C				
Sports Arena Driveway to East Drive	NB	2.84	C	2.85	C		
	SB	2.85	C				
East Drive to Rosecrans Street	NB	2.79	C	2.92	C		
	SB	3.05	C				
Rosecrans Street to Pacific Highway	NB	3.44	C	3.40	C		
	SB	3.35	C				
Kurtz Street							
Hancock Street to Camino Del Rio West	NB	2.75	B	2.98	C	2.93	C
	SB	3.20	C				
Camino Del Rio West to Rosecrans Street	NB	3.06	C	2.87	C		
	SB	2.67	B				
Rosecrans Street to Pacific Highway	NB	2.80	C	2.88	C		

**TABLE 3.3A
 EXISTING CONDITIONS MULTI-MODAL ANALYSIS
 SUMMARY OF ROADWAY SEGMENT PEDESTRIAN LOS (AM PEAK)**

Roadway Segment	Direction	By Direction		Both Directions Combined ¹		By Facility ²	
		Score	LOS	Score	LOS	Score	LOS
	SB	2.95	C				
Hancock Street (Near Old Town)							
Old Town Avenue to Witherby Street	NB	3.06	C	3.30	C	2.76	C
	SB	3.53	D				
Witherby Street to Washington Street	NB	2.60	B	2.66	B		
	SB	2.72	B				
Hancock Street (Near Sports Arena)							
Sports Arena Boulevard to Camino Del Rio West	NB	3.07	C	3.14	C	3.15	C
	SB	3.21	C				
Camino Del Rio West to Rosecrans Street	NB	3.13	C	3.21	C		
	SB	3.28	C				
Kettner Boulevard							
Washington Street to Sassafras Street	NB	2.70	B	2.89	C	2.78	C
	SB	3.07	C				
Sassafras Street to Laurel Street	NB	2.63	B	2.76	C		
	SB	2.89	C				
Laurel Street to Hawthorn Street	NB	2.82	C	2.68	B		
	SB	2.54	B				
Hawthorn Street to Grape Street	NB	2.50	B	2.46	B		
	SB	2.42	B				
Pacific Highway							
Taylor Street and Washington Street	NB	3.02	C	2.88	C	2.84	C
	SB	2.74	B				
Washington Street to Sassafras Street	NB	2.92	C	2.83	C		
	SB	2.74	B				
Sassafras Street to Laurel Street	NB	2.82	C	2.85	C		
	SB	2.87	C				
Laurel Street to Hawthorn Street	NB	2.79	C	2.68	B		
	SB	2.57	B				
Hawthorn Street to Grape Street	NB	2.83	C	2.79	C		
	SB	2.74	B				
Kemper Street							
Kenyon Street to Midway Drive	EB	2.87	C	2.76	C	2.79	C
	WB	2.64	B				
Midway Drive to Sports Arena Boulevard	EB	2.79	C	2.82	C		
	WB	2.85	C				

**TABLE 3.3A
 EXISTING CONDITIONS MULTI-MODAL ANALYSIS
 SUMMARY OF ROADWAY SEGMENT PEDESTRIAN LOS (AM PEAK)**

Roadway Segment	Direction	By Direction		Both Directions Combined ¹		By Facility ²	
		Score	LOS	Score	LOS	Score	LOS
Camino Del Rio West							
Sports Arena Boulevard to Kurtz Street	EB	3.06	C	3.27	C	3.20	C
	WB	3.47	C				
Kurtz Street to Hancock Street	EB	3.19	C	3.18	C		
	WB	3.16	C				
Hancock Street to Moore Street	EB	3.07	C	3.15	C		
	WB	3.23	C				
Rosecrans Street							
Lytton Street / Barnett Avenue to Midway Drive	EB	3.18	C	3.14	C	3.03	C
	WB	3.10	C				
Midway Drive to Sports Arena Boulevard	EB	3.31	C	3.31	C		
	WB	3.30	C				
Sports Arena Boulevard to Kurtz Street	EB	2.82	C	2.88	C		
	WB	2.94	C				
Kurtz Street to Pacific Highway	EB	2.88	C	2.67	B		
	WB	2.45	B				
Old Town							
Congress Street							
Taylor Street to Twiggs Street	NB	2.82	C	2.68	B	2.58	B
	SB	2.53	B				
Twiggs Street to Harney Street	NB	2.51	B	2.49	B		
	SB	2.47	B				
Harney Street to San Diego Avenue	NB	2.51	B	2.49	B		
	SB	2.47	B				
San Diego Avenue							
Twiggs Street to Harney Street	NB	2.49	B	2.45	B	2.59	B
	SB	2.41	B				
Harney Street to Congress Street / Ampudia Street	NB	2.60	B	2.57	B		
	SB	2.54	B				
Congress Street / Ampudia Street to Old Town Avenue	NB	2.71	B	2.75	B		
	SB	2.79	B				
Juan Street							
Taylor Street to Twiggs Street	NB	2.92	C	2.77	C	2.60	B
	SB	2.62	B				
Twiggs Street to Harney Street	NB	2.55	B	2.55	B		
	SB	2.55	B				

**TABLE 3.3A
 EXISTING CONDITIONS MULTI-MODAL ANALYSIS
 SUMMARY OF ROADWAY SEGMENT PEDESTRIAN LOS (AM PEAK)**

Roadway Segment	Direction	By Direction		Both Directions Combined ¹		By Facility ²	
		Score	LOS	Score	LOS	Score	LOS
Harney Street to Sunset Road	NB	2.58	B	2.48	B		
	SB	2.37	B				
Taylor Street							
Pacific Highway to Congress Street	EB	2.62	B	2.88	C	3.19	C
	WB	3.14	C				
Congress Street to Juan Street	EB	2.81	C	2.69	B		
	WB	2.56	B				
Juan Street to Morena Boulevard	EB	2.76	C	2.83	C		
	WB	2.90	C				
Morena Boulevard to I-8 Hotel Circle Ramps	EB	3.26	C	3.47	C		
	WB	3.67	D				
Twiggs Street							
Congress Street to San Diego Avenue	EB	2.47	B	2.50	B	2.46	B
	WB	2.52	B				
San Diego Avenue to Juan Street	EB	2.40	B	2.43	B		
	WB	2.46	B				
Harney Street							
Congress Street to San Diego Avenue	EB	2.38	B	2.37	B	2.44	B
	WB	2.35	B				
San Diego Avenue to Juan Street	EB	2.46	B	2.50	B		
	WB	2.53	B				
Old Town Avenue							
Hancock Street to Moore Street	EB	2.87	C	3.03	C	2.81	C
	WB	3.19	C				
Moore Street to San Diego Avenue	EB	2.92	C	2.82	B		
	WB	2.71	B				
San Diego Avenue to Congress Street	EB	2.23	B	2.34	B		
	WB	2.45	B				
Morena Boulevard							
I-5 Ramps to Taylor Street	NB	2.99	C	2.83	C	2.83	C
	SB	2.67	B				

Source: Fehr & Peers, August 2012

Notes:

Bold indicates segments operating at LOS E or F

The pedestrian LOS is calculated based on the NCHRP 3-70 methodology.

¹ The score for the combined direction is the average of the two individual direction scores.

² The Facility score is calculated as the weighted average of each individual segment taking in consideration the length of each segment.

**TABLE 3.3B
 EXISTING CONDITIONS MULTI-MODAL ANALYSIS
 SUMMARY OF ROADWAY SEGMENT PEDESTRIAN LOS (PM PEAK)**

Roadway Segment	Direction	By Direction		Both Directions Combined ¹		By Facility ²	
		Score	LOS	Score	LOS	Score	LOS
Midway/Pacific Highway Corridor							
Lytton Street / Barnett Avenue							
Rosecrans Street to Midway Drive	NB	3.46	C	3.15	C	3.26	C
	SB	2.83	C				
Midway Drive to Pacific Highway	NB	4.17	D	3.81	D		
	SB	3.45	C				
Midway Drive							
W. Point Loma Blvd/Sports Arena Blvd to Kemper Street	NB	3.31	C	3.18	C	3.22	C
	SB	3.05	C				
Kemper Street to East Drive	NB	3.02	C	3.00	C		
	SB	2.98	C				
East Drive to Rosecrans Street	NB	2.99	C	3.13	C		
	SB	3.26	C				
Rosecrans Street to Barnett Avenue	NB	3.38	C	3.31	C		
	SB	3.36	C				
Sports Arena Boulevard							
1-8 WB Ramps to W. Point Loma Blvd/Midway Drive	NB	3.59	D	3.45	C	3.08	C
	SB	3.31	C				
W. Point Loma Blvd/Midway Drive to Hancock Street	NB	3.29	C	3.16	C		
	SB	3.03	C				
Hancock Street to Kemper Street	NB	2.91	C	2.87	C		
	SB	2.82	C				
Kemper Street to Sports Arena Driveway	NB	2.98	C	3.00	C		
	SB	3.01	C				
Sports Arena Driveway to East Drive	NB	2.95	C	3.02	C		
	SB	3.09	C				
East Drive to Rosecrans Street	NB	2.92	C	3.16	C		
	SB	3.39	C				
Rosecrans Street to Pacific Highway	NB	2.97	C	2.92	C		
	SB	2.86	C				
Kurtz Street							
Hancock Street to Camino Del Rio West	NB	2.74	B	3.07	C	3.01	C
	SB	3.39	C				
Camino Del Rio West to Rosecrans Street	NB	3.10	C	2.92	C		
	SB	2.74	B				
Rosecrans Street to Pacific Highway	NB	2.82	C	2.92	C		
	SB	3.01	C				

**TABLE 3.3B
 EXISTING CONDITIONS MULTI-MODAL ANALYSIS
 SUMMARY OF ROADWAY SEGMENT PEDESTRIAN LOS (PM PEAK)**

Roadway Segment	Direction	By Direction		Both Directions Combined ¹		By Facility ²	
		Score	LOS	Score	LOS	Score	LOS
Hancock Street (Near Old Town)							
Old Town Avenue to Witherby Street	NB	3.29	C	3.38	C	3.03	C
	SB	3.46	C				
Witherby Street to Washington Street	NB	2.89	C	2.97	C		
	SB	3.05	C				
Hancock Street (Near Sports Arena)							
Sports Arena Boulevard to Camino Del Rio West	NB	3.10	C	3.15	C	3.17	C
	SB	3.20	C				
Camino Del Rio West to Rosecrans Street	NB	3.19	C	3.30	C		
	SB	3.41	C				
Kettner Boulevard							
Washington Street to Sassafras Street	NB	2.83	C	2.93	C	2.80	C
	SB	3.03	C				
Sassafras Street to Laurel Street	NB	2.53	B	2.76	C		
	SB	2.99	C				
Laurel Street to Hawthorn Street	NB	2.77	C	2.72	B		
	SB	2.67	B				
Hawthorn Street to Grape Street	NB	2.45	B	2.50	B		
	SB	2.55	B				
Pacific Highway							
Taylor Street and Washington Street	NB	3.23	C	3.18	C	3.06	C
	SB	3.12	C				
Washington Street to Sassafras Street	NB	3.29	C	3.07	C		
	SB	2.84	C				
Sassafras Street to Laurel Street	NB	2.90	C	2.93	C		
	SB	2.96	C				
Laurel Street to Hawthorn Street	NB	2.87	C	2.76	C		
	SB	2.64	B				
Hawthorn Street to Grape Street	NB	2.75	B	2.80	C		
	SB	2.84	C				
Kemper Street							
Kenyon Street to Midway Drive	EB	3.05	C	2.95	C	2.94	C
	WB	2.84	C				
Midway Drive to Sports Arena Boulevard	EB	2.92	C	2.94	C		
	WB	2.95	C				

**TABLE 3.3B
 EXISTING CONDITIONS MULTI-MODAL ANALYSIS
 SUMMARY OF ROADWAY SEGMENT PEDESTRIAN LOS (PM PEAK)**

Roadway Segment	Direction	By Direction		Both Directions Combined ¹		By Facility ²	
		Score	LOS	Score	LOS	Score	LOS
Camino Del Rio West							
Sports Arena Boulevard to Kurtz Street	EB	3.12	C	3.34	C	3.28	C
	WB	3.55	D				
Kurtz Street to Hancock Street	EB	3.27	C	3.25	C		
	WB	3.23	C				
Hancock Street to Moore Street	EB	3.22	C	3.26	C		
	WB	3.29	C				
Rosecrans Street							
Lytton Street / Barnett Avenue to Midway Drive	EB	3.27	C	3.17	C	3.13	C
	WB	3.07	C				
Midway Drive to Sports Arena Boulevard	EB	3.45	C	3.40	C		
	WB	3.35	C				
Sports Arena Boulevard to Kurtz Street	EB	2.98	C	3.06	C		
	WB	3.13	C				
Kurtz Street to Pacific Highway	EB	3.18	C	2.90	C		
	WB	2.61	B				
Old Town							
Congress Street							
Taylor Street to Twiggs Street	NB	3.07	C	2.83	C	2.65	B
	SB	2.58	B				
Twiggs Street to Harney Street	NB	2.55	B	2.54	B		
	SB	2.53	B				
Harney Street to San Diego Avenue	NB	2.52	B	2.50	B		
	SB	2.48	B				
San Diego Avenue							
Twiggs Street to Harney Street	NB	2.50	B	2.47	B	2.61	B
	SB	2.44	B				
Harney Street to Congress Street / Ampudia Street	NB	2.62	B	2.61	B		
	SB	2.59	B				
Congress Street / Ampudia Street to Old Town Avenue	NB	2.72	B	2.75	B		
	SB	2.77	B				
Juan Street							
Taylor Street to Twiggs Street	NB	2.93	C	2.81	C	2.60	B
	SB	2.69	B				
Twiggs Street to Harney Street	NB	2.57	B	2.57	B		
	SB	2.56	B				
Harney Street to Sunset Road	NB	2.56	B	2.45	B		
	SB	2.34	B				

**TABLE 3.3B
 EXISTING CONDITIONS MULTI-MODAL ANALYSIS
 SUMMARY OF ROADWAY SEGMENT PEDESTRIAN LOS (PM PEAK)**

Roadway Segment	Direction	By Direction		Both Directions Combined ¹		By Facility ²	
		Score	LOS	Score	LOS	Score	LOS
Taylor Street							
Pacific Highway to Congress Street	EB	2.83	C	3.12	C	3.22	C
	WB	3.41	C				
Congress Street to Juan Street	EB	3.06	C	2.88	C		
	WB	2.70	B				
Juan Street to Morena Boulevard	EB	2.97	C	2.97	C		
	WB	2.96	C				
Morena Boulevard to I-8 Hotel Circle Ramps	EB	3.26	C	3.39	C		
	WB	3.52	D				
Twiggs Street							
Congress Street to San Diego Avenue	EB	2.49	B	2.54	B	2.52	B
	WB	2.58	B				
San Diego Avenue to Juan Street	EB	2.55	B	2.51	B		
	WB	2.46	B				
Harney Street							
Congress Street to San Diego Avenue	EB	2.47	B	2.42	B	2.48	B
	WB	2.37	B				
San Diego Avenue to Juan Street	EB	2.46	B	2.52	B		
	WB	2.57	B				
Old Town Avenue							
Hancock Street to Moore Street	EB	3.08	C	3.25	C	2.92	C
	WB	3.41	C				
Moore Street to San Diego Avenue	EB	2.95	C	2.86	C		
	WB	2.76	C				
San Diego Avenue to Congress Street	EB	2.35	B	2.42	B		
	WB	2.49	B				
Morena Boulevard							
I-5 Ramps to Taylor Street	NB	2.99	C	3.01	C	3.01	C
	SB	3.02	C				

Source: Fehr & Peers, August 2012

Notes:

Bold indicates segments operating at LOS E or F

The pedestrian LOS is calculated based on the NCHRP 3-70 methodology.

¹ The score for the combined direction is the average of the two individual direction scores.

² The Facility score is calculated as the weighted average of each individual segment taking in consideration the length of each segment.

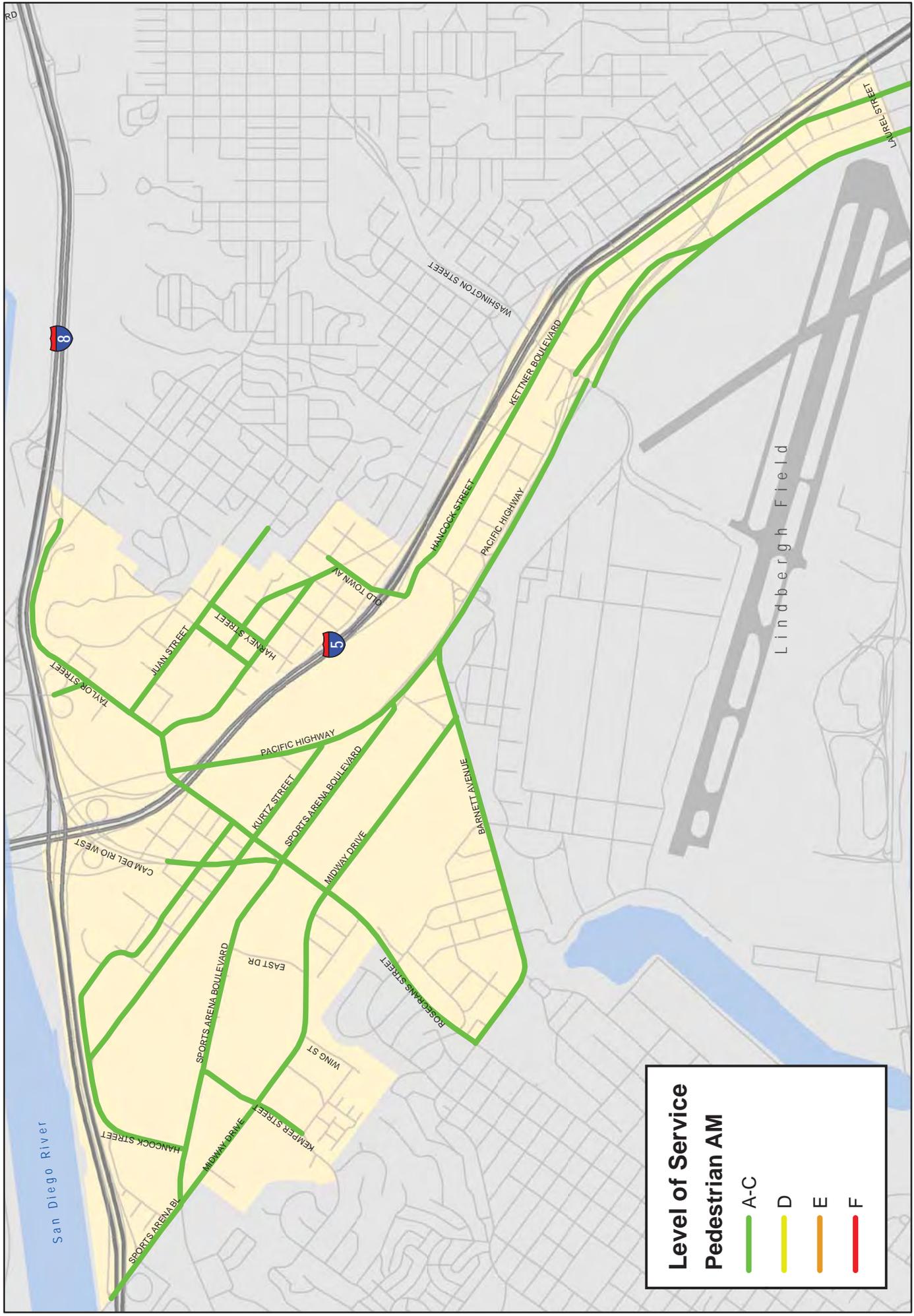


Figure 3-6 A: Existing Pedestrian Level of Service (AM PEAK)
 Midway/Pacific Highway Corridor and Old Town Community Plan Update

Date: 4/4/12

Source: Fehr and Peers (2012)

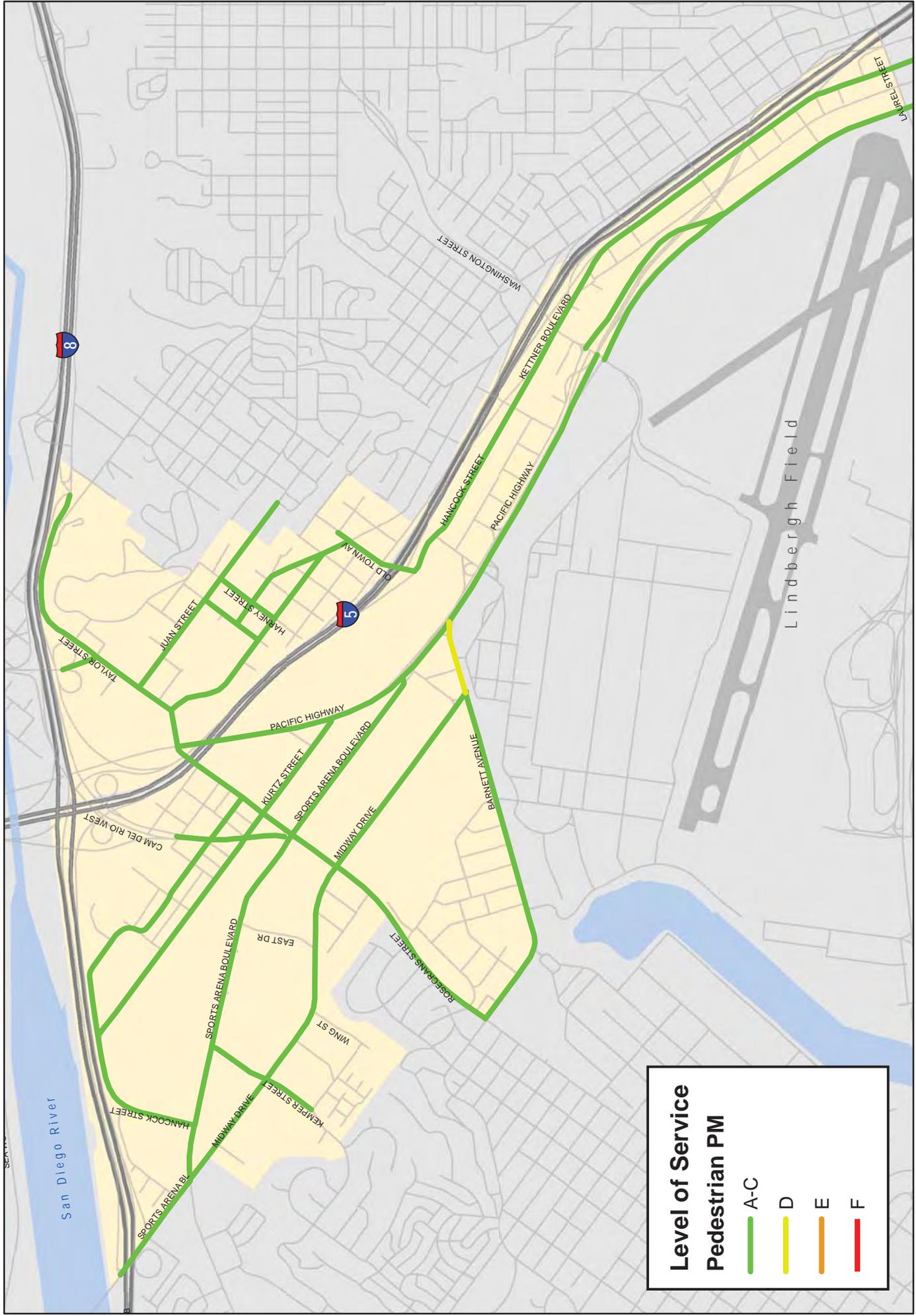


Figure 3-6 B: Existing Pedestrian Level of Service (PM PEAK)
 Midway/Pacific Highway Corridor and Old Town Community Plan Update

Date: 4/4/12

Source: Fehr and Peers (2012)

PEDESTRIAN CRASH ANALYSIS

Pedestrian related crash data was obtained from the City of San Diego for the study communities over a period of five and a half years (January 2005 – June 2010). During the reported timeline, there were 43 reported pedestrian related crashes within the Midway/Pacific Highway Corridor community and eight within the Old Town community. Table 3.4 and Figure 3-7 show the distribution and location of the 51 pedestrian related crashes within the study communities.

TABLE 3.4
PEDESTRIAN CRASH LOCATIONS

Nearest Intersection ¹	Total	Day	Night	Unknown	Fatality	Injured	Adult	Child	Not Reported
Midway-Pacific Highway									
Barnett Avenue and Jessop Lane	2	2	0	0	0	2	2	0	0
Cauby Street and Rosecrans Street	2	1	1	0	0	2	1	1	0
Grape Street and Laurel Street	1	0	1	0	0	1	1	0	0
Hancock Street and Camino Del Rio West	1	1	0	0	0	1	1	0	0
Hancock Street and Noell Street	1	0	1	0	0	1		0	1
Jefferson Street and Rosecrans Street	1	0	1	0	0	1	1	0	0
Kemper Street and Kenyon Street	3	1	2	0	0	3	3	0	0
Kettner Boulevard and Sassafras Street	1	0	1	0	0	1	1	0	0
Kurtz Street and Camino Del Rio West	1	1	0	0	0	1	1	0	0
Kurtz Street and Houston Street	1	0	1	0	0	1	1	0	0
Kurtz Street and Riley Street	1	0	1	0	0	1	1	0	0
Kurtz Street and Rosecrans Street	2	0	2	0	0	2	2	0	0
Laurel Street and California Street	1	1	0	0	0	1	1	0	0
Midway Drive and Rosecrans Street	4	2	1	1	0	4	4	0	0
Midway Drive and Wing Street	2	1	1	0	0	2	2	0	0
Moore Street and Camino Del Rio West	2	0	1	1	1	1	2	1	0
North Evergreen Street and Rosecrans Street	2	0	1	1	0	2	1	1	0
Palm Street and Pacific Highway	1	1	0	0	0	1	1	0	0
Sports Arena Boulevard and East Drive	1	1	0	0	0	1	1	0	0
Sports Arena Boulevard and Hancock Street	2	0	2	0	0	2	2	0	0
Sports Arena Boulevard and Kemper Street	2	1	1	0	0	2	2	0	0
Sports Arena Boulevard and Midway Drive	3	2	0	1	0	3	3	0	0
Sports Arena Boulevard and Rosecrans Street	3	0	2	1	1	2	2	0	1
Washington Street and Pacific Highway	1	1	0	0	0	1	1	0	0
Witherby Street and Pacific Highway	1	1	0	0	0	1	1	0	0
Midway/Pacific Highway Corridor Total	42	17	20	5	2	40	38	3	2
Old Town									
Ampudia Street and San Diego Avenue	1	0	1	0	0	1	1	0	0
Old Town Avenue and San Diego Avenue	1	0	1	0	0	1	1	0	0
Taylor Street and Juan Street	2	1	1	0	0	2	2	0	0
Taylor Street and Pacific Highway	3	2	1	0	1	2	2	0	1
Twiggs Street and San Diego Avenue	1	0	1	0	0	1	1	0	0
Old Town Total	8	3	5	0	1	7	7	0	1

Source: City of San Diego (January 2005 – June 2010)

Note:

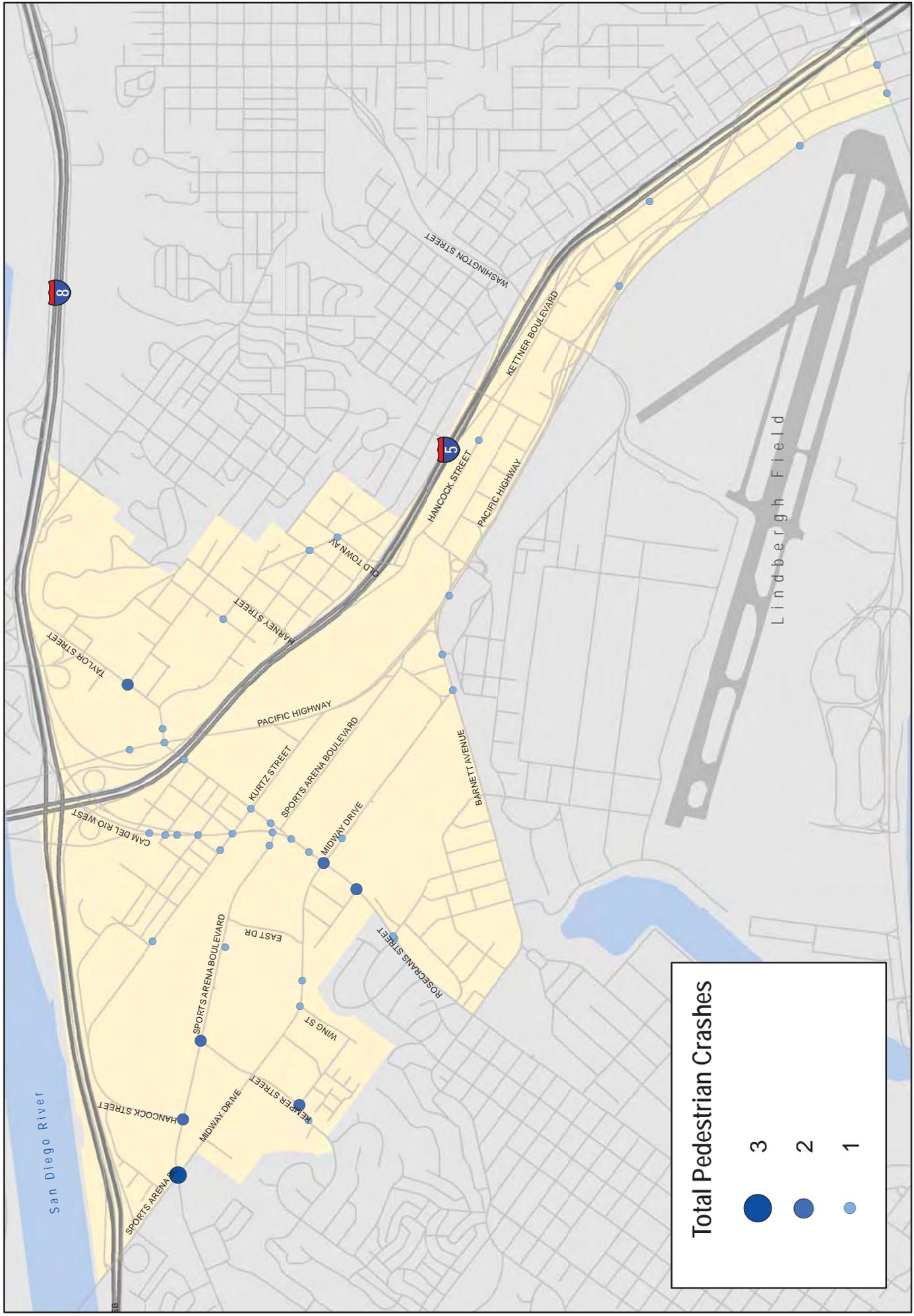


Figure 3-7: Pedestrian Crashes (January 2005 - June 2010)
 Midway/Pacific Highway Corridor and Old Town Community Plan Update

Date: 8/02/2012
 Source: City of San Diego (2010)

PLANNED PEDESTRIAN FACILITY IMPROVEMENTS

The adopted Public Facilities Financing Plans for both communities currently contain planned pedestrian improvements that have not yet been completed.

Midway/Pacific Highway Corridor Public Facilities Financing Plan (2004)

Install / upgrade 169 curb ramps to meet ADA standards (T25) – These improvements are currently not scheduled or funded.

Old Town Public Facilities Financing Plan (2004)

Install / upgrade 20 curb ramps to meet ADA standards (Project T12) – These improvements are currently not scheduled or funded.

3.3 PUBLIC TRANSIT SERVICES AND FACILITIES

Public transportation in the Midway/Pacific Highway Corridor and Old Town communities consists of bus, light rail transit (trolley), and commuter rail. The currently adopted citywide Mobility Element identifies the following goals for transit service and travel:

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

The following sections describe the various transit facilities, modes, and services within the study communities.



EXISTING TRANSIT SERVICES AND FACILITIES

The following sections describe the existing transit services and facilities that serve the Midway/Pacific Highway Corridor and Old Town communities, including transit routes, station/stop amenities and ridership.

BUS TRANSIT

There are currently ten MTS bus routes with a total of 94 bus stops and one Transit Center serving the Midway/Pacific Highway Corridor and Old Town communities. It should be noted that while Express Route 50 does run through the communities via I-5, it does not currently stop in either community, and was therefore not included within this study.

Midway/Pacific Highway Corridor Community

The following seven bus routes currently serve the Midway/Pacific Highway Corridor community¹:



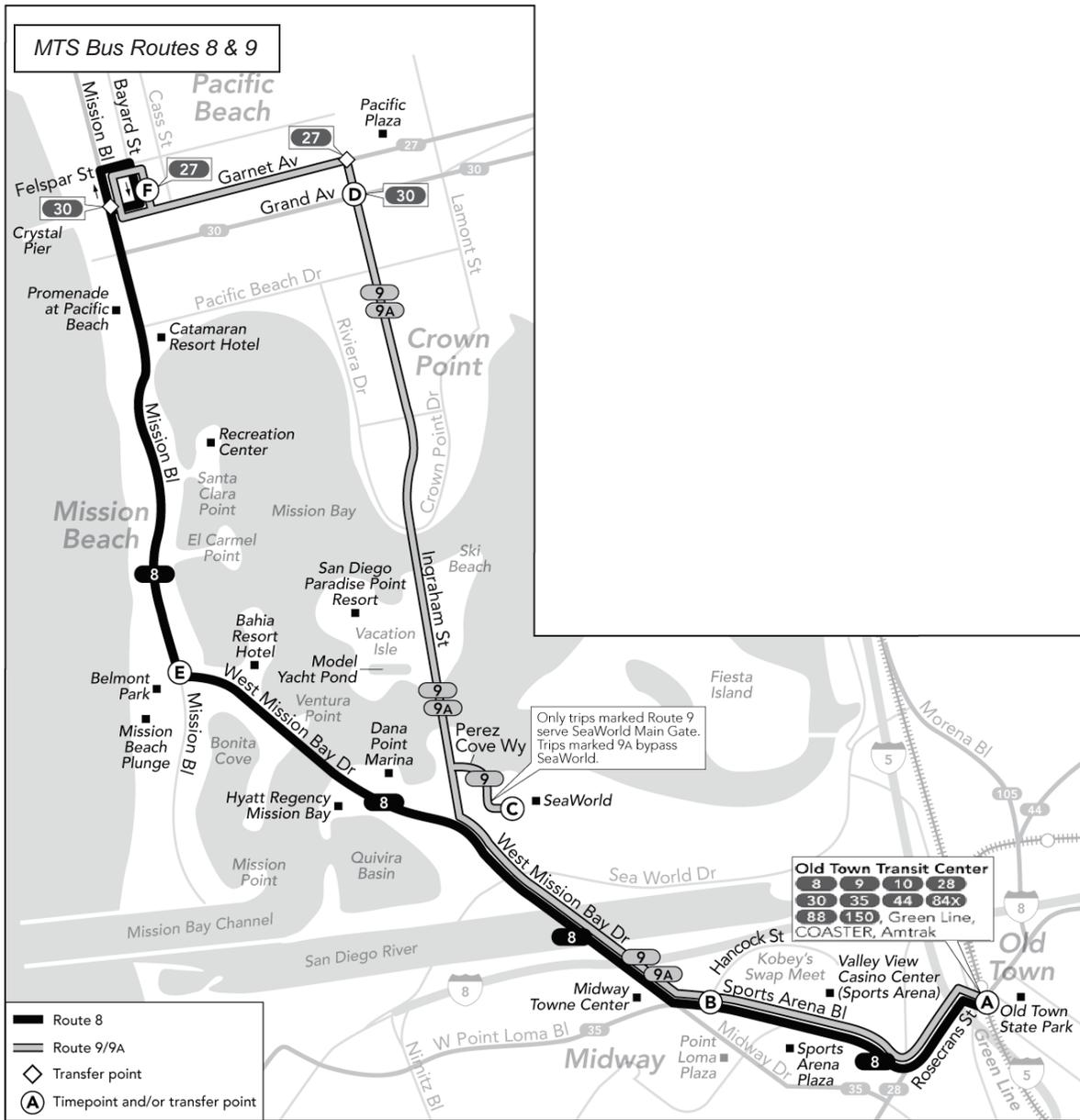
¹ All seven bus routes serving the Midway/Pacific Highway Corridor Community currently stop at the Old Town Transit Center and therefore also serve the Old Town community.

Routes 8 & 9

(Serves both the Midway/Pacific Highway Corridor and Old Town communities)

Route 8 – Runs from the Old Town Transit Center to Mission Beach and Pacific Beach. Major roadways served include Sports Arena Boulevard, West Mission Bay Drive, and Mission Boulevard. Route 8 currently runs between 5:36 AM and 12:37 AM on weekdays and Saturdays. Route 8 runs at 20 minute headways during its peak period (9:30 AM to 6:47 PM) and 30 minute headways during off-peak periods, including all day on Sundays and holidays.

Route 9 – Runs from the Old Town Transit Center to Sea World and Pacific Beach. Major roadways served include Sports Arena Boulevard, Ingraham Street, and Garnet Avenue. Route 9 currently runs between 5:52 AM and 9:22 PM on weekdays and Saturdays. Route 9 runs at 20 minute headways during its peak period (8:31 AM to 6:57 PM) and 30 minute headways during off-peak periods, including all day on Sundays and holidays.

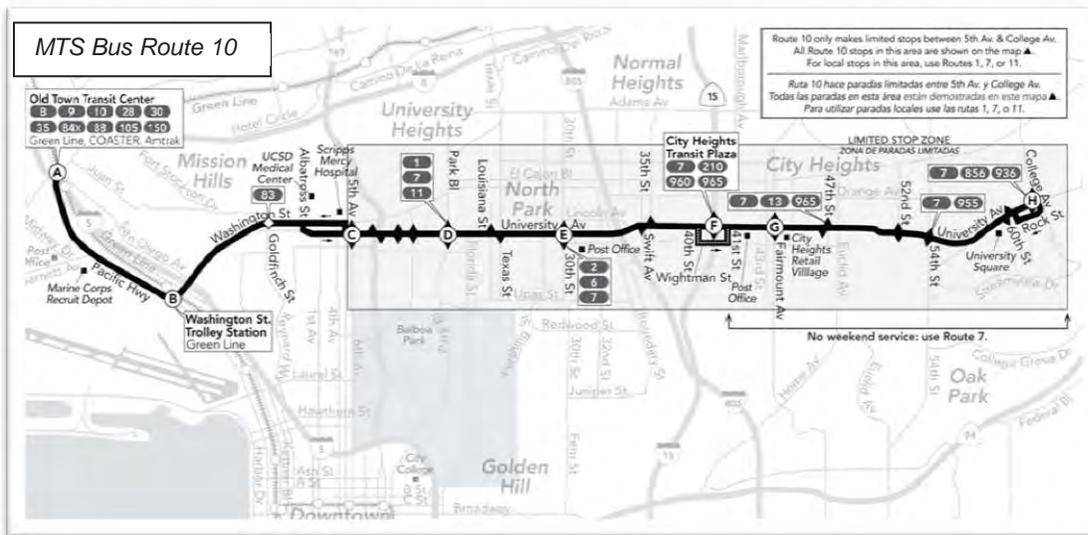


Source: MTS, June 2013

Route 10

(Serves both the Midway/Pacific Highway Corridor and Old Town communities)

Route 10 runs from the Old Town Transit Center, along University Avenue to College Avenue. Major roadways served include Pacific Highway, Washington Street, University Avenue, and College Avenue. Route 10 operates between 5:49 AM and 12:21 AM during weekdays, and runs at 15 minute headways all day. Route 10 operates on an abbreviated route during weekends and holidays running between the Old Town Transit Center and the University Ave & I-15 bus stop and runs at 30 minute headways.

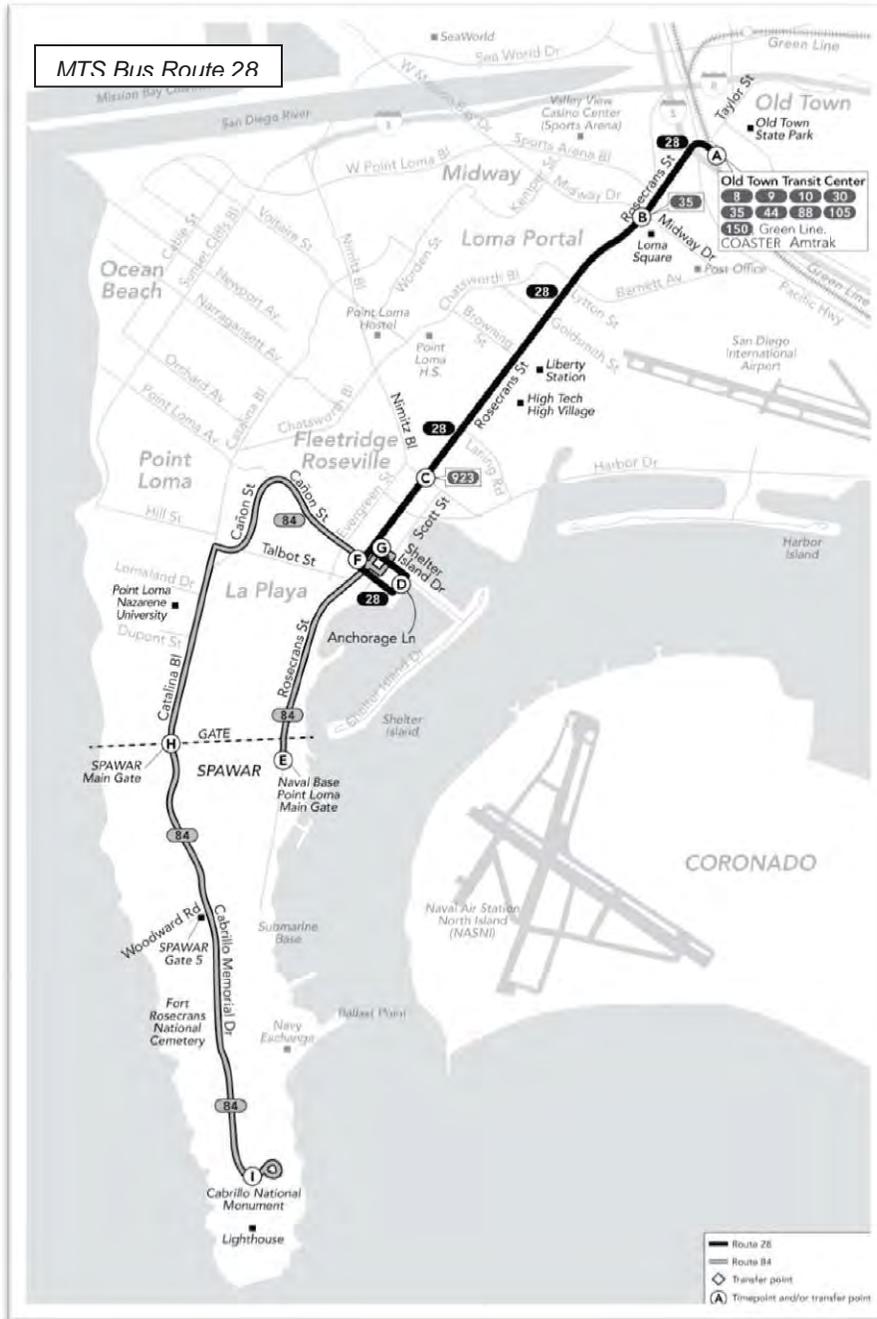


[Source: MTS, January 2013]

Route 28

(Serves both the Midway/Pacific Highway Corridor and Old Town communities)

Route 28 runs from the Old Town Transit Center to Shelter Island near the San Diego International Airport, Lindbergh Field. Major roadways served included Rosecrans Street and Shelter Island Drive. Route 28 currently runs between 5:22 AM and 11:02 PM on weekdays and runs at 10 to 30 minute headways. Route 28 runs at 30 minute headways on Saturday and 60 minute headways on Sundays and holidays.

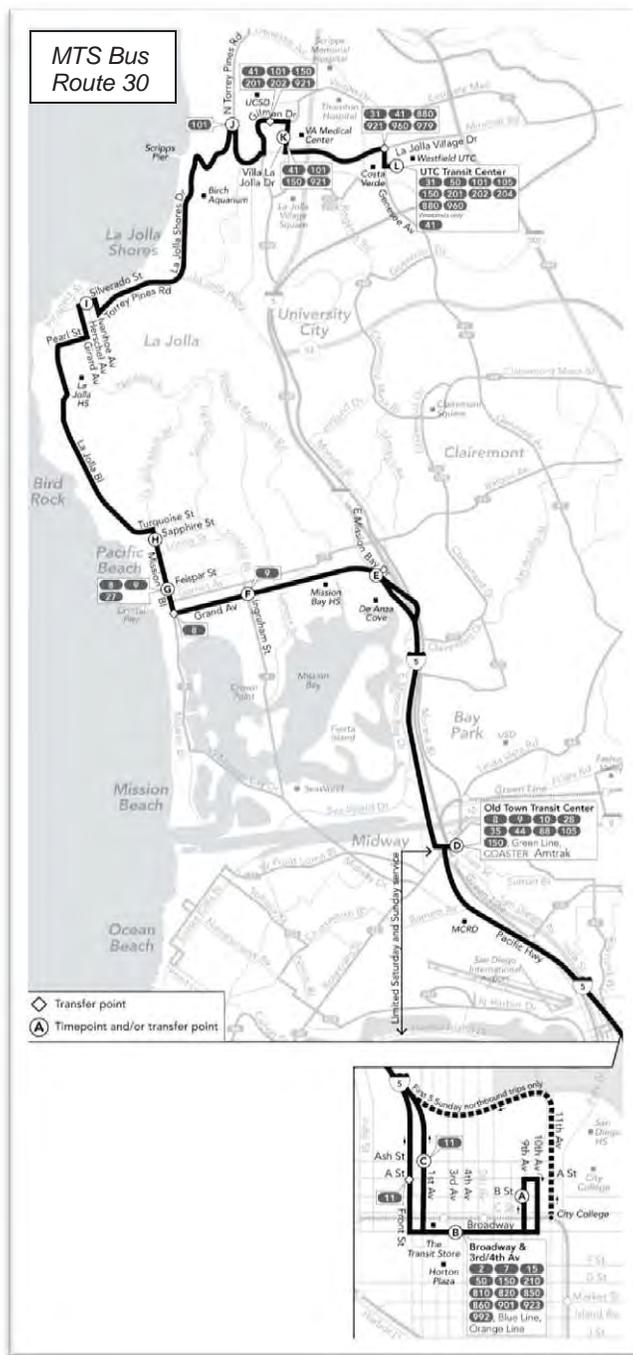


Source: MTS, September 2012

Route 30

(Serves both the Midway/Pacific Highway Corridor and Old Town communities)

Route 30 is an express bus route that runs from Downtown San Diego to the University Towne Center (UTC) Transit Center via Pacific Beach and La Jolla. Major roadways served include Grand Avenue, Mission Boulevard, La Jolla Boulevard, Torrey Pines Road, and La Jolla Village Drive. Route 30 currently runs between 4:57 AM and 12:49 AM on weekdays. Route 30 runs at 15 minute headways during its peak period (5:41 AM to 8:08 PM) and 30 minute headways during off-peak periods, including weekends and holidays.

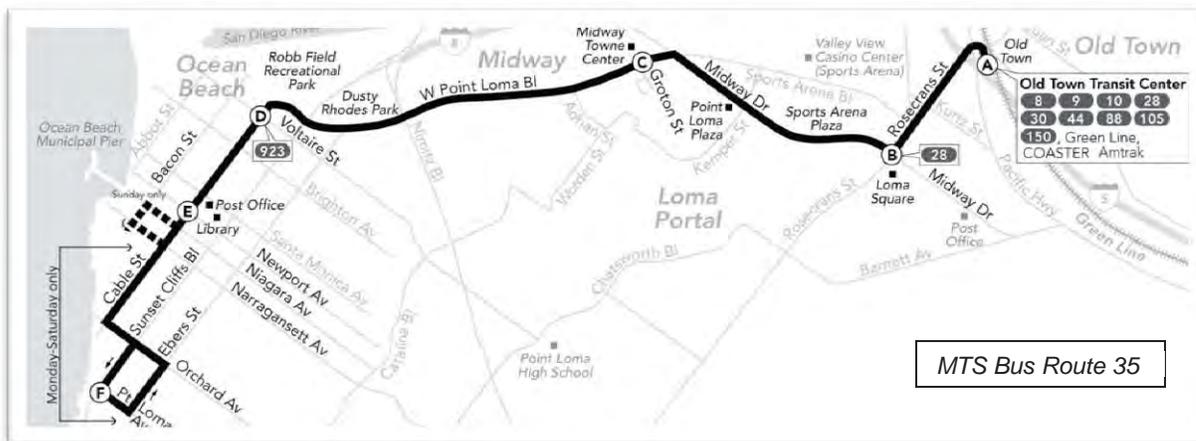


Source: MTS, June 2013

Route 35

(Serves both the Midway/Pacific Highway Corridor and Old Town communities)

Route 35 runs from the Old Town Transit Center to Ocean Beach. Major roadways serviced include Rosecrans Street, Midway Drive, West Point Loma Boulevard, and Sunset Cliffs Boulevard. Route 35 currently runs between 5:11 AM and 11:10 PM on weekdays. Route 35 runs at 30 headways during its hours of operation including weekends and holidays, with the exception of 7:00 AM to 10:00 AM on Sundays and holidays where it runs at 60 minute headways.

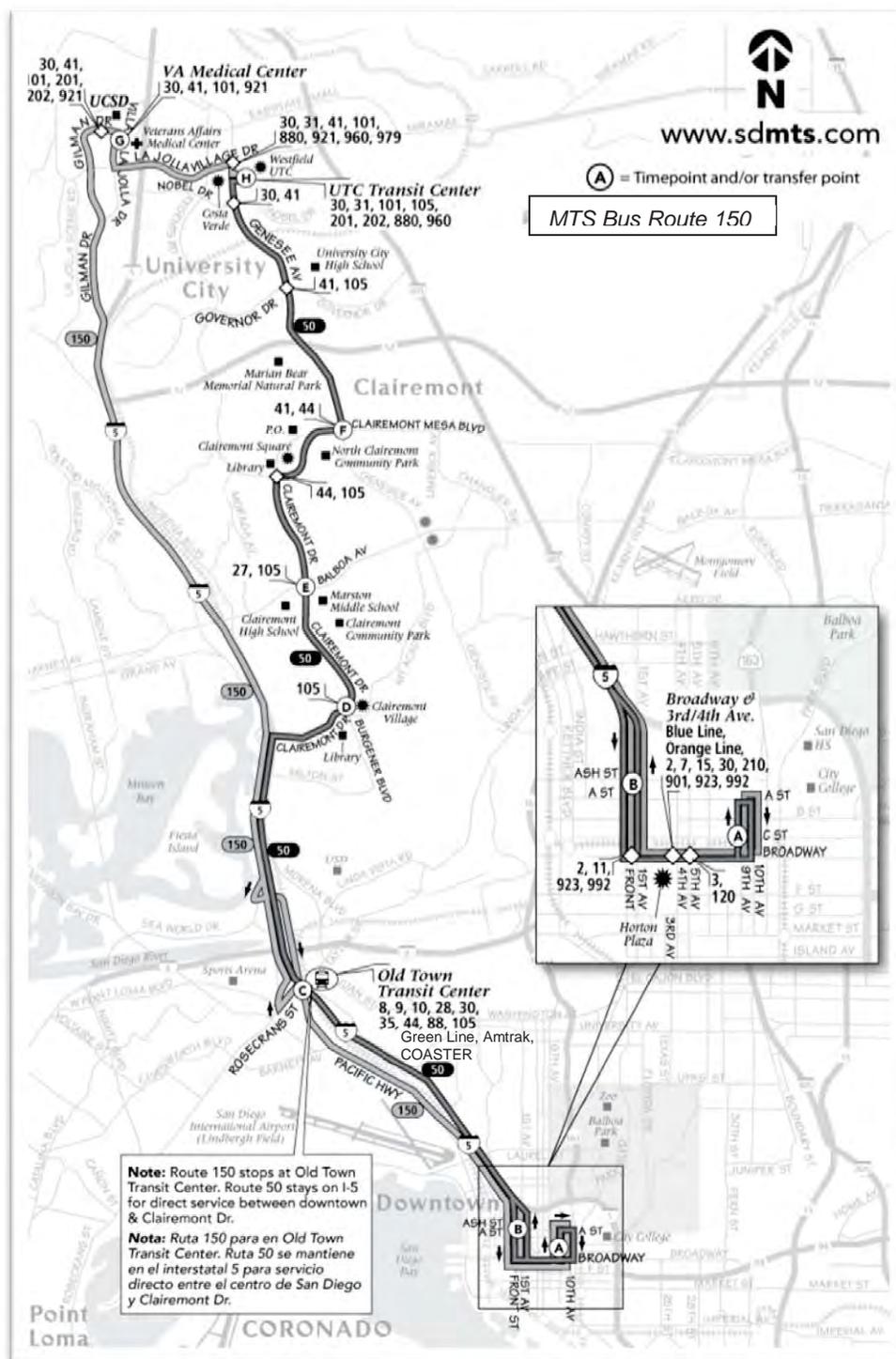


Source: MTS, September 2012

Route 150

(Serves both the Midway/Pacific Highway Corridor and Old Town communities)

Route 150 is an express bus route that runs from Downtown San Diego to the UTC Transit Center along Interstate 5 to Gilman Drive then to UTC. Route 150 currently runs between 5:56 AM and 7:23 PM on weekdays and runs at 30 headways during its hours of operation. Route 150 does not operate on weekends and holidays.



Source: MTS, November 2011

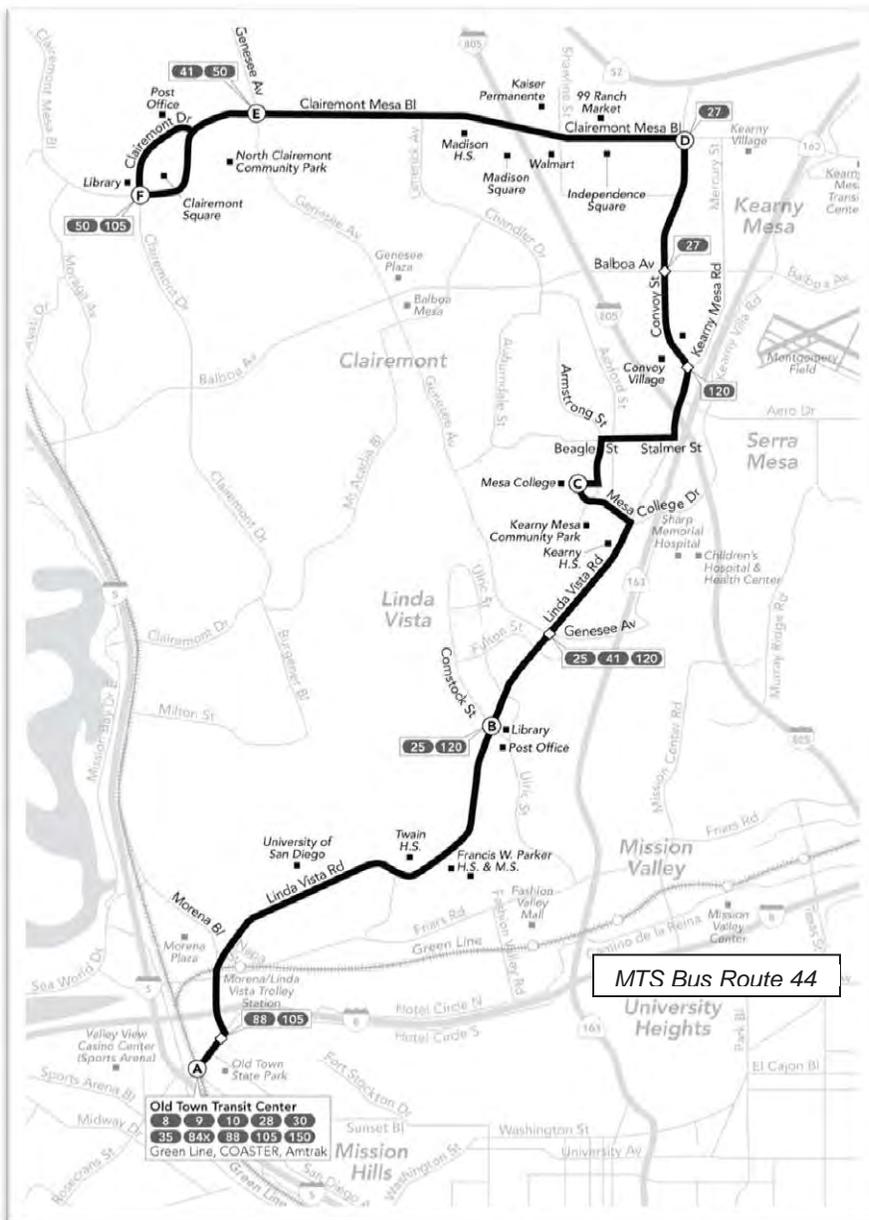
Old Town Community

The following three bus routes currently serve the Old Town Community:

Route 44

(Serves the Old Town community)

Route 44 runs from the Old Town Transit Center to the Clairemont Square Shopping Center. This route also serves the Morena/Linda Vista Trolley Station along the Green Line. Major roadways serviced include Linda Vista Road, Convoy Street, and Clairemont Mesa Boulevard. Route 44 currently runs between 4:30 AM and 11:54 PM on weekdays and runs at 15 headways during its peak period (6:15 AM to 7:10 PM) and 30 minute headways during off-peak periods including all day Saturday. Route 44 runs at 60 minute headways on Sundays and holidays.

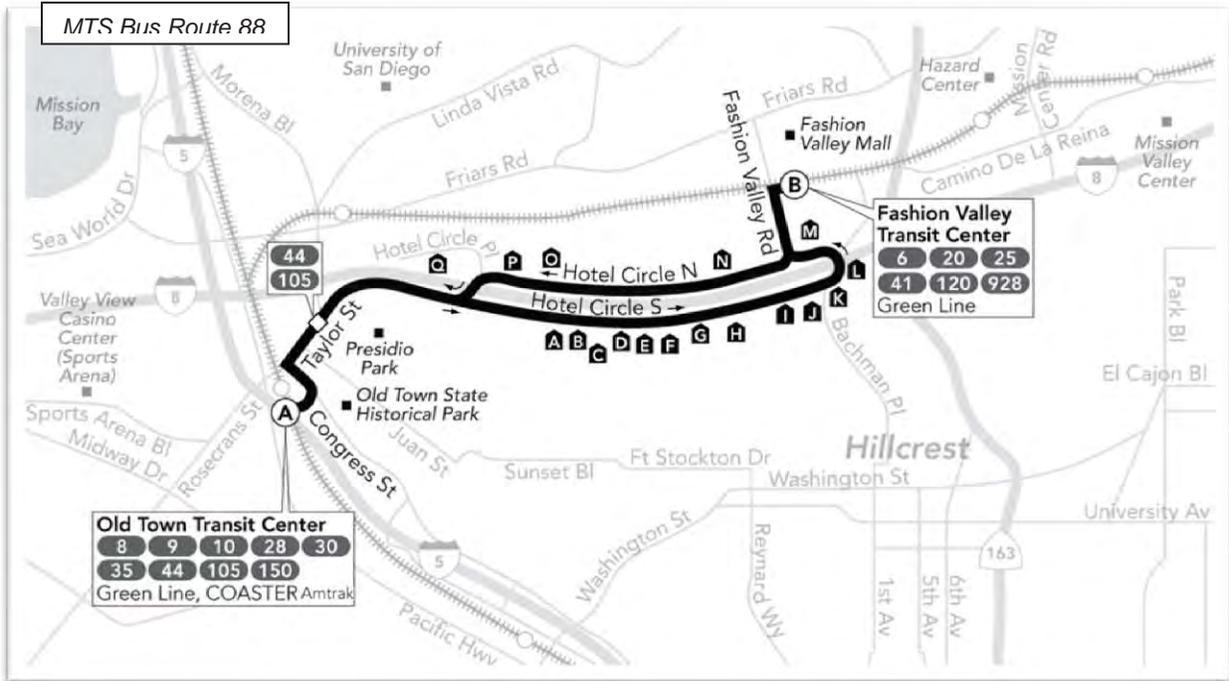


Source: MTS, September 2012

Route 88

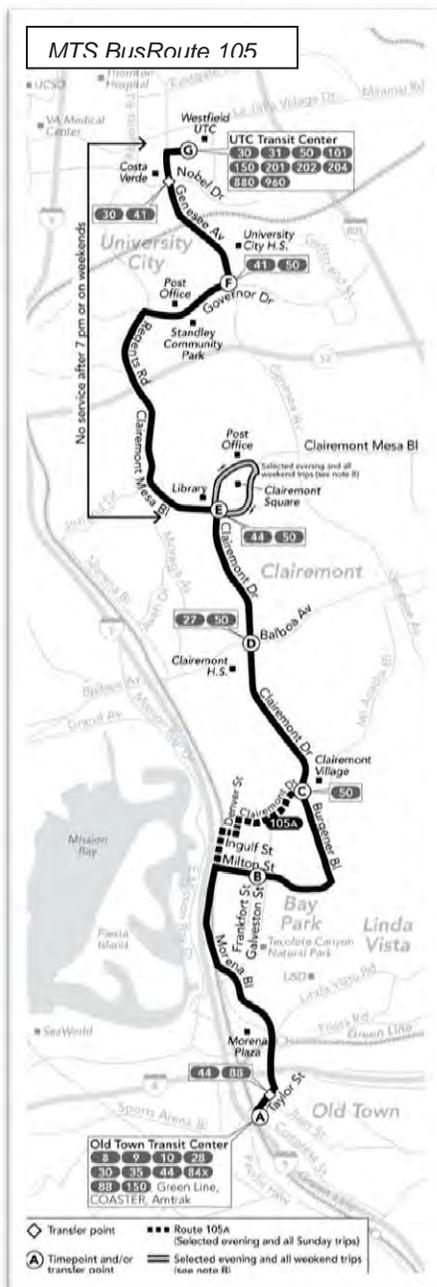
(Serves the Old Town community)

Route 88 runs from the Old Town Transit Center to the Fashion Valley Mall along North and South Hotel Circle Drive. Route 88 currently runs at 30 minute headways between 6:01 AM and 6:29 PM on weekdays and 60 minute headways on Saturdays and after 6:29 PM on weekdays. Route 88 does not operate on Sundays and holidays.



Source: MTS, September 2012

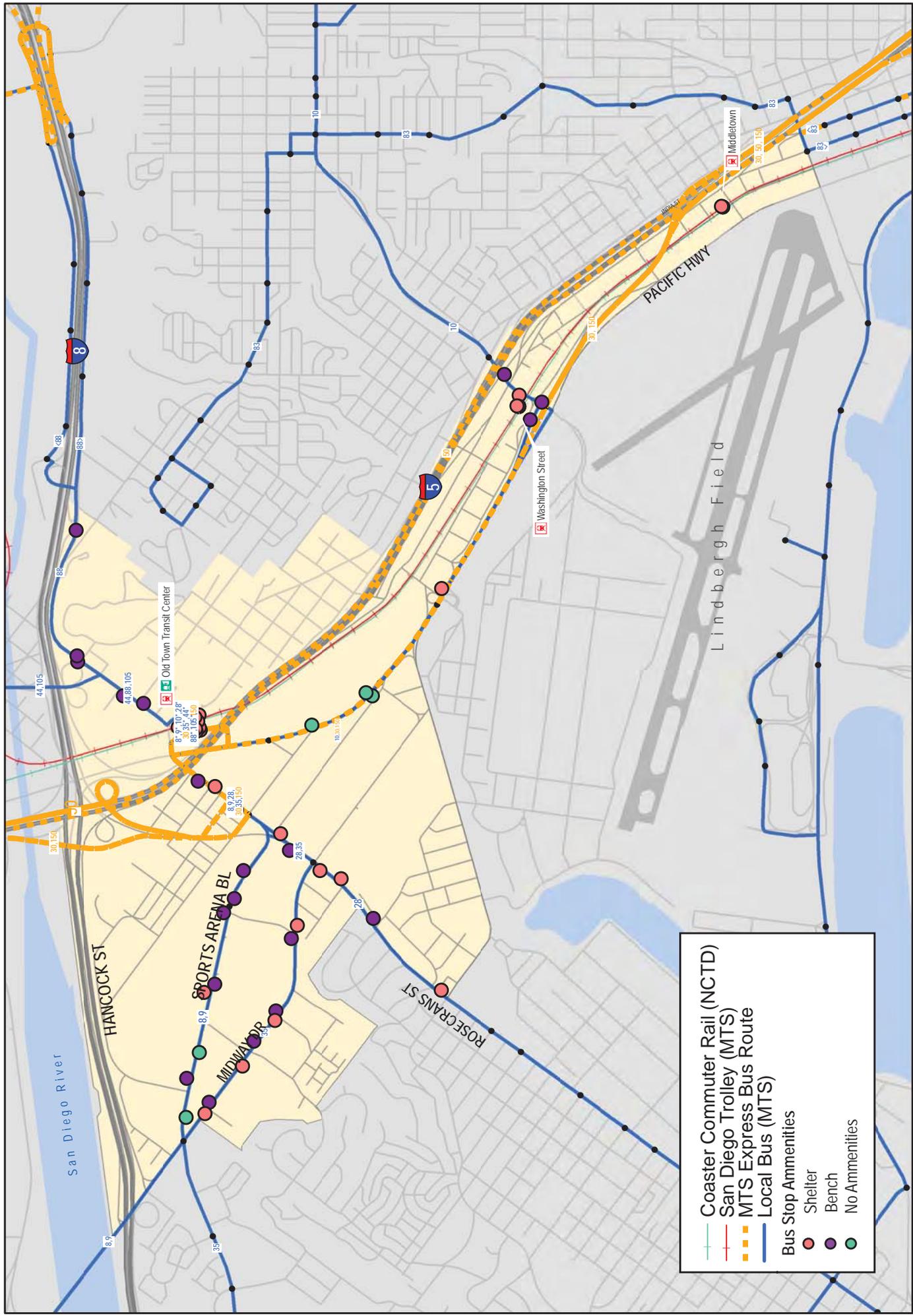
- Route 105 – Runs from the Old Town Transit Center to the UTC Transit Center. Major roadways served include Morena Boulevard, Clairemont Drive, Clairemont Mesa Boulevard, Regents Road, Governor Drive, and Genesee Avenue. Route 105 currently runs between 5:08 AM and 10:37 PM on weekdays and runs at 30 minute headways. Route 105 runs at 60 minute headways on weekends, holidays and after 7:30 PM on weekdays.



Source: MTS, September 2012

Source: MTS, November 2011

Figure 3-8 displays the current bus routes and stops within the study communities.



	Coaster Commuter Rail (NCTD)
	San Diego Trolley (MTS)
	MTS Express Bus Route
	Local Bus (MTS)
Bus Stop Amenities	
	Shelter
	Bench
	No Amenities

Figure 3-8: Existing Public Transit Facilities
 Midway/Pacific Highway Corridor and Old Town Community Plan Update
 Date: 4/09/12
 Source: SANDAG (2011), MTS (2011)

LIGHT RAIL TRANSIT AND COMMUTER RAIL SERVICE

The Midway/Pacific Highway Corridor and Old Town communities are served by the San Diego Trolley (LRT) with stations located at Washington Street, Palm Avenue (Middletown Station) and the transit center in Old Town. The COASTER commuter rail service stops at the Old Town Transit Center, as does Amtrak. Green Line – The MTS Green Line was the third light rail line implemented as part of the San Diego Trolley System. Service began in 2005 operating between the Old Town Transit Center and the Santee Town Center station. The Green Line service currently operates between 4:15 AM to 12:55 AM on all days. The Green Line currently runs at 15 minute headways between 4:15 AM and 8:18 PM during weekdays and 30 minute headways during off-peak times, weekends and holidays. The Green Line accesses the study communities via the Old Town Transit Center.

COASTER - The COASTER commuter rail service runs 41.1 miles along the San Diego coastline, serving eight (8) stations between Oceanside and downtown San Diego. COASTER service began in February 1995 and as of 2010 carries over 1.3 million passengers annually. The COASTER currently accesses the study communities via the Old Town Transit Center. COASTER service operates primarily during weekday peak periods (5:18 AM to 7:42 AM and 3:45 to 7:08 PM) and in the peak direction (southbound in the AM and northbound in the PM), but does have limited, midday, Friday evening, Saturday, and seasonal Sunday service. Special evening service is also provided when the San Diego Padres play Monday–Thursday evening home games.

Amtrak – Amtrak provides passenger rail service from San Diego to several destinations throughout the state and country. The main route serving San Diego is the Pacific Surfliner which connects most of the major cities along California’s central coast. Amtrak currently accesses the Midway/Pacific Highway Corridor and the Old Town communities via the Old Town station. Amtrak service currently has trains departing between 6:00 AM and 9:00 PM seven days a week from the Old Town station.

TRANSIT STOPS

Table 3.5 and **Figure 3-9** displays the average daily (year 2010) boardings and alightings at each of the 94 transit stops, as well as station amenities, within the study communities. There are a total of approximately 18,700 boardings and 18,870 alightings on a daily basis – for a total 36,887 daily transit trip ends within the study communities.

Appendix D displays the boarding worksheets, as provided by SANDAG.

The vast majority of the daily transit boardings/alightings, within the study communities, an estimated 32,284 average daily trips ends (88%), occur at the Old Town Transit Center. The Middletown Trolley station shows a total of 585 daily trips ends, while the Washington Street Trolley station shows 1,047 daily transit trip ends. The bus stop with the highest level of existing boardings/alightings (149 daily) is found along the Route 10 in the eastbound direction at the stop located near the Pacific Highway / Witherby intersection.

Old Town Transit Center

The Old Town Transit Center is a major transit hub not only serving the two study communities, but the region as a whole. The Old Town Transit Center serves a connection/transfer point for both the Blue and Green Line Trolleys, 10 local MTS bus routes, the COASTER and Amtrak’s Pacific Surfliner. The Old Town Transit Center has a variety of station amenities, including benches, bike racks, ticketing machines, directional signage, route location maps, time tables, an MTS Information Center and a convenience market.



Figure 3-9: Average Daily Boardings and Alightings
Midway/Pacific Highway Corridor and Old Town Community Plan Update

Date: 4/4/11
Source: SANDAG (2011), MTS (2011)

**TABLE 3.5
 TRANSIT STATION/STOP AMENITIES AND AVERAGE DAILY BOARDINGS AND ALIGHTINGS (YEAR 2010)**

Route # and Location	Boardings	Alightings	Total Trips	Amenities at the Stops		
				Shelters	Benches	Trash Cans
Bus Route 8 Clockwise						
Sports Arena Blvd and Midway Dr.	16	17	33	✓	✓	✓
Sports Arena Blvd and Midway Dr.	85	25	110			
Sports Arena Blvd Between Hancock and Kemper	32	7	38			
Sports Arena Blvd Between Kemper and Sports Arena Driveway	35	24	89		✓	
Sports Arena Blvd and East Dr.	66	26	92		✓	
Rosecrans St. and Pacific Highway	18	19	38	✓	✓	✓
Old Town Transit Center	11	624	635	✓	✓	✓
Bus Route 9 Counter Clockwise						
Old Town Transit Center	633	8	640	✓	✓	✓
Rosecrans St. and Moore St.	14	6	20		✓	✓
Rosecrans St. and Kurtz St.	6	22	28		✓	
Sports Arena Blvd. and Camino Del Rio West	11	29	40		✓	
Sports Arena Blvd. and East Dr.	11	49	60		✓	✓
Sports Arena Blvd. and Sports Arena Driveway	24	70	94		✓	
Sports Arena Blvd. and Hancock St.	34	98	132		✓	
Bus Route 10 East						
Old Town Transit Center	1,012	14	1,027	✓	✓	✓
Pacific Highway and Sports Arena Blvd.	24	15	39			
Pacific Highway and Witherby St.	56	93	149		✓	✓
Washington St. and Pacific Highway	49	40	90		✓	
Washington St. and Hancock St.	21	3	24		✓	✓
Washington St. and India St.	47	17	64		✓	✓
Bus Route 10 West						
Washington St. and India St.	6	47	53			✓
Washington St. and Hancock St.	2	10	13		✓	✓
Washington St. and The Trolley Tracks	16	82	97			
Pacific Highway and Washington St.	16	15	31		✓	
Pacific Highway and Witherby St.	51	61	112	✓	✓	✓
Pacific Highway and Enterprise St.	7	34	41			
Pacific Highway and Kurtz St.	0	0	0			
Old Town Transit Center	12	829	840	✓	✓	✓
Bus Route 28 East						
Rosecrans St. and Lytton St.	13	6	19	✓	✓	✓
Rosecrans St. and North Evergreen St.	14	15	29		✓	✓

**TABLE 3.5
 TRANSIT STATION/STOP AMENITIES AND AVERAGE DAILY BOARDINGS AND ALIGHTINGS (YEAR 2010)**

Route # and Location	Boardings	Alightings	Total Trips	Amenities at the Stops		
				Shelters	Benches	Trash Cans
Rosecrans St. and Loma Square	44	33	77	✓	✓	✓
Rosecrans St. and Sports Arena Blvd.	34	29	63	✓	✓	✓
Rosecrans St. and Pacific Highway	13	3	16	✓	✓	✓
Old Town Transit Center	N/A	621	621	✓	✓	✓
Bus Route 28 West						
Old Town Transit Center	529	N/A	529	✓	✓	✓
Rosecrans St. and Moore St.	8	N/A	8		✓	✓
Rosecrans St. and Kurtz St.	7	9	16		✓	
Rosecrans St. and Midway Drive	23	23	46		✓	✓
Rosecrans St. and Midway Drive	41	46	87	✓	✓	✓
Rosecrans St. and North Evergreen St.	13	21	34			
Rosecrans St. and Lytton St.	2	11	13			
Bus Route 30 North						
Pacific Highway and Witherby St.	48	44	92	✓	✓	✓
Pacific Highway and Enterprise St.	6	21	27			
Pacific Highway and Kurtz St.	0	0	0			
Old Town Transit Center	632	347	978	✓	✓	✓
Bus Route 30 South						
Old Town Transit Center	338	623	961	✓	✓	✓
Pacific Highway and Sports Arena Blvd.	9	338	30			
Bus Route 35 East						
Midway Drive and Duke St.	57	33	90	✓	✓	✓
Midway Drive and Kemper St.	38	22	60	✓	✓	✓
Midway Drive and Fordham St.	62	18	80	✓	✓	✓
Midway Drive and East Drive	40	37	77	✓	✓	✓
Rosecrans St. and Sports Arena Blvd.	55	16	71	✓	✓	✓
Rosecrans St. and Pacific Highway	7	7	14	✓	✓	✓
Old Town Transit Center	N/A	567	567	✓	✓	✓
Bus Route 35 West						
Old Town Transit Center	580	N/A	580	✓	✓	✓
Rosecrans St. and Moore St.	20	4	24		✓	✓
Rosecrans St. and Kurtz St.	6	13	19		✓	
Rosecrans St. and Midway Drive	26	37	63		✓	✓
Midway Drive and East Drive	43	34	77		✓	
Midway Drive and Fordham St.	18	61	79		✓	
Midway Drive and Kemper St.	23	59	82		✓	
Midway Drive and Duke St.	18	71	89		✓	

**TABLE 3.5
 TRANSIT STATION/STOP AMENITIES AND AVERAGE DAILY BOARDINGS AND ALIGHTINGS (YEAR 2010)**

Route # and Location	Boardings	Alightings	Total Trips	Amenities at the Stops		
				Shelters	Benches	Trash Cans
Bus Route 44 North						
Old Town Transit Center	1045	5	1050	✓	✓	✓
Taylor St. and Juan St.	9	2	11		✓	
Bus Route 44 South						
Taylor St. and Sunset St	0	5	6		✓	
Old Town Transit Center	23	900	923	✓	✓	✓
Bus Route 88 East						
Old Town Transit Center	137	6	143	✓	✓	✓
Taylor St. and Juan St.	2	0	2		✓	
Taylor St. and Presidio Drive	3	1	4		✓	
Taylor St. and I-8 East	0	1	1			
Bus Route 88 West						
Taylor St. and I-8 East	1	0	2		✓	
Taylor St. and Presidio Drive	0	0	1		✓	
Taylor St. and Sunset St	0	0	1		✓	
Old Town Transit Center	2	79	81	✓	✓	✓
Bus Route 105 North						
Old Town Transit Center	441	2	444	✓	✓	✓
Taylor St. and Juan St.	3	1	4		✓	
Bus Route 105 South						
Taylor St. and Juan St.	0	3	3		✓	
Old Town Transit Center	3	323	327	✓	✓	✓
Bus Route 150 North						
Pacific Highway and Witherby St.	28	10	38	✓	✓	✓
Pacific Highway and Enterprise St.	3	6	9			
Pacific Highway and Kurtz St.	0	0	0			
Old Town Transit Center	266	78	345	✓	✓	✓
Bus Route 150 South						
Old Town Transit Center	66	378	44	✓	✓	✓
Pacific Highway and Sports Arena Blvd.	7	3	10			
Blue Line Trolley North						
Middletown Station	73	222	295	✓	✓	✓
Washington Street Station	156	374	530	✓	✓	✓
Old Town Transit Center	N/A	6,379	6,379	✓	✓	✓
Blue Line Trolley South						
Old Town Transit Center	6,085	N/A	6,085	✓	✓	✓
Washington Street Station	395	122	517	✓	✓	✓

**TABLE 3.5
 TRANSIT STATION/STOP AMENITIES AND AVERAGE DAILY BOARDINGS AND ALIGHTINGS (YEAR 2010)**

Route # and Location	Boardings	Alightings	Total Trips	Amenities at the Stops		
				Shelters	Benches	Trash Cans
Middletown Station	186	104	290	✓	✓	✓
Green Line Trolley East						
Old Town Transit Center	4,679	N/A	4,679	✓	✓	✓
Green Line Trolley West						
Old Town Transit Center	N/A	4406	4,406	✓	✓	✓

Source: MTS, 2011

As shown, all stations that experience 100 or more total daily boardings and alightings currently provide a shelter, bench and trash can, with the exceptions of the following:

Midway/Pacific Highway Corridor

- Sports Arena Boulevard and Midway Drive (110 total daily trips) – No Amenities provided
- Sports Arena Boulevard and Hancock Street (132 total daily trips) – Only a Bench is provided
- Pacific Highway and Witherby Street (149 total daily trips) – Benches and trash cans are provided, but no shelter

Old Town

None

EXISTING TRANSIT USAGE

Several sources of transit ridership data are publically available or were obtained from the Metropolitan Transportation System (MTS) as summarized in the following section.

COMMUTING RATES

Table 3.6 displays January 2006 – December 2010 estimated transit journey to work rates as reported by the American Community Survey (ACS) for both study communities, as well as the City of San Diego and County as a whole.

**TABLE 3.6
 PERCENT USING TRANSIT FOR COMMUTING TO WORK**

	Midway/Pacific Highway Corridor Community	Old Town Community	City of San Diego	County of San Diego
Number of Residents Using Transit to Commute to Work	315	47	25,410	46,951
Percent of Total Workers	9.8%	9.8%	4.1%	3.3%

Source: American Community Survey 2006-2010 Estimates by Census Block Group

As shown, approximately 315 residents within the Midway/Pacific Highway Corridor community, and 47 within the Old Town community currently use transit to commute to work on a regular basis. This represents about 9.8% percent of all workers within both communities. Across the City about 4.1 percent of all workers regularly use transit to get to work. Based on ACS data both study communities have roughly twice the rate of transit usage for the journey to work as compared to the City as a whole.

To better understand the dynamics of choosing a mode of travel, a comparison was made between transit costs and time to those using automobiles. **Tables 3.7A** and **3.7B** compare automobile and transit travel from each of the communities to eight popular destinations within San Diego. Travel time was obtained using Google Maps directions. Transit costs are based on standard fare of a one-way ticket. Auto costs are based on the standard business travel reimbursement rates, which reflect the costs of gas, insurance, and vehicle wear and tear, and are also calculated based on a one-way trip to the destination. For the Midway/Pacific Highway Corridor community, travel estimates were calculated from the Sports Arena Square Shopping Center. For Old Town travel estimates were calculated from the Old Town Transit Center.

As shown in the tables, the travel time to/from Midway/Pacific Highway Corridor community is significantly faster driving an automobile as compared to using transit, on average taking ¼ of the time. However, the cost of using transit is only slightly higher, \$0.80 on average, as compared to driving. The majority of transit trips studied within the Midway/Pacific Highway Corridor community requires at least one transfer, typically at the Old Town Transit Center, to reach the ultimate study destinations. This adds additional delays to the transit patron.

Due to its proximity to the Old Town Transit station, the Old Town community achieves, on average, significantly better transit travel times and less expensive fares (about \$0.90) as compared to the Midway/Pacific Highway Corridor community. This time and cost savings is primarily due to the number of direct transit routes provided to the key study destinations from the Old Town Transit Center, resulting in the need for fewer transfers.

TRANSIT LEVEL OF SERVICE AND ANALYSIS RESULTS

Tables 3.8A and **3.8B** show the transit LOS for roadway segments where transit service is currently provided within the study communities. **Figures 3-10A** and **3-10B** graphically display the transit LOS results for the AM and PM peak hours, respectively. Transit level of service analysis output is provided in **Appendix E**.

As shown in the tables, all of the transit corridors within the two communities that are currently service by transit are operating at an acceptable LOS. However the following segments operate at LOS E or F:

Midway/Pacific Highway Corridor

Southbound Sports Arena Boulevard between I-8 WB Ramp to W. Point Loma Blvd/Midway Drive - Operates at LOS F during both the AM and PM peak hours due to no transit stops within a quarter mile of the mid-block area servicing northbound transit.

Both Directions of Pacific Highway between Washington Street and Sassafras Street - Operates at LOS F during both the AM and PM peak hours due to the lack of transit stops servicing either direction within a quarter mile of the mid-block area of this segment.

Eastbound Rosecrans Street between Lytton Street/Barnett Avenue and Midway Drive - Operates at LOS E during the PM peak hour due to a passenger to seat ratio greater than 1.0.

Old Town

Eastbound Taylor Street between Morena Boulevard to I-8 Hotel Circle Ramps - Operates at LOS E during the AM peak hour due to infrequent service (only served by Route 88 which operates at 30 minute headways).

TABLE 3.7A
TRANSIT-AUTO CONNECTIVITY COMPARISON
MIDWAY/PACIFIC HIGHWAY CORRIDOR COMMUNITY

Destination	Actual Location	Distance (Miles)	Auto		Transit	
			Time (Min)	Cost (\$)	Time (Min)	Cost (\$)
San Diego International Airport	San Diego International Airport	4.3	10	\$2.54	52	\$5.00
San Diego State University	San Diego State University	10.5	14	\$6.17	47	\$4.75
University of California San Diego	Price Center at UCSD	10.2	13	\$5.98	40	\$4.75
San Diego City Hall	San Diego City Hall	4.5	11	\$2.61	23	\$4.75
San Diego Spectrum Center (Kearny Mesa)	National University at Spectrum Center	9.3	13	\$5.45	75	\$5.00
General Dynamics NASSCO	General Dynamics NASSCO	6.9	13	\$4.03	50	\$5.00
Fashion Valley Shopping Center	Fashion Valley Transit Center	3.7	7	\$2.15	18	\$4.75
Petco Park	Petco Park	6.1	11	\$3.55	39	\$4.75
	Average	6.9	11.5	\$4.06	43.0	\$4.84

Source: Fehr & Peers, August 2012

Notes

All travel estimates originated at the Sports Arena Square Shopping Center
 The time for the Auto trip is estimated based on the free flow speed. Delay due to congestion was not included in the estimate.
 The Auto trip cost was estimated based on the distance between the start and end locations, multiplied by the standard cost per mile that tax regulations allow business to deduct (\$ 0.585/mile). This cost does not account for tolls, parking fees or variation in gas mileage for different vehicle types.
 The Transit trip cost is based on actual per trip cost.
 Travel time and costs were evaluated using Google Maps direction finding website. For the transit information, departure time was 7:00 a.m.

TABLE 3.7B
TRANSIT-AUTO CONNECTIVITY COMPARISON
OLD TOWN COMMUNITY

Destination	Actual Location	Distance (Miles)	Auto		Transit	
			Time (Min)	Cost (\$)	Time (Min)	Cost (\$)
San Diego International Airport	San Diego International Airport	4.4	11	\$2.57	54	\$4.75
San Diego State University	San Diego State University	9.9	14	\$5.79	35	\$2.50
University of California San Diego	Price Center at UCSD	10.4	14	\$6.08	26	\$2.50
San Diego City Hall	San Diego City Hall	4.4	11	\$2.58	13	\$2.25
San Diego Spectrum Center (Kearny Mesa)	National University at Spectrum Center	8.7	14	\$5.08	42	\$5.00
General Dynamics NASSCO	General Dynamics NASSCO	6.8	14	\$4.00	37	\$2.50
Fashion Valley Shopping Center	Fashion Valley Transit Center	3.0	7	\$1.76	6	\$2.50
Petco Park	Petco Park	6.0	12	\$3.52	29	\$2.50
	Average	6.7	12.1	\$3.92	30.3	\$3.06

Source: Fehr & Peers, August 2012

Notes

All travel estimates were originated at the Old Town Transit Center

The time for the Auto trip is estimated based on the free flow speed. Delay due to congestion was not included in the estimate.

The Auto trip cost was estimated based on the distance between the start and end locations, multiplied by the standard cost per mile that tax regulations allow business to deduct (0.585/mile). This cost does not account for tolls, parking fees or variation in gas mileage for different vehicle types.

The Transit trip cost is based on actual per trip cost.

Travel time and costs were evaluated using Google Maps direction finding website. For the transit information, departure time was 7:00 a.m.

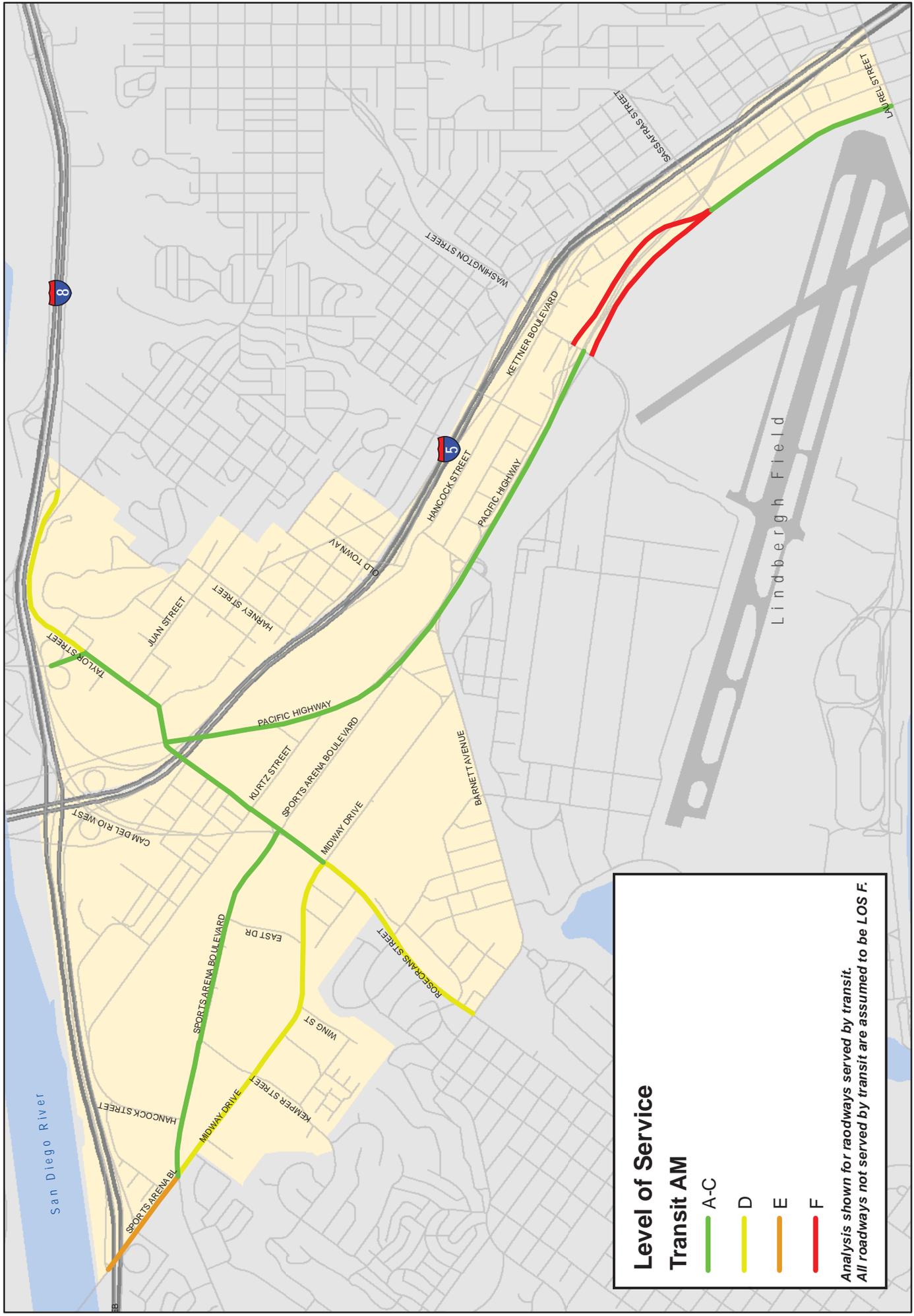


Figure 3-10A: Existing Transit Level of Service (AM Peak)
 Midway/Pacific Highway Corridor and Old Town Community Plan Update

Date: 4/4/12

Source: Fehr and Peers (2012)

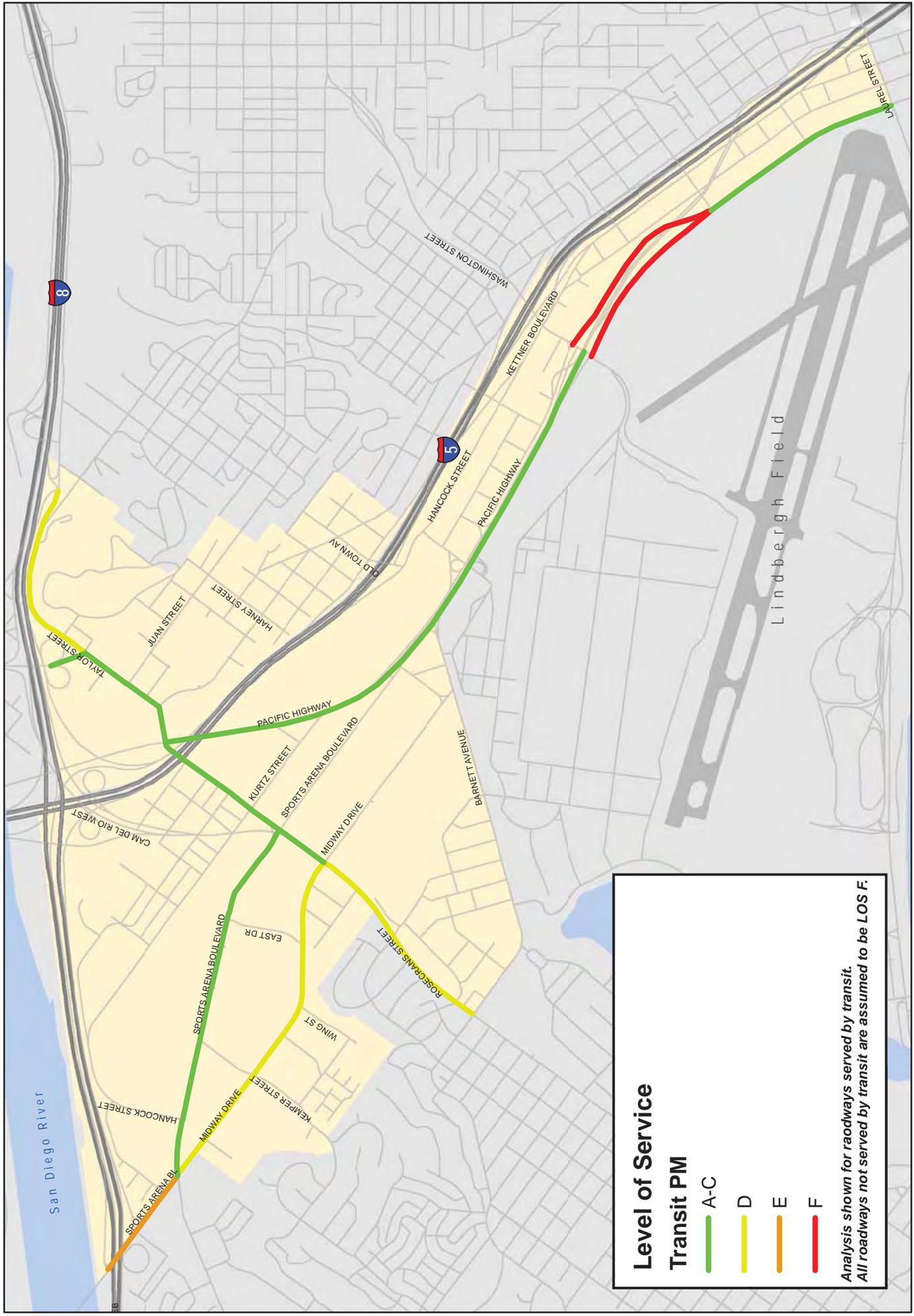


Figure 3-10B: Existing Transit Level of Service (PM Peak)
 Midway/Pacific Highway Corridor and Old Town Community Plan Update

Date: 8/02/2012

Source: Fehr and Peers (2012)

TABLE 3.8A
EXISTING CONDITIONS MULTI-MODAL ANALYSIS
SUMMARY OF ROADWAY SEGMENT TRANSIT LOS (AM PEAK)

Roadway Segment	Roadway Segment	By Direction		Both Directions Combined ¹		By Facility ²	
		Score	LOS	Score	LOS	Score	LOS
Midway/Pacific Highway Corridor Community							
Midway Drive							
W. Point Loma Blvd/Sports Arena Blvd to Kemper Street	NB	3.95	D	3.98	D	3.99	D
	SB	4.00	D				
Kemper Street to East Drive	NB	3.88	D	3.98	D		
	SB	4.08	D				
East Drive to Rosecrans Street	NB	3.90	D	4.02	D		
	SB	4.14	D				
Sports Arena Boulevard							
1-8 WB Ramps to W. Point Loma Blvd/Midway Drive	NB	6.49	F	4.57	E	3.07	C
	SB	2.63	B				
W. Point Loma Blvd/Midway Drive to Hancock Street	NB	2.60	B	2.57	B		
	SB	2.54	B				
Hancock Street to Kemper Street	NB	2.56	B	2.55	B		
	SB	2.54	B				
Kemper Street to Sports Arena Driveway	NB	2.58	B	2.58	B		
	SB	2.57	B				
Sports Arena Driveway to East Drive	NB	2.57	B	2.58	B		
	SB	2.58	B				
East Drive to Rosecrans Street	NB	2.56	B	2.58	B		
	SB	2.60	B				
Pacific Highway							
Taylor Street and Washington Street	NB	2.00	A	1.92	A	2.83	C
	SB	1.83	A				
Washington Street to Sassafras Street	NB	6.44	F	6.43	F		
	SB	6.41	F				
Sassafras Street to Laurel Street	NB	2.09	B	1.97	A		
	SB	1.84	A				
Rosecrans Street							
Lytton Street / Barnett Avenue to Midway Drive	EB	3.58	D	3.67	D	2.95	C
	WB	3.75	D				
Midway Drive to Sports Arena Boulevard	EB	2.70	B	2.75	B		
	WB	2.79	C				
Sports Arena Boulevard to Kurtz Street	EB	1.98	A	1.99	A		
	WB	1.99	A				
Kurtz Street to Pacific Highway	EB	1.86	A	1.88	A		
	WB	1.90	A				

TABLE 3.8A
EXISTING CONDITIONS MULTI-MODAL ANALYSIS
SUMMARY OF ROADWAY SEGMENT TRANSIT LOS (AM PEAK)

Roadway Segment	Roadway Segment	By Direction		Both Directions Combined ¹		By Facility ²	
		Score	LOS	Score	LOS	Score	LOS
Old Town Community							
Taylor Street							
Pacific Highway to Congress Street	EB	1.66	A	1.43	A	3.35	C
	WB	1.20	A				
Congress Street to Juan Street	EB	2.68	B	2.35	B		
	WB	2.02	B				
Juan Street to Morena Boulevard	EB	2.68	B	2.37	B		
	WB	2.05	B				
Morena Boulevard to I-8 Hotel Circle Ramps	EB	4.34	E	4.22	D		
	WB	4.10	D				
Morena Boulevard							
I-5 Ramps to Taylor Street	NB	2.20	B	2.36	B	2.36	B
	SB	2.52	B				

Source: Fehr & Peers, August 2012

Notes:

Bold indicates segments operating at LOS E or F

The transit LOS is calculated based on the NCHRP 3-70 methodology.

Roadway segments not included in the table are not currently served by transit and therefore would failing transit LOS.

¹ The score for the combined direction is the average of the two individual direction scores.

² The Facility score is calculated as the weighted average of each individual segment taking in consideration the length of each segment.

TABLE 3.8B
EXISTING CONDITIONS MULTI-MODAL ANALYSIS
SUMMARY OF ROADWAY SEGMENT TRANSIT LOS (PM PEAK)

Roadway Segment	Roadway Segment	By Direction		Both Directions Combined ¹		By Facility ²	
		Score	LOS	Score	LOS	Score	LOS
Midway/Pacific Highway Corridor Community							
Midway Drive							
W. Point Loma Blvd/Sports Arena Blvd to Kemper Street	NB	3.98	D	3.96	D	3.94	D
	SB	3.94	D				
Kemper Street to East Drive	NB	3.93	D	3.93	D		
	SB	3.92	D				
East Drive to Rosecrans Street	NB	3.93	D	3.92	D		
	SB	3.91	D				
Sports Arena Boulevard							
1-8 WB Ramps to W. Point Loma Blvd/Midway Drive	NB	6.54	F	4.59	E	3.10	C
	SB	2.64	B				
W. Point Loma Blvd/Midway Drive to Hancock Street	NB	2.65	B	2.63	B		
	SB	2.60	B				
Hancock Street to Kemper Street	NB	2.58	B	2.58	B		
	SB	2.58	B				
Kemper Street to Sports Arena Driveway	NB	2.59	B	2.59	B		
	SB	2.59	B				
Sports Arena Driveway to East Drive	NB	2.59	B	2.61	B		
	SB	2.62	B				
East Drive to Rosecrans Street	NB	2.58	B	2.62	B		
	SB	2.65	B				
Pacific Highway							
Taylor Street and Washington Street	NB	1.85	A	1.87	A	2.98	C
	SB	1.89	A				
Washington Street to Sassafras Street	NB	6.49	F	6.46	F		
	SB	6.43	F				
Sassafras Street to Laurel Street	NB	3.60	D	2.73	B		
	SB	1.85	A				
Rosecrans Street							
Lytton Street / Barnett Avenue to Midway Drive	EB	4.45	E	4.02	D	3.24	C
	WB	3.58	D				
Midway Drive to Sports Arena Boulevard	EB	3.51	D	3.16	C		
	WB	2.80	C				
Sports Arena Boulevard to Kurtz Street	EB	2.20	B	2.11	B		
	WB	2.02	B				
Kurtz Street to Pacific Highway	EB	2.17	B	2.05	B		
	WB	1.93	A				

TABLE 3.8B
EXISTING CONDITIONS MULTI-MODAL ANALYSIS
SUMMARY OF ROADWAY SEGMENT TRANSIT LOS (PM PEAK)

Roadway Segment	Roadway Segment	By Direction		Both Directions Combined ¹		By Facility ²	
		Score	LOS	Score	LOS	Score	LOS
Old Town Community							
Taylor Street							
Pacific Highway to Congress Street	EB	1.15	A	1.20	A	3.14	C
	WB	1.24	A				
Congress Street to Juan Street	EB	2.07	B	2.05	B		
	WB	2.02	B				
Juan Street to Morena Boulevard	EB	2.08	B	2.08	B		
	WB	2.08	B				
Morena Boulevard to I-8 Hotel Circle Ramps	EB	4.04	D	4.07	D		
	WB	4.09	D				
Morena Boulevard							
I-5 Ramps to Taylor Street	NB	2.20	B	2.37	B	2.37	B
	SB	2.53	B				

Source: Fehr & Peers, August 2012

Notes:

Bold indicates segments operating at LOS E & F

The transit LOS is calculated based on the NCHRP 3-70 methodology.

Roadway segments not included in the table are not currently served by transit and therefore would failing transit LOS.

¹ The score for the combined direction is the average of the two individual direction scores.

² The Facility score is calculated as the weighted average of each individual segment taking in consideration the length of each segment.

PLANNED TRANSIT SYSTEM IMPROVEMENTS

The SANDAG 2050 Regional Transportation Plan (Adopted October 2011), indicates that a number of transit improvements are planned for the Midway/Pacific Highway Corridor and Old Town communities, including:

BUS

- Increase local bus service in key corridors to 15 minute headways by Year 2020 and 10 minute headways programmed and scheduled for Year 2035.
- Implementation of a new rapid bus route between Point Loma and Kearny Mesa, via Old Town and Linda Vista with peak and non-peak headways of 10 minutes, programmed and scheduled by Year 2030.
- Implementation of a new rapid bus route between Old Town to Sorrento Mesa via Pacific Beach La Jolla and UTC with peak and non-peak headways of 10 minutes programmed and scheduled for Year 2030.

LRT

- Increase Blue Line Trolley Service to 7.5 minute headways during both the peak and off-peak periods, programmed and scheduled for Year 2030.
- Increase Green Line Trolley service to 7.5 minute headways during both the peak and off-peak periods, programmed and scheduled for Year 2040.
- Extension of the Blue Line Trolley from the Old Town Transit Service to University Town Center (Mid Coast LRT Project), programmed and scheduled for Year 2018.
- Extension of Green Line Trolley from the Old Town Transit Center to the 12th / Imperial Transit Center, programmed and scheduled for Year 2018.
- Extension of the Orange Line Trolley to Airport Intermodal Transit Center, programmed and scheduled for Year 2035.
- Implementation of express service for the Blue Line Trolley, programmed and scheduled for Year 2040.
- Grade Separations at the Taylor Street, Washington Street and Sassafras Street rail crossings, programmed and scheduled for Year 2050.

COASTER

- Increase in Coaster Service to 20 minute peak hour headways, programmed and scheduled for year 2018.
- Extension of existing COASTER line to Petco Park and the Convention Center, programmed and scheduled for year 2018.

3.4 REGIONAL ACCESS

The Midway/Pacific Highway Corridor and Old Town communities are regionally served by both the I-5 and I-8 freeways, both of which are described below:

Interstate 5 is a north-south freeway that traverses the United States from the Mexican to the Canadian border through the states of California, Oregon, and Washington. Within California, I-5 connects the major metropolitan areas of San Diego, Los Angeles, Sacramento, and the eastern portion of the San Francisco Bay Area. I-5 bisects the two study communities and can be accessed via the following roadway interchanges:

Midway/Pacific Highway Corridor

- Camino Del Rio West (NB on & SB off only)
- Pacific Highway (SB on & NB off only)
- Washington Street
- Palm Street (SB on only)
- Sassafras Street (NB & SB off only)

Old Town

- Old Town Avenue

Interstate 8 is an east-west freeway that traverses from the western coast of San Diego to Central Arizona. I-8 runs just north of the study communities, with direct access via the following roadway interchanges:

Midway/Pacific Highway Corridor

- West Mission Bay Drive (EB on & WB off only)
- Camino Del Rio West (EB on & WB off only)

Old Town

- Taylor Street

The I-5 / I-8 freeway-to-freeway interchange is currently missing connector ramps from I-8 eastbound to I-5 northbound and from I-5 northbound to I-8 westbound. With the lack of these connections, the Camino Del Rio West / I-5 interchange is the only access point to/from the north on I-5 for the communities and regional employment centers (Navy) to the west of the Midway/Pacific Highway Corridor community. This dependence on the Camino Del Rio West interchange channels traffic from both inside and outside of the community along Rosecrans Street and Camino Del Rio West, resulting in high traffic volumes and heavy congestion throughout the two corridors.

The San Diego International Airport (Lindbergh Field) attracts approximately 51,000² passengers each day. There is currently no direct access between Lindbergh Field and the regional freeway system. Airport patrons have to use local roadways within the Midway/Pacific Highway Corridor community to access the airport. Local access to/from I-5 within the direct vicinity of the Lindbergh Field is provided only by the Sassafras Street SB off-ramp, India Street NB on-ramp, Hawthorne Street NB on-ramp, Grape Street SB on-ramp and Grape NB off-ramp. The lack of direct connections between the airport and the regional freeway system in conjunction with the limited number of I-5 access points focuses airport traffic along Kettner Boulevard and Laurel Street, resulting in high traffic volumes throughout both corridors.

RAMP METER ANALYSIS

Table 3.9 displays the ramp metering analysis conducted for the existing on-ramp meter locations within the study communities.

**TABLE 3.9
 FREEWAY RAMP METER ANALYSIS
 EXISTING CONDITIONS**

Ramp	Peak	Lanes		Flow Rate	Volume	Excess Demand	Delay (Minutes)	Queue (Feet)
		SOV	HOV					
I-8 EB / Sports Arena Boulevard	PM	2	1	490	913	423	51.8	12,267
I-5 SB / Sea World Drive	AM	1	1	318	375	57	10.8	1,653
	PM	1	1	318	528	210	39.6	6,090
I-5 NB / Sea World Drive	AM	2	0	1,118	1,261	143	7.7	4,147
	PM	2	0	1,320	1,170	0	0.0	0
I-5 SB / Old Town Avenue	PM	1	0	352	360	8	1.4	232
I-5 NB / Old Town Avenue	AM	2	0	670	466	0	0.0	0
	PM	2	0	636	631	0	0.0	0

Source: Fehr & Peers, August 2012

As shown in Table 3.9, none of the ramp meters within the study communities are currently experiencing delays over 15 minutes, with the exception of the following:

- I-8 EB / Sport Arena Boulevard during the PM Peak (51.8 minutes of delay and 12,267 feet of queue)
- I-5 SB / Sea World Drive during the PM Peak (39.6 minutes of delay and 6,090 feet of queue)

² Source: San Diego International Airport Master Plan EIR, May 2008

As outlined above, motorists accessing eastbound I-8 via the Sports Arena Boulevard on-ramp currently experience significant delays and queuing during the PM peak hour. Queues at this on-ramp currently spill back to, and affect the operations of the Sports Arena Boulevard / Channel Way and Sports Arena Drive / Midway Drive intersections, potentially causing additional queuing and delays.

FREEWAY LEVEL OF SERVICE AND ANALYSIS RESULTS

Table 3.10 displays freeway segment LOS analysis results for the key study I-8 and I-5 freeway segments located within the two study communities. Caltrans freeway volume worksheets are provided in **Appendix F**.

As shown, all freeway segments within the study communities are currently operating at LOS D or better with the exception of the following two (2) segments:

- I-5 SB between I-8 and Old Town Avenue (LOS E)
- I-5 NB between Old Town Avenue and Washington Avenue (LOS E)

PLANNED FREEWAY IMPROVEMENTS

The SANDAG 2050 Regional Transportation Plan (RTP) - outlines the following planned freeway improvements on Interstate 5 and Interstate 8 in the vicinity of the study communities:

Freeway Widening

- Construct two managed lanes (one northbound, one southbound) on I-5 between I-8 and La Jolla Village Drive, year 2050. Managed lanes typically have controlled ingress/egress access points and are restricted to only certain vehicle types and/or vehicles with a certain number of occupants. Value pricing may be employed within these lanes, meaning that if there's additional capacity (up to LOS C) single occupancy vehicles would be allowed to use the managed lanes for a fee.

Operational Improvements

- Construct operational improvements along I-5 between I-15 and I-8, year 2050
- Construct operational improvements along I-8 between I-5 and I-15, year 2050.

The proposed operational improvements include the implementation of auxiliary lanes between freeway on-and off-ramps, freeway ramp improvements, and the adjustment and/or implementation of ramp meters. These improvements are not anticipated to require any additional right-of-way from either community.

The Midway/Pacific Highway Corridor Public Facilities Financing Plan, 2004 – includes the completion of the missing ramp connections between the I-8 and I-5 freeways. It should be noted that these freeway connections are not included in the SANDAG 2050 RTP.

- Eastbound I-8 to Northbound I-5 (Project T9)
- Southbound I-5 to Westbound I-8 (Project T10)

Interstate 8 San Diego County Transportation Concept Summary, 2012 – This study is needed to comprehensively address service and safety issues on this regionally and inter-regionally significant corridor. The study will focus on the portion of I-8 from the beginning of the route near the Ocean Beach community to State Route 125 (SR-125). The environmental document for the I-5/I-8 interchange was completed in 2011. This project will construct auxiliary lanes and widen the connector between I-5 northbound to I-8 westbound.

**TABLE 3.10
 EXISTING CONDITIONS FREEWAY SEGMENT LEVEL OF SERVICE**

Freeway	From	To	Daily Volume	K	HVF	D	Direction	Lanes	Aux	Total Peak Volume	V/C	LOS
I-8	Beginning of Freeway	Sports Arena Boulevard	46,500	8.7%	1.2%	0.52	EB	2	0	2,336	0.50	B
						0.48	WB	2	0	2,139	0.46	B
	Sports Arena Boulevard	I-5	102,000	8.6%	2.8%	0.52	EB	3	1	5,075	0.60	B
						0.48	WB	3	1	4,724	0.56	B
	I-5	Morena Boulevard	132,000	8.4%	2.8%	0.52	EB	4	1	6,402	0.59	B
						0.48	WB	5	0	5,958	0.51	B
	Morena Boulevard	Hotel Circle	191,000	8.2%	2.8%	0.52	EB	4	1	9,055	0.84	D
						0.48	WB	5	0	8,427	0.72	C
	Clairemont Drive	Sea World Drive	220,000	8.3%	4.5%	0.51	NB	5	0	10,352	0.88	D
						0.49	SB	5	0	10,206	0.87	D
Sea World Drive	I-8	199,000	8.4%	4.5%	0.52	NB	4	1	9,632	0.89	D	
					0.48	SB	4	2	9,124	0.75	C	
I-8	Old Town Avenue	199,000	8.2%	4.1%	0.39	NB	4	1	7,051	0.65	C	
					0.61	SB	5	0	11,270	0.96	E	
Old Town Avenue	Washington Avenue	192,000	8.0%	4.1%	0.51	NB	4	0	8,711	0.93	E	
					0.49	SB	5	0	8,553	0.73	C	
Washington Avenue	Pacific Highway	142,000	8.1%	4.1%	0.36	NB	4	0	4,592	0.49	B	
					0.64	SB	4	0	8,342	0.89	D	
Pacific Highway	Laurel Street	147,000	8.4%	4.1%	0.52	NB	4	1	7,152	0.66	C	
					0.48	SB	4	1	6,746	0.62	C	
Laurel Street	Hawthorne Avenue	183,000	7.9%	4.1%	0.52	NB	4	1	8,305	0.77	C	
					0.48	SB	4	1	7,834	0.73	C	

Source: Fehr & Peers, March 2012.

Notes:
 Bold letters indicate LOS E or F.
 D = Direction Split; Source: Caltrans
 K = Peak Hour Split; Source: Caltrans
 HVF = Heavy Vehicle Factor

3.5 ROADWAY FACILITIES

The 2008 City of San Diego General Plan Mobility Element identifies the following roadway system goals for the City:

- *A street and freeway system that balances the needs of multiple users of the public right-of-way.*
- *An interconnected street system that provides multiple linkages within and between communities.*
- *Vehicle congestion relief.*
- *Safe and efficient street design that minimizes environmental and neighborhood impacts.*
- *Well maintained streets.*

EXISTING ROADWAYS

The City of San Diego's roadway system is comprised of a range of facilities including arterials, collectors and local roads. Two major functions of a roadway are to serve through traffic and provide access to adjacent property. Different roadway types are intended to serve different functions. For instance, arterials, which are higher capacity roadways, are intended to carry through traffic whereas local roads are intended to provide access for residential properties. Roadways are also intended to provide bicycle and pedestrian access and circulation, and as such form the backbone of the bicycle and pedestrian network.

Figure 3-11 displays the functional classifications of the study area roadway segments within the Midway/Pacific Highway Corridor and Old Town communities.

Average daily traffic volumes were collected from various sources including the *2009 Rosecrans Corridor Mobility Study (RCMS)*, the *2010 ITC Mobility Study (ITCMS)*, 2010 historic counts provided by National Data Services (NDS), as well as 2011 data collection efforts conducted in support of this study. **Table 3.11** displays the date and source for each daily segment count utilized in the study. Average daily traffic count worksheets are provided in **Appendix G**.

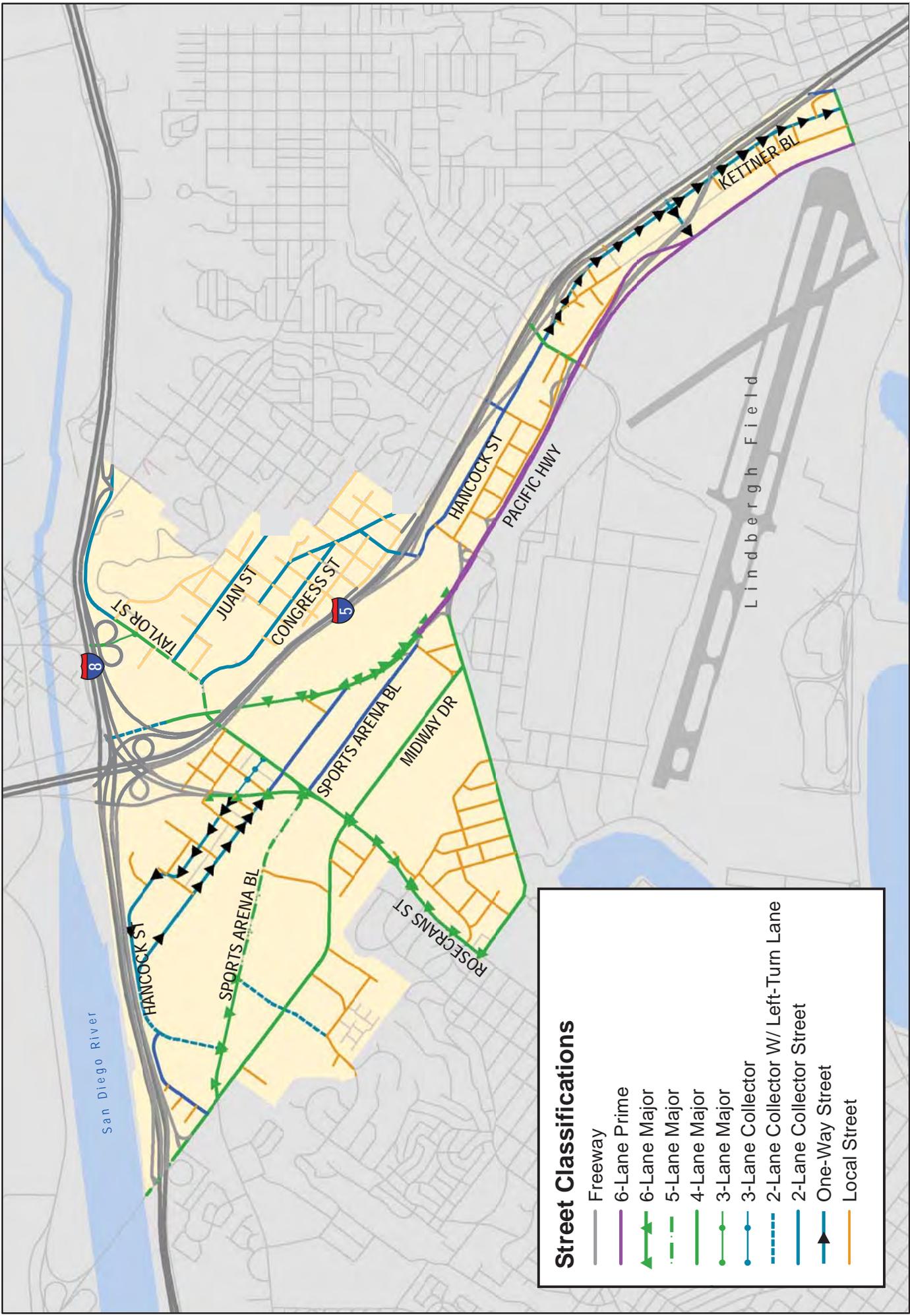


Figure 3-11: Existing Roadway Network
 Midway/Pacific Highway Corridor and Old Town Community Plan Update
 Date: 8/02/12
 Source: Fehr & Peers

**TABLE 3.11
 ROADWAY SEGMENT COUNT DATA SUMMARY**

Roadway	From	To	Date of Count	Source
North-South				
Midway/Pacific Highway Corridor				
Lytton St/ Barnett Ave	Rosecrans St	Midway Dr	5/25/2011	NDS
	Midway Dr	Pacific Hwy	4/15/2010	NDS
W. Mission Bay Dr	I-8 WB Ramps	I-8 EB Ramps	5/25/2011	NDS
Midway Dr	W. Point Loma Blvd/Sports Arena Blvd	Kemper St	5/25/2011	NDS
	Kemper St	East Dr	3/16/2010	NDS
	East Dr	Rosecrans St	6/16/2009	RCMS
	Rosecrans St	Barnett Ave	6/17/2010	NDS
Sports Arena Blvd	I-8 EB Ramps	W. Point Loma Blvd/Sports Arena Blvd	5/25/2011	NDS
	W. Point Loma Blvd/Midway Dr	Kemper St	5/25/2011	NDS
	Kemper St	East Dr	5/25/2011	NDS
	East Dr	Rosecrans St	7/28/2008	RCMS
	Rosecrans St	Pacific Hwy	5/25/2011	NDS
Kurtz St	Hancock St	Rosecrans St	8/9/2010	NDS
	Rosecrans St	Pacific Hwy	5/24/2011	NDS
Hancock St	Sports Arena Blvd	Kurtz St	7/8/2010	NDS
	Kurtz St	Camino Del Rio West	5/24/2011	NDS
	Camino Del Rio West	Rosecrans St	5/24/2011	NDS
	Old Town Ave	Witherby St	6/17/2010	NDS
	Witherby St	Washington St	5/26/2011	NDS
Kettner Blvd	Washington St	Vine St	5/24/2011	NDS
	Vine St	Sassafras St	5/24/2011	NDS
	Sassafras St	Laurel St	5/25/2011	NDS
Pacific Hwy	Sea World Dr	Taylor St	5/13/2010	NDS
	Taylor St	Kurtz St	5/13/2010	NDS
	Kurtz St	Sports Arena Blvd	12/9/2010	NDS
	Sports Arena Blvd	Barnett Ave	4/15/2010	NDS
	Barnett Ave	Washington St	5/24/2011	NDS
	Washington St	Sassafras St	5/24/2011	NDS
	Sassafras St	Laurel St	12/9/2010	NDS
Old Town				
Congress St	Taylor St	Twiggs St	5/24/2011	NDS
	Twiggs St	Harney St	5/24/2011	NDS
	Harney St	San Diego Ave/ Ampudia St	10/28/2010	NDS
San Diego Ave	Twiggs St	Harney St	5/25/2011	NDS
	Conde St	Arista Ave	5/25/2011	NDS
	Ampudia St	Old Town Ave	6/24/2010	NDS
	Old Town Ave	Hortensia St	6/9/2011	NDS

**TABLE 3.11
 ROADWAY SEGMENT COUNT DATA SUMMARY**

Roadway	From	To	Date of Count	Source
Juan St	Taylor St	Twiggs St	5/25/2011	NDS
	Twiggs St	Harney St	5/25/2011	NDS
	Harney St	San Juan Rd	5/25/2011	NDS
Morena Boulevard	I-5 Ramps	Taylor Street	5/25/2011	NDS
East-West				
Midway/Pacific Highway Corridor				
Channel Wy	W. Mission Bay Dr	Hancock St	6/9/2011	NDS
Kemper St	Kenyon St	Midway Dr	6/9/2011	NDS
	Midway Dr	Sports Arena Blvd	6/9/2011	NDS
Camino Del Rio West	Rosecrans St	I-5/I-8 Ramps	9/10/2008	RCMS
Rosecrans St	Lytton St	Midway Dr	5/6/2009	RCMS
	Midway Dr	Sports Arena Blvd	9/9/2008	RCMS
	Sports Arena Blvd	Pacific Hwy/Taylor St	5/6/2009	RCMS
Barnett Ave	Midway Dr	Pacific Hwy	4/15/2010	NDS
Washington St	Frontage Rd	Pacific St	5/11/2010	NDS
	Pacific St	Hancock St	5/26/2011	NDS
Vine St	California St	Kettner Blvd	6/9/2011	NDS
Sassafras St	Pacific Hwy	Kettner Blvd	5/26/2011	NDS
Laurel St	Pacific Hwy	Kettner Blvd	5/26/2011	NDS
Old Town				
Taylor St	Pacific Hwy/ Rosecrans St	Congress St	8/20/2008	City of SD
	Congress St	Juan St	5/26/2011	NDS
	Juan St	Morena Blvd	6/8/2010	NDS
	Morena Blvd	I-8 EB Ramps	5/26/2011	NDS
Twiggs St	Congress St	San Diego Ave	6/24/2010	NDS
	San Diego Ave	Juan St	5/26/2011	NDS
Harney St	Congress St	San Diego Ave	5/26/2011	NDS
	San Diego Ave	Juan St	5/26/2011	NDS
Old Town Ave	Hancock St	Moore St	5/26/2011	NDS
	Moore St	San Diego Ave	5/26/2011	NDS

Source: Fehr & Peers, August 2012

Notes:

NDS = National Data Services

RCMS = Rosecrans Street Corridor Mobility Study

ROADWAY LEVEL OF SERVICE AND ANALYSIS RESULTS

Table 3.12 summarizes the results of the roadway LOS analysis of the key study roadway segments within the Midway/Pacific Highway Corridor and Old Town communities. **Figure 3-12** graphically displays LOS by roadway segment along with existing average daily traffic volumes

**TABLE 3.12
 ROADWAY LEVEL OF SERVICE
 EXISTING CONDITIONS**

Roadway	From	To	Existing Functional Classification	Maximum Capacity at LOS E	ADT	V/C	LOS
North-South							
Midway/Pacific Highway Corridor							
Lytton Street/ Barnett Avenue	Rosecrans St	Midway Dr	4-Lane Major w/ CLTL	30,000	22,070	0.74	D
	Midway Dr	Pacific Hwy	4-Lane Major	40,000	57,954	1.45	F
W. Mission Bay Dr	I-8 WB Ramps	I-8 EB Ramps	4 Lane Major	40,000	35,670	0.89	E
Midway Dr	W. Point Loma Blvd/Sports Arena Blvd	Kemper St	4-Lane Major w/CLTL	30,000	19,960	0.67	C
	Kemper St	East Dr	4-Lane Major w/ CLTL	30,000	20,240	0.67	D
	East Dr	Rosecrans St	4-Lane Major w/ CLTL	30,000	27,600	0.91	E
	Rosecrans St	Barnett Ave	4-Lane Major w/ CLTL	30,000	23,000	0.77	D
Sports Arena Blvd	I-8 EB Ramps	W. Point Loma Blvd/Sports Arena Blvd	6-Lane Major	50,000	31,010	0.62	C
	W. Point Loma Blvd/Midway Dr	Kemper St	5-Lane Major w/ CLTL	37,500	17,600	0.47	B
	Kemper St	East Dr	5-Lane Major	37,500	19,520	0.52	C
	East Dr	Rosecrans St	5-Lane Major	37,500	26,800	0.71	D
	Rosecrans St	Pacific Hwy	2-Lane Collector	8,000	2,600	0.33	B
Kurtz St	Hancock St	Rosecrans St	2-Lane Collector (One- Way)	15,000	5,340	0.36	B
	Rosecrans St	Pacific Hwy	2-Lane Collector	8,000	6,690	0.84	E
Hancock St	Sports Arena Blvd	Kurtz St	2-Lane Collector w/ CLTL	15,000	3,930	0.26	A
	Kurtz St	Camino Del Rio West	2-Lane Collector (One- Way)	15,000	4,710	0.31	A
	Camino Del Rio West	Rosecrans St	3-Lane Collector	11,500	2,990	0.26	A
	Old Town Ave	Witherby St	2-Lane Collector	8,000	9,680	1.21	F
	Witherby St	Washington St	2-Lane Collector	8,000	2,740	0.34	B
Kettner Blvd	Washington St	Vine St	3-Lane Collector (One- Way)	30,000	23,720	0.79	D
	Vine St	Sassafras St	3-Lane Collector (One- Way)	30,000	23,080	0.77	D
	Sassafras St	Laurel St	3-Lane Collector (One- Way)	30,000	20,150	0.67	D
Pacific Hwy	Sea World Dr	Taylor St	2-Lane Collector	10,000	7,460	0.75	D
	Taylor St	Kurtz St	6-Lane Major	50,000	13,300	0.27	A

**TABLE 3.12
 ROADWAY LEVEL OF SERVICE
 EXISTING CONDITIONS**

Roadway	From	To	Existing Functional Classification	Maximum Capacity at LOS E	ADT	V/C	LOS
Pacific Hwy Continued	Kurtz St	Sports Arena Blvd	6-Lane Major	50,000	21,470	0.43	B
	Sports Arena Blvd	Barnett Ave	5-Lane Primary Arterial	45,000	11,600	0.26	A
	Barnett Ave	Washington St	7-Lane Primary Arterial	60,000	54,690	0.91	D
	Washington St	Sassafras St	6-Lane Primary Arterial	60,000	11,650	0.19	A
	Sassafras St	Laurel St	6-Lane Major	50,000	19,160	0.38	B
Old Town							
Congress St	Taylor St	Twiggs St	2-Lane Collector	8,000	4,230	0.53	C
	Twiggs St	Harney St	2-Lane Collector	8,000	4,380	0.55	C
	Harney St	San Diego Ave/ Ampudia St	2-Lane Collector	8,000	4,280	0.54	C
San Diego Ave	Twiggs St	Harney St	2-Lane Collector	8,000	3,540	0.44	C
	Conde St	Arista Ave	2-Lane Collector	8,000	4,350	0.54	C
	Ampudia St	Old Town Ave	2-Lane Collector	8,000	10,160	1.27	F
	Old Town Ave	Hortensia St	2-Lane Collector	8,000	5,400	0.68	D
Juan St	Taylor St	Twiggs St	2-Lane Collector	8,000	5,430	0.68	D
	Twiggs St	Harney St	2-Lane Collector	8,000	4,810	0.6	C
	Harney St	San Juan Rd	2-Lane Collector	8,000	2,930	0.37	B
Morena Blvd	I-5 Ramps	Taylor Street	3-lane Major	30,000	7,585	.25	A
East-West							
Midway/Pacific Highway Corridor							
Channel Wy	W. Mission Bay Dr	Hancock St	2-Lane Collector	8,000	1,280	0.16	A
Kemper St	Kenyon St	Midway Dr	2-Lane Collector w/ CLTL	15,000	9,010	0.6	C
	Midway Dr	Sports Arena Blvd	2-Lane Collector w/ CLTL	15,000	8,120	0.54	C
Camino Del Rio West	Rosecrans St	I-5/I-8 Ramps	6-Lane Primary Arterial	60,000	50,700	0.85	D
Rosecrans St	Lytton St	Midway Dr	6-Lane Major	50,000	46,400	0.93	E
	Midway Dr	Sports Arena Blvd	6-Lane Major	50,000	59,100	1.18	F
	Sports Arena Blvd	Pacific Hwy/Taylor St	4-Lane Major w/ CLTL	30,000	15,500	0.52	C
Washington St	Frontage Rd	Pacific St	4-Lane Major	40,000	10,680	0.27	A
	Pacific St	Hancock St	4-Lane Major	40,000	12,870	0.32	A
Vine St	California St	Kettner Blvd	2-Lane Collector	8,000	250	0.03	A
Sassafras St	Pacific Hwy	Kettner Blvd	3-Lane Collector One-Way	15,000	8,700	0.58	B
Laurel St	Pacific Hwy	Kettner Blvd	4-Lane Major	40,000	26,290	0.66	C

**TABLE 3.12
 ROADWAY LEVEL OF SERVICE
 EXISTING CONDITIONS**

Roadway	From	To	Existing Functional Classification	Maximum Capacity at LOS E	ADT	V/C	LOS
Old Town							
Taylor St	Pacific Hwy/ Rosecrans St	Congress St	5-Lane Major	45,000	22,100	0.49	B
	Congress St	Juan St	5-Lane Major	40,000	13,560	0.34	A
	Juan St	Morena Blvd	4-Lane Major	40,000	17,530	0.44	B
	Morena Blvd	I-8 EB Ramps	2-Lane Collector	9,000	13,140	1.46	F
Twiggs St	Congress St	San Diego Ave	2-Lane Collector	8,000	2,080	0.26	A
	San Diego Ave	Juan St	2-Lane Collector	8,000	2,670	0.33	B
Harney St	Congress St	San Diego Ave	2-Lane Collector	8,000	1,520	0.19	A
	San Diego Ave	Juan St	2-Lane Collector	8,000	2,350	0.29	A
Old Town Ave	Hancock St	Moore St	2-Lane Collector	8,000	11,750	1.47	F
	Moore St	San Diego Ave	2-Lane Collector	8,000	6,120	0.77	D

Source: Fehr & Peers, August 2012

Note:

Bold letters indicate LOS E or F.

CLTL = Continuous Left Turn Lane

As shown in the table above, the following ten (10) roadway segments were identified as operating at LOS E or F:

Midway/Pacific Highway Corridor

- West Mission Bay Drive, between the I-8 Ramps (LOS E)
- Midway Drive, between East Drive and Rosecrans Street (LOS E)
- Kurtz Street, between Rosecrans Street and Pacific Highway (LOS E)
- Hancock Street, between Old Town Avenue and Witherby Street (LOS F)
- Rosecrans Street between Lytton Street and Midway Drive (LOS E)
- Rosecrans Street, between Midway Drive and Sports Arena Boulevard (LOS F)
- Barnett Avenue, between Midway Drive and Pacific Highway (LOS F)

Old Town

- San Diego Avenue, between Ampudia Street and Old Town Avenue (LOS F)
- Taylor Street, between Morena Blvd and I-8 EB Ramps (LOS F)
- Old Town Avenue between Hancock Street and Moore Street (LOS F)

An HCM peak hour arterial analysis was conducted for the roadway segments listed above as operating at a LOS E or F. This analysis calculates the average speed of the roadway segment based upon the traffic flow and operations of adjacent intersections as documented in **Table 3.13**. Peak hour arterial analyses were conducted using Synchro 6 Traffic Analysis software. Peak hour arterial analysis worksheets are provided as **Appendix H**.

TABLE 3.13
PEAK HOUR ARTERIAL ANALYSIS FOR ROADWAY SEGMENTS OPERATING AT LOS E OR F

Roadway	From	To	AM				PM			
			EB/NB		WB/SB		EB/NB		WB/SB	
			Speed (mph)	LOS						
North-South										
Midway/Pacific Highway Corridor										
W. Mission Bay Dr	I-8 WB Ramps	I-8 EB Ramps	23.6	C	22.6	C	15.5	D	11.3	E
Midway Dr	East Dr	Rosecrans St	24.6	B	10.4	E	19.3	C	8.0	F
Kurtz St	Rosecrans St	Pacific Hwy	10.1	E	N/A	N/A	8.9	F	N/A	N/A
Hancock St	Old Town Ave	Witherby St	N/A	N/A	20.4	C	N/A	N/A	24.0	C
Old Town										
San Diego Ave	Ampudia St	Old Town Ave	7.6	E	10.0	D	8.5	E	10.9	D
East-West										
Midway/Pacific Highway Corridor										
Rosecrans St	Lytton St	Midway Dr	21.4	C	16.5	D	22.3	C	20.5	C
	Midway Dr	Sports Arena Blvd	13.8	E	9.5	F	9.9	F	7.6	F
Barnett Ave	Midway Dr	Pacific Hwy	17.6	D	23.5	C	30.8	B	17.2	D
Old Town										
Taylor St	Morena Blvd	I-8 EB Ramps	19.3	B	11.9	D	17.9	C	11.6	D
Old Town Ave	Hancock St	Moore St	9.4	D	13.2	C	2.9	F	13.5	C

Source: Fehr & Peers, August 2012

Note:

HCM Arterial Analysis cannot be conducted between two stop-controlled intersections (i.e. Hancock Street)

As shown, based on the results of their HCM arterial analysis, the following study roadway segments operate at LOS E or F during the AM and/or PM peak hour(s):

Midway/Pacific Highway Corridor

- West Mission Bay Drive, between the I-8 Ramps - operates at LOS E during the PM peak hour in the southbound direction.
- Midway Drive, between East Drive and Rosecrans Street - operates at LOS E during the AM peak hour and LOS F during the PM peak hour in the southbound direction.
- Kurtz Street, between Rosecrans Street and Pacific Highway - operates at LOS E and F during the AM and PM peak hours, respectively, in the northbound direction.
- Rosecrans Street, between Midway Drive and Sports Arena Boulevard – operates at LOS E or F during both peak hours in both directions.

Old Town

- San Diego Avenue, between Ampudia Street and Old Town Avenue – operates at LOS E during both the AM and PM peak hours in the northbound direction.
- Old Town Avenue, between Hancock Street and Moore Street operates at and LOS F in the westbound direction during the PM peak hour.

However, per the HCM 2000, the portion of the urban street being analyzed should be at least 1 mile long in a downtown area and 2 miles long elsewhere for the LOS speed criteria to be meaningful; therefore, the above analyses may not be meaningful. HCM 2000 recommends that study lengths shorter than 1 mile be analyzed as individual intersections and the LOS assessed according to individual intersection criteria.

INTERSECTION LEVEL OF SERVICE AND ANALYSIS RESULTS

Figures 3-13A through **3-13C** display the existing intersection geometrics within both study communities. **Figures 3-14A** through **3-14C** display the peak hour turning movement counts at each study intersection, for both the AM and PM peak hours. Recent turning movement data was obtained from the 2009 Rosecrans Street Corridor Mobility Study (RCMS), the 2010 Intermodal Transit Center Mobility Study (ITCMS), or collected for this study in May 2011. **Table 3.14** provides a summary of the date and source for each peak hour intersection count utilized by this study. Existing peak hour intersection turning movement count worksheets are provided in **Appendix I**.

Table 3.15 summarizes AM and PM peak hour average intersection delay and level of service analysis results at the study intersections. Intersection signal timing was based on the existing signal timing plans from the City of San Diego and Caltrans as appropriate. These timing sheets are provided in **Appendix J**. As shown, five (5) study intersections are currently operating at LOS E or F, as follows:

- Lytton Street / Rosecrans Street (LOS E – AM peak hour)
- W. Mission Bay Drive / I-8 WB Off-Ramp (LOS E – PM peak hour)
- Pacific Highway / Taylor Street (LOS E – AM peak hour)
- Lowell Street/Nimitz Boulevard / Rosecrans Street (LOS E – PM peak hour)
- I-5 SB Ramps / Sea World Drive (LOS E – PM peak hour)

Figure 3-15 graphically displays the existing intersection level of service during both the AM and PM peak hours.

**TABLE 3.14
 INTERSECTION COUNT DATA SUMMARY**

No.	Intersection	Date of Count	Source
Midway/Pacific Highway Corridor			
1	Lytton St and Rosecrans St	4/28/2009	RCMS
2	W Mission Bay Dr and I-8 WB Off-Ramp	5/19/2011	NDS
3	W Mission Bay Dr and Channel Way	6/9/2011	NDS
4	Midway Dr and Sports Arena/W Point Loma Blvd	5/19/2011	NDS
5	Midway Dr and Kemper St	5/19/2011	NDS
6	Midway Dr and East Dr	5/19/2011	NDS
7	Midway Dr and Rosecrans St	4/23/2009	RCMS
8	Midway Dr and Unknown Future Connector 1	N/A	N/A
9	Midway Dr and Enterprise St	5/18/2011	NDS
10	Midway Dr and Barnett Ave	5/19/2011	NDS
11	Sports Arena Blvd and Hancock St	5/19/2011	NDS
12	Sports Arena Blvd and Kemper St	5/19/2011	NDS
13	Sports Arena Blvd and Sports Arena Driveway	5/19/2011	NDS
14	Sports Arena Blvd and East Dr	5/19/2011	NDS
15	Sports Arena Blvd and Rosecrans St	4/23/2009	RCMS
16	Sports Arena Blvd and Unknown Future Connector 1	N/A	N/A
17	Sports Arena Blvd and Pacific Hwy	5/18/2011	NDS
18	Kurtz St and Hancock St	5/19/2011	NDS
19	Kurtz St and Camino Del Rio West	5/19/2011	NDS
20	Kurtz St and Rosecrans St	4/23/2009	RCMS
21	Kurtz St and Pacific Hwy	5/18/2011	NDS
22	Hancock St and Channel Wy	6/9/2011	NDS
23	Hancock St and Camino Del Rio West	5/27/2009	RCMS
24	Hancock St and Rosecrans St	4/23/2009	RCMS
25	Hancock St and Old Town Ave	5/18/2011	NDS
26	Hancock St and Witherby St	5/18/2011	NDS
27	Hancock St and Washington St	4/2011	ITC
28	Kettner Blvd and Vine St	5/18/2011	NDS
29	Kettner Blvd and Sassafras St	4/2011	ITC
30	Kettner Blvd and West Laurel St	4/2011	ITC
31	Pacific Hwy and Barnett Ave	5/18/2011	NDS
32	Pacific Hwy and Washington St @ Frontage Rd	4/2011	ITC
33	Pacific Hwy and Washington St @ Pacific St	4/2011	ITC
34	Pacific Hwy and Sassafras St	4/6/2010	City of SD historic counts
35	Pacific Hwy and West Laurel St	4/2011	ITC

**TABLE 3.14
 INTERSECTION COUNT DATA SUMMARY**

No.	Intersection	Date of Count	Source
Old Town			
36	Pacific Hwy and Taylor St	4/23/2009	RCMS
37	Moore St and Old Town Ave	5/18/2011	NDS
38	Congress St and Taylor St	4/23/2009	RCMS
39	Congress St and Twiggs St	5/18/2011	NDS
40	Congress St and Harney St	5/18/2011	NDS
41	Congress St and San Diego Ave/Ampudia St	5/18/2011	NDS
42	San Diego Ave and Twiggs St	5/18/2011	NDS
43	San Diego Ave and Harney St	5/18/2011	NDS
44	San Diego Ave and Old Town Ave	5/18/2011	NDS
45	Juan St and Taylor St	5/18/2011	NDS
46	Juan St and Twiggs St	5/18/2011	NDS
47	Juan St and Harney St	5/18/2011	NDS
48	Morena Blvd and Taylor St	5/18/2011	NDS
Intersections Outside of Study Communities			
49	Hugo St/N. Harbor Dr and Rosecrans St	4/29/2009	RCMS
50	Lowell St/Nimitz Blvd and Rosecrans St	4/29/2009	RCMS
51	Laning Rd and Rosecrans St	4/28/2009	RCMS
52	Kettner Blvd and West Hawthorn St	5/18/2011	NDS
53	Kettner Blvd and West Grape St	5/18/2011	NDS
54	Pacific Hwy and Sea World Dr	5/18/2011	NDS
55	Pacific Hwy and West Hawthorn St	5/18/2011	NDS
56	Pacific Hwy and West Grape St	5/18/2011	NDS
57	Friars Rd and Sea World Dr	5/18/2011	NDS
58	I-5 SB Ramps and Sea World Dr	5/18/2011	NDS
59	I-5 NB Ramps and Sea World Dr	5/18/2011	NDS

Notes:

RCMS – Rosecrans Corridor Mobility Study
 NDS – National Data & Surveying Services
 ITC – intermodal Transit Center Study (4/2011)

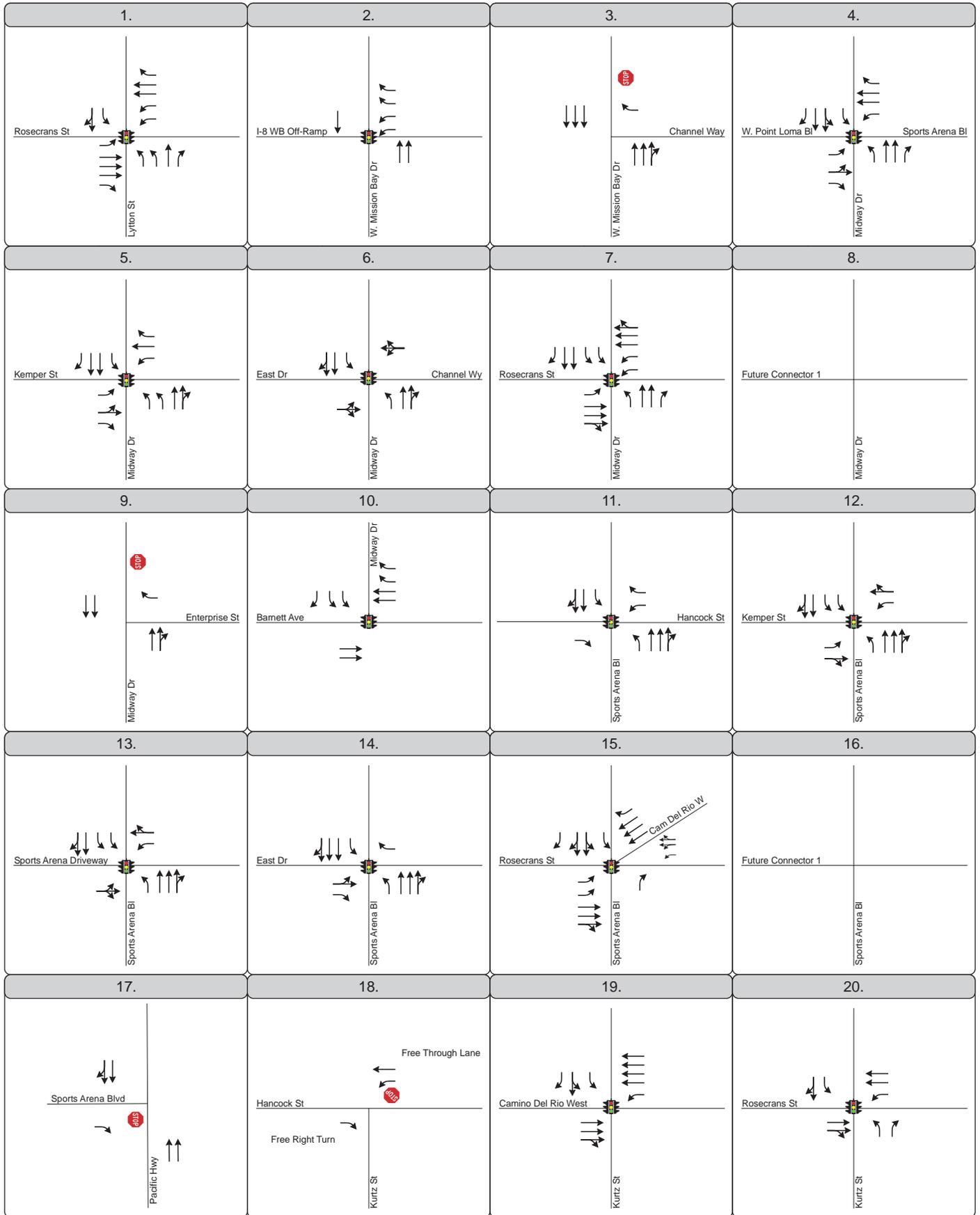


Figure 3-13A: Existing Intersection Geometrics
Midway/Pacific Highway Corridor and Old Town Community Plan Update

Date: 8/12/12
 Source: Fehr & Peers (2012)

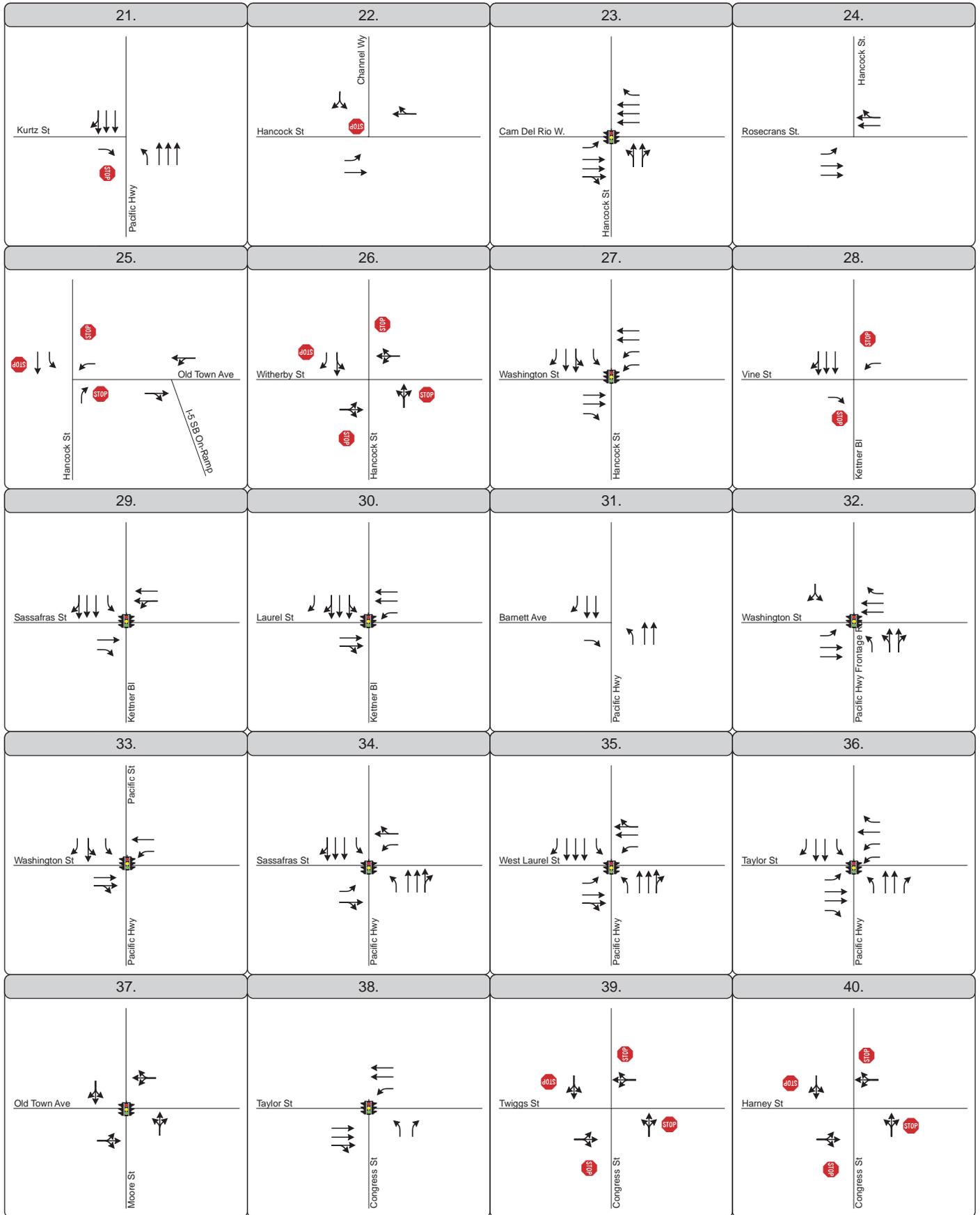


Figure 3-13B: Existing Intersection Geometrics
Midway/Pacific Highway Corridor and Old Town Community Plan Update

Date: 8/12/12

Source: Fehr & Peers (2012)

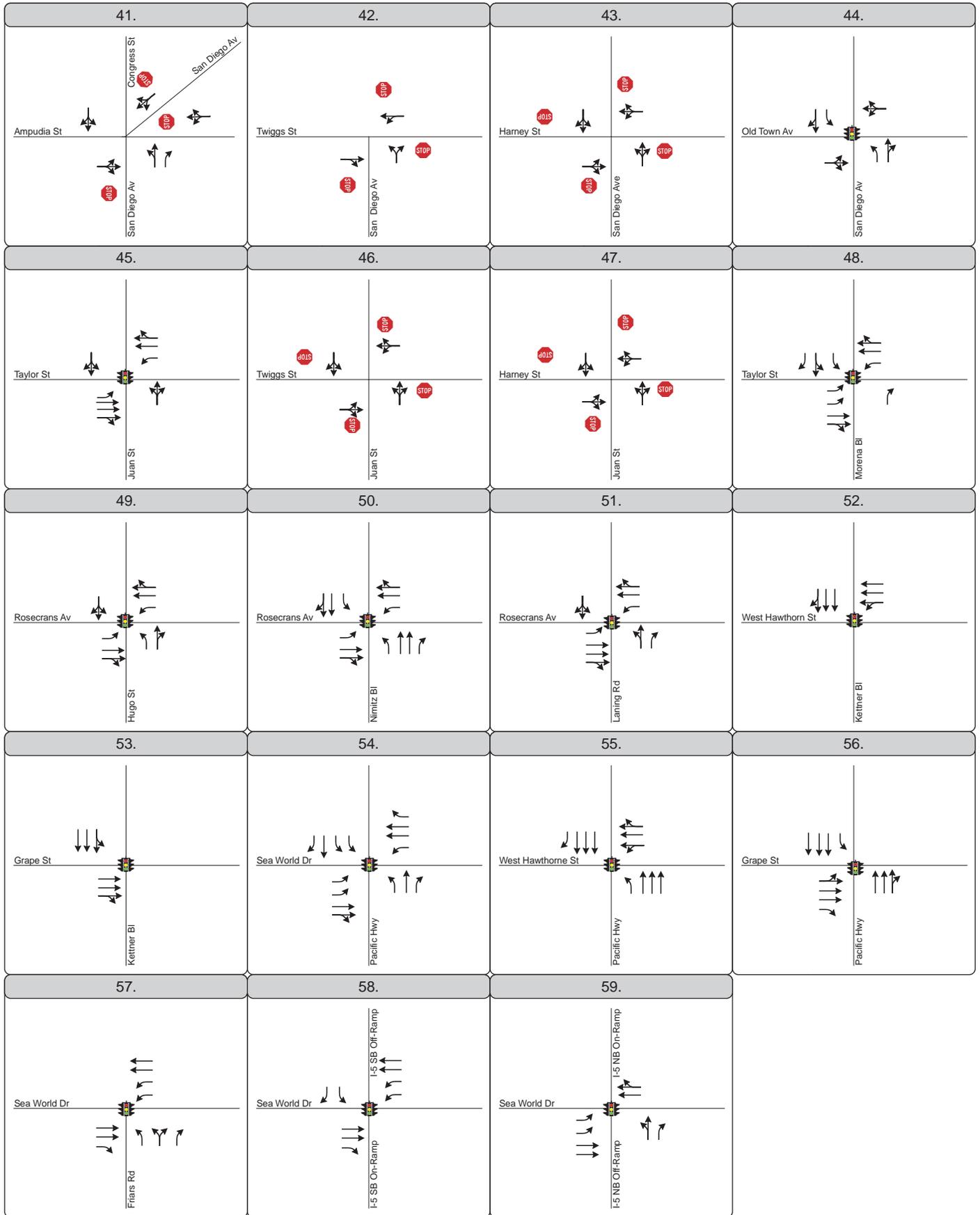


Figure 3-13C: Existing Intersection Geometrics
Midway/Pacific Highway Corridor and Old Town Community Plan Update

Date: 8/12/12
 Source: Fehr & Peers (2012)

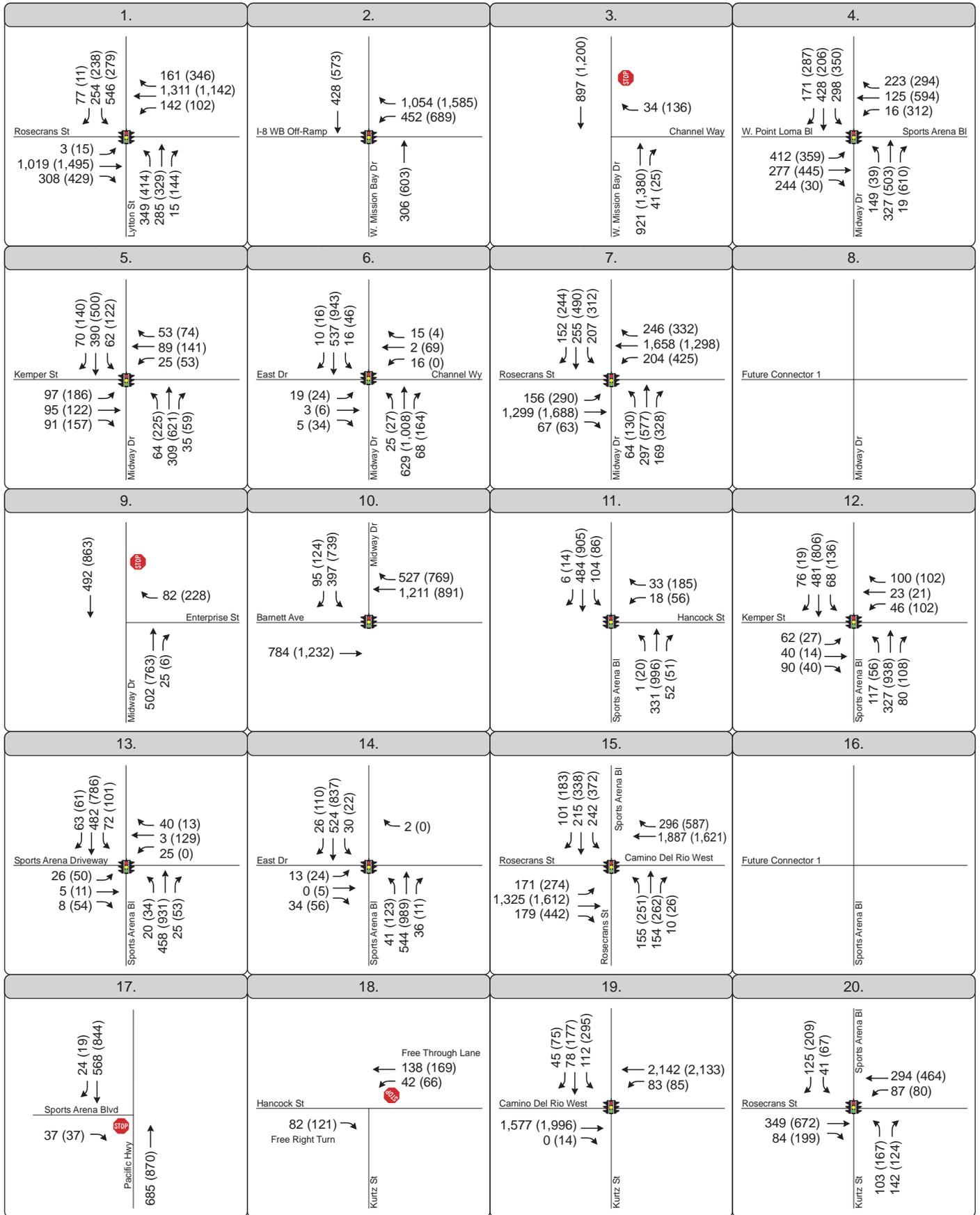


Figure 3-14A: Existing Intersection Turning Movements
 Midway/Pacific Highway Corridor and Old Town Community Plan Update

Date: 8/12/12
 Source: Fehr & Peers (2012)

LEGEND

AM (PM) Peak Period Turn Movements

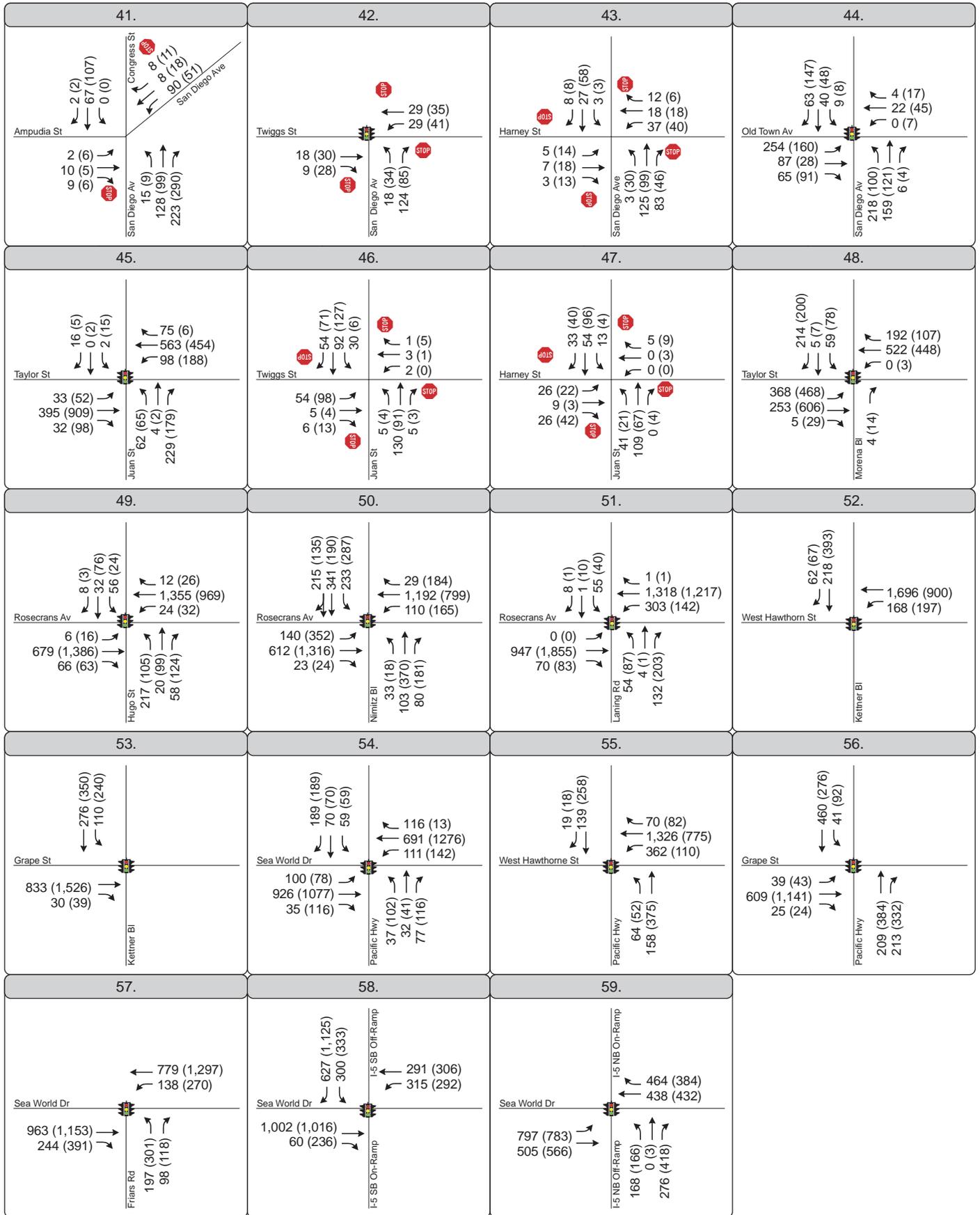


Figure 3-14C: Existing Intersection Turning Movements
 Midway/Pacific Highway Corridor and Old Town Community Plan Update

Date: 8/12/12
 Source: Fehr & Peers (2012)

LEGEND

AM (PM) Peak Period Turn Movements

TABLE 3.15
SUMMARY OF PEAK HOUR INTERSECTION LOS ANALYSIS
EXISTING CONDITIONS

No.	Intersection	Traffic Control ¹	AM		PM	
			Delay (Sec)	LOS	Delay (Sec)	LOS
Midway/Pacific Highway Corridor						
1	Lytton St and Rosecrans St	Signal	65.4	E	44.5	D
2	W Mission Bay Dr and I-8 WB Off-Ramp	Signal	14.8	B	59.5	E
3	Sports Arena Blvd and Channel Way	OWSC	11.2	B	14.7	B ²
4	Midway Dr and Sports Arena/W Point Loma Blvd	Signal	36.6	D	47.2	D ²
5	Midway Dr and Kemper St	Signal	22.7	C	37.3	D
6	Midway Dr and East Dr	Signal	4.8	A	13.0	B
7	Midway Dr and Rosecrans St	Signal	34.9	C ⁴	49.1	D ⁴
8	Midway Dr and Unknown Future Connector 1	Unknown	N/A	N/A	N/A	N/A
9	Midway Dr and Enterprise St	OWSC	11.0	B	18.1	C
10	Midway Dr and Barnett Ave	Signal	13.8	B	19.8	B
11	Sports Arena Blvd and Hancock St	Signal	10.0	A	13.1	B
12	Sports Arena Blvd and Kemper St	Signal	18.8	B	17.5	B
13	Sports Arena Blvd and Sports Arena Driveway	Signal	17.1	B	24.8	C
14	Sports Arena Blvd and East Dr	Signal	26.0	C	11.9	B
15	Sports Arena Blvd and Rosecrans St	Signal	35.7	D ⁴	43.2	D ⁴
16	Sports Arena Blvd and Unknown Future Connector 1	Unknown	N/A	N/A	N/A	N/A
17	Sports Arena Blvd and Pacific Hwy	OWSC	10.6	B	12.0	B
18	Kurtz St and Hancock St	OWSC	No Control Delay			
19	Kurtz St and Camino Del Rio West	Signal	9.4	A ⁴	20.2	C ⁴
20	Kurtz St and Rosecrans St	Signal	20.0	B ⁴	31.7	C ⁴
21	Kurtz St and Pacific Hwy	OWSC	11.2	B	13.7	B
22	Hancock St and Channel Wy	OWSC	9.3	A	10.5	B
23	Hancock St and Camino Del Rio West	Signal	24.3	C	20.3	C
24	Hancock St and Rosecrans St	Unsignalized	No Control Delay			
25	Hancock St and Old Town Ave	AWSC	16.9	C	14.6	B
26	Hancock St and Witherby St	AWSC	16.0	C	23.5	C
27	Hancock St and Washington St	Signal	22.8	C ³	25.9	C ³
28	Kettner Blvd and Vine St	TWSC	14.3	B	23.2	C
29	Kettner Blvd and Sassafras St	Signal	12.0	B ³	11.9	B ³
30	Kettner Blvd and West Laurel St	Signal	20.0	B	29.7	C
31	Pacific Hwy and Barnett Ave	Grade Separated	No Control Delay			
32	Pacific Hwy and Washington St @ Frontage Rd	Signal	19.4	B ³⁴	36.0	D ³⁴
33	Pacific Hwy and Washington St @ Pacific St	Signal	18.7	B ³⁴	31.2	C ³⁴
34	Pacific Hwy and Sassafras St	Signal	14.4	B ³	27.3	C ³
35	Pacific Hwy and West Laurel St	Signal	48.4	D	42.9	D

**TABLE 3.15
 SUMMARY OF PEAK HOUR INTERSECTION LOS ANALYSIS
 EXISTING CONDITIONS**

No.	Intersection	Traffic Control ¹	AM		PM	
			Delay (Sec)	LOS	Delay (Sec)	LOS
Old Town						
36	Pacific Hwy and Taylor St	Signal	64.6	E³	33.5	C ³
37	Moore St and Old Town Ave	Signal	16.4	B	16.4	B
38	Congress St and Taylor St	Signal	19.9	B ³	21.7	C ³
39	Congress St and Twiggs St	AWSC	8.1	A	8.6	A
40	Congress St and Harney St	AWSC	8.1	A	8.3	A
41	Congress St and San Diego Ave/Ampudia St	TWSC	12.3	B	11.5	B
42	San Diego Ave and Twiggs St	AWSC	7.9	A	8.0	A
43	San Diego Ave and Harney St	AWSC	8.2	A	8.2	A
44	San Diego Ave and Old Town Ave	Signal	18.4	B	11.6	B
45	Juan St and Taylor St	Signal	10.4	B	10.7	B
46	Juan St and Twiggs St	AWSC	8.8	A	8.5	A
47	Juan St and Harney St	AWSC	8.3	A	7.9	A
48	Morena Blvd and Taylor St	Signal	22.4	C	16.4	B
Intersections Outside of Study Communities						
49	Hugo St/N. Harbor Dr and Rosecrans St	Signal	14.7	B	20.7	C
50	Lowell St/Nimitz Blvd and Rosecrans St	Signal	41.2	D	63.3	E
51	Laning Rd and Rosecrans St	Signal	15.5	B	12.9	B
52	Kettner Blvd and West Hawthorn St	Signal	11.1	B ³	15.0	B ³
53	Kettner Blvd and West Grape St	Signal	7.4	A ³	8.7	A ³
54	Pacific Hwy and Sea World Dr	Signal	19.9	B	25.6	C
55	Pacific Hwy and West Hawthorn St	Signal	35.4	D	20.2	C ³
56	Pacific Hwy and West Grape St	Signal	16.8	B ³	24.2	C ³
57	Friars Rd and Sea World Dr	Signal	11.5	B	13.8	B
58	I-5 SB Ramps and Sea World Dr	Signal	18.9	B	71.6	E
59	I-5 NB Ramps and Sea World Dr	Signal	21.4	C	28.4	C

Notes:

Bold letters indicate substandard LOS E or F.

¹ Signal = Traffic Signal, OWSC = One-way Stop-Control, 3WSC = Three-way Stop-Control, AWSC = All-Way Stop-Control, Unknown is for Future Connectors

² LOS may be degraded due to excessive queuing at adjacent ramp meter.

³ LOS may be degraded due to queuing from at-grade rail crossings.

⁴ LOS may be degraded by excessive queuing from downstream intersections

Intersection level of service analysis worksheets for the AM and PM peak hours are provided in **Appendix K**.

AT-GRADE RAIL CROSSINGS

The Burlington Northern Santa Fe Railway Company (BNSF) and MTS Trolley shared right-of-way is located along the Pacific Highway corridor, between Hancock Street/Kettner Boulevard and Pacific Highway. There are currently three at-grade rail crossings within the Midway/Pacific Highway Corridor community (Washington Street, Sassafras Street and Palm Street) and one within the Old Town community (Taylor Street). There are also two additional at-grade rail crossings located just south of the study communities at Hawthorne Street and Grape Street.

Each crossing location typically experiences 21 train crossings during each (vehicular) peak hour, as outlined below:

- MTS Trolley Blue Line - 16 crossings (8 trains in each direction)
- NCTD COASTER – 3 crossings (2 trains in the peak direction, 1 in the non-peak direction)
- AMTRAK – 2 crossings (1 train in each direction)

Gate down times for each crossing event can last between 30 seconds to 3 minutes, depending on the train type and number of cars within the train. During these gate down times all other modes of transportation are prohibited from accessing the roadway link in which the train is crossing. This can directly affect the operations of the adjoining intersections on either side of the link, resulting in additional intersection delay, queuing and congestion. The following intersections within the study area are currently impacted during gate down times due to either the closure of an intersection leg and/or spillback due to the queuing traffic.

Midway

- Hancock Street/Washington Street
- Pacific Highway/Washington Street @ Frontage Road
- Pacific Highway/Washington @ Pacific Street
- Kettner Boulevard/Sassafras Street
- Pacific Highway/Sassafras Street

Old Town

- Pacific Highway / Taylor Street / Rosecrans Street
- Congress Street / Taylor Street

Adjacent Communities

- Kettner Boulevard/W Hawthorn Street
- Pacific Highway/W Hawthorn Street
- Kettner Boulevard/W Grape Street
- Pacific Highway/W Grape Street

INTERSECTION QUEUING ANALYSIS RESULTS

A queuing analysis was conducted at each of the study intersections to identify limitations in storage capacity and the potential for overflow into adjacent lanes. When this occurs traffic can be impeded resulting in additional levels of congestion. **Table 3.16** displays intersection turning movements within both communities which were found to exceed their existing turn pocket lengths during the either the AM and/or PM peak hour. Queuing analysis worksheets are provided as **Appendix L**.

TABLE 3.16
PEAK HOUR INTERSECTION QUEUING ANALYSIS
TURNING MOVEMENTS EXCEEDING POCKET LENGTHS

No.	Intersection	Turning Movement	Peak Hour	95th % Queue Length (Feet)	Pocket Length (Feet)	Excess Queue (Feet)
Midway/Pacific Highway Corridor						
1	Lytton St and Rosecrans St	WBR	PM	337	240	97
		NBL	PM	282	230	52
		SBL	AM	875	185	690
			PM	403	185	218
4	Midway Dr and Sports Arena/W Point Loma Blvd	EBL	AM	625	380	245
			PM	420	380	40
		NBL	PM	594	230	364

TABLE 3.16
PEAK HOUR INTERSECTION QUEUING ANALYSIS
TURNING MOVEMENTS EXCEEDING POCKET LENGTHS

No.	Intersection	Turning Movement	Peak Hour	95th % Queue Length (Feet)	Pocket Length (Feet)	Excess Queue (Feet)
5	Midway Dr and Kemper St	EBL	PM	223	50	173
		NBL	PM	175	160	15
7	Midway Dr and Rosecrans St	EBL	PM	437	290	147
		WBL	PM	304	245	59
		SBL	AM	161	130	31
			PM	240	130	110
		NBL	PM	237	190	47
	NBR	PM	194	190	4	
11	Sports Arena Blvd and Hancock St	SBL	AM	166	100	66
15	Sports Arena Blvd @ Camino Del Reo West and Rosecrans St	WBL	AM	225	130	95
			PM	325	130	195
19	Kurtz St and Camino Del Rio West	SBL	PM	328	110	218
20	Kurtz St and Rosecrans St	NBL	AM	150	75	75
			PM	253	75	178
23	Hancock St and Camino Del Rio West	WBR	AM	173	150	23
		NBL	PM	163	110	53
27	Hancock St and Washington St	SBR	PM	504	330	174
33	Pacific Hwy and Washington St @ Pacific St	WBL	PM	311	150	161
		SBR	PM	162	150	12
35	Pacific Hwy and West Laurel St	EBL	AM	305	250	55
			PM	404	250	154
		NBL	PM	182	90	92
		SBL	AM	308	250	58
		PM	470	250	220	
Old Town						
36	Pacific Hwy and Taylor St	EBL	PM	178	150	28
		WBL	AM	191	160	31
		NBL	AM	239	100	139
			PM	380	100	280
		NBR	PM	301	200	101
38	Congress St and Taylor St	WBL	AM	144	100	44
			PM	155	100	55
48	Morena Blvd and Taylor St	EBL	AM	193	180	13
			PM	212	180	32

Source: Fehr & Peers, August 2012

As shown, there are numerous turning movements (24 within the Midway/Pacific Highway Corridor community and 6 within the Old Town community) which currently exceed the existing turn pocket storage length during either the AM or PM peak hour. Turning movement queues which exceed their turn-pocket lengths could potentially backup into other lanes approaching the intersection, thus blocking other vehicles from going through the intersection with a negative effect on intersection operations (additional congestion, delays and queuing).

CLOSELY SPACED INTERSECTION QUEUING ANALYSIS

Within both communities, there are groups of intersections which are within close proximity (less than 500 feet) to one another. In these situations, excessive queuing from an intersection can potentially negatively affect the operations of the upstream intersection when the queues from the intersection exceed the distance between the two intersections. Under these circumstances queuing from the downstream intersection can potentially block movements from moving through the upstream intersection, resulting in additional congestion, delays and queuing at the downstream intersection. To identify which intersections are potentially being impacted by excessive downstream queuing, the existing queue lengths (during both the AM and PM peak hours) were analyzed at intersections within 500 feet of one another and/or any queue length exceeding 500 feet were analyzed. **Table 3.17** summarizes the intersections that have been identified as potentially being impacted by excessive upstream queuing.

TABLE 3.17
PEAK HOUR INTERSECTION QUEUING ANALYSIS
CLOSELY SPACED INTERSECTIONS

#	Impacted Intersection	Peak Hour	Upstream Intersection	Distance Between Intersections (Feet)	Exceeding Queuing Movement	Queue Length (Feet)
7	Midway Dr and Rosecrans St	PM	Sports Arena Blvd @ Camino Del Rio West and Rosecrans St	665	EBT	720
15	Sports Arena Blvd @ Camino Del Reo West and Rosecrans St	AM	Kurtz St and Camino Del Rio West	380	NET	400
		PM				580
		AM	Kurtz St and Rosecrans St			310
19	Kurtz St and Camino Del Rio West	PM	Hancock St and Camino Del Rio West	315	NET	789
20	Kurtz St and Rosecrans St	PM	Sports Arena Blvd @ Camino Del Rio West and Rosecrans St	310	WBT	325
N/A	I-5 SB Off-Ramp and Camino Del Rio West	AM	Hancock St and Camino Del Rio West	490	SWT	987
		PM				794
32	Pacific Hwy and Washington St @ Frontage Rd	AM	Pacific Hwy and Washington St @ Pacific St	180	WBT	354
		PM				666
33	Pacific Hwy and Washington St @ Pacific St	PM	Pacific Hwy and Washington St @ Frontage Rd	180	EBL	247

Source: Fehr & Peers, August 2012

As shown, the operations at seven (7) intersections (all within the Midway/Pacific Highway Corridor Community) are likely being impacted due to excessive downstream intersection queuing.

As noted previously, intersections adjacent to the at-grade rail crossings also will typically experience greater queue lengths during train crossing events. During these events the queue lengths at the adjacent intersections could potentially backup to the nearest upstream intersection and affect its operations.

Roadway Segment Speed Based Analysis

Using the Multi-Modal Level of Service methodology, an analysis of the Urban Street segments within the study area were conducted for the AM and PM peak periods. The LOS for auto users is based on the average speed a vehicle maintains along the roadway segment. The AM and PM peak auto speed LOS for Urban Street segments, under existing conditions results are displayed on **Tables 3.18A** and **3.18B**. As seen in the tables there are a number of roadway segments operating at LOS E or F within the two communities. The following are roadway segments that are operating at a deficient LOS:

Midway/Pacific Highway Corridor

- Barnett Avenue/Lytton Street between Rosecrans Street and Midway Drive operates at a LOS E in the PM peak hour due to the volume at the Barnett Avenue/Lytton Street and Rosecrans Street intersection not getting significant green time.
- Midway Drive between East Drive and Rosecrans Street operates at a LOS E in PM peak hour due to volume at the Midway Drive and Rosecrans Street intersection not receiving significant green time.
- Sports Arena Boulevard from the I-8 Westbound Off-Ramps to W. Point Loma Boulevard/Midway Drive operates at LOS E in the AM peak hour and at LOS F in the PM peak hour due to queuing from the I-8 on-ramp which delays through traffic.
- Sports Arena Boulevard from W. Point Loma Boulevard/Midway Drive to Hancock Street operates at LOS E in both the AM and PM peak hours due to the close proximity of intersections.
- Sports Arena Boulevard from Kemper Street to Sports Arena Driveway operates at LOS E in the PM peak hour due to the close proximity of the intersections and the short length of the turn pocket at the Sports Arena Driveway.
- Kurtz Street between Camino Del Rio West and Rosecrans Street operates at a LOS F, in both the AM and PM, due to volumes at the intersection of Kurtz Street and Rosecrans Street not receiving sufficient green time.
- Hancock Street between Camino Del Rio West and Rosecrans Street operates at a LOS F in both the AM and PM peak hours due to volume at the intersection of Hancock Street and Camino Del Rio West not receiving sufficient green time.
- Kettner Boulevard between Hawthorn Street and Grape Street operates at a LOS F in both the AM and PM peak hours due to the short block distance between intersections and the volume at the intersection of Kettner Boulevard and Grape Street not receiving sufficient green time.
- Pacific Highway between Laurel Street and Hawthorn Street operates at a LOS E in the AM and at a LOS F in the PM due to turning movements which exceed the length of the turn pocket and cause delays for through traffic.
- Pacific Highway between Hawthorn Street and Grape Street operates at LOS F in both the AM and PM peak hours due to the short block distance between intersections and the volume at the intersections of not receiving sufficient green time.
- Kemper Street between Kenyon Street and Midway Drive at a LOS E, in the AM peak hour, in the east bound direction, due to heavy traffic attempting to access I-8 by way of Midway Drive. The roadway operates at a LOS F, in the AM peak hour, in the west bound direction.
- Rosecrans Street between Barnett Avenue and Midway Drive operates at LOS F in the PM peak hour due to heavy vehicular traffic flow which results in queuing and traffic delay at the intersections
- Rosecrans Street between Midway Dive and Sports Arena Boulevard operates at a LOS E in the AM peak hour and LOS F in the PM peak hour due to closely spaced intersection that are combined with heavy vehicular traffic flow rates.

- Rosecrans Street between Sports Arena Boulevard and Kurtz Street operates at LOS F in both the AM peak hour due to the close proximity of intersections.

Old Town

- Congress Street between Twiggs Street and Harney Street operates at a LOS F, in both the AM and PM, due to the vehicular volume on the short block distances between stop controlled intersections.
- San Diego Avenue between Twiggs Street and Harney Street operates at a LOS F, in both the AM and PM, due to the vehicular volume on the short block distances between stop controlled intersections.
- San Diego Avenue between Congress Street and Old Town Avenue operates at a LOS E, in both the AM and PM, due to the close proximity of intersections.
- Juan Street between Twiggs Street and Harney Street operates at a LOS F, in both the AM and PM, due to the vehicular volume on the short block distances between stop controlled intersections.
- Taylor Street between Pacific Highway and Congress Street operates at a LOS E, in the AM peak hour, in the west bound direction due to the close proximity of intersections which leads to excessive queuing downstream, as well as crossing events at the nearby at-grade railroad crossing.
- Twiggs Street between Congress Street and San Diego Avenue operates at a LOS F, in both the AM and PM, due to the vehicular volume on the short block distances between stop controlled intersections.
- Twiggs Street between San Diego Avenue and Juan Street operates at a LOS F, in both the AM and PM, due to the vehicular volume on the short block distances between stop controlled intersections.
- Harney Street between Congress Street and San Diego Avenue operates at a LOS F, in both the AM and PM, due to the vehicular volume on the short block distances between stop controlled intersections.
- Harney Street between San Diego Avenue and Juan Street operates at a LOS F, in both the AM and PM, due to the vehicular volume on the short block distances between stop controlled intersections.
- Old Town Avenue between San Diego Avenue and Congress Street operates at a LOS E, in the AM and PM peak hours, due to the vehicular volume at the intersection of Old Town Avenue and San Diego Avenue not receiving sufficient green time.

Illustrated in **Figures 3-16A** and **3-16B** are the AM and PM LOS results for auto facilities analyzed based on existing conditions using the multi-modal LOS analysis speed based methodology. The MMLoS worksheets are provided in **Appendix M**.

TABLE 3.18A
EXISTING CONDITIONS MULTI-MODAL ANALYSIS
SUMMARY OF ROADWAY SEGMENT AUTO LOS (AM PEAK)

Roadway Segment	Direction	By Direction		Both Directions Combined ¹		By Facility ²	
		Speed (MPH)	LOS	Speed (MPH)	LOS	Speed (MPH)	LOS
Midway/Pacific Highway Corridor							
Lytton Street / Barnett Avenue							
Rosecrans Street to Midway Drive	NB	2.19	F	16.49	D	17.27	D
	SB	30.79	B				
Midway Drive to Pacific Highway	NB	11.81	F	21.07	C		
	SB	30.32	B				
Midway Drive							
W. Point Loma Blvd/Sports Arena Blvd to Kemper Street	NB	11.7	E	15.77	D	19.28	C
	SB	19.84	C				
Kemper Street to East Drive	NB	16.19	D	21.56	C		
	SB	26.92	B				
East Drive to Rosecrans Street	NB	25.37	B	17.80	C		
	SB	10.22	F				
Rosecrans Street to Barnett Avenue	NB	18.23	C	20.92	C		
	SB	23.6	B				
Sports Arena Boulevard							
1-8 WB Ramps to W. Point Loma Blvd/Midway Drive	NB	12.69	E	12.27	E	16.74	D
	SB	11.85	E				
W. Point Loma Blvd/Midway Drive to Hancock Street	NB	6.34	F	12.68	E		
	SB	19.01	C				
Hancock Street to Kemper Street	NB	19.52	C	17.32	D		
	SB	15.11	D				
Kemper Street to Sports Arena Driveway	NB	15.47	D	15.53	D		
	SB	15.59	D				
Sports Arena Driveway to East Drive	NB	17.96	C	20.52	C		
	SB	23.08	C				
East Drive to Rosecrans Street	NB	25.21	B	18.30	C		
	SB	11.38	D				
Rosecrans Street to Pacific Highway	NB	12.62	D	18.73	C		
	SB	24.83	B				
Kurtz Street							
Hancock Street to Camino Del Rio West	SB	17.53	C	17.53	C	20.92	B
Camino Del Rio West to Rosecrans Street	SB	3.87	F	3.87	F		
Rosecrans Street to Pacific Highway	NB	32.43	A	32.43	A		
	SB	32.43	A				

TABLE 3.18A
EXISTING CONDITIONS MULTI-MODAL ANALYSIS
SUMMARY OF ROADWAY SEGMENT AUTO LOS (AM PEAK)

Roadway Segment	Direction	By Direction		Both Directions Combined ¹		By Facility ²	
		Speed (MPH)	LOS	Speed (MPH)	LOS	Speed (MPH)	LOS
Hancock Street (Near Old Town)							
Old Town Avenue to Witherby Street	NB	20.0	C	13.65	D	22.07	B
	SB	7.3	F				
Witherby Street to Washington Street	NB	23.3	B	23.55	B		
	SB	23.8	B				
Hancock Street (Near Sports Arena)							
Sports Arena Boulevard to Camino Del Rio West	NB	23.54	B	26.77	A	24.69	B
	SB	30.0	A				
Camino Del Rio West to Rosecrans Street	NB	6	F	6.0	F		
Kettner Boulevard							
Washington Street to Sassafras Street	SB	28.67	B	28.67	B	24.65	C
Sassafras Street to Laurel Street	SB	27.33	B	27.33	B		
Laurel Street to Hawthorn Street	SB	16.69	D	16.69	D		
Hawthorn Street to Grape Street	SB	6.41	F	6.41	F		
Pacific Highway							
Taylor Street and Washington Street	NB	27.19	C	28.13	C	26.74	C
	SB	29.06	C				
Washington Street to Sassafras Street	NB	24.09	C	27.90	C		
	SB	31.71	B				
Sassafras Street to Laurel Street	NB	32.09	B	29.52	C		
	SB	26.94	C				
Laurel Street to Hawthorn Street	NB	19.01	D	16.88	E		
	SB	14.74	E				
Hawthorn Street to Grape Street	NB	12.34	F	11.86	F		
	SB	11.38	F				
Kemper Street							
Kenyon Street to Midway Drive	EB	9.24	E	8.11	E	12.8	C
	WB	6.98	F				
Midway Drive to Sports Arena Boulevard	EB	9.2	E	14.6	C		
	WB	20.0	B				
Camino Del Rio West							
Sports Arena Boulevard to Kurtz Street	EB	15.99	D	22.40	C	18.36	C
	WB	28.8	B				
Kurtz Street to Hancock Street	EB	6.06	F	17.43	D		
	WB	28.8	B				
Hancock Street to Moore Street	EB	0.19	F	14.50	D		
	WB	28.8	B				

TABLE 3.18A
EXISTING CONDITIONS MULTI-MODAL ANALYSIS
SUMMARY OF ROADWAY SEGMENT AUTO LOS (AM PEAK)

Roadway Segment	Direction	By Direction		Both Directions Combined ¹		By Facility ²	
		Speed (MPH)	LOS	Speed (MPH)	LOS	Speed (MPH)	LOS
Rosecrans Street							
Lytton Street / Barnett Avenue to Midway Drive	EB	19.71	C	19.95	C	18.55	C
	WB	20.18	C				
Midway Drive to Sports Arena Boulevard	EB	13.86	E	12.79	E		
	WB	11.71	E				
Sports Arena Boulevard to Kurtz Street	EB	11.2	E	9.76	F		
	WB	8.32	F				
Kurtz Street to Pacific Highway	EB	19.97	C	21.94	C		
	WB	23.91	B				
Old Town							
Congress Street							
Taylor Street to Twiggs Street	NB	24.32	A	19.12	B	13.92	C
	SB	13.92	C				
Twiggs Street to Harney Street	NB	4.65	F	4.78	F		
	SB	4.91	F				
Harney Street to San Diego Avenue	NB	10.76	D	10.70	D		
	SB	10.63	D				
San Diego Avenue							
Twiggs Street to Harney Street	NB	5.21	F	5.16	F	9.03	E
	SB	5.11	F				
Harney Street to Congress Street / Ampudia Street	NB	11.34	D	11.73	D		
	SB	12.12	D				
Congress Street / Ampudia Street to Old Town Avenue	NB	6.51	F	4.84	E		
	SB	11.29	D				
Juan Street							
Taylor Street to Twiggs Street	NB	16.26	C	15.25	C	13.5	D
	SB	14.23	D				
Twiggs Street to Harney Street	NB	4.89	F	5.06	F		
	SB	5.23	F				
Harney Street to Sunset Road	NB	16.09	C	15.37	C		
	SB	14.64	D				

TABLE 3.18A
EXISTING CONDITIONS MULTI-MODAL ANALYSIS
SUMMARY OF ROADWAY SEGMENT AUTO LOS (AM PEAK)

Roadway Segment	Direction	By Direction		Both Directions Combined ¹		By Facility ²	
		Speed (MPH)	LOS	Speed (MPH)	LOS	Speed (MPH)	LOS
Taylor Street							
Pacific Highway to Congress Street	EB	15.61	D	13.20	E	24.37	B
	WB	10.79	E				
Congress Street to Juan Street	EB	14.3	D	16.03	D		
	WB	17.76	C				
Juan Street to Morena Boulevard	EB	20.39	C	18.96	C		
	WB	17.53	C				
Morena Boulevard to I-8 Hotel Circle Ramps	EB	34.62	A	29.90	A		
	WB	25.17	B				
Twiggs Street							
Congress Street to San Diego Avenue	EB	5.16	F	5.19	F	6.29	F
	WB	5.22	F				
San Diego Avenue to Juan Street	EB	7.08	F	7.03	F		
	WB	6.97	F				
Harney Street							
Congress Street to San Diego Avenue	EB	5.35	F	5.32	F	6.22	F
	WB	5.29	F				
San Diego Avenue to Juan Street	EB	6.85	F	6.83	F		
	WB	6.8	F				
Old Town Avenue							
Hancock Street to Moore Street	EB	11.43	D	13.90	C	12.16	D
	WB	16.36	C				
Moore Street to San Diego Avenue	EB	10.76	D	11.65	D		
	WB	12.53	C				
San Diego Avenue to Congress Street	EB	13.58	C	9.86	E		
	WB	6.14	F				
Morena Boulevard							
I-5 Ramps to Taylor Street	NB	37.44	A	30.98	B	30.98	B
	SB	24.51	C				

Source: Fehr & Peers, August 2012

Notes:

Bold indicates segments operating at LOS E or F
 Auto LOS is calculated based on HCM 2000 methodology.

¹ The score for the combined direction is the two individual direction scores.

² The Facility score is calculated as the weighted average of each individual segment taking in consideration the length of each segment.

TABLE 3.18B
EXISTING CONDITIONS MULTI-MODAL ANALYSIS
SUMMARY OF ROADWAY SEGMENT AUTO LOS (PM PEAK)

Roadway Segment	Direction	By Direction		Both Directions Combined ¹		By Facility ²	
		Speed (MPH)	LOS	Speed (MPH)	LOS	Speed (MPH)	LOS
Midway/Pacific Highway Corridor							
Lytton Street / Barnett Avenue							
Rosecrans Street to Midway Drive	NB	2.11	F	15.37	E	16.32	D
	SB	28.62	B				
Midway Drive to Pacific Highway	NB	12.43	E	21.00	C		
	SB	29.57	B				
Midway Drive							
W. Point Loma Blvd/Sports Arena Blvd to Kemper Street	NB	12.16	E	15.49	D	17.96	C
	SB	18.82	C				
Kemper Street to East Drive	NB	14.13	D	18.53	C		
	SB	22.93	C				
East Drive to Rosecrans Street	NB	20.44	C	13.95	E		
	SB	7.45	F				
Rosecrans Street to Barnett Avenue	NB	6.72	F	20.67	C		
	SB	34.62	A				
Sports Arena Boulevard							
1-8 WB Ramps to W. Point Loma Blvd/Midway Drive	NB	1.53	F	4.73	F	15.03	D
	SB	7.93	F				
W. Point Loma Blvd/Midway Drive to Hancock Street	NB	5.72	F	11.63	E		
	SB	17.54	C				
Hancock Street to Kemper Street	NB	19.78	C	18.00	C		
	SB	16.21	D				
Kemper Street to Sports Arena Driveway	NB	14.18	D	13.49	E		
	SB	12.79	E				
Sports Arena Driveway to East Drive	NB	16.08	D	18.75	C		
	SB	21.42	C				
East Drive to Rosecrans Street	NB	26.01	B	17.34	D		
	SB	8.66	F				
Rosecrans Street to Pacific Highway	NB	13.62	E	19.23	C		
	SB	24.83	B				
Kurtz Street							
Hancock Street to Camino Del Rio West	SB	15.2	C	15.20	C	18.4	C
Camino Del Rio West to Rosecrans Street	SB	2.26	F	2.26	F		
Rosecrans Street to Pacific Highway	NB	29.27	B	29.27	B		
	SB	29.27	B				

TABLE 3.18B
EXISTING CONDITIONS MULTI-MODAL ANALYSIS
SUMMARY OF ROADWAY SEGMENT AUTO LOS (PM PEAK)

Roadway Segment	Direction	By Direction		Both Directions Combined ¹		By Facility ²	
		Speed (MPH)	LOS	Speed (MPH)	LOS	Speed (MPH)	LOS
Hancock Street (Near Old Town)							
Old Town Avenue to Witherby Street	NB	23.23	B	14.56	D	23.60	B
	SB	5.88	F				
Witherby Street to Washington Street	NB	22.34	B	25.20	B		
	SB	28.05	A				
Hancock Street (Near Sports Arena)							
Sports Arena Boulevard to Camino Del Rio West	NB	30.0	A	30.0	A	27.58	A
	SB	30.0	A				
Camino Del Rio West to Rosecrans Street	NB	5.75	F	5.75	F		
Kettner Boulevard							
Washington Street to Sassafras Street	SB	32.2	B	32.2	B	26.21	C
Sassafras Street to Laurel Street	SB	24.01	C	24.01	C		
Laurel Street to Hawthorn Street	SB	23.56	C	23.56	C		
Hawthorn Street to Grape Street	SB	9.16	F	9.16	F		
Pacific Highway							
Taylor Street and Washington Street	NB	27.09	C	27.63	C	25.47	C
	SB	28.17	C				
Washington Street to Sassafras Street	NB	23.86	C	28.63	C		
	SB	33.39	B				
Sassafras Street to Laurel Street	NB	31.83	B	26.48	C		
	SB	21.12	D				
Laurel Street to Hawthorn Street	NB	15.22	E	11.11	F		
	SB	7.0	F				
Hawthorn Street to Grape Street	NB	10.73	F	12.02	F		
	SB	13.31	F				
Kemper Street							
Kenyon Street to Midway Drive	EB	2.61	F	4.71	F	9.71	E
	WB	6.8	F				
Midway Drive to Sports Arena Boulevard	EB	7.95	E	13.98	C		
	WB	20	B				
Camino Del Rio West							
Sports Arena Boulevard to Kurtz Street	EB	14.09	D	21.45	C	22.5	C
	WB	28.8	B				
Kurtz Street to Hancock Street	EB	6.45	F	17.63	C		
	WB	28.8	B				
Hancock Street to Moore Street	EB	28.8	B	28.8	B		
	WB	28.8	B				

TABLE 3.18B
EXISTING CONDITIONS MULTI-MODAL ANALYSIS
SUMMARY OF ROADWAY SEGMENT AUTO LOS (PM PEAK)

Roadway Segment	Direction	By Direction		Both Directions Combined ¹		By Facility ²	
		Speed (MPH)	LOS	Speed (MPH)	LOS	Speed (MPH)	LOS
Rosecrans Street							
Lytton Street / Barnett Avenue to Midway Drive	EB	18.74	C	10.17	F	13.48	E
	WB	1.59	F				
Midway Drive to Sports Arena Boulevard	EB	11.6	E	5.93	F		
	WB	0.26	F				
Sports Arena Boulevard to Kurtz Street	EB	11.05	E	17.94	C		
	WB	24.83	B				
Kurtz Street to Pacific Highway	EB	16.93	D	23.47	B		
	WB	30.0	A				
Old Town							
Congress Street							
Taylor Street to Twiggs Street	NB	24.32	A	19.0	B	13.84	C
	SB	13.67	C				
Twiggs Street to Harney Street	NB	4.63	F	4.73	F		
	SB	4.83	F				
Harney Street to San Diego Avenue	NB	10.79	D	10.65	D		
	SB	10.51	D				
San Diego Avenue							
Twiggs Street to Harney Street	NB	5.21	F	5.06	F	9.80	E
	SB	4.97	F				
Harney Street to Congress Street / Ampudia Street	NB	11.33	D	11.65	D		
	SB	11.96	D				
Congress Street / Ampudia Street to Old Town Avenue	NB	5.83	F	8.61	E		
	SB	11.39	D				
Juan Street							
Taylor Street to Twiggs Street	NB	16.24	C	14.89	D	14.16	D
	SB	13.53	D				
Twiggs Street to Harney Street	NB	4.31	F	4.70	F		
	SB	5.09	F				
Harney Street to Sunset Road	NB	15.68	C	15.46	C		
	SB	15.24	C				

TABLE 3.18B
EXISTING CONDITIONS MULTI-MODAL ANALYSIS
SUMMARY OF ROADWAY SEGMENT AUTO LOS (PM PEAK)

Roadway Segment	Direction	By Direction		Both Directions Combined ¹		By Facility ²	
		Speed (MPH)	LOS	Speed (MPH)	LOS	Speed (MPH)	LOS
Taylor Street							
Pacific Highway to Congress Street	EB	14.62	D	19.73	C	24.19	B
	WB	24.83	B				
Congress Street to Juan Street	EB	11.14	E	17.99	C		
	WB	24.83	B				
Juan Street to Morena Boulevard	EB	17.69	C	18.66	C		
	WB	19.63	C				
Morena Boulevard to I-8 Hotel Circle Ramps	EB	34.62	A	27.96	B		
	WB	21.3	C				
Twiggs Street							
Congress Street to San Diego Avenue	EB	5.13	F	5.17	F	6.3	F
	WB	5.2	F				
San Diego Avenue to Juan Street	EB	7.09	F	7.05	F		
	WB	7.01	F				
Harney Street							
Congress Street to San Diego Avenue	EB	5.22	F	5.29	F	6.21	F
	WB	5.36	F				
San Diego Avenue to Juan Street	EB	6.89	F	6.83	F		
	WB	6.77	F				
Old Town Avenue							
Hancock Street to Moore Street	EB	12.43	D	14.40	C	12.25	D
	WB	16.36	C				
Moore Street to San Diego Avenue	EB	9.96	E	11.60	D		
	WB	13.24	C				
San Diego Avenue to Congress Street	EB	13.58	C	9.45	E		
	WB	5.31	F				
Morena Boulevard							
I-5 Ramps to Taylor Street	NB	37.44	A	31.58	B	31.58	B
	SB	25.72	C				

Source: Fehr & Peers, August 2012

Notes:

Bold indicates segments operating at LOS E or F
 Auto LOS is calculated based on the NCHRP 3-70 methodology.

¹ The score for the combined direction is the two individual direction scores.

² The Facility score is calculated as the weighted average of each individual segment taking in consideration the length of each segment.

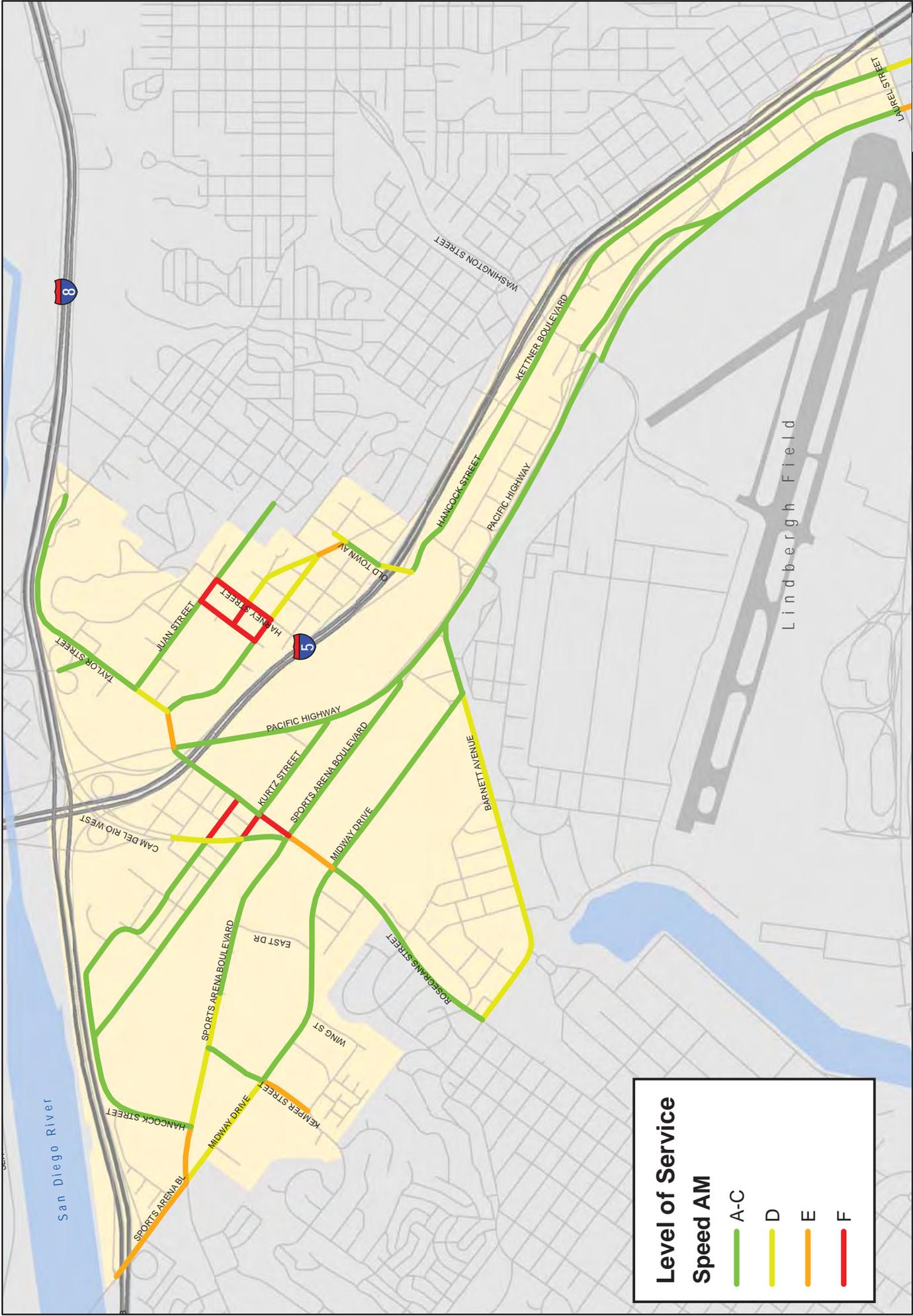


Figure 3-16A: Existing Auto Speed LOS (AM PEAK)
 Midway/Pacific Highway Corridor and Old Town Community Plan Update

Date: 8/02/2012

Source: Fehr and Peers (2012)

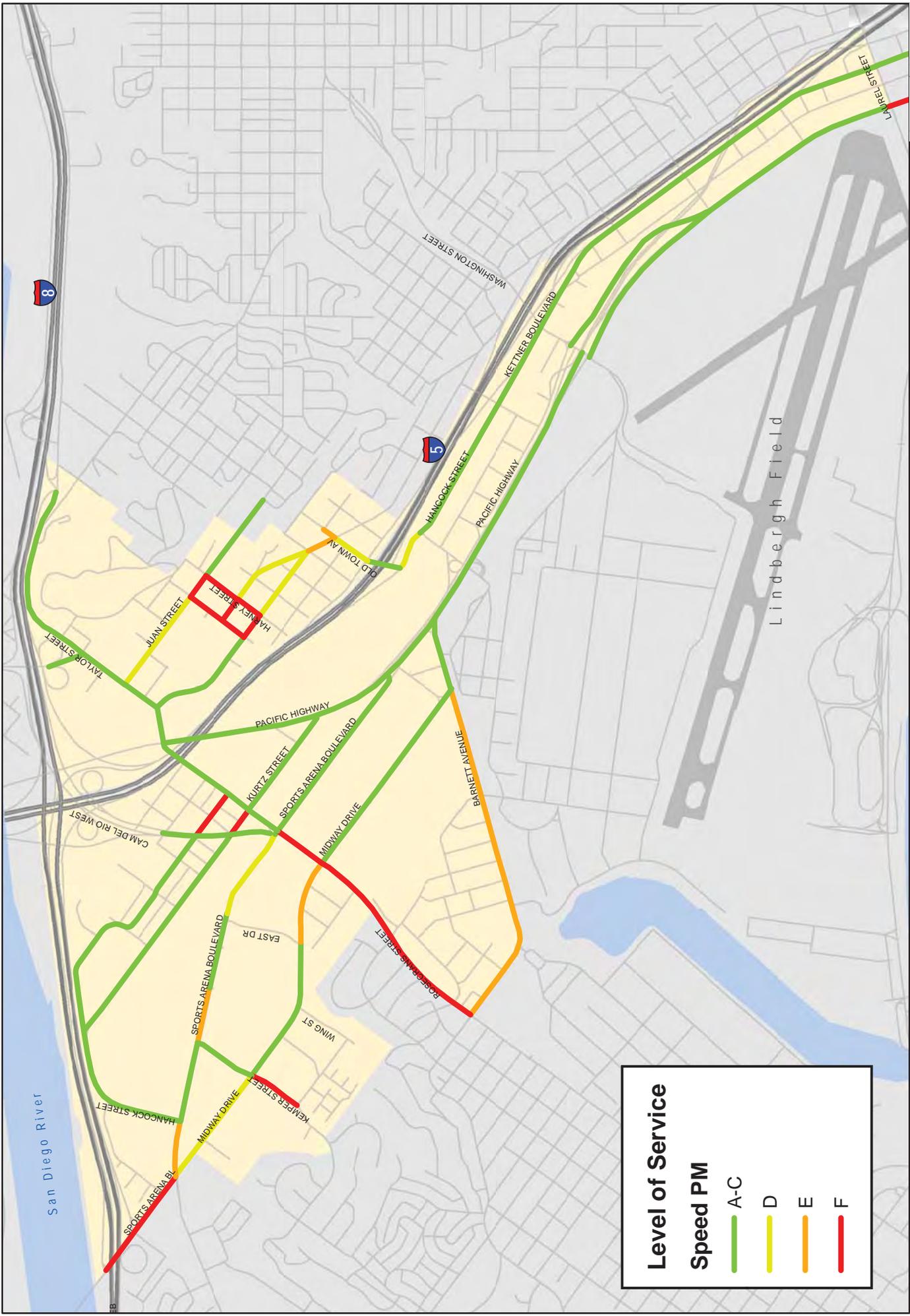


Figure 3-16B: Existing Auto Speed LOS (PM PEAK)
 Midway/Pacific Highway Corridor and Old Town Community Plan Update

Date: 4/4/12

Source: Fehr and Peers (2012)

VEHICLE CRASH ANALYSIS

Vehicle crash data was obtained from the City of San Diego for the time period between January 2005 and June 2010. During this time period, there were a total of 1,079 vehicle related crashes within the Midway/Pacific Highway Corridor community and 84 in the Old Town community. **Figure 3-17** displays the crash locations.

Tables 3.19A and 3.19B summarize various aspects of the crash context, such as type, crash location within the roadway right-of-way, lighting at the time of the crash, and cause of crash.

Within the Midway/Pacific Highway Corridor community 866 crashes resulted in injuries (632 vehicle occupants, 64 pedestrians, 77 bicyclists) and 8 resulted in a fatality (5 auto, 1 bicyclist, and 2 pedestrians). Approximately 70% of the crashes occurred at intersections, the other 30% located mid-block. Approximately 65% occurred during daylight hours. There were a variety of primary causes listed, but the most frequent causes were speeding, and running a sign/signal. The pedestrian was at fault for 24 crashes and the bicyclist was at fault for 14 crashes.

Within the Old Town community 49 crashes resulted in injuries (34 vehicle occupants, 7 pedestrians, 8 bicyclists) and 3 resulted in a fatality (2 auto, 0 bicyclist, and 1 pedestrian). Approximately 55% of the crashes occurred at intersections, the other 45% located mid-block. Approximately 57% occurred during daylight hours. There were a variety of primary causes listed, but the most frequent causes were speeding, and unsafe movements. The pedestrian was at fault for 2 crashes and the bicyclist was at fault for 2 crashes.

Tables 3.20A and 3.20B summarize the accident rates along the roadway segments within the community based on the roadway classification.

**TABLE 3.19A
 VEHICULAR CRASH LOCATIONS (MIDWAY/PACIFIC HIGHWAY CORRIDOR NORTH/SOUTH)**

Roadway Segment	Lytton St/Barnett Ave	West Mission Bay Dr	Midway Dr	Sport Arena Blvd	Kurtz St	Kettner Blvd	Hancock St	Hancock St	Hancock St	Hancock St	Pacific Highway	Total
	Rosecrans St & Pacific Highway	I-8 WB Ramps & I-8 EB Ramps	Sports Arena Blvd & Barnett Ave	I-8 EB Ramps & Pacific Highway	Hancock St & Pacific Highway	Washington St & Laurel St	Sports Arena Blvd & Rosecrans St	Old Town Ave & Washington St	Taylor St to Laurel St			
Total Number of Crashes	58	60	336	80	47	58	18	14	117	788		
Injuries	55	58	274	70	36	48	9	4	79	633		
Fatalities	0	0	2	2	0	0	0	0	2	6		
Pedestrians Involved	1	0	18	9	4	2	1	1	5	41		
Bicyclists Involved	4	7	28	7	2	0	2	0	8	58		
Location Type												
Intersection	46	55	228	48	34	39	10	7	65	532		
Midblock	12	5	108	32	13	19	8	7	52	256		
Lighting												
Dark (Including Dusk/Dawn)	17	21	134	31	14	20	4	3	47	291		
Daylight	41	39	202	49	33	38	14	11	70	497		
Primary Cause												
Avoid Another Vehicle	2	1	2	0	0	2	1	0	0	8		
Bike at Fault	1	0	6	1	0	1	1	0	2	12		
Confrontation	0	1	0	0	0	0	0	0	1	2		
Didn't Yield	0	0	0	1	0	0	0	0	1	2		
Distraction In Vehicle	0	1	4	0	0	1	0	0	1	7		
Fell Asleep	0	0	2	0	0	0	0	0	1	3		
Following Too Close	2	4	22	5	1	3	0	0	3	40		
Foot Slip off Brake	0	0	0	0	1	0	0	0	0	1		
Hit Object	0	0	0	1	1	1	0	0	2	5		
Hit By Run Away Vehicle	0	0	4	0	0	0	0	0	1	5		
Improper Lane Change	1	2	8	3	2	0	0	0	4	20		
Improper Pass	1	1	4	2	1	1	0	2	0	12		

TABLE 3.19A
VEHICULAR CRASH LOCATIONS (MIDWAY/PACIFIC HIGHWAY CORRIDOR NORTH/SOUTH)

Roadway Segment	Lytton St/Barnett Ave	West Mission Bay Dr	Midway Dr	Sport Arena Blvd	Kurtz St	Kettner Blvd	Hancock St	Hancock St	Hancock St	Hancock St	Pacific Highway	Total
	Rosecrans St & Pacific Highway	I-8 WB Ramps & I-8 EB Ramps	Sports Arena Blvd & Barnett Ave	I-8 EB Ramps & Pacific Highway	Hancock St & Pacific Highway	Washington St & Laurel St	Sports Arena Blvd & Rosecrans St	Old Town Ave & Washington St	Taylor St to Laurel St			
Improper Start	6	1	38	8	3	1	0	0	3	0	3	60
Improper Turn	4	3	14	5	3	8	2	1	7	0	7	47
Lost Control of Vehicle	0	0	0	1	1	0	0	0	1	0	1	3
Left-Turn Didn't Yield	4	0	20	1	1	4	1	0	4	0	4	35
Mechanical Condition	1	0	4	0	0	1	1	0	3	0	3	10
Medical Condition	0	0	4	0	0	0	0	0	0	0	0	4
On - Sidewalk	0	0	2	0	0	0	0	0	0	0	0	2
Open Vehicle Door	0	0	0	0	1	0	0	0	0	0	0	1
No Fault	1	2	4	1	1	0	0	0	3	0	3	12
Pedestrian at Fault	1	0	10	2	2	0	0	1	3	0	3	19
Police In Pursuit	0	0	2	0	0	0	0	0	1	0	1	3
Ran Stop Sign	0	0	6	2	0	0	0	0	0	0	0	8
Ran Traffic Signal	7	10	42	8	11	8	2	0	9	0	9	97
Rode Beyond Limit Line	1	0	0	0	0	0	0	0	0	0	0	1
Run Into Road / Play	0	0	0	1	0	0	0	0	0	0	0	1
Runoff Rd/Cut Corner	1	0	0	0	0	0	0	0	0	0	0	1
Speeding	12	28	82	18	11	8	3	1	30	0	30	193
Unsafe Movement	13	5	50	17	7	19	7	9	33	0	33	160
Violated Pedestrian R/W	0	0	0	0	0	0	0	0	1	0	1	1
Violated Vehicle R/W	0	1	4	1	0	0	0	0	1	0	1	7
Violation of Signs	0	0	0	1	0	0	0	0	0	0	0	1
Wrong Side of Road	0	0	0	1	0	0	0	0	2	0	2	3
Yield to Party in intersection	0	0	2	0	0	0	0	0	0	0	0	2

Source: City of San Diego (January 2005 through June 2010)

**TABLE 3.19A
 VEHICULAR CRASH LOCATIONS (MIDWAY/PACIFIC HIGHWAY CORRIDOR EAST/WEST)**

Roadway Segment	Kemper St	Camino Del Rio West	Rosecrans St	Barnett Ave	Washington St	Vine St	Sassafras St	Laurel	Total
Total Number of Crashes	22	72	162	16	5	0	0	14	291
Injuries	19	67	116	8	1	0	0	12	223
Fatalities	0	1	1	0	0	0	0	0	2
Pedestrians Involved	2	5	13	1	0	0	0	2	23
Bicyclists Involved	1	5	0	0	13	0	0	0	19
Location Type									
Intersection	14	53	131	5	4	0	0	12	219
Midblock	8	19	31	11	1	0	0	2	72
Lighting									
Dark (Including Dusk/Dawn)	9	26	41	5	0	0	0	5	86
Daylight	13	46	121	11	5	0	0	9	205
Primary Cause									
Avoid Another Vehicle	0	1	1	2	0	0	0	0	4
Bike at Fault	0	0	2	0	0	0	0	0	2
Brake Suddenly	0	1	1	0	0	0	0	0	2
Didn't Yield	0	2	0	0	0	0	0	0	2
Distraction In Vehicle	0	0	3	0	0	0	0	1	4
Fell Asleep	0	0	0	1	0	0	0	0	1
Following Too Close	1	4	3	0	0	0	0	2	10
Foot Slipped off Brake	0	0	1	0	0	0	0	0	1
Hit Object	0	0	0	1	1	0	0	0	2
Improper Lane Change	0	6	4	0	0	0	0	0	10

**TABLE 3.19A
 VEHICULAR CRASH LOCATIONS (MIDWAY/PACIFIC HIGHWAY CORRIDOR EAST/WEST)**

Roadway Segment	Kemper St	Camino Del Rio West	Rosecrans St	Barnett Ave	Washington St	Vine St	Sassafras St	Laurel	Total
	Kenton St & Midway Dr	Rosecrans St & I-5 NB	Lytton St & Pacific Hwy	Midway Dr & Pacific Hwy	Frontage Rd & Hancock St	California St & Kettner Blvd	Pacific Hwy & Kettner Blvd	Pacific Hwy & Kettner Blvd	
Improper Pass	1	3	1	0	0	0	0	0	5
Improper Start	5	2	11	0	0	0	0	0	18
Improper Turn	0	3	9	0	1	0	0	3	16
Lost Control of Vehicle	0	1	1	1	0	0	0	0	3
Left-Turn Didn't Yield	1	5	6	0	0	0	0	0	12
Mechanical Condition	1	0	1	1	0	0	0	0	3
Medical Condition	0	0	1	0	0	0	0	0	1
Open Vehicle Door	0	0	1	0	0	0	0	0	1
No Fault	0	1	4	0	0	0	0	0	5
Pedestrian at Fault	0	2	2	1	0	0	0	0	5
Police In Pursuit	0	1	2	0	0	0	0	0	3
Ran Traffic Signal	4	11	16	0	0	0	0	3	34
Runoff Rd/Cut Corner	0	0	1	0	0	0	0	0	1
Speeding	4	18	47	3	1	0	0	4	77
Unsafe Movement	4	11	37	6	1	0	0	0	59
Vehicle Hit By Object	0	0	0	0	1	0	0	0	1
Violated Pedestrian R/W	1	0	3	0	0	0	0	0	4
Violated Vehicle s R/W	0	0	1	0	0	0	0	0	1
Wrong Side of Road	0	0	2	0	0	0	0	1	3
Yield to Party In Intersection	0	0	1	0	0	0	0	0	1

Source: City of San Diego (January 2005 through June 2010)

**TABLE 3.19B
 VEHICULAR CRASH LOCATIONS (OLD TOWN)**

Roadway	Congress Street Taylor Street & San Diego Avenue/Ampudia Street	Harney Street Congress Street & Juan Street	Juan Street Taylor Street & San Juan Road	Old Town Avenue Hancock Street & San Diego Avenue	San Diego Avenue Twiggs Street & Hortensia Avenue	Twiggs St Congress Street & Juan Street	Taylor Street Pacific Highway & I-8 Eastbound Ramps	Totals
Total # Of Accidents	10	11	5	10	11	0	37	84
Injuries	3	1	1	6	7	0	31	49
Fatalities	0	0	0	0	0	0	3	3
Pedestrians	0	0	0	0	3	0	4	7
Bicycles	1	1	1	3	0	0	2	8
Location Type								
Intersection	6	2	2	5	9	0	22	46
Midblock	4	9	3	5	2	0	15	38
Lighting								
Night	3	7	4	5	2	0	15	36
Day	7	4	1	5	9	0	22	48
Primary Cause								
Bike at Fault	0	1	1	0	0	0	0	2
Brake Suddenly	0	0	0	0	0	0	1	1
Cut Corner on Turn	0	0	0	1	0	0	0	1
Enter Road Unsafely	1	0	0	0	0	0	0	1
Following Too Close	0	0	0	1	0	0	2	3
Going Straight From Turn Lane	0	0	0	0	0	0	1	1
Improper Lane Change	0	0	0	0	0	0	1	1
Improper Pass	0	0	0	0	0	0	2	2
Improper Start	1				2	0	1	4
Improper Turn	0	2	0	0	0	0	2	4
Left Turn Did Not Yield	1	0	0	1	0	0	1	3

TABLE 3.19B
VEHICULAR CRASH LOCATIONS (OLD TOWN)

Roadway	Congress Street Taylor Street & San Diego Avenue/Ampudia Street	Harney Street Congress Street & Juan Street	Juan Street Taylor Street & San Juan Road	Old Town Avenue Hancock Street & San Diego Avenue	San Diego Avenue Twiggs Street & Hortensia Avenue	Twiggs St Congress Street & Juan Street	Taylor Street Pacific Highway & I-8 Eastbound Ramps	Totals
Police Listed As "No Fault"	1	0	0	1	0	0	0	2
Pedestrian at Fault	0	0	0	0	1	0	1	2
Ran Stop Sign	0	0	0	1	0	0	0	1
Ran Traffic Signal	0	0	0	0	1	0	1	2
Speed To Fast For Conditions	0	2	1	1	2	0	12	18
Traffic Stopped For Signal	0	0	0	1	0	0	0	1
Unsafe Backing	1	2	2	1	0	0	0	6
Unsafe Movement	5	4	1	2	5	0	11	28
Violated Vehicles Right of Way	0	0	0	0	0	0	1	1

Source: City of San Diego (January 2005 – June 2010)

**TABLE 3.20
 CRASH RATE SUMMARY**

Roadway	From	To	Type ¹	Segment Length (Miles)	ADT	Total # of Crashes	# of Years	Segment Crash Rate ¹	City Wide Crash Rate ²
North-South									
Midway/Pacific Highway Corridor									
Lytton Street/ Barnett Avenue	Rosecrans St	Midway Dr	Major	0.9	22,070	58	5	1.67	0.47
W. Mission Bay Dr	I-8 WB Ramps	I-8 EB Ramps	Major	0.1	35,670	60	5	6.22	0.47
Midway Dr	W. Point Loma Blvd/Sports Arena Blvd	Barnett Ave	Major	1.3	22,700	336	5	6.25	0.47
Sports Arena Blvd	I-8 EB Ramps	Rosecrans St	Major	1.7	23,750	80	5	1.09	0.47
	Rosecrans St	Pacific Hwy	Minor Collector	0.9	2,600	0	5	0.00	0.86
Kurtz St	Hancock St	Pacific Hwy	Minor Collector	0.5	6,000	47	5	8.60	0.86
Kettner Blvd	Washington St	Laurel St	Minor Collector	1.4	22,317	58	5	0.99	0.86
Hancock St	Sports Arena Blvd	Rosecrans St	Minor Collector	1.1	4,230	18	5	2.13	0.86
Hancock St	Old Town Ave	Washington St	Minor Collector	0.7	5,140	14	5	2.14	0.86
Pacific Hwy	Taylor St	Laurel St	Major	2.7	20,830	117	5	1.14	0.47
Old Town									
Congress St	Taylor St	San Diego Ave/ Ampudia St	Minor Collector	0.6	5,550	10	5	1.57	0.86
San Diego Ave	Twiggs St	Hortensia St	Minor Collector	0.4	3,540	11	5	4.71	0.86
Juan St	Taylor St	San Juan Rd	Minor Collector	0.4	4,390	5	5	1.43	0.86

**TABLE 3.20
 CRASH RATE SUMMARY**

Roadway	From	To	Type ¹	Segment Length (Miles)	ADT	Total # of Crashes	# of Years	Segment Crash Rate ¹	City Wide Crash Rate ²
East-West									
Midway/Pacific Highway Corridor									
Channel Wy	W. Mission Bay Dr	Hancock St	Minor Collector	0.3	1,280	0	5	0.00	0.86
Kemper St	Kenyon St	Midway Dr	Minor Collector	0.3	8,570	22	5	4.88	0.86
Camino Del Rto West	Rosecrans St	I-5/I-8 Ramps	Major	0.3	50,700	72	5	3.10	0.47
Rosecrans St	Lytton St	Pacific Hwy/Taylor St	Major	1.0	40,330	162	5	2.17	0.47
Barnett Ave	Midway Dr	Pacific Hwy	Major	0.2	57,954	16	5	0.82	0.47
Washington St	Frontage Rd	Hancock St	Major	0.1	11,780	5	5	2.80	0.47
Vine St	California St	Kettner Blvd	Minor Collector	0.1	250	0	5	0.00	0.86
Sassafras St	Pacific Hwy	Kettner Blvd	Major Collector	0.1	8,700	0	5	0.00	0.56
Laurel St	Pacific Hwy	Kettner Blvd	Major Collector	0.1	26,290	14	5	2.78	0.56
Old Town									
Taylor St	Pacific Hwy/ Rosecrans St	I-8 EB Ramps	Major	0.8	16,580	37	5	1.51	0.47
Twiggs St	Congress St	Juan St	Minor Collector	0.2	2,380	0	5	0.00	0.86
Harney St	Congress St	Juan St	Minor Collector	0.1	1,940	11	5	24.63	0.86
Old Town Ave	Hancock St	San Diego Ave	Minor Collector	0.2	8,940	10	5	2.71	0.86

Source: Fehr & Peers, August 2012

Note:
¹ Roadway type based on the City of San Diego Design Manual
² Reported in crashes / million vehicle miles traveled

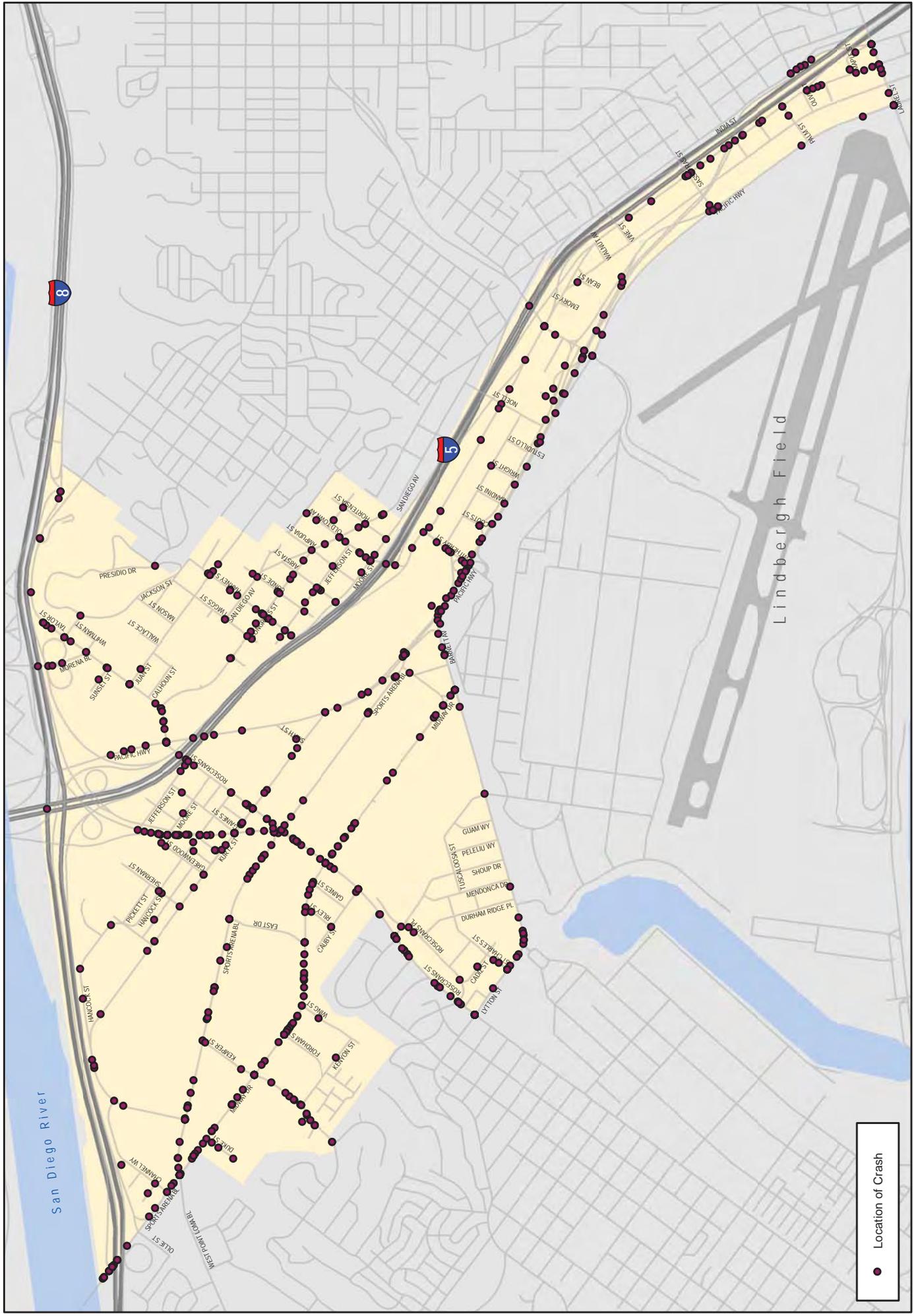


Figure 3-17: Location of Crashes (January 2005 - June 2010)

Midway/Pacific Highway Corridor and Old Town Community Plan Update

Date: 11/20/11

Source: City of San Diego (2010)

PLANNED ROADWAY IMPROVEMENTS

The following section outlines planned roadway improvements within the two study communities. Planned improvements are based upon a review of the *SANDAG 2050 RTP* (October 2011) as well as documents for other improvement projects within or adjacent to the study communities.

The Rosecrans Corridor Mobility Study proposed several roadway and intersection improvements within the Midway/Pacific Highway Corridor community, including the following:

- Retime all traffic signals along Rosecrans Street (Completed)
- Construct a raised center median along Rosecrans Street (Completed)
- Construct a second northbound left-turn lane and extend both the northbound and southbound the left-turn pocket lengths at the Rosecrans Street / Midway Drive intersection.
- Construct raised median at Moor Street/Camino Del Rio West Intersection
- Construct exclusive right-turn lanes at all legs of the Rosecrans Street / Midway Drive intersection.
- Construct extension of Sports Arena Boulevard through Rosecrans Street intersection.

The SANDAG 2050 RTP outlines the following roadway improvements to major arterials within the two study communities:

- Widen the West Mission Bay Drive Bridge over the San Diego River from four to six-lanes, constructed by Year 2018.
- Widen the Sea World Drive bridge over I-5 from four to eight-lanes, include exclusive right turn-lanes onto the freeway on-ramps, constructed by Year 2020.

The San Diego International Airport (SDIA) Master Plan outlines several improvement measures to local roadways surrounding the airport in order to help provide better access and service a higher demand. Improvements within the two study communities include the following:

- Sassafras Street between Pacific Highway and India Street – provide a second eastbound lane.
- Kettner Boulevard between Washington Street and Palm Street – provide a fourth southbound travel lane.
- Laurel Street between Pacific Highway and Kettner Boulevard – provide a third westbound travel lane.
- Sassafras Street / Kettner Boulevard intersection – change signal cycle length from 70 to 90 seconds.

San Diego International Airport Consolidated Rental Car Facility (CONRAC) - The CONRAC project proposes to consolidate all of the rental car facilities that currently serve the San Diego International Airport to a single location, located west of Pacific Highway and north of Sassafras Street. The project proposes to extend Sassafras Street west of Pacific Highway and along the east end of Lindberg Field to serve as the access point for the project.

Midway/Pacific Highway Corridor Public Facilities Financing Plan, 2004 – contains several roadway improvements that have not yet been completed. It should be noted that all of these improvements are unfunded and currently not scheduled for implementation.

Signal Modifications

- Barnett Avenue / Midway Drive (Project T7)
- Pacific Highway / West Washington Street (Project T29)

Extension/New Street

- Extension of Barnett Avenue from Pacific Highway to Old Town Avenue (Project T8)
- Extension of Kemper Street as a Four Lane Major Collector from Sports Arena Boulevard to Hancock Street (Project T14)
- New Four Lane Collector Street Connecting Sports Arena Boulevard and Midway Drive (Project T13)

Street Widening

- Kurtz Street to a Four-Lane Major Between Rosecrans Street and Pacific Highway (Project T15)
- Sports Arena Boulevard to a Four-Lane Collector Between Rosecrans Street and Pacific Highway (Project T16)

Intersection Improvements

- Midway Drive / Sports Arena Boulevard (Project T17)

Old Town Public Facilities Financing Plan, 2004 – Identifies the widening of Presidio Drive to allow for a right-turn lane on Taylor Street (Project T10). This improvement is unfunded and is not currently scheduled for implementation.

3.6 INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

Implementation of Intelligent Transportation Systems (ITS) can provide many benefits to the local roadway network, including improving roadway traffic operations, improving transit operations, relaying valuable traffic-related information and providing guidance to drivers (e.g. locations of available parking, traffic congestion points, and the location of accidents). Coordinated traffic signals and transit signal priority treatments are examples of ITS programs that can help improve both transit and roadway operations.

EXISTING ITS SYSTEMS

SIGNAL COORDINATION

Signal coordination can dramatically improve the operations of a roadway corridor by allowing motorists to travel through the corridor with minimal delays and with minimal stopping at traffic signals. This is done by linking the signals, via underground copper or fiber optic wire or by using radio communication, and coordinating signal timing in order to account for the time it takes for a motorist, traveling at the speed limit, to drive from one signal to the next.

The following roadways within the study area have coordinated traffic signal timing plans in place:

- Rosecrans Street
- Midway Drive
- Sports Arena Drive
- Pacific Highway
- Kettner Boulevard
- Washington Street

TRANSIT PRIORITY

Transit Priority treatments are designed to improve transit operations and overall schedule adherence. There is currently a transit priority treatment at the intersection of Rosecrans Street/Taylor Street and Pacific Highway. At this location an eastbound queue jumper lane and transit signal have been implemented along eastbound Rosecrans Street. The queue jumper lane gives buses their own exclusive eastbound through lane which allows them to bypass intersection queuing, and the transit signal allows buses to proceed through the intersection prior to vehicular traffic, thus helping avoid potential congestion.

POTENTIAL ITS IMPROVEMENTS

Additional ITS improvement concepts for future consideration include:

- Expand signal coordination
- Regularly update the timing of traffic signals to reflect shifting travel patterns
- Use traffic responsive or adaptive traffic control in areas with variable traffic patterns
- Implement transit signal priority treatments at signalized intersections serving rapid bus routes
- Use variable message signs to direct motorists to available parking and to alert them of street closures.

3.7 TRANSPORTATION DEMAND MANAGEMENT

The goal of the City's Transportation Demand Management (TDM) program is to improve mobility, reduce congestion and air pollution, and provide options for employees and residents to commute to and from work. Typical TDM strategies include promoting the following:

- Teleworking
- Alternative Work Schedules
- Walking
- Bicycling
- Carpooling
- Vanpooling
- Transit
- Car-sharing
- Mixed-Use Development
- Other Transportation Options

TDM measures improve the efficiency of the transportation system by helping to reduce vehicle trips during peak periods of demand. According to the January 2006 - December 2010 American Community Survey (ACS), 10.5% of Midway/Pacific Highway Corridor residents carpool to work. In Old Town, 3.1% of the residents carpool to work. The San Diego Association of Governments (SANDAG) has an established program (iCommute) that serves as the administrator for TDM progress throughout the region. iCommute provides the following services:

- RideMatcher – resources for finding carpool partners or available vanpool seats
- SchoolPool – a program that enrolls schools to encourage parents to carpool
- Transit Information - provides a linkage to transit service provider web pages
- Bicycle Information – provides a link to SANDAG's Regional Bikeway Master Plan, which has been updated to show bicycle paths, lanes and routes in the region
- Guaranteed Ride Home – a program that allows vanpool riders affordable rides home to deal with emergency meetings or illness

In addition to the iCommute program, Caltrans owns and/or maintains several park-and-ride lots in the region that are used to promote carpool activity. However, there are no park-and-ride facilities within either of the study communities.

The City of San Diego's Land Development Code (LDC) requires new development to provide sufficient bicycle parking stalls, carpool parking and motorcycle facilities to encourage the use of alternative modes of transportation. The City is early in the process of developing recommendations to amend the LDC requirements for pedestrian, bicycle, carpool, and commuter information facilities. The City is also coordinating with SANDAG on the implementation of a car-sharing demonstration program. Pricing strategies are also used to reduce demand on the transportation system. Managed lanes, such as the managed or express lanes on Interstate 15, are included in the 2050 RTP.

3.8 BICYCLE SYSTEM

The study communities are located at a critical juncture for both north-south and east-west bicycle travel. The corridors traversing these communities, especially the Pacific Highway and Rosecrans Street/Taylor Street corridors, serve as key regional connections with very limited alternative bicycling routings. In general, due to the lack of alternatives, most regional north-south bicycle trips traveling within and through these communities are required to use Pacific Highway. In a similar manner, most east-west bicycle trips traveling within and through these communities are required to access Rosecrans Street/Taylor Street or the Ocean Beach Bike Path. Given the absence of facilities and the high automobile speeds and volumes along the Pacific Highway and Rosecrans Street/Taylor Street corridors, using these corridors is not ideal for cyclists. **Figure 3-18** displays the regional bicycle facilities surrounding the study communities.

The currently adopted General Plan Mobility Element identifies several goals for bicycle travel and facilities within the City, as follows:

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

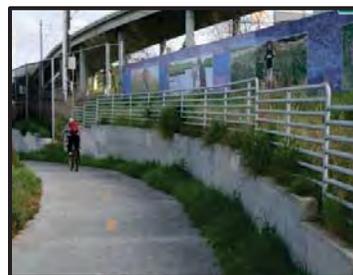
The *City of San Diego Bicycle Master Plan Update* (June 2011 draft) identifies several high priority projects, four of which traverse the study communities.

- Project #15: Taylor Street between Pacific Highway and the I-8 freeway interchange – Install Class II bike lane,
- Project #24: Pacific Highway between the OB Bike Path and Sassafras Street – Upgrade the existing Class II bike lane to cycle track.
- Project #29: Midway Drive between W. Point Loma Boulevard and Barnett Avenue –Install a Class II bike lane.

EXISTING BICYCLE FACILITIES

The existing bicycle network in Midway/Pacific Highway Corridor and Old Town is comprised of primarily on-street bicycle lanes or roadways designated as bicycle routes using signage. Caltrans defines three standard classifications of bicycle facilities:

Class I Bikeway (Bike Path): Paved “Bike Path” within an exclusive right-of-way, physically separated from vehicular roadways and intended specifically for non-motorized use.



Class I Shared Use Paths are paved right-of-way completely separated from an adjacent street or highway.

Class I Cycle Track: A separated Bike Path (via grade or curb) along a vehicular roadway.

The study communities currently have no Class I Shared Use Paths located within their boundaries, although the Ocean Beach Bicycle Path runs directly adjacent to the study communities in an east-west direction along the northern boundary of the study communities.

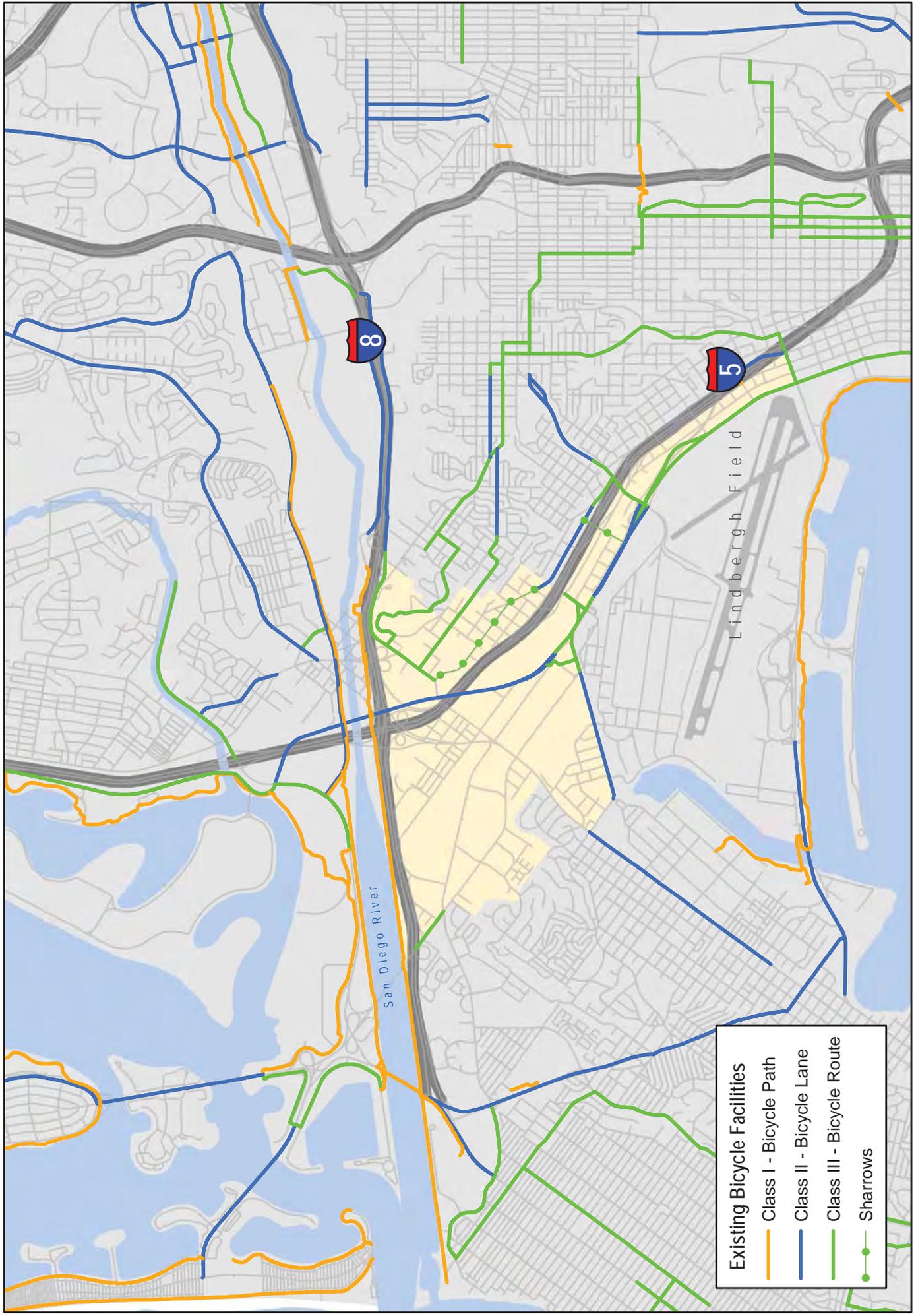
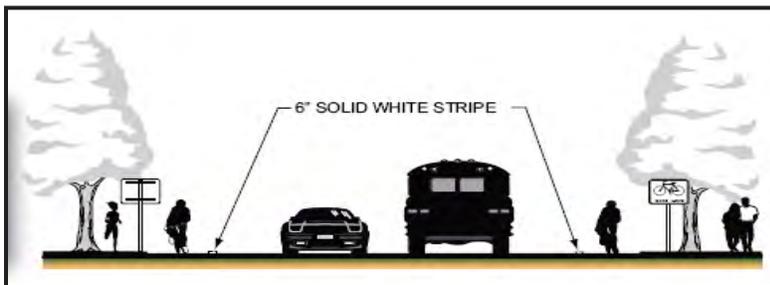


Figure 3-18: Regional Bicycle Facilities
 Midway/Pacific Highway Corridor and Old Town Community Plan Update

Date: 7/1/11

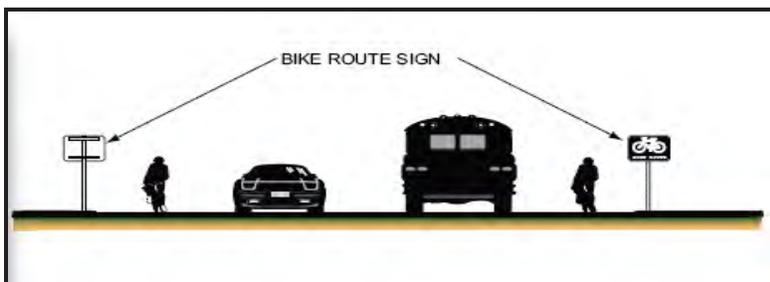
Source: SANDAG (2011); City of San Diego (2011)

Class II Bikeway (Bike Lane): Signed and striped “Bike Lane” within a street right-of-way.



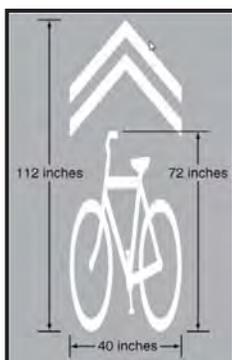
Class II Bike Lanes are painted lanes for one way travel on a street or highway. Midway/Pacific Highway Corridor currently has 1.1 miles of Class II bike lanes, and Old Town has none.

Class III Bikeway (Bike Route): “Bike Route” within a street right-of-way identified by signage only.



Class III Bike Routes are roadways shared by bicyclist and motor vehicle traffic and are identified by signage only.

Enhanced Class III Bikeway (Bike Route): A Class III Bike Route that is identified by *shared-use arrows* (commonly called “Sharrows”) painted in the roadway.



The study communities currently have 2.5 miles of Class III Bikeways.

The following bicycle facilities are located within the study communities:

Midway/Pacific Highway Corridor

Class II Facilities (Bike Lanes):

- *Barnett Avenue* between Truxton Road and Midway Drive.
- *Pacific Highway* between Taylor Street and Washington Street

Class III Facilities (Bike Route):

- *Enterprise Street and Jesop Lane and parts of Barnett Avenue* acting as a connection for the existing Class II facilities on Pacific Highway and Barnett Avenue
- *Pacific Highway* between Laurel Street and Washington Street
- *Pacific Highway* north of Washington Street there are sections of Class III bike routes used to connect the non-contiguous Class II facilities
- *Washington Street* is a Class III facility between Pacific Highway and Kettner Boulevard
- *Laurel Street* between Pacific Highway and India Street
- *Whitherby Street* between Pacific Highway and Hancock Street

Enhanced Class III Facilities (Bike Route with Sharrows)

- *Noell Street* between Hancock Street and the Interstate 5 underpass

Bicycle Racks/Lockers

- None

Old Town

Class II Facilities (Bike Lanes)

- The northern section of Pacific Highway that runs through the community is striped with bike lanes

Class III Facilities (Bike Route)

- *Taylor Street* between Congress Street and the eastern terminus of the community.
- *Juan Street* between Taylor Street and the southern terminus of the community.
- *Presidio Drive* from the Mission Hills Community down onto Taylor Street is a bike route.

Enhanced Class III Facilities (Bike Route with Sharrows)

- *Congress Street/San Diego Avenue* between Taylor Street and Hortensia Avenue

Public Bicycle Racks/Lockers

- There are currently both public bicycle racks and lockers at the Old Town Transit Center.

Figure 3-19 displays the existing bicycle facilities within the study communities.

BICYCLE DEMAND MODEL AND EXISTING COUNTS

As part of the City's Bicycle Master Plan update process, a ranked demand model was developed to estimate existing bicycle demands. This modeling effort is documented in Chapter 5 of the June 2011 draft *City of San Diego Bicycle Master Plan Update*.

Figure 3-20 displays the results of this modeling effort for the study communities. As shown, relatively high demands are estimated along Pacific Highway, Congress Street, San Diego Avenue, Juan Street, portions of Rosecrans Street and Taylor Street.

In addition to the model estimated demands for cycling within these communities, several sources of actual bicycle rates and counts are publically available or were collected as part of this planning effort. **Table 3.21** displays January 2006 - December 2010 estimated bicycle to work rates, as reported by the American Community Survey (ACS), for both study communities as well as the City of San Diego and County as a whole. Journey to work census block group data is provided in **Appendix A**. As shown, approximately 44 residents (1.4%) regularly bicycle to work within the Midway/Pacific Highway Corridor community and no reported residents (0%) within the Old Town community. Across the City of San Diego as a whole, about 0.9 percent of all workers regularly bicycle to work.

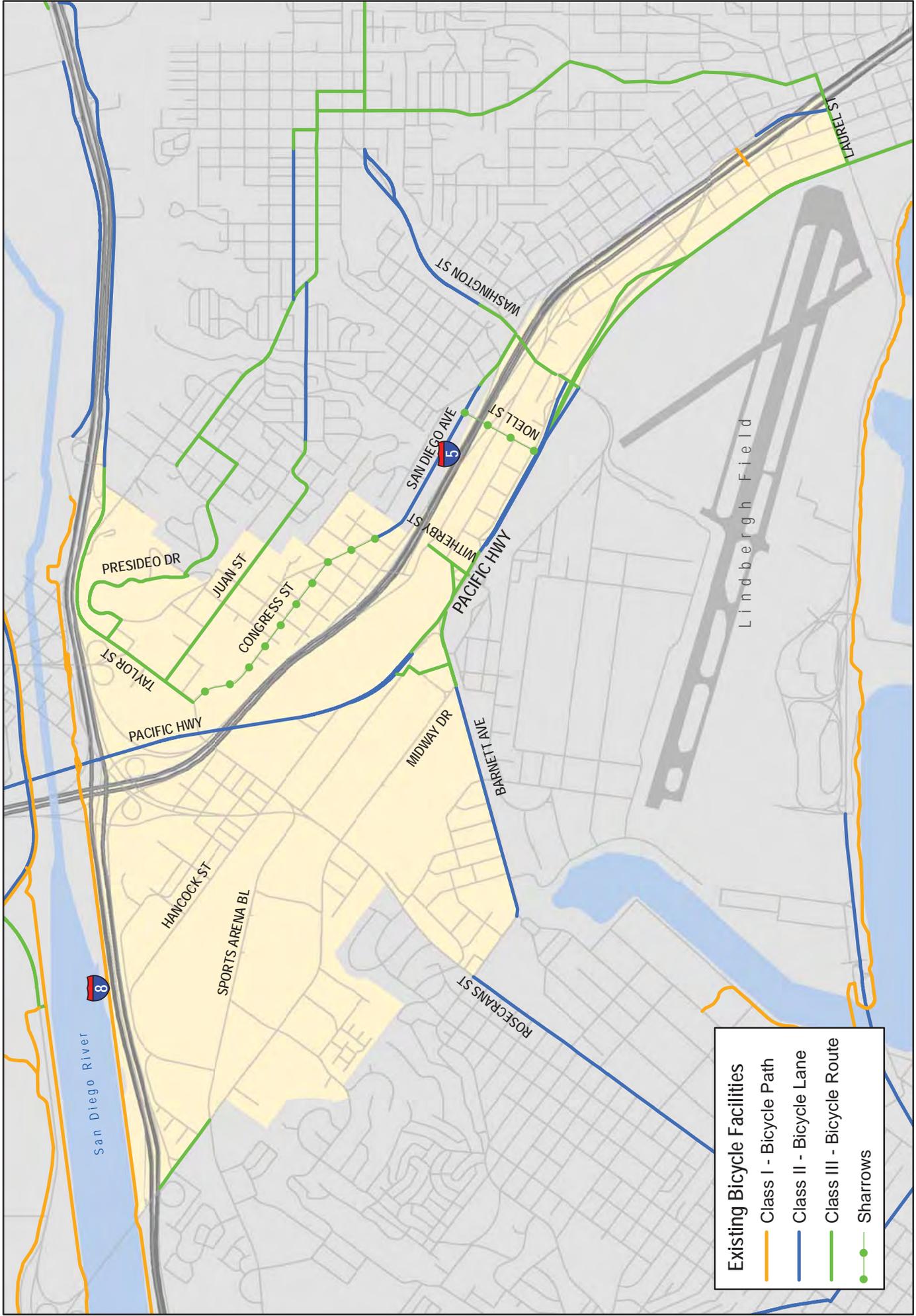


Figure 3-19: Existing Bicycle Network
 Midway/Pacific Highway Corridor and Old Town Community Plan Update

Date: 4/09/2012

Source: City of San Diego (2011)

**TABLE 3.21
 PERCENT OF COMMUNITY BICYCLING TO WORK**

	Midway/Pacific Highway Corridor Community	Old Town Community	City of San Diego	County of San Diego
Number of Residents Using Bicycles to Commute to Work	44	0	5,348	8,783
Percent of Total Workers	1.4%	0%	0.9%	0.6%

Source: American Community Survey 2006-2010 Estimates by Census Block Group

Figures 3-21A through 3-21C display bicycle counts taken as part of this existing conditions assessment. AM and PM peak period counts were taken at approximately 50 study area intersection locations. The highest peak hour bicycle count in the Midway/Pacific Highway Corridor community was found at the north leg of the Sports Arena / Pacific Highway intersection, with 31 bicyclists crossing in the AM peak hour. The highest peak hour bicycle count in the Old Town community was found at the east leg of the Congress Street / Twiggs Street intersection, with 11 cyclists crossing during the PM peak hour.

Appendix B displays AM and PM peak period bicycle counts at the study intersections.

BICYCLE LEVEL OF SERVICE AND ANALYSIS RESULTS

Tables 3.22A and 3.22B display the existing LOS for bicyclists on the study roadways during the AM and PM peak periods. Bicycle LOS was evaluated along the Urban Streets within the communities using the multi-modal LOS methodology. MMLOS analysis worksheets are provided in **Appendix N**. The following bicycle facilities were analyzed:

Midway/Pacific Highway Corridor

- Lytton Street/Barnett Ave between Rosecrans Street and Pacific Highway (AM: LOS D | PM: LOS D)
- Midway Drive between W. Point Loma Boulevard/Sports Arena Boulevard and Barnett Avenue (AM: LOS D | PM: LOS D)
- Sports Arena Boulevard between I-8 Westbound Off-Ramp and Pacific Highway (AM: LOS D | PM: LOS D)
- Kurtz Street between Hancock Street and Pacific Highway (AM: LOS D | PM: LOS D)
- Hancock Street Between Sports Arena Boulevard and Rosecrans Street (AM: LOS E | PM: LOS E)
- Hancock Street between Old Town Avenue and Washington Street (AM: LOS C | PM: LOS D)
- Kettner Boulevard between Washington Street and Grape Street (AM: LOS D | PM: LOS E)
- Pacific Highway between Taylor Street/Rosecrans Street and Grape Street (AM: LOS C | PM: LOS D)
- Kemper Street between Kenyon Street and Sports Arena Boulevard (AM: LOS D | PM: LOS D)
- Camino Del Rio West between Sports Arena Boulevard and Moore Street (AM: LOS F | PM: LOS F)
- Rosecrans Street between Lytton Street/Barnett Avenue and Pacific Highway (AM: LOS D | PM: LOS E)

Old Town

- Congress Street between Taylor Street and San Diego Avenue (AM: LOS D | PM: LOS D)
- San Diego Avenue between Twiggs and Old Town Avenue (AM: LOS C | PM: LOS C)
- Juan Street between Taylor Street and Sunset Road (AM: LOS D | PM: LOS D)
- Taylor Street between Pacific Highway and I-8 Hotel Circle Ramps (AM: LOS D | PM: LOS D)
- Twiggs Street between Congress Street and San Diego Avenue (AM: LOS D | PM: LOS D)
- Harney Street between Congress Street and Juan Street (AM: LOS D | PM: LOS D)
- Old Town Avenue between Hancock Street and Congress Street (AM: LOS D | PM: LOS C)
- Morena Boulevard between I-5 Ramps and Taylor Street (AM: LOS D | PM: LOS D)

Figures 3-22A and 3-22B display the bicycle LOS analyzed during the AM and PM Peak periods based on the MMLOS analysis methodology.

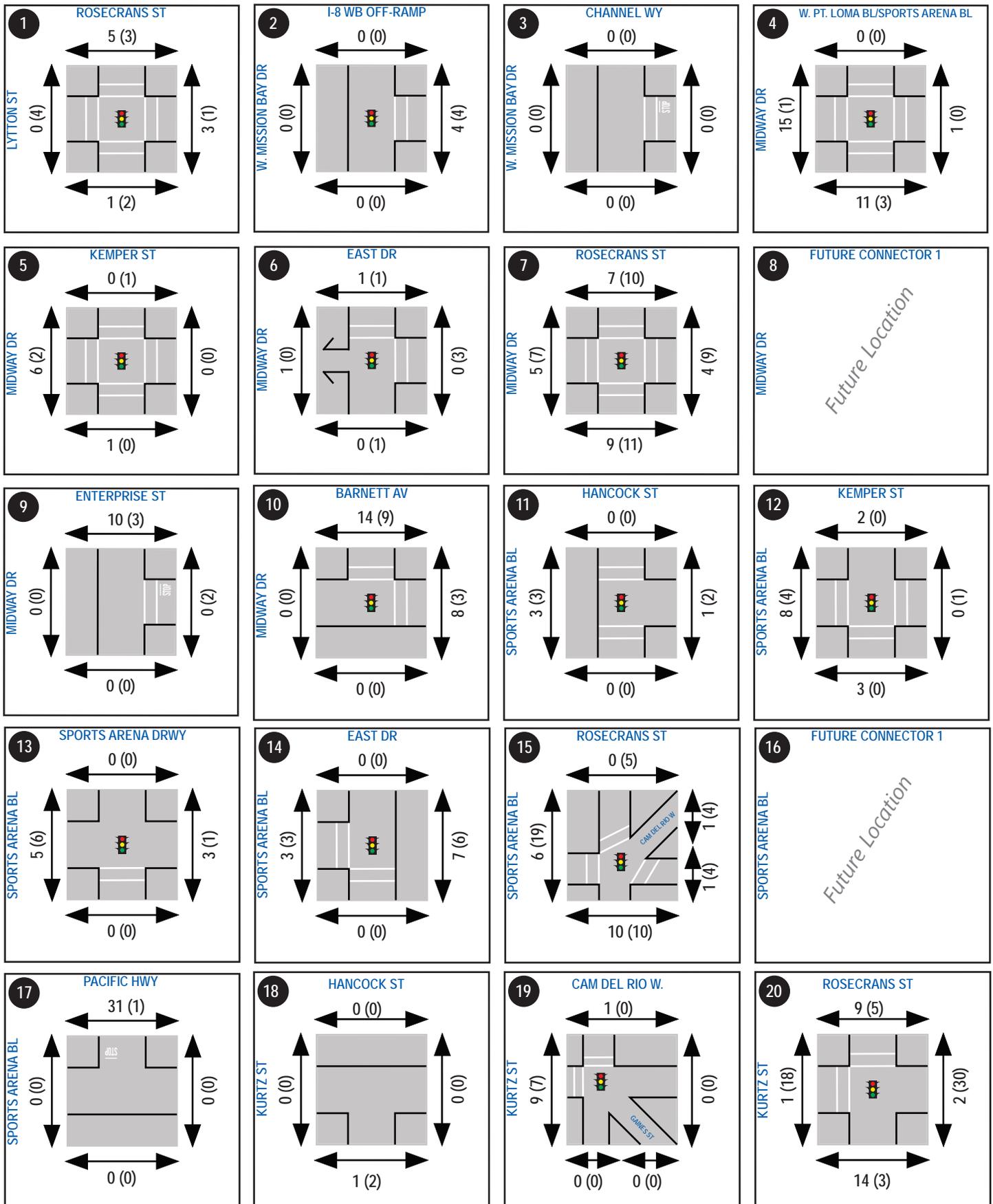


Figure 3-21A: Existing Bicycle Peak Hour Volumes
Midway/Pacific Highway Corridor and Old Town Community Plan Update

XX (XX) AM (PM) Peak Hour Volumes
 Crosswalk
 Traffic Control

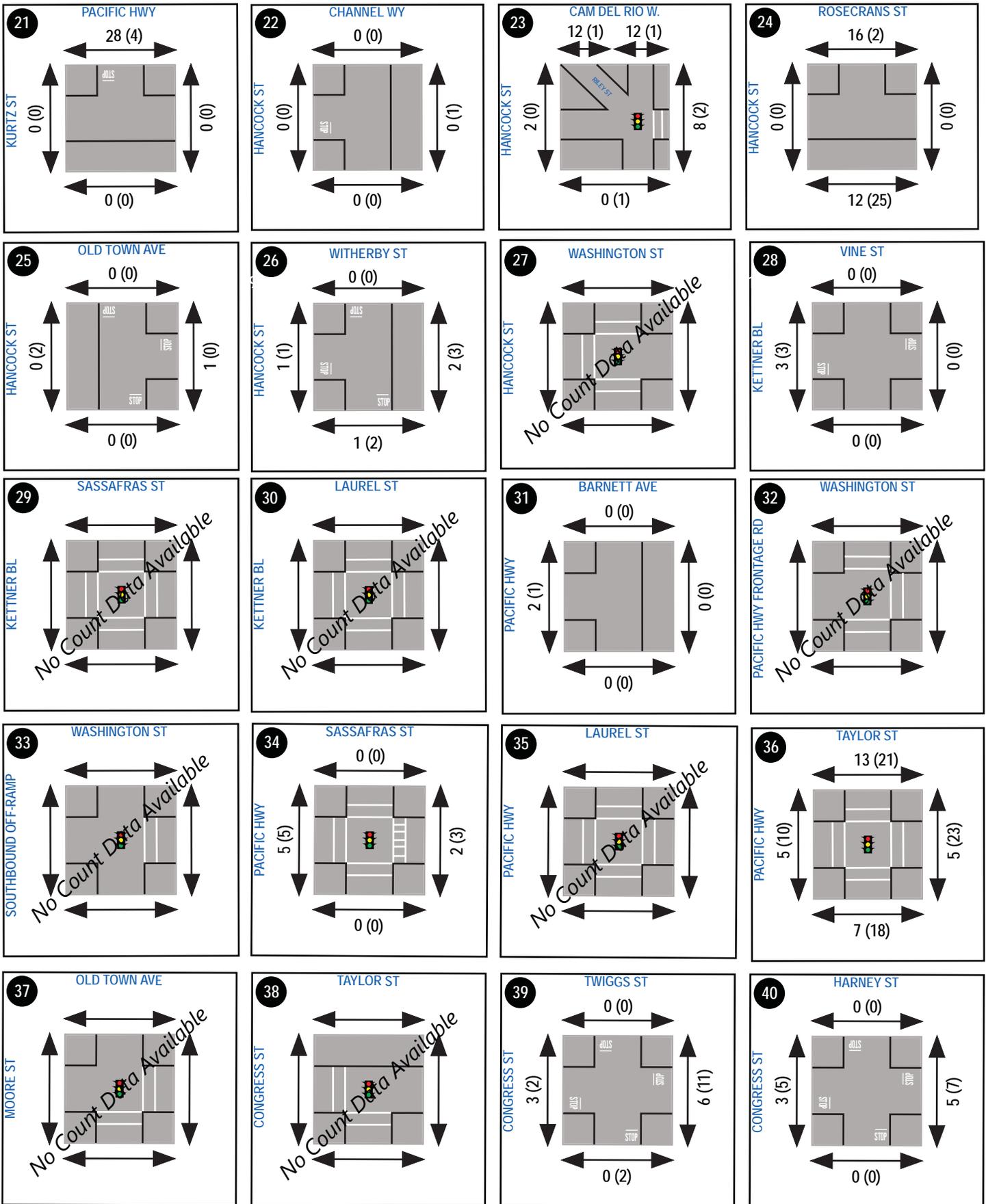


Figure 3-21B: Existing Bicycle Peak Hour Volumes
 Midway/Pacific Highway Corridor and Old Town Community Plan Update

XX (XX) AM (PM) Peak Hour Volumes
 Crosswalk
 Traffic Control

Source: National Data Services (2011); True Count (2006, 2007); Fehr & Peers (2011)

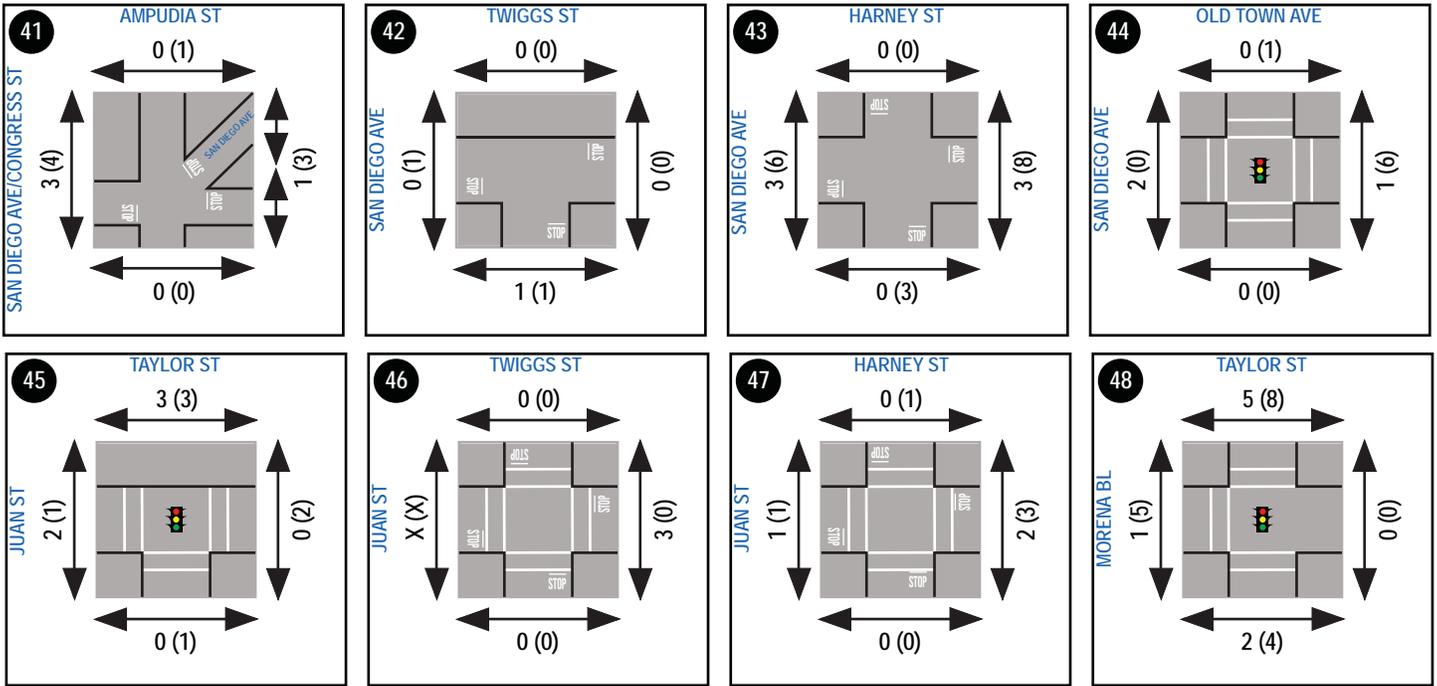


Figure 3-21C: Existing Bicycle Peak Hour Volumes
 Midway/Pacific Highway Corridor and Old Town Community Plan Update

XX (XX) AM (PM) Peak Hour Volumes
 Crosswalk
 Traffic Control

Source: National Data Services (2011); True Count (2006, 2007); Fehr & Peers (2011)

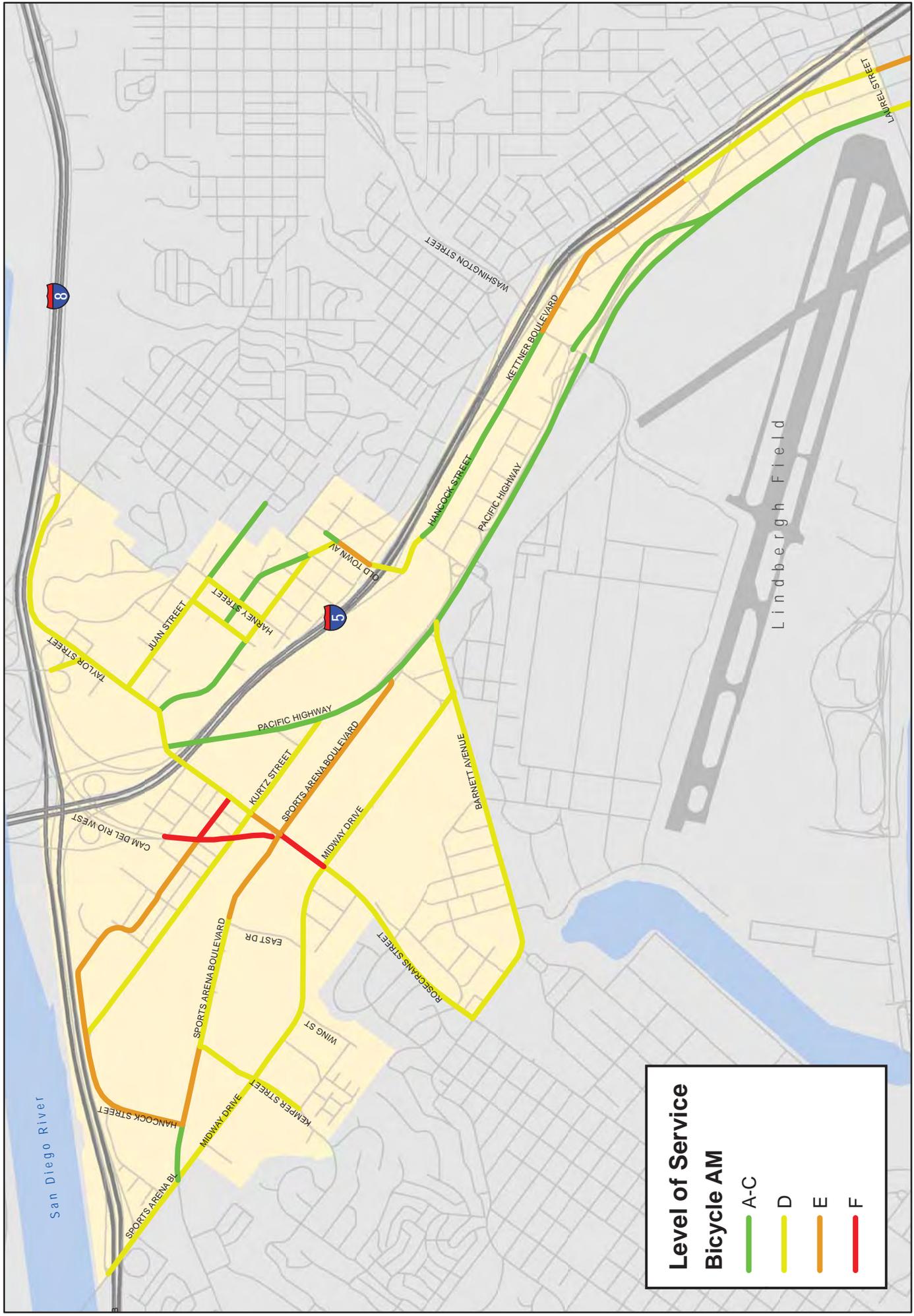


Figure 3-22A: Existing Bicycle Level of Service (AM PEAK)
 Midway/Pacific Highway Corridor and Old Town Community Plan Update

Date: 4/4/12

Source: Fehr and Peers (2012)

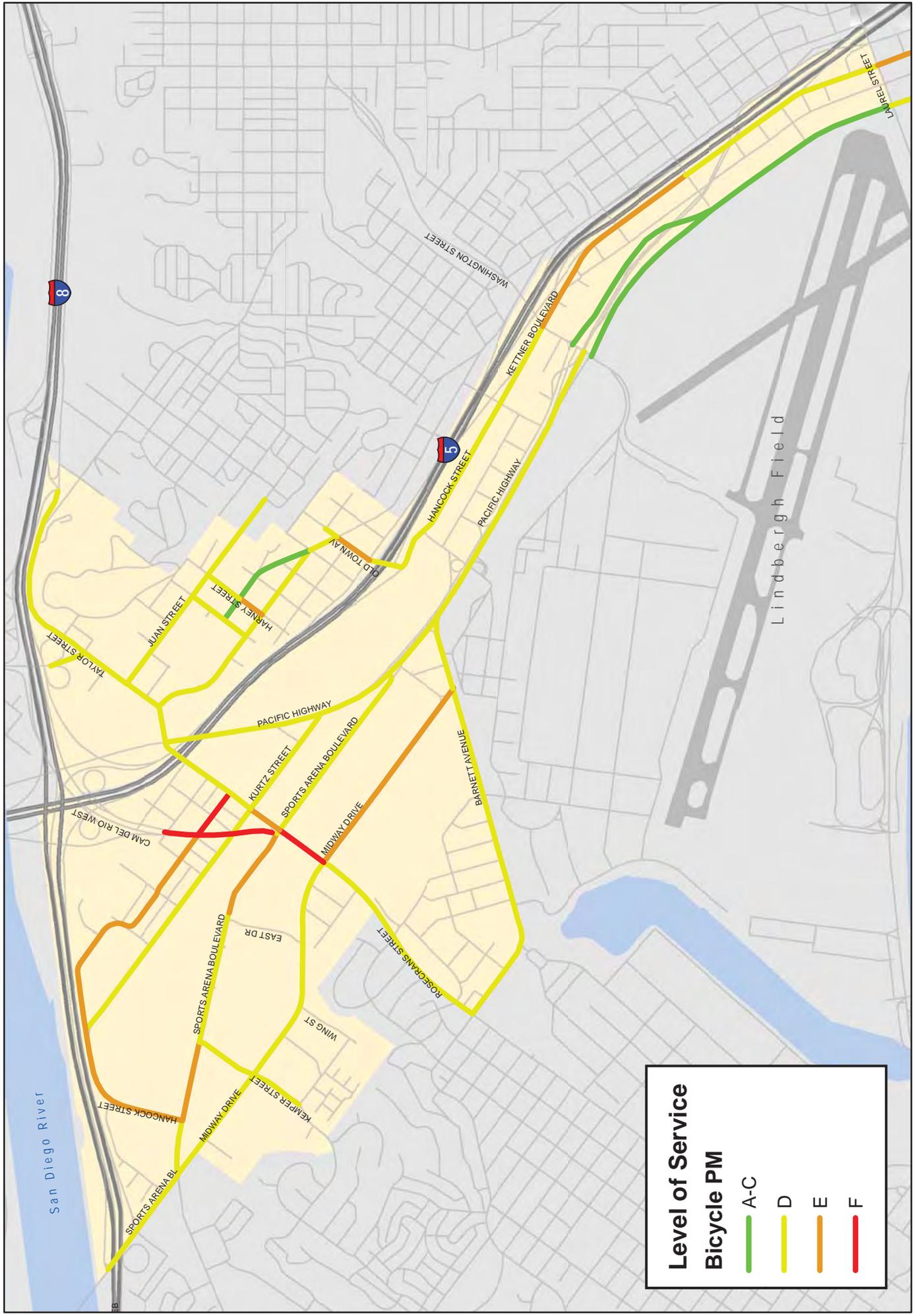


Figure 3-22B: Existing Bicycle Level of Service (PM PEAK)
 Midway/Pacific Highway Corridor and Old Town Community Plan Update

Date: 4/4/12

Source: Fehr and Peers (2012)

TABLE 3.22A
EXISTING CONDITIONS MULTI-MODAL ANALYSIS
SUMMARY OF ROADWAY SEGMENT BICYCLE LOS (AM PEAK)

Roadway Segment	Direction	By Direction		Both Directions Combined ¹		By Facility ²	
		Score	LOS	Score	LOS	Score	LOS
Midway/Pacific Highway Corridor							
Lytton Street / Barnett Avenue							
Rosecrans Street to Midway Drive	NB	3.91	D	3.63	D	3.67	D
	SB	3.35	C				
Midway Drive to Pacific Highway	NB	4.31	E	3.85	D		
	SB	3.39	C				
Midway Drive							
W. Point Loma Blvd/Sports Arena Blvd to Kemper Street	NB	3.87	D	3.91	D	3.89	D
	SB	3.94	D				
Kemper Street to East Drive	NB	3.40	C	3.86	D		
	SB	4.32	E				
East Drive to Rosecrans Street	NB	3.78	D	3.68	D		
	SB	3.57	D				
Rosecrans Street to Barnett Avenue	NB	3.85	D	3.97	D		
	SB	4.09	D				
Sports Arena Boulevard							
1-8 WB Ramps to W. Point Loma Blvd/Midway Drive	NB	3.26	C	3.55	D	4.07	D
	SB	3.83	D				
W. Point Loma Blvd/Midway Drive to Hancock Street	NB	3.55	D	3.46	C		
	SB	3.37	C				
Hancock Street to Kemper Street	NB	4.30	E	4.51	E		
	SB	4.71	E				
Kemper Street to Sports Arena Driveway	NB	3.67	D	3.95	D		
	SB	4.23	D				
Sports Arena Driveway to East Drive	NB	4.17	D	4.07	D		
	SB	3.96	D				
East Drive to Rosecrans Street	NB	4.18	D	4.40	E		
	SB	4.61	E				
Rosecrans Street to Pacific Highway	NB	4.24	D	4.28	E		
	SB	4.32	E				
Kurtz Street							
Hancock Street to Camino Del Rio West	SB	3.96	D	3.96	D	3.95	D
Camino Del Rio West to Rosecrans Street	SB	3.69	D	3.69	D		
Rosecrans Street to Pacific Highway	NB	3.71	D	4.02	D		
	SB	4.32	E				

**TABLE 3.22A
 EXISTING CONDITIONS MULTI-MODAL ANALYSIS
 SUMMARY OF ROADWAY SEGMENT BICYCLE LOS (AM PEAK)**

Roadway Segment	Direction	By Direction		Both Directions Combined ¹		By Facility ²	
		Score	LOS	Score	LOS	Score	LOS
Hancock Street (Near Old Town)							
Old Town Avenue to Witherby Street	NB	3.43	C	3.81	D	3.50	C
	SB	4.19	D				
Witherby Street to Washington Street	NB	3.27	C	3.45	C		
	SB	3.62	D				
Hancock Street (Near Sports Arena)							
Sports Arena Boulevard to Camino Del Rio West	NB	4.28	E	4.66	E	4.89	E
	SB	5.03	F				
Camino Del Rio West to Rosecrans Street	NB	7.03	F	7.03	F		
Kettner Boulevard							
Washington Street to Sassafras Street	SB	4.28	E	4.28	E	4.14	D
Sassafras Street to Laurel Street	SB	3.93	D	3.93	D		
Laurel Street to Hawthorn Street	SB	4.35	E	4.35	E		
Hawthorn Street to Grape Street	SB	3.82	D	3.90	C		
Pacific Highway							
Taylor Street and Washington Street	NB	3.30	C	3.50	C	3.41	C
	SB	3.70	D				
Washington Street to Sassafras Street	NB	3.18	C	3.34	C		
	SB	3.49	C				
Sassafras Street to Laurel Street	NB	3.17	C	3.20	C		
	SB	3.23	C				
Laurel Street to Hawthorn Street	NB	3.51	D	3.55	D		
	SB	3.59	D				
Hawthorn Street to Grape Street	NB	3.32	C	3.19	C		
	SB	3.05	C				
Kemper Street							
Kenyon Street to Midway Drive	EB	3.87	D	3.61	D	3.68	D
	WB	3.34	C				
Midway Drive to Sports Arena Boulevard	EB	4.29	E	3.74	D		
	WB	3.18	C				
Camino Del Rio West							
Sports Arena Boulevard to Kurtz Street	EB	4.10	D	6.58	F	6.06	F
	WB	9.06	F				
Kurtz Street to Hancock Street	EB	4.17	D	5.80	F		
	WB	7.43	F				
Hancock Street to Moore Street	EB	4.78	E	5.71	F		
	WB	6.63	F				

**TABLE 3.22A
 EXISTING CONDITIONS MULTI-MODAL ANALYSIS
 SUMMARY OF ROADWAY SEGMENT BICYCLE LOS (AM PEAK)**

Roadway Segment	Direction	By Direction		Both Directions Combined ¹		By Facility ²	
		Score	LOS	Score	LOS	Score	LOS
Rosecrans Street							
Lytton Street / Barnett Avenue to Midway Drive	EB	3.96	D	3.60	D	3.79	D
	WB	3.23	C				
Midway Drive to Sports Arena Boulevard	EB	4.48	E	4.27	E		
	WB	4.06	D				
Sports Arena Boulevard to Kurtz Street	EB	4.48	E	4.26	E		
	WB	4.03	D				
Kurtz Street to Pacific Highway	EB	3.98	D	3.77	D		
	WB	3.55	D				
Old Town							
Congress Street							
Taylor Street to Twiggs Street	NB	3.61	D	3.50	C	3.59	D
	SB	3.39	C				
Twiggs Street to Harney Street	NB	3.82	D	3.52	D		
	SB	3.22	C				
Harney Street to San Diego Avenue	NB	4.01	D	3.70	D		
	SB	3.39	C				
San Diego Avenue							
Twiggs Street to Harney Street	NB	3.68	D	3.30	C	3.36	C
	SB	2.92	C				
Harney Street to Congress Street / Ampudia Street	NB	3.49	C	3.30	C		
	SB	3.11	C				
Congress Street / Ampudia Street to Old Town Avenue	NB	3.85	D	3.56	D		
	SB	3.26	C				
Juan Street							
Taylor Street to Twiggs Street	NB	3.82	D	3.75	D	3.60	D
	SB	3.68	D				
Twiggs Street to Harney Street	NB	3.66	D	3.70	D		
	SB	3.73	D				
Harney Street to Sunset Road	NB	3.50	C	3.47	C		
	SB	3.44	C				

**TABLE 3.22A
 EXISTING CONDITIONS MULTI-MODAL ANALYSIS
 SUMMARY OF ROADWAY SEGMENT BICYCLE LOS (AM PEAK)**

Roadway Segment	Direction	By Direction		Both Directions Combined ¹		By Facility ²	
		Score	LOS	Score	LOS	Score	LOS
Taylor Street							
Pacific Highway to Congress Street	EB	3.51	D	3.65	D	3.76	D
	WB	3.79	D				
Congress Street to Juan Street	EB	3.9	D	3.93	D		
	WB	3.95	D				
Juan Street to Morena Boulevard	EB	3.85	D	3.76	D		
	WB	3.67	D				
Morena Boulevard to I-8 Hotel Circle Ramps	EB	3.63	D	3.76	D		
	WB	3.88	D				
Twiggs Street							
Congress Street to San Diego Avenue	EB	4.56	E	3.81	D	3.95	D
	WB	3.06	C				
San Diego Avenue to Juan Street	EB	3.76	D	4.05	D		
	WB	4.33	E				
Harney Street							
Congress Street to San Diego Avenue	EB	5.30	F	4.18	D	3.82	D
	WB	3.05	C				
San Diego Avenue to Juan Street	EB	3.92	D	3.58	D		
	WB	3.24	C				
Old Town Avenue							
Hancock Street to Moore Street	EB	3.53	D	3.41	C	3.94	D
	WB	3.28	C				
Moore Street to San Diego Avenue	EB	4.78	E	4.56	E		
	WB	4.33	E				
San Diego Avenue to Congress Street	EB	4.08	D	3.50	C		
	WB	2.91	C				
Morena Boulevard							
I-5 Ramps to Taylor Street	NB	3.60	D	3.63	D	3.63	D
	SB	3.65	D				

Source: Fehr & Peers, August 2012

Notes:

Bold indicates segments operating at LOS E & F

The Bicycle LOS is calculated based on the NCHRP 3-70 methodology.

¹ The score for the combined direction is the two individual direction scores.

² The Facility score is calculated as the weighted average of each individual segment taking in consideration the length of each segment.

TABLE 3.22B
EXISTING CONDITIONS MULTI-MODAL ANALYSIS
SUMMARY OF ROADWAY SEGMENT BICYCLE LOS (PM PEAK)

Roadway Segment	Direction	By Direction		Both Directions Combined ¹		By Facility ²	
		Score	LOS	Score	LOS	Score	LOS
Midway/Pacific Highway Corridor							
Lytton Street / Barnett Avenue							
Rosecrans Street to Midway Drive	NB	4.11	D	3.74	D	3.8	D
	SB	3.36	C				
Midway Drive to Pacific Highway	NB	4.77	E	4.10	D		
	SB	3.43	C				
Midway Drive							
W. Point Loma Blvd/Sports Arena Blvd to Kemper Street	NB	3.86	D	3.95	D	4.19	D
	SB	4.03	D				
Kemper Street to East Drive	NB	3.82	D	4.11	D		
	SB	4.39	E				
East Drive to Rosecrans Street	NB	3.68	D	3.80	D		
	SB	3.92	D				
Rosecrans Street to Barnett Avenue	NB	4.48	E	4.53	E		
	SB	4.56	E				
Sports Arena Boulevard							
1-8 WB Ramps to W. Point Loma Blvd/Midway Drive	NB	4.07	D	3.96	D	4.05	D
	SB	3.85	D				
W. Point Loma Blvd/Midway Drive to Hancock Street	NB	3.55	D	4.01	D		
	SB	4.47	E				
Hancock Street to Kemper Street	NB	4.36	E	4.42	E		
	SB	4.48	E				
Kemper Street to Sports Arena Driveway	NB	3.69	D	3.96	D		
	SB	4.23	D				
Sports Arena Driveway to East Drive	NB	4.23	D	4.15	D		
	SB	4.06	D				
East Drive to Rosecrans Street	NB	4.26	E	4.56	E		
	SB	4.86	E				
Rosecrans Street to Pacific Highway	NB	3.71	D	3.71	D		
	SB	3.71	D				
Kurtz Street							
Hancock Street to Camino Del Rio West	SB	4.01	D	4.01	D	3.87	D
Camino Del Rio West to Rosecrans Street	SB	3.69	D	3.69	D		
Rosecrans Street to Pacific Highway	NB	3.71	D	3.66	D		
	SB	3.6	D				

**TABLE 3.22B
 EXISTING CONDITIONS MULTI-MODAL ANALYSIS
 SUMMARY OF ROADWAY SEGMENT BICYCLE LOS (PM PEAK)**

Roadway Segment	Direction	By Direction		Both Directions Combined ¹		By Facility ²	
		Score	LOS	Score	LOS	Score	LOS
Hancock Street (Near Old Town)							
Old Town Avenue to Witherby Street	NB	3.85	D	3.98	D	3.61	D
	SB	4.11	D				
Witherby Street to Washington Street	NB	3.53	D	3.55	D		
	SB	3.57	D				
Hancock Street (Near Sports Arena)							
Sports Arena Boulevard to Camino Del Rio West	NB	4.04	D	4.42	E	4.69	E
	SB	4.8	E				
Camino Del Rio West to Rosecrans Street	NB	7.14	F	7.14	F		
Kettner Boulevard							
Washington Street to Sassafras Street	SB	4.3	E	4.3	E	4.26	C
Sassafras Street to Laurel Street	SB	4.1	D	4.10	D		
Laurel Street to Hawthorn Street	SB	4.6	E	4.60	E		
Hawthorn Street to Grape Street	SB	3.9	D	3.90	D		
Pacific Highway							
Taylor Street and Washington Street	NB	3.4	C	3.62	D	3.50	D
	SB	3.84	D				
Washington Street to Sassafras Street	NB	3.33	C	3.44	C		
	SB	3.54	D				
Sassafras Street to Laurel Street	NB	3.22	C	3.25	C		
	SB	3.28	C				
Laurel Street to Hawthorn Street	NB	3.56	D	3.60	D		
	SB	3.64	D				
Hawthorn Street to Grape Street	NB	3.31	C	3.21	C		
	SB	3.11	C				
Kemper Street							
Kenyon Street to Midway Drive	EB	3.78	D	3.58	D	3.67	D
	WB	3.37	C				
Midway Drive to Sports Arena Boulevard	EB	4.32	E	3.75	D		
	WB	3.18	C				
Camino Del Rio West							
Sports Arena Boulevard to Kurtz Street	EB	4.13	D	8.01	F	7.22	F
	WB	11.88	F				
Kurtz Street to Hancock Street	EB	4.24	D	6.92	F		
	WB	9.6	F				
Hancock Street to Moore Street	EB	4.95	E	6.59	F		
	WB	8.22	F				

**TABLE 3.22B
 EXISTING CONDITIONS MULTI-MODAL ANALYSIS
 SUMMARY OF ROADWAY SEGMENT BICYCLE LOS (PM PEAK)**

Roadway Segment	Direction	By Direction		Both Directions Combined ¹		By Facility ²	
		Score	LOS	Score	LOS	Score	LOS
Rosecrans Street							
Lytton Street / Barnett Avenue to Midway Drive	EB	3.97	D	3.83	D	4.50	E
	WB	3.69	D				
Midway Drive to Sports Arena Boulevard	EB	4.61	E	7.64	F		
	WB	10.66	F				
Sports Arena Boulevard to Kurtz Street	EB	4.59	E	4.55	E		
	WB	4.51	E				
Kurtz Street to Pacific Highway	EB	4.37	E	3.99	D		
	WB	3.61	D				
Old Town							
Congress Street							
Taylor Street to Twiggs Street	NB	4.23	D	3.86	D	3.78	D
	SB	3.49	C				
Twiggs Street to Harney Street	NB	3.93	D	3.66	D		
	SB	3.39	C				
Harney Street to San Diego Avenue	NB	4.02	D	3.74	D		
	SB	3.45	C				
San Diego Avenue							
Twiggs Street to Harney Street	NB	3.69	D	3.37	C	3.45	C
	SB	3.04	C				
Harney Street to Congress Street / Ampudia Street	NB	3.53	D	3.42	C		
	SB	3.30	C				
Congress Street / Ampudia Street to Old Town Avenue	NB	3.87	D	3.60	D		
	SB	3.32	C				
Juan Street							
Taylor Street to Twiggs Street	NB	3.93	D	3.83	D	3.73	D
	SB	3.73	D				
Twiggs Street to Harney Street	NB	3.87	D	3.90	D		
	SB	3.93	D				
Harney Street to Sunset Road	NB	3.68	D	3.62	D		
	SB	3.55	D				

TABLE 3.22B
EXISTING CONDITIONS MULTI-MODAL ANALYSIS
SUMMARY OF ROADWAY SEGMENT BICYCLE LOS (PM PEAK)

Roadway Segment	Direction	By Direction		Both Directions Combined ¹		By Facility ²	
		Score	LOS	Score	LOS	Score	LOS
Taylor Street							
Pacific Highway to Congress Street	EB	3.65	D	4.05	D	3.92	D
	WB	4.44	E				
Congress Street to Juan Street	EB	4.05	D	4.13	D		
	WB	4.21	D				
Juan Street to Morena Boulevard	EB	3.98	D	3.98	D		
	WB	3.97	D				
Morena Boulevard to I-8 Hotel Circle Ramps	EB	3.69	D	3.83	D		
	WB	3.97	D				
Twiggs Street							
Congress Street to San Diego Avenue	EB	4.65	E	3.91	D	4.10	D
	WB	3.17	C				
San Diego Avenue to Juan Street	EB	4.12	D	4.22	D		
	WB	4.32	E				
Harney Street							
Congress Street to San Diego Avenue	EB	5.6	F	4.31	E	3.93	D
	WB	3.02	C				
San Diego Avenue to Juan Street	EB	4.0	D	3.68	D		
	WB	3.35	C				
Old Town Avenue							
Hancock Street to Moore Street	EB	3.53	D	3.41	C	3.94	D
	WB	3.28	C				
Moore Street to San Diego Avenue	EB	4.78	E	4.56	E		
	WB	4.33	E				
San Diego Avenue to Congress Street	EB	4.08	D	3.50	D		
	WB	2.91	C				
Morena Boulevard							
I-5 Ramps to Taylor Street	NB	3.6	D	3.63	D	3.63	D
	SB	3.65	D				

Source: Fehr & Peers, August 2012

Notes:

Bold indicates segments operating at LOS E or F

The Bicycle LOS is calculated based on the NCHRP 3-70 methodology.

¹ The score for the combined direction is the two individual direction scores.

² The Facility score is calculated as the weighted average of each individual segment taking in consideration the length of each segment.

Less than acceptable bicycle LOS on roadway segments may be caused by:

- A lack of Bike Lanes (Class II Facility)
- High motorized vehicle speed on the Roadway
- High motorized vehicle Volumes
- High Percent of On-Street Parking
- Poor Roadway Pavement Conditions

The following is a list of the individual segments where the bicycle LOS combined for both directions in the AM or PM peak was found to be LOS E or F:

Midway/Pacific Highway Corridor

- *Midway Drive between Rosecrans Street and Barnett Avenue* – Operates at LOS E in the PM peak due to the speed of the roadway combined with the volume of vehicular traffic on the roadway.
- *Sports Arena Boulevard between Hancock Street and Kemper Street* – Operates at LOS E during both the AM and PM peak hours due to roadway pavement conditions and high vehicular traffic volumes.
- *Sports Arena Boulevard between East Drive and Rosecrans Street* – Operates at LOS E during both the AM and PM peak hours due to roadway pavement conditions and vehicular volumes.
- *Sports Arena Boulevard between Rosecrans Street and Pacific Highway* – Operates at LOS E during the AM peak hour due to roadway pavement conditions, narrow lane widths and the presence of on-street parking.
- *Rosecrans Street between Midway Drive and Sports Arena Boulevard* – Operates at a LOS E during the AM peak hour and LOS F during the PM peak hour due to high vehicular volumes and lack of bicycle facilities.
- *Rosecrans Street between Sports Arena Boulevard and Kurtz Street* – Operates at a LOS E during the AM and PM peak hours due to high vehicular volumes and lack of bicycle facilities and roadway geometrics.
- *Hancock Street between Sports Arena Boulevard and Camino Del Rio West* – Operates at LOS E during both the AM and PM peak hours due to high vehicular traffic speeds and the presence of on-street parking.
- *Hancock Street between Camino Del Rio West and Rosecrans Street* – Operates at LOS F during both the AM and PM peak hours due to high vehicular traffic speeds and the presence of on-street parking.
- *Kettner Boulevard between Washington Street and Sassafras Street* – Operates at LOS E during both the AM and PM peak hours due to roadway pavement conditions, high vehicular traffic volumes and the presence of on-street parking.
- *Kettner Boulevard between Laurel Street and Hawthorn Street* – Operates at LOS E during both the AM and PM peak hours due to roadway pavement conditions, high vehicular traffic volumes and the presence of on-street parking.
- *Camino Del Rio West between Sports Arena Boulevard and Kurtz Street* – Operates at LOS F during both the AM and PM peak hours due to roadway pavement conditions and vehicular volumes and roadway speed.
- *Camino Del Rio West between Kurtz Street and Hancock Street* - Operates at LOS F during both the AM and PM peak hours due to roadway pavement conditions and vehicular volumes and roadway speed.
- *Camino Del Rio West between Hancock Street and Moore Street* - Operates at LOS F during both the AM and PM peak hours due to high vehicular volumes and roadway speed.

Old Town Community

- *Harney Street between Congress Street and San Diego Avenue* - Operates at LOS E during the PM peak hour due to on-street parking and roadway pavement conditions.
- *Old Town Avenue between Moore Street and San Diego Avenue* - Operates at LOS E during the PM peak hour due to on-street parking, roadway pavement conditions and vehicular volumes and roadway speed.

BICYCLE CRASH ANALYSIS

Bicycle related crash data was obtained from the City of San Diego for the study communities between January 2005 and June 2010. For this reported timeframe, there were 54 bicycle related crashes within the Midway/Pacific Highway Corridor community and 11 in the Old Town community.

Table 3.23 and **Figure 3-23** show the distribution and location of the bicycle related crashes within the study communities.

**TABLE 3.23
 BICYCLE CRASH LOCATIONS**

Nearest Intersection	Total	Fatality	Injured	Adult	Child	Not Reported ¹
Midway/Pacific Highway Corridor						
Hancock Street and I-5 Southbound Off-Ramp	1	0	1	1	0	0
I-8 Westbound near I-5 Southbound	1	1	0	1	0	0
Jefferson Street and Rosecrans Street	1	0	1	0	1	0
Kurtz Street and Pacific Highway	1	0	1	1	0	0
Kurtz Street and Rosecrans Street	2	0	2	2	0	0
Kurtz Street and Wright Street	1	0	1	1	0	0
Laurel Street and India Street	1	0	1	1	0	0
Laurel Street and Kettner Boulevard	2	0	2	2	0	0
Lytton Street and Rosecrans Street	2	0	2	1	1	0
Midway Drive and Duke Street	1	0	1	1	0	0
Midway Drive and East Drive	2	0	2	2	0	0
Midway Drive and Gaines Street	1	0	1	1	0	0
Midway Drive and Kemper Street	6	0	6	5	1	0
Midway Drive and Rosecrans Street	2	0	1	1	1	0
Midway Drive and United States Postal Service Parking Lot	1	0	1	0	0	1
Midway Drive and Wing Street	1	0	1	1	0	0
North Evergreen Street and Rosecrans Street	3	0	3	2	1	0
Olive Street and India Street	1	0	1	1	0	0
Palm Street and Kettner Boulevard	1	0	1	1	0	0
Redwood Street and Kettner Boulevard	1	0	0	1	0	0
Sassafras Street and Kettner Boulevard	1	0	1	1	0	0
Sassafras Street and Pacific Highway	1	0	1	1	0	0
Sports Arena Boulevard and Camino Del Rio West	1	0	1	1	0	0
Sports Arena Boulevard and Channel Way	1	0	1	1	0	0
Sports Arena Boulevard and East Drive	1	0	0	1	0	0

**TABLE 3.23
 BICYCLE CRASH LOCATIONS**

Nearest Intersection	Total	Fatality	Injured	Adult	Child	Not Reported ¹
Sports Arena Boulevard and Hancock Street	1	0	1	1	0	0
Sports Arena Boulevard and I-8 Eastbound On-Ramp	1	0	1	1	0	0
Sports Arena Boulevard and Kemper Street	1	0	1	1	0	0
Sports Arena Boulevard and Midway Drive	3	0	3	2	1	0
Sports Arena Boulevard and Pacific Highway	2	0	2	2	0	0
Sports Arena Boulevard and Rosecrans Street	5	0	5	5	0	0
Sports Arena Boulevard and Sports Arena Plaza	2	0	2	2	0	0
Washington Street and Pacific Highway	1	0	1	1	0	0
Witherby Street and Pacific Highway	1	0	1	1	0	0
Community Total	54	1	50	47	6	1
Old Town						
Congress Street and Harney Street	1	0	1	1	0	0
Congress Street and San Diego Avenue	1	0	1	0	1	0
Congress Street and Twiggs Street	1	0	1	0	1	0
Harney Street and Juan Street	1	0	1	1	0	0
Old Town Avenue and San Diego Avenue	1	0	1	1	0	0
Taylor Street and I-8 Eastbound Off-Ramp	2	0	2	1	0	0
Taylor Street and Pacific Highway	4	0	4	4	1	0
Community Total	11	0	11	8	3	0

Source: City of San Diego; Fehr and Peers, 2011

Note:

¹No age was reported.

PLANNED BICYCLE FACILITY IMPROVEMENTS

The following section outlines planned bicycle improvements within the two study communities. Planned improvements are based upon both local and regional planning documents in which encompass the study communities.

The current *City of San Diego Bicycle Master Plan*, May 2002, includes several planned local bicycle facilities within the study communities:

Midway/Pacific Highway Corridor

- Barnett Avenue (Class II or III)
- Lytton Street (Class II or III)
- Midway Drive (Class II or III)
- Sports Arena Boulevard - North of Rosecrans Street (Class II or III)
- Kettner Boulevard (Class II or III)
- Rosecrans Street - between Lytton Street and Hancock Street (Class III)
- Rosecrans Street - between Hancock Street and Taylor Street (Class II)
- Laurel Street (Class II or III)

Old Town

- Taylor Street - Rosecrans Street to Congress Street (Class II)
- Taylor Street East of Congress Street (Class III)
- San Diego Avenue (Class II or III)
- Juan Street (Class II or III)

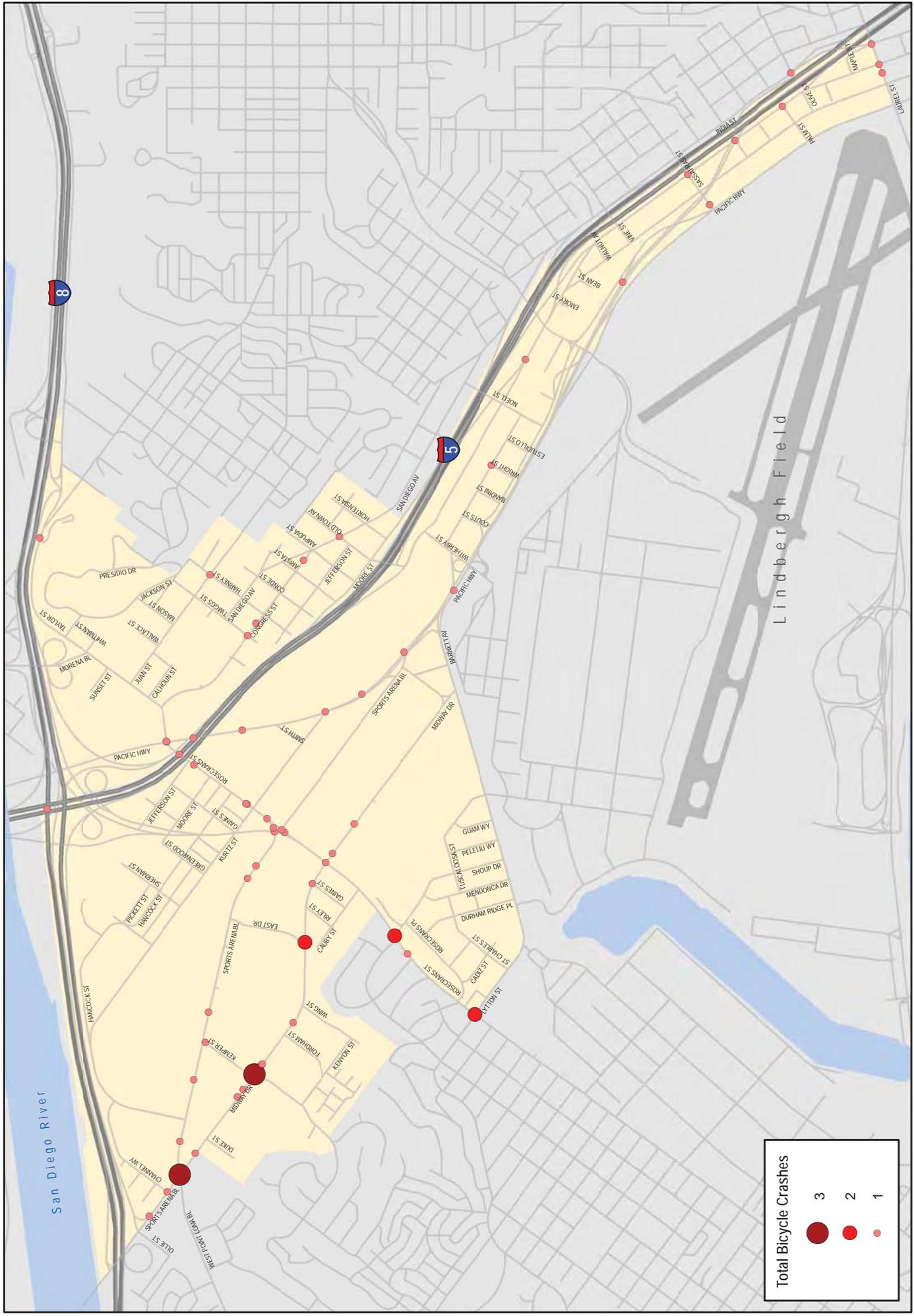


Figure 3-23: Bicycle Crashes (January 2005 - June 2010)

Midway/Pacific Highway Corridor and Old Town Community Plan Update

Date: 7/29/11

Source: City of San Diego (2010)

SANDAG's *Regional Bicycle Plan* identifies a network of regional facilities, two of which traverse the study communities:

- Coastal Rail Trail – This is a planned regional cycle track located along the BNSF right-of-way connecting from Old Town to Oceanside.
- City Heights to Old Town Corridor – This is a planned Class I bicycle facility between the City Heights and Old Town Communities.

The draft *City of San Diego Bicycle Master Plan Update, June 2011* includes several proposed local bicycle facilities within the study communities:

Midway/Pacific Highway Corridor

- Sports Arena Boulevard (Class II)
- Midway Drive (Class II)
- Hancock Street (Class II)
- Kemper Street (Class II)
- Rosecrans Street (Class II)
- Sports Arena Boulevard - South of Rosecrans Street (Class III)
- Witherby Street (Class II)
- Laurel Street (Class II)
- Sassafras Street (Class II)

Old Town

- Taylor Street (Class II)
- Old Town Avenue (Class II)
- San Diego Avenue (Class II)

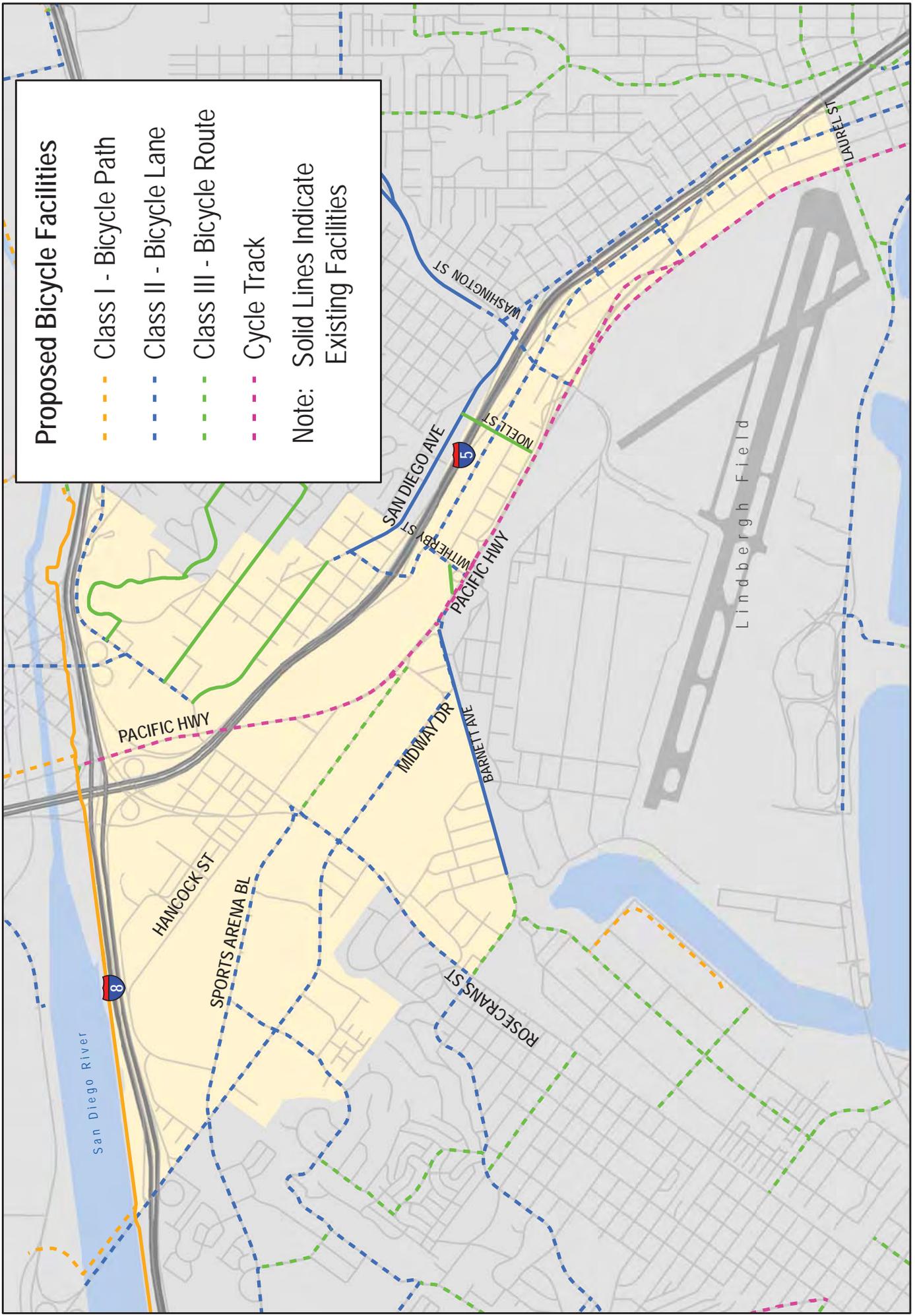
The draft *City of San Diego Bicycle Master Plan Update* proposed bicycle network is displayed in **Figure 3-24**.

A number of bicycle facility improvements are also recommended in the *Rosecrans Corridor Mobility Study*, with all recommended improvements being consistent with those in the *City of San Diego Bicycle Master Plan*.

The *Midway/Pacific Highway Corridor Public Facilities Financing Plan, Fiscal Year 2004*, identifies a Class II Bike Lane on Sports Arena Boulevard between Rosecrans Street and Pacific Highway (Project T23) that would be installed in conjunction with the widening of Sports Arena Boulevard to a six-lane major between Midway Drive and Rosecrans Street. It should be noted that this improvement is not funded or currently scheduled for implementation.

The current *Old Town Public Facilities Financing Plan Fiscal Year 2004*, identifies two bicycle facility improvements, both of which are neither scheduled nor funded.:

- Implement a Class II design along Taylor Street (Project T11)
- Bike racks and storage areas should be designed and considered in streetscape design (Project T11)



Proposed Bicycle Facilities

- Class I - Bicycle Path
- Class II - Bicycle Lane
- Class III - Bicycle Route
- Cycle Track

Note: Solid Lines Indicate Existing Facilities

Figure 3-24: Planned Bicycle Facilities
 Midway/Pacific Highway Corridor and Old Town Community Plan Update
 Date: 7/1/11
 Source: SANDAG (2011); City of San Diego (2011)

3.9 PARKING

The level of employment, commercial, and leisure activity in the study communities makes parking an important component of mobility. While the communities are served by transit, the automobile continues to be the primary mode of transportation. The parking management goals as expressed in the City's 2008 General Plan Mobility Element include the following:

- *Parking that is reasonably available when and where it is needed through management.*
- *Solutions to community-specific parking issues through implementation of a broad range of parking management tools and strategies.*
- *New development with adequate parking through the application of innovative citywide parking regulations.*
- *Increased land use efficiencies in the provision of parking*

The Midway/Pacific Highway Corridor and Old Town communities have a variety of parking options, including public on-street parking (with and without time restrictions), as well as both public and private off-street parking lots.

On-street parking occupancy data was collected on Tuesday, June 7, 2011. Parking occupancy was monitored throughout the day for both communities to identify the peak parking demand period. The observed peak on-street parking demand within both communities is displayed in **Figure 3-25**. The on-street parking occupancy data is provided in **Appendix O**.

MIDWAY/PACIFIC HIGHWAY CORRIDOR

The Midway/Pacific Highway Corridor community currently has over 1,200 on-street parking spaces along circulation element roadways. However, the majority of parking within the community is provided by off-street private parking lots serving a single specific use. No off-street public parking lots are currently located within the community.

Based on the collected parking occupancy data, it was found that the peak weekday parking demand period is between 12:00PM and 1:00PM (midday). As shown in Figure 3-24, there is currently a high demand for on-street parking within the industrial areas along Kurtz Street, Sports Arena Boulevard (South of Rosecrans Street) and Hancock Street (South of Moore Street), as well as the main commercial areas within the community along Kemper Street, Midway Drive and Rosecrans Street (east of Kurtz Street).

OLD TOWN

Given the nature of Old Town as a unique visitor-oriented community with high trip generation ratios and attractiveness to both tourists and San Diegans, convenient and adequate parking becomes an integral part of the overall circulation plan for the community. After initially driving into Old Town, most visitors park their vehicles in one location and walk between the various shops, restaurants, and park facilities. In addition to the visitor-related parking demand issues, there are employee and resident parking needs that also have to be addressed.

Numerous public parking lots are scattered throughout the commercial core, along with several smaller private lots for some of the restaurants, retail stores, and office buildings. The public lots provide a total of 1,058 spaces, excluding the Caltrans parking lot which is open to the public on nights and weekends (approximately 800 spaces). In addition, there are approximately 400 on-street spaces located within the community. The Old Town Transit Station parking lot is the largest public lot providing approximately 456 automobile parking spaces.

Visitors to Old Town San Diego arriving via the freeway system are directed to the appropriate interchanges by special exit signs on Interstates 5 and 8. For those approaching from Pacific Highway, Rosecrans Street or Taylor Street, there are directional parking signs leading them to the Transit Center lot. After leaving the freeway at Old Town Avenue, vehicles are directed north on San Diego Avenue. But without any public parking on the south periphery, motorists at that point must find their way through Old Town San Diego to Juan Street or Congress Street without the benefit of further signage. A lack of identifying signage makes some lots hard to spot from the street, and a comprehensive program directing vehicles exiting from one lot to the next available parking area has not been instituted.

Based upon the occupancy data collected as part of this study, the peak weekday parking period within the Old Town community occurs between 1:00PM and 2:00PM (midday) with a total parking occupancy of 75%. During weekday evenings there was an observed 69% occupancy rate with heavy utilization (90%+) around the Old Town State Park and commercial core areas.

As a tourist destination, Old Town presents a number of challenges in terms of parking. A previous study, *Old Town Visitor Oriented Parking Facilities Study – Phase II (2001)*, prepared by Wilbur Smith Associates, assessed parking in the Old Town Community. Even though the study is based on data that is over 10 year old, both the land uses and parking facilities have not changed significantly since that time. The observed parking occupancy rates included in the report were also validated by the parking occupancy data collected as part of this study. Therefore, it is assumed that the findings and recommendations established within the *Old Town Visitor Oriented Parking Facilities Study – Phase II* study still remain relevant today.

The *Old Town Visitor Oriented Parking Facilities Study – Phase II* found that there was clearly a parking deficiency within the Old Town community, particularly that the off-street parking lots were not accommodating the existing parking demand within the tourist areas of the community. The study also found that there were very few parking management strategies that were being employed throughout the Old Town community to help increase the supply and alleviate the demand.

The study ultimately recommended implementing the following strategies:

- Implement additional metered parking
- Encourage employees to park in lots further away from the core area (i.e. the Old Town Transit Center Lot)
- Improve transit and carpool services
- Provide additional and enhanced bicycle parking facilities

However, the study determined that the combination of all of these management strategies would still not increase the existing supply or alleviate the existing demand significantly enough to mitigate the parking deficiencies. The study ultimately determined the need for one or more parking structures within the core area of Old Town.

PLANNED PARKING IMPROVEMENTS

The current *Old Town Public Facilities Financing Plan*, Fiscal Year 2004 plans for an 875 space municipal parking structure located at the City parking lot at Juan and Twiggs Streets (Project T2). This improvement is neither scheduled nor funded at this time.

3.10 AIRPORTS

The closest airport serving the Midway/Pacific Highway Corridor and Old Town communities is the San Diego International Airport (Lindbergh Field). Currently there is a lack of direct public transit services connecting either community to the Lindbergh Field.

The Destination Lindbergh Plan was a year-long, comprehensive planning process designed to do the following: determine the ultimate build-out configuration of the San Diego International Airport, evaluate and plan to minimize airport-related traffic impacts to adjacent communities, and improve intermodal

access to the airport, while considering the airport as a potential location for a regional transportation hub. The Destination Lindbergh Plan outlined multiple recommended improvements to the local and regional roadway network accessing the San Diego International Airport and the development of new transit routes designed to serve the airport and improvements to the goods movement facilities both within and surrounding the airport. The recommended improvements include the following:

Intermodal Transit Center (ITC) – The ITC will act as an important hub connecting all modes of transportation accessing and departing from Lindbergh Field. The ITC will be located on the north end of the airport, just south of Interstate-5 between Washington Street and Sassafras Street. It is planned that the ITC will act as a major transit hub connecting all three (3) existing trolley lines (Blue, Green and Orange), the COASTER, Amtrak, new express bus routes directly serving the airport, several local bus routes and the planned California High Speed Rail system. In addition to the transit connections, the ITC will also provide the following:

- 360 new parking spaces
- 126,000 SF of new retail uses
- Direct access to I-5 / via the Pacific Highway on/off-ramps
- Grade separation of the Washington Street and Sassafras at-grade rail crossings
- New grade separated crossing at Vine Street
- Raised bicycle lanes and cycle tracks on the street surrounding the ITC
- Wider sidewalks around both the ITC and new retail uses
- Curb extensions and planting/parking strips as well as provide new opportunities to employ green street strategies on impacted/new roadways.

The ITC was included in the SANDAG 2050 Regional Transportation Plan (RTP), adopted October 2011, and SANDAG is currently preparing a site feasibility study for the project.

Northside Improvement Project - As discussed in the previous chapter the SDIA is proposing to make several improvements to their cargo and freight facilities.

San Diego International Airport Consolidated Rental Car Facility (CONRAC) - The CONRAC project proposes to consolidate all of the rental car facilities that currently serve the San Diego International Airport to a single location, located west of Pacific Highway and north of Sassafras Street. The project proposes to extend Sassafras Street west of Pacific Highway and along the east end of Lindbergh Field to serve as the access point for the project.

High-Speed Rail Station – A link to the proposed California High-Speed Rail System is proposed at the ITC. The High-Speed Rail station is also proposed to include a parking garage with 6,000 parking spaces.

San Diego International Airport (SDIA) Master Plan – As discussed in Chapter 6, the SDIA Master Plan outlines several improvement measures to local roadways surrounding the airport in order to provide better access and service a higher demand. Improvements within the two study communities include the following:

- Sassafras Street between Pacific Highway and India Street – provide a second eastbound lane.
- Kettner Boulevard between Washington Street and Palm Street – provide a fourth southbound travel lane.
- Laurel Street between Pacific Highway and Kettner Boulevard – provide a third westbound travel lane.
- Sassafras Street / Kettner Boulevard intersection – change signal cycle length from 70 to 90 seconds.

The improvements regarding the airport and its surrounding facilities included in both the SDIA Master Plan and SANDAG 2050 RTP will significantly improve the roadway capacity accessing the airport and provide significant new transit services directly accessing the airport. With the implementation of the ITC, transit access to/from the airport will change from very limited to a major asset, and provide a significant number of multi-modal options for Airport patrons instead of the singular vehicular option offered today.

3.11 PASSENGER RAIL

Amtrak provides passenger rail service from San Diego to several destinations throughout both the state and country. The main route serving San Diego is the Pacific Surfliner which connects most of the major cities along California's central coast, as shown to the right. The Pacific Surfliner stops at Union Station in Los Angeles, which functions as a transfer point to rail services across the country. The main Amtrak station within the City of San Diego is Santa Fe Depot (located downtown); however, on weekends and holidays the Pacific Surfliner service also stops at the Old Town Transit station.

PROPOSED IMPROVEMENTS

High-Speed Rail

The California High-Speed Rail project is a planned high-speed rail system designed to connect the major cities throughout California (San Francisco, Los Angeles, Sacramento, San Jose, Fresno, Bakersfield, Palmdale, Anaheim, Irvine, Riverside, and San Diego), as displayed in **Figure 3-26**. Initial funding for the project was approved by California voters on November 4, 2008, with the passage of Proposition 1A authorizing the issuance of US bond with \$9.95 billion in general obligations for the project.

The California High-Speed Rail Authority is currently conducting a rail alignment feasibility study for the section of the corridor connecting Riverside County and San Diego (Santa Fe Depot). While there are currently no stops planned within either of the study communities, one of the proposed high speed rail alignments is along the I-5 corridor, between University City and Downtown San Diego. This alignment would encroach in both study communities; however, the high-speed rail would be grade separated and is not projected to impact the mobility within either community.



Source: Amtrak, March 2012

Amtrak Surfliner Route Map

Figure 3-26 California High Speed Train Map



April 2010

Source: California High Speed Rail Authority

3.12 GOODS MOVEMENT FACILITIES

The efficient movement of goods is essential for meeting basic consumer demands and requires interaction among various modes of travel. The San Diego region is supported by intermodal goods movement infrastructure consisting of roadways, railways, maritime facilities, and airport facilities. The proximity of the study communities to Lindbergh Field, coastal freight railways, and regional freeways signifies a tie between freight movement and the economic vitality and quality of life in the study communities.

The goods movement goal as expressed in the City's 2008 General Plan Mobility Element includes the following:

- *Safe and efficient movement of goods with minimum negative impacts.*

The following sections describe the various Goods Movement facilities within the study communities by facility type.

TRUCKING

Most goods in the San Diego region are transported via truck on highways and roadways. While the City of San Diego does not have a system of designated truck routes, truck access to the Midway/Pacific Highway Corridor and Old Town study area is provided by major freeways, including specifically Interstate 8 and Interstate 5. Within the study communities, industrial and commercial destinations are generally concentrated along the following roadways:

- Midway Drive
- Sports Arena Boulevard
- Pacific Highway
- Camino Del Rio
- Rosecrans Street
- Taylor Street
- Kettner Boulevard

Additional local roadways providing access to these locations include Juan Street, Hancock Street, Old Town Avenue, Kemper Street, Kurtz Street, Enterprise Street, and Washington Street. Local streets provide access to delivery destinations as well as the transition of freight to rail and ocean transport.

AIRFREIGHT

In addition to the transport of freight on roadways, cargo may also move through the study communities via air transport. San Diego International Airport (Lindbergh Field) is located south of the Midway Community Plan Area and serves as the primary regional airport for freight transported via air. Major cargo airlines serving Lindbergh field include FedEx, DHL Express, and UPS. These and other movers of freight may receive and distribute cargo via maritime operations, rail, or trucks. While Lindbergh Field is not within the study area, the proximity and magnitude of freight activity results in goods traveling through the study communities while in transit.

As proposed in the 2008 Airport Master Plan, the Lindbergh Field Northside Improvement project would implement the following recommendations to improve the operations of cargo facilities:

- Development of expanded air cargo warehouse facilities and associated improvements
- Consolidate Rental Car Facilities (CONRAC) and the reconfiguration of adjacent parking facilities
- Construct an internal roadway along the eastern perimeter of the Airport connecting proposed northside facilities to the southside facilities.

RAIL

The Burlington Northern Santa Fe Railway Company (BNSF) operates freight rail service within the San Diego region. Freight is transported to points north and east, such as Los Angeles and Arizona, respectively. BNSF railway lines travel along the railroad tracks that are generally located between I-5

and Pacific Highway in the study area. According to the *LOSSAN Corridor Strategic Assessment, January 2010* freight rail frequencies within this corridor are expected to double (from 4 trains a day to 8) over the next 20 years.

MARITIME

While the San Diego Unified Port District has its offices located along Pacific Highway, there are currently no port cargo facilities located within or adjacent to the study communities. Cargo is transported through the study area via the modes summarized above to/from the port cargo facilities located to the south at 10th Avenue and in National City.

4.0 MIDWAY/PACIFIC HIGHWAY CORRIDOR COMMUNITY

Separate summary chapters have been prepared for Old Town and Midway/Pacific Highway Corridor communities. This section provides a summary of the findings from the existing conditions evaluation for the Midway/Pacific Highway Corridor community. The section will serve as a stand-alone summary of the existing transportation and mobility conditions analysis. The intended purpose of this section is to document constraints and opportunities within the Community based on the following inputs:

- Review of existing documentation
- Traffic engineering analyses
- Field observations
- Community input
- Other relevant studies

4.1 PEDESTRIAN TRAVEL

In general, the pedestrian environment in the Midway/Pacific Highway Corridor community is deficient and/or lacking in several aspects, with wide roadway crossings, high traffic volumes, non-contiguous sidewalks, missing curb ramps, and sidewalk gaps. Walking on a sidewalk that is narrow and/or does not have a buffer from the roadway can degrade the pedestrian experience, particularly on a roadway with high vehicular traffic volumes and speeds. On the other hand, wide sidewalks that are non-contiguous help to enhance the pedestrian environment and experience as does pedestrian oriented lighting. As pedestrian corridors are evaluated during the community plan update process and/or subsequent studies, improvements that enhance the pedestrian experience and address associated safety concerns should be strongly considered. **Figure 4-1** displays the existing pedestrian network within the Midway/Pacific Highway Corridor community.

ISSUES/NEEDS

Based upon the analyses performed in Section 3.0, the following pedestrian issues/needs were identified within the Midway/Pacific Highway Corridor Community:

Midway Drive / Sports Arena Boulevard / West Point Loma Drive / West Mission Bay Drive Intersection – This is a major vehicular junction point within the community in which two of the major roadways within the community (Sports Arena Boulevard and Midway Drive) intersect with two major regional access points (West Point Loma Boulevard connecting to both the Peninsula and Ocean Beach communities to the west and West Mission Bay Drive and I-8 ramps). To accommodate the high intersecting traffic volumes there is currently a yield control NB right-turn movement, a stop controlled SB right-turn movement and a free WB right-turn movement. The high traffic volumes and uncontrolled right-turn movements create an intimidating environment for pedestrians to cross.

East/West Connectivity – Due to the large block sizes within the community, there are currently few pedestrian corridors directly connecting the east and west sides of the community. Rosecrans Street is the only east/west corridor that currently spans the entire community from east to west.

Walkability Issues along Rosecrans Street and Camino Del Reo West – As mentioned above, Rosecrans Street is the only east/west pedestrian corridor that spans the entire length of the community and is the only corridor that connects to the Old Town Transit Center, located to the east. The retail and institutional uses along both Rosecrans Street and Camino Del Rio West are also major pedestrian attractions within the corridors. Currently both corridors have 5 - 7 foot sidewalks with no parkways or on-street parking to buffer pedestrians from vehicular traffic. The narrow sidewalks with a lack of buffer create an unfriendly pedestrian environment.

Rosecrans Street / I-5 Underpass – This is the only connection point for pedestrians accessing the Old Town Transit Center from the Midway/Pacific Highway Corridor community. The 200 foot wide underpass is poorly lit and has narrow sidewalks, with no parkways or on-street parking to buffer pedestrians from vehicular traffic, creating an unfriendly pedestrian environment.

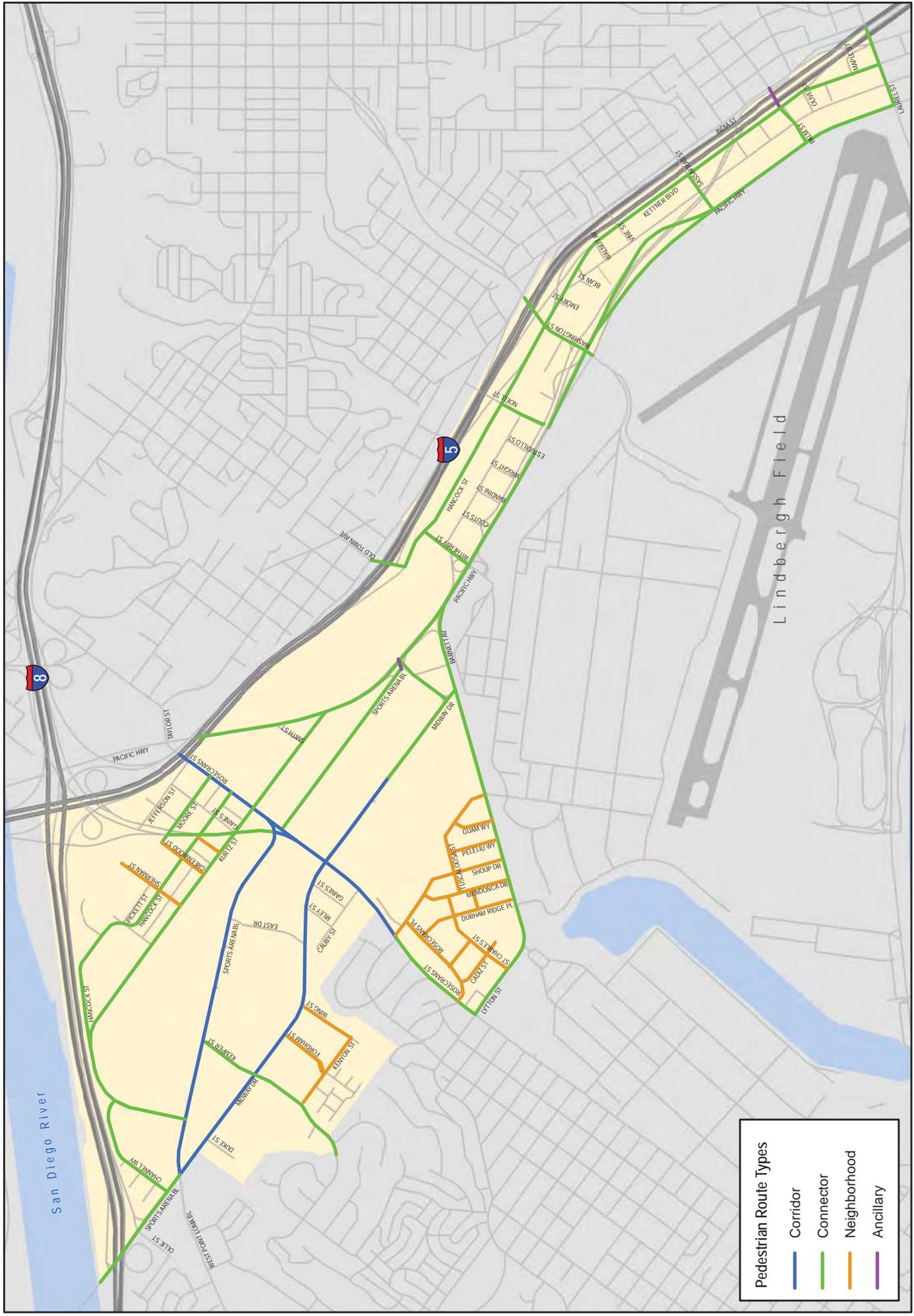


Figure 4-1: Midway/Pacific Highway Corridor Pedestrian Routes

Midway/Pacific Highway Corridor and Old Town Community Plan Update

Date: 4/4/12

Source: City of San Diego (2010)

Missing Sidewalk Facilities – There are currently no sidewalks provided along Sports Arena Drive, south of Rosecrans Street with the exception of a small portion on its south wide side near the intersection of Rosecrans Street. This area currently predominantly serves industrial uses and attracts little pedestrian traffic; however, it is one of the few major north/south corridors that spans the entire community.

As shown in the picture to the right, there are non-contiguous sidewalk facilities along the eastern side of Midway Drive between Rosecrans Street and Barnett Avenue.

Barnett Avenue / Pacific Highway – There is currently no way to cross or access Pacific Highway from Barnett Avenue from the eastside. Pedestrians heading east on Barnett Avenue hit a dead end and are forced to head north along Pacific Highway.

At-Grade Rail Crossings - pedestrians accessing both the Washington Street and Middletown Trolley stations from Pacific Highway currently have to cross the rail right-of-way to access both stations. During gate down times pedestrians may be delayed from accessing the station by on coming trolleys or trains.



Figure 4-2 displays the identified pedestrian issues/needs within the Midway/Pacific Highway Corridor.

COMMUNITY INPUT

Input from the community was gathered through community meetings, previous studies conducted within community and previous Midway/Pacific Highway Corridor planning group meeting minutes. The following points summarize the overall community input received regarding the pedestrian facilities and amenities throughout the Midway/Pacific Highway Corridor community.

- The community as a whole is auto oriented with an overall lack of pedestrian amenities, such as pedestrian lighting, crosswalks, shade trees, etc.
- Some areas lack continuous sidewalks (as noted in the previous section).
- Numerous driveways and side streets create conflict points with pedestrians.
- Narrow contiguous sidewalks create little to no buffer from vehicular traffic.
- The pedestrian environment at the Rosecrans Street at I-5 underpass could be improved.
- Increase the number of pedestrian connections throughout the community.
- Provide more landscaping, pedestrian lighting and signage along Rosecrans Street, Midway Drive, and Sports Arena Drive
- Provide a pedestrian bridge connection across I-8 to the San Diego River.

4.2 BICYCLE SYSTEM

The Midway/Pacific Highway Corridor community is located at an important juncture for both north-south and east-west bicycle travel. The corridors traversing the community, especially the Pacific Highway and Rosecrans Street/Taylor Street corridors, serve as key regional connections with very limited alternative bicycling routings. Due to the lack of alternatives, most regional north-south bicycle trips use Pacific Highway. In a similar manner, most east-west bicycle trips use Rosecrans Street/Taylor Street or the Ocean Beach Bike Path. The Ocean Beach Bike Path follows the San Diego River channel from Ocean Beach to Mission Valley. The only access point to the Ocean Beach Bike Path from the community is at Sports Arena Boulevard. **Figure 4-3** displays the existing bicycle facilities within the Midway/Pacific Highway community.

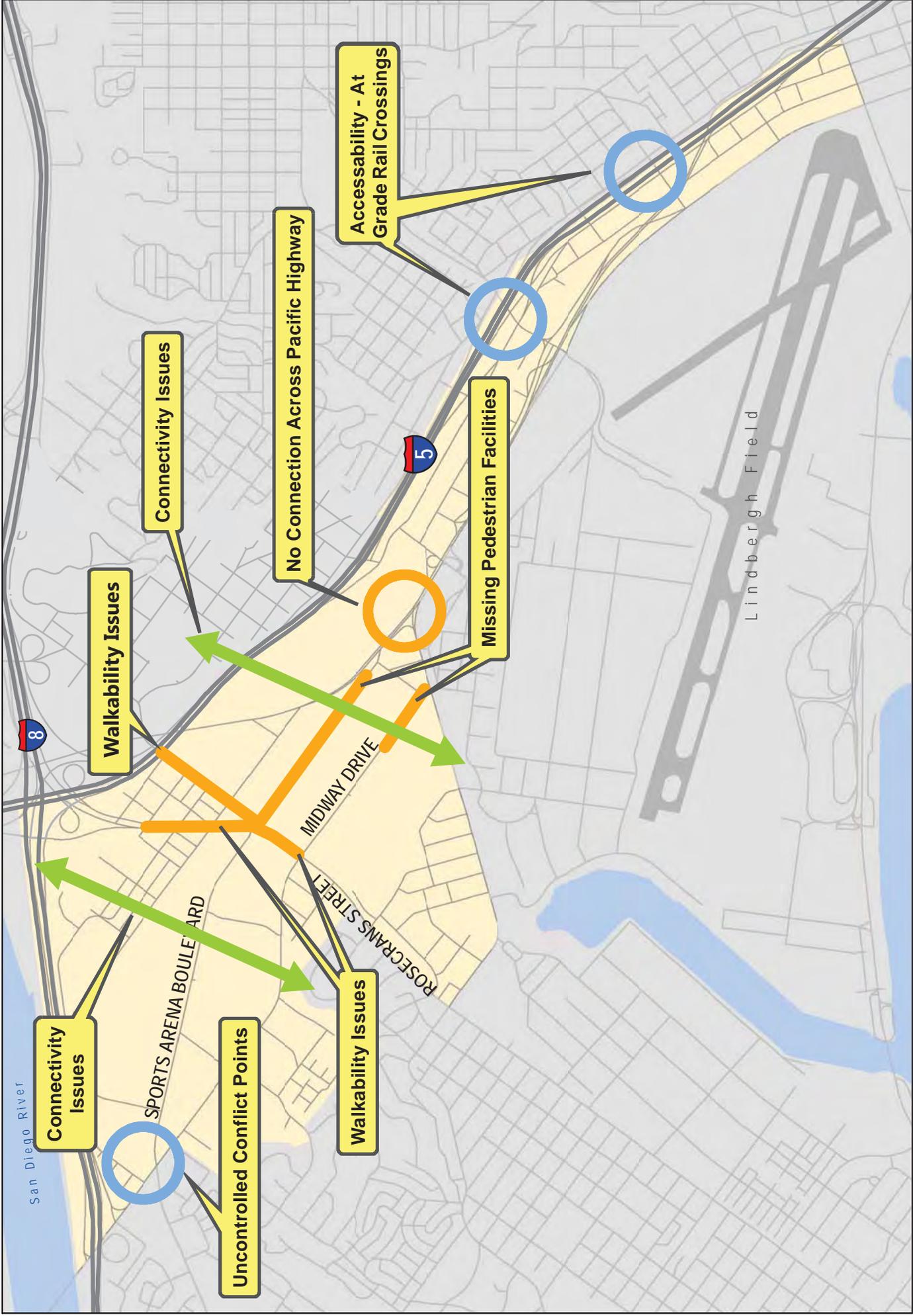


Figure 4-2 Pedestrian Issues/Needs - Midway/Pacific Highway Corridor

Midway/Pacific Highway and Old Town Community Plan Update

Date: 4/09/12

Source: Fehr & Peers, April 2012

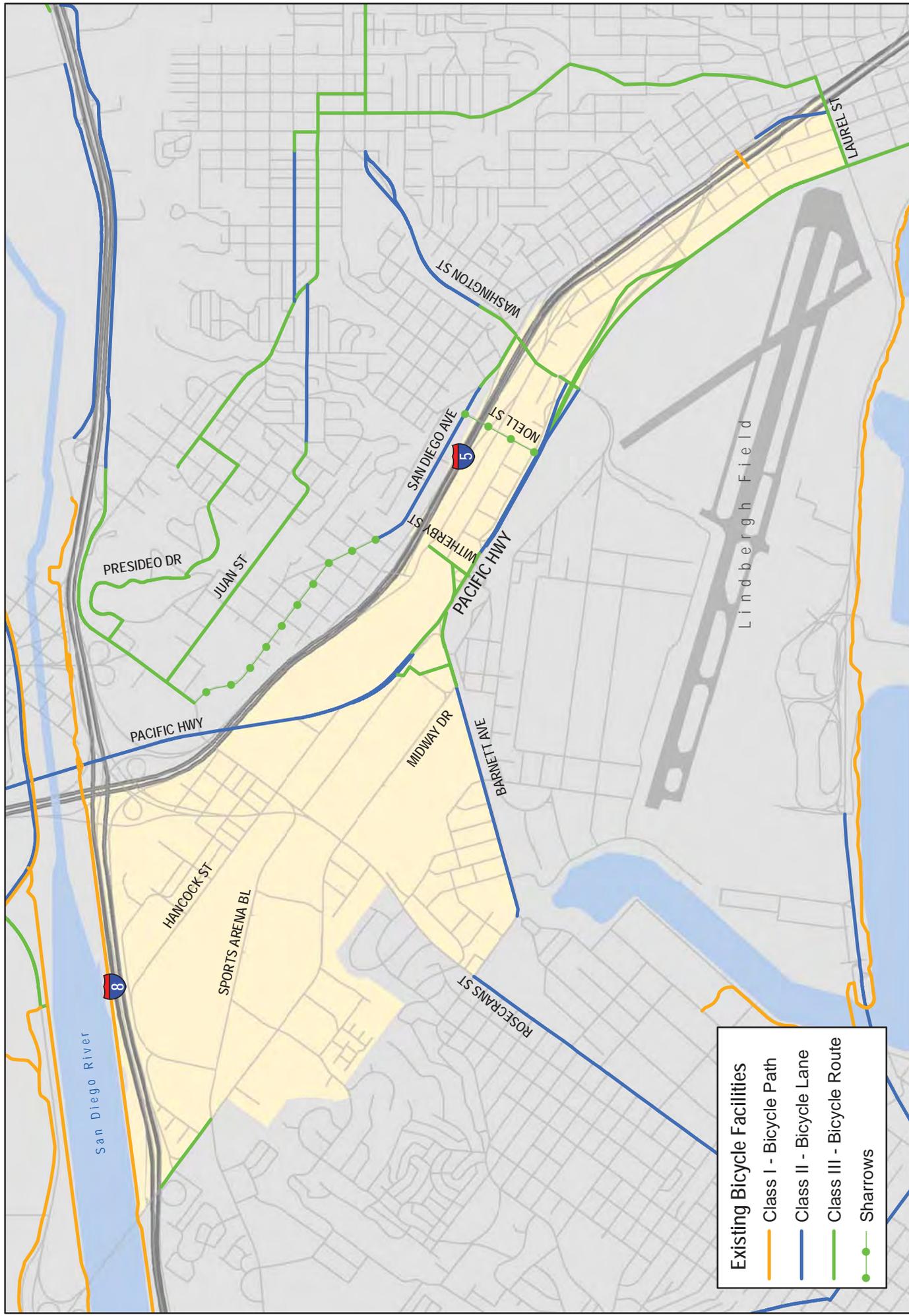


Figure 4-3: Existing Bicycle Network - Midway/Pacific Highway Corridor

Midway/Pacific Highway Corridor and Old Town Community Plan Update

Date: 8/02/2012

Source: City of San Diego (2011)

ISSUES/NEEDS

As shown in Figure 3-18 the Midway/Pacific Highway Corridor community is a junction point for several regional bicycle facilities including both the Coastal Rail Trail (along Pacific Highway) and the Ocean Beach Bike Path (along the San Diego River). Good local connections to the surrounding neighborhoods are also provided, such as Class II Bike Lanes, within the Peninsula community, along Rosecrans Street which terminates at Lytton Street and the Class III Bike Route along West Mission Bay Drive which terminates at Sports Arena Boulevard and Midway Drive. These regional and local connections, accessibility to transit and commercial and institutional land uses within the community create a high bicycle demand.

However, as shown in Figure 4-3 there are currently no bicycle facilities along the major corridors traversing the Midway community (Midway Drive, Sports Arena Boulevard and Rosecrans Street) to accommodate the high bicycle demand. Also within these corridors there are currently high vehicular traffic volumes and speeds as well as numerous conflict points (intersections, driveways, and alleyways) between motorists and bicyclists, that creates an uncomfortable environment for bicyclists. **Figure 4-4** displays the locations of issues/need, based on roadways with high bicycle demand that lack bicycle facilities and have high vehicular traffic volumes and speed, within the Midway/Pacific Highway Corridor community .

COMMUNITY INPUT

Input from the community was gathered through community meetings, previous studies conducted within community and previous Midway/Pacific Highway Corridor Planning Group meeting minutes. The following points summarize the overall community input received regarding the bicycle facilities and amenities throughout the Midway/Pacific Highway Corridor community.

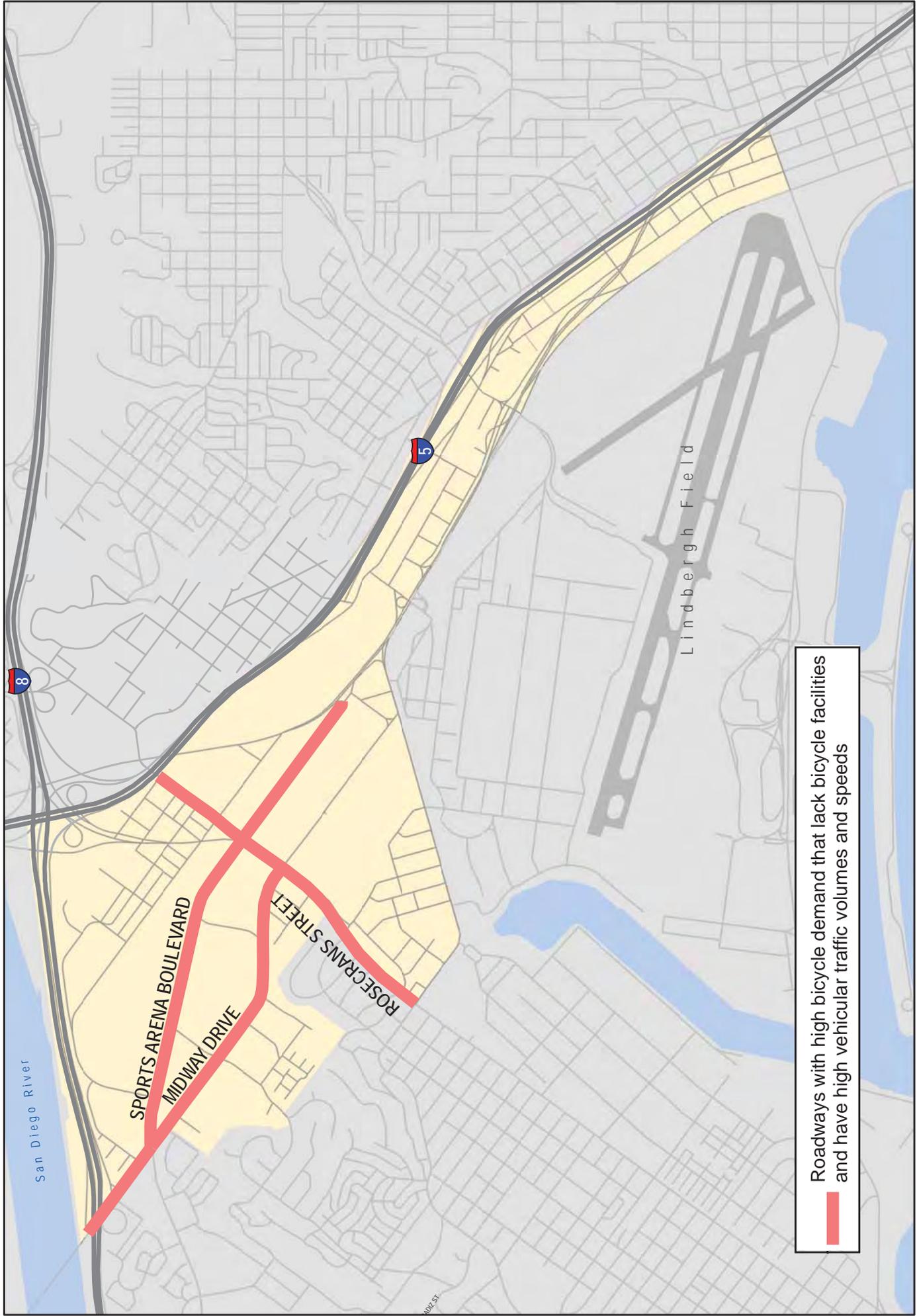
- The community as a whole is auto oriented with an overall lack of bicycle facilities and amenities.
- Numerous driveways and side streets create conflict points with bicyclists.
- Community members desire to improve bicycle facilities on Rosecrans Street, Midway Street and Sports Arena Boulevard.
- Community members desire to improve bicycle connections to surrounding communities.

4.3 PUBLIC TRANSIT AND FACILITIES

The Midway/Pacific Highway Corridor community is fairly well served by transit. As illustrated in **Figure 4-5**, the main transit corridors are Sports Arena Boulevard (served by MTS bus routes 8 and 9), Midway Drive (served by the MTS bus route 35), Rosecrans Street (served by MTS routes 8, 9, 28, 30, 35, and 150) and Pacific Highway (served by MTS routes 10, 30, and 150). The Pacific Highway corridor is also served by the Blue Line Trolley with stations at Washington Street and Middletown. Adjacent to the community, the Old Town Transit Center provides multiple bus and rail transit connections to other areas within the City and the region. Transit stop amenities are also displayed in Figure 4-5.

TRANSIT COVERAGE

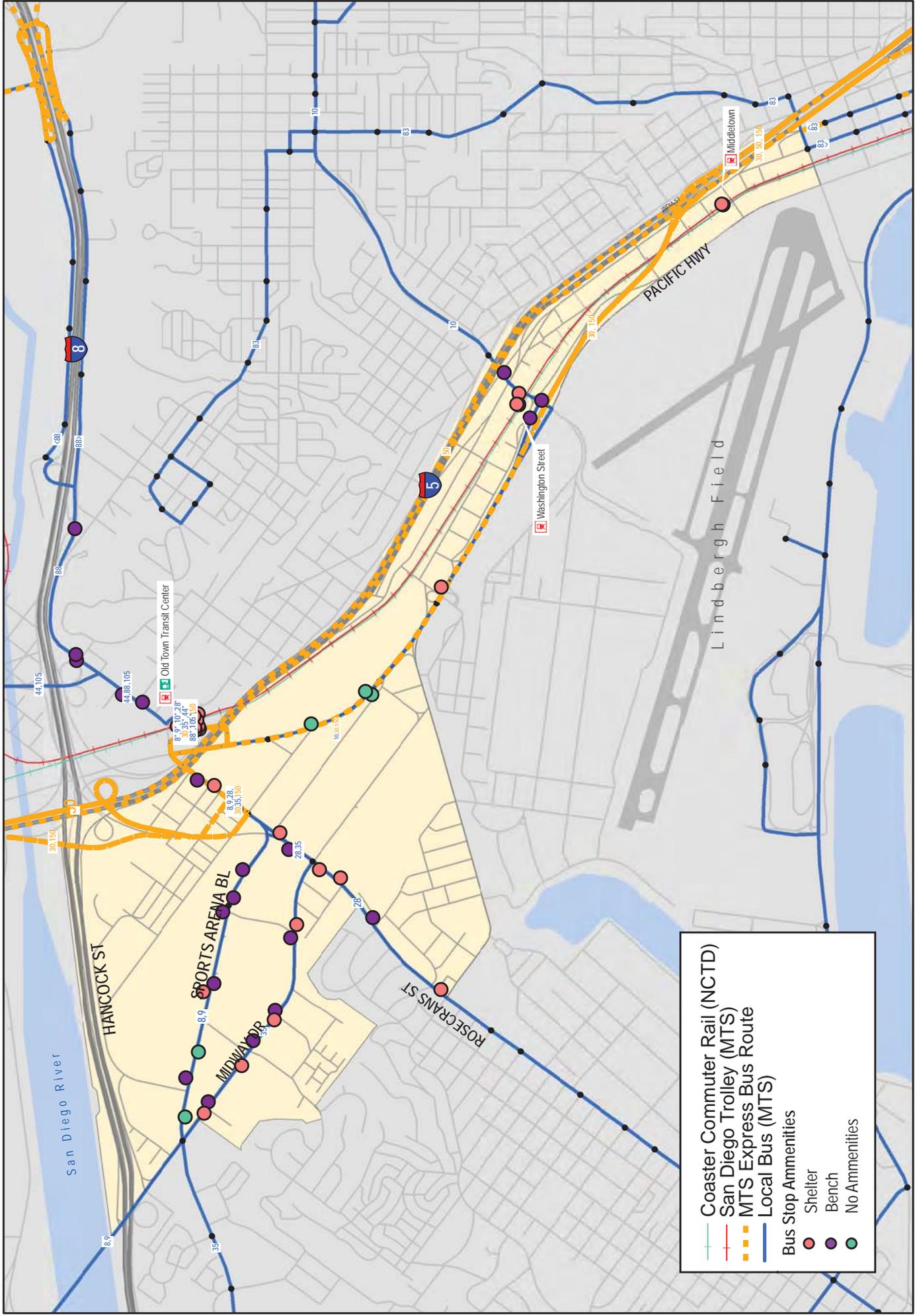
The Midway/Pacific Highway Corridor community is served by many bus routes operating at frequent intervals. **Figure 4-6** displays the community's streets served by bus routes as well as the existing trolley lines. This figure also shows the area within $\frac{1}{4}$ mile of a bus stop and/or trolley station, which is considered a reasonable walking distance to transit service. As depicted in this figure, nearly all of the commercial, industrial, institutional and residential uses are within $\frac{1}{4}$ mile of transit service.




 Roadways with high bicycle demand that lack bicycle facilities
 and have high vehicular traffic volumes and speeds

Figure 4-4: Bicycle Related Issues/Needs - Midway Pacific Highway Corridor
 Midway/Pacific Highway and Old Town Community Plan Update

Date: 4/09/12
 Source: Fehr & Peers



	Coaster Commuter Rail (NCTD)
	San Diego Trolley (MTS)
	MTS Express Bus Route
	Local Bus (MTS)
Bus Stop Amenities	
	Shelter
	Bench
	No Amenities

Figure 4-5: Existing Transit Facilities - Midway/Pacific Highway Corridor
 Midway/Pacific Highway Corridor and Old Town Community Plan Update

Date: 4/09/12
 Source: SANDAG (2011), MTS (2011)

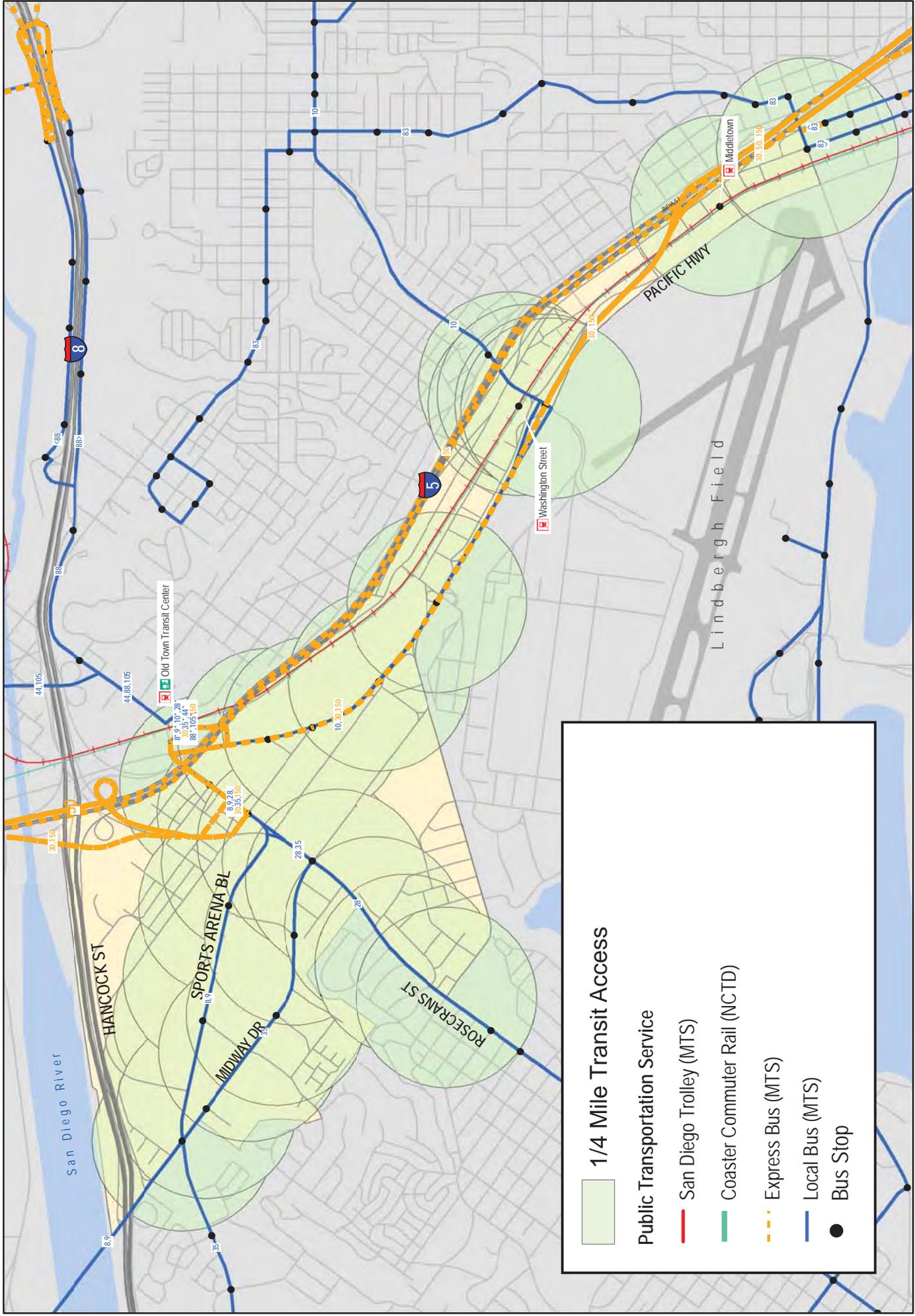


Figure 4-6: Transit Coverage - Midway/Pacific Highway Corridor
 Midway/Pacific Highway and Old Town Community Plan Update

Date: 4/09/12

Source: Fehr & Peers

ISSUES/NEEDS

A multi-modal evaluation of streets served by transit was conducted. This evaluation considers the spacing of stops, headways between consecutive transit vehicles, and station amenities. This evaluation of existing transit service LOS within the Midway/Pacific Highway Corridor community (As shown in Figures 3-10 A & B) found that the bus transit routes in the community operates at LOS C or better, with the exception of the following:

Northbound Sports Arena Boulevard between I-8 WB Ramp to W. Point Loma Blvd/Midway Drive - Operates at LOS E during both the AM and PM peak hours due to no transit stops within a quarter mile of the mid-block area servicing northbound transit.

Both Directions of Pacific Highway between Washington Street and Sassafras Street - Operates at LOS F during both the AM and PM peak hours due to the lack of transit stops servicing either direction within a quarter mile of the mid-block area of this segment.

Eastbound Rosecrans Street between Lytton Street/Barnett Avenue and Midway Drive - Operates at LOS E during the PM peak hour due to a passenger to seat ratio greater than 1.0.

Under Served Areas - As shown in Figure 4-6, the following areas within the Midway/Pacific Highway Corridor community are currently within a quarter mile of a bus stop or transit station:

- Barnett Avenue between Lytton Street and Midway Drive
- The northeast portion of the community (east of Kurtz Street and north of Sherman Street)
- Pacific Highway between Wright Street and Noell Street
- Pacific Highway between Vine Street and Sassafras Street

COMMUNITY INPUT

Input from the community was gathered through community meetings, previous studies conducted within community and previous Midway/Pacific Highway Corridor Planning Group meeting minutes. The following points summarize the overall community input received regarding the transit facilities and service throughout the Midway/Pacific Highway Corridor community.

- Preference for more transit oriented development within the community.
- Lack of transit connections to the Lindbergh Field.

4.4 ROADWAY SYSTEM

The pattern of streets serving the Midway/Pacific Highway Corridor community has not significantly changed in the 20 years since the last community plan update. The Midway neighborhood is predominantly made up of 10 large blocks (35+ acres) along the Midway Drive and Sports Area Boulevard corridors. Due to these large blocks there is limited east/west circulation options within the community, with Rosecrans Street being the only east/west roadway traversing the entire community. **Figure 4-7** displays the existing roadway network within the Midway/Pacific Highway community.



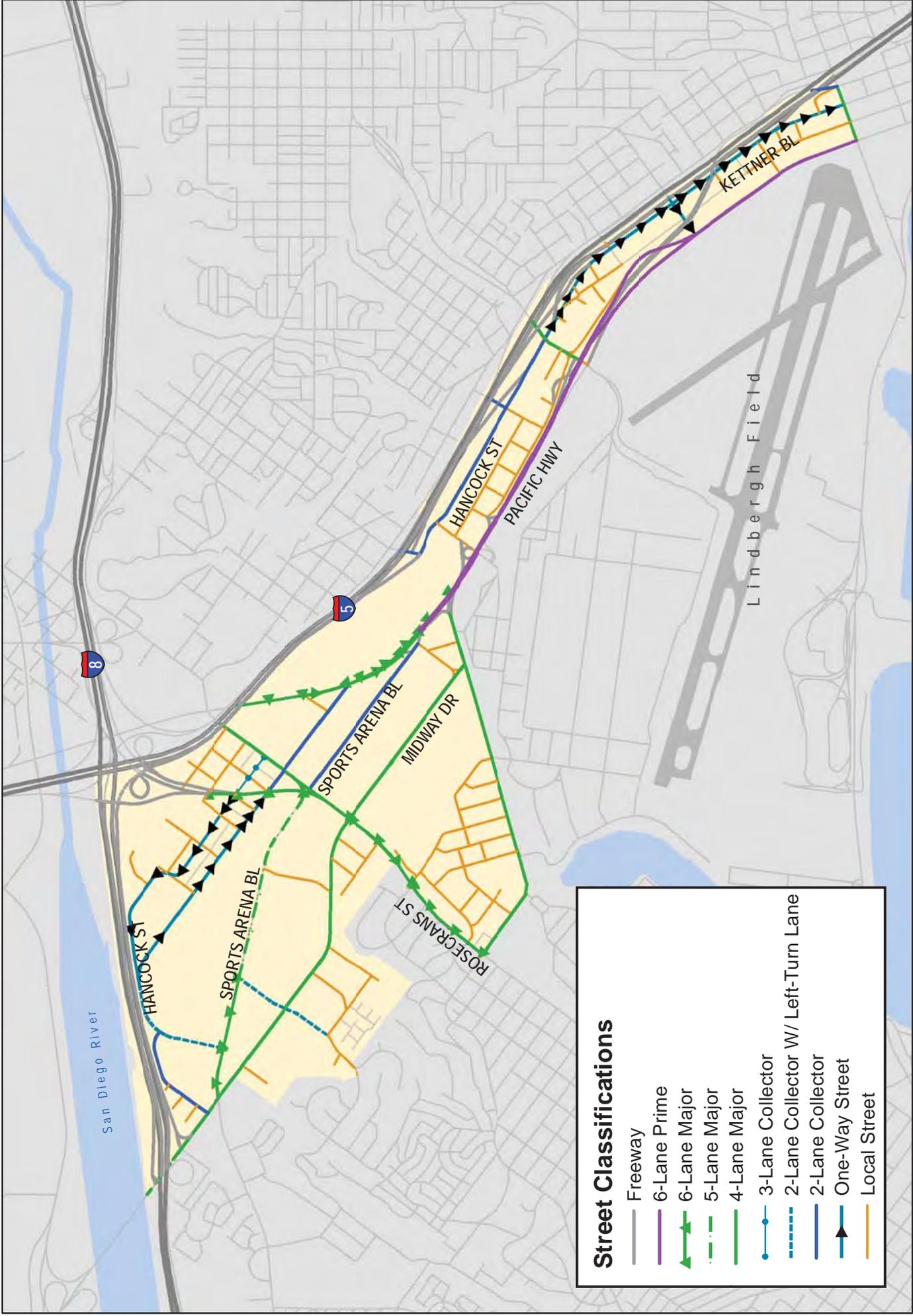


Figure 4-7: Existing Roadway Network - Midway/Pacific Highway Corridor
 Midway/Pacific Highway Corridor and Old Town Community Plan Update

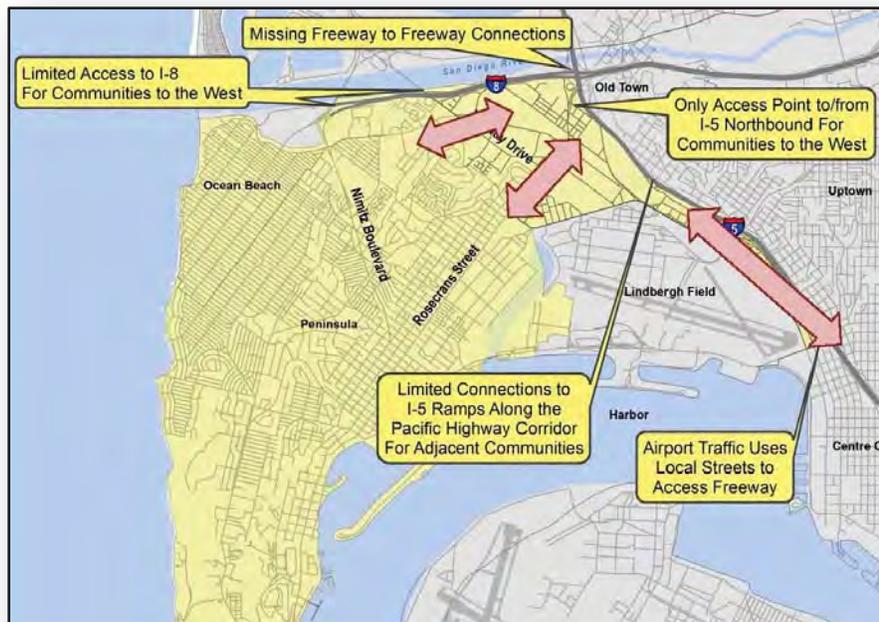
Date: 8/17/12

Source: Fehr & Peers

ISSUES/NEEDS

There is constrained regional access to/from both the Midway/Pacific Highway Corridor community as well as to adjacent communities. As discussed previously in Section 3.5, due to the limited regional access points serving the area, missing freeway-to-freeway connectors between I-8 and I-5, as well as the major employment centers and trip generators within and adjacent to the community, a significant amount of regional traffic traverses the local roadway system within the community to access the regional freeway system, as shown in **Figure 4-8**.

Figure 4-8
Regional Access
Midway/Pacific Highway Corridor Community



The constrained regional access, large trip generators, and limited circulation due to the large blocks within and adjacent to the community result in highly concentrated traffic volumes along the roadways throughout the community which provide freeway access. This concentration of traffic volumes create congestion, low traffic speeds and additional delay on both the Rosecrans Street and Camino Del Rio West. **Figure 4-9** displays the location of identified issues/needs within the Midway/Pacific Highway Corridor community.

COMMUNITY INPUT

Input from the community was gathered through various community meetings, previous studies conducted within community and previous Midway/Pacific Highway Corridor Planning Group meeting minutes. The following points summarize the overall community input received regarding the current roadway facilities and operations throughout the Midway/Pacific Highway Corridor community.

- High traffic volumes throughout the community due to limited regional access and mixing regional and local traffic.
- Closely spaced intersections along major roadways throughout the community.
- Increase roadway connectivity by providing alternate routes through large blocks.
- Prohibit left-turns from Camino del Rio West to Moore Street.
- Connect Sports Arena Boulevard at Rosecrans Street through to Pacific Highway.
- Provide missing ramp connectors between I-5 and I-8.

- Confusing signage throughout the community directing motorists to the regional access points and attractions.

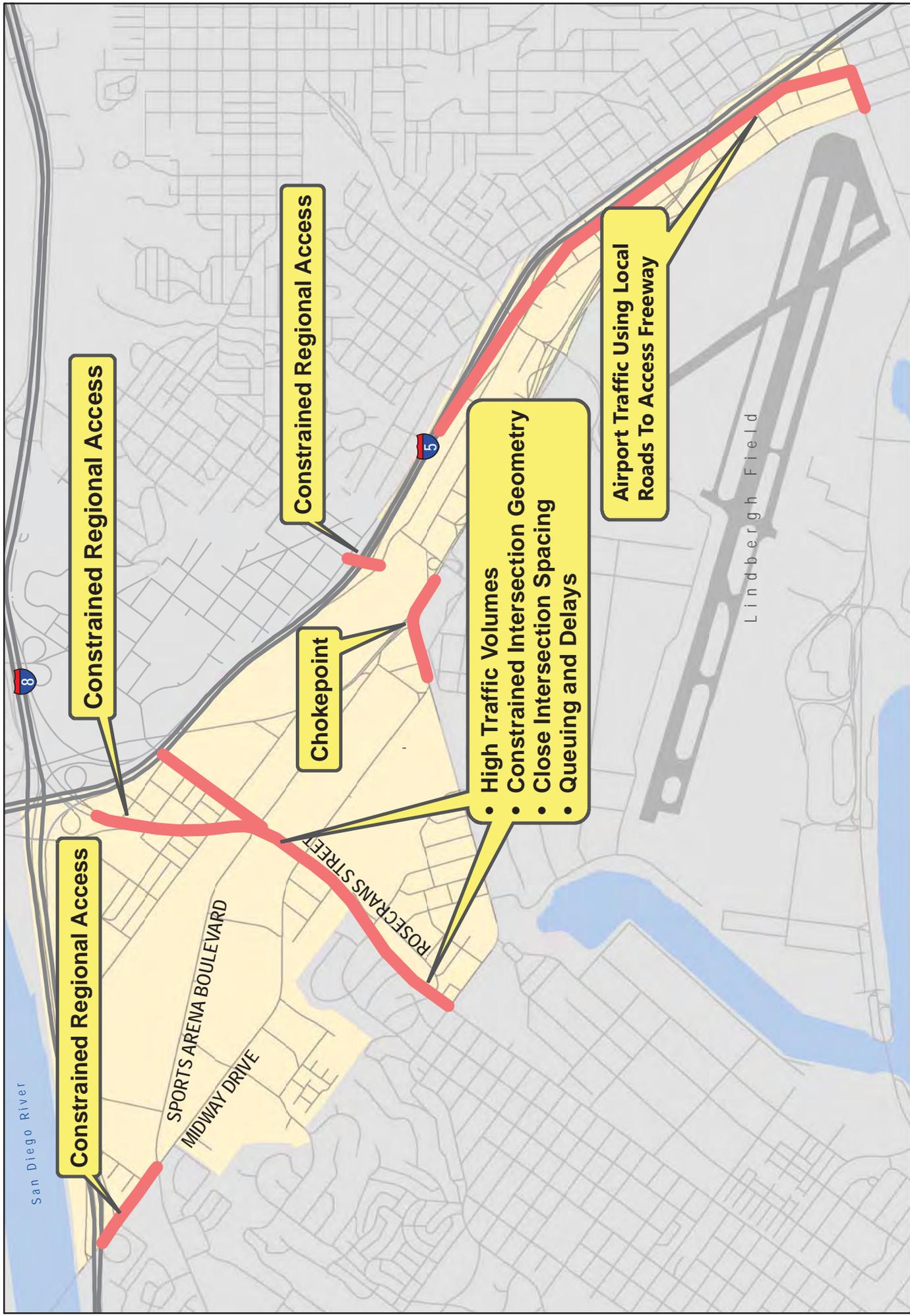


Figure 4-9 Roadway Network/Issues - Midway/Pacific Highway Corridor
 Midway/Pacific Highway and Old Town Community Plan Update
 Date: 4/09/12
 Source: Fehr & Peers April 2012

4.5 PARKING

The Midway/Pacific Highway Corridor community currently has over 1,200 on-street parking spaces along the circulation element roadways. However, the majority of parking within the community is provided by off-street private parking lots serving a single specific use. No off-street public parking lots are currently located within the community.

ISSUES/NEEDS

Figure 4-10 displays the peak weekday on-street parking demand throughout the Midway/Pacific Highway Corridor community. As shown in the figure, there is currently a high demand for on-street parking within the industrial areas along Kurtz Street, Sports Arena Boulevard (south of Rosecrans Street) and Hancock Street (south of Moore Street), as well as the main commercial areas within the community along Kemper Street, Midway Drive and Rosecrans Street (east of Kurtz Street).

COMMUNITY INPUT

Input from the community was gathered through various community meetings, previous studies conducted within community and previous Midway/Pacific Highway Corridor Planning Group meeting minutes. The following point summarizes the overall community input received regarding parking in the Midway/Pacific Highway Corridor community.

- Desire for future public parking structure(s) in association with transit oriented or mixed-use developments

4.6 NEXT STEPS

This Existing Conditions Report is intended as a summary of current mobility conditions in the Midway/Pacific Highway Corridor community and also as a synopsis of preliminary improvement concepts and recommendations related to mobility in the community. The following recommendations are proposed for inclusion in the Mobility Element of the Midway/Pacific Highway Corridor Community Plan Update:

- Evaluate multi-modal corridors considering all users of the street (Complete Streets Approach) to ensure that the overall community needs are served. It is evident that certain corridors will have the potential for competing mobility needs where a balance of accommodations for multiple modes is required. The following streets should be evaluated using a Complete Streets approach:
 - Sports Arena Boulevard
 - Midway Drive
 - Rosecrans Street
- Consider increases in land use density in the corridors that are best served by transit, including those multi-modal streets shown above.
- Focus bicycle improvements in the areas of “Very High” and “High” bicycle demand and in the areas that are also operating at less than acceptable bicycle LOS, including:
 - Sports Arena Boulevard
 - Midway Drive
 - Rosecrans Street
 - Pacific Highway
 - Kettner Boulevard
- Include pedestrian mobility enhancements in all mobility recommendations, concentrating on areas that score “High” in the Pedestrian Priority Model and have high crash rates, including:
 - Midway Drive, between Sports Arena Boulevard and Rosecrans Street
 - Rosecrans Street, between Lytton Street and Sports Arena Boulevard
 - Camino Del Rio West, between Sports Arena Boulevard and the Interstate 8 on-ramp

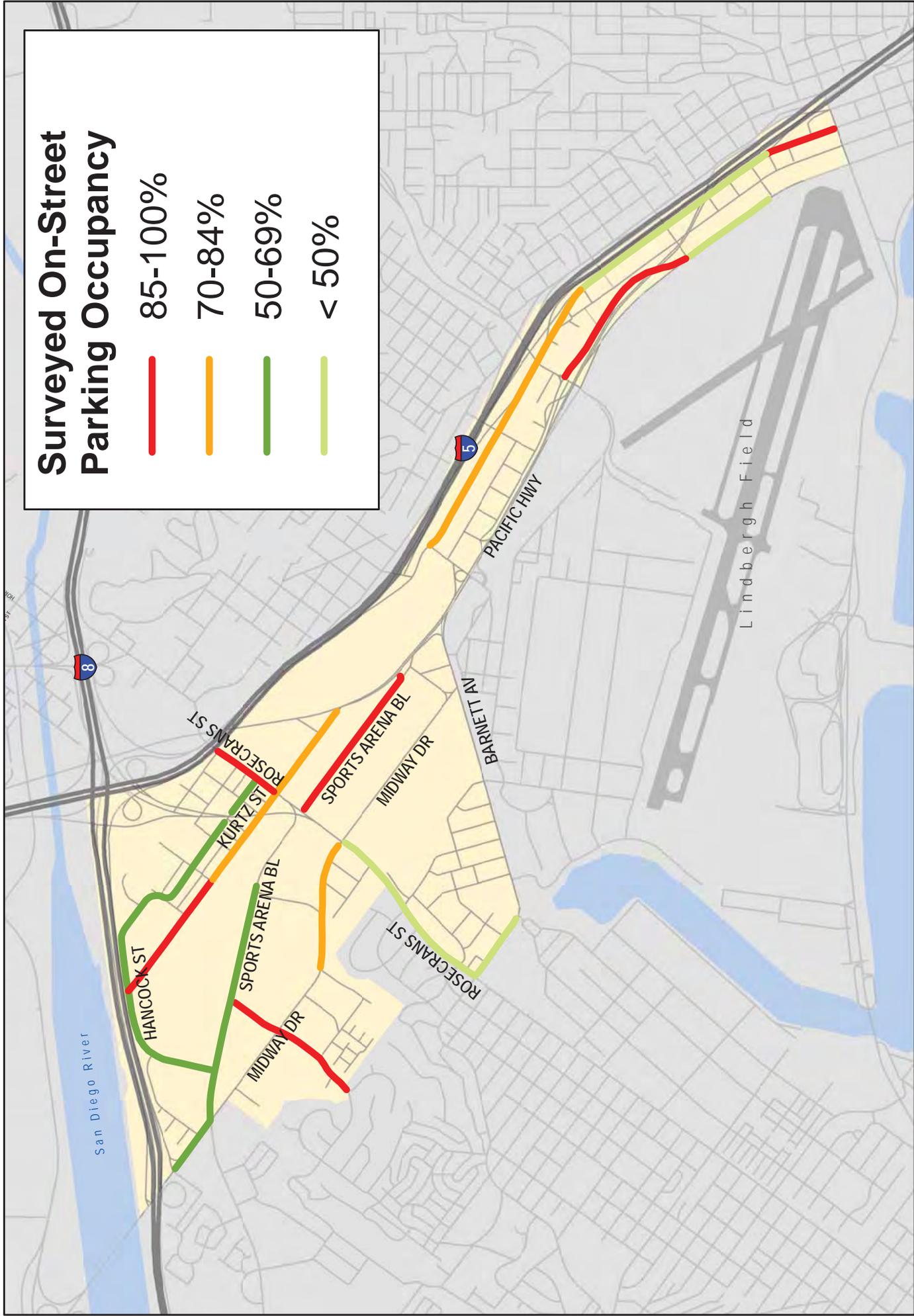


Figure 4-10: Observed Parking Demand -Midway/Pacific Highway Corridor

Midway/Pacific Highway and Old Town Community Plan Update

Date: 4/09/12

Source: Fehr & Peers

- Assess opportunities to improve the multi-modal efficiency of the transportation system through the use of Intelligent Transportation Systems (ITS) strategies including:
 - Optimization of signal coordination along major corridors throughout the community, including Rosecrans Street, Midway Drive, Sports Arena Boulevard and Camino Del Reo West.
 - Implementation of traffic response or traffic adaptive signal systems along Rosecrans Street and Camino Del Rio West.
 - Implementation of transit priority measures along Rosecrans Street, including transit signal priority and queue jumper lanes (in both the eastbound and westbound) direction at the Midway Drive, Sports Arena Boulevard/Camino Del Rio West and Kurtz Street intersections.

5.0 OLD TOWN COMMUNITY

Separate summary chapters have been prepared for Old Town San Diego and Midway/Pacific Highway Corridor. This section provides a summary of the findings from the existing conditions evaluation for the Old Town community. The section will serve as a stand-alone summary of the existing transportation and mobility conditions analysis. The intended purpose of this section is to document constraints and opportunities within the Community based on the following inputs:

- Review of existing documentation
- Traffic engineering analyses
- Field observations
- Community input
- Other relevant studies

BACKGROUND

The community of Old Town San Diego is located four miles north of Downtown, west of Mission Hills. Centered on Old Town State Historic Park, the community is a unique visitor-oriented community with high trip generation rates and attractiveness to both tourists and San Diegans. Old Town is adjacent to Interstates 5 and 8. The freeways have isolated the community's older angled grid pattern of local streets in the adjacent Midway/Pacific Highway Corridor community. The exception to the grid pattern is San Diego Avenue which cuts across the grid. The grid was interrupted with the formation of the State Park development. Juan Street and the Congress Street/San Diego Avenue are parallel routes for traffic oriented to the north and south, while Taylor, Twiggs, and Harney Streets provide east-west connections. Except for Taylor Street, the community is composed of two-lane streets of varying width. Taylor Street provides a four-lane street which is a major linkage to other communities, connecting to Rosecrans Avenue and Pacific Highway on the west and Morena Boulevard and Hotel Circle on the east. Freeway access to these streets is available from Interstate 5 at the Old Town Avenue and Sea World Drive interchanges, from Interstate 8 at the Taylor Street/Hotel Circle interchange just east of Presidio Park, and at Sports Arena Boulevard just west of Old Town.

5.1 PEDESTRIAN TRAVEL

The convergence of two light rail lines, a commuter rail line and ten bus routes at the Old Town Transit Center and visitor destinations located within the Old Town community. After initially driving into Old Town San Diego, most visitors park their vehicles in one location and walk between the various shops, restaurants, and parks which create high pedestrian activity throughout the community. In general, Old Town provides a grid network of narrow roadways with good pedestrian connections. In a number of locations there are sidewalks along streets with storefront commercial land uses that are too narrow which affects the movement of pedestrians. While the sidewalks do not have a buffer from the street, the vehicle traffic speeds are lower on most of the streets in part due to the narrower streets. As pedestrian corridors are evaluated during the community plan update process and/or subsequent studies, improvements that enhance pedestrian experience and safety should be strongly considered. **Figure 5-1** displays the existing pedestrian network within the Old Town community.

ISSUES/NEEDS

Based upon the analyses performed in Section 3.0 the following pedestrian issues/needs were identified within the Old Town community:

Taylor Street At-Grade Rail Crossing - Pedestrians accessing Old Town community, including the Old Town transit station, from Pacific Highway or Rosecrans Street currently have to cross the shared BNSF and MTS Trolley rail right-of-way. The Taylor Street at-grade rail crossing is over 100 feet wide, gate to gate, and pedestrians have to cross over four sets of rail tracks. During peak hours there are approximately 13 train crossing events lasting between 30 seconds and 3 minutes. During these times pedestrians are forced to wait until the train clears the crossing, ultimately delaying them in reaching their destination.

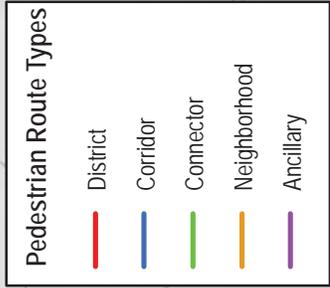
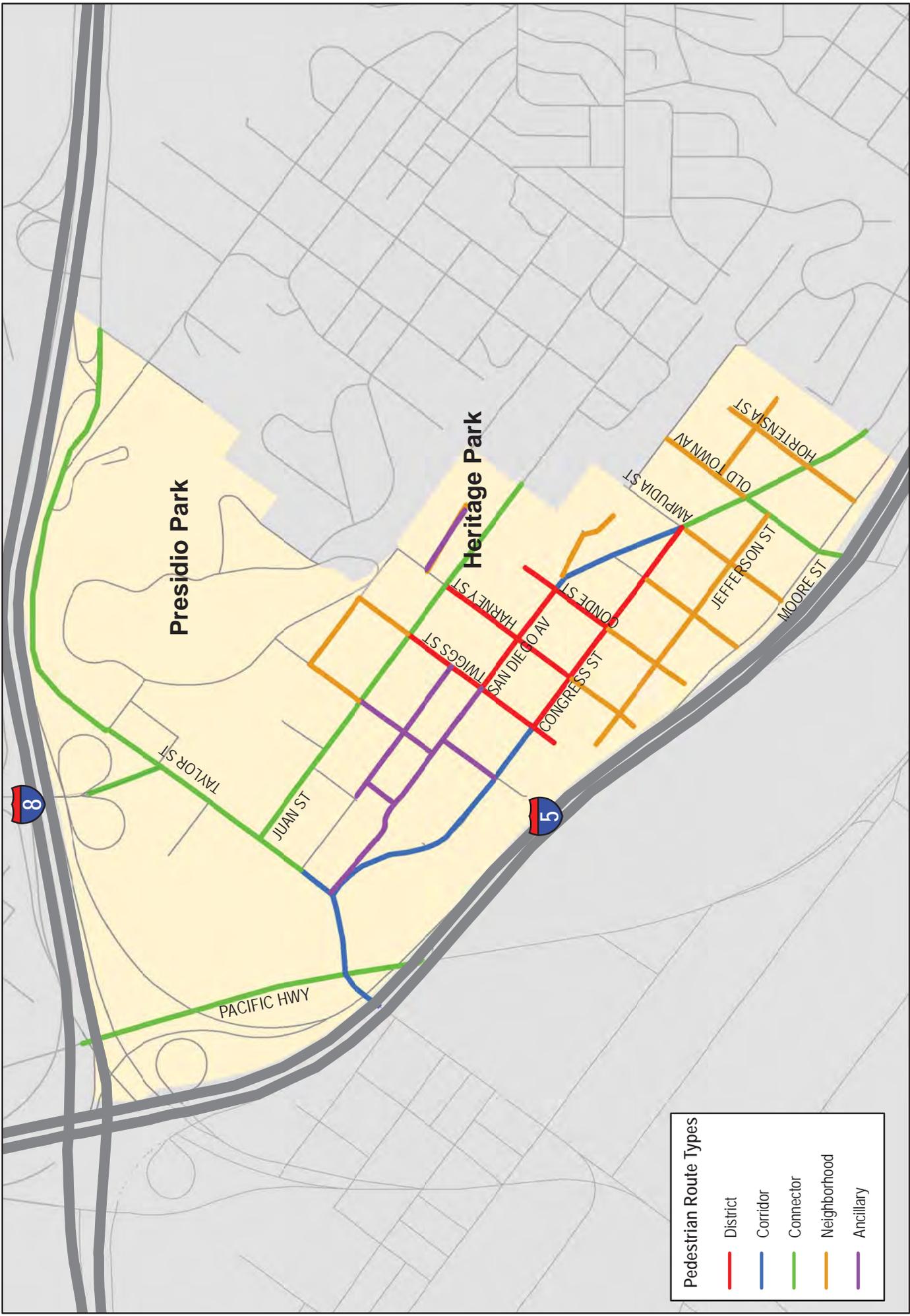


Figure 5-1: Existing Pedestrian Facilities - Old Town

Midway/Pacific Highway and Old Town Community Plan Update

Date: 4/9/12

Source: City of San Diego (2010)

Old Town Transit Center Wayfinding – There is currently limited signage at the Old Town Transit Center directing pedestrians who are unfamiliar with the area, such as tourists, on how to access the restaurant, shops, historical monuments and structures and parks that the community is known for. Currently there is only a single map (depicted in the picture below) directing patrons to the various community features.



The Old Town San Diego Chamber of Commerce is implementing a Wayfinding signage program that will implement various signage types throughout the community to better help inform patrons on how to access the various community features and help brand the community as a whole.

Missing Sidewalks – There are currently no sidewalks on Taylor Street East of Presidio Drive and on east side of San Diego Avenue just north of Ampudia Street.

Connectivity between Community Features and Parks – There is currently no direct, convenient or identified path connecting the Old Town Transit Center, Old Town State Park and Presidio Park. Both parks are major community features that attract tourists and out of town guests who may not be familiar with the community or its amenities. The development of a clear, concise and well signed path connecting these three community assets would significantly improve pedestrian circulation within the community.

Sidewalk Capacity Issues – The retail and restaurant establishments along San Diego Avenue attract significant pedestrian traffic particularly during evenings and weekends. The sidewalks along San Diego Avenue are currently 7 to 8 feet wide with a limited parkway featuring street trees and planters. Retail shops and other merchants also take up part of the sidewalk with displays, racks and other attractions, as displayed in the photos below.



During peak times, typical weekend evenings, pedestrian traffic along San Diego Avenue exceeds sidewalk capacity creating a congested pedestrian environment.

San Diego Avenue / Congress Street / Ampudia Street Intersection – This is currently a five legged intersection in which three of the approaches are stop controlled (SB San Diego Avenue and EB & WB Ampudia Street) and the other two (NB San Diego Avenue and SB Congress Street) are free movements. There is also high vehicular traffic volumes crossing through the intersection along San Diego Avenue and Congress Street with no crosswalk facilities located on any legs of the intersection. Due to the lack of control at two of the intersection approaches, high traffic volumes and missing crosswalk facilities this intersection can be rather confusing and intimidating for pedestrians to cross.

The pedestrian related issues/needs within the Old Town community, identified above, are displayed in **Figure 5-2**.

COMMUNITY INPUT

Input from the community was gathered through a public walk audit conducted on October 10, 2011, a public charrette conducted on October 24, 2011, and various Old Town Community Planning Group meetings. The following points summarize the overall community input received regarding the pedestrian facilities and amenities throughout the Old Town community.

- The community identified the following general concerns with the physical characteristics of the pedestrian facilities throughout the community:
 - Lack of Connectivity Between Community Features
 - Narrow Sidewalks
 - Pedestrian Barriers/Obstacles
 - Lack of Pedestrian Lighting
 - Poor Pavement Conditions
 - Number of Driveways Creating Pedestrian / Vehicle Conflicts
- The community identified the following areas/facilities in which pedestrian facilities are currently lacking:
 - No sidewalks or pedestrian facilities on Taylor Street East of Morena Boulevard.
 - There are no pedestrian connections between the Recreation Center and residential areas (Potentially along Jackson Street).
 - There is no defined pedestrian connection between the Old Town State Park and Presidio Park.
- Need for improved pedestrian access to/from the Old Town Transit Center. There is currently little signage throughout the community directing pedestrians to/from the Old town Transit Center. The Old Town Transit Center also currently lacks signage directing pedestrians to key community destinations and features.
- Mobility conflicts created by the Taylor Street at-grade rail crossing.
- Lack of crosswalks along San Diego Avenue, in particular crossing Twiggs Street to connect to the entrance of Old Town State Park.
- Lack of traffic control at the Ampudia Street / Congress Street / San Diego Avenue intersection (San Diego Avenue leg is currently an uncontrolled movement).
- Lack of ADA accessibility throughout the community.

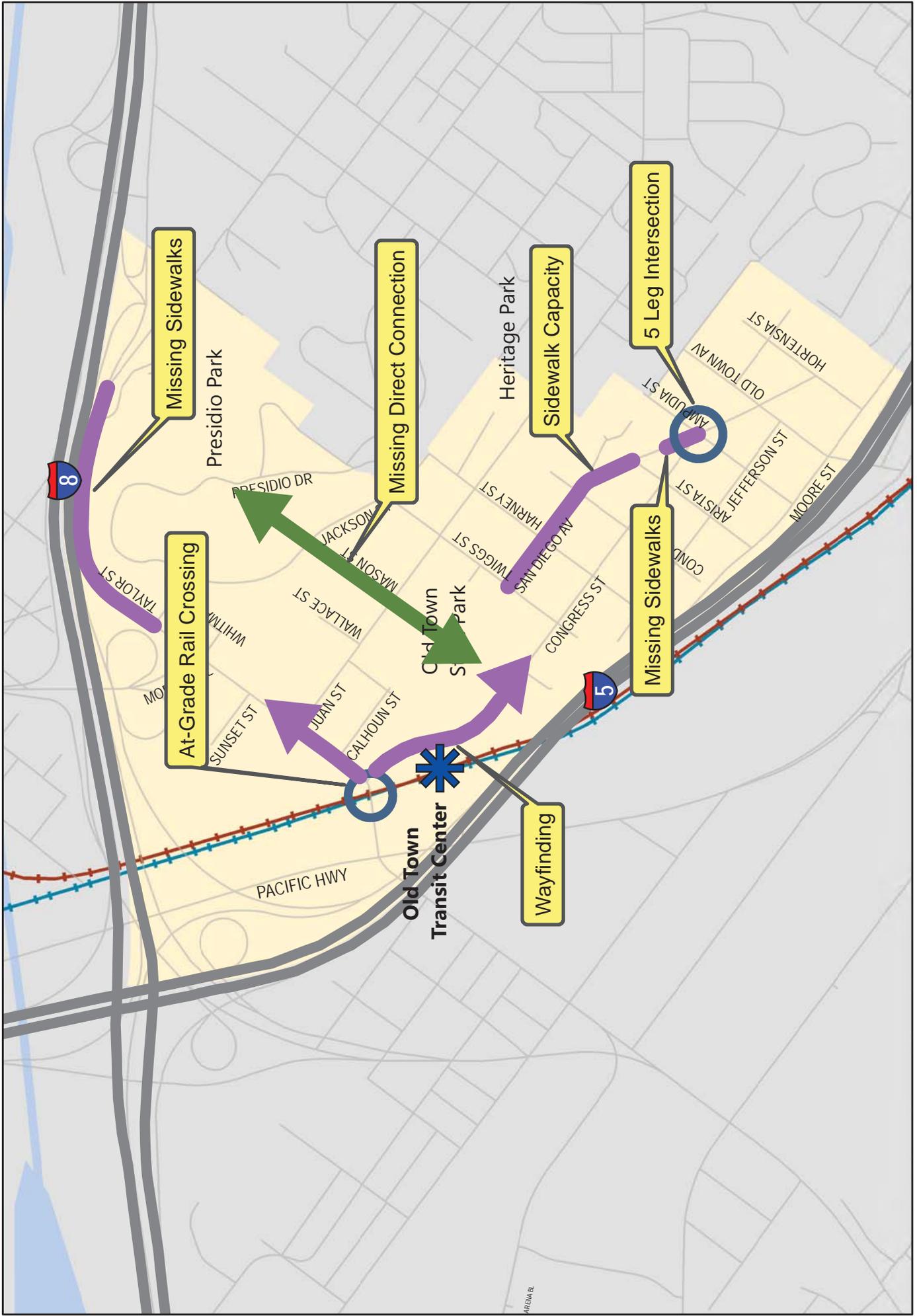


Figure 5-2: Pedestrian Issues/Needs - Old Town

Midway/Pacific Highway and Old Town Community Plan Update

Date: 4/09/12

Source: Fehr & Peers

5.2 BICYCLE SYSTEM

Similar to the Midway/Pacific Highway Corridor community, the Old Town community is located at an important juncture for both north-south and east-west bicycle travel. The corridors traversing the community, especially the Pacific Highway and Rosecrans Street/Taylor Street corridors, serve as major regional connections with very limited alternative bicycling routings. Due to the lack of alternatives, most regional north-south bicycle trips use Pacific Highway. The numerous amenities and attractions within the community including, the Old Town Transit Center, along with the adjacent regional tourist facilities attracts bicyclists from throughout the region to the Old Town community. **Figure 5-3** displays the existing bicycle network within the Old Town community.

ISSUES/NEEDS

Based upon the analyses performed in Section 3.0, the following bicycle network related issues/needs were identified within the Old Town community:

Taylor Street – As mentioned previously, the Taylor Street corridor is a regional east/west bicycle connection point. Taylor Street is currently classified as a Class III Bike Route within the Old Town community; however, east of Presidio Drive Taylor Street narrows to a two-lane roadway with narrow lane widths (10 feet) and no shoulders. Taylor Street is also a regional vehicular access point for the Old Town community connecting the I-8 / Taylor Street interchange and Pacific Highway. The narrow lane widths, high vehicular traffic volumes and speeds along Taylor Street, east of Presidio Drive, creates an uncomfortable environment for bicyclists.

Congress Street / San Diego Avenue – Congress Street and San Diego Avenue (south of Ampudia Street) provide one of the few north/south connections for bicyclists within the Old Town community. Congress Street and San Diego Avenue (south of Ampudia Street) is currently classified as a Class III Bike Route designated by sharrow markings. Congress Street's proximity to the Old Town Transit Center and retail and restaurant uses make it a highly attractive route for bicyclists. The regional connectivity that San Diego Avenue provides to the communities to the south (Hillcrest and Centre City) also makes it an attractive corridor for bicyclists. Both corridors currently have high traffic volumes, and on street parking on both sides of the roadway which create an uncomfortable environment for bicyclists.

The bicycle related issues/needs within the Old Town community, identified above, are displayed in **Figure 5-4**.

COMMUNITY INPUT

Input from the community was gathered through a public walk audit conducted on October 10, 2011, a public charrette conducted on October 24, 2011, and various Old Town Community Planning Group meetings. The following points summarize the overall community input received regarding the bicycle facilities and amenities throughout the Old Town community.

- Need for additional bicycle facilities and amenities throughout the community.
- Concern about losing existing diagonal parking on Pacific Highway with the implementation of proposed cycle track as part of the Coastal Rail Trail project.

5.3 PUBLIC TRANSIT AND FACILITIES

The Old Town community is well served by transit, with most of the community falling within a half mile of the Old Town Transit Station. **Figure 5-5** displays the existing transit facilities and services within the Old Town community. As illustrated in **Figure 5-5**, the Old Town Transit Center is served by MTS routes 8, 9, 10, 28, 30, 35, 44, 88, 105, and 150, as well as the Blue and Green Line Trolleys and the Coaster. Other than the Old Town Transit Center, Taylor Street is the main transit corridor serving the community (served by MTS bus routes 44, 88, and 105).

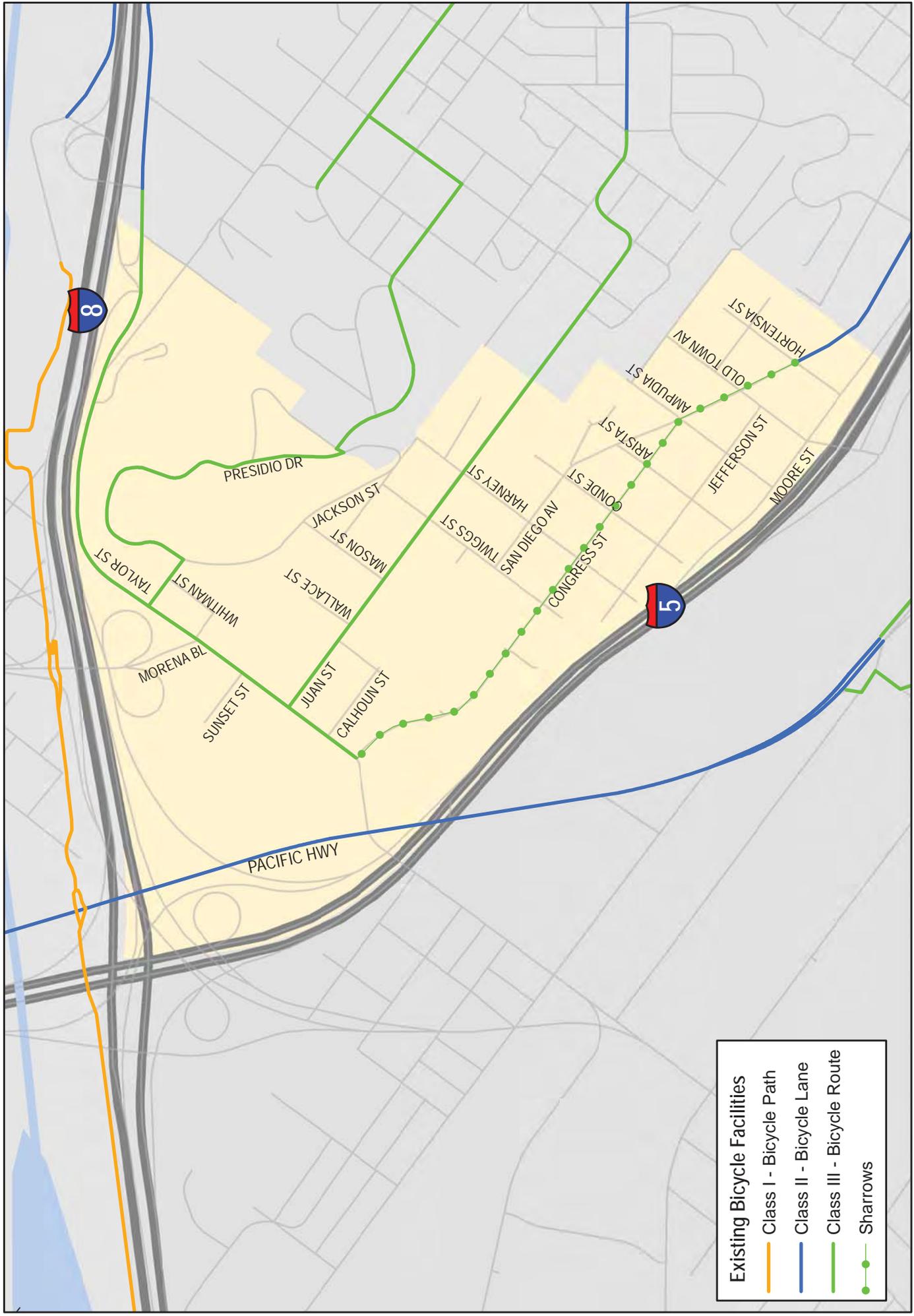


Figure 5-3: Existing Bicycle Network - Old Town
 Midway/Pacific Highway Corridor and Old Town Community Plan Update
 Date: 4/9/12
 Source: City of San Diego (2011)

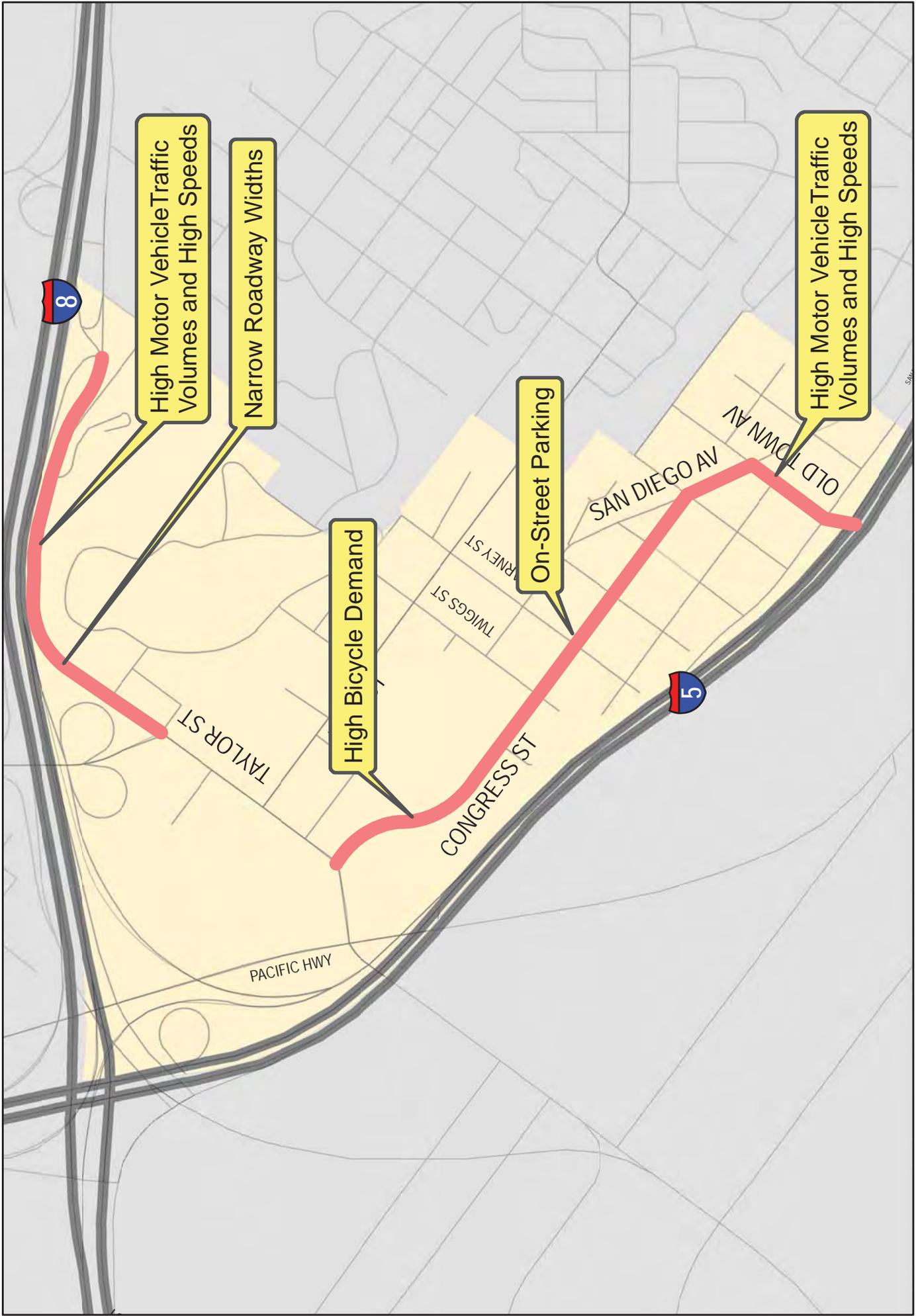


Figure 5-4: Bicycle Related Issues/Needs - Old Town
 Midway/Pacific Highway and Old Town Community Plan Update
 Date: 4/09/12
 Source: Fehr & Peers

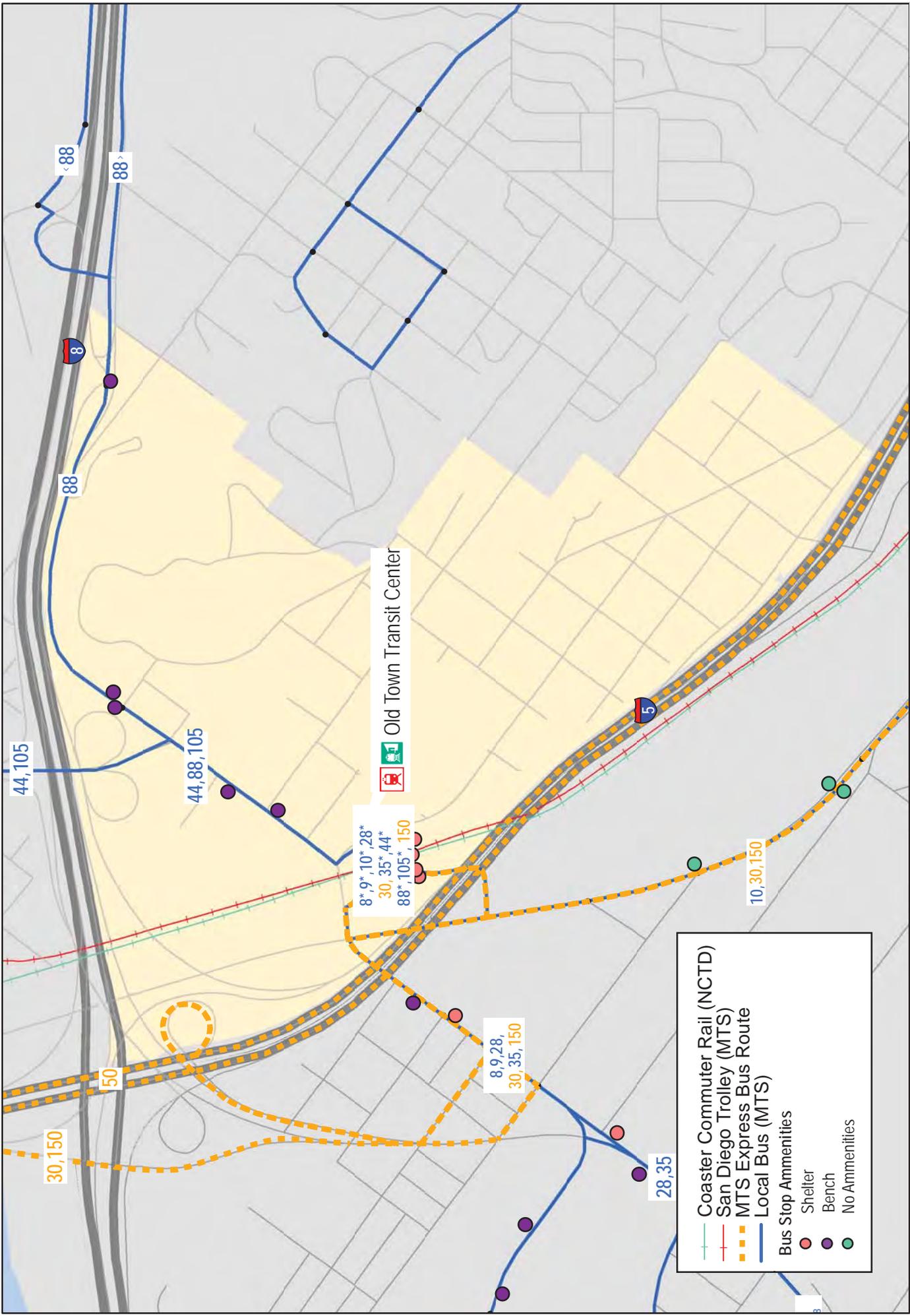


Figure 5-5: Existing Public Transit Facilities - Old Town
 Midway/Pacific Highway Corridor and Old Town Community Plan Update

Date: 4/09/12
 Source: SANDAG (2011), MTS (2011)

TRANSIT COVERAGE

The Old Town community is served by 10 bus routes, two trolley lines, and a commuter rail service all operating from the Old Town Transit Center. **Figure 5-6** displays the community's streets served by bus routes as well as the existing Trolley Lines. This figure also shows the area within 1/2 mile of the Old Town Transit Center, which is considered a reasonable walking distance to a major transit center (as compared to a ¼ mile for bus stops). As depicted in this figure, nearly all of the commercial and recreational uses are within 1/2 mile of transit service.

ISSUES/NEEDS

A multi-modal evaluation of streets served by transit was conducted. This evaluation considered spacing of stops, headway between consecutive transit vehicles, and station amenities. This evaluation of existing transit service LOS within the Old Town community found that the transit corridors within the community operate at LOS D or better, with the exception of the following:

Eastbound Taylor Street between Morena Boulevard to I-8 Hotel Circle Ramps - Operates at LOS E during the AM peak hour due to infrequent service (only served by Route 88 which operates at 30 minute headways).

COMMUNITY INPUT

Input from the community was gathered through a public walk audit conducted on October 10, 2011, a public charrette conducted on October 24, 2011, and various Old Town Community Planning Group meetings. The following points summarize the overall community input received regarding the transit facilities and services throughout the Old Town Community.

- Mobility issues associated with the Taylor Street at-grade rail crossing.
- Need wayfinding signage to direct people from the transit center to community destinations.

5.4 ROADWAY SYSTEM

The pattern of streets serving the Old Town community have not changed drastically in the 30 years since the last community plan update. The existing functional roadway network within the Old Town community is displayed in **Figure 5-7**.

ISSUES/NEEDS

Based upon the analyses performed in Section 3.0 the following roadway system issues/needs were identified within the Old Town community:

Taylor Street – Taylor Street provides three major regional connection points within the community. To the east Taylor Street provides a connection point with I-8 and the regional freeway system, and to the west Taylor Street connects with both Rosecrans Street (which provides a connection the communities to the west) and to Pacific Highway (which provides a connection to the communities to both the north and the south). Due to these regional connection points Taylor Street accommodates a high amount of both regional and local traffic. There are currently two identified roadway related issues along Taylor Street:

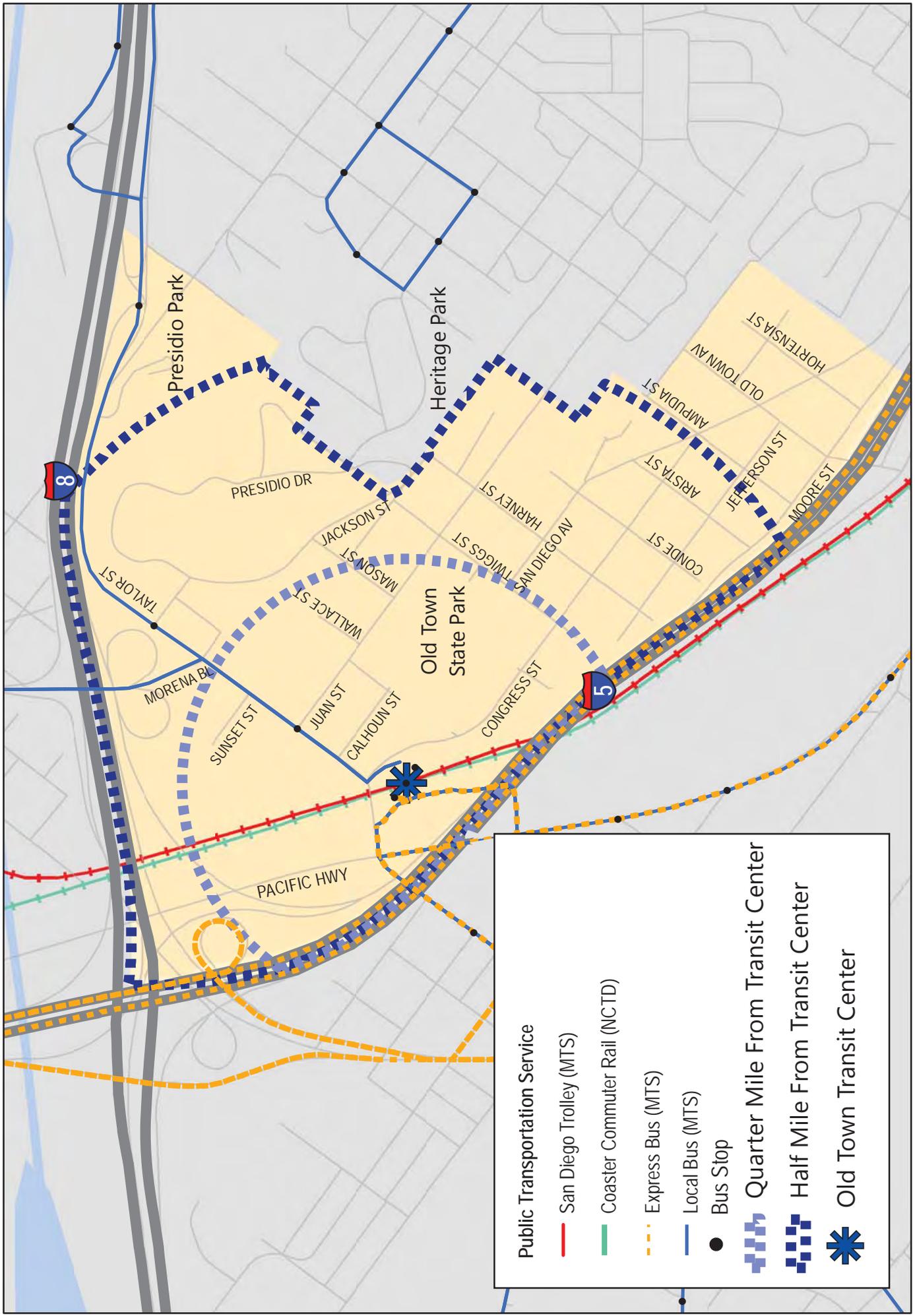
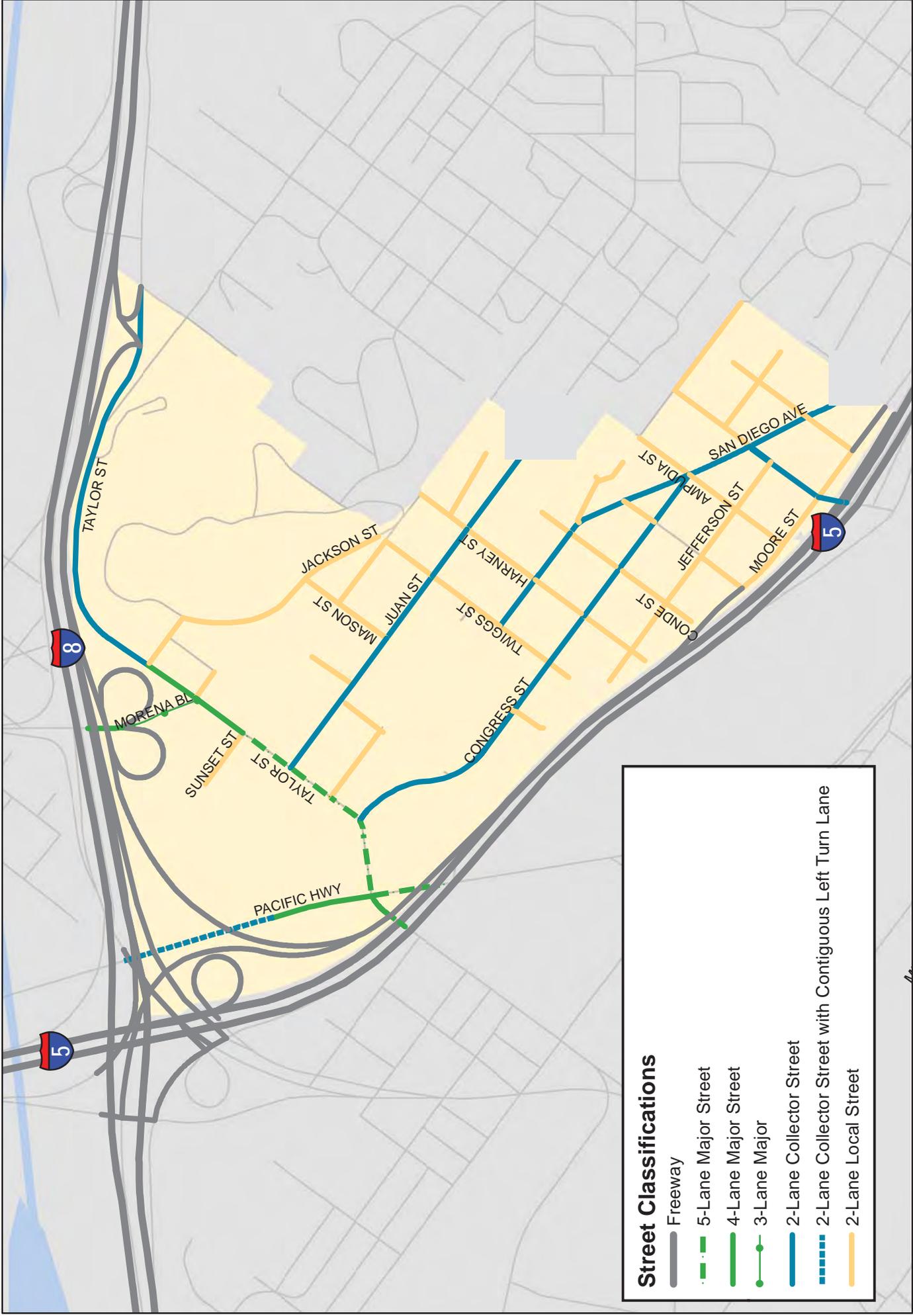


Figure 5-6: Transit Coverage- Old Town
 Midway/Pacific Highway and Old Town Community Plan Update
 Date: 8/02/12
 Source: Fehr & Peers



Street Classifications

- Freeway
- 5-Lane Major Street
- 4-Lane Major Street
- 3-Lane Major
- 2-Lane Collector Street
- 2-Lane Collector Street with Contiguous Left Turn Lane
- 2-Lane Local Street

Figure 5-7: Old Town Community Planning Area Existing Roadway Network
 Midway/Pacific Highway Corridor and Old Town Community Plan Update

- *At-Grade Rail Crossing* – Currently the BNSF and MTS trolley right-of-way crosses Taylor Street at-grade between Pacific Highway and Congress Street. Gate down times at this crossing typically last between 30 seconds to 3 minutes, depending on the vehicle and number of cars within the train. During these gate down times all other modes of transportation are ceased from accessing the link which can directly impact the operations of the adjacent intersections. This can result in additional intersection delay, queuing and congestion during times in which a train is crossing.
- *Between Presidio Drive and I-8 Ramps* – Taylor Street east of Presidio Drive reduces from four-lanes to two, with narrow lane widths (10 feet). However, the traffic volumes along this segment are still high (13,140 ADT) due to the I-8 interchange located to the east, which far exceeds the roadway LOS D maximum capacity of 9,000 ADT. The narrow lane widths and high traffic volumes result in congestion along this segment in the eastbound direction accessing the freeway ramps during the PM peak hour.

San Diego Avenue between Ampudia Street and Old Town Avenue – This segment of San Diego Avenue is a key connection point within the community, connecting the commercial uses along both Congress Street and San Diego Avenue to the I-5 interchange located at Old Town Avenue. This segment of San Diego Avenue is a currently two-lane roadway with an average daily traffic volume of 10,160, which far exceeds the roadway LOS D maximum capacity of 6,500 ADT. This results in reduced speeds and congestion in the northbound direction during both the AM and PM peak hours (as shown in Table 3.13).

Old Town Avenue between Moore Street and San Diego Avenue – Old Town Avenue provides regional connection point between the community and I-5. This segment of Old Town Avenue is currently two-lanes with an ADT of 11,750, which far exceeds the roadway LOS D maximum capacity of 6,500 ADT. This results in reduced speeds and congestion in the northbound direction during the PM peak hour (as shown in Table 3.13).

The identified roadway issues/needs within the Old Town community are displayed in **Figure 5-8**.

COMMUNITY INPUT

Input from the community was gathered through a public walk audit conducted on October 10, 2011, a public charrette conducted on October 24, 2011, and various Old Town Community Planning Group meetings. The following points summarize the overall community input received regarding the current roadway facilities and operations throughout the Old Town community.

- The community has identified mobility issues at the following two intersections:
 - Rosecrans / Taylor Street / Pacific Highway - additional delay due to the at-grade rail crossing
 - Ampudia Street / Congress Street / San Diego Avenue – confusion arises due to four legs of the intersection being stop controlled and one (San Diego Avenue) being uncontrolled.
- Motorists cutting through Presidio Park to access the freeway.
- Need for improved and organized wayfinding signage throughout the community directing motorists to community destinations, parking and the transit center.

5.5 PARKING

The level of employment, commercial, and leisure activity in the Old Town makes parking an important component of mobility. While Old Town is well served by transit, the automobile continue to be the primary mode of transportation.

Given the nature of Old Town as a unique visitor-oriented community with high trip generation ratios and attractiveness to both tourists and San Diegans, convenient and adequate parking becomes an integral part of the overall circulation plan for the community. After initially driving into Old Town, most visitors park their vehicles in one location and walk between the various shops, restaurants, and park facilities. In addition to the visitor-related parking demand issues, there are employee and resident parking needs that also have to be addressed.

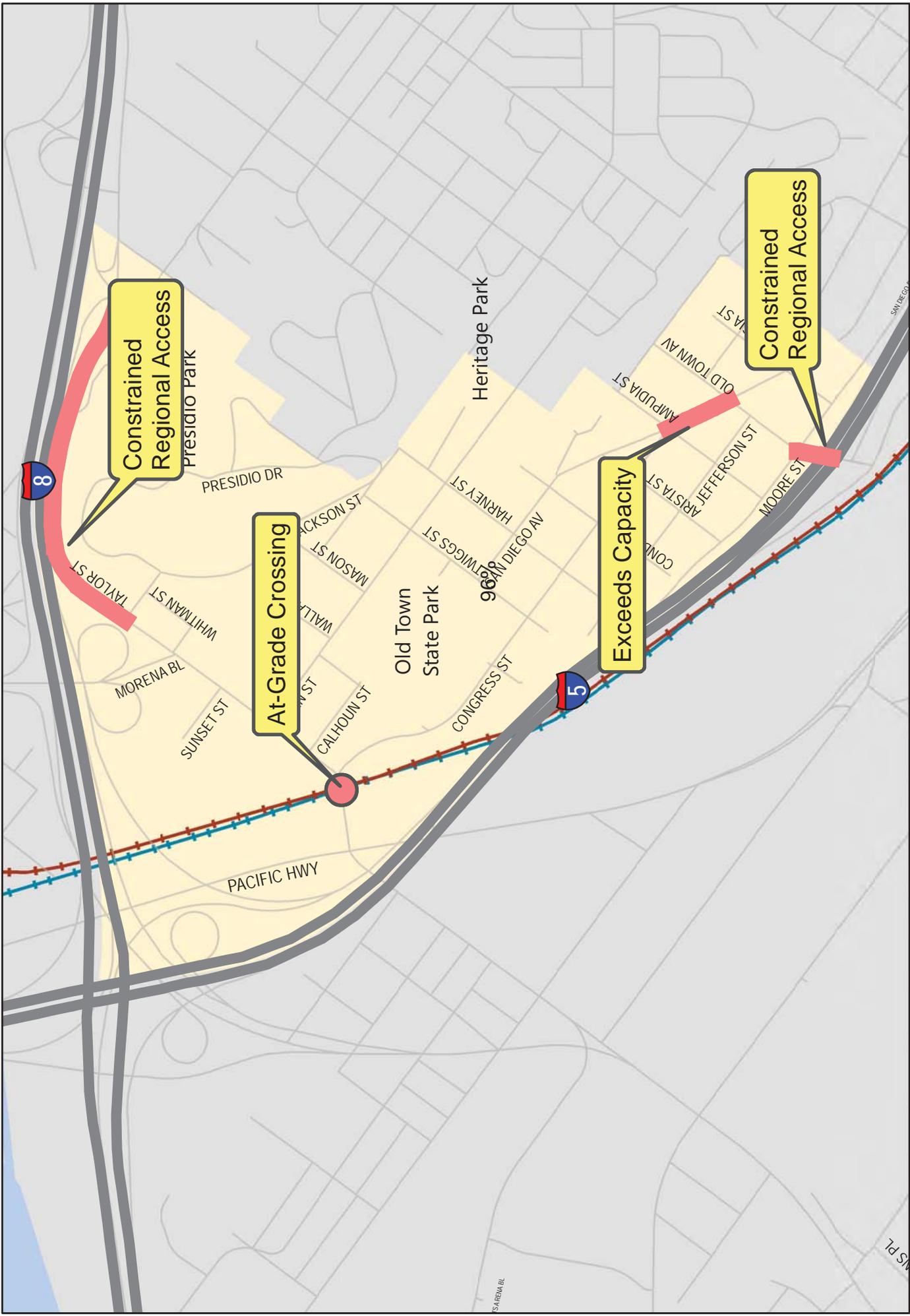


Figure 5-8: Roadway Network Issues/Needs - Old Town

Midway/Pacific Highway Corridor and Old Town Community Plan Update

Date: 4/09/12

Source: Fehr & Peers

Numerous public parking lots are scattered throughout the commercial core, along with several smaller private lots for some of the restaurants, retail stores, and office buildings. While the public lots provide a total of approximately 1,060 spaces, excluding the Caltrans parking lot which is open to the public on nights and weekends (approximately 800 spaces), there are approximately 400 on-street spaces located throughout the community. The Old Town Transit Station parking lot is the largest public lot providing approximately 456 automobile parking spaces. **Figure 5-9** displays the location of both the on-street and off-street parking facilities within the Old Town community.

Visitors to Old Town San Diego arriving on the freeways are directed to the appropriate interchanges by special exit signs on Interstates 5 and 8. For those approaching from Pacific Highway, Rosecrans Street or Taylor Street, there are directional parking signs leading them to the Taylor Street lot. After leaving the freeway at Old Town Avenue, vehicles are directed north on San Diego Avenue. But without any public parking on the south periphery, motorists at that point must find their way through Old Town San Diego to Juan Street or Congress Street without the benefit of further signage. A lack of identifying signage makes some lots hard to spot from the street, and a comprehensive program directing vehicles exiting from one lot to the next available parking area has not been instituted.

Old Town has a variety of parking options, including public on-street parking as well as both public and private off-street parking lots. An analysis of on-street parking availability was conducted along the roadway identified in the current community plan element as major and collector roadways and for off-street parking in all public lots.

Based upon the occupancy data collected as part of this study it was determined that the peak weekday parking period within the Old Town community occurs between 1:00PM and 2:00PM (midday) with a total parking occupancy of 75%, for the community. During weekday evenings there was an observed 69% occupancy rate with heavy utilization (90%+) around the Old Town State Park and commercial core areas. **Figure 5-10** displays the peak on-street parking demand within the Old Town community.

As a tourist destination, Old Town presents a number of challenges in terms of parking. A previous study, *Old Town Visitor Oriented Parking Facilities Study – Phase II (2001)* prepared by Wilbur Smith Associates reviewed the overall parking situation throughout the Old Town Community and found that the off-street parking lots were not accommodating the existing parking demand within the tourist areas of the community. The study also found that there were very few parking management strategies that were being employed throughout the Old Town community to help increase the supply and alleviate the demand. The study ultimately recommended implementing the following strategies:

- Implement additional metered parking
- Encourage employees to park in lots further away from the core area (i.e. the Old Town Transit Center Lot)
- Improve transit and carpool services
- Provide additional and enhanced bicycle parking facilities

However, the study determined that the combination of all of these management strategies would still not increase the existing supply or alleviate the existing demand significantly enough to mitigate the parking deficiencies. The study ultimately determined the need for one or more parking structures within the core area of Old Town.

COMMUNITY INPUT

Input from the community was gathered through a public walk audit conducted on October 10, 2011, a public charrette conducted on October 24, 2011, and various Old Town Community Planning Group meetings. The following points summarize the overall community input received regarding the current parking facilities throughout the Old Town community.

- There is an overall lack of parking throughout the community.
- There is a need for improved Wayfinding signage to direct visitors to available parking.
- There is a desire for a public parking structure.

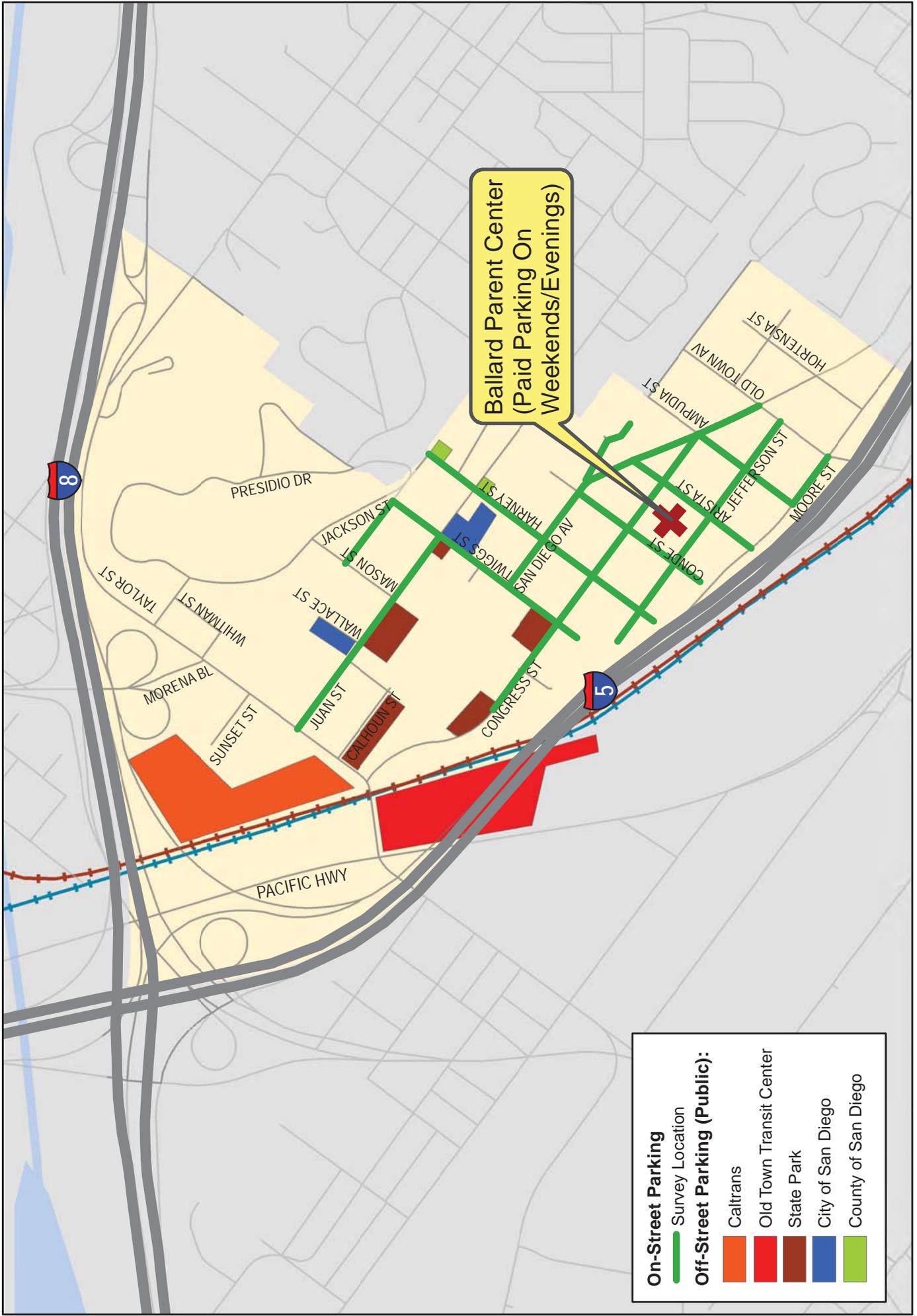


Figure 5-9: Parking Facility Locations - Old Town

Midway/Pacific Highway Corridor and Old Town Community Plan Update

Date: 4/09/12

Source: Fehr & Peers

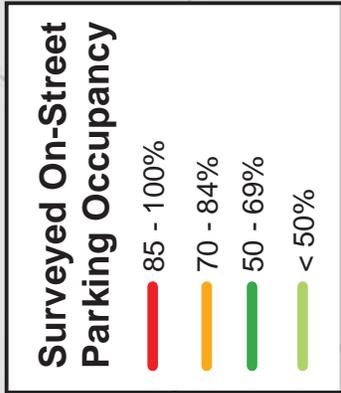
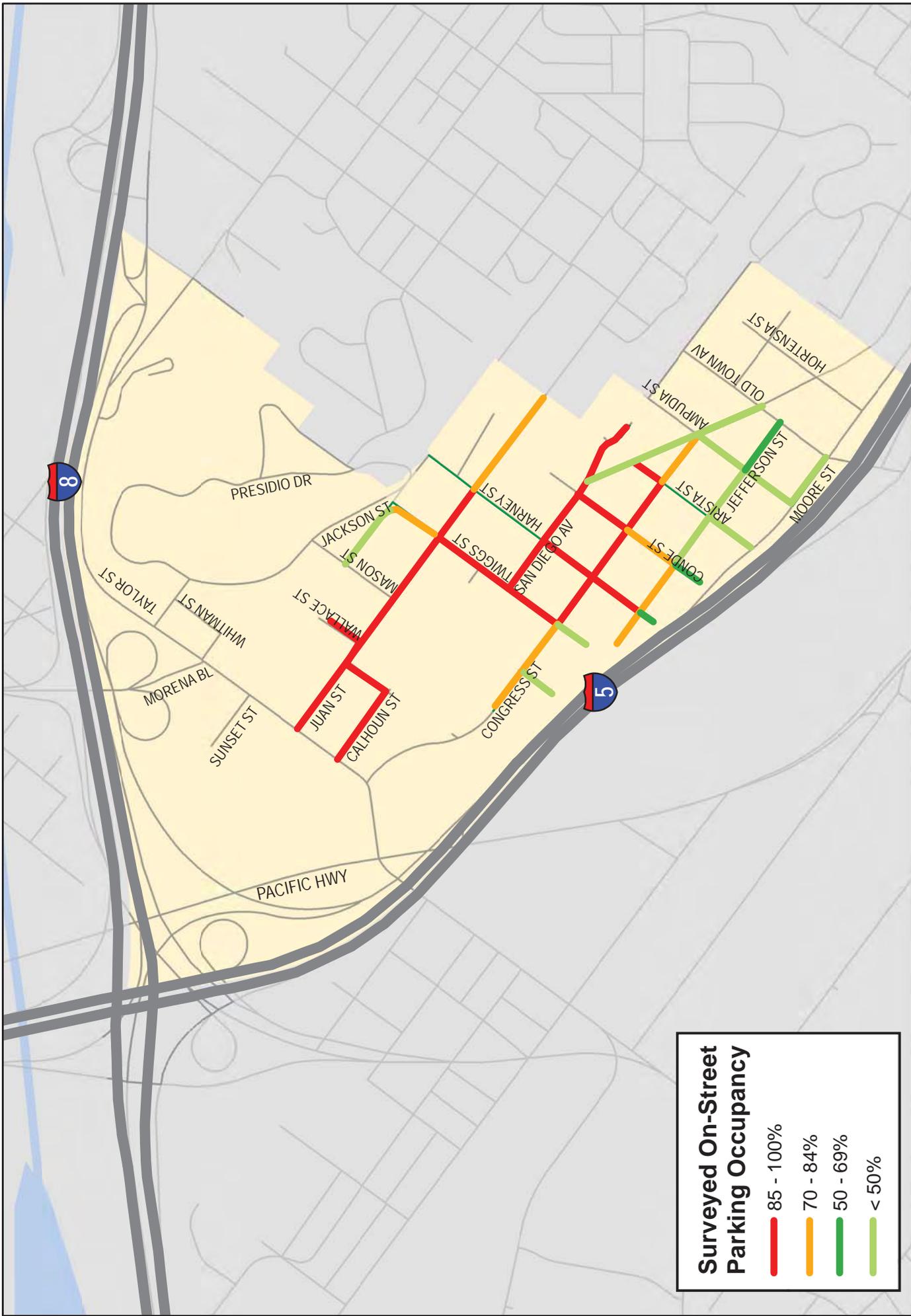


Figure 5-10: Observed Parking Demand - Old Town

Midway/Pacific Highway Corridor and Old Town Community Plan Update

Date: 4/09/12

Source: Phase II Visitor Oriented Parking Facilities Study of the Old Town Community

5.6 NEXT STEPS

This Existing Conditions Report is intended as a summary of current mobility conditions in the Old Town community and also as a synopsis of preliminary improvement concepts and related to mobility in the community. The following recommendations are proposed for inclusion in the Mobility Element of the Old Town Community Plan Update:

- Evaluate multi-modal corridors considering all users of the street (Complete Streets Approach) to ensure that the overall community needs are served. It is evident that certain corridors will have the potential for competing mobility needs where a balance of accommodations for multiple modes is required. The following streets should be evaluated using a Complete Streets approach:
 - Taylor Street
 - Congress Street
 - Juan Street
 - San Diego Avenue
- Consider increases in land use density in the corridors that are best served by transit, including those multi-modal streets shown above.
- Focus bicycle improvements in the areas of “Very High” and “High” bicycle demand and in the areas that are also currently operating at less than acceptable bicycle LOS, including:
 - Pacific Highway
 - Congress Street
 - Juan Street
 - San Diego Avenue
 - Taylor Street
- Include pedestrian mobility enhancements in all mobility recommendations, concentrating on areas that score “High” in the Pedestrian Priority Model and have high crash rates, including:
 - Taylor Street, east of Pacific Highway and areas surrounding the Old Town Transit Center, including a potentially grade separating the Taylor Street rail crossing.