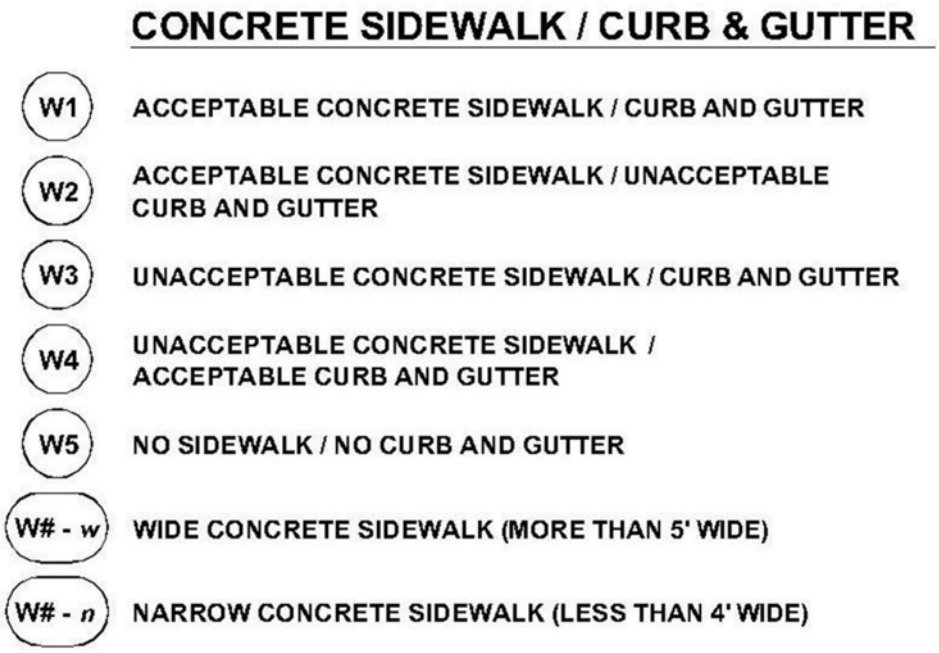
Existing Pedestrian Conditions

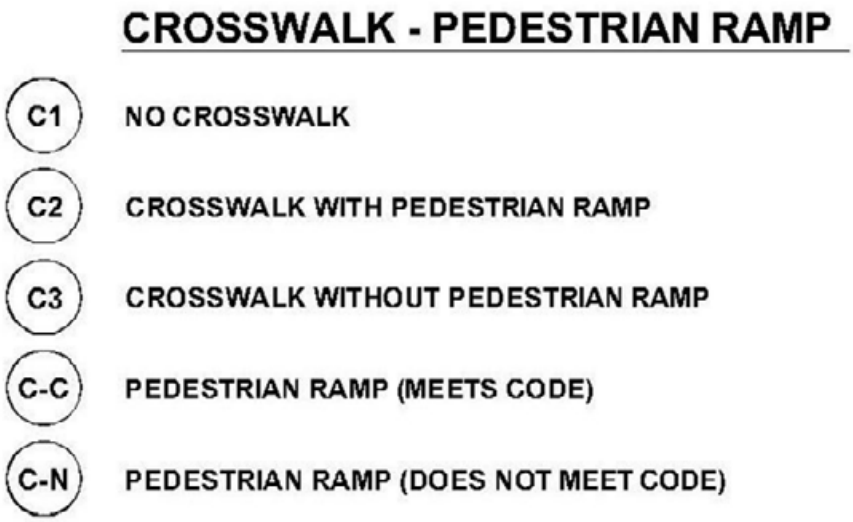
The Estrada Land Planning team conducted numerous site visits and photographic surveys to determine the condition of the existing streets and adjacent sidewalks. The overall study area was divided into three focus areas. These focus areas were determined by the degree of use and relative importance to the overall community. Within each focus area, numerous elements were evaluated. This analysis is summarized in Figure 2-15 through Figure 2-20. These included evaluating sidewalk conditions as follows:



Street condition evaluation included the following:

Parking analysis included:

Crosswalk and pedestrian analysis included the following:



In addition, utility analysis indicated the following:

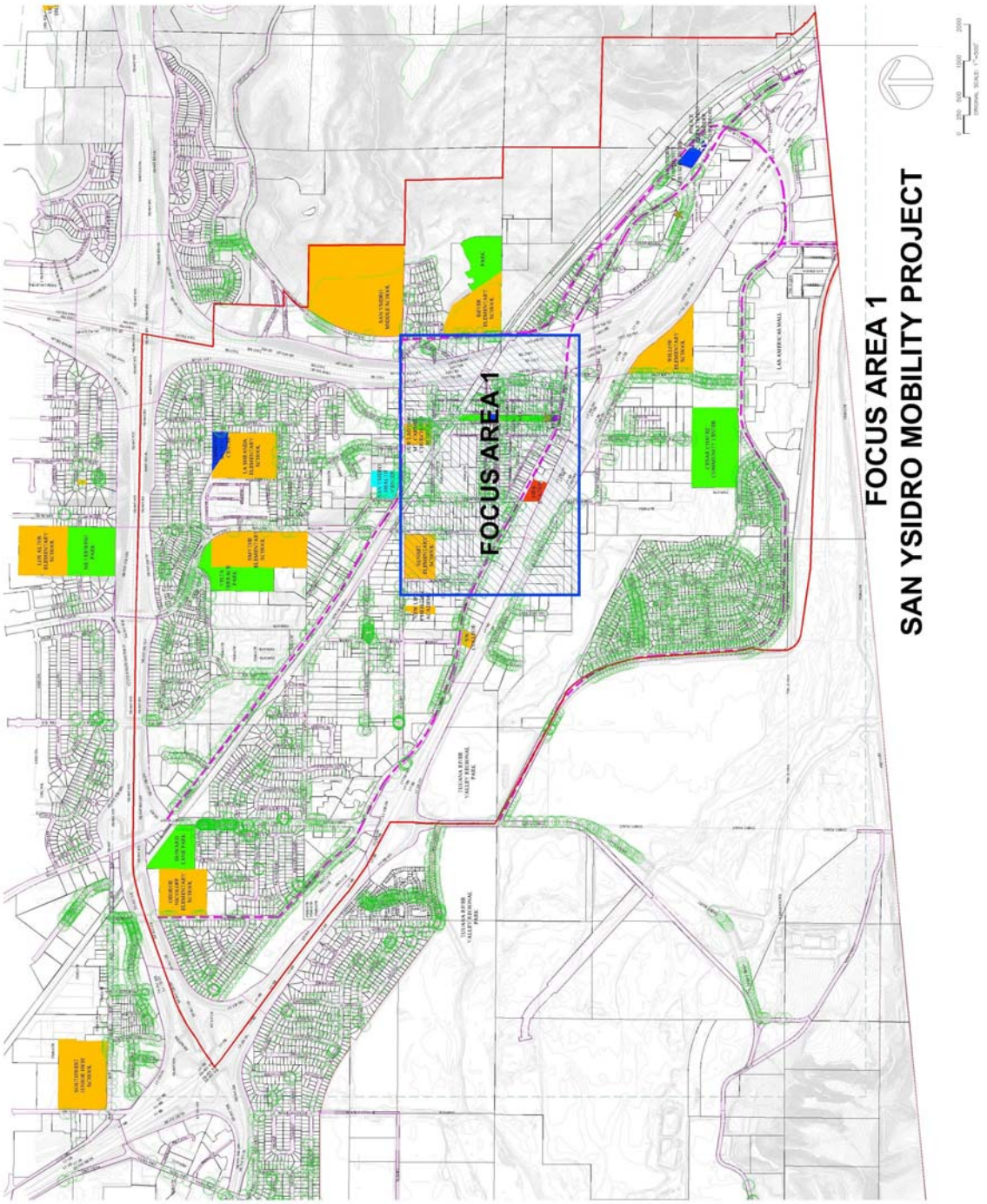
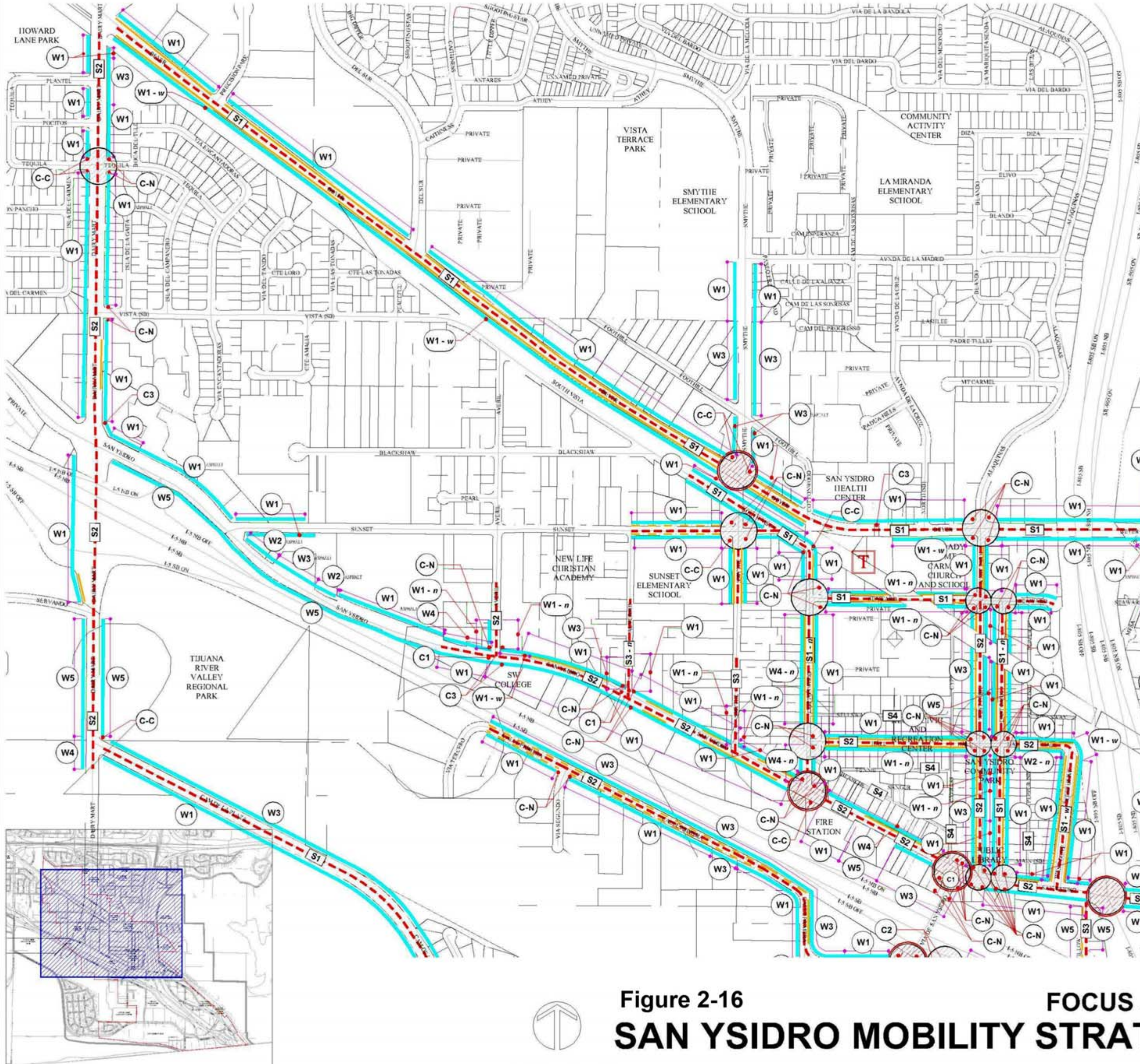


Figure 2-15 Focus Area 1 Key Map



KEY MAP 0 500 1,000 2,000 3,000'
KEYMAP SCALE: 1"=1000'

LEGEND

- (circle) INTERSECTION
- T EXISTING TROLLEY STATION
- PEDESTRIAN CIRCULATION

CONCRETE SIDEWALK / CURB & GUTTER

- W1 ACCEPTABLE CONCRETE SIDEWALK / CURB AND GUTTER
- W2 ACCEPTABLE CONCRETE SIDEWALK / UNACCEPTABLE CURB AND GUTTER
- W3 UNACCEPTABLE CONCRETE SIDEWALK / CURB AND GUTTER
- W4 UNACCEPTABLE CONCRETE SIDEWALK / ACCEPTABLE CURB AND GUTTER
- W5 NO SIDEWALK / NO CURB AND GUTTER
- W# - *w* WIDE CONCRETE SIDEWALK (MORE THAN 5' WIDE)
- W# - *n* NARROW CONCRETE SIDEWALK (LESS THAN 4' WIDE)

STREET

- S1 ACCEPTABLE STREET PAVING
- S2 ADEQUATE STREET PAVING (MINOR CRACKS, NEEDS CLEANING)
- S3 STREET RECOMMENDED FOR TRAFFIC CALMING
- S4 ALLEY / ACCESS DRIVEWAY
- S# - *w* WIDE STREET (STREET WIDTH WIDER THAN REQUIRED)
- S# - *n* NARROW STREET (STREET WIDTH NARROWER THAN REQUIRED)

PARKING

- PARALLEL ON STREET PARKING
- DIAGONAL ON STREET PARKING
- ON STREET PARKING WITH TIME RESTRICTION

CROSSWALK - PEDESTRIAN RAMP

- C1 NO CROSSWALK
- C2 CROSSWALK WITH PEDESTRIAN RAMP
- C3 CROSSWALK WITHOUT PEDESTRIAN RAMP
- C-C PEDESTRIAN RAMP (MEETS CODE)
- C-N PEDESTRIAN RAMP (DOES NOT MEET CODE)

UTILITIES

- U1 OBSTRUCTS SIDEWALK/PEDESTRIAN FLOW - POSSIBLE TO RELOCATE
- U2 OBSTRUCTS SIDEWALK/PEDESTRIAN FLOW - UN-REASONABLE / UN-FEASIBLE TO RELOCATE

0 100 200 400 600
ORIGINAL SCALE: 1"=200'

Figure 2-16

FOCUS AREA 1

SAN YSIDRO MOBILITY STRATEGY

July 23, 2007

ESTRADA
Estrada Land Planning
Urban Design Landscape Architecture Computer Imaging
CitiBank Building
755 Broadway Circle, Suite 300
San Diego, California 92101
619 236-0143
619 236-0578 fax
Estrada@EstradaLandPlan.com

Typical Focus Area 1 Photographs

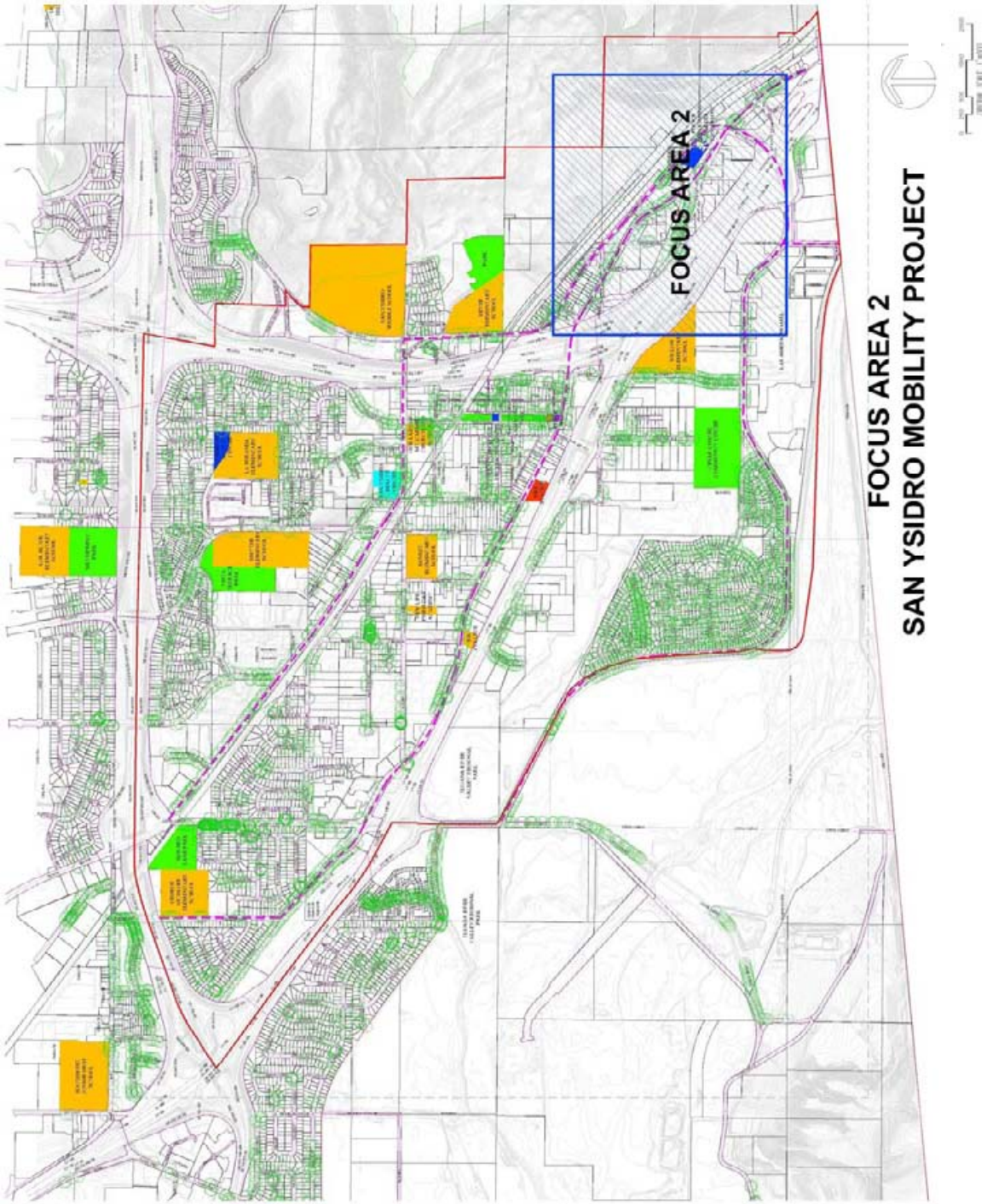
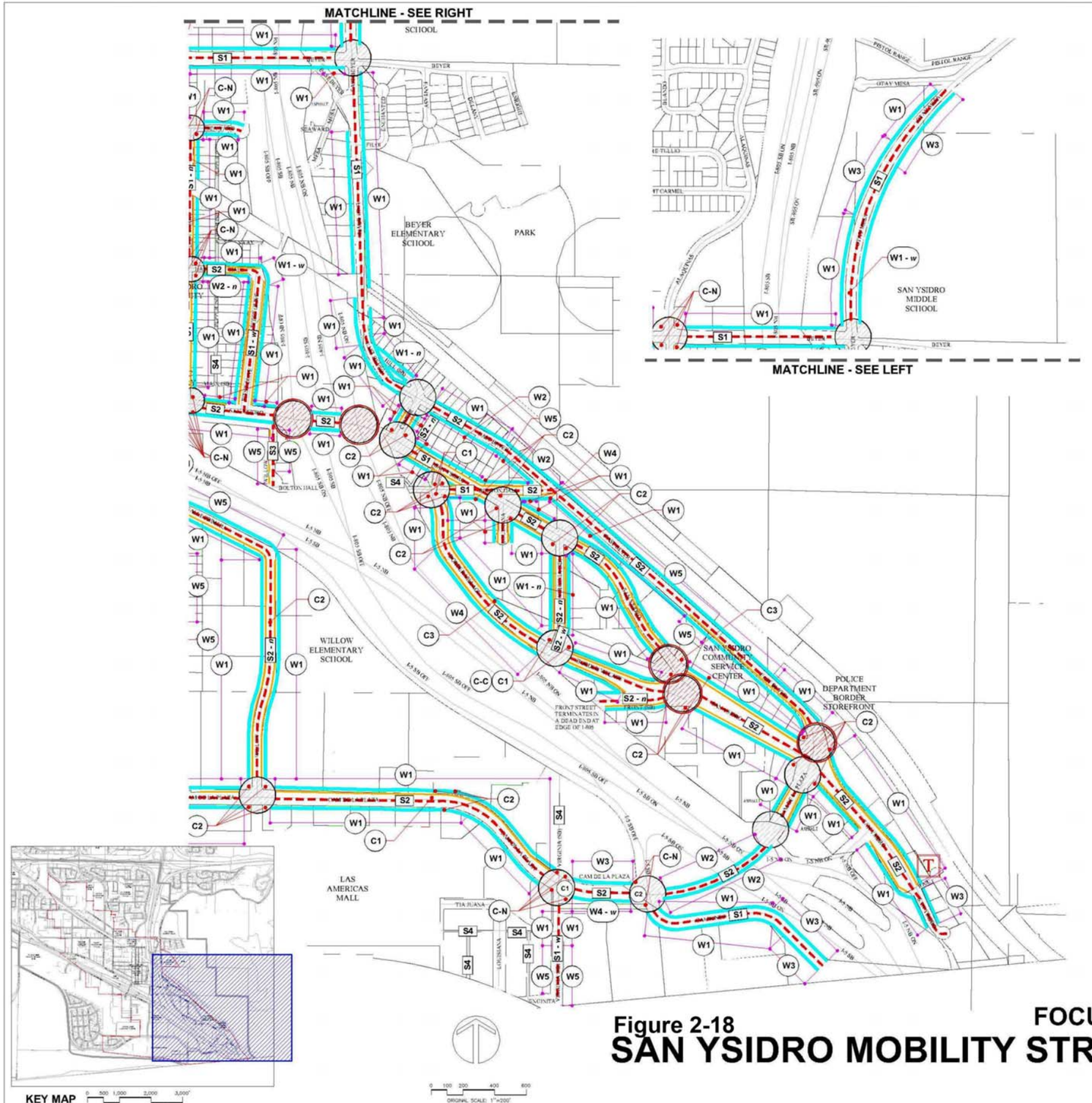


Figure 2-17 Focus Area 2 Key Map



LEGEND

INTERSECTION

EXISTING TROLLEY STATION

PEDESTRIAN CIRCULATION

CONCRETE SIDEWALK / CURB & GUTTER

- W1 — ACCEPTABLE CONCRETE SIDEWALK / CURB AND GUTTER
- W2 — ACCEPTABLE CONCRETE SIDEWALK / UNACCEPTABLE CURB AND GUTTER
- W3 — UNACCEPTABLE CONCRETE SIDEWALK / CURB AND GUTTER
- W4 — UNACCEPTABLE CONCRETE SIDEWALK / ACCEPTABLE CURB AND GUTTER
- W5 — NO SIDEWALK / NO CURB AND GUTTER
- W# - w — WIDE CONCRETE SIDEWALK (MORE THAN 5' WIDE)
- W# - n — NARROW CONCRETE SIDEWALK (LESS THAN 4' WIDE)

STREET

- S1 — ACCEPTABLE STREET PAVING
- S2 — ADEQUATE STREET PAVING (MINOR CRACKS, NEEDS CLEANING)
- S3 — STREET RECOMMENDED FOR TRAFFIC CALMING
- S4 — ALLEY / ACCESS DRIVEWAY
- S# - w — WIDE STREET (STREET WIDTH WIDER THAN REQUIRED)
- S# - n — NARROW STREET (STREET WIDTH NARROWER THAN REQUIRED)

PARKING

- PARALLEL ON STREET PARKING
- DIAGONAL ON STREET PARKING
- ON STREET PARKING WITH TIME RESTRICTION

CROSSWALK - PEDESTRIAN RAMP

- C1 — NO CROSSWALK
- C2 — CROSSWALK WITH PEDESTRIAN RAMP
- C3 — CROSSWALK WITHOUT PEDESTRIAN RAMP
- C-C — PEDESTRIAN RAMP (MEETS CODE)
- C-N — PEDESTRIAN RAMP (DOES NOT MEET CODE)

UTILITIES

- U1 — OBSTRUCTS SIDEWALK/PEDESTRIAN FLOW - POSSIBLE TO RELOCATE
- U2 — OBSTRUCTS SIDEWALK/PEDESTRIAN FLOW - UN-REASONABLE / UN-FEASIBLE TO RELOCATE

Figure 2-18

SAN YSIDRO MOBILITY STRATEGY

FOCUS AREA 2

July 23, 2007

Estrada Land Planning
Urban Design Landscape Architecture Computer Imaging
CitiBank Building
705 Broadway Circle, Suite 300
San Diego, California 92101
619 239-0143
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EstradaEstradaLandPlan.com

Typical Focus Area 2 Photographs

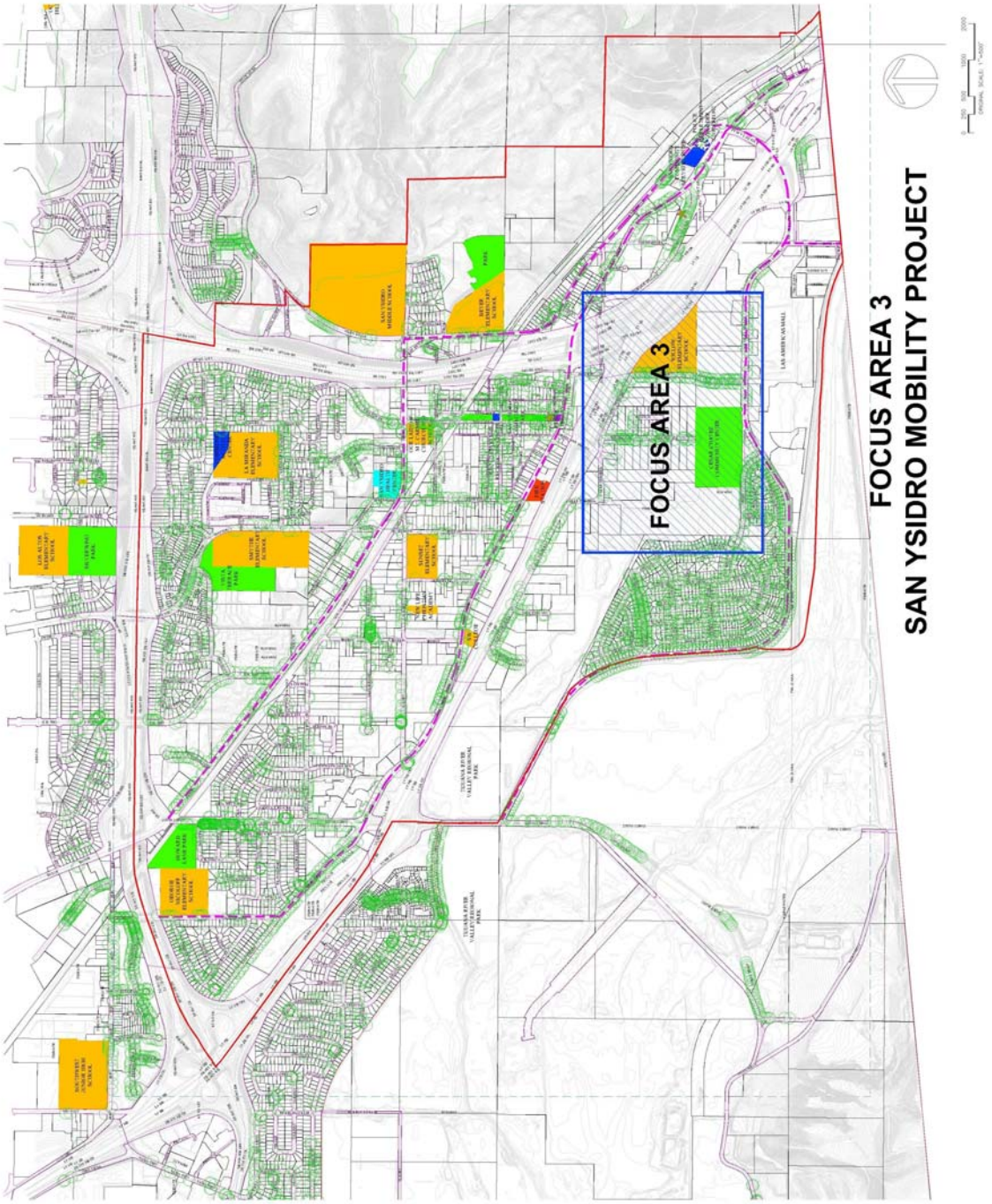
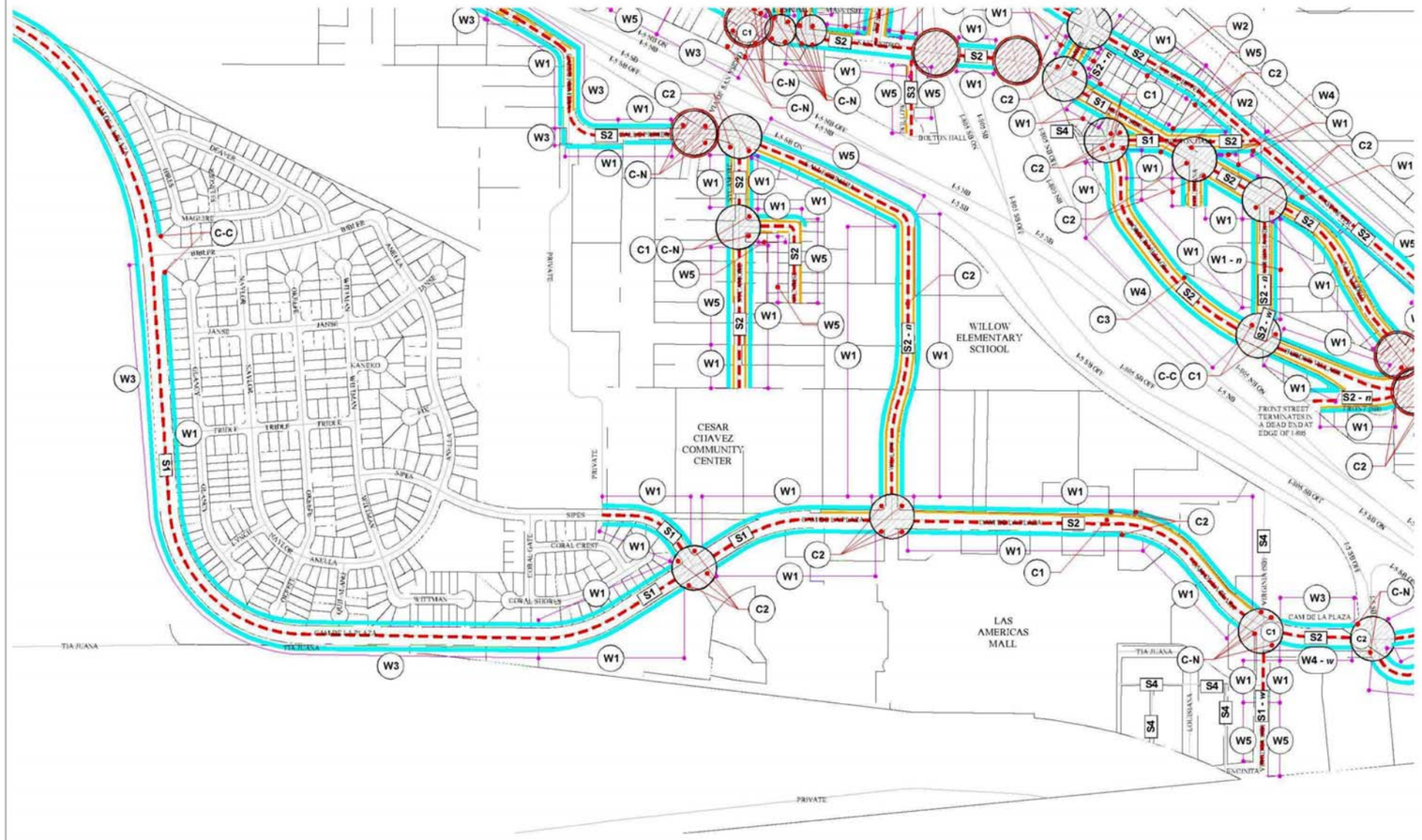


Figure 2-19 Focus Area 3 Key Map



LEGEND

- INTERSECTION
- T — EXISTING TROLLEY STATION
- PEDESTRIAN CIRCULATION

CONCRETE SIDEWALK / CURB & GUTTER

- W1 — ACCEPTABLE CONCRETE SIDEWALK / CURB AND GUTTER
- W2 — ACCEPTABLE CONCRETE SIDEWALK / UNACCEPTABLE CURB AND GUTTER
- W3 — UNACCEPTABLE CONCRETE SIDEWALK / CURB AND GUTTER
- W4 — UNACCEPTABLE CONCRETE SIDEWALK / ACCEPTABLE CURB AND GUTTER
- W5 — NO SIDEWALK / NO CURB AND GUTTER
- W# - w — WIDE CONCRETE SIDEWALK (MORE THAN 5' WIDE)
- W# - n — NARROW CONCRETE SIDEWALK (LESS THAN 4' WIDE)

STREET

- S1 — ACCEPTABLE STREET PAVING
- S2 — ADEQUATE STREET PAVING (MINOR CRACKS, NEEDS CLEANING)
- S3 — STREET RECOMMENDED FOR TRAFFIC CALMING
- S4 — ALLEY / ACCESS DRIVEWAY
- S# - w — WIDE STREET (STREET WIDTH WIDER THAN REQUIRED)
- S# - n — NARROW STREET (STREET WIDTH NARROWER THAN REQUIRED)

PARKING

- PARALLEL ON STREET PARKING
- DIAGONAL ON STREET PARKING
- ON STREET PARKING WITH TIME RESTRICTION

CROSSWALK - PEDESTRIAN RAMP

- C1 — NO CROSSWALK
- C2 — CROSSWALK WITH PEDESTRIAN RAMP
- C3 — CROSSWALK WITHOUT PEDESTRIAN RAMP
- C-C — PEDESTRIAN RAMP (MEETS CODE)
- C-N — PEDESTRIAN RAMP (DOES NOT MEET CODE)

UTILITIES

- U1 — OBSTRUCTS SIDEWALK/PEDESTRIAN FLOW - POSSIBLE TO RELOCATE
- U2 — OBSTRUCTS SIDEWALK/PEDESTRIAN FLOW - UN-REASONABLE / UN-FEASIBLE TO RELOCATE

KEY MAP 0 500 1,000 2,000 3,000' KEYMAP SCALE: 1"=1000'

0 100 200 400 800 ORIGINAL SCALE: 1"=200'

Figure 2-20

FOCUS AREA 3
SAN YSIDRO MOBILITY STRATEGY

July 23, 2007

Estrada Land Planning
Urban Design Landscape Architecture Computer Imaging
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755 Broadway Circle, Suite 300
San Diego, California 92101
619 236-0143
619 236-0578 fax
Estrada@EstradaLandPlan.com

Typical Focus Area 3 Photographs

Pedestrian Volumes

A Pedestrian Priority Model (PPM) was prepared by Alta Planning Design for the San Ysidro Community. The PPM model was developed to determine the most probable areas within the community where pedestrians are likely to be. The PPM model is developed taking into account pedestrian attractors, pedestrian generators and pedestrian detractors within the community. A more detailed explanation of the methodology used to generate the model can be found in Chapter 5 of the *San Diego Pedestrian Master Plan,* dated December 2006.

Figure 2-21 indicates the PPM model results for the San Ysidro Community. As shown in the figure, the following are the areas where pedestrians are more likely to be found:

- The central area of the community surrounded by Sunset Lane to the north, Cottonwood Road to the west, West San Ysidro Boulevard to the south and Averil Road to the east.
- Along West San Ysidro Boulevard between Averil Drive and Interstate 805.
- Along Beyer Boulevard between Smythe Avenue and East Beyer Boulevard.
- At the intersection of East San Ysidro Boulevard and Camino de la Plaza.

Pedestrian counts were obtained at all study intersections during both peak periods. **Figure 2-22** shows a summary of the pedestrian volumes counted during the two hours in both peak periods. As shown in the figure, the number of pedestrians at the intersections generally increased with the proximity to the border crossing with approximately 1,100 pedestrians at the East San Ysidro Boulevard/I-5 NB ramps intersection.

San Ysidro Community Planning Area
Updated Final Composite Model (2008)
Alta Planning + Design
N
0
1,000
2,000 Feet
Final Composite
High
Low

Figure 2-21

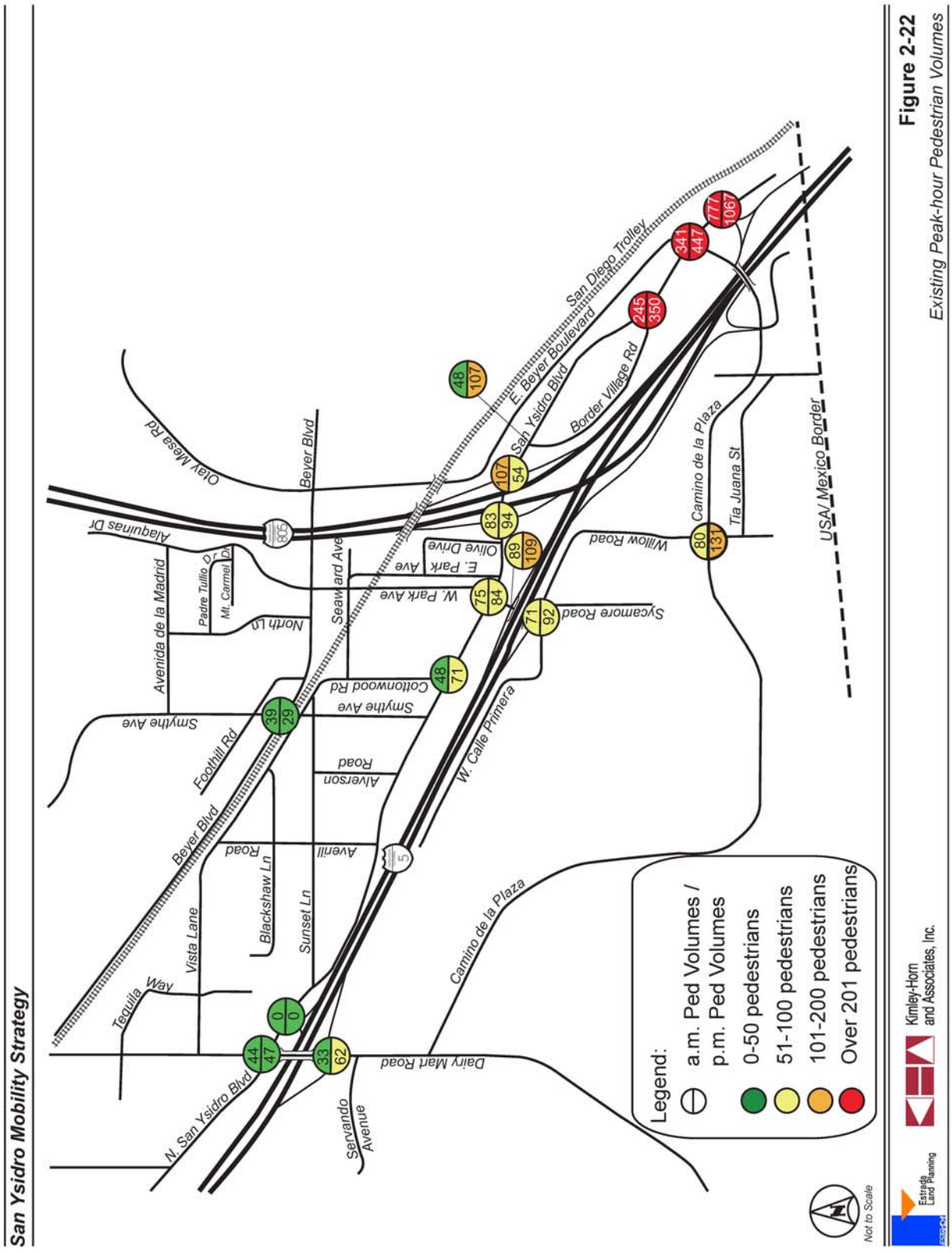

Figure 2-22

Existing Peak-hour Pedestrian Volumes

Parking

An on-street parking inventory was provided at key areas within the community. These areas were selected with collaboration from the City of San Diego and they represent the zones where parking changes would occur due to roadway segment improvements. These areas also represent a mixture of retail/commercial and residential uses. These areas included Beyer Boulevard, the Park Avenue couplet, East San Ysidro Boulevard, and Border Village Road. The available parking was calculated by dividing the existing available curb length along these segments by 25 feet (the assumed length needed by a vehicle to park along the side of the roadway). **Table 2-5** summarizes the available on-street parking in each of these areas. As shown in the table, a total of 309 parking spaces is provided along both sides of Beyer Boulevard. Most of the parking spaces along Beyer Boulevard serve the residential uses on the north side of the street. Along both East and West Park Avenue, there are a total of 69 parking spaces, which also serve the existing single family residential units on both sides of the street. Along East San Ysidro Boulevard, there are 95 available spaces, while along Border Village Road, there are 124 available parking spaces. The parking spaces along East San Ysidro Boulevard and Border Village Road serve commercial land uses.

The on-street parking demand data collection was conducted on Thursday, January 15, 2009. Two time periods were selected for data collection to capture a snapshot of the on-street parking demand along the key areas within the San Ysidro Community. The first time period selected was between 12:00 p.m. and 1:00 p.m., and captured the peak retail/commercial parking demand. The second period selected was between 6:00 p.m. and 7:00 p.m. and captured the peak residential and retail/commercial parking demand as most people would be done with work.

Table 2-5 summarizes the results of the on-street parking demand survey. As shown in the tables, along Beyer Boulevard and Border Village Road, 30 percent or less of the available parking spaces are occupied during the peak demand times. The area surrounding Park Avenue has a parking demand rate of 85 percent during the mid-day peak period. The higher parking demand along Park Avenue is produced by the overflow of retail/commercial parking demand from West San Ysidro Boulevard and by the residential uses surrounding the area. The East San Ysidro Boulevard area experiences a parking demand of 60 percent during the afternoon peak-period. The afternoon peak periods represent the busier time for the retail/commercial uses along East San Ysidro Boulevard.

It should be noted that the parking spaces along Border Village Road are restricted to a two hour maximum between 8:00 a.m. and 6:00 p.m.

Table 2-5

EXISTING AVAILABLE PARKING AT FOCUSED STUDY AREAS

Focus Area	Existing Parking Inventory	Parking Occupancy			
		Mid-day (12:00 p.m. to 1:00 p.m.)		Afternoon (6:00 p.m. to 7:00 p.m.)	
		# of Parked Vehicles	% of Occupancy	# of Parked Vehicles	% of Occupancy
Beyer Blvd	309	69	22.3%	95	30.7%
Park Ave	69	59	85.5%	53	76.8%
E. San Ysidro Blvd	95	36	37.9%	57	60.0%
Border Village Rd	124	20	16.1%	20	16.1%

Note:
Available parking spaces were calculated based on the available curb length assuming a vehicular length of 25 feet.

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Accident Analysis

Tables 2-6 and 2-7 display the summary of accident data information obtained from the City of San Diego for the roadway segments analyzed in the San Ysidro area. The reports provide accident data from April 2005 until April 2008, indicating a total of 375 accidents. **Table 2-6** summarizes accident collision rates and compares them to the city-wide average collision rates for each location, based on the ADT and classification of the roadway segments. It should be noted that the accident rates are expressed in terms of accidents per million vehicle miles. These rates are based on statewide averages using state classifications as indicated on **Table 2-6**. **Table 2-7** summarizes the type of collisions while **Table 2-8** summarizes the cause of collisions.

As shown in **Table 2-6**, the collision rates in the San Ysidro area are above the city-wide average collision rates except at the following places:

- Border Village Road (E. San Ysidro Boulevard to E. San Ysidro Boulevard)
- East Park Avenue (Seaward Drive to San Ysidro Boulevard)

As shown in **Table 2-7**, the most common collisions are broadside collisions and vehicles hitting objects, which resulted in 30 percent and 29 percent of the reported accidents, respectively. Other frequent collision types include rear end collisions representing 16 percent of the total number and sideswipe collisions representing 11 percent of the total number. It should be noted that 12 percent of collisions involved pedestrians.

Based on the data shown in **Table 2-8**, the highest reported causes of accidents are improper driver movements. Improper turns represent 31 percent of the reported accidents and improper driving represents 29 percent of the reported accidents. Together, 50 percent of the accidents were improper driver movements.

Appendix D contains types of collisions and collision factor data provided by the City.

Intersection Analysis

Table 2-9 displays the LOS analysis results for the study intersections under Existing Conditions. As shown in the table, all intersections would operate at LOS D or better during both peak periods, except for the following intersections:

- I-5 NB ramps & Via de San Ysidro (LOS F, p.m. peak)
- Camino de la Plaza & Willow Road (LOS E, a.m. and p.m. peaks)

Figure 2-23 graphically displays the LOS at the study intersections. **Appendix E** contains the LOS calculation worksheets.

Table 2-6

TRAFFIC COLLISION RATE COMPARISON

ROADWAY SEGMENT (BY CLASSIFICATION)	TOTAL NUMBER OF COLLISIONS	SEGMENT COLLISION RATE	CITY-WIDE COLLISION RATE
COLLECTOR MAJOR			
Smythe Ave (SR-905 to Beyer Blvd)	14	0.99	0.65
Via de San Ysidro (San Ysidro Blvd to south end)	30	15.74	0.65
W San Ysidro Blvd (E San Ysidro Blvd to end)	67	2.16	0.65
Calle Primera (Via Tercero to Willow Road)	11	1.52	0.65
E San Ysidro Blvd (W San Ysidro Blvd to end)	44	2.76	0.65
COLLECTOR MINOR			
East Beyer Blvd (Beyer Blvd to San Ysidro Blvd)	16	4.50	0.95
Dairy Mart Rd (SR-905 to Monument Road)	55	3.14	0.95
Willow Rd (Calle Primera to Camino de la Plaza)	22	2.95	0.95
Beyer Blvd (SR-905 to E. Beyer Blvd)	33	2.21	0.95
Camino de la Plaza (Dairy Mart Rd to E. San Ysidro Blvd)	61	1.85	0.95
Border Village Rd (E. San Ysidro Blvd to E. San Ysidro Blvd)	3	0.81	0.95
FEDERAL AID			
East Park Ave (Seaward to San Ysidro Blvd)	1	1.29	1.29
West Park Ave (Beyer Blvd to San Ysidro Blvd)	7	10.41	1.29
Otay Mesa Rd (SR-905 to Beyer Blvd)	11	5.65	1.29
TOTAL	**375**		

Notes:
The accident data was provided and compiled from the City of San Diego for April 2005 through April 2008.
The rates are measured in per million vehicle miles and the statewide averages are based on the classification indicated.

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Table 2-7

TYPE OF COLLISIONS

ROADWAY	TOTAL NUMBER	HEAD ON	SIDESWIPE	REAR END	BROADSIDE	HIT OBJECT	OVERTURN	INVOLVED PEDESTRIAN	OTHER
Dairy Mart Rd (SR-905 to Monument Road)	55	1	7	9	22	14	1	1	0
Via de San Ysidro (San Ysidro Blvd to south end)	30	0	6	2	11	5	0	6	0
East Beyer Blvd (Beyer Blvd to San Ysidro Blvd)	16	0	2	3	3	2	0	6	0
Camino de la Plaza (Dairy Mart Rd to E. San Ysidro Blvd)	61	3	6	14	13	15	1	8	1
Willow Rd (Calle Primera to Camino de la Plaza)	22	0	1	4	3	10	0	3	1
Calle Primera (Via Tercero to Willow Road)	11	0	2	0	5	4	0	0	0
E San Ysidro Blvd (W San Ysidro Blvd to end)	44	0	9	7	9	9	1	9	0
W San Ysidro Blvd (E San Ysidro Blvd to end)	67	1	6	10	23	21	0	6	0
Beyer Blvd (SR-905 to E. Beyer Blvd)	33	0	0	6	11	12	1	3	0
Otay Mesa Rd (SR-905 to Beyer Blvd)	11	0	1	4	3	3	0	0	0
Smythe Ave (SR-905 to Beyer Blvd)	14	1	0	1	5	6	0	1	0
East Park Ave (Seaward to San Ysidro Blvd)	1	0	0	1	0	0	0	0	0
West Park Ave (Beyer Blvd to San Ysidro Blvd)	7	0	0	0	2	4	0	1	0
Border Village Rd (E. San Ysidro Blvd to E. San Ysidro Blvd)	3	0	0	0	1	2	0	0	0
TOTAL	**375**	**6**	**40**	**61**	**111**	**107**	**4**	**44**	**2**
PERCENT OF TOTAL		**2%**	**11%**	**16%**	**30%**	**29%**	**1%**	**12%**	**1%**

Notes:
The accident data was provided and compiled from the City of San Diego for April 2005 through April 2008.
The rates are measured in per million vehicle miles.

K:\TPTO\095661000\Excel\[661000AC01.xls]Type of Collision

Table 2-8
COLLISION FACTORS

ROADWAY	TOTAL NUMBER	FOLLOW TOO CLOSE	FAILURE TO YIELD	IMPROPER TURN	SPEEDING	OTHER	IMPROPER DRIVING	OTHER THAN DRIVER	UNKNOWN
Dairy Mart Rd (SR-905 to Monument Road)	55	2	5	14	11	4	18	0	1
Via de San Ysidro (San Ysidro Blvd to south end)	30	0	5	9	5	2	8	1	0
East Beyer Blvd (Beyer Blvd to San Ysidro Blvd)	16	0	1	3	1	1	5	5	0
Camino de la Plaza (Dairy Mart Rd to E. San Ysidro Blvd)	61	3	1	18	12	5	19	3	0
Willow Rd (Calle Primera to Camino de la Plaza)	22	0	1	6	6	1	6	2	0
Calle Primera (Via Tercero to Willow Road)	11	0	2	5	0	2	2	0	0
E San Ysidro Blvd (W San Ysidro Blvd to end)	44	1	1	17	6	2	13	4	0
W San Ysidro Blvd (E San Ysidro Blvd to end)	67	3	8	23	10	3	19	1	0
Beyer Blvd (SR-905 to E. Beyer Blvd)	33	1	1	11	6	1	10	2	1
Otay Mesa Rd (SR-905 to Beyer Blvd)	11	0	1	2	5	2	1	0	0
Smythe Ave (SR-905 to Beyer Blvd)	14	1	0	3	4	1	3	2	0
East Park Ave (Seaward to San Ysidro Blvd)	1	0	0	0	1	0	0	0	0
West Park Ave (Beyer Blvd to San Ysidro Blvd)	7	0	0	4	0	0	3	0	0
Border Village Rd (E. San Ysidro Blvd to E. San Ysidro Blvd)	3	0	0	2	0	0	0	1	0
TOTAL	**375**	**11**	**26**	**117**	**67**	**24**	**107**	**21**	**2**
PERCENT OF TOTAL		**3%**	**7%**	**31%**	**18%**	**6%**	**29%**	**6%**	**1%**

Notes:
The accident data was provided and compiled from the City of San Diego for April 2005 through April 2008.
The rates are measured in per million vehicle miles.

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Table 2-9

EXISTING CONDITIONS

PEAK-HOUR INTERSECTION LOS SUMMARY

	INTERSECTION	PEAK-HOUR	EXISTING	
			DELAY (a)	LOS (b)
1	I-5 SB Ramps & Dairy Mart Rd	AM	22.7	C
		PM	32.5	C
2	W. San Ysidro Blvd & Dairy Mart Rd	AM	17.5	B
		PM	25.7	C
3	W. San Ysidro Blvd & I-5 NB Ramps	AM	15.4	B
		PM	12.7	B
4	Beyer Blvd & Smyth Ave	AM	17.8	B
		PM	11.2	B
5	W. San Ysidro Blvd & Cottonwood Rd	AM	6.3	A
		PM	5.8	A
6	W. San Ysidro Blvd & Via de San Ysidro	AM	10.3	B
		PM	16.7	B
7	I-5 NB Ramps & Via de San Ysidro	AM	16.6	C
		PM	91.7	**F**
8	I-5 SB off-ramp & Via de San Ysidro	AM	22.0	C
		PM	40.0	D
9	Calle Primera & Via de San Ysidro	AM	50.7	D
		PM	43.0	D
10	E. San Ysidro Blvd & I-805 SB Ramps	AM	11.2	B
		PM	15.0	B
11	E. San Ysidro Blvd & I-805 NB Ramps	AM	9.6	A
		PM	14.2	B
12	E. San Ysidro Blvd & Border Village Rd (N)	AM	6.5	A
		PM	16.7	B
13	E. San Ysidro Blvd & Border Village Rd (S)	AM	10.8	B
		PM	15.5	B
14	E. San Ysidro Blvd & E. Beyer Blvd	AM	14.1	B
		PM	21.3	C
15	E. San Ysidro Blvd & I-5 NB Ramp	AM	12.5	B
		PM	10.1	B
16	Camino de la Plaza & Willow Rd	AM	57.7	**E**
		PM	59.2	**E**

Notes:

Bold values indicate intersections operating at LOS E or F.

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

(b) LOS calculations are based on the methodology outlined in the *2000 Highway Capacity Manual* and performed using Synchro 6.0.

K:\TPTO\095661000\Excel\[661000IN01.xls]Existing

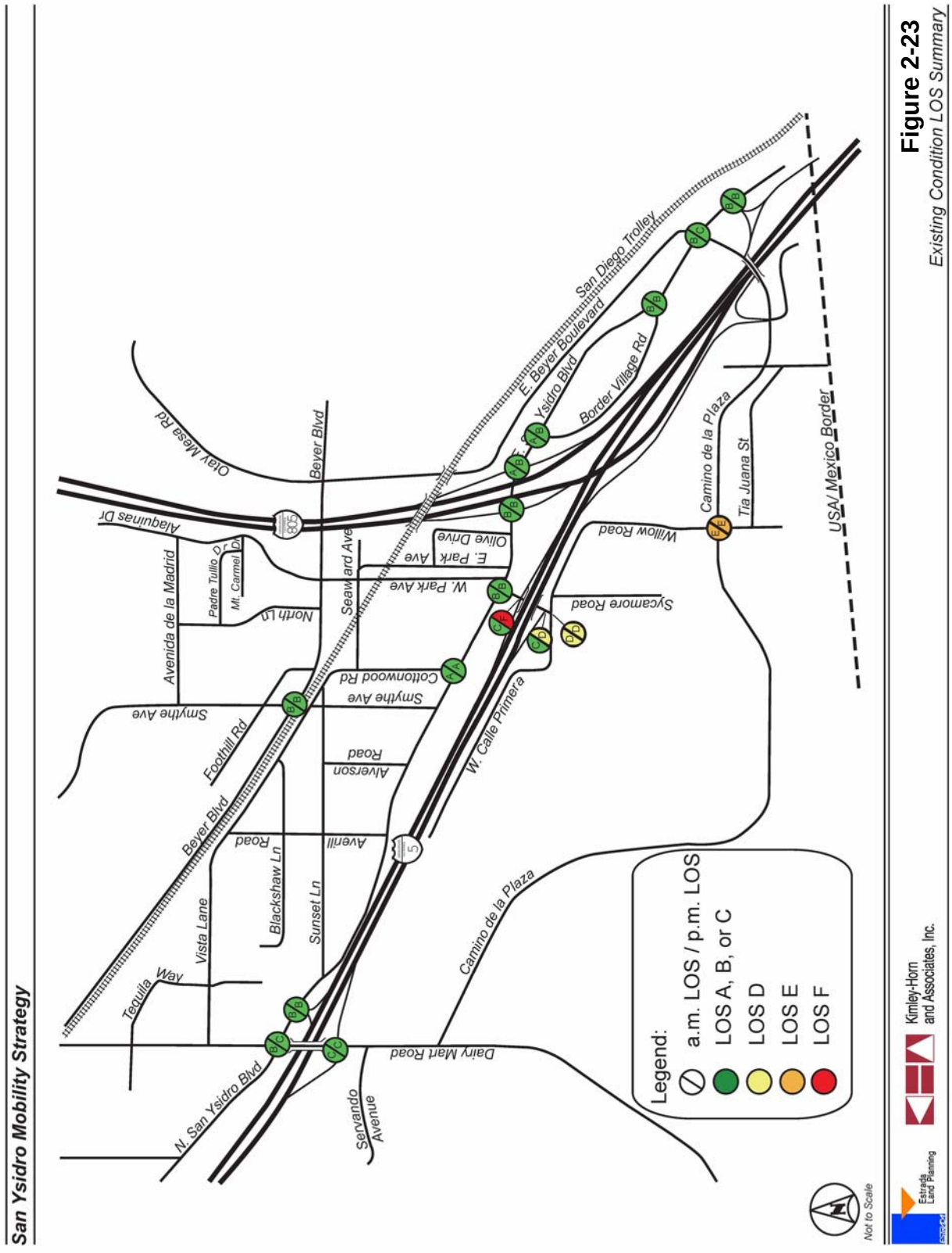

Figure 2-23
Existing Condition LOS Summary

Roadway Segment Analysis

Table 2-10 displays the roadway segments analysis under Existing Conditions. As shown in the table, all roadway segments function at LOS D or better except for the following segments:

- San Ysidro Boulevard between Dairy Mart Road and Cottonwood Road (LOS E)
- San Ysidro Boulevard between Cottonwood Road and Via de San Ysidro (LOS F)
- San Ysidro Boulevard between I-805 ramps and Border Village Road (South) (LOS E)
- Willow Road between Calle Primera and Camino de la Plaza (LOS F)
- Border Village Road (LOS E)

Figure 2-24 graphically displays the LOS at the roadway segments.

Table 2-10

EXISTING CONDITIONS
ROADWAY SEGMENT LOS SUMMARY

ROADWAY SEGMENT	ROADWAY CLASSIFICATION (a)	LOS E CAPACITY	ADT (b)	V/C RATIO (c)	LOS
Dairy Mart Rd					
W. San Ysidro Blvd to Vista Ln	4-Lane Collector	30,000	11,246	0.375	B
W. San Ysidro Blvd					
Dairy Mart Rd to Cottonwood Rd	2-Lane Collector (continuous left-turn lane)	15,000	14,301	0.953	**E**
Cottonwood Rd to Via de San Ysidro	2-Lane Collector (Multi-family)	8,000	14,756	1.845	**F**
Via de San Ysidro to I-805 Ramps	4-Lane Major Arterial	40,000	20,645	0.516	B
E. San Ysidro Blvd					
I-805 Ramps to Border Village Rd (south)	2-Lane Collector (continuous left-turn lane)	15,000	13,348	0.890	**E**
Border Village Rd (south) to E. Beyer Blvd/Camino de la Plaza	4-Lane Major Arterial	40,000	13,060	0.327	A
W. Park Ave					
W. San Ysidro Blvd to Beyer Blvd	1-Lane Collector (one-way)	5,000	1,522	0.304	A
E. Park Ave					
W. San Ysidro Blvd to E. Seaward Ave	1-Lane Collector (one-way)	5,000	2,172	0.434	B
Beyer Blvd					
Diary Mart Rd to Smythe Ave	4-Lane Collector (no center lane)	15,000	8,900	0.593	C
Smythe Ave to E. Beyer Blvd	4-Lane Collector	30,000	10,046	0.335	B
E. Beyer Blvd					
Beyer Blvd to E. San Ysidro Blvd	2-Lane Collector (Multi-family)	8,000	3,009	0.376	B
Via de San Ysidro					
Calle Primera to W. San Ysidro Blvd	4-Lane Collector	30,000	15,191	0.506	C
Camino de la Plaza					
Diary Mart Rd to I-805 Ramps	4-Lane Collector	30,000	4,902	0.163	A
I-805 Ramps to E. San Ysidro Blvd	4-Lane Collector	30,000	19,962	0.665	C
Willow Rd					
Calle Primera to Camino de la Plaza	2-Lane Collector (Multi-family)	8,000	10,846	1.356	**F**
Border Village Rd					
E. San Ysidro Blvd to E. San Ysidro Blvd	2-Lane Collector (Multi-family)	8,000	7,527	0.941	**E**

Notes:
Bold values indicate roadway segments operating at LOS E or F.
(a) Existing roads street classification is based on field observations and City of San Diego roadway classifications.
(b) Average Daily Traffic (ADT) volumes for the roadway segments were provided by National Data & Surveying Services and measured in May and June 2007.
(c) The v/c ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity at LOS E.

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San Ysidro Mobility Strategy
Figure 2-24
Existing Conditions Roadway Segments LOS Summary
Legend:
xx,xxx ADT Volumes
LOS A,B, or C
LOS D
LOS E
LOS F
Not to Scale
Kimley-Horn and Associates, Inc.
Estrada Land Planning
K:\TPTO\09566\1000\Illustrator\study road LOS Summary.ai
San Diego Trolley
USA/ Mexico Border
Otay Mesa Rd
Beyer Blvd
E. Beyer Blvd
E. San Ysidro Blvd
Border Village Rd
Camino de la Plaza
Tia Juana St
Willow Rd
Sycamore Rd
Olive Dr
W. Park Ave
E. Park Ave
Seaward Ave
Alaquinas Dr
Padre Tullio Dr
Mt. Carmel Dr
Avenida de la Madrid
North Ln
Smyth Ave
Cottonwood Rd
Foothill Rd
Alverson Rd
Averill Rd
W. Calle Primera
Blackshaw Ln
Sunset Ln
Vista Ln
Tequila Way
Dairy Mart Rd
Servando Ave
N. San Ysidro Blvd
3,009
10,846
19,962
13,060
7,527
13,348
20,645
15,191
2,172
1,522
10,046
14,756
14,301
4,902
8,900
11,246