MID-CITY COMMUNITIES PLAN UPDATE

Draft Existing Conditions Mobility Assessment

NOVEMBER 2024

Prepared For

The City *of* SAN DIEGO

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1.0 Introduction

1.1 Project Description

Mid-City is a cluster of four communities located in the central area of the City of San Diego: Normal Heights, Kensington-Talmadge, City Heights and Eastern Area. Together, they border Mission Valley and College Area to the north, North Park and Greater Golden Hill to the west, Southeastern San Diego and Encanto to the south, and City of La Mesa and City of Lemon Grove to the east. Combined, the four communities are approximately 13 square miles in area and are tied by El Cajon Boulevard from east to west. **Figure 1.1** shows the location of the Mid-City communities within the context of the San Diego region.

The City of San Diego is updating the Mid-City Communities Plan for the first time in 25 years to identify opportunities for new homes, businesses, and infrastructure. This Plan will serve as the 30-year vision to guide sustainability and climate resilience, land use, design, mobility, public facilities, parks, and open space.

1.2 Report Purpose

This Existing Conditions Report describes the current state of mobility in Mid-City in terms of the existing infrastructure, demand, safety, and the quality and performance of facilities for all modes of transportation, including pedestrian, bicycling, public transportation, and vehicular. **Figure 1.2** illustrates the study area, identifying study intersections and roadway segments. The study area was determined by selecting the key roadways and intersections that facilitate multimodal access and movement to and within to the Mid-City Communities, while also considering where planned or potential growth is anticipated. The study area is further supplemented by the ongoing analyses and plan development of the adjacent College Area Community Plan Update. The analysis methodologies utilized in this report are documented in **Appendix A**.

As part of this community plan update effort, planning documents which pertain to the study area were reviewed. Those documents are listed below. The review of these documents highlights the goals, policies, needs, and recommendations relevant to multimodal mobility and serves as the basis for understanding current issues and to inform the development of recommendations. The review is provided as **Appendix B**.

- City of San Diego General Plan (Blueprint SD) (2024)
- City of San Diego Capital Improvement Program (CIP) Investments (project list) (2024)
- San Diego's City Heights Initiative (2022)
- City of San Diego Climate Action Plan (2022)
- SANDAG 2021 Regional Plan (2021)
- BLVD 2020 Plan Realized (2020)
- El Cajon Complete Boulevard Planning Study (2017)
- SR-15 Mid-City Centerline Transit Stations Fact Sheet (2015)
- Pedestrian Master Plan Volumes 1 and 2A – Urban Core Communities (2015)
- Mid-City Public Facilities Financing Plan Fiscal Year 2014 (2014)
- City Heights Urban Greening Plan (2014)
- Mid-City Rapid Bus Project (2014)
- City of San Diego Bicycle Master Plan (2013)
- SR-15 Mid-City Station Area Planning Study Mobility Analysis Final Report (2013)
- Pedestrian Master Plan Volume 2B – Phase 4 Kensington/Talmadge Pedestrian Plan (2013)
- Safe for All 2011 Street Design Benchmark Study for the SD Region (2011)

- Chollas Triangle Master Plan (2011)
- Riding to 2050 San Diego Regional Bike Plan (2010)
- Azalea Park-Hollywood Park Revitalization Action Plan (2002)
- Chollas Creek Enhancement Plan (2002)
- Euclid Avenue Revitalization Action Program (2000)
- Mid-City Communities Plan (1998)
- The Mountain View District: A Re-building plan for Normal Heights (1985)
- North Park Mid-City Regional Bike Corridors Project (on-going)

Figure 1.1 - Mid-City Communities Planning Area within the Region
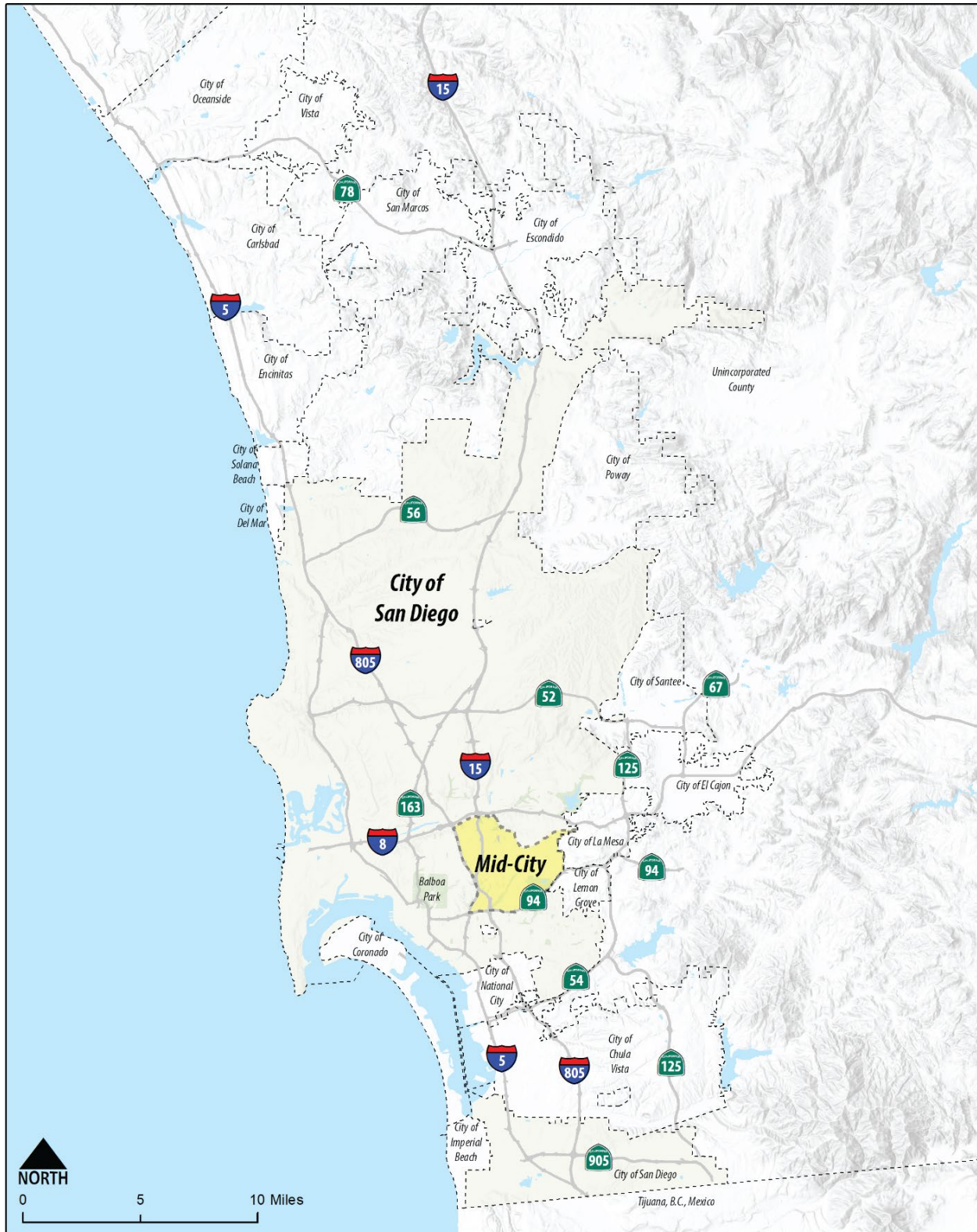
Source: CR Associates (2024)

Figure 1.2 - Study Area Intersections and Segments
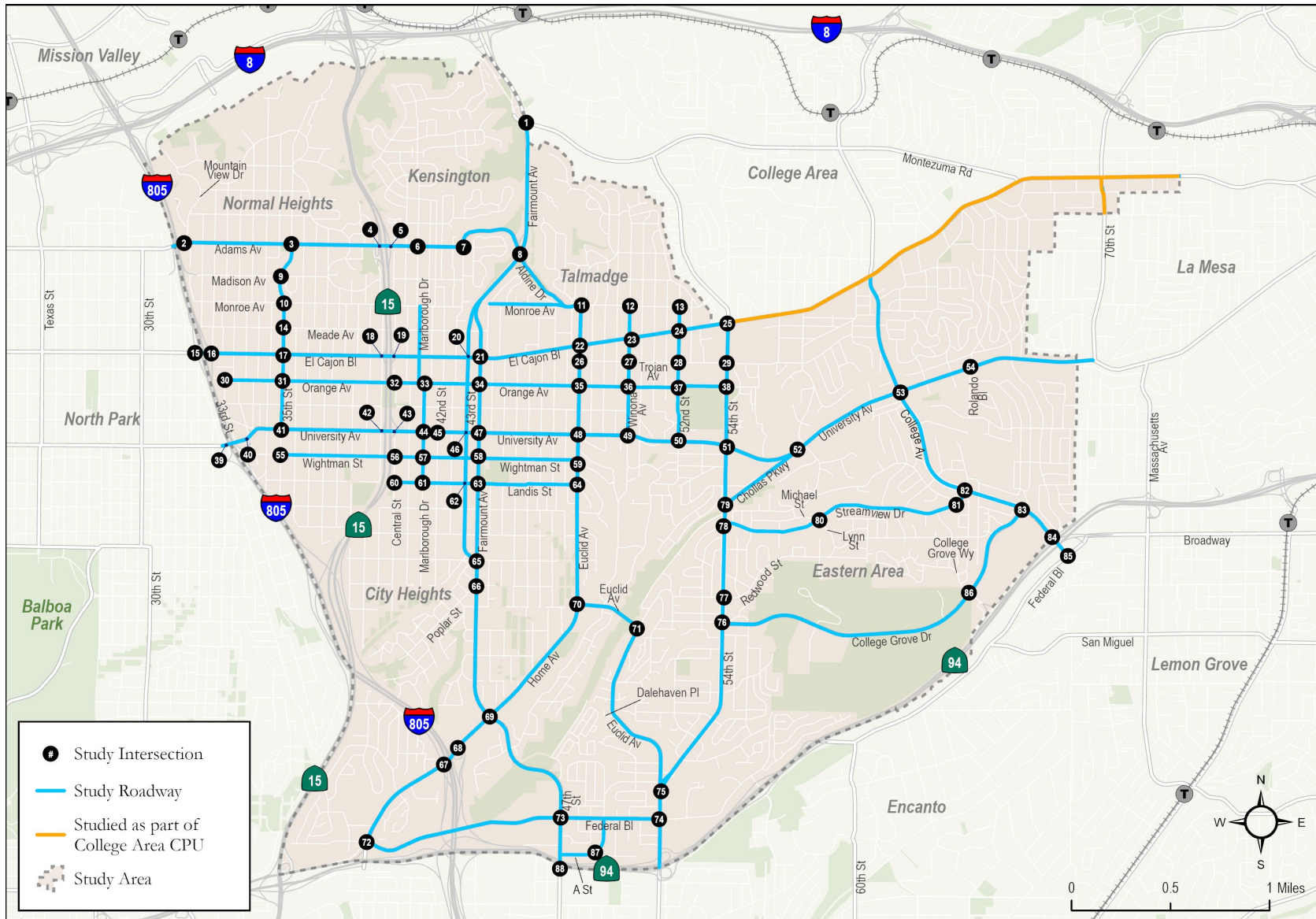
Source: CR Associates (2024)

1.3 Demographics

Population Density
Demographic information was used to understand the people who live and work in the Mid-City communities today. Residential population density data was obtained from the US Census 2018-2022 American Community Survey 5-Year Estimates. **Figure 1.3** displays population density by Census Block Group within Mid-City. Higher density can be seen around the center of the planning area, within City Heights, predominately south of El Cajon Boulevard and between the Freeway I-15 and 54th Street.

Employment Density
Figure 1.4 presents employment density by Census Block Group, obtained from the 2021 LEHD OnTheMap tool. As shown, the City's main clusters of employment density are in close proximity to the areas of higher residential population density. The mixture of these higher density land uses give potential for conversion of vehicular trips to active transportation trips for commute purposes with the provision of supporting infrastructure.

SB 535 Disadvantaged Communities
California Climate Investments are funds from the proceeds of the State's Cap-and-Trade Program specifically targeted for investment in disadvantaged communities in California. These funds must be used for programs that further reduce emissions of greenhouse gases. Senate Bill 535 (De León, Statutes of 2012) directed that at least a quarter of the proceeds go to projects that provide a benefit to disadvantaged communities and at least 10 percent of the funds go to projects located within those communities.

Figure 1.5 displays SB 535 disadvantaged communities. As shown, the southwestern area, located in City Heights, and the southeastern area, located in Eastern Area, are both identified as disadvantaged communities.

CalEnviroScreen
CalEnviroScreen is a mapping tool that helps identify California communities that are most affected by many sources of pollution, and where people are often especially vulnerable to pollution's effects. It uses environmental, health, and socioeconomic information to produce scores for every census tract in the state. An area with a high score is one that experiences a much higher pollution burden than areas with low scores.

CalEnviroScreen scores within the Mid-City communities are shown in **Figure 1.6**. The areas with highest scores – or highest pollution burdens – coincide with the disadvantaged communities mentioned above, to the southwest and southeast. The northern area within Mid-City was found to have the lowest scores.

Communities of Concern
The City of San Diego Climate Action Plan identified the need to prioritize and allocate citywide resources which provide public facilities and services to communities in need, and to improve mobility options and accessibility for non-driving older adults, people with disabilities, people with low-incomes, and other members of the population. The City has identified Communities of Concern based on a Climate Equity Index of selected environmental, health, housing, mobility, and socioeconomic indicators to include census tracts in the top 30th percentile of the CalEnviroScreen tool, census blocks eligible for Community Development Block Grants, and areas within a half-mile radius of affordable housing. **Figure 1.7** depicts the Communities of Concern across Mid-City, including most of City Heights, Talmadge south of Monroe Street, and Eastern Area generally south of Streamview Drive.

Figure 1.3 - Population Density
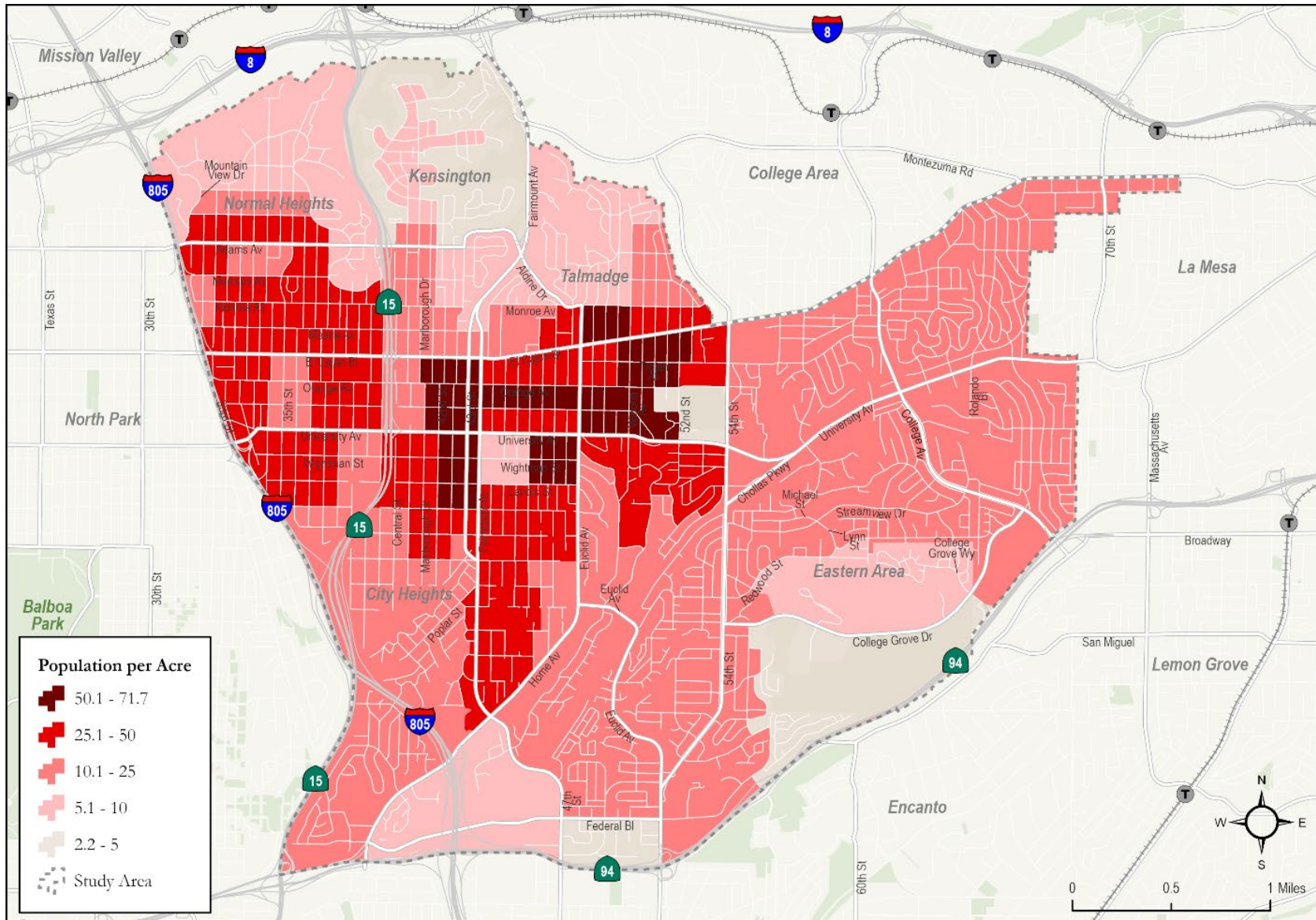
Source: US Census, 2022 American Community Survey 5-Year Estimates (2024)

Figure 1.4 - Employment Density
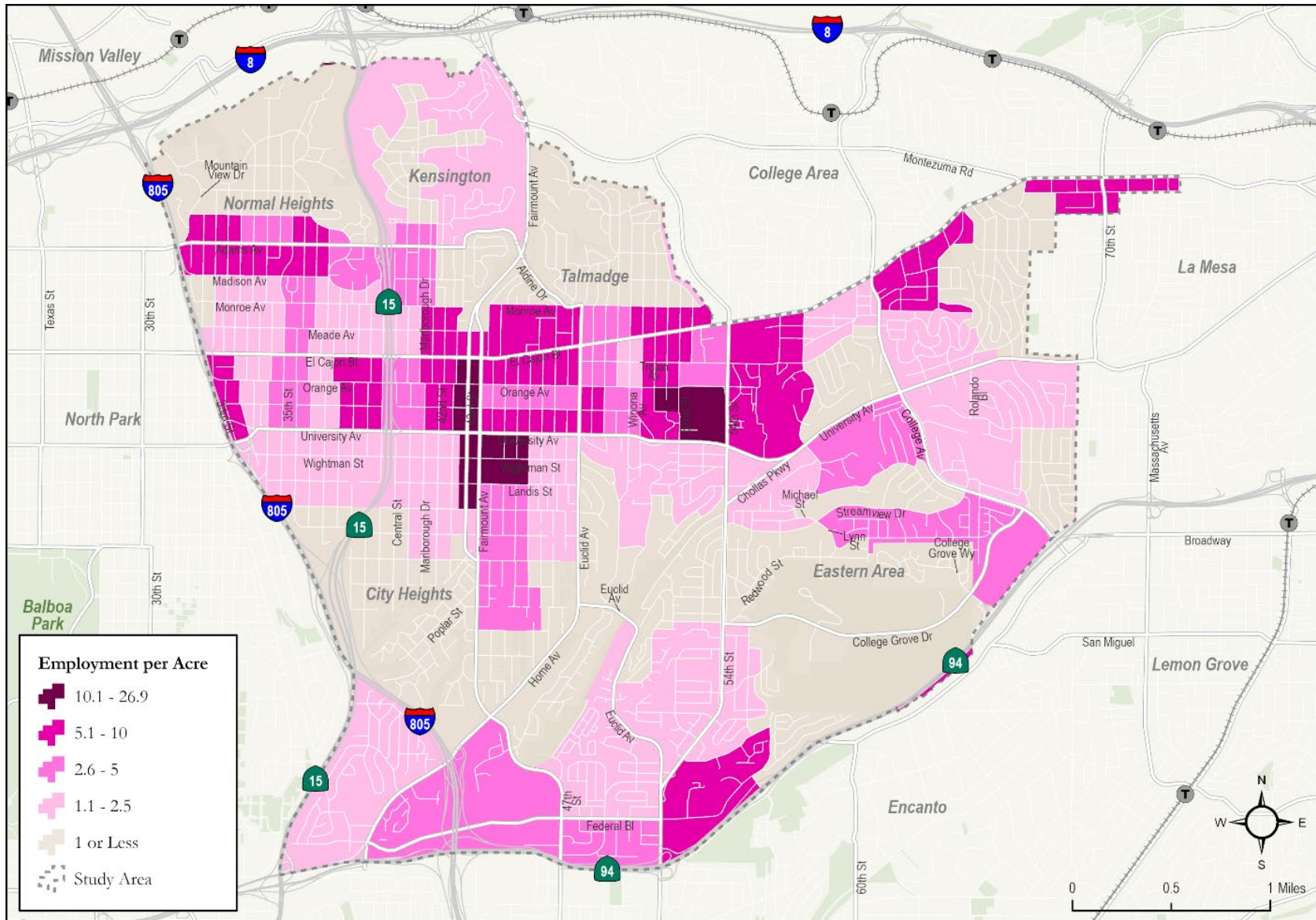
Source: Longitudinal Employer-Household Dynamics (2021)

Figure 1.5 - SB 535 Disadvantaged Communities

Figure 1.6 - CalEnviroScreen

CalEnviroScreen Score Percentile

- >80 - 100 (Highest Scores)
- >60 - 80
- >40 - 60
- >20 - 40
- 0 - 20 (Lowest Scores)
- Study Area
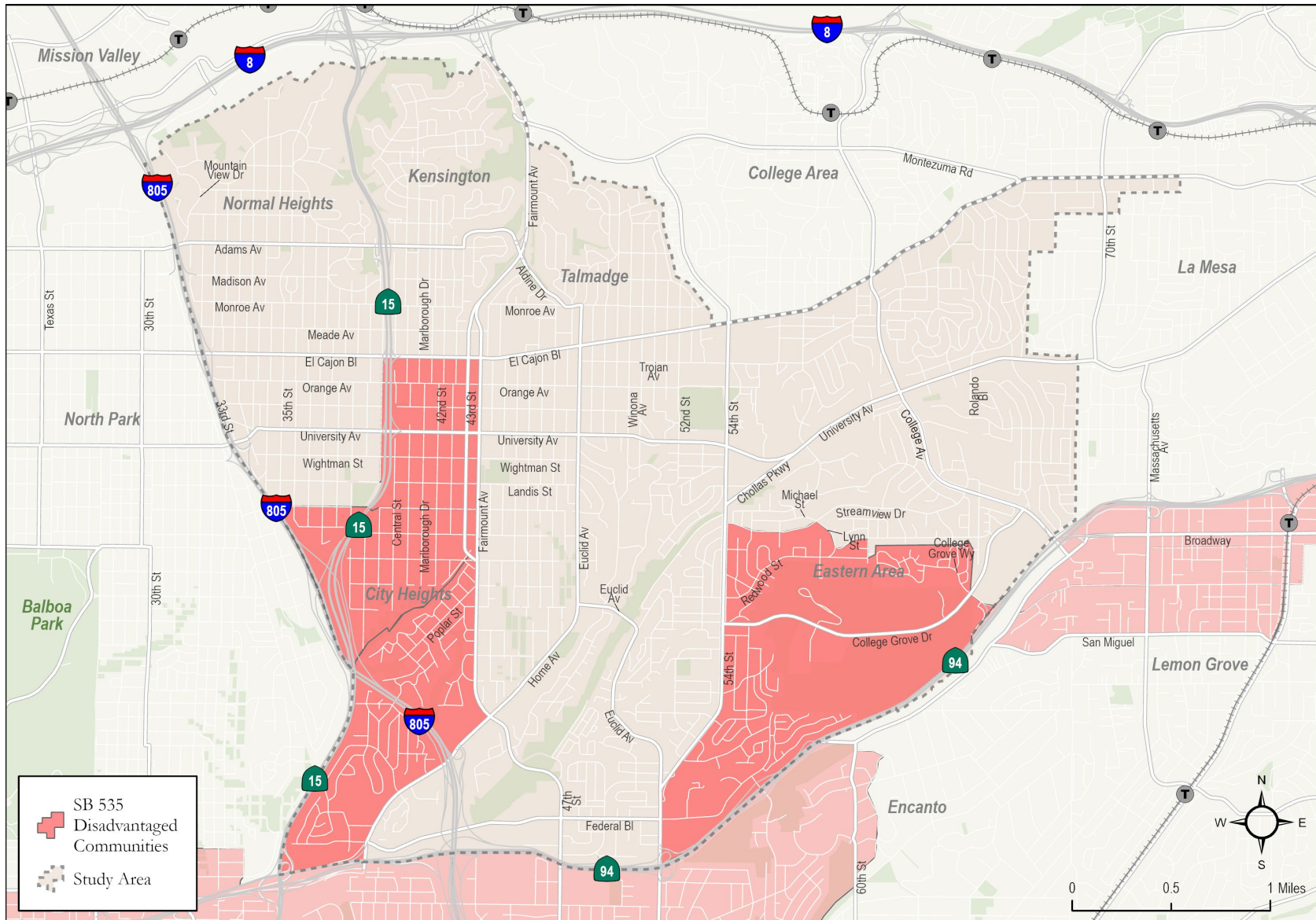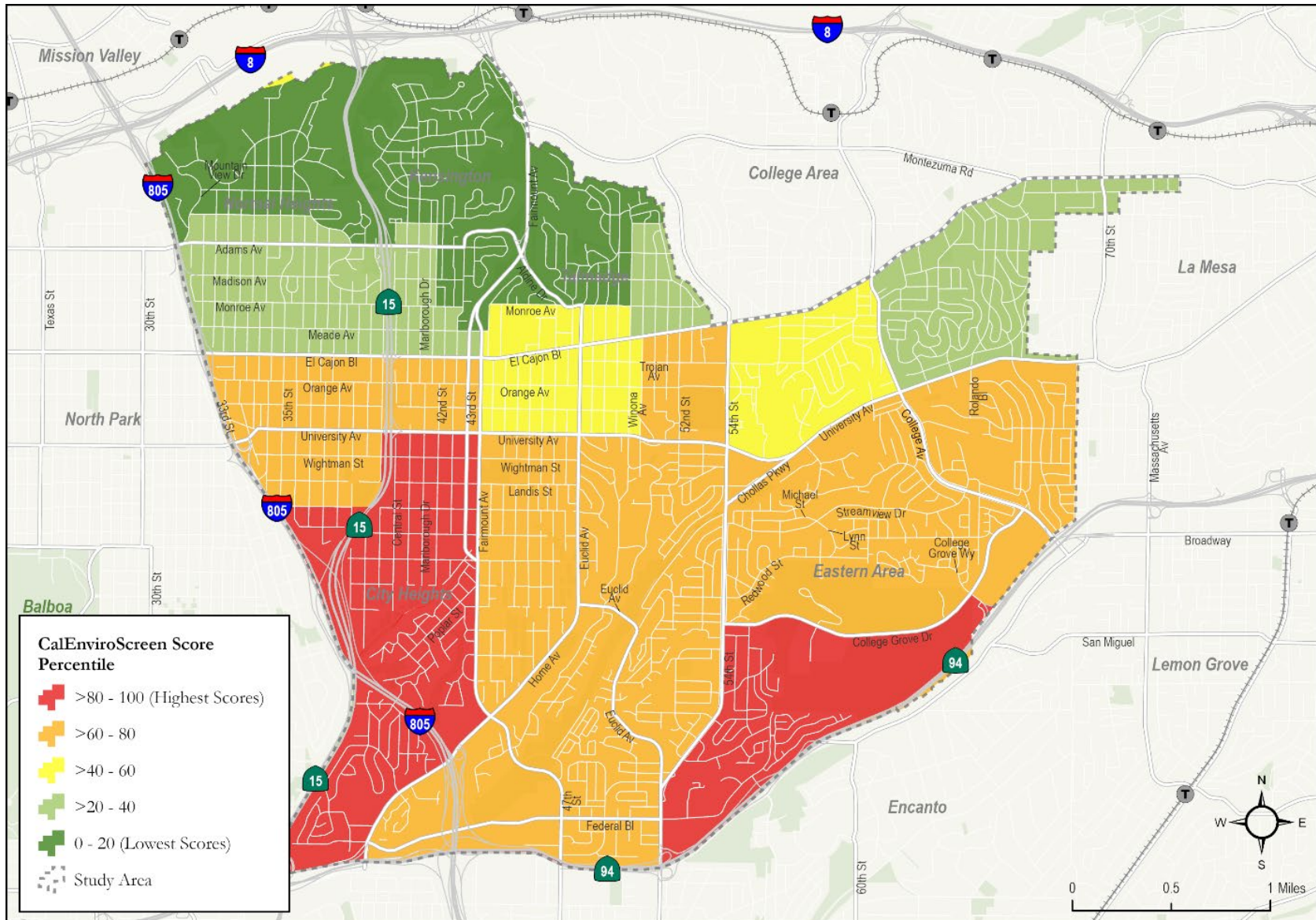
Source: California Office of Environmental Health Hazard Assessment, CalEnviroScreen (2023)

Figure 1.7 - Communities of Concern
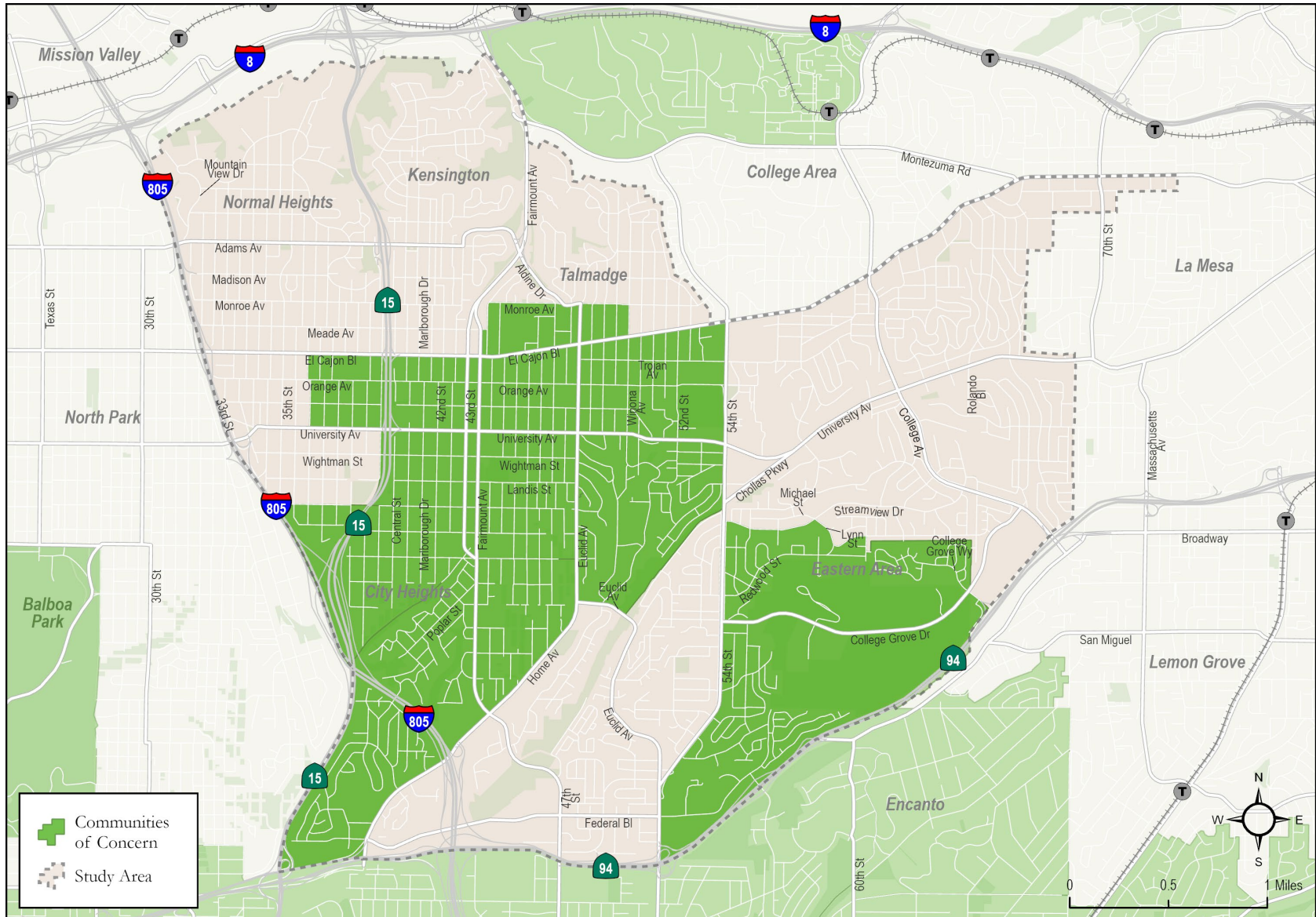
Source: City of San Diego (2024)

Environmental Justice Communities

The City of San Diego's General Plan's Environmental Justice Element (2024) focuses on reducing pollution exposure, improving air quality, and promoting public facilities, food access, safe and healthy homes, and physical activity. To facilitate this, the Planning Department established a data-driven process to help identify Environmental Justice Communities: those most impacted and negatively affected by environmental burdens and associated health risks. The approach utilized four datasets to define the communities, including, CalEnviroScreen 4.0 Tool, Climate and Economic Justice Screening 1.0 Tool, Food Apartheid, and Climate Resilience.

Figure 1.8 displays the Environmental Justice Communities within and adjacent to the Mid-City Communities. The designation covers nearly the entirety of the City Heights neighborhood, Eastern Area generally south of Streamview Drive, and the southern portions of Normal Heights, Kensington, and Talmadge

Figure 1.8 - Environmental Justice Communities
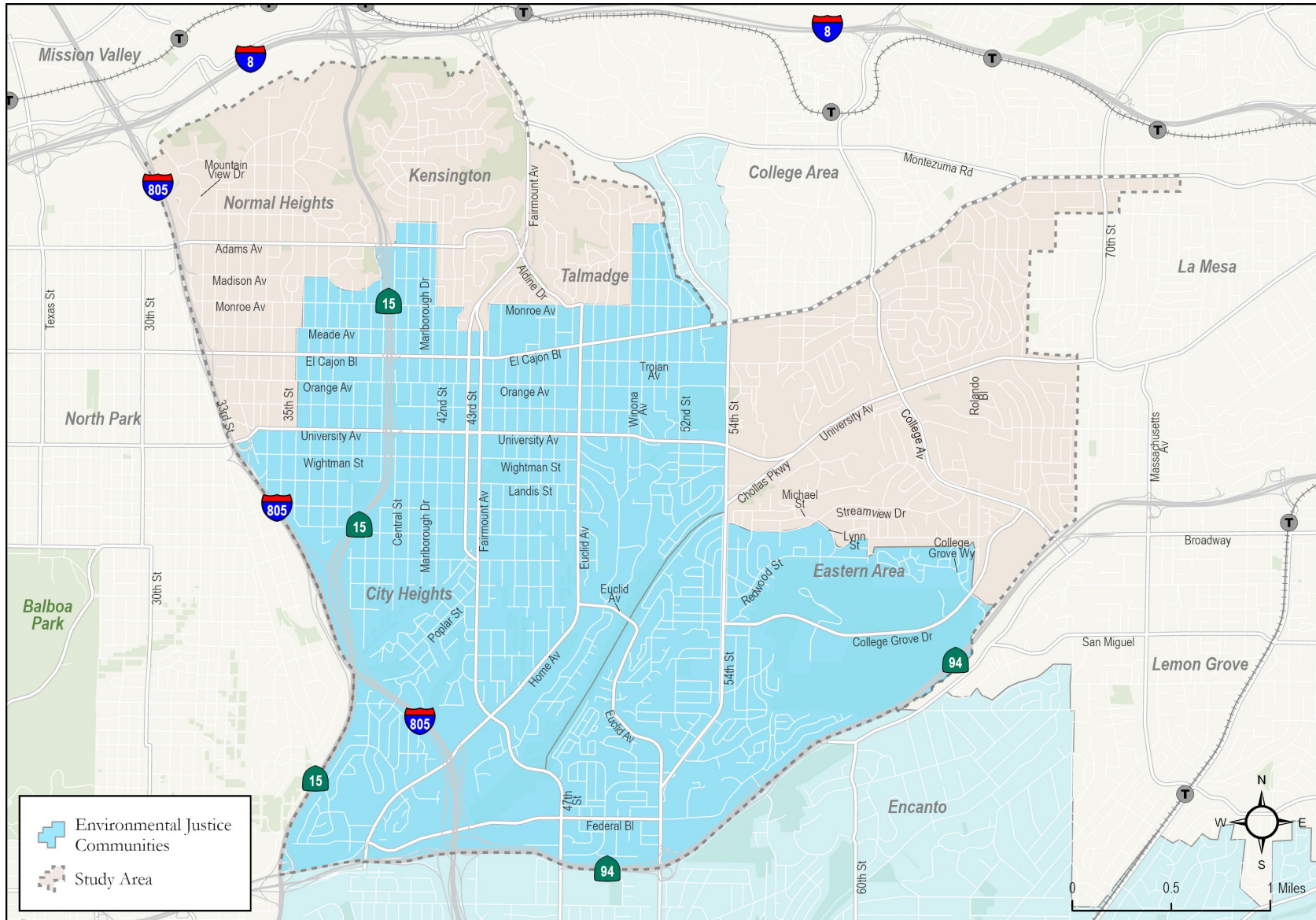
Source: City of San Diego Environmental Justice Element (2024)

2.0 Pedestrian Mobility

Every trip taken, regardless of primary travel mode, begins and ends as a pedestrian trip. Ensuring adequate pedestrian access and quality facilities help contribute to a safe and comfortable walking environment. The degree to which people walk for transportation and leisure is influenced by the comfort, safety, and pleasantness of the walking environment. Pedestrian comfort is influenced by factors including separation from vehicular traffic, adequate and accessible facilities, topography, and climate. Safety is influenced by factors including speed and volume of vehicular traffic, crossing distances and street widths, traffic control, number of conflict points, and infrastructure design. A pleasant walking environment may be influenced by many subjective factors, however directness and proximity to destinations are also objectively influential.

2024 General Plan (Blueprint SD) Mobility Element - Walkable Communities Goals:

- A city where walking/rolling is a viable travel choice, particularly for trips of less than one-half mile.
- A safe and comfortable environment for people that walk/roll.
- A complete, functional, and interconnected pedestrian network, that is accessible to pedestrian of all ages and abilities.
- Greater walkability/rollability achieved through pedestrian-friendly street, site, and building design.

2024 City of San Diego Mobility Master Plan (Revised Draft) - Walkability Goals:

- *Enhance and expand a safe, connected, and convenient network for pedestrians.*
    - Support and promote walkability, access for persons living with disabilities, and connectivity by increasing the construction of sidewalk and intersection improvements throughout all communities.
    - Support Vision Zero by implementing projects that enhance safety considerations for pedestrians.
    - Increase the number of pedestrian-oriented street design and treatments implemented, including Americans with Disabilities Act (ADA)-compliant curb ramps, Leading Pedestrian Interval signals, and high-visibility crosswalks, to ensure accessibility to individuals of all ages and abilities.
    - Support citywide efforts to preserve and expand the tree canopy within the public right-of-way and during implementation of transportation projects.

2.1 Pedestrian Connectivity

Figure 2.1 displays the roadway locations with missing sidewalks within Mid-City, identified through field visits and review of 2024 aerial imagery. As shown, on the main corridors, the longest stretch of missing sidewalk is along Fairmount Avenue. Missing sidewalks along the west side of Fairmount Avenue and in both directions along Aldine Drive limit connections between Mid-City and Mission Valley. The biggest concentration of missing sidewalks is in the Eastern Area community, including segments of 54th Street, Chollas Parkway, College Avenue, College Grove Drive, and many residential streets around the area.

Figure 2.2 shows the pedestrian connectivity ratio of each study intersection in Mid-City. The pedestrian connectivity ratio is a measure of street network connectivity calculated by dividing the area of a half-mile walkshed from an origin by the area of a half-mile circle. The methodology is described in more detail in **Appendix A.**

Figure 2.1 - Locations with No Sidewalk
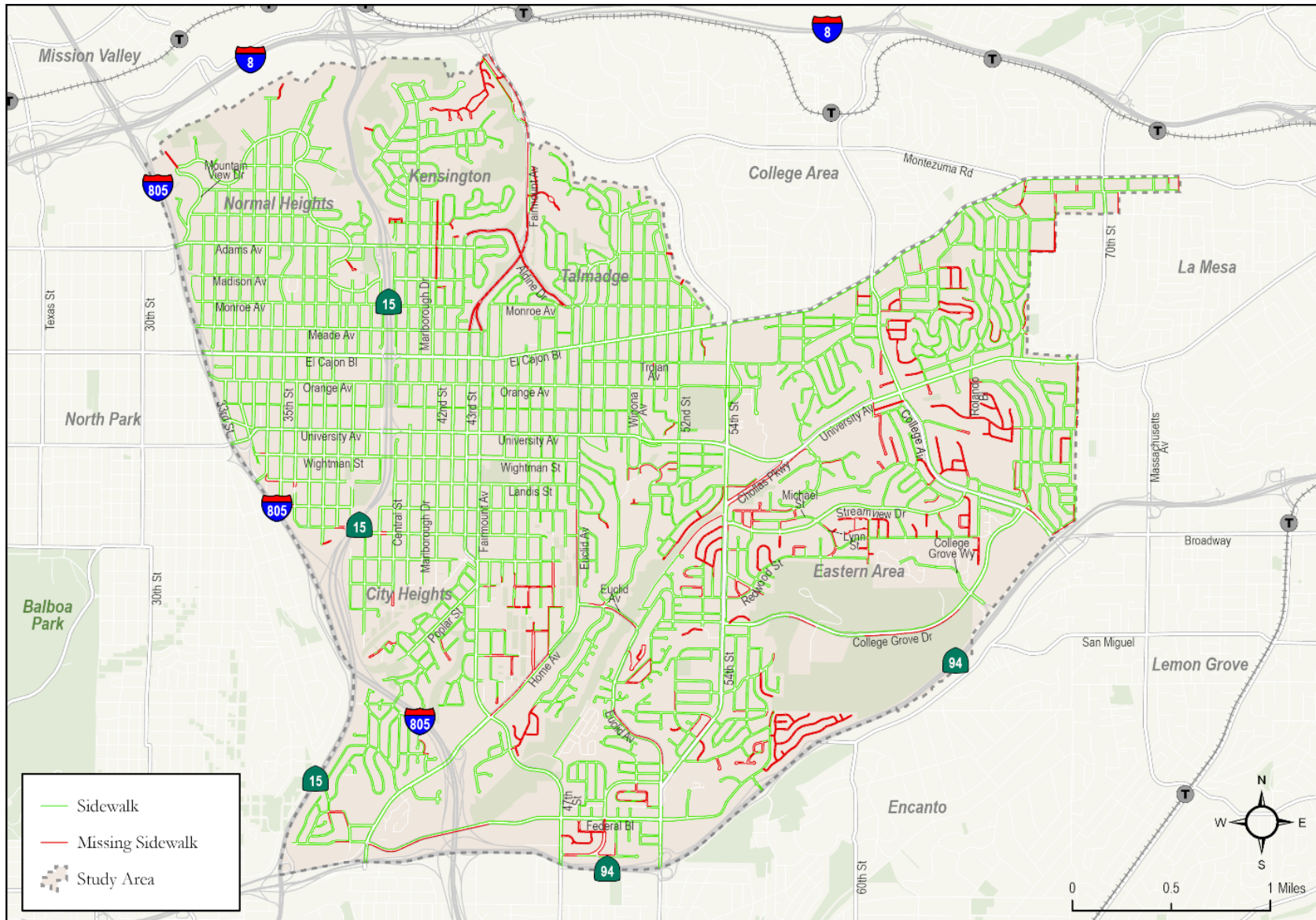
Figure 2.2 - Pedestrian Connectivity Ratio
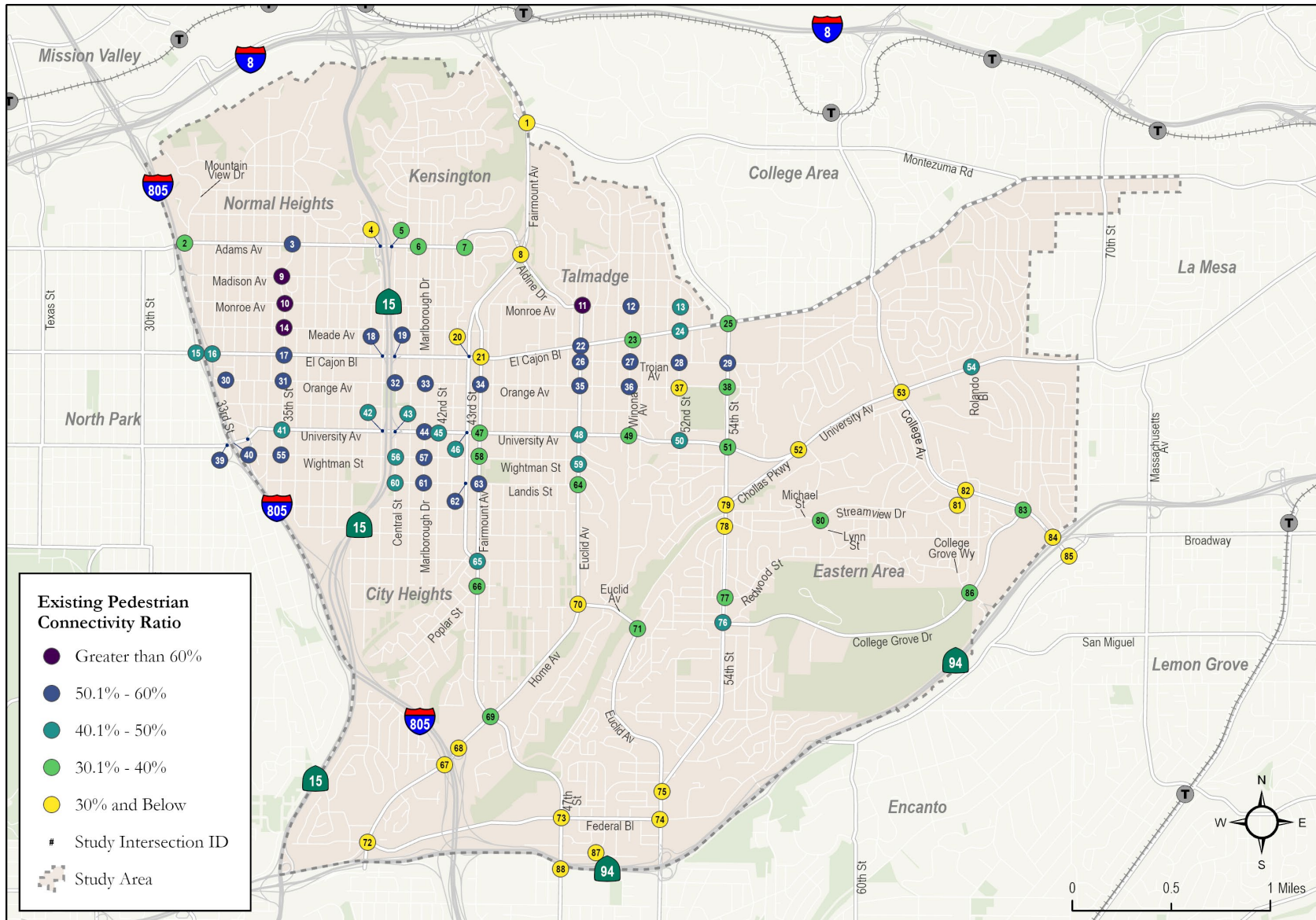
Source: CR Associates (2024)

A higher ratio reflects better street connectivity. Ratios of 50% or better are typically reflective of grid street network conditions with short block lengths in all directions. Lower ratios are typically reflective of cul-de-sac street network patterns, superblocks, or physical barriers in the proximity to the origin. More than half of intersections within Mid-City have low pedestrian connectivity ratios, indicating bad network connectivity. The highest connectivity intersections occur along 35th Street, Orange Avenue, Trojan Avenue, and the northern section of Euclid Avenue. The lowest connectivity ratios are found predominately in the southeastern area of Mid-City, primarily along Chollas Parkway/University Avenue and Home Avenue.

2.2   Pedestrian Demand

A snapshot of pedestrian demand within Mid-City was developed utilizing the City of San Diego Pedestrian Priority Model and commute mode share data from the American Community Survey.

Figure 2.3 displays the City's Pedestrian Priority Model (PPM) updated in 2015, within Mid-City, as well as within the adjacent portions of the surrounding communities. The PPM is a composite of three submodels, including trip attractors, trip generators, and trip detractors. The pedestrian attractor and generator submodels approximate latent demand for pedestrian activity. The demand submodels combine with the detractor submodel (approximating barriers to walking), to signify areas in the City of the greatest pedestrian priority or need.

The PPM figure is displayed as a heat map with the lowest priority in dark blue and the highest in red. The areas with the highest need are generally bound by El Cajon Boulevard to the north, University Avenue to the south, 54th Street to east, and SR15 to the west. Additional pockets of higher priority continue south of University Avenue surrounding 43rd Street and around Adams Avenue in Normal Heights. These higher priority areas exhibit higher concentrations of trip attractors (e.g., parks, schools, commercial uses), trip generators (e.g., higher residential density), and trip detractors (e.g., higher traffic volumes and posted speeds). The northern and southern portions of the community have fewer commercial attractors, lower residential densities, and topography or barriers that limit walking connections.

Figure 2.4 and **Figure 2.5** display the AM and PM peak hours pedestrian counts at the study area intersections. Individual intersection count sheets and graphics are provided in **Appendix C**. The pedestrian count data is consistent with the pedestrian demand model output, with higher activity along El Cajon Boulevard, Orange Avenue and University Avenue.

Table 2.1 provides a comparison of pedestrian commute mode share between Mid-City, the City and the San Diego County region. Mid-City area has a pedestrian commute mode share of 2.1%, which is lower than the citywide and countywide pedestrian commute mode share in 2022. The City of San Diego increased its emphasis on the role of active mobility with the adoption of its Climate Action Plan (CAP) in December 2015 and reaffirmed in the June 2022 update. The CAP sets a target to "achieve walking mode share of 19% by 2030 and 25% by 2035 for all San Diego residents' trips".

Table 2.1 - Pedestrian Commute Mode Share Comparison 2022

	Mid-City	City of San Diego	San Diego County
Total Pedestrian Commuters	1,897	24,871	46,996
Total Workers	89,818	791,874	1,622,954
Pedestrian Commute Mode Share	2.1%	3.1%	2.9%

Source: US Census, 2022 American Community Survey 5-Year Estimates (2024)

Figure 2.3 - Pedestrian Priority Model Results
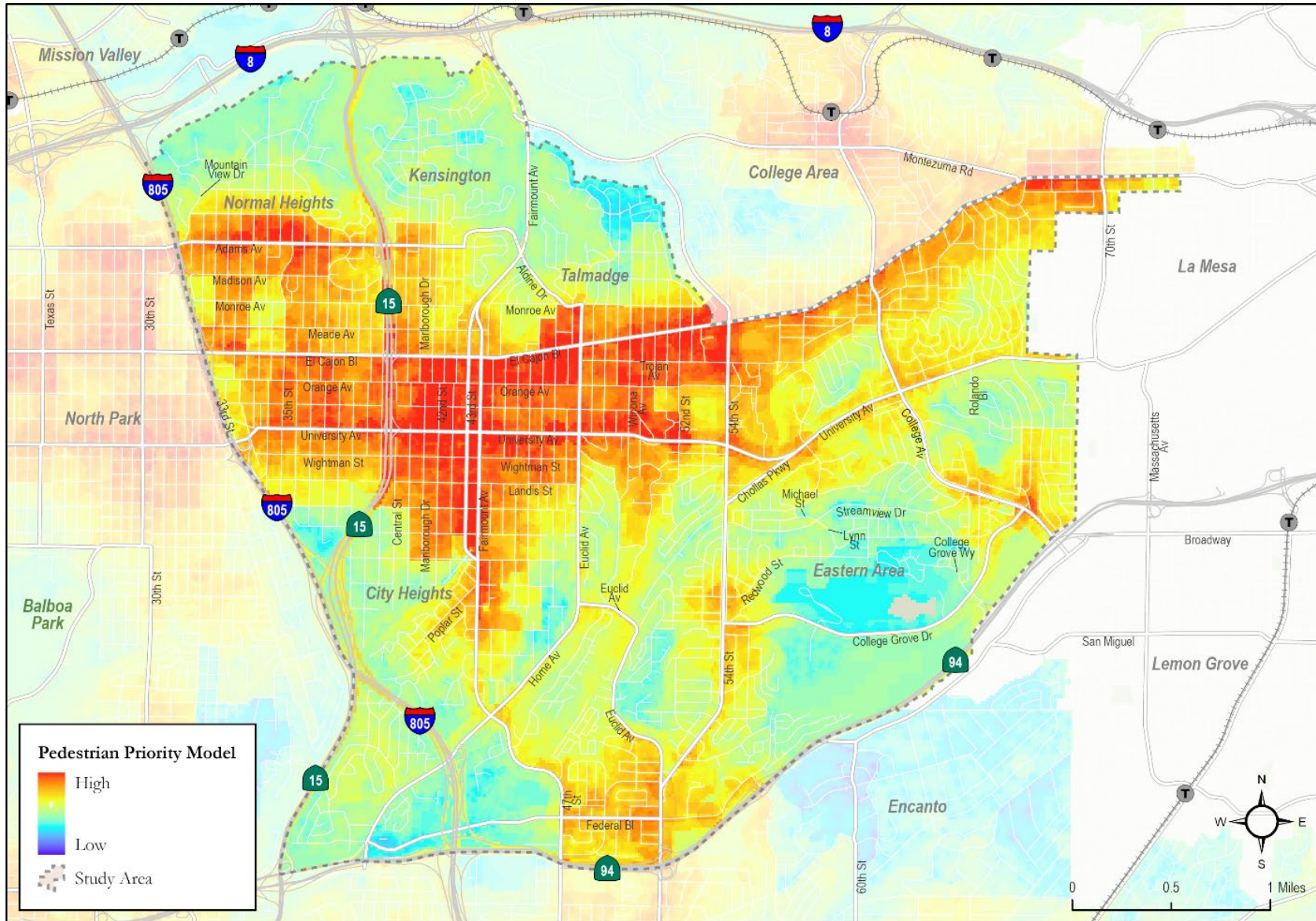
Source: CR Associates (2024)

Figure 2.4 - AM Peak Hour Pedestrian Counts
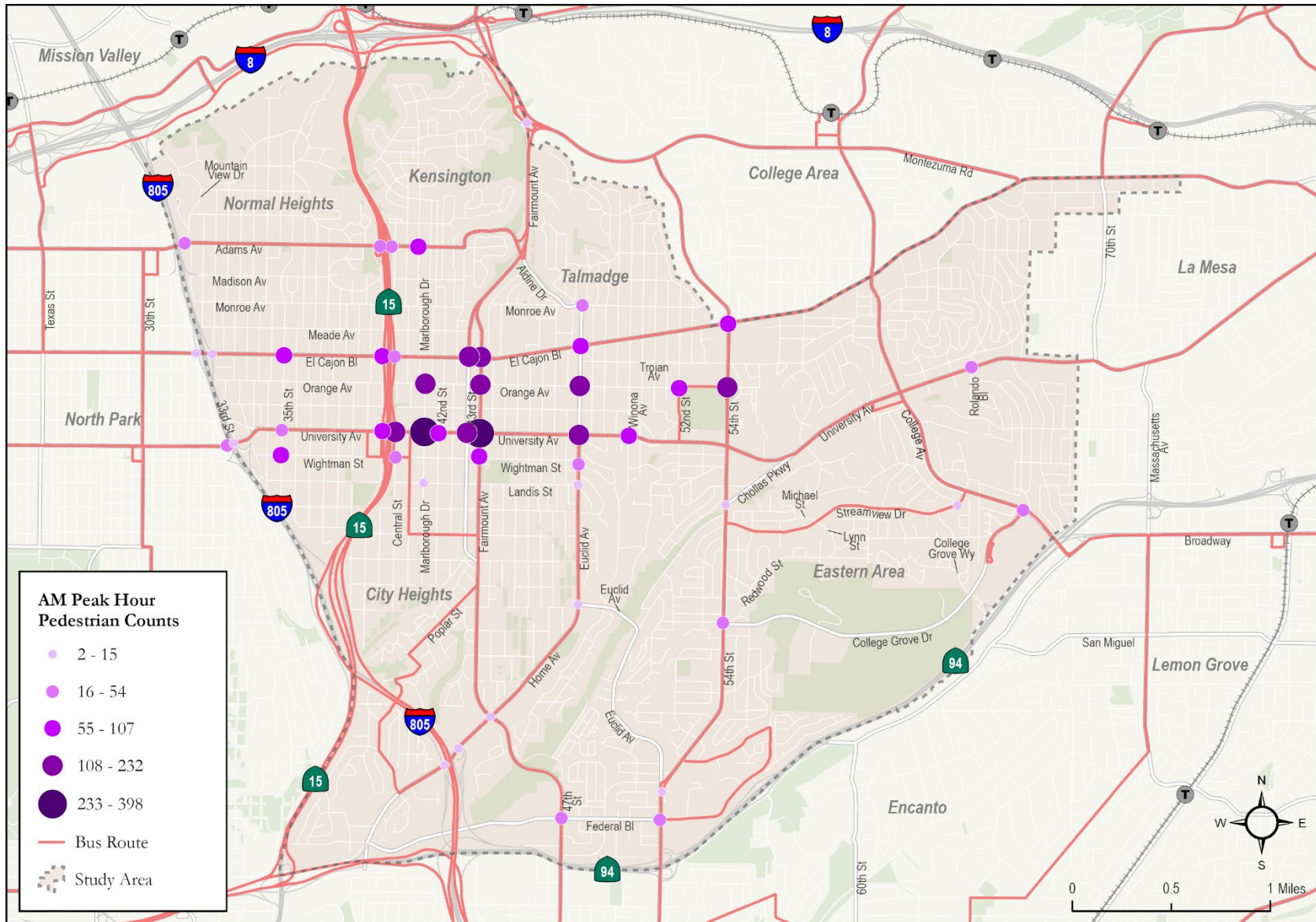
Source: CR Associates (2024)

Figure 2.5 - PM Peak Hour Pedestrian Counts
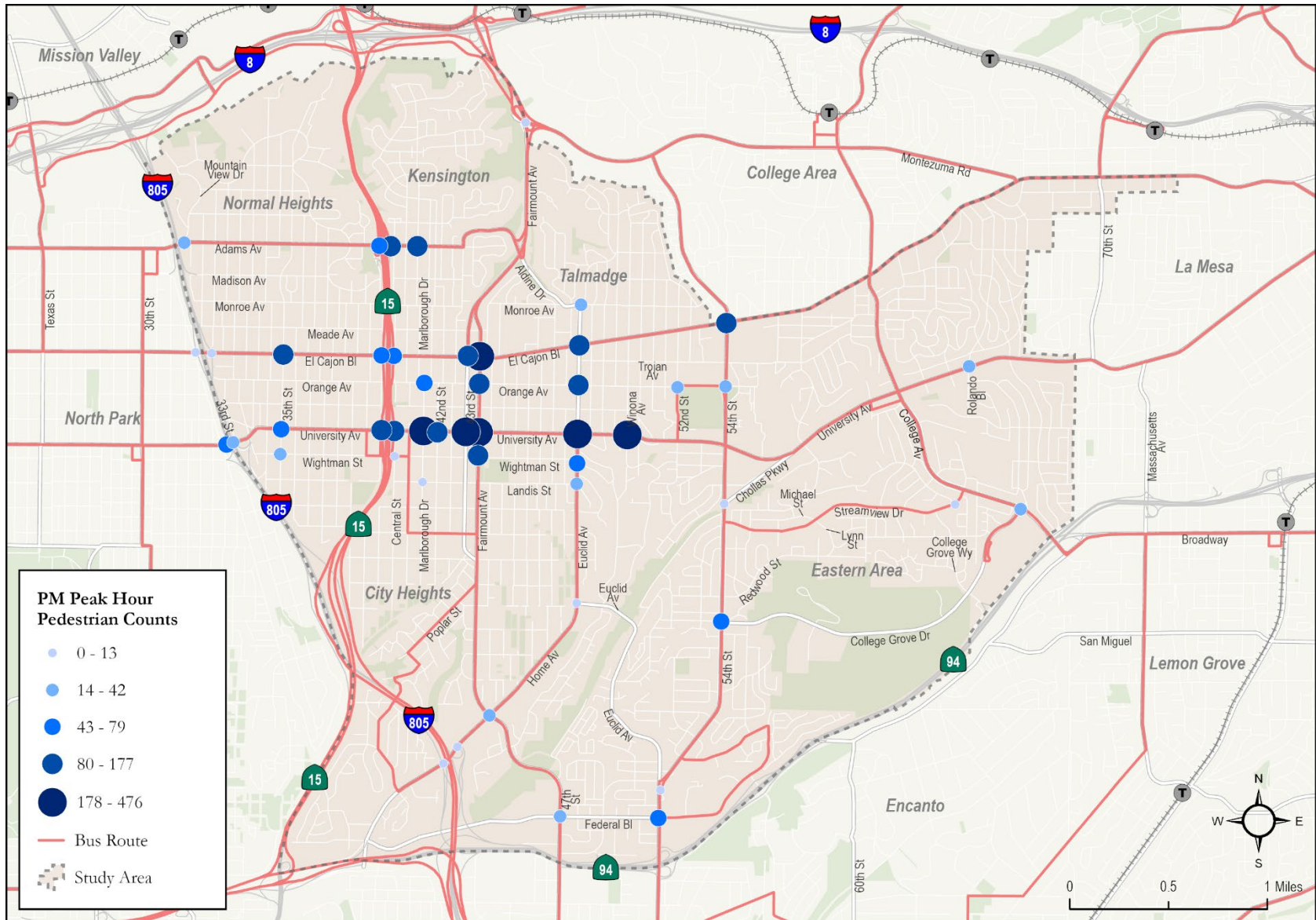
Source: CR Associates (2024)

2.3 Pedestrian Safety

The City of San Diego is implementing a Safe System Approach to help achieve the Vision Zero initiative. The Safe System Approach is to evaluate, plan, and design a transportation system which eliminates fatalities and severe injuries despite human mistakes. This approach applies to each of the core transportation modes. The pedestrian collision history (five-year period) within Mid-City was examined to evaluate pedestrian safety. A collision dataset was obtained from the Transportation Injury Mapping System (TIMS) for injury traffic collisions occurring between the years between 2018 and 2022.

A total of 316 pedestrian-involved collisions resulting in injury were reported during this five-year period. **Figure 2.6** displays the locations of recorded pedestrian collisions. As shown, the corridors with the most pedestrian-involved collisions occurring were El Cajon Boulevard, University Avenue, and Fairmount Avenue.

Table 2.2 categorizes the 316 collisions by injury severity. As shown, 16 collisions resulted in a fatality, representing 5% of all reported collisions during the five-year period. In addition, 39 records were severe injury collisions (12%).

Table 2.2 - Pedestrian Injury Severity by Outcome: 2018–2022

Collision Severity	Frequency	Percent of Total
Complaint of Pain	131	41.5%
Other Visible Injury	130	41.1%
Severe Injury	39	12.3%
Fatal	16	5.1%
Total	**316**	**100.0%**

Source: TIMS (2024)

Of the 16 collisions resulting in fatalities, 4 occurred at intersections along El Cajon Boulevard and 4 were reported along University Avenue (mostly at intersections), representing the corridors with highest numbers of fatal records. The following list includes all locations were fatal pedestrian-involved collisions were reported over the five-year study period:

- 36th Street & El Cajon Boulevard
- 41st Street & El Cajon Boulevard
- 46th Street & El Cajon Boulevard
- Altadena Avenue & El Cajon Boulevard
- College Avenue & University Avenue
- 44th Street & University Avenue
- 58th Street & University Avenue
- Cherokee Avenue & Adams Avenue
- Chollas Parkway & Chollas Parkway 5600
- 40th Street & Redwood Street
- University Avenue, approximately 140' west of Cherokee Avenue
- 54th Street, approximately 140' north of Haniman Drive
- 54th Street, approximately 70' south of Redwood Street
- Chollas Parkway, approximately 450' south of Lea Street
- Euclid Avenue, approximately 180' north of Federal Boulevard
- Fairmount Avenue, approximately 690' north of 47th Street

Figure 2.6 - Pedestrian Collisions (2018–2022)
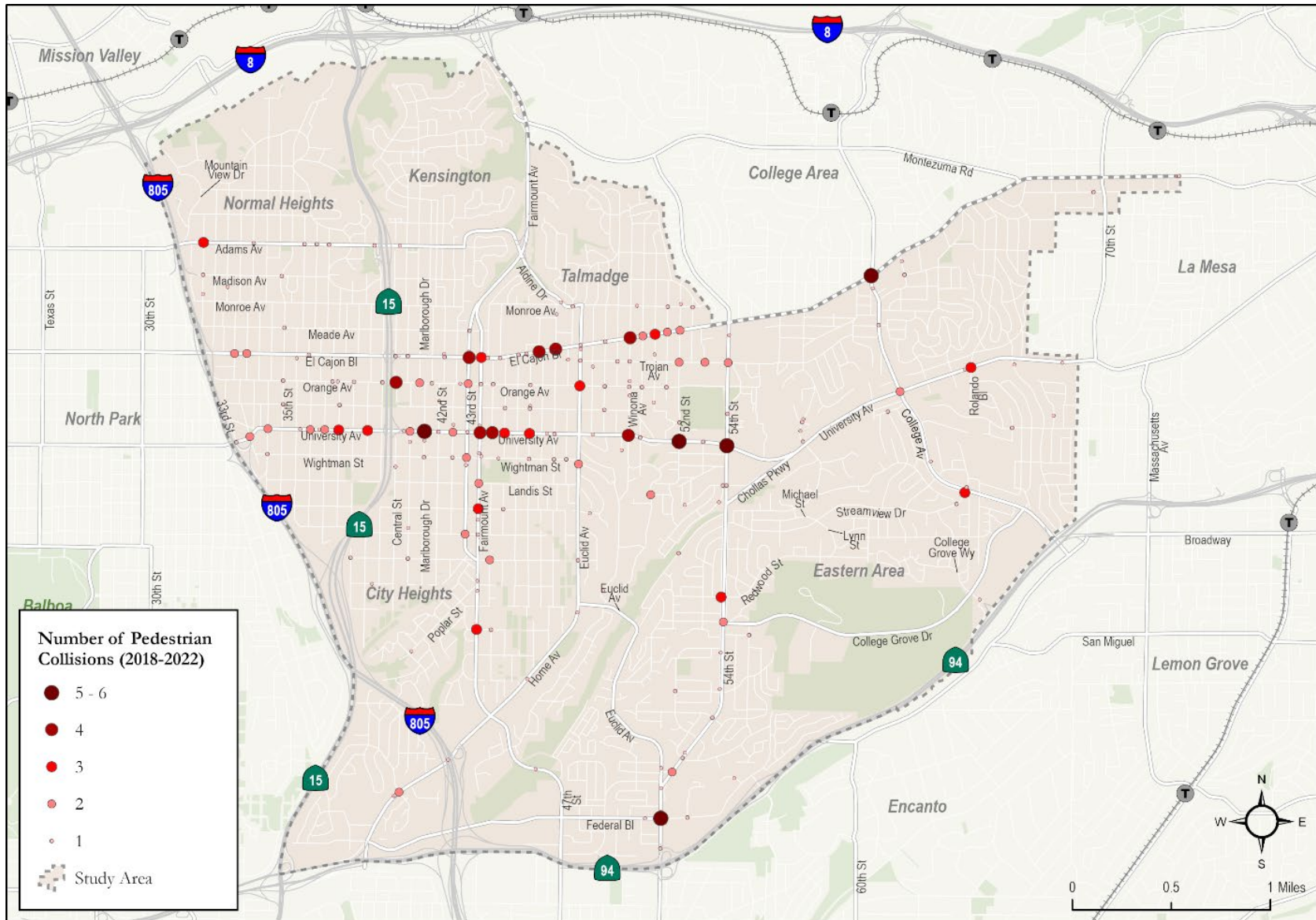
Source: TIMS (2024)

Table 2.3 identifies the five intersections with the most reported pedestrian collisions within Mid-City. No fatal collisions were reported at any of the higher frequency collision locations.

Table 2.3 - Most Frequent Pedestrian Collision Locations: 2018 – 2022

Rank	Intersection	Frequency
1	52nd Street & University Avenue	6
2	Marlborough Avenue & University Avenue	5
2	Euclid Avenue & Federal Boulevard	5
2	54th Street & University Avenue	5
2	College Avenue & El Cajon Boulevard	5

Source: TIMS (2024)

Table 2.4 summarizes the primary causes for the 316 pedestrian-involved injury collisions in Mid-City. Over the course of the five-year period, the most common cause of pedestrian-involved collisions was pedestrian violating the motorist's right-of-way ("pedestrian violation"), causing 32% of the collisions. Motorists violating the pedestrian's right-of-way was the second most common cause, causing 30% of the collisions. The third leading cause was improper turning movements, reported for approximately 8% of collisions.

Table 2.4 - Primary Pedestrian Collision Causes: 2018 – 2022

Primary Collision Cause[1]	Frequency	Percent of Total
Pedestrian Violation	102	32.3%
(Motorist Violating) Pedestrian Right of Way	96	30.4%
Improper Turning	26	8.2%
Unknown	24	7.6%
Unsafe Starting or Backing	14	4.4%
Unsafe Speed	13	4.1%
Traffic Signals and Signs	12	3.8%
(Pedestrian Violating) Automobile Right of Way	8	2.5%
Other Than Driver (or Pedestrian)	8	2.5%
Other Improper Driving	7	2.2%
Other Hazardous Violation	5	1.6%
Driving or Bicycling Under the Influence of Alcohol or Drug	1	0.3%
Total	**316**	**100.0%**

Source: TIMS (2024)

Note: [1] Primary Collision Cause categories are listed as reported by the incident report. Clarifying language was added in parentheses to more clearly identify the reported cause in some instances.

Table 2.5 summarizes pedestrian-involved collisions by party-at-fault. As shown, the driver was at-fault in 59% of the reported collisions during the five-year period, followed by pedestrians reported as at-fault in 38% of the collisions. Three collisions were between a cyclist and a pedestrian, with the cyclists assigned at fault in each record.

Table 2.5 - Pedestrian Collision Party Fault: 2018–2022

Party	Frequency	Percent of Total
Driver	187	59.2%
Pedestrian	119	37.7%
Other	6	1.9%
Bicyclist	3	0.9%
Parked Vehicle	1	0.3%
Total	316	100.0%

Source: TIMS (2024)

2.4   Pedestrian Environment Quality Evaluation

Pedestrian Environment Quality Evaluation (PEQE) provides an assessment of pedestrian facilities within the study area, measuring the quality of pedestrian conditions along roadway (midblock) segments and at select intersection crossings. PEQE segment evaluation and crossing evaluation each consider different inputs that are specific to those realms. Segment analysis criteria includes horizontal and vertical separation between the pedestrian and vehicular traffic, presence and type of street lighting, walkway accessibility, and the posted speed limit of the adjacent roadway.

Intersection analysis criteria includes types of traffic control, physical features that serve as safety mechanisms (e.g., crosswalk features, curb extensions, advanced stop bars), types of operational features at the intersection (e.g., pedestrian countdown signals, pedestrian lead intervals, right turn on red restrictions, additional pedestrian signage), and presence of ADA standard curb ramps. The PEQE methodology is documented in **Appendix A**.

PEQE results for the Mobility Element roadways within the Mid-City communities are shown in **Figure 2.7**. The pedestrian environmental quality along roadway segments and select crossing locations are classified as Low, Medium, or High quality based on the characteristics as applied using PEQE methodology, described above.

As shown in the figure, low-scoring roadway segments were identified along Fairmount Avenue from Montezuma Road to El Cajon Boulevard, College Avenue from University Avenue to Streamview Drive, and the northern segment of Home Avenue from Fairmount Avenue to Euclid Avenue. Most of the major corridors in the community were identified to have a high score. PEQE criteria input tables are provided in **Appendix D**.

PEQE analysis results for roadway segments are presented in **Table 2.6**. Segments with low scores were typically influenced by lack of walkway accessibility (missing sidewalk or obstructions of the clear pedestrian zone).

Table 2.6 - PEQE Study Roadway Segment Analysis Results

Roadway	From	Northside/Eastside		Southside/Westside	
		Score	Grade	Score	Grade
35th St	Adams Ave to El Cajon Blvd	7	High	7	High
35th St	El Cajon Blvd to Orange Ave	8	High	8	High
35th St	Orange Ave to University Ave	7	High	7	High
43rd St	Meade Ave to El Cajon Blvd	7	High	7	High
43rd St	El Cajon Blvd to Orange Ave	6	Medium	4	Medium
43rd St	Orange Ave to University Ave	7	High	7	High
43rd St	University Ave to Landis St	7	High	7	High
43rd St	Landis St to Thorn St	6	Medium	6	Medium
52nd St	Monroe Ave to El Cajon Blvd	8	High	8	High
52nd St	El Cajon Blvd to Orange Ave	7	High	5	Medium
52nd St	Orange Ave to University Ave	7	High	7	High
54th St	El Cajon Blvd to Orange Ave	4	Medium	4	Medium
54th St	Orange Ave to University Ave	4	Medium	4	Medium
54th St	University Ave to Streamview Dr	4	Medium	4	Medium
54th St	Streamview Dr to College Grove Dr	1	Low	1	Low
54th St	College Grove Dr to Euclid Ave	5	Medium	1	Low
Adams Ave	I-805 to 35th St	8	High	8	High
Adams Ave	35th St to I-15	8	High	8	High
Adams Ave	I-15 to Marlborough Ave	8	High	8	High
Chollas Pkwy	54th St to University Ave	0	Low	0	Low
College Ave	University Ave to Streamview Dr	1	Low	1	Low
College Ave	Streamview Dr to College Grove Dr	1	Low	1	Low
El Cajon Blvd	I-805 to 35th St	7	High	7	High
El Cajon Blvd	35th St to I-15	7	High	7	High
El Cajon Blvd	I-15 to Marlborough Ave	7	High	7	High
El Cajon Blvd	Marlborough Ave to Fairmount Ave	7	High	7	High
El Cajon Blvd	Fairmount Ave to Highland Ave	4	Medium	4	Medium
El Cajon Blvd	Highland Ave to Euclid Ave	4	Medium	4	Medium
El Cajon Blvd	Euclid Ave to 50th St	4	Medium	4	Medium
El Cajon Blvd	50th St to 54th St	5	Medium	5	Medium
Euclid Ave	Monroe Ave to El Cajon Blvd	8	High	8	High
Euclid Ave	El Cajon Blvd to Orange Ave	8	High	8	High
Euclid Ave	Orange Ave to University Ave	7	High	7	High
Euclid Ave	University Ave to Landis St	7	High	7	High

Table 2.6 - PEQE Study Roadway Segment Analysis Results

Roadway	From	Northside/Eastside		Southside/Westside	
		Score	Grade	Score	Grade
Euclid Ave	Landis St to Euclid Ave/Home Ave	5	Medium	2	Low
Fairmount Ave	Montezuma Rd to El Cajon Blvd	0	Low	0	Low
Fairmount Ave	El Cajon Blvd to Orange Ave	5	Medium	5	Medium
Fairmount Ave	Orange Ave to University Ave	7	High	5	Medium
Fairmount Ave	University Ave to Wightman St	6	Medium	5	Medium
Fairmount Ave	Wightman St to Landis St	6	Medium	5	Medium
Fairmount Ave	Landis St to Home Ave	6	Medium	6	Medium
Fairmount Ave	Home Ave to Federal Blvd	4	Medium	4	Medium
Federal Blvd	47th St to Euclid Ave	6	Medium	6	Medium
Home Ave	I-805 On-Ramp to Fairmount Ave	4	Medium	4	Medium
Home Ave	Fairmount Ave to Euclid Ave	6	Medium	2	Low
Landis St	Central Ave to Marlborough Ave	7	High	7	High
Landis St	Marlborough Ave to Fairmount Ave	7	High	7	High
Landis St	Fairmount Ave to Euclid Ave	7	High	7	High
Marlborough Ave	Adams Ave to El Cajon Blvd	6	Medium	6	Medium
Marlborough Ave	El Cajon Blvd to University Ave	7	High	7	High
Marlborough Ave	University Ave to Landis St	7	High	7	High
Monroe Ave	Euclid Ave to Fairmount Ave	6	Medium	6	Medium
Orange Ave	33rd St to 35th St	7	High	7	High
Orange Ave	35th St to 38th St	7	High	7	High
Orange Ave	38th St to I-15	7	High	7	High
Orange Ave	I-15 to Fairmount Ave	7	High	7	High
Orange Ave	Fairmount Ave to Menlo Ave	7	High	7	High
Orange Ave	Menlo Ave to 50th St	7	High	7	High
Orange Ave	50th St to 54th St	7	High	7	High
Streamview Dr	54th St to College Ave	7	High	7	High
University Ave	I-805 to 35th St	5	Medium	5	Medium
University Ave	35th St to I-15	8	High	8	High
University Ave	I-15 to Marlborough Ave	7	High	7	High
University Ave	Marlborough Ave to Fairmount Ave	7	High	7	High
University Ave	Fairmount Ave to Highland Ave	7	High	7	High
University Ave	Highland Ave to Euclid Ave	7	High	7	High
University Ave	Euclid Ave to 50th St	5	Medium	5	Medium
University Ave	50th St to 54th St	4	Medium	5	Medium

Table 2.6 - PEQE Study Roadway Segment Analysis Results

Roadway	From	Northside/Eastside		Southside/Westside	
		Score	Grade	Score	Grade
University Ave	54th St to Chollas Pkwy	4	Medium	4	Medium
University Ave	Chollas Pkwy to 60th St	4	Medium	4	Medium
University Ave	60th St to College Ave	1	Low	4	Medium
University Ave	College Ave to Rolando Blvd	6	Medium	6	Medium
Wightman St	35th St to 38th St	7	High	7	High
Wightman St	38th St to Central Ave	7	High	7	High
Wightman St	Central Ave to Marlborough Ave	7	High	7	High
Wightman St	Marlborough Ave to 43rd St	7	High	7	High
Wightman St	43rd St to Euclid Ave	7	High	7	High
Winona Ave	Monroe Ave to El Cajon Blvd	8	High	8	High
Winona Ave	El Cajon Blvd to Orange Ave	7	High	7	High
Winona Ave	Orange Ave to University Ave	7	High	7	High

Source: CR Associates (2024)

Table 2.7 summarizes the PEQE scoring by mileage of roadway segment (including both sides of the roadway) within Mid-City. Roughly half of the study area roadways, approximately 50%, scored in the high category, approximately 35% scored medium, and 15% of the roadways had a low score.

Table 2.7 - PEQE Study Roadway Segment Analysis Results by Linear Mile

Grade	Linear Mileage	Percent
High	29.8	50.0%
Medium	20.6	34.6%
Low	9.2	15.4%
Total Mileage	59.6	100.0%

Source: CR Associates (2024)

Figure 2.7 - Pedestrian Environment Quality Evaluation Results for Study Roadway Segments
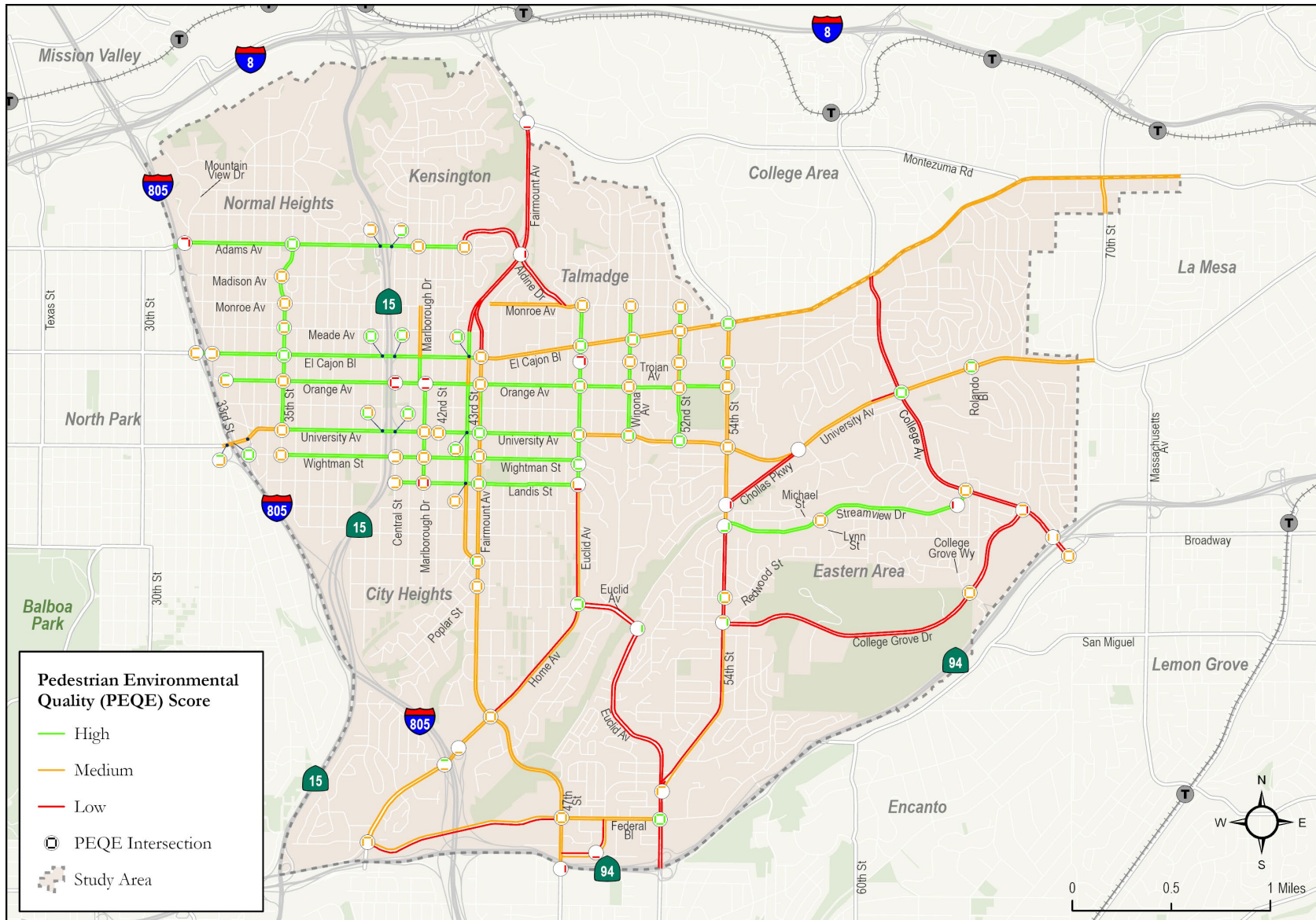
Intersection PEQE analysis results are provided in **Table 2.8**. The intersection legs that are marked "N/A" are locations where it is not legal to cross or if the respective leg is part of a "T-intersection" and does not exist. Nine of the studied intersections had high scores for all legs of the intersection. High score crossings, where they occurred, were aided by physical or operational features at the intersection, such as high-visibility continental crosswalks, advanced stop bars, or pedestrian countdown signals. Low scoring crossings occurred in locations with no upgraded physical or operational crossing features present, or non-ADA-compliant curb ramps.

Table 2.8 - PEQE Study Intersection Analysis Results

Intersection	North Leg		South Leg		East Leg		West Leg	
	Score	Grade	Score	Grade	Score	Grade	Score	Grade
Fairmount Ave & Montezuma[1]	N/A	N/A	0	Low	0	Low	0	Low
Adams Ave & Mountain View Dr	3	Low	N/A	N/A	1	Low	N/A	N/A
Adams Ave & 35th St	7	High	7	High	7	High	7	High
Adams Ave & I-15 Off-Ramp	6	Medium	5	Medium	6	Medium	N/A	N/A
Adams Ave & I-15 On-Ramp	6	Medium	7	High	7	High	N/A	N/A
Adams Ave & Marlborough Dr	6	Medium	6	Medium	6	Medium	6	Medium
Madison Ave & 35th St	5	Medium	6	Medium	6	Medium	5	Medium
Monroe Ave & 35th St	6	Medium	6	Medium	6	Medium	5	Medium
Monroe Ave & Euclid Ave	5	Medium	6	Medium	5	Medium	5	Medium
Monroe Ave & Winona Ave	6	Medium	6	Medium	5	Medium	5	Medium
Monroe Ave & 52nd St	5	Medium	5	Medium	5	Medium	5	Medium
Meade Ave & 35th St	6	Medium	6	Medium	7	High	7	High
El Cajon Blvd & I-805 SB Ramp	5	Medium	4	Medium	N/A	N/A	6	Medium
El Cajon Blvd & I-805 NB Ramp	4	Medium	5	Medium	5	Medium	N/A	N/A
El Cajon Blvd & 35th St	7	High	7	High	7	High	7	High
El Cajon Blvd & I-15 SB Ramp	8	High	7	High	7	High	7	High
El Cajon Blvd & I-15 NB Ramp	7	High	7	High	6	Medium	7	High
El Cajon Blvd & 43rd St	7	High	7	High	7	High	6	Medium
El Cajon Blvd & Fairmount Ave	6	Medium	6	Medium	6	Medium	6	Medium
El Cajon Blvd & Euclid Ave	7	High	7	High	7	High	6	Medium
El Cajon Blvd & Winona Ave	6	Medium	6	Medium	7	High	7	High
El Cajon Blvd & 52nd St	6	Medium	5	Medium	4	Medium	4	Medium
El Cajon Blvd & 54th St	7	High	7	High	7	High	7	High
Trojan Ave & Euclid Ave	2	Low	N/A	N/A	1	Low	N/A	N/A
Trojan Ave & Winona Ave	5	Medium	5	Medium	5	Medium	5	Medium
Trojan Ave & 52nd St	5	Medium	5	Medium	6	Medium	6	Medium
Trojan Ave & 54th St	5	Medium	4	Medium	7	High	7	High
Orange Ave & 33rd St	7	High	6	Medium	N/A	N/A	5	Medium

Table 2.8 - PEQE Study Intersection Analysis Results

Intersection	North Leg		South Leg		East Leg		West Leg	
	Score	Grade	Score	Grade	Score	Grade	Score	Grade
Orange Ave & 35th St	6	Medium	5	Medium	6	Medium	5	Medium
Orange Ave & Central Ave	3	Low	3	Low	N/A	N/A	2	Low
Orange Ave & Marlborough Dr	3	Low	2	Low	N/A	N/A	N/A	N/A
Orange Ave & Fairmount Ave	4	Medium	4	Medium	6	Medium	6	Medium
Orange Ave & Euclid Ave	7	High	7	High	6	Medium	6	Medium
Orange Ave & Winona Ave	5	Medium	6	Medium	6	Medium	6	Medium
Orange Ave & 52nd St	6	Medium	6	Medium	5	Medium	5	Medium
Orange Ave & 54th St	4	Medium	5	Medium	4	Medium	5	Medium
University Ave & I-805 Off-Ramp	7	High	5	Medium	5	Medium	N/A	N/A
University Ave & I-805 On-Ramp	7	High	7	High	7	High	7	High
University Ave & 35th St	6	Medium	6	Medium	6	Medium	6	Medium
University Ave & I-15 Off-Ramo	6	Medium	8	High	6	Medium	7	High
University Ave & I-15 On-Ramp	8	High	6	Medium	8	High	7	High
University Ave & Marlborough Dr	6	Medium	6	Medium	6	Medium	6	Medium
University Ave & 43rd St	7	High	6	Medium	6	Medium	7	High
University Ave & 42nd St	6	Medium	6	Medium	6	Medium	6	Medium
University Ave & Fairmount Ave	7	High	7	High	7	High	7	High
University Ave & Euclid Ave	7	High	7	High	5	Medium	5	Medium
University Ave & Winona Ave	6	Medium	6	Medium	7	High	7	High
University Ave & 52nd St	8	High	8	High	7	High	7	High
Univeristy Ave & 54th St	5	Medium	5	Medium	5	Medium	6	Medium
University Ave & Chollas Pkwy	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
University Ave & College Ave	7	High	7	High	7	High	7	High
University Ave & Rolando Blvd	7	High	7	High	6	Medium	6	Medium
Wightman St & 35th St	5	Medium	5	Medium	5	Medium	5	Medium
Wightman St & Central Ave	4	Medium	4	Medium	4	Medium	N/A	N/A
Wightman St & Marlborough Ave	5	Medium	5	Medium	5	Medium	5	Medium
Wightman St & Fairmount Ave	6	Medium	6	Medium	6	Medium	7	High
Wightman St & Euclid Ave	7	High	7	High	N/A	N/A	7	High
Landis St & Central Ave	5	Medium	5	Medium	5	Medium	N/A	N/A
Landis St & Marlborough Dr	5	Medium	5	Medium	2	Low	2	Low
Landis St & 43rd St	6	Medium	5	Medium	6	Medium	6	Medium
Landis St & Fairmount Ave	6	Medium	6	Medium	7	High	8	High
Landis St & Euclid Ave	N/A	N/A	2	Low	N/A	N/A	4	Medium

Table 2.8 - PEQE Study Intersection Analysis Results

Intersection	North Leg		South Leg		East Leg		West Leg	
	Score	Grade	Score	Grade	Score	Grade	Score	Grade
43rd St & Fairmount Ave	6	Medium	6	Medium	5	Medium	7	High
Poplar St & Fairmount Ave	5	Medium	6	Medium	5	Medium	6	Medium
Home Ave & I-805 SB Ramp	7	High	5	Medium	0	Low	0	Low
Home Ave & I-805 NB Ramp	N/A	N/A	6	Medium	N/A	N/A	N/A	N/A
Home Ave & Fairmount Ave	6	Medium	6	Medium	6	Medium	6	Medium
Home Ave & Euclid Ave	8	High	8	High	8	High	N/A	N/A
Federal Blvd & 47th St	5	Medium	5	Medium	5	Medium	5	Medium
Federal Blvd & Euclid Ave	7	High	7	High	7	High	7	High
Euclid Ave & 54th St	6	Medium	N/A	N/A	N/A	N/A	6	Medium
54th St & College Grove	5	Medium	N/A	N/A	7	High	N/A	N/A
54th St & Redwood St	6	Medium	6	Medium	6	Medium	7	High
54th St & Streamview	N/A	N/A	7	High	7	High	N/A	N/A
54th St & Chollas Pkwy	N/A	N/A	N/A	N/A	3	Low	N/A	N/A
Streamview & Lynn St	5	Medium	5	Medium	5	Medium	5	Medium
Streamview & Boren St	N/A	N/A	N/A	N/A	N/A	N/A	3	Low
College Grove & College Ave	4	Medium	4	Medium	3	Low	N/A	N/A
College Grove & College Grove Way	5	Medium	6	Medium	5	Medium	5	Medium
Euclid Ave & Chollas Rd	N/A	N/A	N/A	N/A	7	High	0	Low

Source: CR Associates (2024)

[1] Fairmount Avenue & Montezuma Road is an uncontrolled intersection with free movements for all approaches.

Table 2.9 summarizes the number of intersection approaches studied by their PEQE score. Approximately 80% of the intersection approaches scored either medium or high.

Table 2.9 - PEQE Study Intersection Analysis Results by Grade

Grade	Number of Approaches	Percent
High	86	26.9%
Medium	171	53.4%
Low	63	19.7%
Total Approaches	320	100.0%

Source: CR Associates (2024)

3.0 Bicycle Mobility

Increasing the number of people who ride bicycles for daily trips is viewed as one potential solution to many of the issues facing urban environments, such as greenhouse gas emissions, concern for public health, transportation costs and creating alternatives to sitting in vehicular traffic congestion. The establishment of a safe and well-connected bicycle network can help bicycling to become a more viable transportation option.

2024 General Plan (Blueprint SD) Mobility Element - Bicycling Goals:

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

2024 City of San Diego Mobility Master Plan (Revised Draft) - Bicycling Goals:

- *Create a safe, connected, and convenient network for cyclists and micromobility users.*
  - Update the City's Bicycle Master Plan to align with the City's forthcoming revision to the Street Design Manual, maintain consistency with Caltrans' requirements, incorporate recent Community Plan updates, proposed regional connections, and current best practices, and serve as a complementary document to the updated Regional Active Transportation Plan.
  - Increase the rate of implementation of projects identified in the City's Bicycle Master Plan and Community Plan bicycle networks, with a focus on projects that create a physical barrier between motorists and bicyclists in the roadway.
  - Increase the implementation of wayfinding and markings, secure bike parking, bike signals, and separated bikeway improvements that enhance safety, comfort, and accessibility for all levels of bicycle riders and micromobility users.
  - Increase the number and quality of public education programs that promote bicycling and bicycle safety through raising awareness of bicycling's diverse benefits, highlighting San Diego's existing and planned bicycle resources and facilities, and educating drivers about other roadway users.
  - Strengthen and increase partnerships with shared mobility device operators to optimize the number and locations of devices available for first/last mile trips and seamless transfer between modes.
  - Increase the availability of secure and convenient parking and charging locations for micromobility devices, prioritizing solutions that facilitate first/last mile trips and transfer between modes

3.1 Bicycle Connectivity

Figure 3.1 shows existing and planned bicycle facilities within the Mid-City communities. The existing bicycle network is comprised of Class I multi-use paths, Class II bike lanes, Class III bike routes, one small segment of a Class IV protected bike lane and one segment of a shared bus-bike lane. Planned facilities (at the time of this report) were identified in the Comprehensive Multimodal Corridor Plan: Kumeyaay Corridor (2024), City Heights Urban Greening Program (2014), and the City's Bicycle Master Plan (2013). **Table 3.1** describes the typical characteristics of each bicycle facility classification and summarizes their total centerline mileage within the community. Class II bike lanes and Class III bike routes are the most common type of bicycle facility in Mid-City.

Figure 3.1 - Existing and Planned Bicycle Facilities
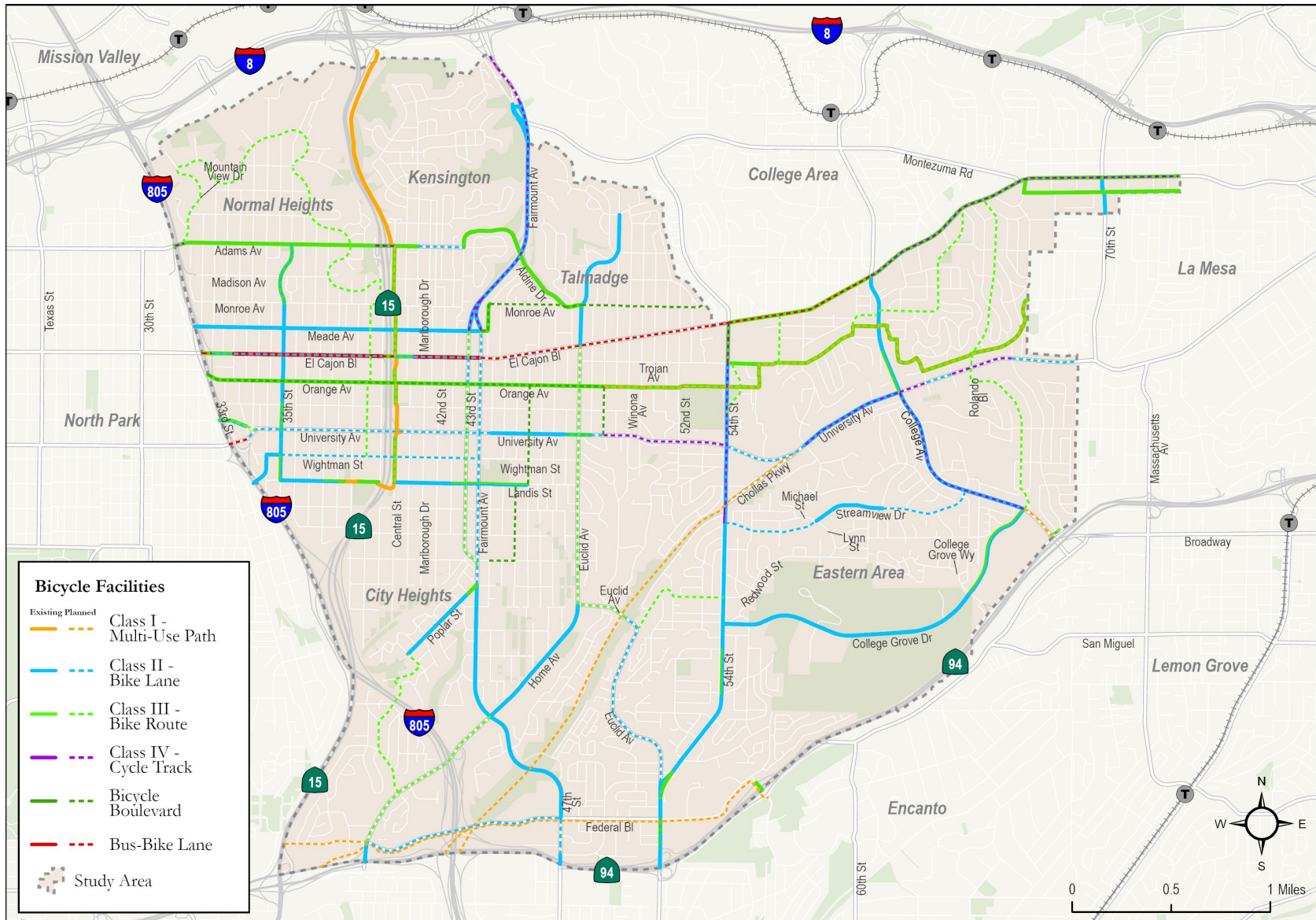
Source: *Comprehensive Multimodal Corridor Plan: Kumeyaay Corridor (2024), City Heights Urban Greening Program (2014), and San Diego Bicycle Master Plan (2013)*

Table 3.1 - Bicycle Facility Classifications and Existing Network Mileage

Description of Facility	Example	Existing Mileage
Class I Multi-Use Path – Also referred to as bike paths or shared-use paths, Class I facilities provide a completely separated right-of-way designed for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized. Multi-use paths can provide connections where roadways are non-existent or unable to support bicycle travel. The minimum paved width for a two-way multi-use path is eight feet, with a two-foot-wide graded area adjacent to the pavement.	*Kensington Pass Bikeway*	1.62
Class II Bike Lane – Provides a striped lane designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited. Bike lanes are one-way facilities located on either side of a roadway. Pedestrian and motorist crossflows are permitted. Additional enhancements such as painted buffers and signage may be applied. The minimum bike lane width is five feet.	*Meade Avenue*	16.38
Class III Bike Route – Provides shared use of traffic lanes with cyclists and motor vehicles, identified by signage and shared lane markings called "sharrows." Bike routes are best suited for low-speed, low-volume roadways with an outside lane of 14 feet or greater. Bike routes provide network continuity or designate preferred routes through corridors with high demand.	*Orange Avenue*	13.86
Class IV Cycle Track – Also referred to as a separated or protected bikeway, cycle tracks provide a right-of-way designated exclusively for bicycle travel within the roadway and physically protected from vehicular traffic. Cycle tracks can provide for one-way or two-way travel. Types of separation include, but are not limited to, grade separation, flexible posts, or on-street parking.	*54th Street*	0.09
Shared Bus Bike Lane - They can accommodate both modes at low speeds and moderate bus headways, where buses are discouraged from passing, and bicyclists pass buses only at stops. In appropriate conditions, bus-bike lanes are an option on streets where dedicated bus and separate high-comfort bicycle facilities cannot be provided.	*El Cajon Boulevard*	1.09
Total Mileage		33.04

A Class I multi-use path runs parallel to the east side of SR-15, connecting Mid-City at Adams Avenue to Mission Valley at Camino Del Rio South. Additional segments continue parallel to SR-15 intermittently between El Cajon Boulevard and Landis Street. A Class I path also crosses SR-15 at Landis Street. Approximately one-mile of a shared bus-bike lane runs along El Cajon Boulevard, between 33rd Street and Fairmount Avenue. A short segment of a Class IV separated bike lane is located along the east side of 54th Street just south of Chollas Parkway.

Planned facilities include all facility classifications with the addition of bicycle boulevards. Bicycle boulevards are traffic-calmed streets with low motorized traffic volumes and good wayfinding, optimized for bicycle travel. These facilities use signage, pavement markings, and speed and volume management measures to discourage through-trips by motor vehicles, ensuring safety for cyclists. Additionally, they include bicycle crossing treatments when intersecting with busy arterial streets.

Connectivity in both east-west and north-south directions within the community is complicated by interrupted facilities along multiple roads and the topography of the eastern area. The only continuous, existing east-west connection is via a Class III bike route along Orange Avenue. This facility will be improved to a bicycle boulevard and a Class I multi-use path. El Cajon Boulevard will be improved to extend the existing shared bus bike lane to College Avenue to the east.

Current north-south travel is provided via 54th Street and a portion of College Avenue, with Class II bike lanes running along these segments. Fairmount Avenue and Euclid Avenue will be improved with planned facilities to close the existing gaps and offer additional north-south connections.

Bicycle Connectivity Ratio

Bicycle connectivity within the community was evaluated using two metrics: existing bicycle connectivity ratio – a measurement of travelshed connectivity for bicycling from each study intersection; and Low-Stress Bicycle Connectivity, which measures the connectivity between sets of origins and destinations within the community using only low-stress bicycling network links. The methodologies used for both analyses are described in **Appendix A**.

Figure 3.2 shows the bicycle connectivity ratio of each study intersection in Mid-City. The ratio is an indicator of street network connectivity calculated by dividing the area of a one-mile bicycle travelshed from an origin by the area of a one-mile circle. A higher ratio reflects better street connectivity. Ratios of 40% or better are typically reflective of grid street network conditions with short block lengths in all directions. In comparison to pedestrian connectivity ratio scores, bicycle connectivity ratio scores are less sensitive to barriers because of the larger one-mile distance used for the analysis. Scores will typically have a lower range and be distributed closer to the mean. Ratios below 40% are typically reflective of major physical barriers with few network alternatives in proximity to the origin.

Most of the study intersections within the central area of Mid-City have high bicycle connectivity ratios, indicating good network connectivity. The intersections in the core of Mid-City tend to have higher connectivity ratios because they are removed from many of the topographical barriers that exist on the periphery of the community.

Figure 3.2 - Bicycle Connectivity Ratio for Study Intersections
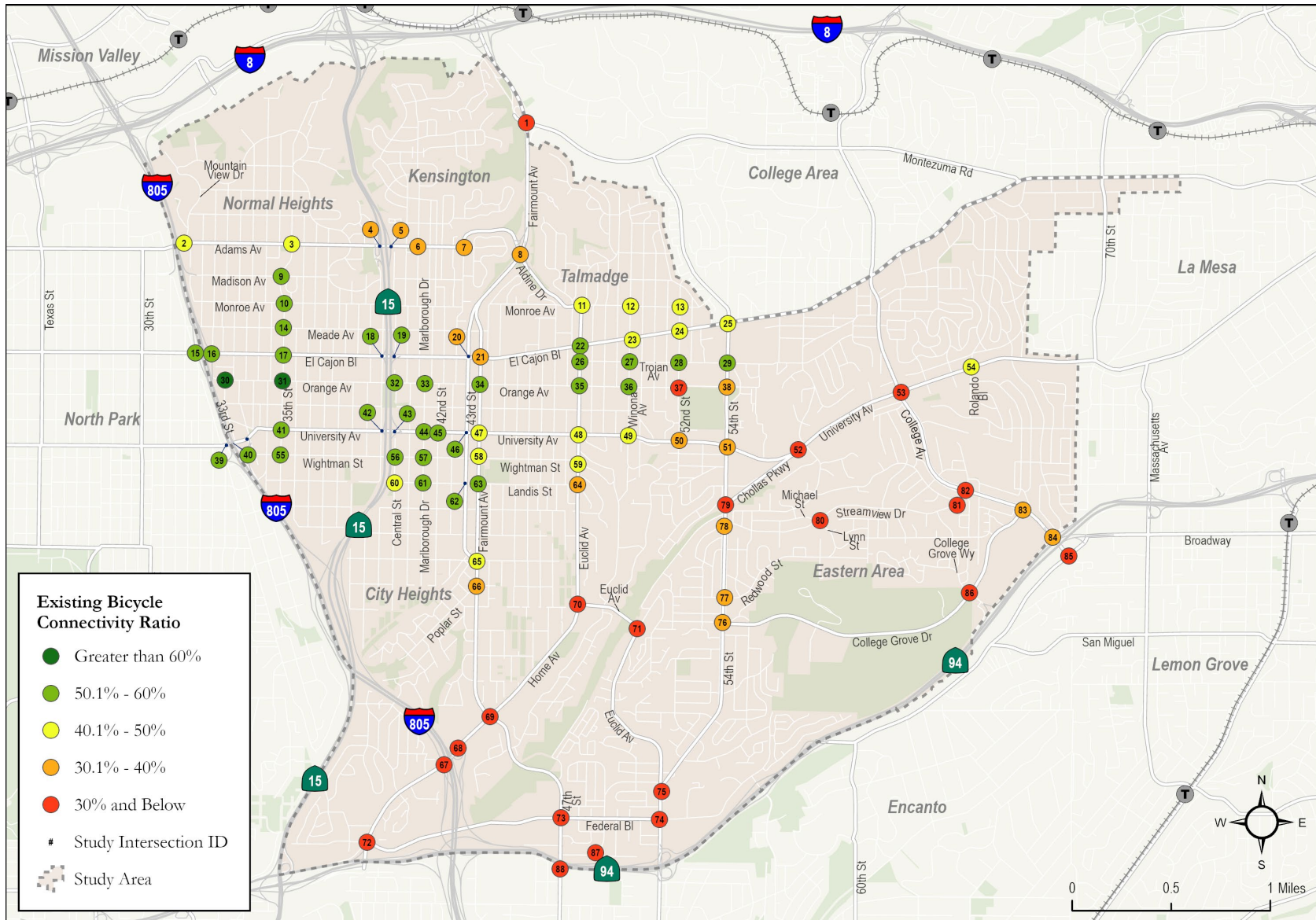
Source: CR Associates (2024)

3.2   Bicycle Demand

A composite understanding of bicycling demand in the Mid-City communities was assembled for this study, informed by the City of San Diego Bicycle Priority Model (BPM) (2011, and updated in 2016) and commute mode share data from the American Community Survey.

Figure 3.3 shows the BPM scores across Mid-City. The model considers demand-based factors: inter-community demand, explained by the presence of or proximity and centrality to major activity centers such as smart growth areas and employment centers; and intra-community demand, based on concentrations of land uses and varieties of demographic populations. High detractors, based on collision history, traffic volumes, posted speeds, travel lanes, and slope, are combined with demand to determine priority.

All major roadways within Mid-City, such as El Cajon Boulevard, University Avenue, Fairmount Avenue, Euclid Avenue, College Avenue, and Chollas Parkway, as well as the core of the study area have high bicycle demand and priority characteristics based on the BPM.

Figures 3.4 and 3.5 display the AM and PM peak hours bicycle volumes at the study area intersections. Peak hour bicycle movements and individual count sheets are provided in **Appendix C**.

Table 3.2 compares the bicycling commute mode share of the Mid-City communities to the City and the San Diego County region. Mid-City has a bicycle commute mode share of 0.4%, which is slightly lower than the citywide and region bicycling mode share in 2022. The CAP sets a target to "achieve 7% bicycle mode share by 2030 and 10% mode share by 2035 for all San Diego residents' trips." While the CAP sets a mode share target for all daily trips, commute mode share data is more readily available and thus used for the presented comparison.

Table 3.2 - Bicycle Commute Mode Share Comparison 2022

	Mid-City	City of San Diego	San Diego County
Total Bicycle Commuters	399	5,038	7,520
Total Workers	89,818	791,874	1,622,954
Bicycle Commute Mode Share	0.4%	0.6%	0.5%

Source: US Census, 2022 American Community Survey 5-Year Estimates (2024)

Figure 3.3 - Bicycle Priority Model Results
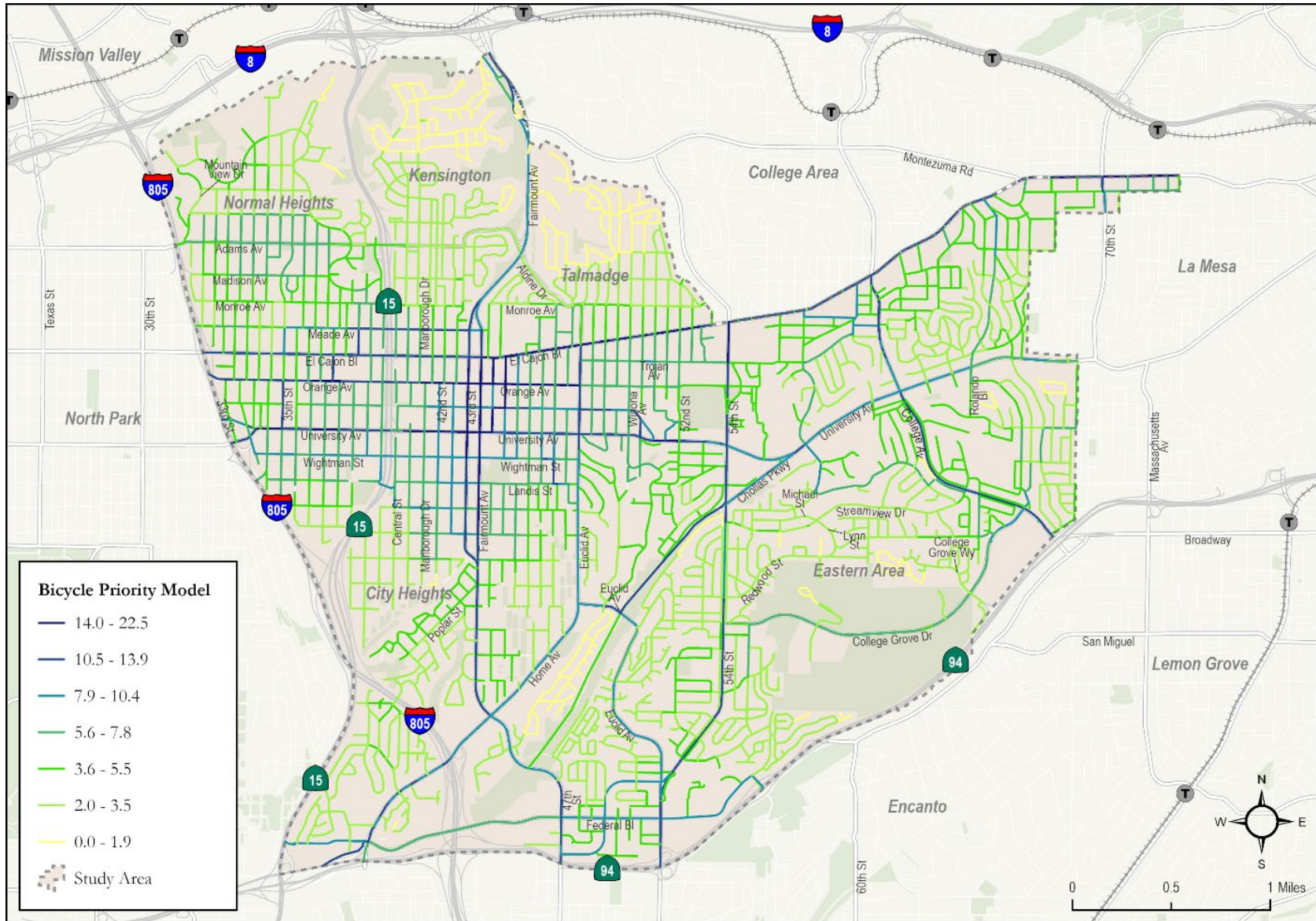
Source: CR Associates (2024)

Figure 3.4 - AM Peak Hour Bicycle Counts for Study Interesections
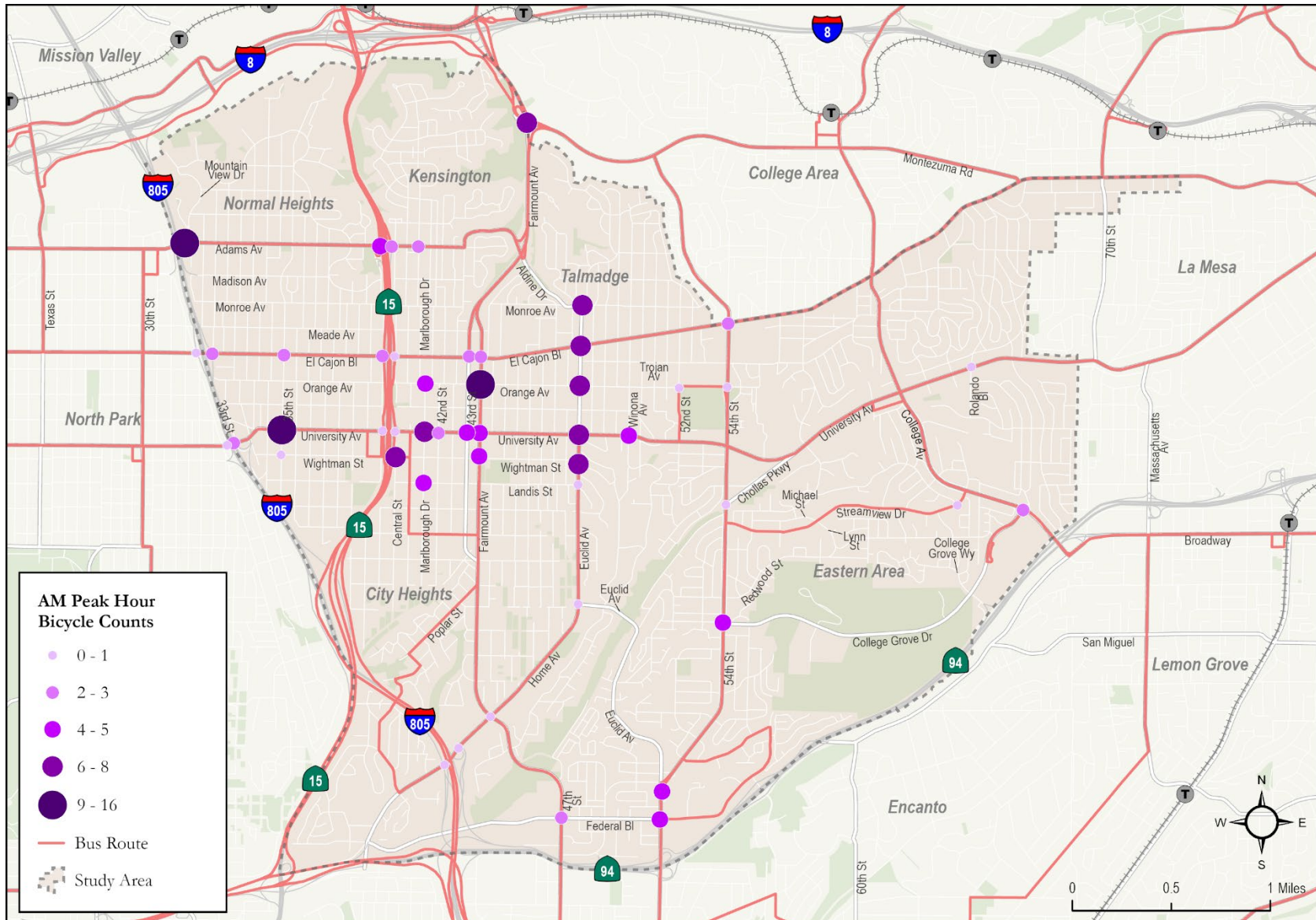
Figure 3.5 - PM Peak Hour Bicycle Counts for Study Intersections

PM Peak Hour Bicycle Counts

- 0 - 1
- 2 - 4
- 5 - 10
- 11 - 16
- 17 - 28

Bus Route

Study Area
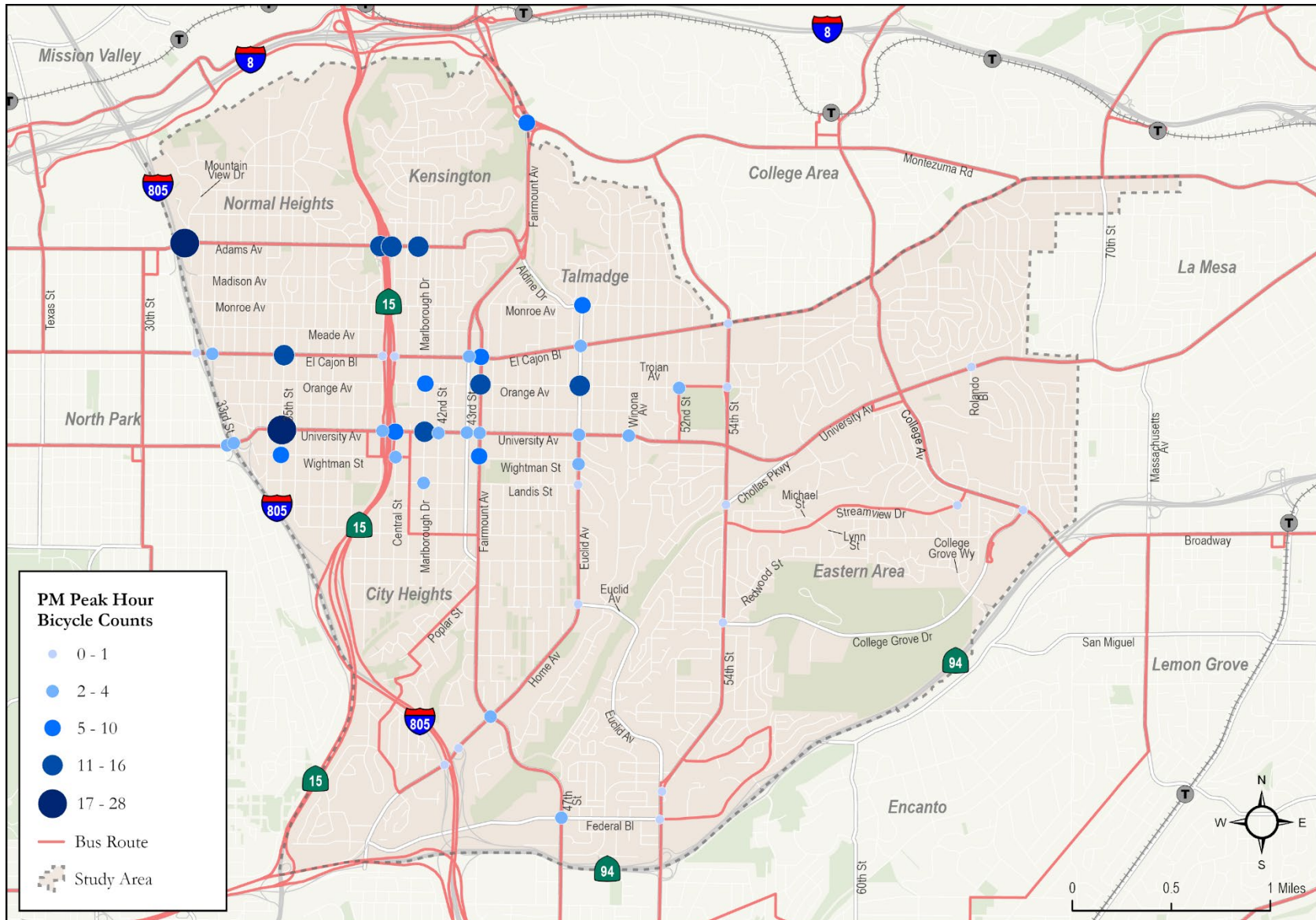
Source: CR Associates (2024)

3.3   Bicycle Safety

The bicycle collision history assessment examined injury collisions for the five-year period between 2018 and 2022. Collision records were obtained from TIMS. A total of 142 bicycle-involved collisions resulting in injury were reported during the five-year study period. **Figure 3.6** displays where the identified collisions occurred.

Table 3.3 summarizes the location within the roadway network in which bicycle-involved collisions occurred. As shown, 70% of bicycle collisions occurred at intersections and 30% occurred mid-block. The intersection with the most frequent bicycle-involved collisions was College Avenue & University Avenue, with 3 collisions reported over the five-year period. The corridors with the greatest number of bicycle-involved collisions are University Avenue, Fairmount Avenue and El Cajon Boulevard.

Table 3.3 - Bicycle Collision Locations within the Roadway: 2018–2022

Collision Location within the Roadway	Frequency	Percent of Total
Intersection	100	70.4%
Midblock	42	29.6%
Total	**142**	**100.0%**

Source: TIMS (2024)

Table 3.4 categorizes the 142 collisions by their worst injury outcome. As shown, there were 2 fatal collisions at the following locations:

- Alamo Drive & University Avenue
- College Avenue, approximately 100' north of Adelaide Avenue

Seven collisions resulted in severe injury which took place at the following locations:

- Fairmount Avenue & University Avenue (2 severe injury collisions)
- Chamoune Avenue & Dwight Street
- 36th Street & Landis Street
- Central Avenue & Wightman Street
- Fairmount Avenue, approximately 230' north of Aldine Drive
- Trojan Avenue, approximately 150' east of 50th Street

Table 3.4 - Bicycle Collision Injury Severity by Outcome: 2018–2022

Severity of Collision	Frequency	Percent of Total
Other Visible Injury	82	57.7%
Complaint of Pain	51	35.9%
Severe Injury	7	4.9%
Fatal	2	1.4%
Total	**142**	**100.0%**

Source: TIMS (2024)

Figure 3.6 - Bicycle Collisions (2018 – 2022)
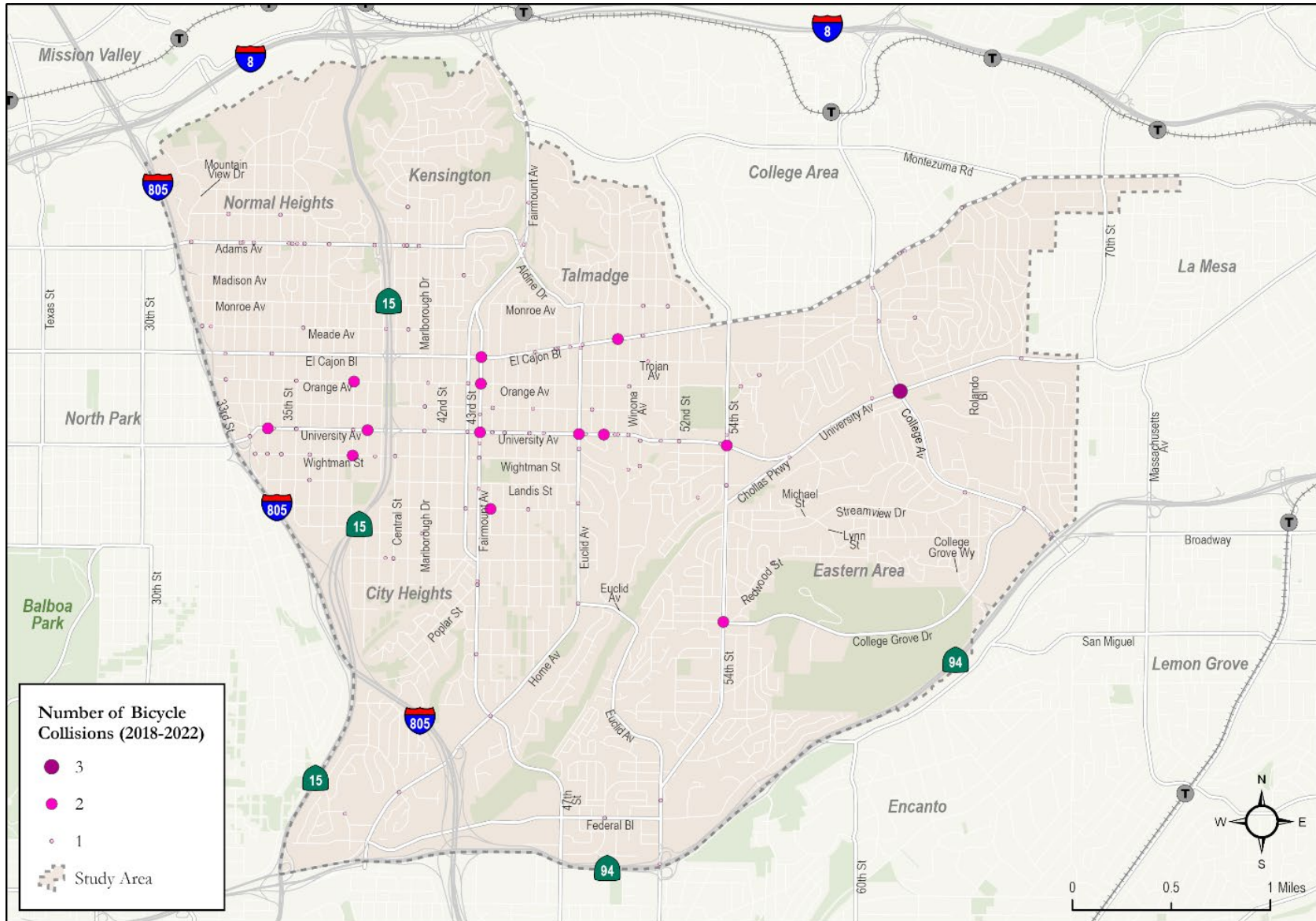
Source: TIMS (2024)

Table 3.5 summarizes the party-at-fault for each of the 142 bicycle-involved collisions. As shown, the bicyclists were at fault for two-thirds of the reported collisions (66%).

Table 3.5 - Bicycle Collision Party Fault: 2018-2022

Party-At-Fault	Frequency	Percent of Total
Bicyclist	94	66.2%
Driver	48	33.8%
Total	142	100.0%

Source: TIMS (2024)

Table 3.6 lists the primary collision causes for the 142 bicycle-involved collisions. The most frequent primary cause was that the party-at-fault traveling on the wrong side of the road (18%) or doing improper turning (18%), as well as cyclists intruded on the vehicles right-of-way (17%).

Table 3.6 - Bicycle Primary Collision Causes: 2018-2022

Collision Primary Cause	Frequency	Percent of Total
Wrong Side of Road	25	17.6%
Improper Turning	25	17.6%
(Bicycle Violating) Automobile Right of Way	24	16.9%
Unsafe Speed	19	13.4%
Traffic Signals and Signs	19	13.4%
Other Hazardous Violation	10	7.0%
Unknown	10	7.0%
Other Than Driver (or Bicyclist)	3	2.1%
Other Improper Driving	2	1.4%
Following Too Closely	1	0.7%
Improper Passing	1	0.7%
Pedestrian Right of Way	1	0.7%
Pedestrian Violation	1	0.7%
Unsafe Starting or Backing	1	0.7%
Total	142	100.0%

Source: TIMS (2024)

Note: [1] Primary Collision Cause categories are listed as reported by the incident report. Clarifying language was added in parentheses to more clearly identify the reported cause in some instances.

3.4 Bicycle Facility Quality

Bicycle Level of Traffic Stress (LTS) classifies the street network according to the estimated level of stress it causes cyclists. The measure takes into consideration a cyclist's physical separation from vehicular traffic, posted speed limits and number of travel lanes along a roadway, in addition to factors which may be present at intersection approaches such as right-turn only lanes and uncontrolled crossings. LTS scores range from 1 (lowest stress) to 4 (highest stress) and correspond to roadway conditions that different cycling demographics would find suitable for riding based on stress tolerance. LTS 2 or lower is considered suitable for most user groups. A detailed methodology on how LTS is calculated is provided in **Appendix A**.

Table 3.7 identifies the four LTS categories and describes the traffic stress experienced by the cyclist and the environmental characteristics consistent with the category.

Figure 3.7 shows the LTS for all bikeable roadway links within Mid-City. All the major corridors within Mid-City are LTS 3 or LTS 4 in their entirety through the community, including El Cajon Boulevard, Fairmount Avenue, College Avenue, Euclid Avenue, Federal Boulevard, 54th Street and College Grove Drive. University Avenue is primarily LTS 4 but has some segments with LTS 1-2 and LTS 3. The majority of the low stress roadways within the community are discontinuous residential streets. Therefore, there are currently no low-stress routes that span the community in either direction (North/South or East/West).

Table 3.7 - Level of Traffic Stress Classifications and Descriptions

LTS Category	LTS Description	Description of Environment	Acceptability to Populations
LTS 1	Presenting little traffic stress and demanding little attention from cyclists; suitable for almost all cyclists, including children trained to safely cross intersections.	• Facility that is physically separated from traffic or an exclusive cycling zone next to a slow traffic stream with no more than one lane per direction • A shared roadway where cyclists only interact with the occasional motor vehicle with a low-speed differential • Ample space for cyclist when alongside a parking lane • Intersections are easy to approach and cross	Interested but Concerned – Vulnerable Populations
LTS 2	Presenting little traffic stress but demanding more attention that might be expected from children.	• Facility that is physically separated from traffic or an exclusive cycling zone next to a well-confined traffic stream with adequate clearance from parking lanes • A shared roadway where cyclists only interact with the occasional motor vehicle (as opposed to a stream of traffic) with a low-speed differential • Unambiguous priority to the cyclist where cars must cross bike lanes (e.g., at dedicated right-turn lanes); design speed for right-turn lanes comparable to bicycling speeds • Crossings not difficult for most adults	Interested but Concerned – Mainstream Adult Populations
LTS 3	Presenting enough traffic stress to deter the Interested but Concerned demographic	• An exclusive cyclin zone (lane) next to moderate-speed vehicular traffic • A shared roadway that is not multilane and has moderately low automobile travel speeds • Crossings may be longer or across higher-speed roadways than allowed by LTS 2, but are still considered acceptably safe to most adult pedestrians	Enthused & Confident
LTS 4	Presenting enough traffic stress to deter all but the Strong & Fearless demographic	• An exclusive cycling zone (lane) next to high-speed and multilane vehicular traffic • A shared roadway with multiple lanes per direction with high traffic speeds • Cyclist must maneuver through dedicated right-turn lanes containing no dedicated bicycling space and designed for turning speeds faster than bicycling speeds	Strong & Fearless

Source: Mekuria, et al. (2012)

Figure 3.7 - Bicycle Level of Traffic Stress

Source: CR Associates (2024)

C+R
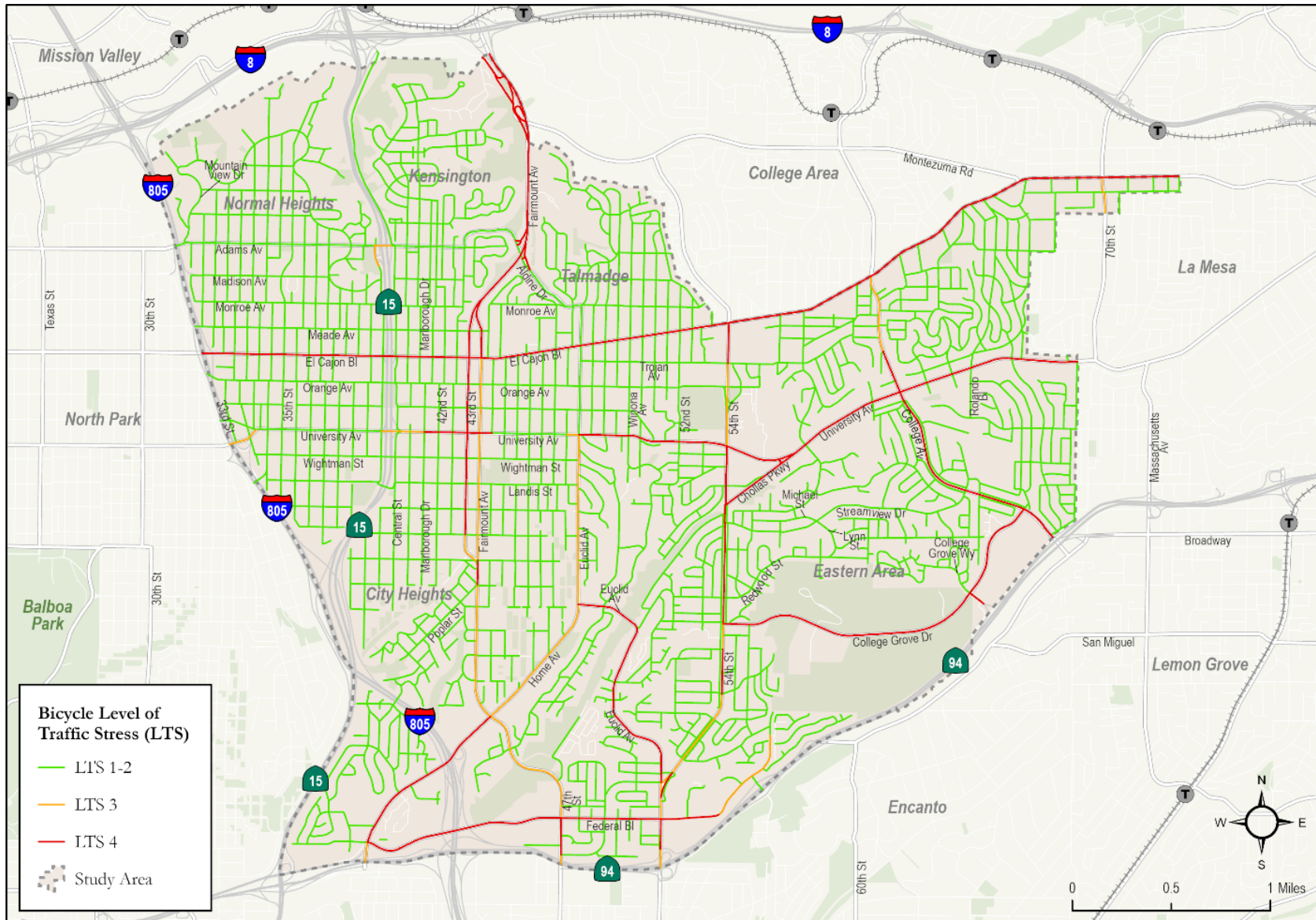
4.0 Public Transportation

A prosperous public transportation system has many virtues for society. When public transportation works effectively it can provide a population with a viable lower cost mobility alternative to driving. Spatially, it is the most efficient way of moving large numbers of people around a city with sufficient ridership and utilization. It is also one of the least environmentally harmful modes of transportation. For public transportation to work most effectively, it requires increased service frequencies, reliable service patterns, protection from vehicular traffic congestion, and supportive surrounding population and employment density. Public transportation infrastructure is planned, designed, and built by SANDAG due to its regional significance. For the Mid-City communities, transit service is operated by the Metropolitan Transit System (MTS) and consists of bus service.

> **2024 General Plan (Blueprint SD) Mobility Element - Transit Goals:**
> - An attractive and convenient transit system that is the first choice of travel for many of the trips made in the City.
> - Infrastructure that allows for reliable, high-quality transit service that is competitive with vehicular travel.
> - Land uses that support increased transit ridership.
> - Passenger rail that provides improved travel opportunities.
>
> **2024 City of San Diego Mobility Master Plan (Revised Draft) - Transit Goals:**
> - *Improve access to the public transit system and provide corridors that offer safe, convenient, and reliable transit service and connections.*
>   - Expand City dedicated/shared bus lanes and transit priority measures (e.g., signal prioritization and queue jumps) to increase transit efficiency and on-time performance, prioritizing routes that support community members with the greatest needs.
>   - Support regional efforts to make trips safe, convenient, and enjoyable by increasing the number of bus shelters and street furniture and improving access to restrooms in high transit use areas with a focus on historically underserved communities.
>   - Improve the reach of transit by implementing infrastructure improvements that grow transit routes, enhance the user experience, and integrate connections to first/last mile modes and services through docking/parking stations, charging services, circulators, and user amenities.

California Public Resources Code Section 21099(a) defines "Transit Priority Areas" (TPAs) as "an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program of the metropolitan transportation plan. California Public Resource Code Section 21064.3 defines "Major Transit Stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service of 20 minutes or less during the morning and afternoon peak commute periods."

Figure 4.1 displays the TPAs in Mid-City and the surrounding areas, which draws from the anticipated year 2035 transit network and operations. The one-half mile buffer[1] was created from each existing and planned major transit stops, as identified in the Regional Transportation Plan.

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[1] The buffer is a Euclidean buffer (also known as an as-the-crow-flies buffer or radial buffer), created by drawing a straight one-half mile line from each qualifying transit stop. That one-half mile line is then used as the radius of a circle, resulting in the respective stops' buffer.

Figure 4.1 - Transit Priority Areas (2035)
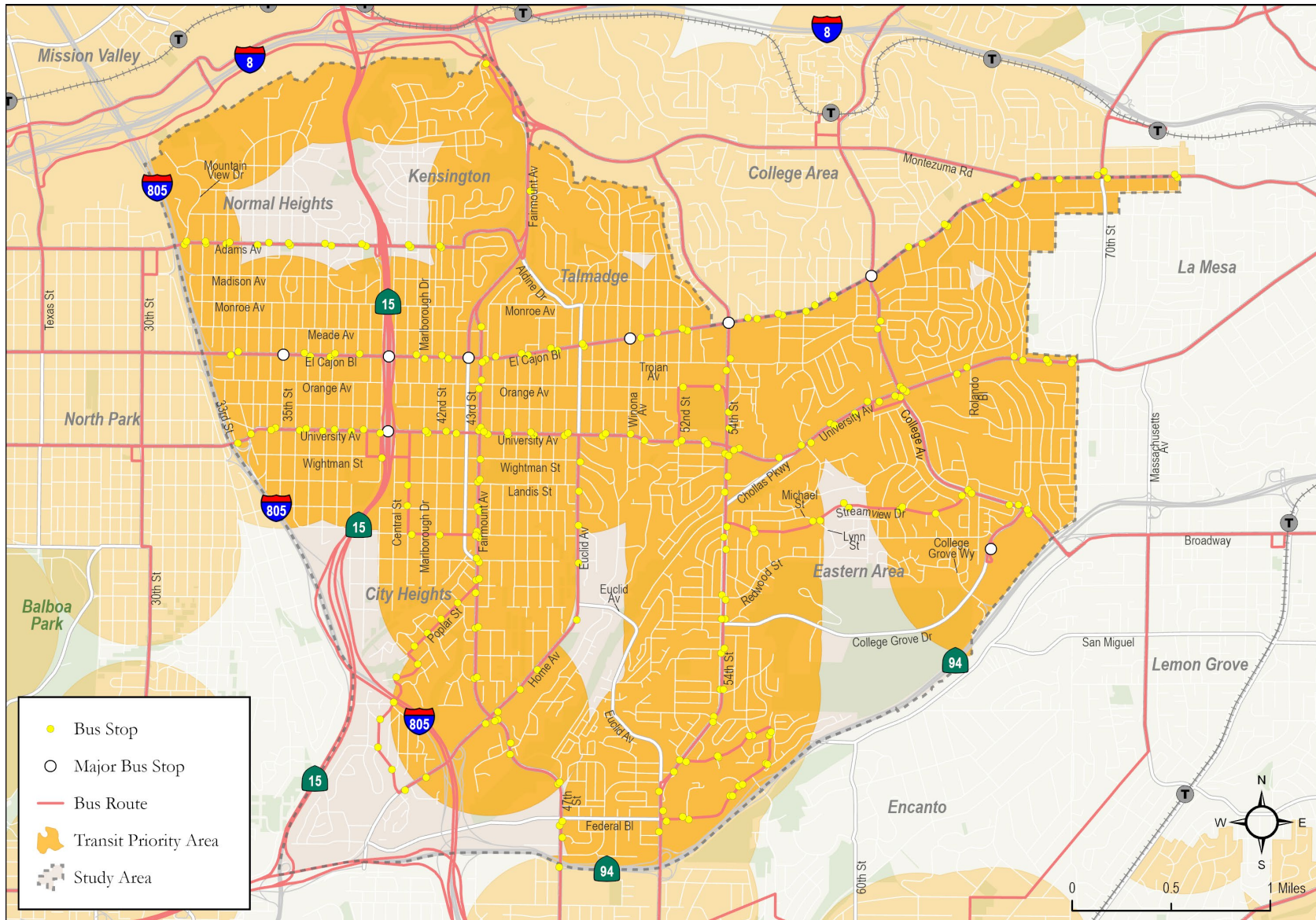
Source: City of San Diego (2022)

Approximately 85% of the Mid-City Communities' area is designated as a TPA, exceptions include an area north of Adams Avenue, the southwestern corner of City Heights, and two areas around Chollas Park.

4.1 Transit Routes

Figure 4.2 displays the existing public transportation routes within Mid-City and the surrounding communities. The Mid-City communities are served by fourteen (14) MTS bus routes, including two *Rapid* bus routes (215 and 235) and eight (8) routes that have 15-minute or better frequencies during base hours.

- Route 1
- Route 7
- Route 10
- Route 11
- Route 13

- Route 60
- *Rapid 215*
- *Rapid* 235
- Route 852
- Route 856

- Route 916/917
- Route 936
- Route 955
- Route 965

Each of the transit routes serving Mid-City are described in the following section, including the areas and destinations they serve, their general alignments, service patterns, frequency, and span. Local bus services utilize the shortest stop spacing, typically about 1/8 mile apart. *Rapid* Routes utilize stop spacing that is typically between ¼ and ½ mile apart. The latter service with wider stop spacing is intended to facilitate faster and longer distance service than local routes.

Route 1
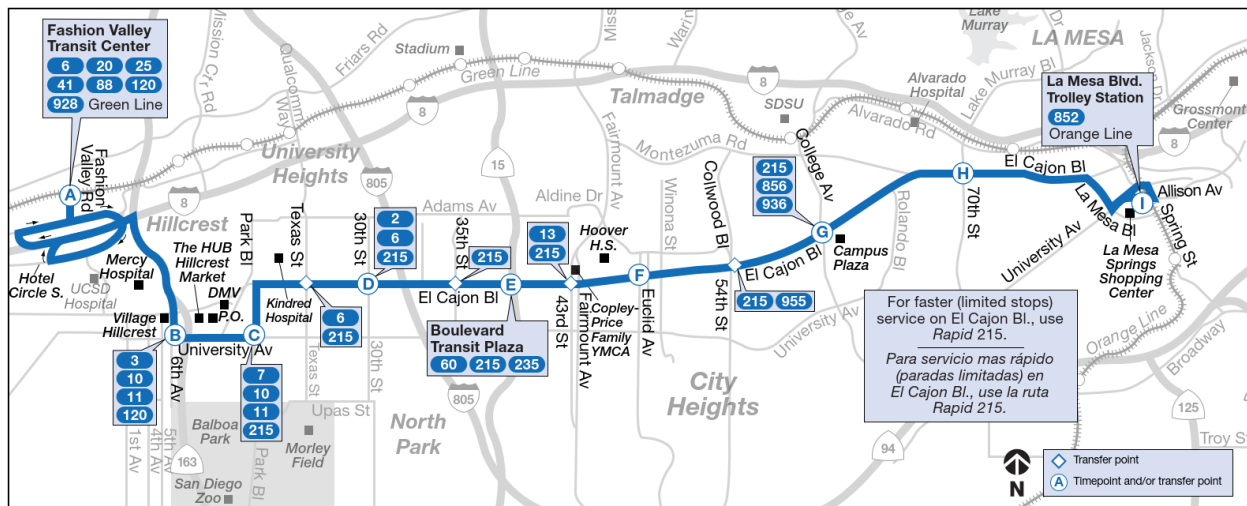
Source: MTS (2020)

Route 1 operates as a local bus service between Fashion Valley shopping center in Mission Valley and Downtown La Mesa. The western end of the route uses SR-163 (via University Avenue) for its alignment between Hillcrest and Mission Valley. To the east, this route utilizes University Avenue, Park Boulevard and El Cajon Boulevard to reach La Mesa, passing North Park and the Mid-City communities of San Diego in between. Side-running bus only lanes along El Cajon Boulevard between Park Boulevard and 43rd Street are used by this route through North Park and Mid-City.

The headways are 15 minutes throughout the day during weekdays. Weekend and holiday headways are 30-minutes throughout the day. Service span is approximately 19-hours (5 AM to 12 AM) on weekdays and Saturdays, with a shorter 15-hour (6 AM to 9 PM) service span in effect on Sundays and holidays.

Figure 4.2 - Existing Public Transportation Routes and Stops
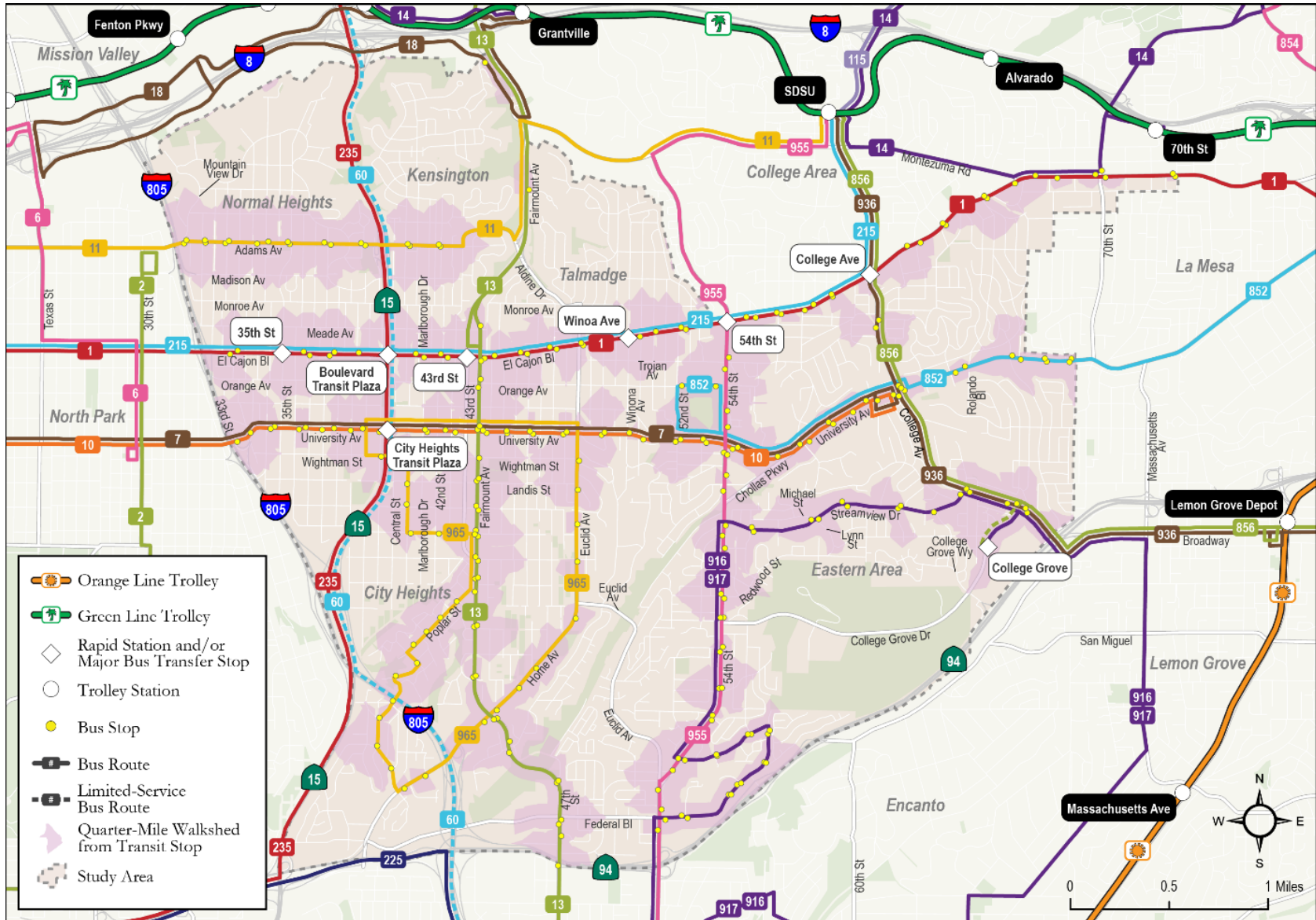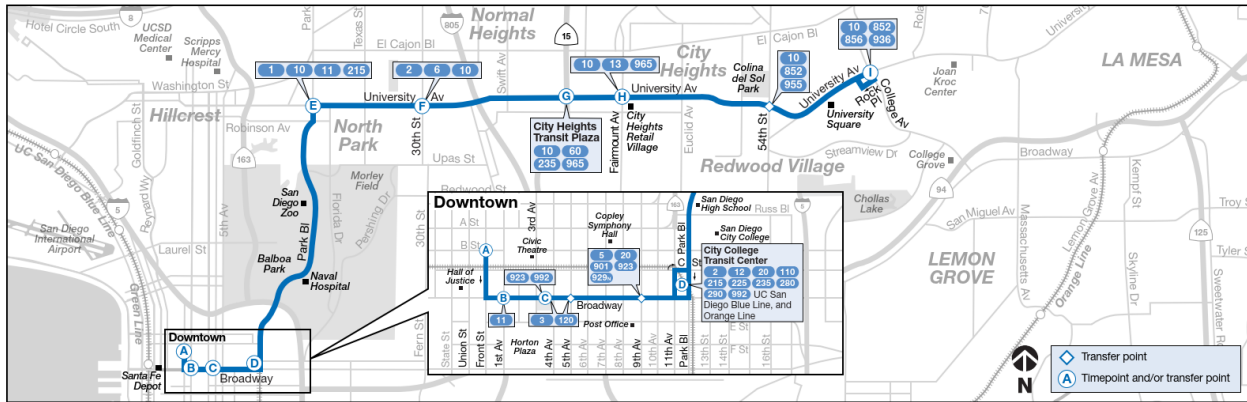
Route 7

Route 7 operates as a local bus service between Downtown San Diego and the intersection of College Avenue & University Avenue. The western end of the route uses Front Street, Broadway and Park Boulevard to get to University Avenue and continue east all the way to College Avenue, passing North Park and the Mid-City communities in between.

The headways are 10 minutes throughout the day during weekdays. Saturday headways are approximately 12 minutes throughout the day. Sunday and holiday headways are 15 minutes throughout the day. Service span is approximately 21 hours on weekdays (5 AM to 2 AM), 20 hours on Saturdays (5:30 AM to 1:30 AM), and 17 hours on Sundays and holidays (6 AM to 11 PM).

Route 10
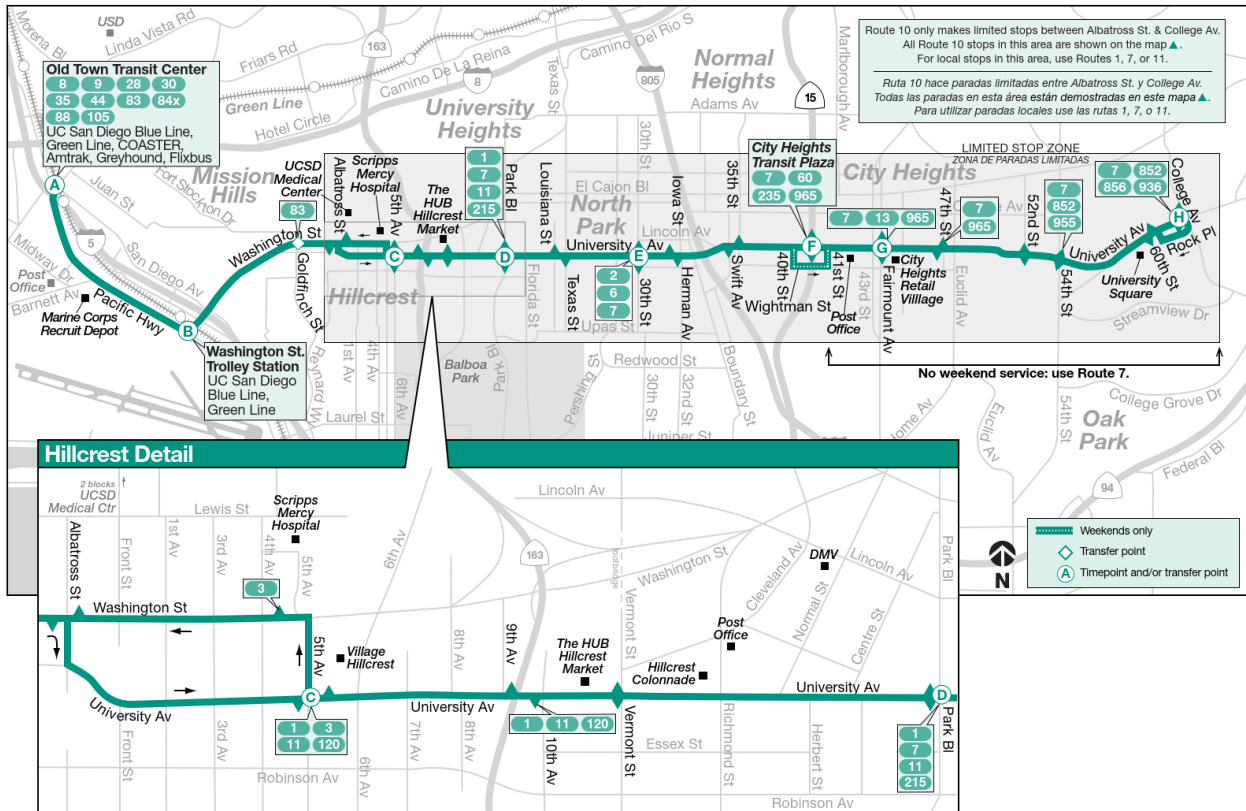
Source: MTS (2020)

Route 10 operates as a local bus service between Old Town and the intersection of College Avenue & University Avenue. The western end of the route uses Pacific Highway, Washington Street and Albatross Street to get to University Avenue, continuing east all the way to College Avenue. This route passes Hillcrest, North Park, Normal Heights and City Heights in between.

The headways are 15 minutes throughout the day during weekdays, 20 minutes throughout the day during Saturdays, and 30 minutes throughout the day during Sundays and holidays. Service span is approximately 18-hours (6 AM to 12 AM) on weekdays and Saturdays, with a shorter 16-hour (6 AM to 10 PM) service span in effect on Sundays and holidays.

Route 11
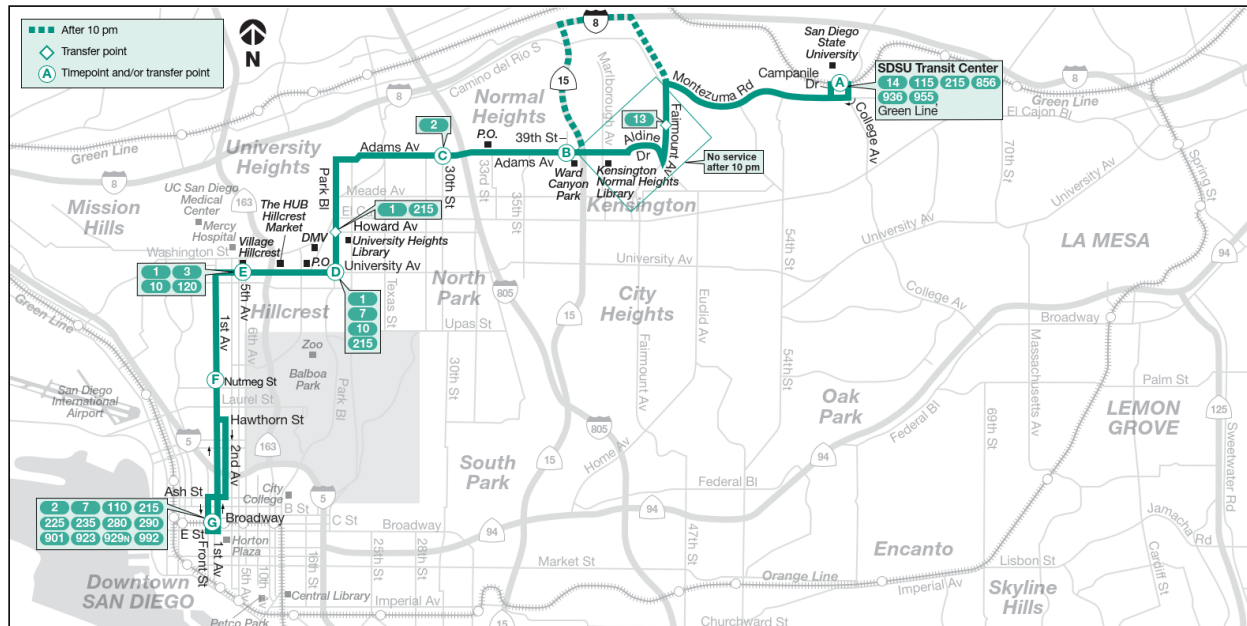
Route 11 operates as a local bus service between Downtown San Diego and SDSU. The route passes through Hillcrest on First Avenue (to and from Downtown), University Avenue and Park Boulevard. To the east of Hillcrest, Route 11 traverses Adams Avenue, Fairmount Avenue and Montezuma Road to reach its terminus at SDSU, passing University Heights, North Park, Normal Heights, Kensington, and the College Area along the way.

The headways are 15-minutes throughout the day during weekdays and 30-minutes on weekends and holidays. Weekdays and Saturdays service span 18-hours (5 AM to 11 PM), while Sundays and holidays service span lasts approximately 14-hours (6:30 AM to 8:30 PM).

Route 13

Route 13 operates as a local bus service between Mission Gorge Center / Kaiser Hospital and National City 24th Street Transit Center. The route passes through Grantville on Mission Gorge Road and Alvarado Canyon Road to cross the I-8 Freeway. South of I-8, Route 13 traverses Kensington and City Heights via Fairmount Avenue. It continues south via 47th Street, and Euclid Avenue, and then heads west on 18th Street to reach its terminus at the 24th Street Transit Center, passing Chollas View, Lincoln Park and National City in between.

The headways are 12-minutes throughout the day during weekdays, 20-minutes throughout the day during Saturdays, and 30-minutes on Sundays and holidays. Weekdays service span 19-hours (4:30 AM to 11:30 PM), Saturdays service span is 18.5-hours (5:30 AM to 11 PM), and Sundays and holidays service span lasts approximately 15-hours (6 AM to 9 PM).
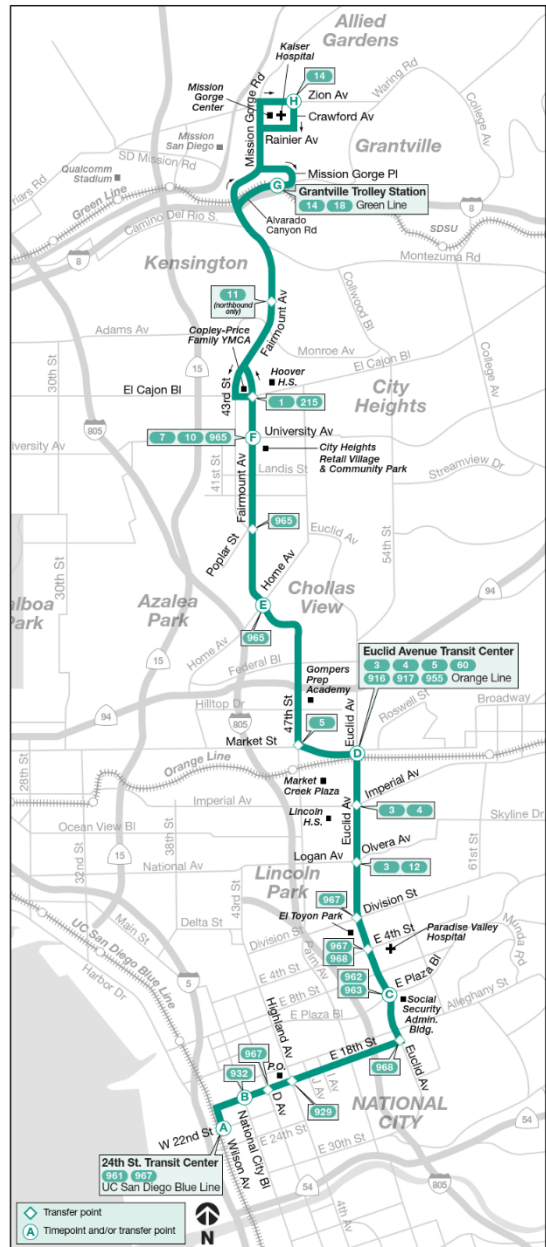
Source: MTS (2020)

Route 60

Route 60 operates as a local bus service between Westfield UTC and the Euclid Avenue Transit Center. The route starts north on La Jolla Village Drive and runs along I-805 through University City. It then uses Clairemont Mesa Boulevard, Convoy Street and Balboa Avenue to get to I-15 freeway, running along it and crossing I-8 south (passing through Kearny Mesa and Serra Mesa). Once south of I-8, the Route continues along SR-15 and another segment along I-805, until it reaches its terminus at Euclid Avenue Transit Center via Market Street.

Route 60 only operates on weekdays during peak hours. The route only operates in the UTC – Euclid Avenue direction during the morning. During this time, headways are 15-minutes in a service span of 2 hours (5 AM to 8 AM). In the afternoon, the route operates in the opposite direction (Euclid Avenue to UTC), and the headways are 30-minutes in a service span of 3.5 hours (3:30 PM to 7 PM).
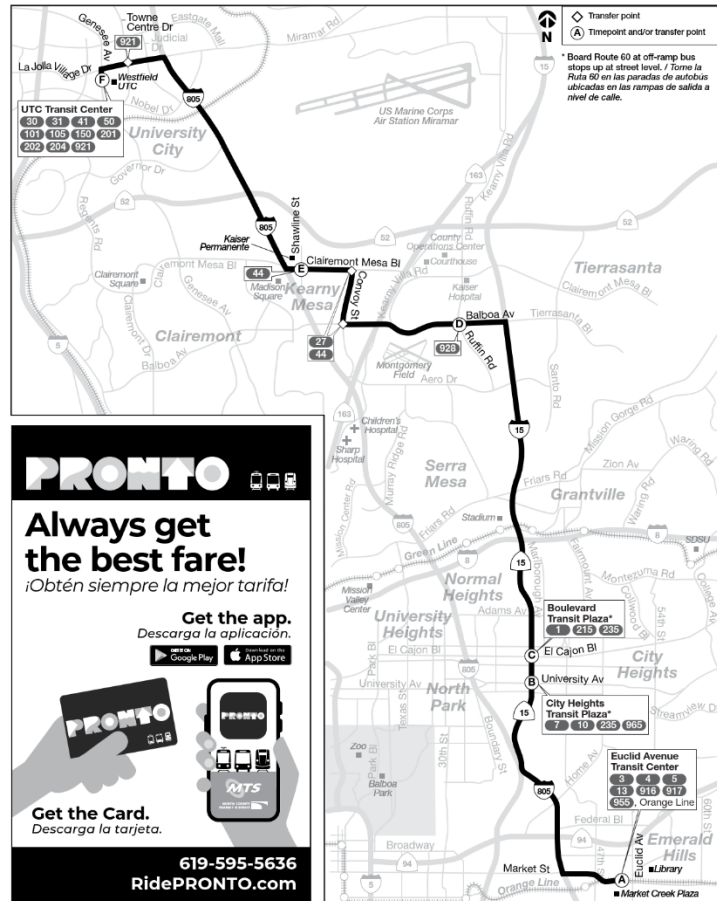
Source: MTS (2020)

Route 215
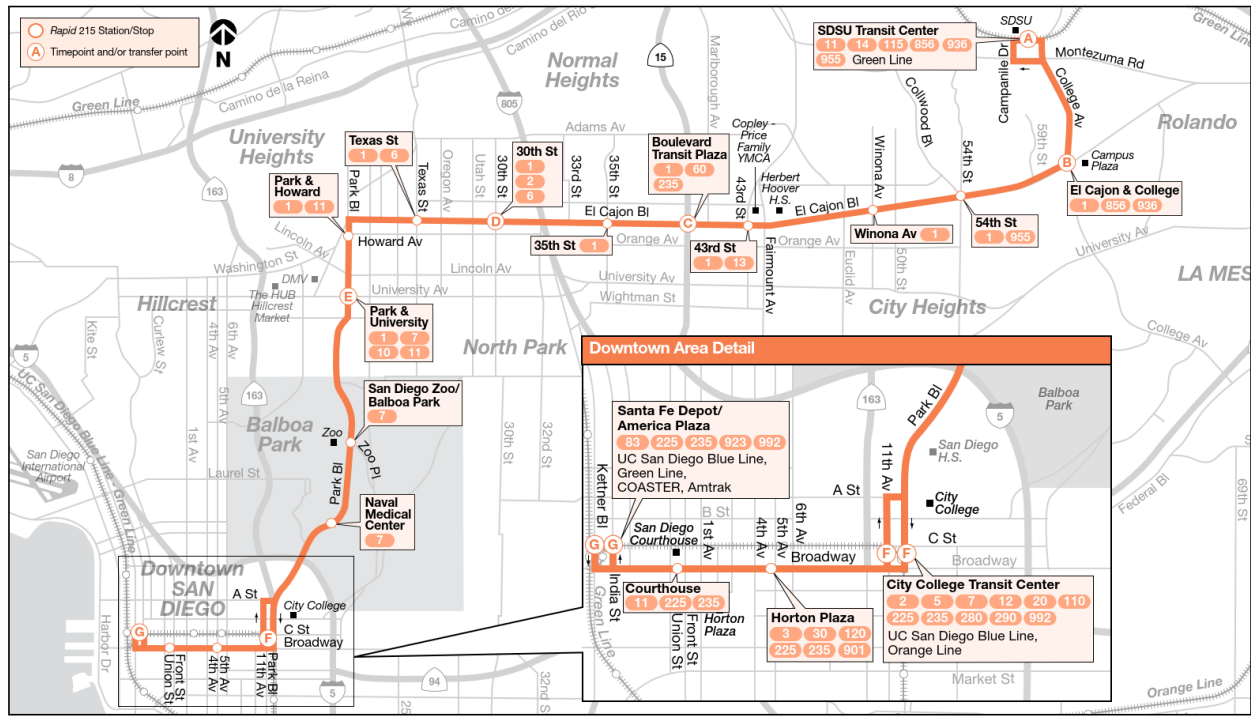
Rapid Route 215 is an MTS *Rapid* branded service. *Rapid* buses operate with a limited stop service pattern typical of mass transit lines. The route travels between Downtown San Diego and SDSU, serving North Park and Mid-City in between. This route features transit priority infrastructure for approximately one-third of its alignment. Within Hillcrest, it operates within center-running bus lanes separated by a median along Park Boulevard between University Avenue and El Cajon Boulevard, and along El Cajon Boulevard between Park Boulevard and 43rd Street through North Park and Mid-City, it operates in side-running bus lanes (shared with cyclists and motorists needing to make right-turns or access parking or driveways).

Headways are 10-minutes throughout the weekdays, and 15-minutes during weekends and holidays. Service spans on weekdays for approximately 21-hours (4:30 AM to 1:30 AM), and 20-hours (5 AM to 1 AM) on weekends and holidays.

Route 235
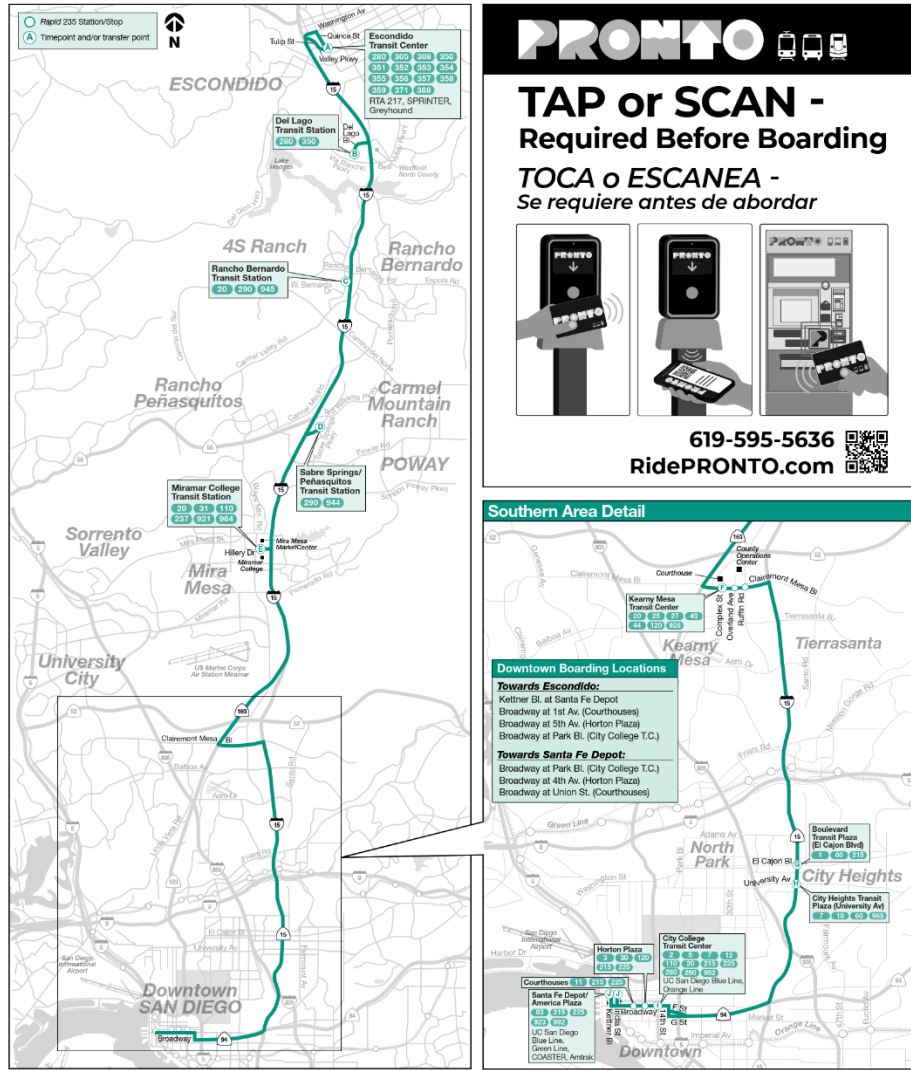
Route 235 is an MTS *Rapid* branded service. *Rapid* buses operate with a limited stop service pattern typical of mass transit lines. The route travels between Escondido and Downtown San Diego, serving Rancho Bernardo, Carmel Mountain Ranch, Mira Mesa, Kearny Mesa and City Heights in between. This route mostly runs along I-15/SR-15. It starts at Washington Avenue in Escondido, then south I-15, until it connects with SR-94 and terminates at Santa Fe Depot via Broadway. It takes a short detour via SR-163 to get to Kearny Mesa Transit Center but gets back to I-15 via Clairemont Mesa Boulevard.

Headways are 15-minutes throughout the weekdays, and 30-minutes during weekends and holidays. Service spans on weekdays for approximately 19-hours (5 AM to 12 AM), and 18-hours (5 AM to 1 PM) on weekends and holidays.

Route 852
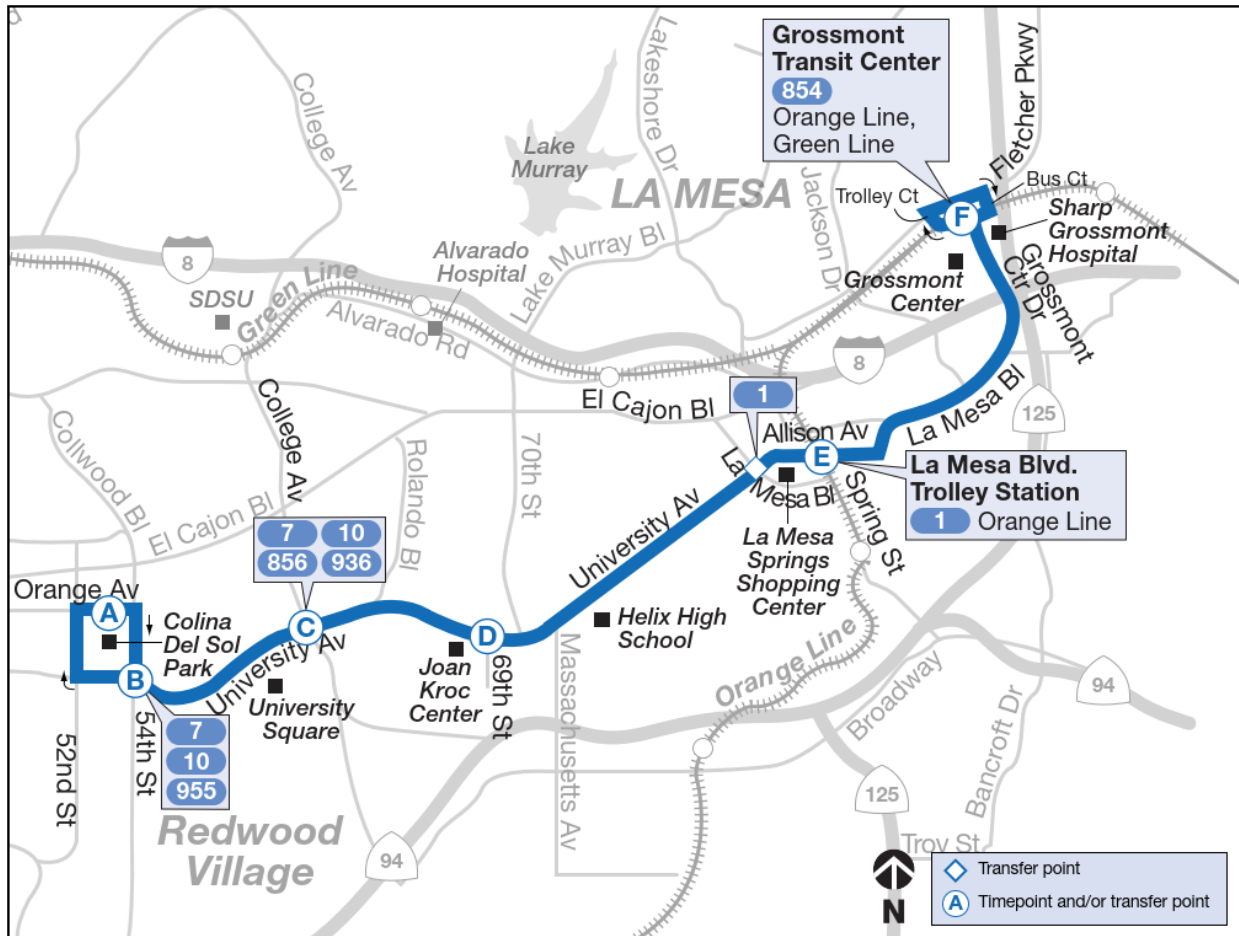
Route 852 operates as a local bus service between Colina del Sol Park in Mid-City and Grossmont Transit Center in La Mesa. The route starts at Orange Avenue and connects to University Avenue via 54th Street. It continues through Allison Avenue and La Mesa Boulevard until its terminus in Grossmont.

The headways are 30-minutes throughout the day during weekdays, weekends and holidays. Weekdays service span is 18-hours (5 AM to 11 PM), Saturdays service span is 16-hours (6:30 AM to 10:30 PM), and Sundays and holidays service span lasts approximately 15-hours (6:30 AM to 9:30 PM).

Route 856
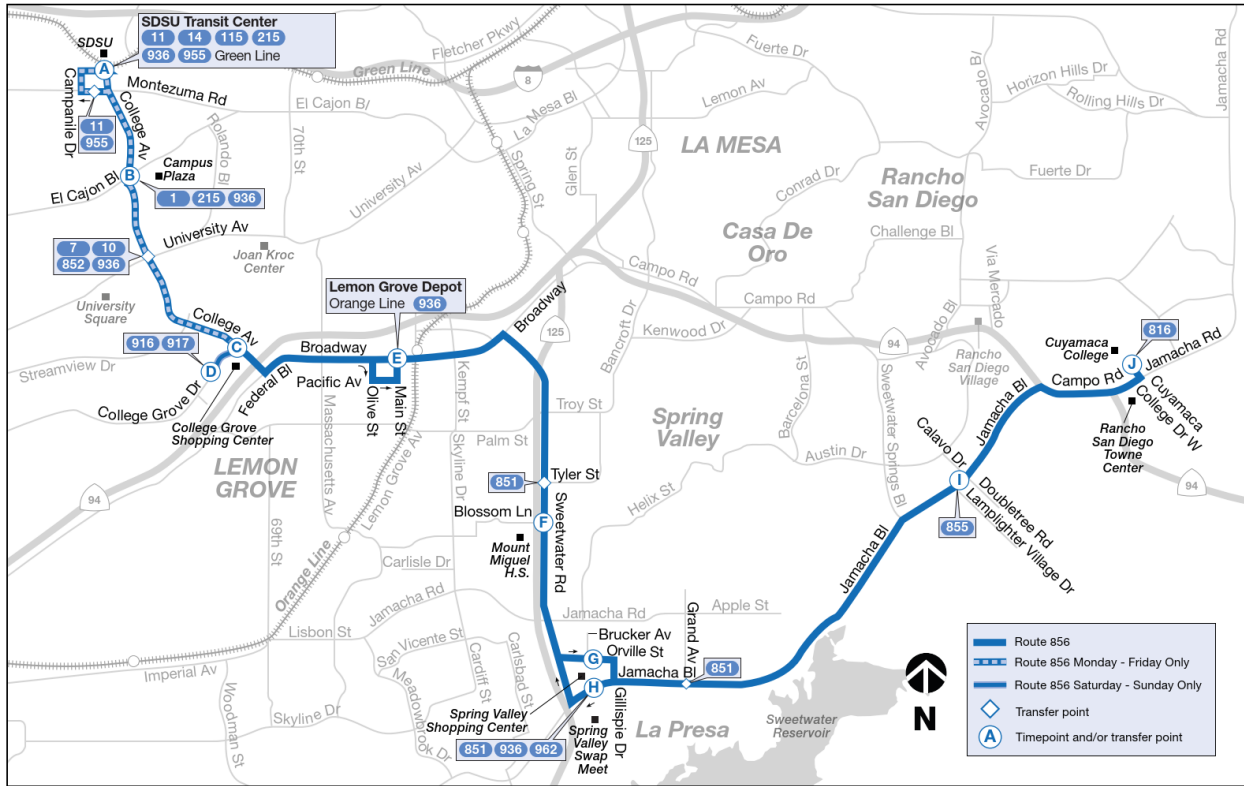
Route 856 operates as a local bus service between SDSU Transit Center in the College Area and Cuyamaca College in Rancho San Diego to the east. The route is serviced along College Avenue within the College Area and traverses southbound towards the Mid-City Eastern Area communities. To the southeast, the route traverses Broadway, Sweetwater Road, Jamacha Boulevard, and Campo Road passing through Lemon Gove and Spring Valley before reaching its eastern terminus in Cuyamaca College in Rancho San Diego.

The headways are 30-minutes throughout the weekdays and 60-minutes on weekends and holidays. Service span is approximately 18-hours (5AM to 11 PM) on weekdays, 16.5-hours (5:30 AM to 10 PM) on Saturdays, and 12.5-hours (6:30 AM to 7 PM) on Sundays. Saturday or Sunday schedules are utilized during holidays.

Route 916
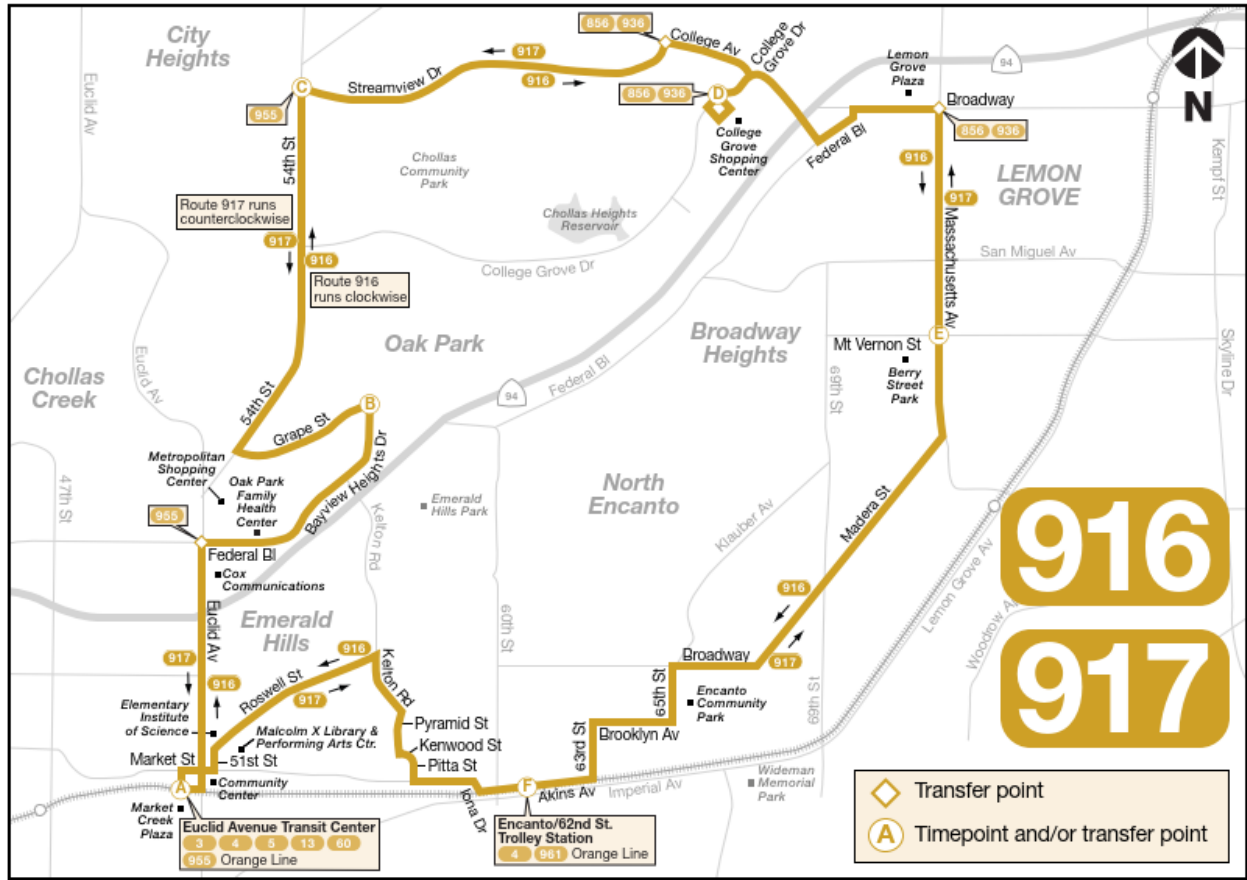
Route 916/917 operates as a local bus service making a loop that starts and finishes at Euclid Avenue Transit Center, passing Emerald Hills, Oak Park, City Heights, Lemon Grove and Encanto. The main streets this Route runs along include Euclid Avenue, 54th Street, Streamview Drive, College Avenue, Massachusetts Avenue, Madera Street, Akins Avenue, Kelton Road and Roswell Street.

The headways are 30-minutes throughout the weekdays and 60-minutes on Saturdays and holidays. This Route does not operate on Sundays. Service span is approximately 15-hours (6:30 AM to 9:30 PM) on weekdays, and 13.5-hours (7 AM to 8:30 PM) on Saturdays and holidays.

Route 936
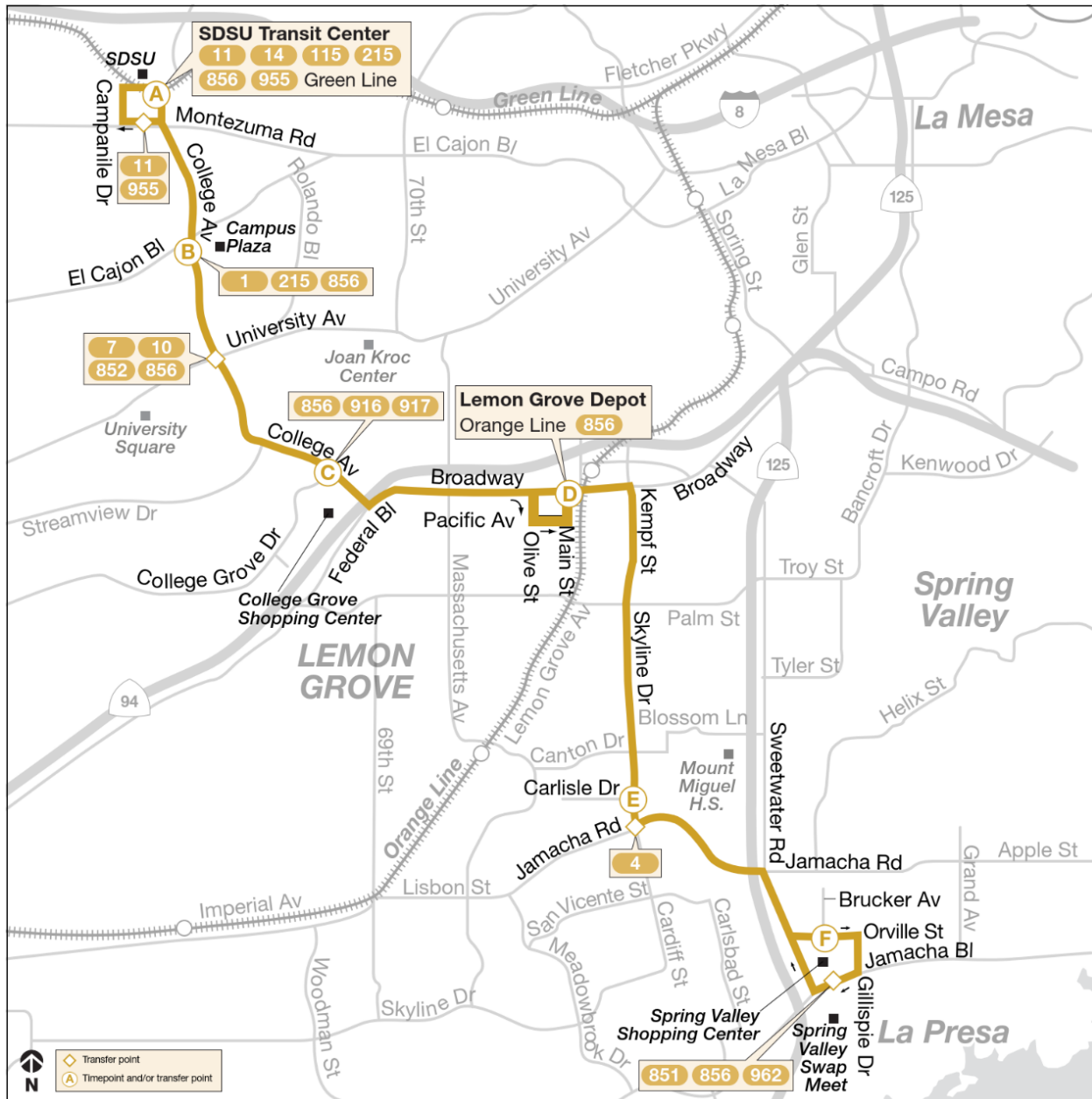
Source: MTS (2020)

Route 936 operates as a local bus service between the SDSU Transit Center in the College Area and Spring Valley Shopping Center in Spring Valley to the south. The route is serviced along College Avenue within Mid-City/College Area. To the southeast, the route traverses Broadway, Skyline Drive, Jamacha Road, and Sweetwater Road passing through Lemon Gove before reaching the eastern terminus at the Spring Valley Shopping Center in Spring Valley.

The headways are 30-minutes throughout the day during weekdays and Saturdays, and 60-minute headways on Sundays. Service span is approximately 17.5-hours (5 AM to 10:30 PM) on weekdays and Saturdays, and 15-hours (5 AM to 8 PM) on Sundays. Saturday or Sunday schedules are utilized during holidays.

Route 955
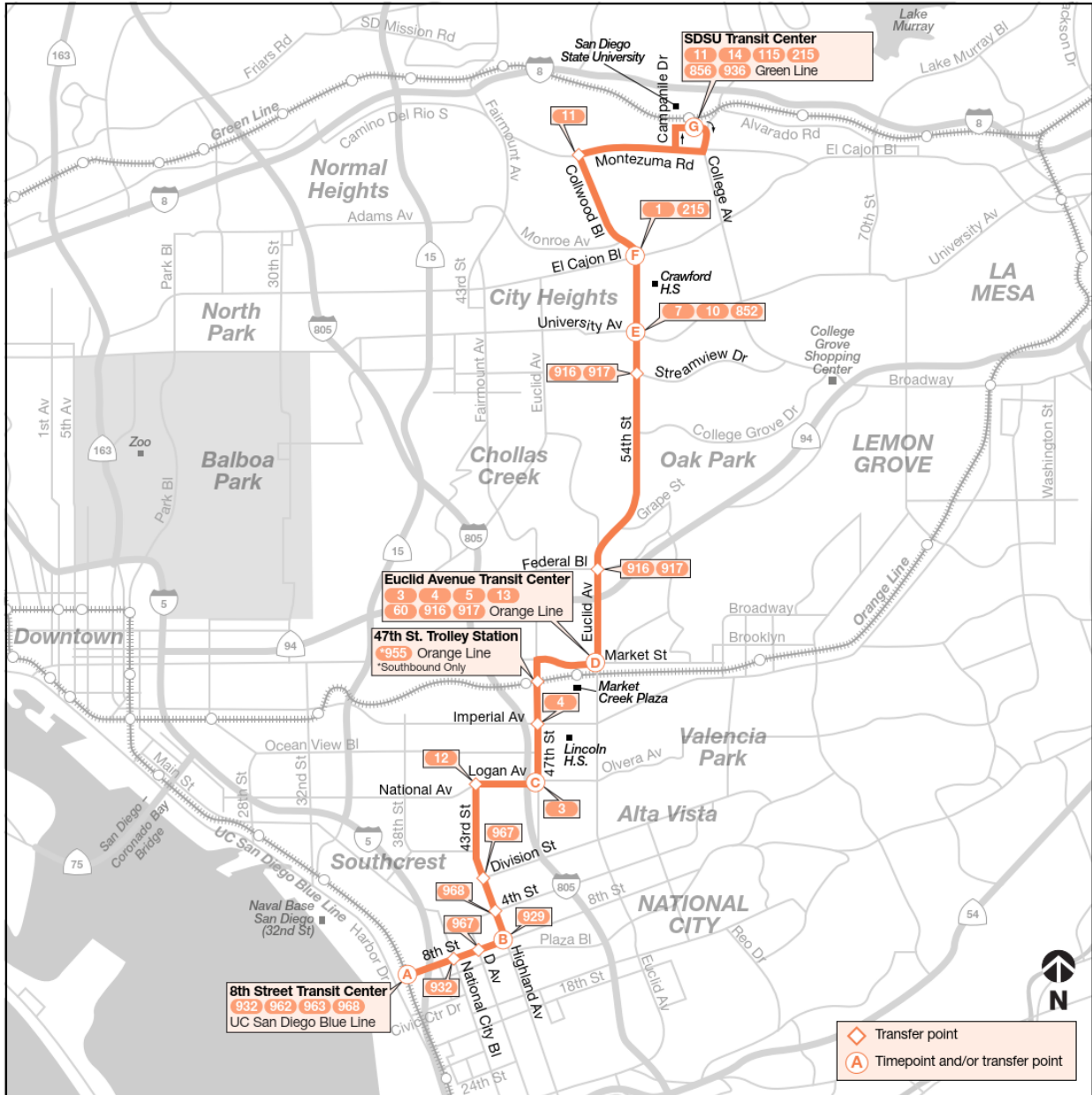
Route 955 operates as a local bus service between the SDSU Transit Center in the College Area and 8th Street Transit Center in National City. The route services 54th Street within Mid-City, and travels along Euclid Avenue, Logan Avenue, and 43rd Street passing through the Encanto and Southeastern San Diego communities before reaching National City. Within National City, the route travels along Highland Avenue and 8th Street to the southern terminus at the 8th Street Transit Center.

The headways are 12-minutes throughout the weekdays, 20-minutes on Saturdays, and 30-minutes on Sundays. Service span is approximately 18.5-hours (5 AM to 11:30 PM) on weekdays, 18-hours (5:30 AM to 11:30 PM) on Saturdays, and 15.5-hours (6 AM to 9:30 PM) on Sundays. Saturday or Sunday schedules are utilized during holidays.
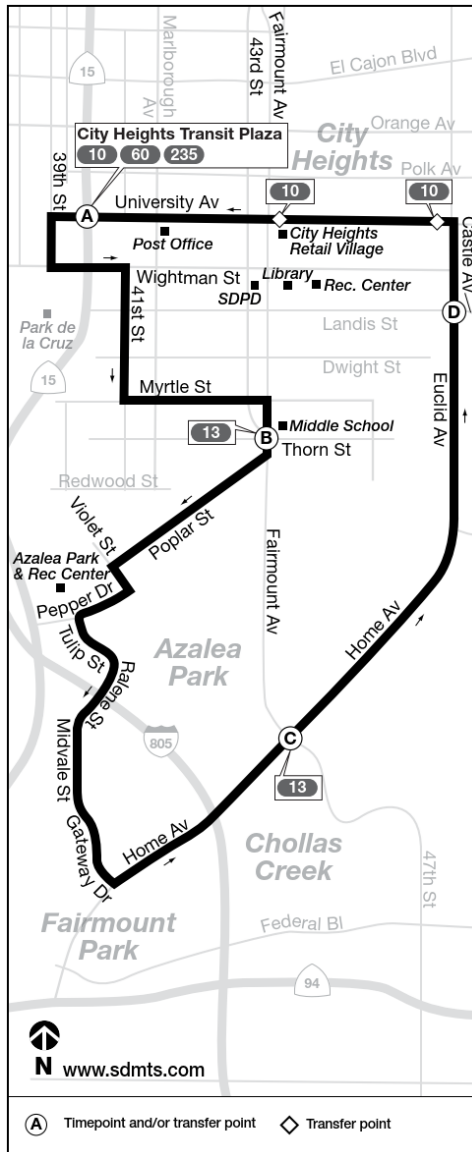
Route 965

Source: MTS (2020)

Route 965 operates as a local bus service making a loop that starts and finishes at City Heights Transit Plaza, passing City Heights, Chollas Creek and Fairmount Park. The main streets this Route runs along include University Avenue, Euclid Avenue/Home Avenue, Midvale Street/Gateway Drive, Poplar Street, Myrtle Street and 41st Street.

The headways are 35-minutes throughout the weekdays, on Saturdays and during holidays. Route 965 does not operate on Sundays. Service span is approximately 16-hours (5 AM to 9 PM) on weekdays and 12.5-hours (7 AM to 7:30 PM) on Saturdays and holidays.

4.2   Transit Demand

The Mid-City communities transit demand was approximated by reviewing boardings and alightings for every bus stop within the community by route and through comparison of transit commute mode share to the City and region.

Table 4.1 presents the average daily boardings and alightings in 2023 by route and direction for each bus stop in Mid-City. **Figure 4.3** shows combined average boardings and alightings for each bus stop in 2023.

As shown, the bus stops located at Fairmount Avenue and University Avenue have the highest transit passenger activity with a combined 3,458 average daily boardings and alightings between the four transit stops at this location. The second busiest location is El Cajon Boulevard and 43rd Street, where a combined 1,653 average daily boardings and alightings occur between the intersection's two separate bus stops. The busiest standalone transit stop is also at Fairmount Avenue and University Avenue, in the westbound direction, which averaged 1,114 combined daily boardings and alightings.

Table 4.1 - *Average Daily Boardings and Alightings by Transit Stop (2023)*

Stop ID	Location	Direction	Routes	Boardings	Alightings	Total
10989	University Av & Fairmount Av	WB	7, 10, 965	644	471	1,114
10611	University Av & Fairmount Av	EB	7, 10	449	584	1,033
10609	El Cajon Bl & 43rd St	EB	13	608	418	1,026
11729	Fairmount Av & University Av	SB	13	454	260	714
10986	El Cajon Bl & 43rd St	WB	13	345	282	627
12864	Fairmount Av & University Av	NB	13	274	322	597
13524	University Av & I-15 Transit Plaza	WB	235	269	281	550
99090	University Av & College Av	EB	10	221	309	530
11412	El Cajon Bl & College Av	WB	1	296	173	469
13523	University Av & I-15 Transit Plaza	EB	235	273	189	462
11377	El Cajon Bl & Winona Av	WB	1	281	175	456
12518	Fairmount Av & El Cajon Bl	NB	13	102	351	453
11389	El Cajon Bl & 54th St	WB	215	311	136	447
96024	University Av & 54th St	EB	7, 10, 852	126	293	419
13485	El Cajon Bl & I-15 Transit Plaza	EB	235	275	139	414
13484	El Cajon Bl & I-15 Transit Plaza	WB	235	152	249	401
11021	University Av & 54th St	WB	7, 10, 852	291	93	384
13555	El Cajon Bl & Winona Av	EB	1	168	204	372
10999	University Av & 47th St	WB	7, 10, 965	229	127	356

Table 4.1 - Average Daily Boardings and Alightings by Transit Stop (2023)

Stop ID	Location	Direction	Routes	Boardings	Alightings	Total
10238	University Av & 47th St	EB	7, 10	112	226	338
12186	54th St & University Av	SB	7	200	107	307
10262	College Av & El Cajon Bl	NB	215	83	213	296
11014	University Av & 52nd St	WB	10	237	59	296
12215	College Av & University Av	SB	10	219	72	291
88938	University Av & College Av	EB	10	90	187	276
12863	Fairmount Av & Wightman St	NB	13	59	200	259
11380	University Av & Winona Av	WB	10	194	62	256
10250	El Cajon Bl & 54th St	EB	1	80	165	245
10252	University Av & 52nd St	EB	10	49	196	245
99250	College Av & College Grove Dr	SB	856	97	136	233
11334	El Cajon Bl & 35th St	WB	215	129	102	231
10190	El Cajon Bl & 35th St	EB	215	106	124	230
12943	College Av & University Av	NB	856	76	150	226
13501	University Av & 35th St	WB	10	141	78	218
12552	54th St & University Av	NB	955	73	137	209
10633	University Av & 50th St	EB	7	48	160	208
12187	54th St & El Cajon Bl	SB	955	177	30	207
60664	University Av & Swift Av	EB	10	76	127	203
12894	Euclid Av & Federal Bl	NB	955	64	136	199
12135	Fairmount Av & Landis St	SB	13	139	60	199
12914	54th St & El Cajon Bl	NB	955	27	162	189
99650	College Av & College Grove Dr	NB	856	109	78	187
10257	El Cajon Bl & 54th St	EB	1	68	110	178
10599	University Av & Marlborough Av	EB	7	84	89	172
10612	El Cajon Bl & Fairmount Av	EB	1	128	42	170
10661	University Av & 58th St	EB	7	25	140	165
11403	University Av & 58th St	WB	10	149	16	165
10673	El Cajon Bl & College Av	EB	1	69	89	158
13017	University Av & 5975	EB	10	27	127	154
10978	University Av & Marlborough Av	WB	7	78	76	154
88943	Orange Av & 54th St	EB	852	67	86	153
12168	Euclid Av & Federal Bl	SB	917	112	31	143
12185	54th St & Trojan Av	SB	955	114	26	141
13112	University Av & University Sq	WB	7	114	23	136

Table 4.1 - Average Daily Boardings and Alightings by Transit Stop (2023)

Stop ID	Location	Direction	Routes	Boardings	Alightings	Total
11413	University Av & 60th St	WB	10	114	21	135
12207	College Av & El Cajon Bl	SB	856	115	19	134
99037	Fairmount Av & Home Av	NB	13	69	60	129
10208	University Av & 38th St	EB	7	67	62	129
12515	Fairmount Av & Thorn St	NB	13	82	47	128
99038	Fairmount Av & Home Av	SB	13	67	58	125
60626	Fairmount Av & Thorn St	SB	13	47	76	124
10189	El Cajon Bl & 33rd St	EB	1	86	38	123
99126	Fairmount Av & Olive St	NB	13	89	33	122
60666	University Av & Van Dyke Av	EB	10	29	89	119
11053	El Cajon Bl & 67th St	WB	14	92	25	117
60628	Fairmount Av & Olive St	SB	13	34	75	109
10247	El Cajon Bl & 50th St	EB	1	39	68	107
11331	University Av & 36th St	WB	7	54	53	107
10620	El Cajon Bl & Chamoune Av	EB	1	53	52	104
10685	College Av & Streamview Dr	SB	917	21	81	103
12564	College Av & El Cajon Bl	NB	856	10	93	102
88979	El Cajon Bl & Euclid Av	EB	215	55	46	100
11438	El Cajon Bl & 70th St	WB	14	71	27	98
10572	University Av & Wilson Av	EB	10	44	53	98
10623	El Cajon Bl & Menlo Av	EB	1	46	50	96
60648	University Av & 39th St	WB	7	41	54	95
10621	University Av & Chamoune Av	EB	7	35	60	95
11017	University Av & Shiloh Rd	WB	7	75	19	94
10942	El Cajon Bl & 33rd St	WB	1	29	63	92
11369	El Cajon Bl & Chamoune Av	WB	1	49	42	91
12912	54th St & Trojan Av	NB	955	36	54	90
12169	Euclid Av & 54th St	SB	955	45	44	89
12516	Fairmount Av & Myrtle St	NB	13	64	26	89
12134	Fairmount Av & Myrtle Av	SB	13	33	55	88
99355	Fairmount Av & Poplar St	SB	13	40	48	87
10607	El Cajon Bl & Menlo Av	WB	1	51	35	86
10970	University Av & Van Dyke Av	WB	7	46	39	85
11336	University Av & 37th St	WB	7	45	39	84
12909	54th St & College Grove Dr	NB	917	47	35	82

Table 4.1 - Average Daily Boardings and Alightings by Transit Stop (2023)

Stop ID	Location	Direction	Routes	Boardings	Alightings	Total
11760	54th St & Krenning St	SB	916	42	40	82
10639	El Cajon Bl & 52nd St	EB	1	35	47	82
99093	University Av & University Sq	EB	7	16	64	80
10697	El Cajon Bl & 70th St	EB	1	21	58	79
88980	El Cajon Bl & Euclid Av	WB	1	31	46	78
99125	Fairmount Av & Redwood St	NB	965	46	32	78
60665	University Av & Cherokee Av	EB	7	38	40	78
10290	El Cajon Bl & Montezuma Rd	EB	1	15	60	76
12136	Fairmount Av & Orange Av	SB	13	53	23	76
10242	University Av & Estrella Av	EB	7	24	51	76
12952	College Av & Billman St	NB	856	53	21	74
13194	University Av & Shiloh Rd	EB	7	7	67	74
11364	El Cajon Bl & Highland Av	WB	1	21	51	72
11005	University Av & Estrella Av	WB	10	51	21	72
60629	Fairmount Av & Laurel St	SB	13	18	53	71
99127	Fairmount Av & Laurel St	NB	13	45	25	70
11727	Fairmount Av & Dwight St	SB	13	35	34	68
12517	Fairmount Av & Dwight St	NB	13	35	33	68
99384	Fairmount Av & Landis St	NB	13	30	38	68
12865	Fairmount Av & Orange Av	NB	13	22	45	67
99040	College Av & El Cajon Bl	NB	215	31	32	63
10691	El Cajon Bl & 68th St	EB	14	16	46	62
11335	Adams Av & Cherokee Av	WB	11	37	22	59
11445	El Cajon Bl & 73rd St	WB	1	39	19	59
94006	Grove Transit Center	M-TC-Bus	856	37	22	59
12154	47th St & Federal Bl	SB	13	31	27	58
12531	47th St & Federal Bl	NB	13	20	36	57
12551	54th St & 54th Pl	NB	852	5	51	57
10676	University Av & College Av	EB	852	43	13	57
11049	El Cajon Bl & Rolando Bl	WB	1	48	8	56
10577	Adams Av & Cherokee Av	SB	11	19	36	55
99495	54th St & Westover Pl	NB	955	34	20	54
10939	Adams Av & 33rd St	WB	11	38	16	54
11013	El Cajon Bl & 52nd St	WB	215	32	20	53

Table 4.1 - Average Daily Boardings and Alightings by Transit Stop (2023)

Stop ID	Location	Direction	Routes	Boardings	Alightings	Total
11761	54th St & Redwood St	SB	916	11	39	50
10303	El Cajon Bl & 73rd St	EB	1	15	35	50
11418	El Cajon Bl & 63rd St	WB	1	32	17	49
11044	El Cajon Bl & Art St	WB	1	40	9	49
11329	El Cajon Bl & 35th St	WB	1	20	29	48
10260	El Cajon Bl & Dayton St	EB	1	25	23	48
11025	El Cajon Bl & Dayton St	WB	1	17	30	47
12549	54th St & Redwood St	NB	916	29	17	46
12548	54th St & Streamview Dr	NB	917	34	12	45
10564	Adams Av & 34th St	EB	11	16	29	45
10196	El Cajon Bl & 35th St	EB	1	26	19	45
11040	University Av & College Av	WB	852	13	32	45
10665	El Cajon Bl & 59th St	EB	215	6	38	44
10682	El Cajon Bl & Art St	EB	1	10	34	44
10688	El Cajon Bl & Rolando Bl	EB	1	7	37	44
12182	54th St & Streamview Dr	SB	916	11	32	43
10960	El Cajon Bl & 37th St	WB	215	12	31	43
94005	Grove Transit Center	M-TC-Bus	856	13	30	43
10679	El Cajon Bl & 63rd St	EB	1	15	26	42
12910	54th St & Lea St	NB	955	7	34	41
10188	Adams Av & 33rd St	EB	11	11	30	40
11333	El Cajon Bl & 36th St	WB	1	15	25	40
10198	Adams Av & 35th St	EB	11	15	24	39
10947	Adams Av & Hawley Bl	WB	11	30	9	39
10616	University Av & Highland Av	EB	7	15	23	38
10201	El Cajon Bl & 36th St	EB	1	19	17	36
11355	El Cajon Bl & Copeland Av	WB	1	13	23	36
10943	University Av & Wabash Av	WB	7	21	15	36
11327	Adams Av & 35th St	WB	11	22	13	35
10204	El Cajon Bl & 37th St	EB	1	23	12	35
11351	El Cajon Bl & Marlborough Av	WB	1	12	24	35
13528	El Cajon Bl & Marlborough Av	EB	1	20	14	34
11010	El Cajon Bl & Altadena Av	WB	1	15	18	33
11435	University Av & 68th St	WB	852	18	14	32

Table 4.1 - Average Daily Boardings and Alightings by Transit Stop (2023)

Stop ID	Location	Direction	Routes	Boardings	Alightings	Total
12907	54th St & Laurel St	NB	917	17	14	31
12866	Fairmount Av & Meade Av	NB	13	17	13	31
88917	I-15 Centerline Sta & University Av	SB	235	24	7	31
13489	I-15 Ramp & University Av	NB	60	25	5	31
10560	University Av & 33rd St	EB	7	17	14	31
88961	Orange Av & 52nd St	EB	852	4	26	30
11399	El Cajon Bl & 56th St	WB	1	13	16	29
11033	El Cajon Bl & 59th St	WB	1	24	5	29
13531	El Cajon Bl & Copeland Av	EB	1	17	12	29
60555	I-15 Ramp & El Cajon Bl	NB	60	27	1	28
12179	54th St & Nutmeg St	SB	917	12	15	27
10594	Adams Av & Kensington Dr	EB	11	11	16	27
10973	Adams Av & Kensington Dr	WB	11	16	10	27
12190	Bayview Heights Dr & Bayview Heights Pl	WB	916	20	7	27
60633	Home Av & Euclid Av	NB	965	19	8	27
12913	54th St & University Av	NB	852	12	14	26
12183	54th St & Lea St	SB	955	17	8	25
12916	Bayview Heights Dr & Bayview Heights Pl	EB	917	6	19	25
11759	54th St & Laurel St	SB	916	8	16	24
10637	Federal Bl & Euclid Av	EB	917	10	13	24
10592	Home Av & Gateway Dr	EB	965	18	6	24
12545	54th St & Pirotte Dr	NB	917	17	6	23
12139	Fairmount Av & Ridgeview Dr	SB	13	11	12	23
11756	54th St & Pirotte Dr	SB	917	6	16	22
12172	54th St & Haniman St	SB	955	5	16	21
12908	54th St & Nutmeg St	NB	917	12	9	21
11342	Adams Av & 39th St	WB	11	15	6	21
12868	Fairmount Av & Ridgeview Dr	NB	13	12	9	21
10683	University Av & Bonillo Dr	EB	852	7	14	21
10554	Adams Av & 32nd St	EB	11	7	13	20
60556	I-15 Ramp & El Cajon Bl	SB	60	1	19	20
13487	I-15 Ramp & University Av	SB	60	2	18	20
10266	Streamview Dr & Lynn St	EB	917	8	12	20
10288	University Av & Aragon Dr	EB	852	11	9	20

Table 4.1 - Average Daily Boardings and Alightings by Transit Stop (2023)

Stop ID	Location	Direction	Routes	Boardings	Alightings	Total
11344	El Cajon Bl & 38th St	WB	1	11	8	19
10937	Adams Av & 32nd St	WB	11	12	6	18
10581	Adams Av & 39th St	EB	11	8	10	18
10655	El Cajon Bl & 56th St	EB	1	7	11	18
12524	Fairmount Av & 47th St	NB	13	10	8	18
11712	Midvale Dr & Gateway Dr	SB	965	11	8	18
10230	Home Av & Fairmount Av	EB	965	5	12	17
11427	University Av & Rolando Bl	WB	852	11	7	17
12937	College Av & Adelaide Av	NB	856	7	9	16
12872	Fairmount Av & Talmadge Canyon Row	NB	11	8	8	16
88918	I-15 Centerline Sta & El Cajon Bl	NB	235	11	5	16
88916	I-15 Centerline Sta & University Av	NB	235	3	13	16
11405	Streamview Dr & Michael St	WB	916	11	3	15
11781	College Av & Adelaide Av	SB	856	6	7	14
11735	Fairmount Av & 47th St	SB	13	6	8	14
11398	University Av & Chollas Pkwy	WB	7	10	5	14
11354	Adams Av & Biona Dr	WB	11	7	6	13
10659	El Cajon Bl & 58th St	EB	1	2	11	13
11425	Streamview Dr & College Av	WB	916	9	4	13
10294	University Av & 69th St	EB	852	5	8	13
60623	Myrtle Av & 41st St	EB	965	5	7	12
11052	University Av & Aragon Dr	WB	852	5	7	12
12530	47th St & Beech St	NB	13	2	8	10
12152	47th St & Hwy 94 (Overpass)	SB	13	6	4	10
10933	Adams Av & W Mountain View Dr	WB	11	8	2	10
60635	Euclid Av & Isla Vista Dr	NB	965	8	3	10
60634	Euclid Av & Thorn St	NB	965	5	5	10
60630	Home Av & Fairmount Av	EB	965	6	4	10
12966	70th St & El Cajon Bl	NB	14	3	6	9
10224	Adams Av & Biona Dr	EB	11	3	6	9
13109	Bayview Heights Dr & 1737	EB	917	2	7	9
11406	El Cajon Bl & Alice St	WB	1	6	3	9
11716	Ralene St & Juniper St	SB	965	5	4	9
88880	Euclid Av & Wightman St	NB	965	4	4	8

Table 4.1 - Average Daily Boardings and Alightings by Transit Stop (2023)

Stop ID	Location	Direction	Routes	Boardings	Alightings	Total
60632	Home Av & 46th St	NB	965	6	2	8
11350	Poplar St & Tuberose St	WB	965	6	2	8
13085	University Av & Salvation Army Drwy	WB	852	4	3	8
13018	University Av & Salvation Army Drwy	EB	852	4	4	8
12555	Bayview Heights Dr & Grape St	NB	916	2	5	7
11384	Federal Bl & Pentecost Wy	WB	916	3	3	7
10549	Adams Av & W Mountain View Dr	EB	11	2	4	6
12195	Bayview Heights Dr & Grape St	SB	916	4	2	6
12962	College Av & College Grove Dr	NB	917	5	1	6
88919	I-15 Centerline Sta & El Cajon Bl	SB	235	2	4	6
12550	54th St & Marvin St	NB	916	3	2	5
11763	Bayview Heights Dr & 1670	WB	917	3	2	5
60637	Euclid Av & Castle Av	NB	965	2	3	5
10642	Federal Bl & Pentecost Wy	EB	916	2	3	5
11764	Bayview Heights Dr & Hudson Bay Ter	SB	916	3	1	4
12919	Bayview Heights Dr & Hudson Bay Ter	EB	917	1	3	4
11717	Gateway Dr & Crenshaw St	SB	965	3	1	4
10981	Poplar St & Marlborough Av	WB	965	2	3	4
10675	Streamview Dr & Glade St	EB	916	1	2	4
11415	Streamview Dr & Glade St	WB	916	2	1	4
11791	College Av & College Grove Dr	SB	856	0	3	3
60624	Myrtle Av & 42nd St	EB	965	0	3	3
10652	Streamview Dr & 55th St	EB	916	1	2	3
11719	Violet St & Pepper Dr	SB	965	1	2	3
60621	41st St & Landis St	SB	965	2	0	2
10640	Grape St & 54th St	EB	916	0	1	2
10261	Grape St & 55th St	EB	917	1	0	2
60625	Myrtle Av & Fairmount Av	EB	965	0	2	2
11718	Pepper Dr & Tulip St (Azalea Community Park)	WB	965	1	1	2
11361	Poplar St & Columbine St	WB	965	2	0	2
11026	Streamview Dr & 55th St	WB	917	1	1	2

Table 4.1 - Average Daily Boardings and Alightings by Transit Stop (2023)

Stop ID	Location	Direction	Routes	Boardings	Alightings	Total
10615	Camino Del Rio S & Caminito Pintoresco	SB	18	1	1	1
11393	Grape St & 55th St	WB	917	0	1	1
11020	Grape St & Champion St	WB	916	0	0	1
10219	Home Av & Hixson Av	EB	965	1	0	1
10980	Poplar St & Snowdrop St	WB	965	1	0	1
88879	Wightman St & 40th St	EB	965	1	0	1
99481	40th St & University Av	SB	10	0	0	0
60622	41st St & Dwight St	SB	965	0	0	0
60627	Fairmount Av & Glenfield St	SB	13	1	0	0
10648	Grape St & Champion St	EB	917	0	0	0
94004	Grove Transit Center	M-TC-Bus	856	0	0	0
60631	Home Av & 45th St	NB	965	0	0	0
11713	Ralene St & Midvale Dr	SB	965	0	0	0
13081	Streamview Dr & 5930	WB	916	0	0	0
13110	Streamview Dr & 5955	EB	916	0	0	0
10278	Streamview Dr & Hasty Dr	EB	916	0	0	0
10994	University Av & Chamoune Av	WB	7	0	0	0
10992	University Av & Highland Av	WB	10	0	0	0

Source: MTS (2023)

Table 4.2 compares public transportation commute mode share between Mid-City, the City, and the San Diego County region. Mid-City has a public transportation commute mode share of 4.7%, which is higher than the citywide mode share and more than double the regional transit mode share for 2022. The CAP sets a target to "achieve mass transit mode share of 10% by 2030 and 15% by 2035 for all San Diego residents' trips."

Table 4.2 - Public Transportation Commute Mode Share Comparison

	Mid-City	City of San Diego	San Diego County
Total Public Transportation Commuters	4,247	23,773	36,235
Total Workers	89,818	791,874	1,622,954
Public Transportation Commute Mode Share	4.7%	3.0%	2.2%

Source: US Census, 2022 American Community Survey 5-Year Estimates (2024)

Figure 4.3 - 2023 Average Daily Transit Boardings and Alightings
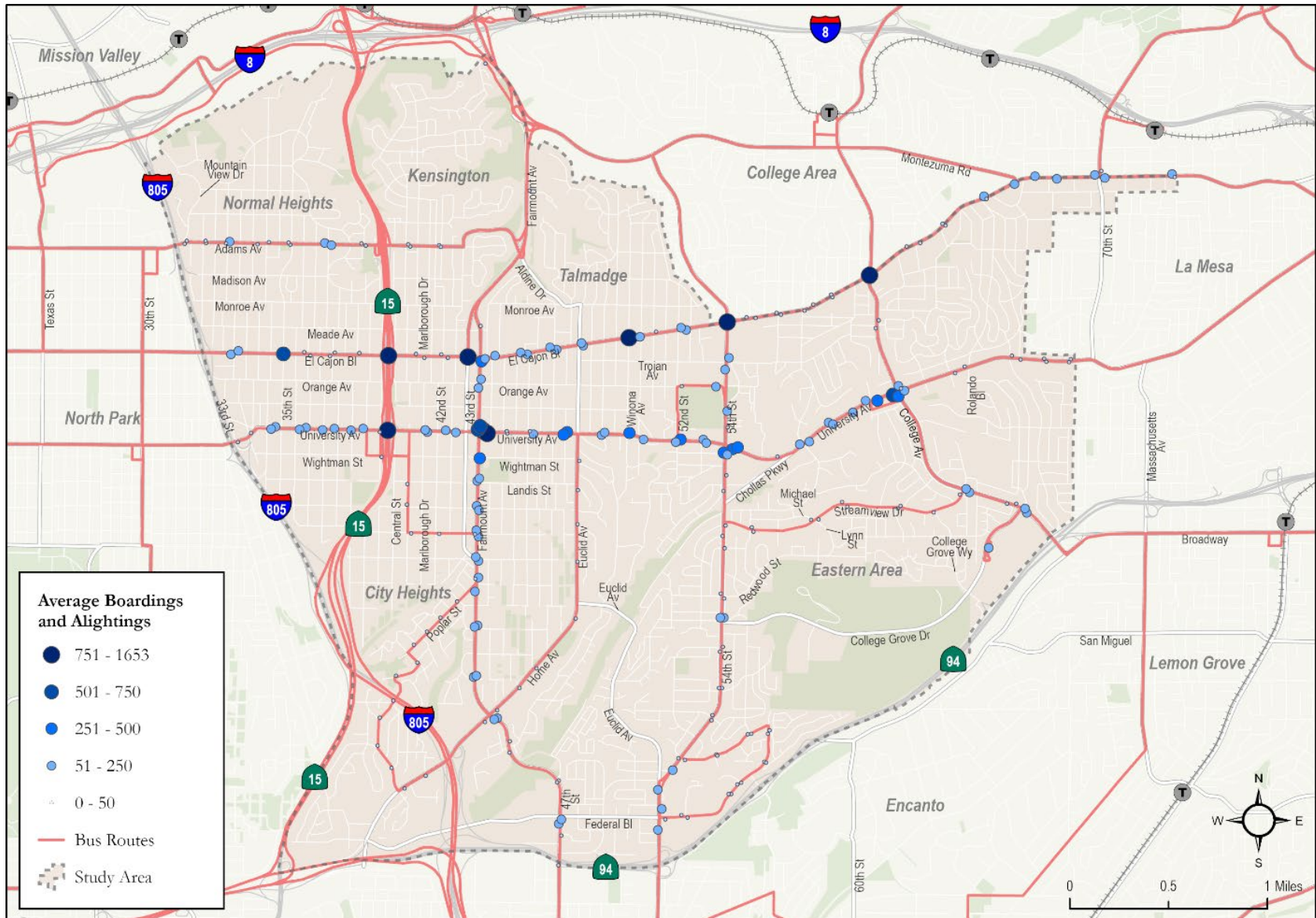
Source: MTS (2023)

4.3   Pedestrian and Cyclist Safety Near Bus Stops

Pedestrian and bicycle-involved collisions between 2018 and 2022 were spatially summarized to within 500 feet of each bus stop in Mid-City. As many bus stops are close together, this spatial summary will typically assign collisions to multiple bus stop locations. Of the 458 pedestrian and bicycle involved collisions in Mid-City, 328 occurred within 500 feet of a transit stop.

Figure 4.4 displays bus stops within Mid-City and the corresponding number of pedestrian and bicycle-involved collisions occurring within 500 feet of those stops. The stops with the highest number of collisions are along El Cajon Boulevard, University Avenue, Fairmount Avenue and 54th Street. **Table 4.3** identifies the bus stops with the highest number of collisions within 500 feet.

Table 4.3 - Bus stops with Most Pedestrian and Bicycle-Involved Collisions within 500 feet

Bus Stop ID	Location	Number of Collisions
10611	University Av & Fairmount Av	18
11729	Fairmount Av & University Av	17
12864	Fairmount Av & University Av	17
10989	University Av & Fairmount Av	17
12518	Fairmount Av & El Cajon Bl	14
10609	El Cajon Bl & 43rd St	13
10986	El Cajon Bl & 43rd St	13
10247	El Cajon Bl & 50th St	13
10612	El Cajon Bl & Fairmount Av	13
12186	54th St & University Av	11
12913	54th St & University Av	11
10607	El Cajon Bl & Menlo Av	11
11377	El Cajon Bl & Winona Av	11
13555	El Cajon Bl & Winona Av	11
96024	University Av & 54th St	11

Source: TIMS; CR Associates (2024)

Figure 4.4 - Pedestrian and Bicycle Collisions Near Public Transit Stops (2018 – 2022)
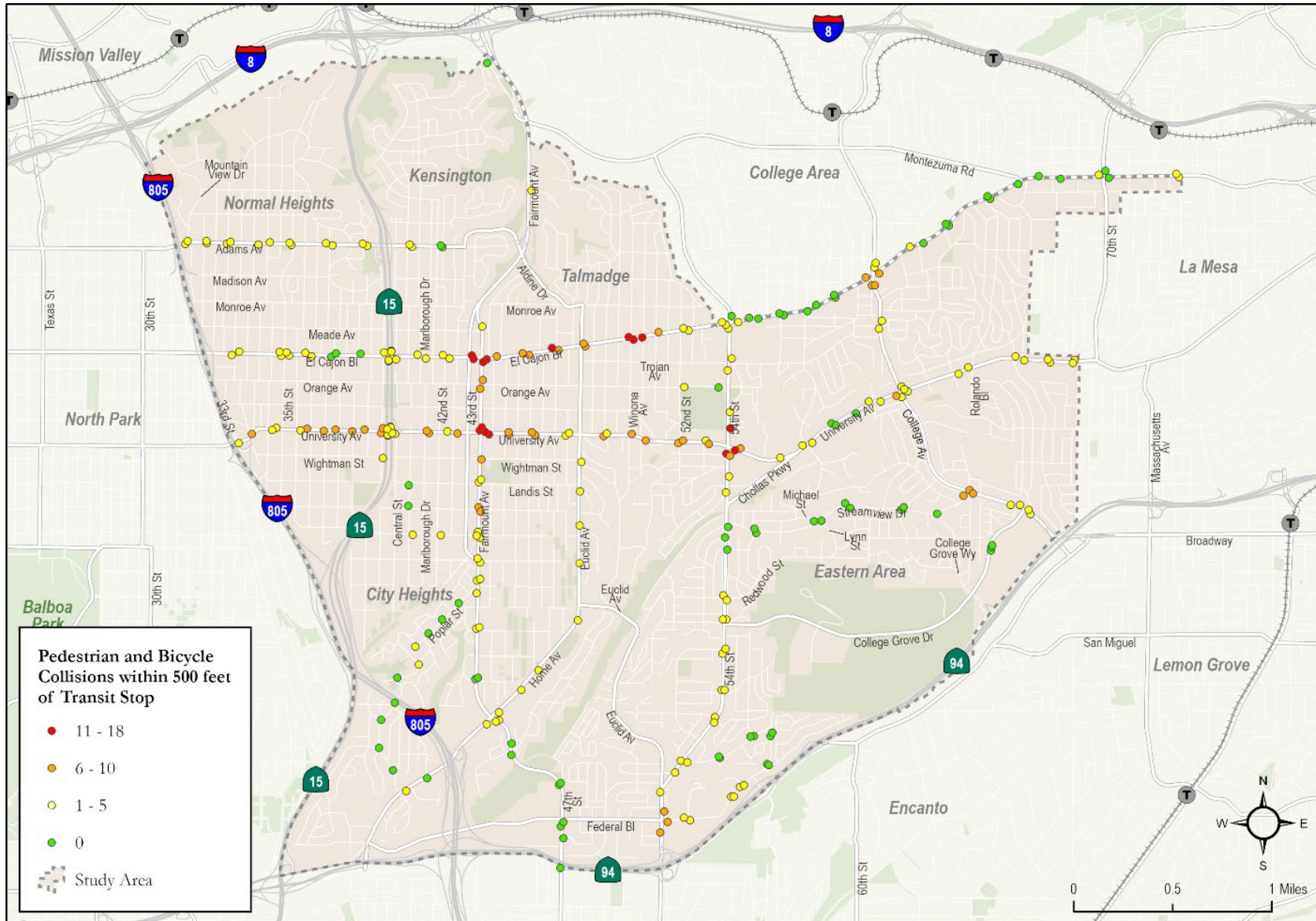
Source: TIMS; CR Associates (2024)

4.4 Transit Station Quality

The MTS Design for Transit Manual (2018) was referenced to identify required amenities based on the number of average daily boardings, and to determine any amenity-related deficiencies. For this report, only the transit stops within *Rapid* routes and the top 10 ridership stations with no *Rapid* routes were assessed. Stations with *Rapid* routes provide all the standard amenities recommended by MTS. **Table 4.4** lists these stations.

Table 4.5 identifies the amenities provided at the top 10 ridership stops with no *Rapid* routes. As shown, every stop was found to be missing at least two amenities that are desired based on the average daily boardings and alightings. Bus pads, expanded sidewalks, and route maps were the amenities that were most frequently missing among all stops. Four stops were found to be deficient in ADA compliance. From the top 5 ridership stops, all of them are deficient in at least 30% of the desired amenities. On the other hand, all 10 stops provide signs and poles, route designations, red curbs, and trash receptacles.

Table 4.4 - Bus Stops with *Rapid* Routes

Stop ID	Intersection	Direction of Travel	Daily Boardings and Alightings
10609	El Cajon Bl & 43rd St	EB	1,026
10986	El Cajon Bl & 43rd St	WB	627
13524	University Av & I-15 Transit Plaza	WB	550
11412	El Cajon Bl & College Av	WB	469
13523	University Av & I-15 Transit Plaza	EB	462
11377	El Cajon Bl & Winona Av	WB	456
11389	El Cajon Bl & 54th St	WB	447
13485	El Cajon Bl & I-15 Transit Plaza	EB	414
13484	El Cajon Bl & I-15 Transit Plaza	WB	401
13555	El Cajon Bl & Winona Av	EB	372
10262	College Av & El Cajon Bl	NB	296
10250	El Cajon Bl & 54th St	EB	245
11334	El Cajon Bl & 35th St	WB	231
10190	El Cajon Bl & 35th St	EB	230
88917	I-15 Centerline Sta & University Av	SB	31
88918	I-15 Centerline Sta & El Cajon Bl	NB	16
88916	I-15 Centerline Sta & University Av	NB	16
88919	I-15 Centerline Sta & El Cajon Bl	SB	6

Source: MTS (2023)

Table 4.5 - Existing Amenities by Bus Stop

Stop ID	Intersection	Direction of Travel	Daily Boardings and Alightings	Sign and Pole	Accessible	Route Designations	Red Curbs	Built-In Sign	Expanded Sidewalk	Seating	Passenger Shelter	Schedule Display	Route Map	System Map	Trash Receptacle	Real Time Display	Bus Pads	ADA Compliant
10989	University Av & Fairmount Av	WB	1,114	✓	✓	✓	✓			✓	✓	✓			✓			✓
10611	University Av & Fairmount Av	EB	1,033	✓	✓	✓	✓			✓	✓	✓			✓			✓
11729	Fairmount Av & University Av	SB	714	✓	✓	✓	✓			✓		✓			✓			✓
12864	Fairmount Av & University Av	NB	597	✓	✓	✓	✓			✓	✓	✓			✓			✓
99090	University Av & College Av	EB	530	✓		✓	✓					✓			✓			
12518	Fairmount Av & El Cajon Bl	NB	453	✓		✓	✓			✓	✓	✓			✓			
96024	University Av & 54th St	EB	419	✓		✓	✓			✓					✓			
11021	University Av & 54th St	WB	384	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓			
10999	University Av & 47th St	WB	356	✓	✓	✓	✓			✓	✓				✓			
10238	University Av & 47th St	EB	338	✓	✓	✓	✓			✓	✓				✓			✓

Source: MTS; CR Associates (2024)

Notes:
A red cell indicates missing amenities required by the Metropolitan Transit Development Board (MTDB) Designing for Transit (2018), based on average daily boardings.
A grey cell indicates amenities that are not required at a stop, based on average daily boardings.

4.5 Transit Service Quality: On-Time Performance

Table 4.6 displays average on-time performance for all MTS bus routes within Mid-City. The average on-time performance includes the dates between July 2022 and June 2023.

On-time performance is an important factor for people that depend on public transit for transportation to work, school, or other time sensitive matters. Average on-time performance ranged from 75% to 88% among the 14 bus routes in the study area. Only one route, rapid 235, met its target with 88% on-time performance and the target being 85%.

Table 4.6 - Transit On-Time Performance by Route

Route	Peak Weekday Headway (min)	On-Time Performance	Target	Met Target?
1	15	77%	85%	No
7	10	82%	85%	No
10	12	81%	85%	No
11	15	84%	85%	No
13	12	84%	85%	No
60	20/30	83%	90%	No
215 *Rapid*	10	83%	85%	No
235 *Rapid*	15	88%	85%	Yes
852	30	84%	85%	No
856	30	79%	85%	No
916/917	30/60	80%	85%	No
936	30	80%	85%	No
955	12	81%	85%	No
965	35-45	75%	90%	No

Source: MTS (2023)

5.0 Vehicular Mobility

The vehicular system is used to move people and goods throughout the region and beyond. When the street system is congested and has poor traffic safety, it can have a significant impact on the community. Maintaining efficient vehicular operations is vital to many aspects of daily life, such as the economy, environment, public health and safety, and overall well-being and needs of people.

2024 General Plan (Blueprint SD) Mobility Element

Complete Streets Goals:
- A transportation system that balances the needs of multiple users of the public right-of-way regardless of their age, ability, or mobility choice.
- Streets that are well maintained, safe, equitable, and accessible by all.
- An interconnected street system that provides seamless multimodal linkages within and between communities.
- Streets that prioritize access for alternative modes of transportation.
- Streets that integrate Green Street features to address the effects of climate change, such as extreme heat and precipitation, while improving walkability.

Intelligent Transportation Systems Goals:
- A transportation system that operates efficiently, saves energy, and reduces negative environmental impacts by improving the flow of traffic.
- A safe transportation system.
- A transportation system that effectively uses appropriate technologies.

Transportation Demand Management Goals:
- Reduced single-occupant vehicle traffic on streets and freeways.
- Improved performance and efficiency of the street and freeway system, by means other than roadway widening or construction.
- Expanded travel options, improved personal mobility, and reach of Transportation Demand Management programs.

Parking and Curb Space Management Goals:
- Curb space that is reasonable available when and where it is needed.
- Solutions to community-specific parking issues through the implementation of a broad range of curb management tools, mobility services, and strategies.
- Innovative solutions to manage curb uses and demand.
- Balance new development with adequate parking through the application of innovative citywide parking regulations, while limiting the oversupply of parking.
- Increase land use efficiencies and locate residential, employment, and entertainment land uses within close proximity to reduce distances users must travel and to reduce parking demand.

2024 City of San Diego Mobility Master Plan (Revised Draft) - Vehicular Goals:
- *Incorporate innovative technologies into the City's mobility network to increase the safety and efficiency of the network, expand mobility choices, while enhancing user experience and reducing greenhouse gas emissions.*

2024 City of San Diego Mobility Master Plan (Revised Draft) - Vehicular Goals (continued):

- Expand the use of Intelligent Transportation Systems (ITS) and innovative technologies to help improve public safety, reduce collisions, optimize traffic signal timing, minimize traffic congestion, maximize parking efficiency, manage transportation and parking demand, and improve environmental awareness and neighborhood quality.
- Increase the use of emerging mobility technologies and services such as Mobility as a Service (MaaS), shared mobility services, and connected vehicles.
- Increase and accelerate electrification of the transportation system by expanding partnerships with private entities (i.e., Public Private Partnerships) and state and regional partners and programs such as the California Energy Commission, San Diego Community Power (SDCP), San Diego Gas & Electric (SDG&E), SANDAG, and County of San Diego.
- Coordinate with regional transit agencies to improve transit efficiency in the right-of-way and increase the prevalence and accuracy of real-time transit information at transit stops and stations.
- Maximize available right-of-way space throughout the City to serve a variety of transportation modes and prioritize non- private vehicle use while optimizing system performance.

- *Utilize curb management tools, mobility services, and strategies to dynamically address parking and curb space management.*
  - Establish a citywide curb space inventory and policy to optimize the use of the curb and dynamically manage them based on demand.
  - Increase implementation of curb management strategies in commercial, business, and mixed-use areas to efficiently utilize curb space, support deliveries, and promote parking turnover.
  - Increase the availability of alternative modes of transportation, such as micromobility, carshare, and circulator services, to reduce demand for curbside parking while also integrating curb- related technology, such as curbside charging infrastructure, to support system electrification.

- *Expand and build upon existing comprehensive mobility strategies like Transportation Demand Management (TDM) to expand mobility options and increase the efficiency of existing transportation resources.*
  - Develop and partner on shared mobility programs like bike share, car share, and neighborhood shuttles, to increase the use of alternative transportation modes for short trips.
  - Develop a City-specific mobility program to increase the percentage of City employees who can utilize various travel modes.

5.1   Vehicular Connectivity

Table 5.1 documents study roadway segment characteristics, including functional classification, posted speed limit, the presence/type of median, on-street parking, sidewalks, and bicycle facilities. **Figure 5.1** shows the existing functional classification of the roadways within Mid-City.

Table 5.1 - Study Roadway Segments Physical Characteristics

Roadway	Segment	Functional Classification	Lanes per Direction	Presence of Median	Posted Speed Limit	Presence of On-Street Parking	Metered / Permitted Parking	Sidewalk	Bicycle Facility
35th St	Adams Ave to Monroe Ave	2-Lane Collector w/o CLTL	1 NB / 1 SB	Striped	25 MPH	Parallel	-	Noncontiguous	N/A
35th St	Monroe Ave to El Cajon Blvd	2-Lane Collector w/o CLTL	1 NB/ 1 SB	Striped	25 MPH	Parallel	-	Noncontiguous	NB: Class II SB: Class II
35th St	El Cajon Blvd to Orange Ave	2-Lane Collector w/o CLTL	1 NB / 1 SB	Striped	25 MPH	Parallel	-	Noncontiguous	NB: Class II SB: Class II
35th St	Orange Ave to University Ave	2-Lane Collector w/o CLTL	1 NB / 1 SB	Striped	25 MPH	Parallel on west side, Parallel on east side north of Polk Ave and Diagonal south of Polk Ave	-	Noncontiguous	Class II north of Polk Ave, Class III south of Polk Ave
43rd St	Meade Ave to El Cajon Blvd	2-Lane Collector (one-way)	2 SB	Undivided	30 MPH	Parallel	-	Noncontiguous	N/A
43rd St	El Cajon Blvd to Orange Ave	2-Lane Collector (one-way)	2 SB	Undivided	30 MPH	Parallel	-	Noncontiguous	N/A
43rd St	Orange Ave to University Ave	2-Lane Collector (one-way)	2 SB	Undivided	30 MPH	Parallel on west side, Diagonal on east side	-	Noncontiguous	N/A
43rd St	University Ave to Landis St	2-Lane Collector (one-way)	2 SB	Undivided	30 MPH	Parallel on west side, Diagonal on east side	-	Noncontiguous	N/A
43rd St	Landis St to Thorn St	2-Lane Collector (one-way)	2 SB	Undivided	30 MPH	Parallel on west side, Parallel on east side south of Myrtle Ave and Diagonal north of Myrtle Ave	-	Noncontiguous	N/A
47th St	Federal Blvd to SR-94	4-Lane Major Arterial	2 NB / 2 SB	Striped	35 MPH	Parallel	-	Noncontiguous	N/A
52nd St	Monroe Ave to El Cajon Blvd	2-Lane Collector w/o CLTL	1 NB / 1 SB	N/A	25 MPH	Parallel	-	Noncontiguous	N/A
52nd St	El Cajon Blvd to Orange Ave	2-Lane Collector w/o CLTL	1 NB / 1 SB	Striped	25 MPH	Parallel	-	Contiguous	N/A
52nd St	Orange Ave to University Ave	2-Lane Collector w/o CLTL	1 NB / 1 SB	Striped	25 MPH	Parallel, Perpendicular on east side alongside Colina Del Sol Park	-	Contiguous	N/A
54th St	El Cajon Blvd to Orange Ave	4-Lane Major Arterial	2 NB / 2 SB	Raised	35 MPH	Parallel	-	Contiguous	Class II south of Trojan Ave
54th St	Orange Ave to University Ave	4-Lane Major Arterial	2 NB / 2 SB	Raised	35 MPH	Parallel on east side	-	West side: contiguous; east side: contiguous north of 54th Pl	NB: Class II SB: Class II
54th St	University Ave to Streamview Dr	4-Lane Major Arterial	2 NB / 2 SB	Raised	35 MPH	None	N/A	Contiguous	NB: Class II SB: Class II

Table 5.1 - Study Roadway Segments Physical Characteristics

Roadway	Segment	Functional Classification	Lanes per Direction	Presence of Median	Posted Speed Limit	Presence of On-Street Parking	Metered / Permitted Parking	Sidewalk	Bicycle Facility
54th St	Streamview Dr to College Grove Dr	4-Lane Major Arterial	2 NB / 2 SB	Raised	40 MPH	None	N/A	N/A	NB: Class II SB: Class II
54th St	College Grove Dr to Euclid Ave	4-Lane Major Arterial	2 NB / 2 SB	Raised	35 MPH	Parallel on east side south of Olive St	-	West side: Contiguous where present; east side: contiguous	NB: Class II SB: Class II
Adams Ave	I-805 to 35th St	2-Lane Collector w/ CLTL	1 EB / 1 WB	CLTL	25 MPH	Parallel	-	Contiguous	EB: Class III WB: Class III
Adams Ave	35th St to I-15	2-Lane Collector w/ CLTL	1 EB / 1 WB	CLTL	25 MPH	Parallel	-	Contiguous	EB: Class III WB: Class III
Adams Ave	I-15 to Marlborough Ave	2-Lane Collector w/o CLTL	1 EB / 1 WB	Striped	25 MPH	Parallel	-	Contiguous	EB: Class III WB: Class III
Adams Ave	Marlborough Ave to Talmadge Dr	2-Lane Collector w/o CLTL	1 EB / 1 WB	Striped/ Undivided	25 MPH	Parallel	-	Contiguous	N/A
A Street	47th St to SR-94 On-ramp / A St	2-Lane Collector w/o CLTL	1 EB / 1 WB	Striped	25 MPH	Parallel	-	Missing on north side Intermittent Contiguous on south side	N/A
Aldine Drive	Adams Ave to Fairmount Ave	2-Lane Collector w/o CLTL	1 EB / 1 WB	Striped	25 MPH	None	N/A	Noncontiguous for 250' north of Adams Ave	NB: Class III SB: Class III
Aldine Drive	Fairmount Ave to Monroe Ave	2-Lane Collector w/o CLTL	1 NB / 1 SB	Striped/ Undivided	25 MPH	Parallel	-	N/A	NB: Class III SB: Class III
Chollas Pkwy	54th St to University Ave	4-Lane Major Arterial	2 EB / 2 WB	Raised	45 MPH	Parallel	-	N/A	N/A
College Ave	El Cajon Blvd to University Ave	4-Lane Major Arterial	2 NB / 2 SB	Striped	35 MPH	Parallel	-	Contiguous	NB: Class II SB: Class II, Class III south of View Pl
College Ave	University Ave to Streamview Dr	4-Lane Major Arterial	2 NB / 2 SB	Raised	40 MPH	None	N/A	N/A	NB: Class II SB: Class II
College Ave	Streamview Dr to College Grove Dr	4-Lane Major Arterial	2 NB / 2 SB	Raised	40 MPH	None	N/A	N/A	NB: Class II SB: Class II
College Ave	College Grove Dr to Federal Blvd	4-Lane Major Arterial	2 NB / 2 SB	Raised	40 MPH	None	N/A	Contiguous	N/A
College Grove Dr	54th St to College Grove Wy	4-Lane Major Arterial	2 NB / 2 SB	Striped/ Raised	45 MPH	None	N/A	North side: intermittent contiguous; South side:	NB: Class II SB: Class II

Table 5.1 - Study Roadway Segments Physical Characteristics

Roadway	Segment	Functional Classification	Lanes per Direction	Presence of Median	Posted Speed Limit	Presence of On-Street Parking	Metered / Permitted Parking	Sidewalk	Bicycle Facility
								contiguous where present	
College Grove Dr	College Grove Wy to College Ave	4-Lane Major Arterial	2 NB / 2 SB	Raised	35 MPH	None	N/A	North side: intermittent contiguous; South side: contiguous	NB: Class II SB: Class III
El Cajon Blvd	I-805 to 35th St	4-Lane Major Arterial	2 EB / 2 WB	Raised	35 MPH	Parallel	-	Noncontiguous	EB: Class III WB: Class III
El Cajon Blvd	35th St to I-15	4-Lane Major Arterial	2 EB / 2 WB	Raised	35 MPH	Parallel	-	Noncontiguous	EB: Class III WB: Class III
El Cajon Blvd	I-15 to Marlborough Ave	6-Lane Major Arterial	3 EB / 3 WB	Raised	35 MPH	Parallel	-	Noncontiguous	EB: Class III WB: Class III
El Cajon Blvd	Marlborough Ave to Fairmount Ave	4-Lane Major Arterial	2 EB / 2 WB	Raised	35 MPH	Parallel	-	Noncontiguous	EB: Class III WB: Class III
El Cajon Blvd	Fairmount Ave to Highland Ave	4-Lane Major Arterial	2 EB / 2 WB	Raised	35 MPH	Parallel	-	Noncontiguous	N/A
El Cajon Blvd	Highland Ave to Euclid Ave	4-Lane Major Arterial	2 EB / 2 WB	Striped/ Raised	35 MPH	Parallel	Partially metered	Noncontiguous	N/A
El Cajon Blvd	Euclid Ave to 50th St	4-Lane Major Arterial	2 EB / 2 WB	Striped	35 MPH	Parallel	Partially metered	Noncontiguous	N/A
El Cajon Blvd	50th St to 54th St	4-Lane Major Arterial	2 EB / 2 WB	Striped/ Raised	35 MPH	Parallel	Partially metered	Noncontiguous	N/A
Euclid Ave	Monroe Ave to El Cajon Blvd	2-Lane Collector w/o CLTL	1 NB / 1 SB	Striped	25 MPH	Parallel on west side, Diagonal on east side	-	Intermittent contiguous	NB: Class II SB: Class II
Euclid Ave	El Cajon Blvd to Orange Ave	2-Lane Collector w/o CLTL	1 NB / 1 SB	Striped	25 MPH	Parallel	-	Noncontiguous	N/A
Euclid Ave	Orange Ave to University Ave	2-Lane Collector w/o CLTL	1 NB / 1 SB	Striped	25 MPH	Parallel	-	Noncontiguous	N/A
Euclid Ave	University Ave to Landis St	2-Lane Collector w/o CLTL	1 NB / 1 SB	Striped	25 MPH	Parallel	-	Noncontiguous	N/A
Euclid Ave	Landis St to Euclid Ave/Home Ave	2-Lane Collector w/o CLTL	1 NB / 1 SB	Striped	25 MPH	None	N/A	Noncontiguous	N/A
Euclid Ave	Home Ave to Chollas Rd	2-Lane Collector w/o CLTL	1 NB / 1 SB	Striped	35 MPH	Parallel	-	Contiguous	N/A
Euclid Ave	Chollas Rd to Dalehaven Pl	2-Lane Collector w/ CLTL	1 NB / 1 SB	Striped	35 MPH	Parallel	-	Contiguous where present	N/A
Euclid Ave	Dalehaven Pl to 54th St	2-Lane Collector w/o CLTL	1 NB / 1 SB	Striped	35 MPH	Parallel	-	Intermittent contiguous; missing	N/A

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Table 5.1 - Study Roadway Segments Physical Characteristics

Roadway	Segment	Functional Classification	Lanes per Direction	Presence of Median	Posted Speed Limit	Presence of On-Street Parking	Metered / Permitted Parking	Sidewalk	Bicycle Facility
Euclid Ave	54th St to Federal Blvd	4-Lane Major Arterial	2 NB / 2 SB	Raised	35 MPH	None	N/A	Contiguous	NB: N/A SB: Class II north of Marilou Rd
Euclid Ave	Federal Blvd to SR-94	4-Lane Major Arterial	2 NB / 2 SB	Striped	35 MPH	None	N/A	Contiguous	NB: Class III south of Lyon St SB: Class II south of Lyon St
Fairmount Ave	Montezuma Rd to Meade Ave	4-Lane Major Arterial	2 NB / 2 SB	Raised	55 MPH	None	N/A	N/A	NB: Class II SB: Class II
Fairmount Ave	Meade Ave to El Cajon Blvd	2-Lane Major Arterial (one-way)	2 NB	Undivided	30 MPH	Parallel	-	Noncontiguous	N/A
Fairmount Ave	El Cajon Blvd to Orange Ave	3-Lane Collector w/o CLTL	2 NB / 1 SB	Striped	30 MPH	Parallel	-	Contiguous	N/A
Fairmount Ave	Orange Ave to University Ave	3-Lane Collector w/o CLTL	2 NB / 1 SB	Striped	30 MPH	Parallel	-	Noncontiguous	N/A
Fairmount Ave	University Ave to Wightman St	3-Lane Collector w/o CLTL	2 NB / 1 SB	Striped	30 MPH	Parallel	-	Contiguous	N/A
Fairmount Ave	Wightman St to Landis St	3-Lane Collector w/o CLTL	2 NB / 1 SB	Striped	30 MPH	Parallel on east side	-	East side: Noncontiguous; West side: intermittent	N/A
Fairmount Ave	Landis St to Thorn St	3-Lane Collector w/o CLTL	2 NB / 1 SB	Striped	35 MPH	Parallel	-	Contiguous	N/A
Fairmount Ave	Thorn St to Redwood St	3-Lane Collector w/o CLTL	2 NB / 1 SB	Raised	35 MPH	Parallel on west side	-	East side: Contiguous; West side: Noncontiguous	NB: Class II SB: Class II
Fairmount Ave	Redwood St to Olive St	3-Lane Collector w/o CLTL	1 NB / 2 SB	Raised	35 MPH	Parallel	-	Contiguous	NB: Class II SB: Class II
Fairmount Ave	Olive St to Home Ave	2-Lane Collector w/o CLTL	1 NB / 1 SB	Raised	35 MPH	Parallel	-	Contiguous	NB: Class II SB: Class II
Fairmount Ave	Home Ave to Federal Blvd	4-Lane Major Arterial	2 NB / 2 SB	Raised	35 MPH	None	N/A	Contiguous	NB: Class II SB: Class II
Federal Blvd	Home Ave to 47th St	2-Lane Collector w/o CLTL	1EB / 1 WB	Undivided / CLTL	45 MPH	Parallel	-	Contiguous where present	N/A
Federal Blvd	47th St to Euclid Ave	3-Lane Collector w/ CLTL	1 EB / 2 WB	CLTL	35 MPH	Parallel	-	Contiguous	N/A

Table 5.1 - Study Roadway Segments Physical Characteristics

Roadway	Segment	Functional Classification	Lanes per Direction	Presence of Median	Posted Speed Limit	Presence of On-Street Parking	Metered / Permitted Parking	Sidewalk	Bicycle Facility
Home Ave	SR-94 to I-805	4-Lane Major Arterial	2 NB / 2 SB	Raised	35 MPH	Parallel	-	Intermittent contiguous	N/A
Home Ave	I-805 On-Ramp to Fairmount Ave	4-Lane Major Arterial	2 NB / 2 SB	Raised	40 MPH	Parallel	-	Contiguous	N/A
Home Ave	Fairmount Ave to 46th St	3-Lane Collector w/ CLTL	2 NB / 1 SB	CLTL	40 MPH	Parallel on east side	-	East side: contiguous; West side: missing	NB: Class II SB: Class II
Home Ave	46th St to Euclid Ave	2-Lane Collector w/ CLTL	1 NB / 1 SB	CLTL	40 MPH	Parallel	-	East side: intermittent; West side: missing/ contiguous	NB: Class II SB: Class II
Landis St	Central Ave to Marlborough Ave	2-Lane Collector w/o CLTL	1 EB / 1 WB	Striped	25 MPH	Parallel	-	Noncontiguous	EB: Class II WB: Class II
Landis St	Marlborough Ave to Fairmount Ave	2-Lane Collector w/o CLTL	1 EB / 1 WB	Striped	25 MPH	Parallel	-	Noncontiguous	EB: Class II, Class III east of Van Dyke Ave WB: Class II
Landis St	Fairmount Ave to Chamoune Ave	2-Lane Collector w/o CLTL	1 EB / 1 WB	Striped	25 MPH	Parallel on south side, back-in diagonal on north side	-	Noncontiguous	EB: Class III WB: Class II
Landis St	Chamoune Ave to Euclid Ave	2-Lane Collector w/o CLTL	1 EB / 1 WB	Undivided	25 MPH	Parallel	-	Noncontiguous	N/A
Marlborough Ave	Adams Ave to Madison Ave	2-Lane Collector w/o CLTL	1 NB / 1 SB	Striped	25 MPH	Parallel	-	Noncontiguous	NB: Class III SB: Class III
Marlborough Ave	Madison Ave to Monroe Ave	2-Lane Collector w/o CLTL	1 NB / 1 SB	Striped	25 MPH	Parallel	-	Noncontiguous	N/A
Marlborough Ave	Monroe Ave to El Cajon Blvd	2-Lane Collector w/o CLTL	1 NB / 1 SB	Striped	25 MPH	Parallel	-	Noncontiguous	NB: Class III SB: Class III
Marlborough Ave	El Cajon Blvd to Orange Ave	2-Lane Collector w/o CLTL	1 NB / 1 SB	Undivided	25 MPH	Diagonal	-	Noncontiguous	N/A
Marlborough Ave	Orange Ave to University Ave	2-Lane Collector w/o CLTL	1 NB / 1 SB	Striped	25 MPH	Diagonal	-	East side: noncontiguous; West side: intermittent	N/A
Marlborough Ave	University Ave to Landis St	2-Lane Collector w/o CLTL	1 NB / 1 SB	Undivided	25 MPH	Angled / Parallel	-	East side: noncontiguous; West side: intermittent	N/A

Table 5.1 - Study Roadway Segments Physical Characteristics

Roadway	Segment	Functional Classification	Lanes per Direction	Presence of Median	Posted Speed Limit	Presence of On-Street Parking	Metered / Permitted Parking	Sidewalk	Bicycle Facility
Monroe Ave	Euclid Ave to Fairmount Ave	2-Lane Collector w/o CLTL	1 EB / 1 WB	Striped	25 MPH	Parallel	-	Contiguous	EB: Class III WB: Class III
Orange Ave	33rd St to 35th St	2-Lane Collector w/ CLTL	1 EB / 1 WB	CLTL	25 MPH	Parallel	-	Noncontiguous	EB: Class III WB: Class III
Orange Ave	35th St to 38th St	2-Lane Collector w/ CLTL	1 EB / 1 WB	CLTL	25 MPH	Parallel	-	Noncontiguous	EB: Class III WB: Class III
Orange Ave	38th St to I-15	2-Lane Collector w/ CLTL	1 EB / 1 WB	CLTL	25 MPH	Parallel	-	Noncontiguous	EB: Class III WB: Class III
Orange Ave	I-15 to Fairmount Ave	2-Lane Collector w/ CLTL	1 EB / 1 WB	CLTL	25 MPH	Parallel	-	Noncontiguous	N/A
Orange Ave	Fairmount Ave to Menlo Ave	2-Lane Collector w/ CLTL	1 EB / 1 WB	CLTL	25 MPH	Parallel	-	Noncontiguous	N/A
Orange Ave	Menlo Ave to 50th St	2-Lane Collector w/ CLTL	1 EB / 1 WB	CLTL	25 MPH	Parallel	-	Noncontiguous	N/A
Orange Ave	50th St to 51st St	2-Lane Collector w/ CLTL	1 EB / 1 WB	CLTL	25 MPH	Parallel	-	Noncontiguous	N/A
Orange Ave	51st St to 54th St	2-Lane Collector w/o CLTL	1 EB / 1 WB	Striped	25 MPH	Parallel	-	Contiguous	N/A
Streamview Dr	54th St to Gayle St	2-Lane Collector w/o CLTL	1 EB / 1 WB	Raised	25 MPH	Back-in Diagonal / Parallel	-	Contiguous	EB: Class II WB: Class II
Streamview Dr	Gayle St to College Ave	2-Lane Collector w/o CLTL	1 EB / 1 WB	Raised	25 MPH	Parallel	-	Continuous	EB: Class II WB: Class II
University Ave	I-805 to Wabash Ave	4-Lane Collector w/o CLTL	2 EB / 2 WB	Striped	25 MPH	N/A	N/A	Noncontiguous	N/A
University Ave	Wabash Ave to 35th St	2-Lane Collector w/ CLTL	1 EB / 1 WB	CLTL	25 MPH	Parallel	-	Noncontiguous	N/A
University Ave	35th St to 39th St	2-Lane Collector w/ CLTL	1 EB / 1 WB	CLTL	25 MPH	Parallel	-	Noncontiguous	N/A
University Ave	39th St to I-15	3-Lane Collector w/o CLTL	2 EB / 1 WB	Striped	25 MPH	Parallel on south side only	-	Noncontiguous	N/A
University Ave	I-15 to 41st St	4-Lane Collector w/ CLTL	2 EB / 2 WB	CLTL	25 MPH	Parallel on south side only	-	Noncontiguous	N/A
University Ave	41st St to 43rd St	3-Lane Collector w/ CLTL	2 EB / 1 WB	CLTL	30 MPH	Parallel	-	Contiguous	N/A
University Ave	43rd St to Fairmount Ave	4-Lane Collector w/o CLTL	2 EB / 2 WB	Striped	30 MPH	Parallel on south side	-	Contiguous	N/A
University Ave	Fairmount Ave to Highland Ave	2-Lane Collector w/o CLTL	1 EB / 1 WB	Striped	30 MPH	Parallel	-	Contiguous	EB: Class II WB: Class II,
University Ave	Highland Ave to 47th St	2-Lane Collector w/o CLTL	1 EB / 1 WB	Striped	30 MPH	Parallel	-	Noncontiguous	N/A

Table 5.1 - Study Roadway Segments Physical Characteristics

Roadway	Segment	Functional Classification	Lanes per Direction	Presence of Median	Posted Speed Limit	Presence of On-Street Parking	Metered / Permitted Parking	Sidewalk	Bicycle Facility
University Ave	47th St to Euclid Ave	3-Lane Collector w/o CLTL	1 WB / 2 EB	Striped	30 MPH	Parallel	-	Noncontiguous	EB: Class III WB: Class III
University Ave	Euclid Ave to Estrella Ave	4-Lane Collector w/o CLTL	2 EB / 2 WB	Striped	35 MPH	Parallel	-	North side: noncontiguous; South side: contiguous	N/A
University Ave	Estrella Ave to Winona Ave	3-Lane Collector w/ CLTL	2 EB / 1 WB	CLTL	40 MPH	Parallel on north side	-	North side: noncontiguous; South side: contiguous	N/A
University Ave	Winona Ave to 50th St	3-Lane Collector w/o CLTL	2 EB / 1 WB	Raised	40 MPH	Parallel on south side	-	Continuous	N/A
University Ave	50th St to 54th St	4-Lane Major Arterial	2 EB / 2 WB	Raised	40 MPH	Parallel on south side	-	Intermittent	N/A
University Ave	54th St to Chollas Pkwy	4-Lane Major Arterial	2 EB / 2 WB	Raised/ CLTL	40 MPH	Parallel on north side	N/A	Contiguous	N/A
University Ave	Chollas Pkwy to 58th St	5-Lane Major Arterial	3 EB / 2 WB	Raised	35 MPH	Parallel	-	Contiguous	N/A
University Ave	58th St to 60th St	5-Lane Major Arterial	3 EB / 2 WB	Raised	35 MPH	None	N/A	North side: N/A; South side: contiguous	EB: Class II WB: Class II
University Ave	60th St to College Ave	5-Lane Major Arterial	3 EB / 2 WB	Raised	35 MPH	None	N/A	Contiguous	EB: Class II WB: Class II
University Ave	College Ave to Rolando Blvd	4-Lane Major Arterial	2 EB / 2 WB	CLTL	35 MPH	Parallel	-	Contiguous	N/A
University Ave	Rolando Blvd to 70th St	4-Lane Major Arterial	2 EB / 2 WB	CLTL/ Raised	35 MPH	Parallel	-	Contiguous	EB: Class II east of 69th St WB: Class II east of 69th St
Wightman St	35th St to 38th St	2-Lane Collector w/ CLTL	1 EB / 1 WB	CLTL	25 MPH	Parallel	-	Noncontiguous	N/A
Wightman St	38th St to 40th St	2-Lane Collector w/ CLTL	1 EB / 1 WB	CLTL	25 MPH	Parallel	-	Noncontiguous	N/A
Wightman St	40th St to Central Ave	2-Lane Collector w/o CLTL	1 EB / 1 WB	Striped	25 MPH	None	N/A	Continuous	N/A
Wightman St	Central Ave to Marlborough Ave	2-Lane Collector w/ CLTL	1 EB / 1 WB	CLTL	25 MPH	Parallel	-	Noncontiguous	N/A
Wightman St	Marlborough Ave to 43rd St	2-Lane Collector w/ CLTL	1 EB / 1 WB	CLTL	25 MPH	Parallel	-	Noncontiguous	N/A

Table 5.1 - Study Roadway Segments Physical Characteristics

Roadway	Segment	Functional Classification	Lanes per Direction	Presence of Median	Posted Speed Limit	Presence of On-Street Parking	Metered / Permitted Parking	Sidewalk	Bicycle Facility
Wightman St	43rd to Highland Ave	2-Lane Collector w/o CLTL	1 EB / 1 WB	Raised	25 MPH	Diagonal	-	Noncontiguous	N/A
Wightman St	Highland Ave to Euclid Ave	2-Lane Collector w/ CLTL	1 EB / 1 WB	CLTL	25 MPH	Parallel	-	Noncontiguous	EB: Class III WB: Class III
Winona Ave	Monroe Ave to El Cajon Blvd	2-Lane Collector w/o CLTL	1 NB / 1 SB	Undivided	25 MPH	Parallel	-	Noncontiguous	N/A
Winona Ave	El Cajon Blvd to Orange Ave	2-Lane Collector w/o CLTL	1 NB / 1 SB	Undivided	25 MPH	Parallel	-	Noncontiguous	N/A
Winona Ave	Orange Ave to University Ave	2-Lane Collector w/o CLTL	1 NB / 1 SB	Undivided	25 MPH	Parallel	-	Noncontiguous	N/A

Source: CR Associates (2024)

Notes:
CLTL = Center Left-Turn Lane
N/A (Sidewalk) = Roadway segment does not connect to a destination or fronting and land use and is not intended to have sidewalk.
Noncontiguous (Sidewalk) = A landscaped parkway or tree planter separate the sidewalk from the street.
Contiguous (Sidewalk) = The sidewalk is directly adjacent to the street, without interruption from landscaping.
N/A (Bicycle Facility) = No bicycle facility presence.
- = Parking Non-Metered / Non-Permit

Figure 5.1 - Existing Functional Roadway Classifications of Study Segments
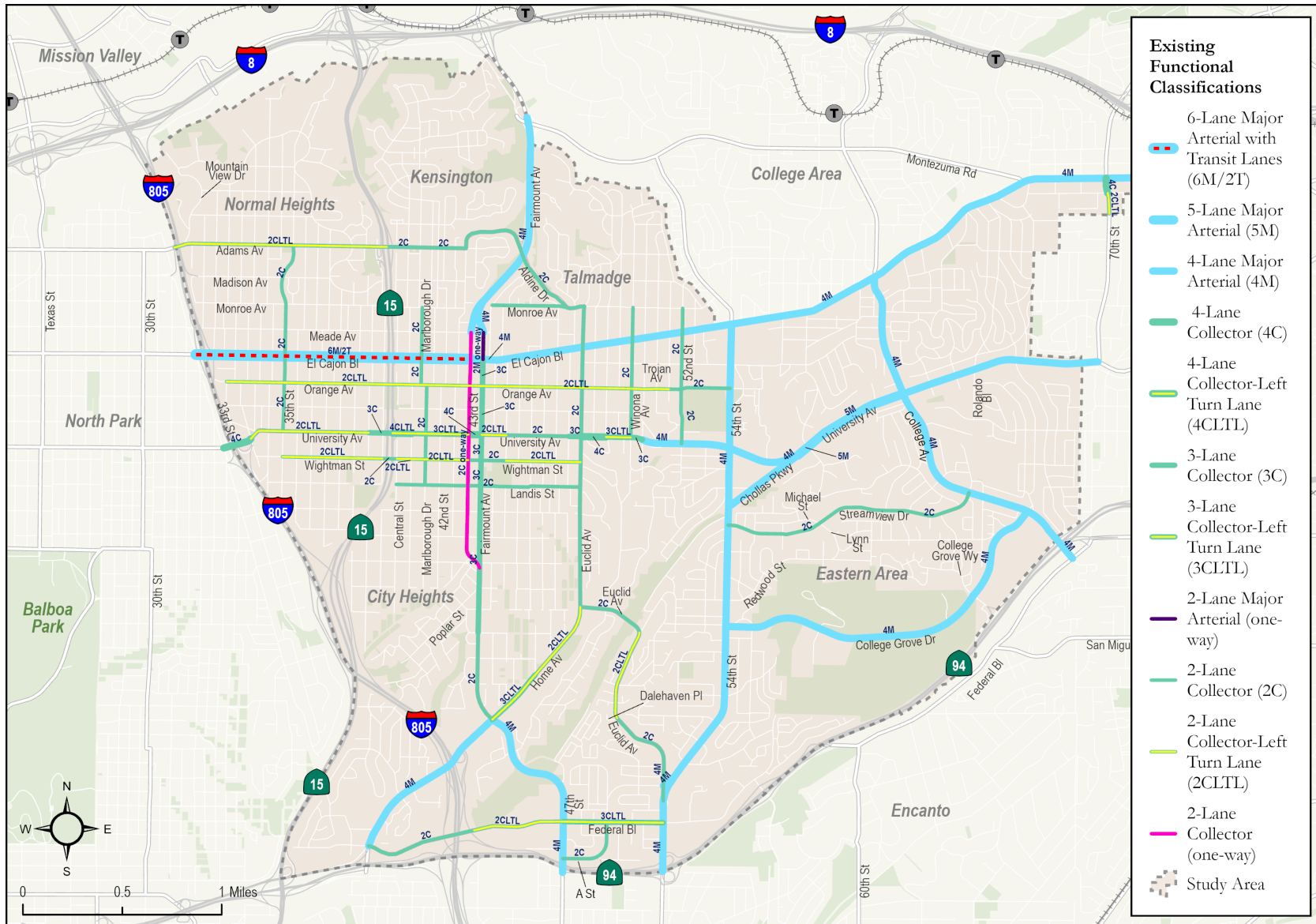
Source: CR Associates (2024)

5.2   Vehicular Demand

Commute mode share data and daily traffic volume counts were analyzed to understand demand for vehicular travel within Mid-City.

Table 5.2 shows the vehicular commute mode share within the community, citywide, and countywide. As shown, vehicular mode share for commuting within Mid-City is slightly higher than both the City and the region.

Table 5.2 - Vehicular Commute Mode Share Comparison

	Mid-City	City of San Diego	San Diego County
Total Vehicular Commuters	70,701	592,708	1,264,039
Total Workers	89,818	791,874	1,622,954
Vehicular Commute Mode Share	78.7%	74.8%	77.9%

Source: US Census, 2022 American Community Survey 5-Year Estimates (2024)

5.3   Vehicular Safety

Five years of vehicular collision records (2018 – 2022) were examined to evaluate safety conditions within the Mid-City communities. A total of 1,317 traffic collisions were reported during this five-year period. 67% of all collisions happened at intersections and 33% were reported on segments.

Figure 5.2 depicts reported vehicular collisions across the Mid-City communities. As shown, many of the highest collision locations occurred along El Cajon Boulevard, University Avenue and 54th Street.

Table 5.3 identifies the leading collision locations within the community.

Table 5.3 - Most Frequent Automobile Collision Locations: 2018 – 2022

Rank	Intersection	Frequency
1	Fairmount Avenue & El Cajon Boulevard	29
2	Marlborough Avenue & University Avenue	18
2	Fairmount Avenue & Home Avenue	18
2	52nd Street & El Cajon Boulevard	18
5	54th Street & University Avenue	16
6	Fairmount Avenue & University Avenue	15
7	College Avenue and College Grove Drive	12
7	Euclid Avenue & El Cajon Boulevard	12

Source: TIMS (2024)

Figure 5.2 - Vehicular Collisions (2018-2022)
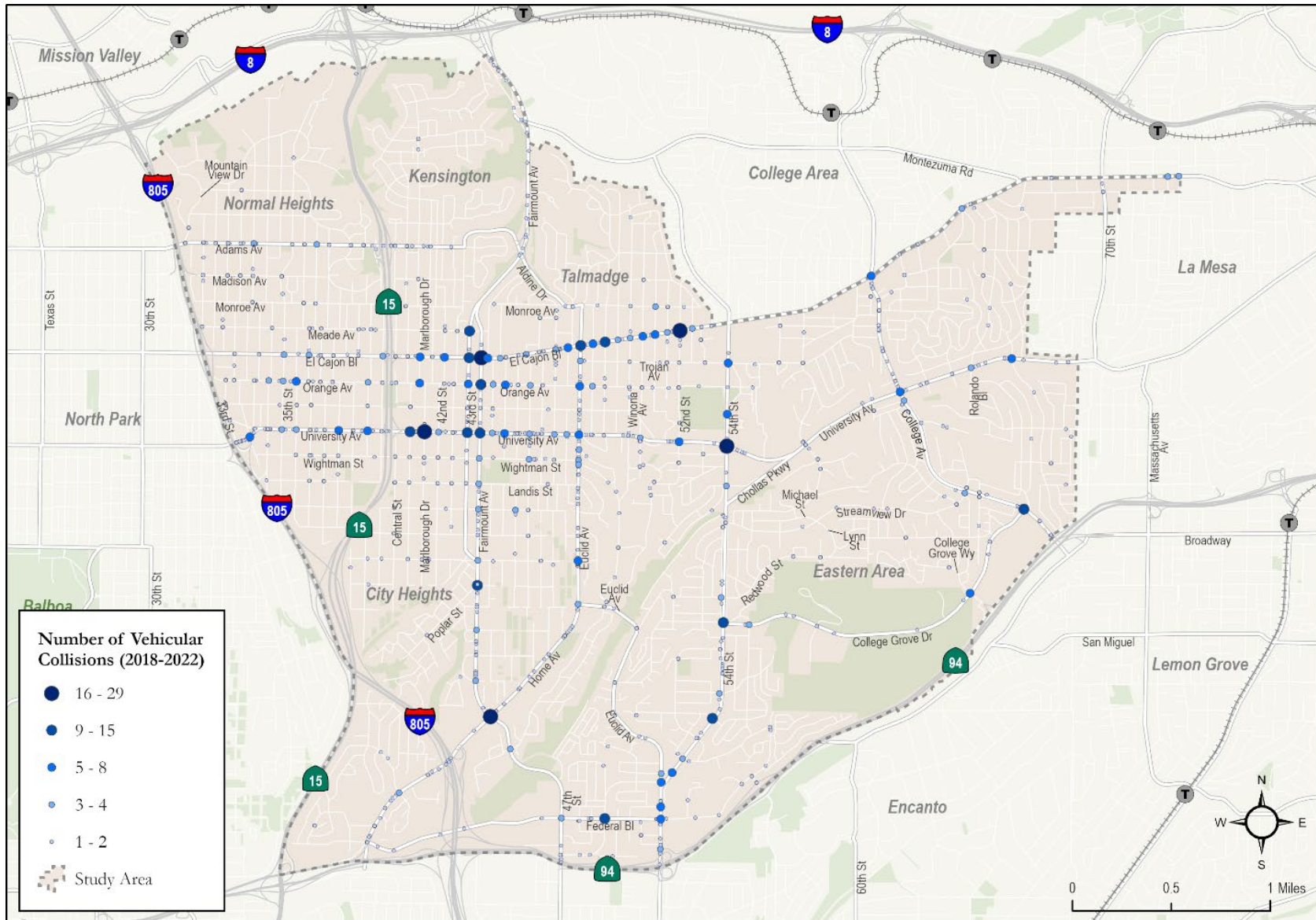
Source: TIMS (2024)

Table 5.4 categorizes the 1,317 collisions by injury severity. As shown, 68% of injury collisions were minor (complaint of pain). Severe injury collisions were approximately 3% of cases. Additionally, three (3) traffic collisions resulted in a fatality, which occurred at the following locations:

- College Avenue & Adelaide Avenue
- 34th Street & Lincoln Avenue
- 54th Street, approximately 840' north of Haniman Drive

Table 5.4 - Motorist Injury Collision Severity Worst Outcome: 2018 – 2022

Severity of Collision	Collisions	Percent of Total
Complaint of Pain	899	68.3%
Other Visible Injury	371	28.2%
Severe Injury	44	3.3%
Fatal	3	0.2%
Total	1,317	100.0%

Source: TIMS (2024)

Table 5.5 summarizes the frequency of motorist injury collisions by the type of impact. Broadside collisions were the most common occurrence, comprising 36% of all records. Rear ends were the second most reported collision type at 28%.

Table 5.5 - Automobile Collision Type: 2018 – 2022

Collision Location	Frequency	Percent
Broadside	473	35.9%
Rear End	372	28.2%
Sideswipe	175	13.3%
Head-On	152	11.5%
Hit Object	57	4.3%
Other	38	2.9%
Not Stated	28	2.1%
Overturned	22	1.7%
Total	1,317	100.0%

Source: TIMS (2024)

Table 5.6 summarizes the primary collision causes for the 1,317 motorist injury collisions in Mid-City. The leading primary causes reported include improper turning (25% of records), violation of the motorist's right of way (19% of records), and unsafe speed (19% of records).

Table 5.6 - Automobile Collision Primary Causes: 2018 – 2022

Primary Collision Cause	Frequency	Percent
Improper Turning	331	25.1%
Automobile Right of Way	251	19.1%
Unsafe Speed	247	18.8%
Traffic Signals and Signs	167	12.7%
Following Too Closely	106	8.0%
Unknown	60	4.6%
Unsafe Starting or Backing	36	2.7%
Other Improper Driving	36	2.7%
Wrong Side of Road	20	1.5%
Other Hazardous Violation	19	1.4%
Improper Passing	12	0.9%
Unsafe Lane Change	10	0.8%
Other Than Driver (or Pedestrian)	7	0.5%
Driving or Bicycling Under the Influence of Alcohol or Drug	6	0.5%
Pedestrian Violation	4	0.3%
Hazardous Parking	2	0.2%
Impeding Traffic	1	0.1%
Pedestrian Right of Way	1	0.1%
Brakes	1	0.1%
Total	1,317	100.0%

Source: TIMS (2024)

5.4 Vehicular Quality – Study Roadway Segment Level of Service

The vehicular analysis evaluated vehicular operations for study area roadway segments. The analysis results are reported in terms of level of service (LOS), a quantitative measure representing the qualitative of service from the driver's perspective.

Table 5.7 presents the functional classification for each roadway, substandard volume threshold, average daily traffic volume, volume to capacity ratio, and resulting level of service. **Figure 5.3** displays daily traffic volumes within the study area. **Figure 5.4** displays the roadway levels of service within the study area. Traffic counts for each study roadway segment are provided in **Appendix C**.

Table 5.7 - Existing Roadway Level of Service of Study Segments

Roadway	Segment	Functional Classification	Capacity (LOS E)	ADT	V/C	LOS
35th Street	Adams Avenue to Monroe Avenue	2-Lane Collector w/o CLTL	8,000	4,300	0.538	C
35th Street	Monroe Avenue to El Cajon Boulevard	2-Lane Collector w/o CLTL	8,000	4,300	0.538	C
35th Street	El Cajon Boulevard to Orange Avenue	2-Lane Collector w/o CLTL	8,000	4,200	0.525	C
35th Street	Orange Avenue to University Avenue	2-Lane Collector w/o CLTL	8,000	3,300	0.413	B
43rd Street	Meade Avenue to El Cajon Boulevard	2-Lane Collector (one-way)	17,500	7,700	0.440	B
43rd Street	El Cajon Boulevard to Orange Avenue	2-Lane Collector (one-way)	17,500	5,700	0.326	A
43rd Street	Orange Avenue to University Avenue	2-Lane Collector (one-way)	17,500	5,300	0.303	A
43rd Street	University Avenue to Landis Street	2-Lane Collector (one-way)	17,500	6,300	0.360	A
43rd Street	Landis Street to Thorn Street	2-Lane Collector (one-way)	17,500	5,100	0.291	A
47th Street	Federal Boulevard to SR-94	4-Lane Major Arterial	40,000	13,070	0.328	A
52nd Street	Monroe Avenue to El Cajon Boulevard	2-Lane Collector w/o CLTL	8,000	1,800	0.225	A
52nd Street	El Cajon Boulevard to Orange Avenue	2-Lane Collector w/o CLTL	8,000	2,400	0.300	A
52nd Street	Orange Avenue to University Avenue	2-Lane Collector w/o CLTL	8,000	3,500	0.438	B
54th Street	El Cajon Boulevard to Orange Avenue	4-Lane Major Arterial	40,000	15,400	0.385	B
54th Street	Orange Avenue to University Avenue	4-Lane Major Arterial	40,000	17,200	0.430	B
54th Street	University Avenue to Streamview Drive	4-Lane Major Arterial	40,000	16,200	0.405	B
54th Street	Streamview Drive to College Grove Drive	4-Lane Major Arterial	40,000	16,500	0.413	B
54th Street	College Grove Drive to Euclid Avenue	4-Lane Major Arterial	40,000	17,100	0.428	B
Adams Avenue	I-805 to 35th Street	2-Lane Collector w/ CLTL	15,000	12,000	0.800	D
Adams Avenue	35th Street to I-15	2-Lane Collector w/ CLTL	15,000	15,800	1.053	F
Adams Avenue	I-15 to Marlborough Avenue	2-Lane Collector w/o CLTL	8,000	14,100	1.763	F
Adams Avenue	Marlborough Avenue to Talmadge Drive	2-Lane Collector w/o CLTL	8,000	5,800	0.725	C
A Street	47th Street to SR-94 On-ramp/ A Street	2-Lane Collector w/o CLTL	8,000	2,600	0.325	A
Aldine Drive	Fairmount Avenue to Monroe Avenue	2-Lane Collector w/o CLTL	8,000	20,300	2.538	F

Table 5.7 - Existing Roadway Level of Service of Study Segments

Roadway	Segment	Functional Classification	Capacity (LOS E)	ADT	V/C	LOS
Chollas Parkway	54th Street to University Avenue	4-Lane Major Arterial	40,000	4,400	0.110	A
College Avenue	El Cajon Blvd to University Avenue	4-Lane Major Arterial	40,000	27,289	0.682	C
College Avenue	University Avenue to Streamview Drive	4-Lane Major Arterial	40,000	25,200	0.630	C
College Avenue	Streamview Drive to College Grove Drive	4-Lane Major Arterial	40,000	29,000	0.725	C
College Avenue	College Grove Drive to Federal Boulevard	4-Lane Major Arterial	40,000	44,400	1.110	F
College Grove Drive	54th Street to College Grove Way	4-Lane Major Arterial	40,000	11,300	0.283	A
College Grove Drive	College Grove Way to College Avenue	4-Lane Major Arterial	40,000	14,000	0.350	A
El Cajon Boulevard	I-805 to 35th Street	4-Lane Major Arterial	40,000	19,600	0.490	B
El Cajon Boulevard	35th Street to I-15	4-Lane Major Arterial	40,000	16,500	0.413	B
El Cajon Boulevard	I-15 to Marlborough Avenue	6-Lane Major Arterial	50,000	21,800	0.436	B
El Cajon Boulevard	Marlborough Avenue to Fairmount Avenue	4-Lane Major Arterial	40,000	19,500	0.488	B
El Cajon Boulevard	Fairmount Avenue to Highland Avenue	4-Lane Major Arterial	40,000	19,000	0.475	B
El Cajon Boulevard	Highland Avenue to Euclid Avenue	4-Lane Major Arterial	40,000	17,500	0.438	B
El Cajon Boulevard	Euclid Avenue to 50th Street	4-Lane Major Arterial	40,000	15,700	0.393	B
El Cajon Boulevard	50th Street to 54th Street	4-Lane Major Arterial	40,000	14,600	0.365	A
Euclid Avenue	Monroe Avenue to El Cajon Boulevard	2-Lane Collector w/o CLTL	8,000	7,500	0.938	E
Euclid Avenue	El Cajon Boulevard to Orange Avenue	2-Lane Collector w/o CLTL	8,000	9,400	1.175	F
Euclid Avenue	Orange Avenue to University Avenue	2-Lane Collector w/o CLTL	8,000	10,600	1.325	F
Euclid Avenue	University Avenue to Landis Street	2-Lane Collector w/o CLTL	8,000	13,800	1.725	F
Euclid Avenue	Landis Street to Euclid Avenue/Home Avenue	2-Lane Collector w/o CLTL	8,000	15,300	1.913	F
Euclid Avenue	Home Avenue to Chollas Road	2-Lane Collector w/o CLTL	8,000	10,000	1.250	F
Euclid Avenue	Chollas Road to Dalehaven Place	2-Lane Collector w/ CLTL	15,000	6,300	0.420	B
Euclid Avenue	Dalehaven Place to 54th Street	2-Lane Collector w/o CLTL	8,000	6,300	0.788	D
Euclid Avenue	54th Street to Federal Boulevard	4-Lane Major Arterial	40,000	29,400	0.735	D
Euclid Avenue	Federal Boulevard to SR-94	4-Lane Major Arterial	40,000	34,400	0.860	D
Fairmount Avenue	Montezuma Rd to Meade Avenue	4-Lane Major Arterial	40,000	18,900	0.473	B
Fairmount Avenue	Meade Avenue to El Cajon Boulevard	2-Lane Major Arterial (one-way)	22,500	18,900	0.840	D
Fairmount Avenue	El Cajon Boulevard to Orange Avenue	3-Lane Collector w/o CLTL	11,000	4,700	0.427	B
Fairmount Avenue	Orange Avenue to University Avenue	3-Lane Collector w/o CLTL	11,000	5,600	0.509	C
Fairmount Avenue	University Avenue to Wightman Street	3-Lane Collector w/o CLTL	11,000	11,400	1.036	F
Fairmount Avenue	Wightman Street to Landis Street	3-Lane Collector w/o CLTL	11,000	10,800	0.982	E
Fairmount Avenue	Landis Street to Thorn Street	3-Lane Collector w/o CLTL	11,000	10,800	0.982	E
Fairmount Avenue	Thorn Street to Redwood Street	3-Lane Collector w/o CLTL	11,000	10,800	0.982	E
Fairmount Avenue	Redwood Street to Olive Street	3-Lane Collector w/o CLTL	11,000	10,800	0.982	E

Table 5.7 - Existing Roadway Level of Service of Study Segments

Roadway	Segment	Functional Classification	Capacity (LOS E)	ADT	V/C	LOS
Fairmount Avenue	Olive Street to Home Avenue	2-Lane Collector w/o CLTL	8,000	10,800	1.350	F
Fairmount Avenue	Home Avenue to Federal Boulevard	4-Lane Major Arterial	40,000	8,100	0.203	A
Federal Boulevard	Home Avenue to 47th Street	2-Lane Collector w/o CLTL	8,000	5,400	0.675	C
Federal Boulevard	47th Street to Euclid Avenue	3-Lane Collector w/ CLTL	22,500	9,400	0.418	B
Home Avenue	SR-94 to I-805	4-Lane Major Arterial	40,000	17,300	0.433	B
Home Avenue	I-805 On-Ramp to Fairmount Avenue	4-Lane Major Arterial	40,000	32,400	0.810	D
Home Avenue	Fairmount Avenue to 46th Street	3-Lane Collector w/ CLTL	22,500	17,300	0.769	D
Home Avenue	46th Street to Euclid Avenue	2-Lane Collector w/ CLTL	15,000	17,300	1.153	F
Landis Street	Central Avenue to Marlborough Avenue	2-Lane Collector w/o CLTL	8,000	1,800	0.225	A
Landis Street	Marlborough Avenue to Fairmount Avenue	2-Lane Collector w/o CLTL	8,000	2,000	0.250	A
Landis Street	Fairmount Avenue to Chamoune Avenue	2-Lane Collector w/o CLTL	8,000	2,400	0.300	A
Landis Street	Chamoune Avenue to Euclid Avenue	2-Lane Collector w/o CLTL	8,000	2,400	0.300	A
Marlborough Avenue	Adams Avenue to Madison Avenue	2-Lane Collector w/o CLTL	8,000	3,100	0.388	B
Marlborough Avenue	Madison Avenue to Monroe Avenue	2-Lane Collector w/o CLTL	8,000	3,100	0.388	B
Marlborough Avenue	Monroe Avenue to El Cajon Boulevard	2-Lane Collector w/o CLTL	8,000	3,100	0.388	B
Marlborough Avenue	El Cajon Boulevard to Orange Avenue	2-Lane Collector w/o CLTL	8,000	3,200	0.400	B
Marlborough Avenue	Orange Avenue to University Avenue	2-Lane Collector w/o CLTL	8,000	3,200	0.400	B
Marlborough Avenue	University Avenue to Landis Street	2-Lane Collector w/o CLTL	8,000	4,200	0.525	C
Monroe Avenue	Euclid Avenue to Fairmount Avenue	2-Lane Collector w/o CLTL	8,000	1,100	0.138	A
Orange Avenue	33rd Street to 35th Street	2-Lane Collector w/ CLTL	15,000	5,500	0.367	B
Orange Avenue	35th Street to 38th Street	2-Lane Collector w/ CLTL	15,000	5,500	0.367	B
Orange Avenue	38th Street to I-15	2-Lane Collector w/ CLTL	15,000	5,900	0.393	B
Orange Avenue	I-15 to Fairmount Avenue	2-Lane Collector w/ CLTL	15,000	6,800	0.453	B
Orange Avenue	Fairmount Avenue to Menlo Avenue	2-Lane Collector w/ CLTL	15,000	5,900	0.393	B
Orange Avenue	Menlo Avenue to 50th Street	2-Lane Collector w/ CLTL	15,000	4,000	0.267	A
Orange Avenue	50th Street to 51st Street	2-Lane Collector w/ CLTL	15,000	4,000	0.267	A
Orange Avenue	51st Street to 54th Street	2-Lane Collector w/o CLTL	8,000	2,400	0.300	A
Streamview Drive	54th Street to Gayle Street	2-Lane Collector w/o CLTL	8,000	4,500	0.563	C
Streamview Drive	Gayle Street to College Avenue	2-Lane Collector w/o CLTL	8,000	4,500	0.563	C
University Avenue	I-805 to Wabash Avenue	4-Lane Collector w/o CLTL	15,000	14,100	0.940	E
University Avenue	Wabash Avenue to 35th Street	2-Lane Collector w/ CLTL	15,000	14,100	0.940	E
University Avenue	35th Street to 39th Street	2-Lane Collector w/ CLTL	15,000	13,100	0.873	E
University Avenue	39th Street to I-15	3-Lane Collector w/o CLTL	11,000	13,100	1.191	F
University Avenue	I-15 to 41st Street	4-Lane Collector w/ CLTL	30,000	25,100	0.837	E
University Avenue	41st Street to 43rd Street	3-Lane Collector w/ CLTL	22,500	25,100	1.116	F
University Avenue	43rd Street to Fairmount Avenue	4-Lane Collector w/o CLTL	15,000	15,900	1.060	F

Table 5.7 - Existing Roadway Level of Service of Study Segments

Roadway	Segment	Functional Classification	Capacity (LOS E)	ADT	V/C	LOS
University Avenue	Fairmount Avenue to Highland Avenue	2-Lane Collector w/ CLTL	15,000	11,000	0.733	D
University Avenue	Highland Avenue to 47th Street	2-Lane Collector w/o CLTL	8,000	16,000	2.000	**F**
University Avenue	47th Street to Euclid Avenue	3-Lane Collector w/o CLTL	11,000	16,000	1.455	**F**
University Avenue	Euclid Avenue to Estrella Avenue	4-Lane Collector w/o CLTL	15,000	20,300	1.353	**F**
University Avenue	Estrella Avenue to Winona Avenue	3-Lane Collector w/ CLTL	22,500	20,300	0.902	**E**
University Avenue	Winona Avenue to 50th Street	3-Lane Collector w/o CLTL	11,000	20,300	1.845	**F**
University Avenue	50th Street to 54th Street	4-Lane Major Arterial	40,000	21,600	0.540	C
University Avenue	54th Street to Chollas Parkway	4-Lane Major Arterial	40,000	23,000	0.575	C
University Avenue	Chollas Parkway to 58th Street	5-Lane Major Arterial	45,000	29,100	0.647	C
University Avenue	58th Street to 60th Street	5-Lane Major Arterial	45,000	23,900	0.531	B
University Avenue	60th Street to College Avenue	5-Lane Major Arterial	45,000	22,100	0.491	B
University Avenue	College Avenue to Rolando Boulevard	4-Lane Major Arterial	40,000	20,300	0.508	B
University Avenue	Rolando Boulevard to 70th Street	4-Lane Major Arterial	40,000	16,300	0.408	B
Wightman Street	35th Street to 38th Street	2-Lane Collector w/ CLTL	15,000	3,600	0.240	A
Wightman Street	38th Street to 40th Street	2-Lane Collector w/ CLTL	15,000	7,100	0.473	C
Wightman Street	40th Street to Central Avenue	2-Lane Collector w/o CLTL	8,000	7,100	0.888	**E**
Wightman Street	Central Avenue to Marlborough Avenue	2-Lane Collector w/ CLTL	15,000	4,800	0.320	A
Wightman Street	Marlborough Avenue to 43rd Street	2-Lane Collector w/ CLTL	15,000	3,800	0.253	A
Wightman Street	43rd to Highland Avenue	2-Lane Collector w/o CLTL	8,000	3,800	0.475	C
Wightman Street	Highland Avenue to Euclid Avenue	2-Lane Collector w/ CLTL	15,000	4,300	0.287	A
Winona Avenue	Monroe Avenue to El Cajon Boulevard	2-Lane Collector w/o CLTL	8,000	1,700	0.213	A
Winona Avenue	El Cajon Boulevard to Orange Avenue	2-Lane Collector w/o CLTL	8,000	1,700	0.213	A
Winona Avenue	Orange Avenue to University Avenue	2-Lane Collector w/o CLTL	8,000	1,800	0.225	A

Source: CR Associates (2024)

Notes:
Bold letter indicates substandard LOS E or F.
ADT = Average Daily Traffic
V/C = Volume/Capacity
LOS = Level of Service
CLTL = Center Left-Turn Lane
NFP = No Fronting Property

As shown, 30 of the 116 roadway segments currently operate at a substandard level of service (LOS E or F), including the following:

- Adams Ave, between 35th St to I-15 (LOS F)
- Adams Ave, between I-15 to Marlborough Ave (LOS F)
- Aldine Dr, between Fairmount Ave to Monroe Ave (LOS F)
- College Ave, between College Grove Dr to Federal Blvd (LOS F)
- Euclid Ave, between Monroe Ave to El Cajon Blvd (LOS E)
- Euclid Ave, between El Cajon Blvd to Orange Ave (LOS F)
- Euclid Ave, between Orange Ave to University Ave (LOS F)
- Euclid Ave, between University Ave to Landis St (LOS F)

- Euclid Ave, between Landis St to Euclid Ave/Home Ave (LOS F)
- Euclid Ave, between Home Ave to Chollas Rd (LOS F)
- Fairmount Ave, between University Ave to Wightman St (LOS F)
- Fairmount Ave, between Wightman St to Landis St (LOS E)
- Fairmount Ave, between Landis St to Thorn St (LOS E)
- Fairmount Ave, between Thorn St to Redwood St (LOS E)
- Fairmount Ave, between Redwood St to Olive St (LOS E)
- Fairmount Ave, between Olive St to Home Ave (LOS F)
- Home Ave, between 46th St to Euclid Ave (LOS F)
- University Ave, between I-805 to Wabash Ave (LOS E)
- University Ave, between Wabash Ave to 35th St (LOS E)
- University Ave, between 35th St to 39th St (LOS E)
- University Ave, between 39th St to I-15 (LOS F)
- University Ave, between I-15 to 41st St (LOS E)
- University Ave, between 41st St to 43rd St (LOS F)
- University Ave, between 43rd St to Fairmount Ave (LOS F)
- University Ave, between Highland Ave to 47th St (LOS F)
- University Ave, between 47th St to Euclid Ave (LOS F)
- University Ave, between Euclid Ave to Estrella Ave (LOS F)
- University Ave, between Estrella Ave to Winona Ave (LOS E)
- University Ave, between Winona Ave to 50th St (LOS F)
- Wightman St, between 40th St to Central Ave (LOS E)

Figure 5.3 - Daily Traffic Volumes for Study Roadway Segments
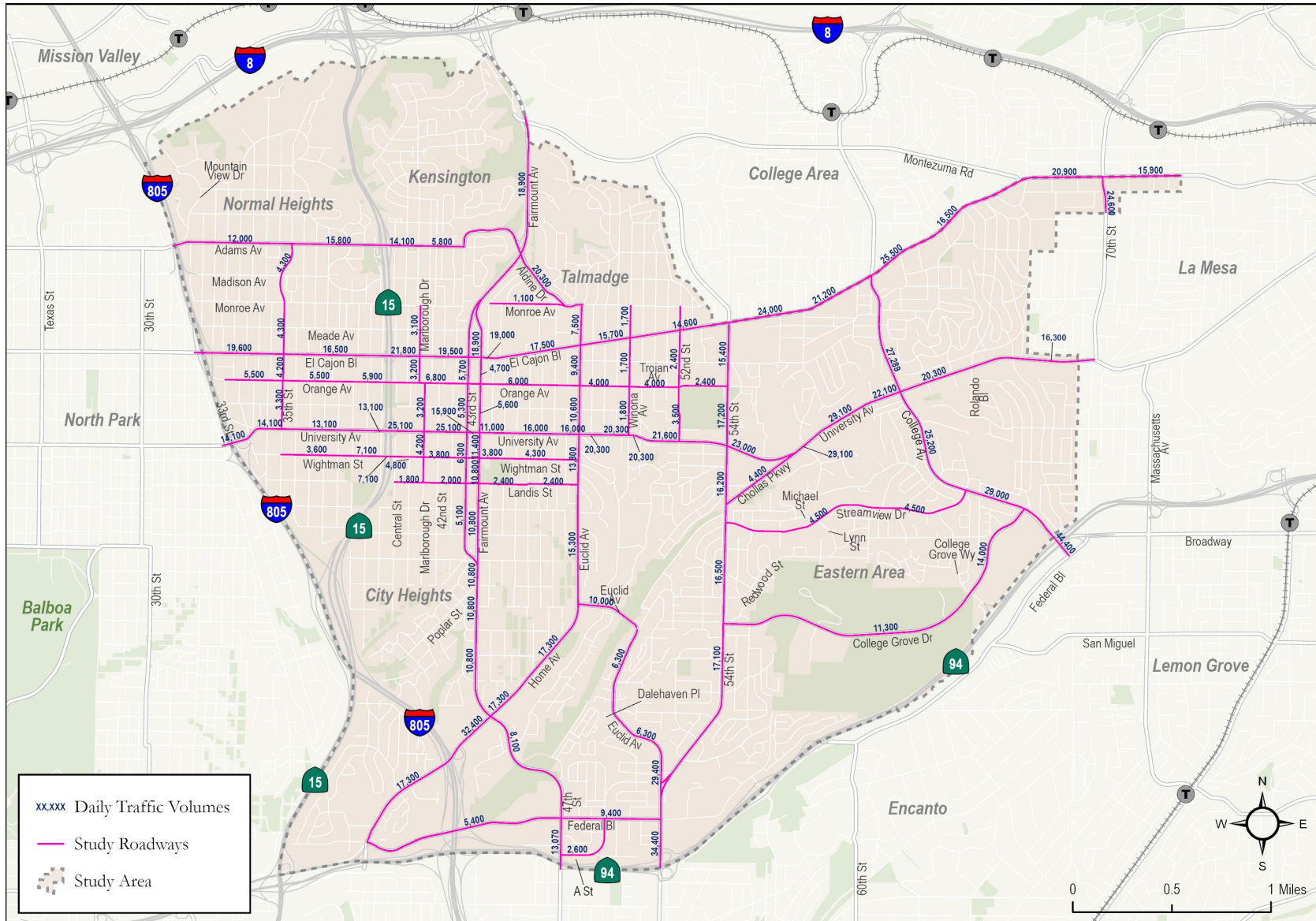
Source: CR Associates (2024)

Figure 5.4 - Study Roadway Segment Level of Service
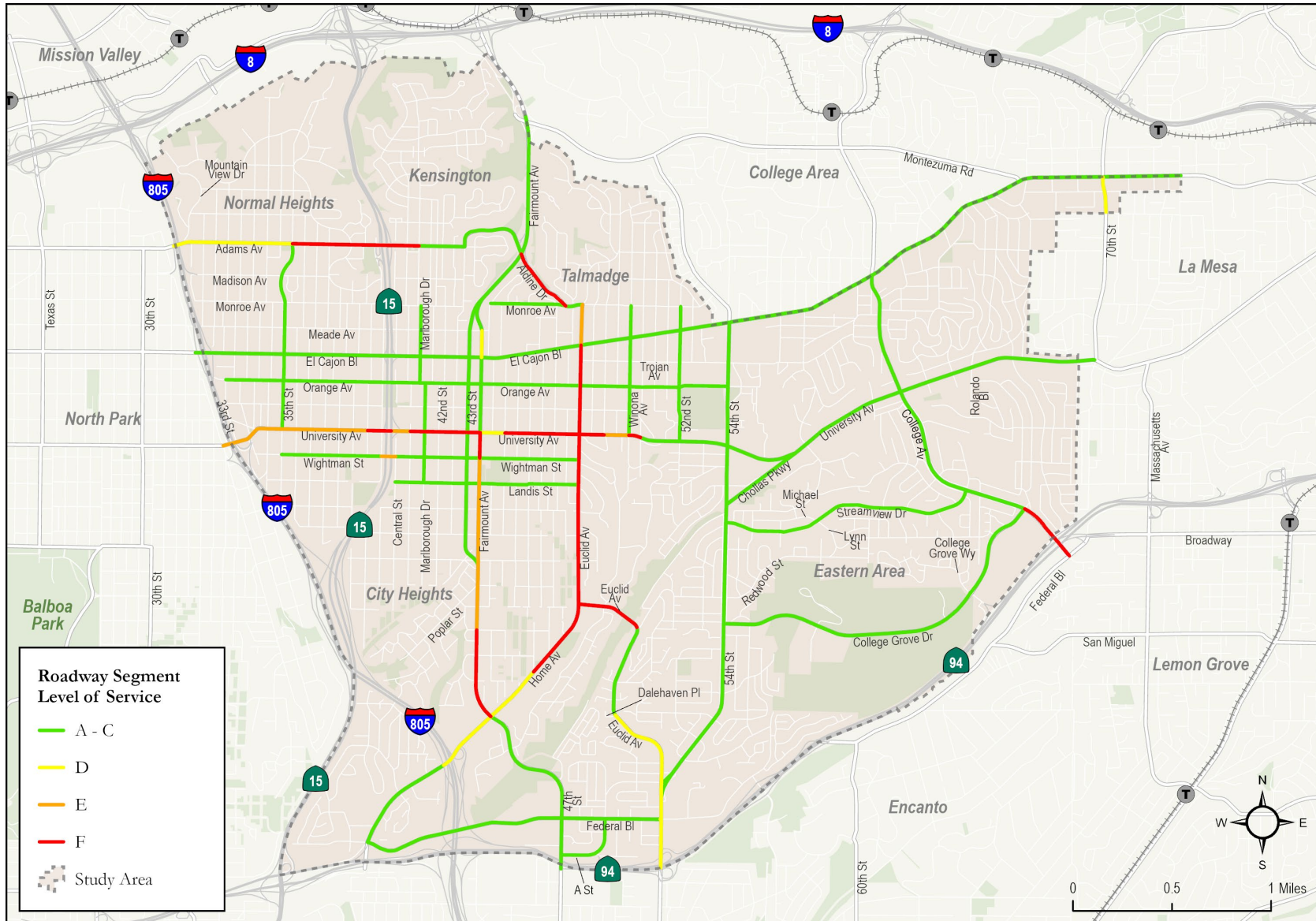
Source: CR Associates (2024)

5.5 Vehicular Quality – Roadway Segment Average Travel Speed

Traffic flow during the AM, midday, and PM peak periods (7 AM to 9 AM, 11 AM to 1 PM, and 4 PM to 6PM, respectively) was represented by a ratio of average travel speed to posted speed limit. Average travel speeds were measured on vehicle runs during the three time periods using Global Positioning System (GPS) data. The data was collected on three consecutive weekdays (Tuesday, Wednesday, and Thursday). The following segments were analyzed with this method:

- El Cajon Boulevard, between I-805 and 54th Street
- Orange Avenue, between 33rd Street and 54th Street
- University Avenue, between I-805 and Rolando Boulevard

These segments were selected due to their critical role as primary routes for the Mid-City community, providing connections to regional freeway facilities and adjacent neighborhoods. These roadways accommodate a variety of competing needs, including transit operations for multiple routes, bus-only lanes, parking for small businesses, and bicycle travel, all serving a mix of land uses. Due to these demands and the relatively high traffic volumes associated, congestion is common. To support development of the community plan, data was collected on both average travel speed and parking occupancy (presented in Section 5.7) to better understand baseline conditions. **Table 5.8** displays the ratio of average travel speed by direction to posted speed limit for each segment analyzed. **Figures 5.5, 5.6, 5.7** display those ratios within the study area for the AM, midday, and PM peak periods, respectively.

As shown, El Cajon Boulevard has speeds as low as 2.4 MPH and the speeds vary significantly. Orange Avenue generally adheres better to the posted speed limits, with ratios above 1.0, but some segments show lower speeds, especially during the AM and PM peaks. University Avenue has speeds as low as 1.6 MPH, but also a few segments where the speeds are higher than the posted speed limits, reflecting both severe congestion and free-flowing conditions depending on the time of day and specific segment. It should be noted there is ongoing construction along University Avenue, between Fairmount Avenue and Euclid Avenue, for the University Avenue Complete Streets project.

In general, ratios are lower during the AM and PM peak periods. Segments with ratios near or below 50% have average travel speed conditions that are less than half its posted speed limit, indicating locations of congestion. The congested segments during each peak period are listed below:

<u>AM Peak</u>

El Cajon Boulevard

- I-805 to 35th Street (Westbound)
- 35th Street to I-15 (Eastbound)
- I-15 to Marlborough Avenue (Eastbound, Westbound)
- Marlborough Avenue to Fairmount Avenue (Eastbound Westbound)
- Fairmount Avenue to Highland Avenue (Westbound)
- Highland Avenue to Euclid Avenue (Eastbound, Westbound)
- Euclid Avenue to 50th Street (Westbound)

Orange Avenue

- 38th Street to I-15 (Westbound)
- I-15 to Fairmount Avenue (Westbound)
- Fairmount Avenue to Menlo Avenue (Eastbound, Westbound)

University Avenue

- I-805 to Wabash Avenue (Westbound)
- Wabash Avenue to 35th Street (Westbound)
- 39th Street to I-15 (Eastbound)
- I-15 to 41st Street (Eastbound, Westbound)
- 41st Street to 43rd Street (Westbound)
- 43rd Street to Fairmount Avenue (Eastbound)
- Highland Avenue to 47th Street (Westbound)
- 47th Street to Euclid Avenue (Eastbound, Westbound)
- Euclid Avenue to Estrella Avenue (Westbound)
- Winona Avenue to 50th Street (Westbound)
- 50th Street to 54th Street (Eastbound)
- 60th Street to College Avenue (Eastbound)
- College Avenue to Rolando Boulevard (Westbound)

Midday Peak

El Cajon Boulevard

- 35th Street to I-15 (Eastbound)
- I-15 to Marlborough Avenue (Eastbound, Westbound)
- Marlborough Avenue to Fairmount Avenue (Eastbound, Westbound)
- Fairmount Avenue to Highland Avenue (Westbound)
- Highland Avenue to Euclid Avenue (Eastbound)
- Euclid Avenue to 50th Street (Westbound)
- 50th Street to 54th Street (Eastbound)

Orange Avenue

- Fairmount Avenue to Menlo Avenue (Westbound)

University Avenue

- I-805 to Wabash Avenue (Westbound)
- Wabash Avenue to 35th Street (Westbound)
- I-15 to 41st Street (Eastbound, Westbound)
- 41st Street to 43rd Street (Westbound)
- 43rd Street to Fairmount Avenue (Eastbound, Westbound)
- Fairmount Avenue to Highland Avenue (Eastbound, Westbound)
- Highland Avenue to 47th Street (Westbound)
- 47th Street to Euclid Avenue (Eastbound)
- Euclid Avenue to Estrella Avenue (Westbound)
- Estrella Avenue to Winona Avenue (Eastbound)
- Winona Avenue to 50th Street (Eastbound, Westbound)
- 50th Street to 54th Street (Eastbound, Westbound)
- Chollas Parkway to 58th Street (Eastbound)
- 60th Street to College Avenue (Eastbound)
- College Avenue to Rolando Boulevard (Westbound)

PM Peak

El Cajon Boulevard

- I-805 to 35th Street (Westbound)
- 35th Street to I-15 (Eastbound, Westbound)
- I-15 to Marlborough Avenue (Eastbound)
- Marlborough Avenue to Fairmount Avenue (Eastbound)
- Highland Avenue to Euclid Avenue (Eastbound, Westbound)

Orange Avenue

- 38th Street to I-15 (Eastbound)
- I-15 to Fairmount Avenue (Eastbound)
- Menlo Avenue to 50th Street (Westbound)

University Avenue

- I-805 to Wabash Avenue (Westbound)
- Wabash Avenue to 35th Street (Eastbound)
- 39th Street to I-15 (Eastbound)
- I-15 to 41st Street (Eastbound, Westbound)
- 41st Street to 43rd Street (Eastbound, Westbound)
- Fairmount Avenue to Highland Avenue (Westbound)
- Highland Avenue to 47th Street (Westbound)
- 47th Street to Euclid Avenue (Eastbound)
- Estrella Avenue to Winona Avenue (Eastbound)
- Winona Avenue to 50th Street (Eastbound, Westbound)
- 50th Street to 54th Street (Eastbound, Westbound)
- Chollas Parkway to 58th Street (Eastbound)
- 58th Street to 60th Street (Eastbound)
- 60th Street to College Avenue (Eastbound)
- College Avenue to Rolando Boulevard (Eastbound)

Table 5.8 - Ratio of Average Travel Speeds

Roadway	Segment	Direction	Posted Speed	AM Peak Average Speed	Ratio	Midday Peak Average Speed	Ratio	PM Peak Average Speed	Ratio
El Cajon Boulevard	I-805 to 35th Street	EB	35	20.4	0.6	19.9	0.6	35.8	1.0
		WB	35	9.6	0.3	26.0	0.7	14.5	0.4
El Cajon Boulevard	35th Street to I-15	EB	35	12.1	0.3	14.8	0.4	12.5	0.4
		WB	35	18.1	0.5	35.5	1.0	11.2	0.3
El Cajon Boulevard	I-15 to Marlborough Avenue	EB	35	5.4	0.2	10.4	0.3	14.4	0.4
		WB	35	9.4	0.3	11.3	0.3	23.4	0.7
El Cajon Boulevard	Marlborough Avenue to Fairmount Avenue	EB	35	2.9	0.1	14.8	0.4	6.1	0.2
		WB	35	12.9	0.4	13.5	0.4	25.2	0.7
El Cajon Boulevard	Fairmount Avenue to Highland Avenue	EB	35	20.5	0.6	21.4	0.6	28.2	0.8
		WB	35	2.4	0.1	6.9	0.2	26.5	0.8
El Cajon Boulevard	Highland Avenue to Euclid Avenue	EB	35	11.3	0.3	16.1	0.5	13.8	0.4
		WB	35	4.2	0.1	18.4	0.5	12.2	0.3
El Cajon Boulevard	Euclid Avenue to 50th Street	EB	35	21.1	0.6	19.6	0.6	32.5	0.9
		WB	35	8.0	0.2	10.7	0.3	34.5	1.0
El Cajon Boulevard	50th Street to 54th Street	EB	35	21.4	0.6	4.2	0.1	17.6	0.5
		WB	35	30.5	0.9	31.7	0.9	17.8	0.5
Orange Avenue	33rd Street to 35th Street	EB	25	27.5	1.1	17.2	0.7	31.7	1.3
		WB	25	30.8	1.2	27.5	1.1	18.0	0.7
Orange Avenue	35th Street to 38th Street	EB	25	18.4	0.7	25.7	1.0	24.7	1.0
		WB	25	16.9	0.7	24.7	1.0	24.2	1.0
Orange Avenue	38th Street to I-15	EB	25	25.6	1.0	27.8	1.1	11.6	0.5
		WB	25	10.3	0.4	16.0	0.6	26.7	1.1
Orange Avenue	I-15 to Fairmount Avenue	EB	25	17.3	0.7	17.5	0.7	11.8	0.5
		WB	25	8.2	0.3	18.7	0.7	18.9	0.8
Orange Avenue	Fairmount Avenue to Menlo Avenue	EB	25	11.7	0.5	16.7	0.7	13.0	0.5
		WB	25	7.9	0.3	12.1	0.5	17.4	0.7
Orange Avenue	Menlo Avenue to 50th Street	EB	25	14.5	0.6	15.5	0.6	17.2	0.7
		WB	25	15.3	0.6	13.5	0.5	11.7	0.5

Table 5.8 - Ratio of Average Travel Speeds

Roadway	Segment	Direction	Posted Speed	AM Peak		Midday Peak		PM Peak	
				Average Speed	Ratio	Average Speed	Ratio	Average Speed	Ratio
Orange Avenue	50th Street to 54th Street	EB	25	25.1	1.0	18.8	0.8	21.5	0.9
		WB	25	28.2	1.1	23.7	0.9	23.7	0.9
Orange Ave	51st Street to 54th Street	EB	25	18.5	0.7	20.9	0.8	15.2	0.6
		WB	25	21.3	0.9	19.1	0.8	18.5	0.7
University Avenue	I-805 to Wabash Avenue	EB	25	21.0	0.8	19.4	0.8	19.4	0.8
		WB	25	7.1	0.3	9.7	0.4	8.9	0.4
University Avenue	Wabash Avenue to 35th Street	EB	25	20.8	0.8	23.9	1.0	11.7	0.5
		WB	25	6.0	0.2	7.0	0.3	17.4	0.7
University Avenue	35th Street to 39th Street	EB	25	18.3	0.7	25.5	1.0	14.0	0.6
		WB	25	22.9	0.9	26.8	1.1	18.8	0.8
University Avenue	39th Street to I-15	EB	25	4.5	0.2	20.4	0.8	5.0	0.2
		WB	25	29.7	1.2	20.4	0.8	19.3	0.8
University Avenue	I-15 to 41st Street	EB	25	12.2	0.5	4.3	0.2	6.4	0.3
		WB	25	4.0	0.2	7.7	0.3	6.6	0.3
University Avenue	41st Street to 43rd Street	EB	30	30.5	1.0	17.3	0.6	12.5	0.4
		WB	30	11.5	0.4	8.5	0.3	10.2	0.3
University Avenue	43rd Street to Fairmount Avenue	EB	30	3.9	0.1	4.5	0.1	19.0	0.6
		WB	30	28.5	1.0	13.4	0.4	20.7	0.7
University Avenue	Fairmount Avenue to Highland Avenue	EB	30	16.7	0.6	1.6	0.1	21.5	0.7
		WB	30	28.2	0.9	4.0	0.1	5.8	0.2
University Avenue	Highland Avenue to 47th Street	EB	30	22.1	0.7	17.1	0.6	16.3	0.5
		WB	30	10.7	0.4	6.2	0.2	13.4	0.4
University Avenue	47th Street to Euclid Avenue	EB	30	3.9	0.1	9.2	0.3	2.9	0.1
		WB	30	12.2	0.4	18.4	0.6	16.9	0.6
University Avenue	Euclid Avenue to Estrella Avenue	EB	35	26.7	0.8	22.7	0.6	22.7	0.6
		WB	35	16.8	0.5	13.0	0.4	21.6	0.6
University Avenue	Estrella Avenue to Winona Avenue	EB	40	26.2	0.7	6.3	0.2	7.6	0.2
		WB	40	29.7	0.7	26.2	0.7	23.5	0.6

Table 5.8 - Ratio of Average Travel Speeds

Roadway	Segment	Direction	Posted Speed	AM Peak		Midday Peak		PM Peak	
				Average Speed	Ratio	Average Speed	Ratio	Average Speed	Ratio
University Avenue	Winona Avenue to 50th Street	EB	40	27.4	0.7	16.9	0.4	20.0	0.5
		WB	40	4.4	0.1	3.0	0.1	20.0	0.5
University Avenue	50th Street to 54th Street	EB	40	17.1	0.4	17.5	0.4	14.4	0.4
		WB	40	35.4	0.9	19.9	0.5	18.8	0.5
University Avenue	54th Street to Chollas Parkway	EB	40	38.0	0.9	26.4	0.7	30.0	0.8
		WB	40	21.9	0.5	29.4	0.7	31.5	0.8
University Avenue	Chollas Parkway to 58th Street	EB	35	34.2	1.0	7.5	0.2	3.7	0.1
		WB	35	39.9	1.1	34.2	1.0	29.9	0.9
University Avenue	58th Street to 60th Street	EB	35	34.2	1.0	19.1	0.5	17.5	0.5
		WB	35	36.7	1.0	30.6	0.9	23.0	0.7
University Avenue	60th Street to College Avenue	EB	35	16.5	0.5	8.5	0.2	7.5	0.2
		WB	35	22.1	0.6	31.1	0.9	33.1	0.9
University Avenue	College Avenue to Rolando Boulevard	EB	35	23.5	0.7	26.7	0.8	16.0	0.5
		WB	35	14.6	0.4	14.3	0.4	27.8	0.8

Source: CR Associates

Figure 5.5 - Ratio of Traffic Speed to Posted Speed (AM)
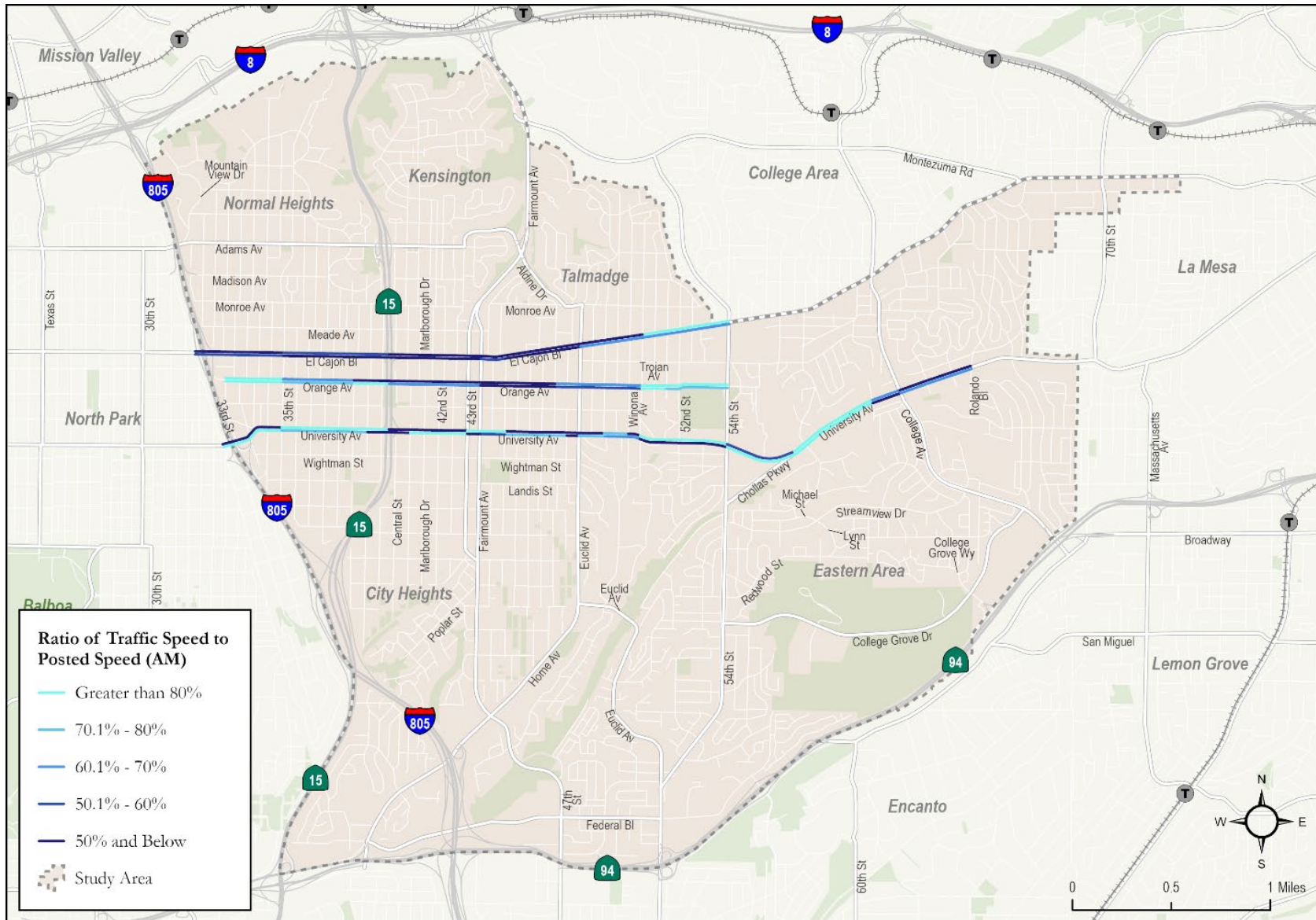
Source: CR Associates (2024)

Figure 5.6 - Ratio of Traffic Speed to Posted Speed (Midday)

Source: CR Associates (2024)
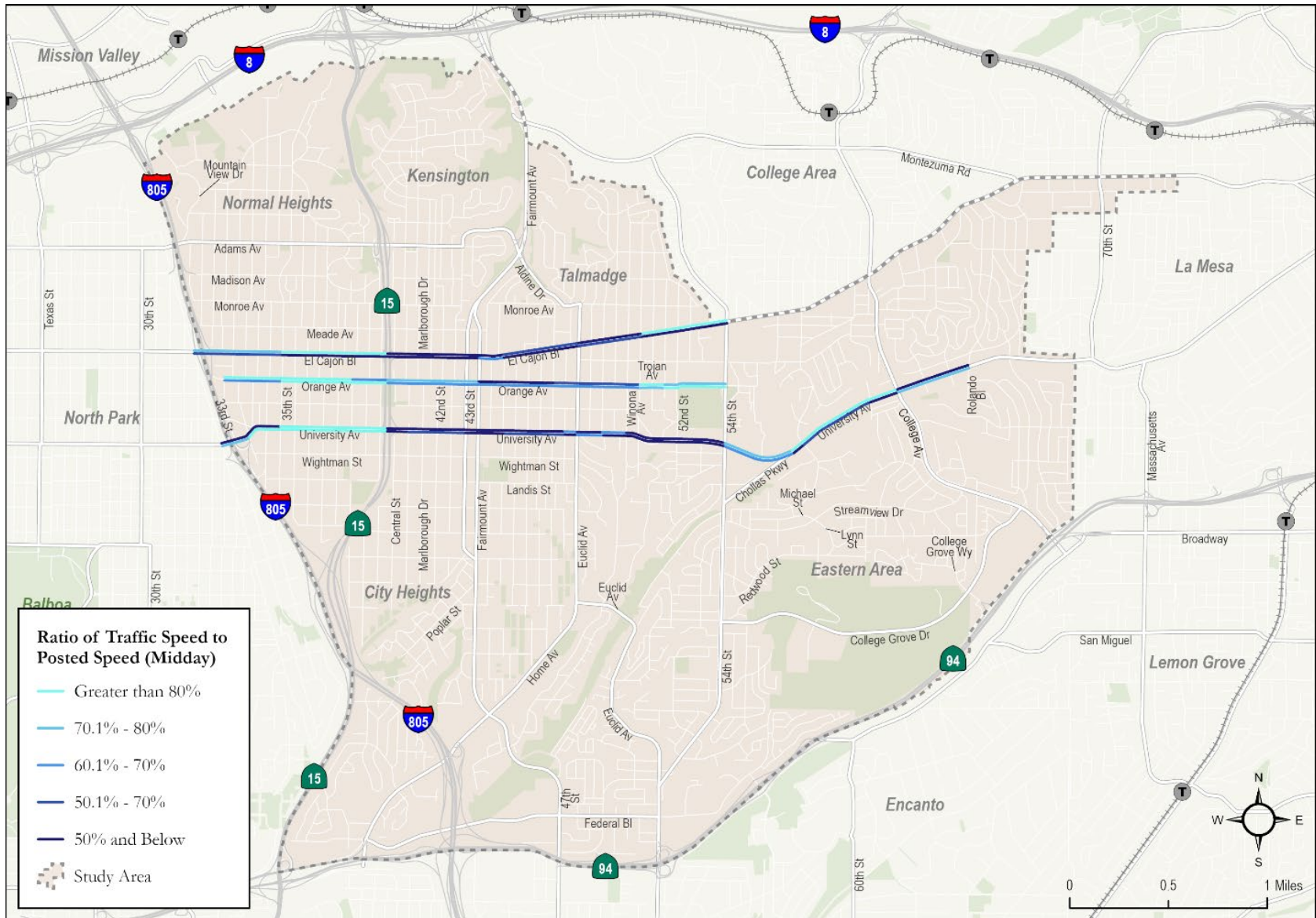
Figure 5.7 - Ratio of Traffic Speed to Posted Speed (PM)
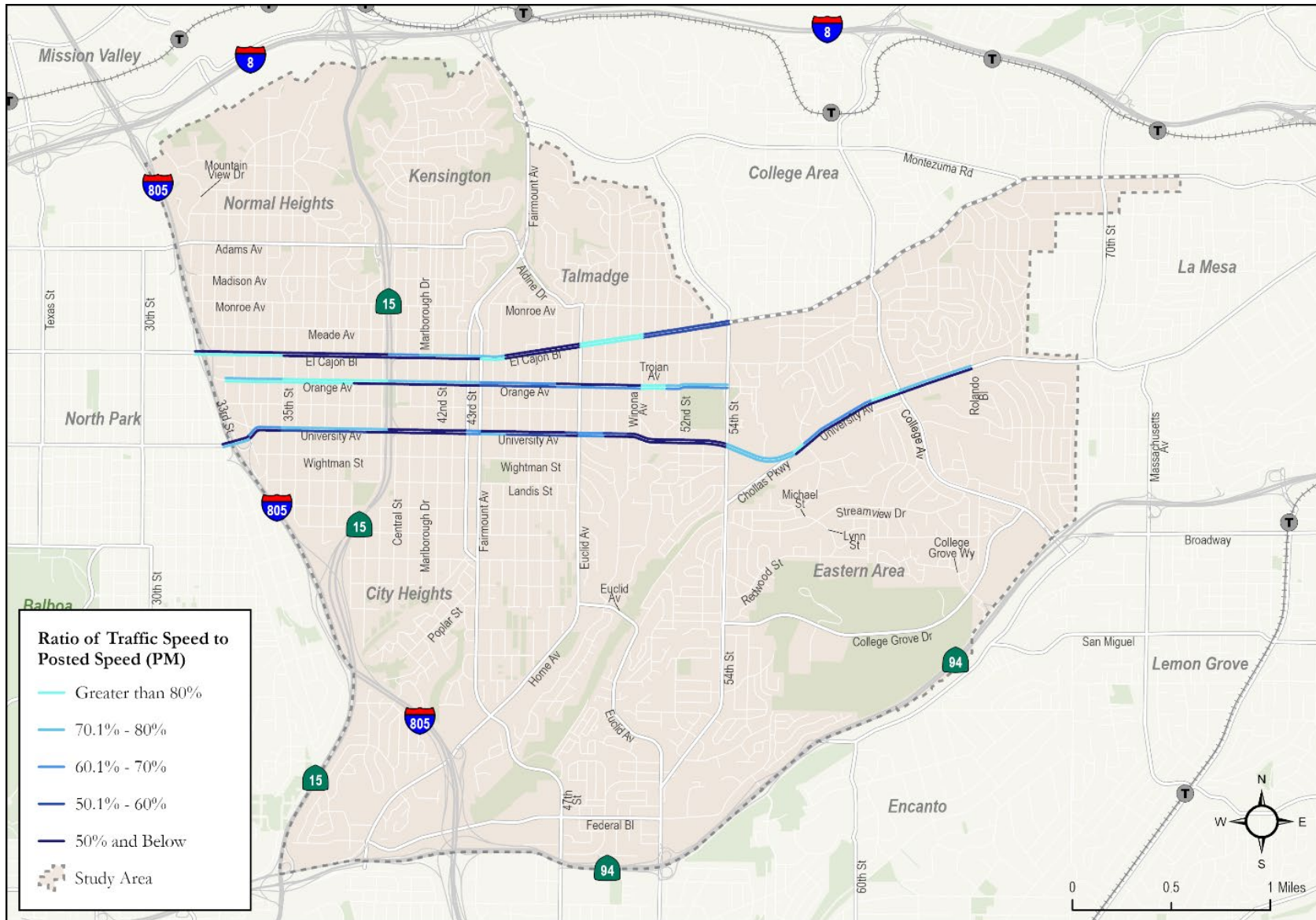
Source: CR Associates (2024)

5.6   Vehicular Quality – Study Intersection Analysis

The vehicular analysis evaluated vehicular operations for study area intersections. **Figure 5.8** presents existing intersection geometrics. **Figure 5.9** displays AM and PM peak hour traffic volumes for study area intersections.

Table 5.9 identifies the traffic control type, provides the intersection level of service results, and presents the average intersection delay for AM and PM peak hours for all study intersections. **Figure 5.10** presents the AM and PM peak hour intersection LOS analysis results.

Analysis methodology for intersection analysis is provided in **Appendix A**. Traffic counts for each study intersection are provided in **Appendix C**. Intersection level of service calculation worksheets are provided in **Appendix E**.

As shown, the following 12 intersections were found to operate at substandard (LOS E or F) levels of service during the AM or PM peak hour:

- Fairmount Ave & Aldine Dr – LOS F (PM)
- I-805 SB Ramps & El Cajon Boulevard – LOS E (PM)
- El Cajon Boulevard & I-15 SB Ramps – LOS F (PM)
- Fairmount Avenue & El Cajon Boulevard – LOS E (AM)
- I-805 SB Ramps & University Avenue – LOS E (AM/PM)
- I-805 NB Ramps & University Avenue – LOS F (AM/PM)
- University Avenue & I-15 SB Ramps – LOS E (PM)
- Euclid Avenue & University Avenue – LOS E (AM/PM)
- University Avenue & College Avenue – LOS F (AM/PM)
- Home Avenue & I-805 SB Ramps – LOS E (PM)
- Home Avenue & Fairmount Avenue – LOS F (AM), LOS E (PM)
- 54th Street & Chollas Parkway – LOS E (PM)

5.7   Parking

High-level on-street parking occupancy for a typical weekday during the Early AM (5-7 AM), AM (7-9 AM), Midday (11-1 PM), PM (4-6 PM), and Late PM (6-8 PM) peak periods was collected for the following segments:

- El Cajon Boulevard, between I-805 and 54th Street
- Orange Avenue, between 33rd Street and 54th Street
- University Avenue, between I-805 and Rolando Boulevard

Figure 5.11 displays the on-street parking occupancy study area segments, while **Table 5.10** summarizes the parking occupancy results. As shown, parking occupancy tends to increase in the later parts of the day (PM and Late PM). Parking occupancy along El Cajon Boulevard and University Avenue ranges from 0% to 100% throughout the day, with higher occupancies during the Early AM, PM, and Late PM peak periods. Parking occupancy along Orange Avenue is consistently high, often between 80% and 100%. In general, parking availability is limited along all three corridors, especially during the PM peak hours, with consistently high occupancy rates suggesting significant parking demand.

Figure 5.8 - Existing Study Intersection Geometrics

❶ Fairmount Ave & Montezuma Rd

Fairmount Avenue & Montezuma Road is an uncontrolled intersection with free movements for all approaches.

❷ Adams Ave & Mountain View Dr

❸ Adams Ave & 35th St

❹ Adams Ave & 40th St

❺ Adams Ave & I-15 NB Ramps

❻ Adams Ave & Marlborough Ave

❼ Aldine Dr & Adams Ave

❽ Fairmount Ave & Aldine Dr

❾ 35th St & Madison Ave

❿ 35th St & Monroe Ave

⓫ Euclid Ave & Monroe Ave

⓬ Monroe Ave & Winona Ave

⓭ 52nd St & Monroe Ave

⓮ 35th St & Meade Ave

⓯ I-805 SB Ramps & El Cajon Blvd

⓰ I-805 NB Ramps & El Cajon Blvd

⓱ 35th St & El Cajon Blvd

⓲ I-15 SB Ramps & El Cajon Blvd

⓳ I-15 NB Ramps & El Cajon Blvd

Legend

Ⓧ Study Intersection

Lane Geometry

Signalized Intersection

Stop Sign

*Names of North-South cross-streets always listed first

NORTH
NOT TO SCALE

Figure 5.8 – Existing Study Intersection Geometrics (page 2)

Figure 5.8 – Existing Study Intersection Geometrics (page 3)

39 I-805 SB Ramps & University Ave	**40** I-805 NB Ramps & University Ave
41 35th St & University Ave	**42** I-15 SB Ramps & University Ave
43 I-15 NB Ramps & University Ave	**44** Marlborough Ave & University Ave
45 42nd St & University Ave	**46** 43rd St & University Ave
47 Fairmount Ave & University Ave	**48** Euclid Ave & University Ave
49 Winona Ave & University Ave	**50** 52nd St & University Ave
51 54th St & University Ave	**52** Chollas Pkwy & University Ave
53 College Ave & University Ave	**54** Rolando Blvd & University Ave
55 35th St & Wightman St	**56** Central Ave & Wightman St
57 Marlborough Ave & Wightman St	**Legend**

Legend:
- **X** Study Intersection
- Lane Geometry
- Signalized Intersection
- STOP Stop Sign
- Roundabout

*Names of North-South cross-streets always listed first

NORTH
NOT TO SCALE

Figure 5.8 – Existing Study Intersection Geometrics (page 4)

58 Fairmount Ave & Wightman St

59 Euclid Ave & Wightman St

60 Landis St & Central Ave

61 Landis St & Marlborough Ave

62 Landis St & 43rd St

63 Landis St & Fairmount Ave

64 Landis St & Euclid Ave

65 Fairmount Ave & 43rd St

66 Fairmount Ave & Poplar St

67 Home Ave & I-805 SB Ramps

68 I-805 NB Ramps & Home Ave

69 Home Ave & Fairmount Ave

70 Home Ave & Euclid Ave

71 Chollas Rd & Euclid Ave

72 Federal Blvd & Home Ave

73 Federal Blvd & 47th St

74 Federal Blvd & Euclid Ave

75 Euclid Ave & 54th St

76 College Grove Dr & 54th St

Legend

- ⊗ Study Intersection
- Lane Geometry
- Signalized Intersection
- STOP Stop Sign
- ⊙ Roundabout

*Names of North-South cross-streets always listed first

NORTH
NOT TO SCALE

Figure 5.8 – Existing Study Intersection Geometrics (page 5)

❼❼ 54th St & Redwood St	❼❽ Streamview Dr & 54th St	❼❾ 54th St & Chollas Pkwy	❽⓿ Lynn St & Streamview Dr
❽❶ Streamview Dr & Boren St	❽❷ Streamview Dr & College Ave	❽❸ College Grove Dr & College Ave	❽❹ College Ave & SR-94 WB Ramps
❽❺ College Ave & Federal Blvd	❽❻ College Grove Way & College Grove Dr	❽❼ SR-94 WB On-Ramp & A St	❽❽ SR-94 On-Ramp & 47th St

Legend

- ⬤X Study Intersection
- � Lane Geometry
- ▌ Signalized Intersection
- 🛑 Stop Sign
- ◎ Roundabout

*Names of North-South cross-streets always listed first

▲ NORTH
NOT TO SCALE

Figure 5.9 - Existing Study Intersection Traffic Volumes

❶ Fairmount Avenue & Montezuma Road

Fairmount Avenue & Montezuma Road is an uncontrolled intersection with free movements for all approaches.

❷ Adams Avenue & Mountain View Drive

58 / 41
37 / 19
18 / 25
314 / 283
53 / 135
595 / 742

❸ Adams Avenue & 35th Street

10 / 6
3 / 5
80 / 53
73 / 74
304 / 287
15 / 15
544 / 441
29 / 32
18 / 15
12 / 11
139 / 118

❹ Adams Avenue & 40th Street

0 / 2
381 / 431
157 / 105
1 / 0
453 / 441
308 / 171
220 / 474
145 / 401

❺ Adams Avenue & I-15 NB Ramps

374 / 211
337 / 301
338 / 250
255 / 593
209 / 234
2 / 1
83 / 187

❻ Adams Avenue & Marlborough Avenue

28 / 45
192 / 345
62 / 93
19 / 15
269 / 234
5 / 13
65 / 90
191 / 343
28 / 44
115 / 76
29 / 12
6 / 4

❼ Aldine Dr & Adams Ave

171 / 201
23 / 11
11 / 7
10 / 14
37 / 40
3 / 1
150 / 208
21 / 35
15 / 27
30 / 17
21 / 8
2 / 4

❽ Fairmount Ave & Aldine Dr

161 / 250
108 / 113
363 / 731
94 / 90

❾ 35th St & Madison Ave

35 / 38
95 / 139
26 / 29
29 / 29
14 / 12
27 / 29
39 / 40
15 / 12
36 / 38
40 / 41
116 / 155
30 / 30

❿ 35th St & Monroe Ave

32 / 36
87 / 129
36 / 40
41 / 43
21 / 17
38 / 41
36 / 37
21 / 17
33 / 36
37 / 38
107 / 145
42 / 43

⓫ Euclid Ave & Monroe Ave

197 / 105
28 / 29
1 / 4
1 / 5
294 / 158
11 / 11
36 / 130
105 / 294
99 / 374
249 / 231
24 / 32
8 / 24

⓬ Monroe Ave & Winona Ave

27 / 5
18 / 3
9 / 15
15 / 12
223 / 129
96 / 22
5 / 25
84 / 222
36 / 50
56 / 40
5 / 13
21 / 85

⓭ 52nd St & Monroe Ave

32 / 7
17 / 1
8 / 1
7 / 27
280 / 212
98 / 19
2 / 15
94 / 131
35 / 10
22 / 77
1 / 8
12 / 46

⓮ 35th St & Meade Ave

40 / 44
73 / 113
44 / 49
49 / 52
36 / 29
44 / 49
44 / 47
36 / 28
40 / 44
45 / 47
90 / 126
49 / 53

⓯ I-805 SB Ramps & El Cajon Blvd

452 / 689
2 / 8
152 / 359
949 / 875
153 / 208
663 / 772
670 / 701

⓰ I-805 NB Ramps & El Cajon Blvd

433 / 242
652 / 596
419 / 364
378 / 791
452 / 519
2 / 1
90 / 239

⓱ 35th St & El Cajon Blvd

72 / 55
40 / 107
45 / 44
51 / 44
548 / 616
33 / 90
26 / 85
350 / 842
23 / 86
82 / 65
107 / 96
32 / 51

⓲ I-15 SB Ramps & El Cajon Blvd

176 / 357
77 / 239
165 / 376
599 / 430
364 / 240
485 / 618
260 / 162

⓳ I-15 NB Ramps & El Cajon Blvd

315 / 174
808 / 516
210 / 166
452 / 829
143 / 128
319 / 478

Legend

❌ Study Intersection
↙↓↘ Turn Movements
AM / PM Peak Hour Volumes
➤ One-Way Roadway

Names of North-South cross-streets always listed first

NORTH
NOT TO SCALE

Figure 5.9 – Existing Study Intersection Traffic Volumes (page 2)

⑳ 43rd St & El Cajon Blvd

69 / 51
253 / 475
217 / 279

803 / 540
119 / 117

692 / 1,021
43 / 112

㉑ Fairmount Ave & El Cajon Blvd

392 / 163
834 / 578

102 / 83
712 / 1,113
77 / 90

83 / 81
657 / 388
132 / 129

㉒ El Cajon Blvd & Euclid Ave

34 / 34
19 / 211
10 / 107

106 / 63
915 / 552

60 / 54
560 / 887
81 / 135

223 / 70
222 / 164
55 / 47

㉓ Winona Ave & El Cajon Blvd

50 / 80
170 / 180
50 / 80

30 / 40
950 / 550
30 / 39

30 / 39
546 / 1,000
30 / 30

50 / 60
80 / 130
30 / 60

㉔ 52nd St & El Cajon Blvd

39 / 39
70 / 150
100 / 78

50 / 40
900 / 600
50 / 78

60 / 70
550 / 950
60 / 39

78 / 30
110 / 170
80 / 30

㉕ 54th St & El Cajon Blvd

86 / 67
439 / 767
182 / 223

283 / 253
582 / 500
130 / 172

62 / 101
373 / 582
157 / 244

328 / 145
577 / 395
211 / 104

㉖ Euclid Ave & Trojan Ave

171 / 283
16 / 55

42 / 41
81 / 40

458 / 239
84 / 45

㉗ Winona Ave & Trojan Ave

45 / 32
106 / 141
39 / 76

34 / 32
44 / 16
44 / 32

30 / 77
32 / 97
38 / 76

34 / 32
64 / 141
29 / 77

㉘ 52nd St & Trojan Ave

46 / 39
72 / 46
43 / 36

41 / 41
37 / 42
43 / 37

31 / 32
42 / 48
46 / 40

37 / 38
80 / 76
34 / 35

㉙ 54th St & Trojan Ave

60 / 30
906 / 966
30 / 30

90 / 210
30 / 30
140 / 90

50 / 50
60 / 60
30 / 40

30 / 30
875 / 723
30 / 30

㉚ Orange Ave & 33rd St

161 / 23
36 / 4
161 / 45

204 / 166
256 / 72
51 / 13

199 / 111
249 / 97
50 / 8

23 / 5
20 / 23
23 / 8

㉛ 35th St & Orange Ave

46 / 104
18 / 58
44 / 119

92 / 79
429 / 279
42 / 39

79 / 89
334 / 362
35 / 45

25 / 17
50 / 44
22 / 19

㉜ Orange Ave & Central Ave

14 / 1
9 / 1

0 / 9
526 / 399
0 / 18

0 / 16
368 / 681
0 / 32

28 / 1
19 / 1

㉝ Marlborough Dr & Orange Ave

4 / 2
3 / 2
1 / 2

4 / 2
470 / 338
63 / 58

3 / 4
324 / 531
69 / 148

94 / 61
1 / 0
45 / 52

㉞ Euclid Ave & Orange Ave

4 / 4
72 / 107
14 / 29

162 / 94
336 / 236
57 / 56

85 / 86
267 / 482
56 / 85

82 / 102
344 / 410
26 / 57

㉟ Euclid Ave & Orange Ave

50 / 38
176 / 231
27 / 55

85 / 56
276 / 217
66 / 58

36 / 40
188 / 326
65 / 113

101 / 85
327 / 249
49 / 78

㊱ Orange Ave & Winona Ave

158 / 150
71 / 97
6 / 5

5 / 3
154 / 82
5 / 4

84 / 111
115 / 130
113 / 174

116 / 99
39 / 41
5 / 3

㊲ Orange Ave & 52nd St

15 / 14
128 / 82
19 / 26

15 / 14
52 / 48
39 / 17

19 / 25
56 / 82
50 / 31

62 / 33
118 / 110
35 / 26

㊳ 54th St & Orange Ave

183 / 81
151 / 52

149 / 93
82 / 148

Legend

❌ Study Intersection
↙ ↓ ↘ Turn Movements
AM / PM Peak Hour Volumes
➤ One-Way Roadway

*Names of North-South cross-streets always listed first

NORTH
NOT TO SCALE

Figure 5.9 – Existing Study Intersection Traffic Volumes (page 3)

Figure 5.9 – Existing Study Intersection Traffic Volumes (page 4)

58 Fairmount Ave & Wightman St	**59** Euclid Ave & Wightman St	**60** Landis St & Central Ave	**61** Landis St & Marlborough Ave
62 Landis St & 43rd St	**63** Landis St & Fairmount Ave	**64** Landis St & Euclid Ave	**65** Fairmount Ave & 43rd St
66 Fairmount Ave & Poplar St	**67** Home Ave & I-805 SB Ramps	**68** I-805 NB Ramps & Home Ave	**69** Home Ave & Fairmount Ave
70 Home Ave & Euclid Ave	**71** Chollas Rd & Euclid Ave	**72** Federal Blvd & Home Ave	**73** Federal Blvd & 47th St
74 Federal Blvd & Euclid Ave	**75** Euclid Ave & 54th St	**76** College Grove Dr & 54th St	**Legend**

Legend
- **X** Study Intersection
- Turn Movements
- AM / PM Peak Hour Volumes
- One-Way Roadway

*Names of North-South cross-streets always listed first

NORTH
NOT TO SCALE

Figure 5.9 – Existing Study Intersection Traffic Volumes (page 5)

77 54th St & Redwood St

21 / 31
675 / 936
44 / 99

67 / 92
10 / 7
163 / 148

18 / 28
6 / 8
47 / 43

43 / 32
712 / 749
91 / 105

78 Streamview Dr & 54th St

800 / 940
104 / 139

174 / 70
20 / 35

10 / 10
10 / 10
10 / 10

670 / 799
70 / 70

79 54th St & Chollas Pkwy

800 / 940
5 / 4

6 / 11

668 / 604
130 / 232

80 Lynn St & Streamview Dr

11 / 4
7 / 6
14 / 4

2 / 26
37 / 142
7 / 62

3 / 15
61 / 61
7 / 32

25 / 12
5 / 9
34 / 9

81 Streamview Dr & Boren St

77 / 84
73 / 155

84 / 79
0 / 3

0 / 2
109 / 72

82 Streamview Dr & College Ave

32 / 65
600 / 1,038
28 / 64

41 / 34
18 / 35
41 / 66

86 / 49
25 / 34
149 / 132

135 / 137
1,322 / 857
56 / 80

83 College Grove Dr & College Ave
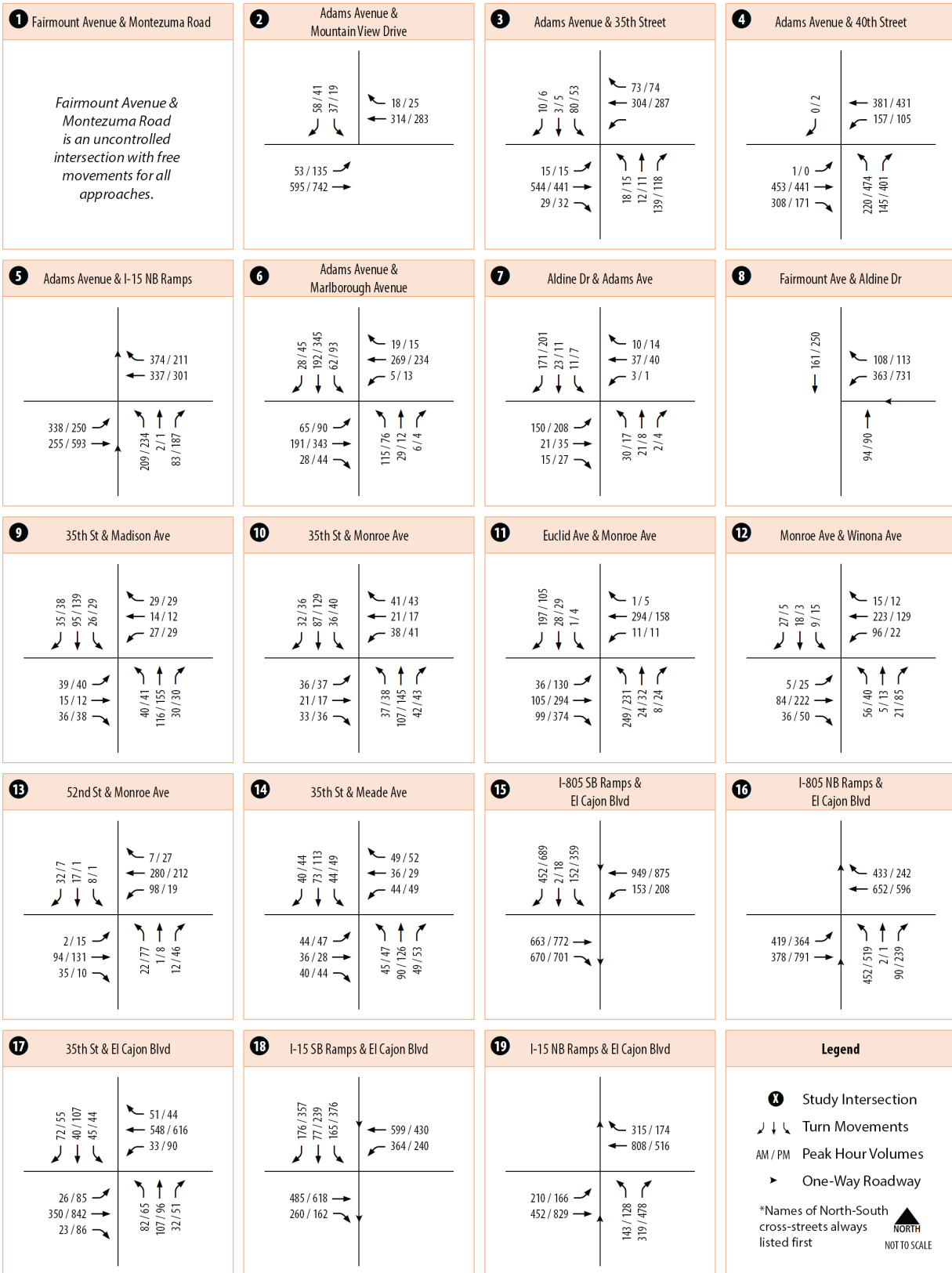
8 / 5
110 / 98
108 / 81

68 / 109
1,308 / 889
198 / 271

11 / 17
483 / 879
179 / 312

126 / 181
136 / 131
137 / 329

84 College Ave & SR-94 WB Ramps

317 / 574
564 / 1,029

758 / 438
115 / 196

1,021 / 1,072

85 College Ave & Federal Blvd

241 / 484
15 / 23
395 / 709

761 / 945
110 / 155
17 / 31

332 / 217
139 / 221
31 / 16

17 / 13
41 / 26
37 / 33

86 College Grove Way & College Grove Dr

41 / 85
266 / 316
123 / 337

193 / 346
32 / 65
216 / 133

95 / 34
65 / 14
104 / 6

27 / 50
110 / 261
112 / 149

87 SR-94 WB On-Ramp & A St

19 / 18
102 / 127
2 / 7

2 / 2
14 / 5
15 / 8

22 / 26
0 / 11
121 / 196

88 SR-94 On-Ramp & 47th St

568 / 686
99 / 161

3 / 0
2 / 0
2 / 0

598 / 544
196 / 207

Legend

X Study Intersection

Turn Movements

AM / PM Peak Hour Volumes

One-Way Roadway

*Names of North-South cross-streets always listed first

NORTH
NOT TO SCALE

Table 5.9 - Existing Peak Hour Study Intersection Analysis

#	Intersection	Traffic Control	Peak Hour	Avg. Delay (sec)	LOS
1	Fairmount Avenue & Montezuma Road[1]	N/A	AM	N/A	N/A
			PM	N/A	N/A
2	Adams Ave & W Mountain View Dr	SSSC	AM	15.4	C
			PM	16.1	C
3	35th St & Adams Ave	Signal	AM	7.0	A
			PM	6.1	A
4	40th St & Adams Ave	Signal	AM	15.2	B
			PM	30.5	C
5	I-15 NB Ramps & Adams Ave	Signal	AM	20.4	C
			PM	15.7	B
6	Marlborough Dr & Adams Ave	Signal	AM	8.4	A
			PM	11.2	B
7	Aldine Dr & Adams Ave	AWSC	AM	9.4	A
			PM	10.1	B
8	Fairmount Ave & Aldine Dr	AWSC	AM	13.2	B
			PM	118.7	F
9	35th St & Madison Ave	AWSC	AM	8.8	A
			PM	9.4	A
10	35th St & Monroe Ave	AWSC	AM	8.9	A
			PM	9.5	A
11	Euclid Ave & Monroe Ave	AWSC	AM	18.2	C
			PM	26.5	D
12	Monroe Ave & Winona Ave	AWSC	AM	10.2	B
			PM	9.8	A
13	52nd St & Monroe Ave	AWSC	AM	10.7	B
			PM	9.4	A
14	35th St & Meade Ave	Signal	AM	6.3	A
			PM	6.5	A
15	I-805 SB Ramps & El Cajon Blvd	Signal	AM	18.2	B
			PM	72.6	E
16	I-805 NB Ramps & El Cajon Blvd	Signal	AM	29.4	C
			PM	51.4	D
17	35th St & El Cajon Blvd	Signal	AM	44.0	D
			PM	24.4	C
18	I-15 SB Ramps & El Cajon Blvd	Signal	AM	52.1	D
			PM	101.1	F
19	I-15 NB Ramps & El Cajon Blvd	Signal	AM	17.2	B
			PM	23.1	C
20	43rd St & El Cajon Blvd	Signal	AM	34.8	C
			PM	49.5	D
21	Fairmount Ave & El Cajon Blvd	Signal	AM	56.0	E
			PM	31.4	C

Table 5.9 - Existing Peak Hour Study Intersection Analysis

#	Intersection	Traffic Control	Peak Hour	Avg. Delay (sec)	LOS
22	El Cajon Blvd & Euclid Ave	Signal	AM	36.8	D
			PM	46.4	D
23	Winona Ave & El Cajon Blvd	Signal	AM	35.2	D
			PM	46.4	D
24	52nd St & El Cajon Blvd	Signal	AM	19.9	B
			PM	32.6	C
25	54th St & El Cajon Blvd	Signal	AM	51.4	D
			PM	47.1	D
26	Euclid Ave & Trojan Ave	SSSC	AM	18.1	C
			PM	13.7	B
27	Winona Ave & Trojan Ave	AWSC	AM	9.0	A
			PM	11.7	B
28	52nd St & Trojan Ave	AWSC	AM	8.9	A
			PM	8.7	A
29	54th St & Trojan Ave	Signal	AM	14.8	B
			PM	22.1	C
30	33rd St & Orange Av	SSSC	AM	216.0	F
			PM	14.6	B
31	35th St & Orange Ave	Signal	AM	7.1	A
			PM	11.3	B
32	Central Ave & Orange Ave	SSSC	AM	19.4	C
			PM	22.5	C
33	Marlborough Dr & Orange Ave	Signal	AM	6.7	A
			PM	6.2	A
34	Fairmount Ave & Orange Ave	Signal	AM	38.6	D
			PM	51.0	D
35	Euclid Ave & Orange Ave	Signal	AM	17.5	B
			PM	19.4	B
36	Winona Ave & Orange Ave	AWSC	AM	11.7	B
			PM	12.2	B
37	52nd St & Orange Ave	AWSC	AM	10.3	B
			PM	9.0	A
38	54th St & Orange Ave	SSSC	AM	4.2	A
			PM	3.1	A
39	I-805 SB Ramps & University Ave	Signal	AM	58.9	E
			PM	57.7	E
40	I-805 NB Ramps & University Ave	Signal	AM	129.2	F
			PM	151.9	F
41	35th St & University Ave	Signal	AM	8.4	A
			PM	10.7	B
42	I-15 SB Ramps & University Av	Signal	AM	33.1	C
			PM	75.1	E

Table 5.9 - Existing Peak Hour Study Intersection Analysis

#	Intersection	Traffic Control	Peak Hour	Avg. Delay (sec)	LOS
43	I-15 NB Ramps & University Ave	Signal	AM	42.4	D
			PM	33.3	C
44	Marlborough Ave & University Ave	Signal	AM	22.0	C
			PM	10.9	B
45	42nd St & University Ave	Signal	AM	9.2	A
			PM	8.6	A
46	43rd St & University Ave	Signal	AM	15.7	B
			PM	22.1	C
47	Fairmount Ave & University Ave	Signal	AM	42.1	D
			PM	40.7	D
48	Euclid Ave & University Ave	Signal	AM	56.6	**E**
			PM	56.4	**E**
49	Winona Ave & University Ave	Signal	AM	17.0	B
			PM	28.7	C
50	52nd St & University Ave	Signal	AM	51.6	D
			PM	15.6	B
51	54th St & University Ave	Signal	AM	24.7	C
			PM	31.8	C
52	Chollas Pkwy & University Ave	SSSC	AM	10.8	B
			PM	19.2	C
53	College Ave & University Ave	Signal	AM	96.2	**F**
			PM	142.7	**F**
54	Rolando Blvd & University Ave	Signal	AM	12.0	B
			PM	12.6	B
55	35th St & Wightman St	Roundabout	AM	4.3	A
			PM	4.1	A
56	Central Ave & Wightman St	Signal	AM	9.5	A
			PM	8.1	A
57	Marlborough Ave & Wightman St	AWSC	AM	9.8	A
			PM	10.3	B
58	Fairmount Ave & Wightman St	Signal	AM	51.5	D
			PM	32.3	C
59	Euclid Ave & Wightman St	Signal	AM	7.6	A
			PM	8.7	A
60	Central Ave & Landis St	Roundabout	AM	5.0	A
			PM	5.7	A
61	Marlborough Ave & Landis St	SSCSC	AM	11.0	B
			PM	11.0	B
62	43rd St & Landis St	AWSC	AM	9.5	A
			PM	11.1	B
63	Fairmount Ave & Landis St	Signal	AM	8.2	A
			PM	9.0	A

Table 5.9 - Existing Peak Hour Study Intersection Analysis

#	Intersection	Traffic Control	Peak Hour	Avg. Delay (sec)	LOS
64	Euclid Ave & Landis St	SSSC	AM	13.4	B
			PM	19.0	C
65	Fairmount Ave & 43rd St	Signal	AM	7.8	A
			PM	11.1	B
66	Fairmount Ave & Poplar St	Signal	AM	11	B
			PM	6.0	A
67	I-805 SB Ramps & Home Ave	Signal	AM	32.3	C
			PM	69.4	**E**
68	I-805 NB Ramps & Home Ave	Signal	AM	17.8	B
			PM	28.7	C
69	Home Ave & Fairmount Ave	Signal	AM	112.4	**F**
			PM	76.6	**E**
70	Home Ave & Euclid Ave	Signal	AM	14.7	B
			PM	14.5	B
71	Chollas Rd & Euclid Ave	AWSC	AM	16.9	C
			PM	14.4	B
72	Home Ave & Federal Blvd	Signal	AM	29.1	C
			PM	22.7	C
73	47th St & Federal Blvd	Signal	AM	20.3	C
			PM	24.8	C
74	Euclid Ave & Federal Blvd	Signal	AM	24.0	C
			PM	24.7	C
75	Euclid Ave & 54th St	Signal	AM	9.2	A
			PM	9.2	A
76	54th St & College Grove Dr	Signal	AM	41.8	D
			PM	51.2	D
77	54th St & Redwood St	Signal	AM	12.9	B
			PM	18.6	B
78	Streamview Dr & 54th St	Signal	AM	16.2	B
			PM	19.2	B
79	54th St & Chollas Pkwy	SSSC	AM	26.2	D
			PM	36.2	**E**
80	Lynn St & Streamview Dr	Roundabout	AM	3.4	A
			PM	4.4	A
81	Streamview Dr & Boren St	SSSC	AM	11.0	B
			PM	11.2	B
82	Streamview Dr & College Ave	Signal	AM	16.9	B
			PM	32.8	C
83	College Grove Dr & College Ave	Signal	AM	40.4	D
			PM	37.7	D
84	College Ave & SR-94 WB Ramps	Signal	AM	43.9	D
			PM	14.3	B

Table 5.9 - Existing Peak Hour Study Intersection Analysis

#	Intersection	Traffic Control	Peak Hour	Avg. Delay (sec)	LOS
85	College Ave & Federal Blvd	Signal	AM	32.2	C
			PM	27.0	C
86	College Grove Way & College Grove Dr	Signal	AM	16.9	B
			PM	20.3	C
87	SR-94 WB On-Ramp & A St	AWSC	AM	16.9	C
			PM	14.4	B
88	SR-94 On-Ramp & 47th St	SSSC	AM	24.6	C
			PM	3.3	A

Source: CR Associates (2024)

Notes:
LOS = Level of Service
SSSC = Side Street Stop Control (one or two legs of the intersection is/are stop controlled)
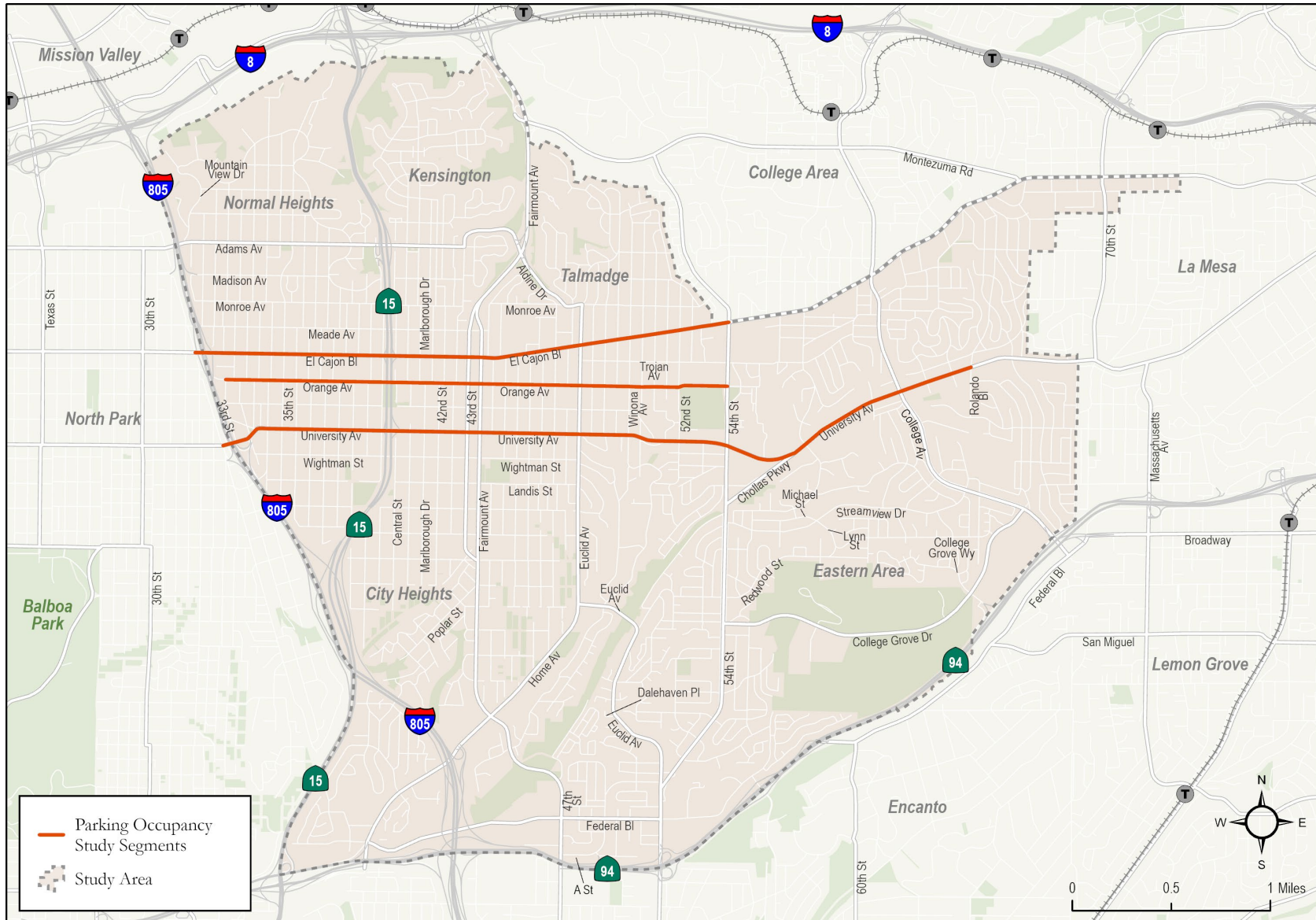**Bold** letter indicates substandard LOS E or F.
[1] Fairmount Avenue & Montezuma Road is an uncontrolled intersection with free movements for all approaches.

Figure 5.10 - AM & PM Peak Hour Study Intersection Level of Service
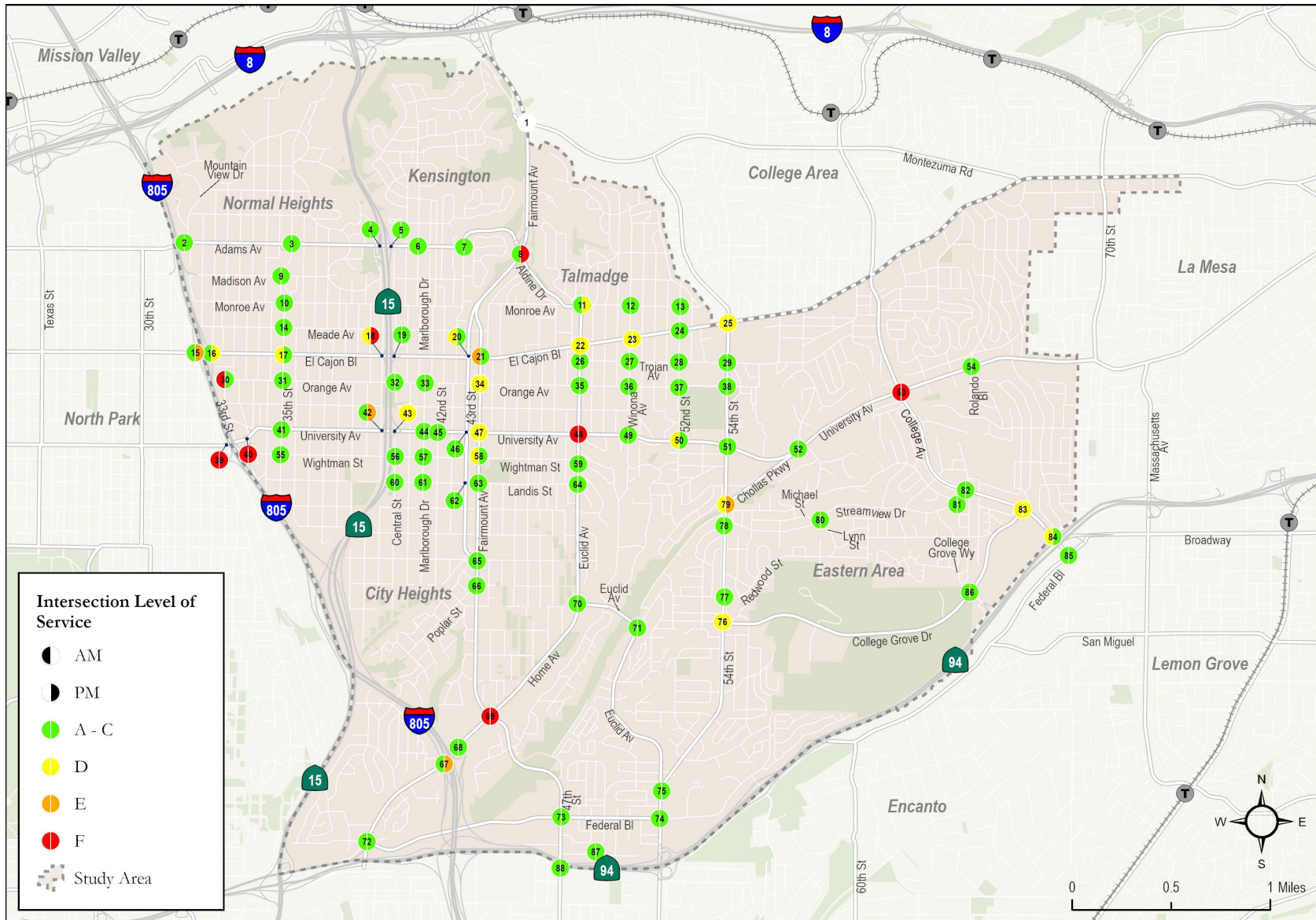
Source: CR Associates (2024)

Figure 5.11 - Parking Occupancy Study Area

Source: CR Associates (2024)

Table 5.10 - High-Level On-Street Parking Occupancy

Roadway	Segment	Direction	Parking Occupancy				
			Early AM (5-7AM)	AM (7-9AM)	Noon (11-1PM)	PM (4-6PM)	Late PM (6-8PM)
El Cajon Boulevard	I-805 to 35th Street	EB	70%	80%	80%	90%	80%
		WB	70%	80%	70%	70%	60%
El Cajon Boulevard	35th Street to I-15	EB	90%	80%	80%	90%	90%
		WB	70%	60%	80%	80%	60%
El Cajon Boulevard	I-15 to Marlborough Avenue	EB	70%	40%	50%	100%	70%
		WB	20%	20%	60%	0%	10%
El Cajon Boulevard	Marlborough Avenue to Fairmount Avenue	EB	80%	40%	90%	80%	90%
		WB	70%	80%	70%	60%	70%
El Cajon Boulevard	Fairmount Avenue to Highland Avenue	EB	90%	30%	90%	70%	90%
		WB	100%	90%	90%	50%	100%
El Cajon Boulevard	Highland Avenue to Euclid Avenue	EB	80%	50%	80%	50%	90%
		WB	80%	80%	100%	80%	80%
El Cajon Boulevard	Euclid Avenue to 50th Street	EB	70%	50%	90%	60%	80%
		WB	70%	60%	80%	80%	80%
El Cajon Boulevard	50th Street to 54th Street	EB	80%	70%	70%	40%	80%
		WB	70%	50%	90%	100%	70%
Orange Avenue	33rd Street to 35th Street	EB	90%	60%	60%	80%	90%
		WB	90%	70%	70%	90%	90%
Orange Avenue	35th Street to 38th Street	EB	100%	90%	80%	90%	90%
		WB	100%	90%	90%	70%	90%
Orange Avenue	38th Street to I-15	EB	90%	90%	80%	80%	90%
		WB	100%	80%	70%	70%	100%
Orange Avenue	I-15 to Fairmount Avenue	EB	100%	90%	90%	70%	90%
		WB	100%	80%	70%	80%	90%
Orange Avenue	Fairmount Avenue to Menlo Avenue	EB	100%	90%	80%	90%	90%
		WB	90%	90%	90%	90%	100%
Orange Avenue	Menlo Avenue to 50th Street	EB	90%	90%	90%	90%	90%
		WB	90%	80%	80%	80%	80%

Table 5.10 - High-Level On-Street Parking Occupancy

Roadway	Segment	Direction	Parking Occupancy				
			Early AM (5-7AM)	AM (7-9AM)	Noon (11-1PM)	PM (4-6PM)	Late PM (6-8PM)
Orange Avenue	50th Street to 54th Street	EB	100%	40%	90%	80%	100%
		WB	100%	80%	80%	90%	100%
Orange Ave	51st Street to 54th Street	EB	90%	60%	90%	90%	90%
		WB	90%	70%	70%	90%	90%
University Avenue	I-805 to Wabash Avenue	EB	N/A	N/A	N/A	N/A	N/A
		WB	N/A	N/A	N/A	N/A	N/A
University Avenue	Wabash Avenue to 35th Street	EB	80%	70%	10%	70%	70%
		WB	90%	90%	50%	90%	80%
University Avenue	35th Street to 39th Street	EB	90%	80%	90%	70%	80%
		WB	90%	70%	90%	90%	90%
University Avenue	39th Street to I-15	EB	100%	70%	70%	30%	100%
		WB	N/A	N/A	N/A	N/A	N/A
University Avenue	I-15 to 41st Street	EB	70%	0%	100%	0%	50%
		WB	N/A	N/A	N/A	N/A	N/A
University Avenue	41st Street to 43rd Street	EB	50%	40%	80%	80%	70%
		WB	50%	10%	90%	90%	90%
University Avenue	43rd Street to Fairmount Avenue	EB	100%	90%	100%	80%	90%
		WB	N/A	N/A	N/A	N/A	N/A
University Avenue	Fairmount Avenue to Highland Avenue	EB	0%*	10%*	0%*	90%*	0%*
		WB	0%*	0%*	0%*	0%*	0%*
University Avenue	Highland Avenue to 47th Street	EB	0%*	0%*	0%*	0%*	0%*
		WB	80%*	0%*	70%*	80%*	80%*
University Avenue	47th Street to Euclid Avenue	EB	100%	0%	90%	100%	100%
		WB	100%	90%	90%	90%	80%
University Avenue	Euclid Avenue to Estrella Avenue	EB	100%	80%	100%	100%	100%
		WB	90%	90%	90%	90%	90%
University Avenue	Estrella Avenue to Winona Avenue	EB	N/A	N/A	N/A	N/A	N/A
		WB	0%	100%	100%	100%	0%

Table 5.10 - High-Level On-Street Parking Occupancy

Roadway	Segment	Direction	Parking Occupancy				
			Early AM (5-7AM)	AM (7-9AM)	Noon (11-1PM)	PM (4-6PM)	Late PM (6-8PM)
University Avenue	Winona Avenue to 50th Street	EB	90%	80%	90%	50%	100%
		WB	N/A	N/A	N/A	N/A	N/A
University Avenue	50th Street to 54th Street	EB	60%	40%	80%	50%	80%
		WB	N/A	N/A	N/A	N/A	N/A
University Avenue	54th Street to Chollas Parkway	EB	N/A	N/A	N/A	N/A	N/A
		WB	50%	10%	60%	50%	80%
University Avenue	Chollas Parkway to 58th Street	EB	90%	80%	80%	20%	100%
		WB	100%	60%	70%	80%	90%
University Avenue	58th Street to 60th Street	EB	N/A	N/A	N/A	N/A	N/A
		WB	N/A	N/A	N/A	N/A	N/A
University Avenue	60th Street to College Avenue	EB	N/A	N/A	N/A	N/A	N/A
		WB	N/A	N/A	N/A	N/A	N/A
University Avenue	College Avenue to Rolando Boulevard	EB	50%	20%	70%	50%	40%
		WB	50%	30%	80%	50%	30%

Source: CR Associates (2024)

Notes:
[1] At the time of data collection, there was ongoing construction along University Avenue for the University Avenue Complete Streets project and parking was prohibited.

5.8   Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) use technology to improve the movement of people and goods. ITS can provide many benefits to local and regional roadway networks, including improved roadway traffic operations, improved transit operations, relaying valuable traffic-related information, and providing guidance to drivers through dynamic message signs (e.g., locations of available parking, points of traffic congestion, and accident locations). In 2014, the City of San Diego completed the Traffic Signal Communication Master Plan as a means to modernize the traffic signal system. The resulting improved coordination will increase public safety, shorten commute times, reduce greenhouse gas emissions, and increase mobility at intersections for all travel modes.

The Traffic Signal Communication Master Plan identified traffic signal communication gaps – signals without an existing communication line to connect with – effectively preventing coordination at the following locations within Mid-City:

- Adams Ave & 32nd St
- Adams Ave & 35th St
- Adams Ave & Cherokee Ave
- Adams Ave & Felton St
- Adams Ave & Marlborough Dr
- College Ave & Billman St/Streamview Dr
- College Ave & College Grove Dr
- College Grove Dr & Caminito Chollas
- College Grove Dr & College Grove Wy
- Euclid Ave & Altadena Ave/Ridgeview Dr

- Euclid Ave & Home Ave
- Fairmount Ave & 47th St
- Fairmount Ave & Ridge View Dr
- Home Ave & Gateway Dr
- Meade Ave & 40th Street
- Orange Ave & 40th Street
- Orange Ave & Marlborough Ave
- Wightman St & 40th St
- Wightman St & Central Ave

Signal Coordination

Signal coordination can improve the operations of a roadway corridor by allowing more motorists to travel with reduced delays and fewer stops at red lights. This is achieved by linking signals and coordinating the signal timing to account for the time it takes a motorist to drive from one signal to the next while traveling at a set speed.

The City of San Diego Climate Action Plan identifies the following action strategy and target regarding traffic signals:

> *Action 3.4: Improve Road Conditions*
> - *Deploy dynamic speed management efforts such as signal retiming on City streets.*
> - *Install traffic circles and roundabouts.*
> - *Retime traffic signals to reduce vehicle fuel consumption through improving the flow of traffic.*

Transit Priority

Transit priority treatments are designed to improve transit operations and overall schedule adherence. For example, El Cajon Boulevard includes a shared bus-bike lane, that prohibits passenger vehicles unless making right-turns. Additional locations for transit priority treatments such as dedicated transit lanes and transit priority signals may be considered.

6.0 Mobility Needs

This chapter provides a discussion of pedestrian, bicycle, transit, roadway, and freeway mobility needs synthesized from the existing conditions analyses presented in the previous chapters.

6.1 Pedestrian Needs

The pedestrian environment affects us all whether we are walking to transit, a store, school, or simply walking from a parked car to a building. Most people prefer walking in places where there are sidewalks shaded with trees, lighting, interesting buildings, or scenery to look at, other people outside, neighborhood destinations and a feeling of safety. Pedestrian improvements in areas with land uses that support pedestrian activity can help to increase walking as a means of transportation and recreation. Land use and street design recommendations that benefit pedestrians also contribute to the overall quality, vitality, and sense of community within a neighborhood.

Pedestrian needs identified in the Mid-City communities include locations with high pedestrian collisions (3 or more), missing sidewalks, segments of the pedestrian network with low quality, and high pedestrian priority areas as identified via the City of San Diego's PPM. These needs are depicted in **Figure 6.1**.

In Mid-City, the highest pedestrian priority areas include in the central part of the communities within City Heights, between El Cajon Boulevard and University Avenue, plus a small concentration along Adams Avenue in the northwestern area. This is a result of a high number of attractors from commercial uses and major transit stops, despite detractor effects of higher traffic volumes. The model findings were supported by count data indicating El Cajon Boulevard and University Avenue as the corridors with the highest existing pedestrian activity.

Missing sidewalks were found primarily along residential roads in the Eastern area community, and along Fairmount Avenue in Kensington. Segments with Low PEQE score included:

- 54th Street from Streamview Drive to College Grove Drive
- Chollas Parkway from 54th Street to University Avenue
- College Avenue from University Avenue to College Grove Drive
- Euclid Avenue from Landis Street to Euclid Avenue/Home Avenue
- Fairmount Avenue from Montezuma Road to El cajon Boulevard
- Home Avenue from Fairmount Avenue to Euclid Avenue
- University Avenue from 60th Street to College Avenue

The corridors with the most pedestrian-involved collisions reported were El Cajon Boulevard, University Avenue, and Fairmount Avenue, predominately concentrated around the central area and most of them being reported at intersections.

Figure 6.1 - Pedestrian Needs
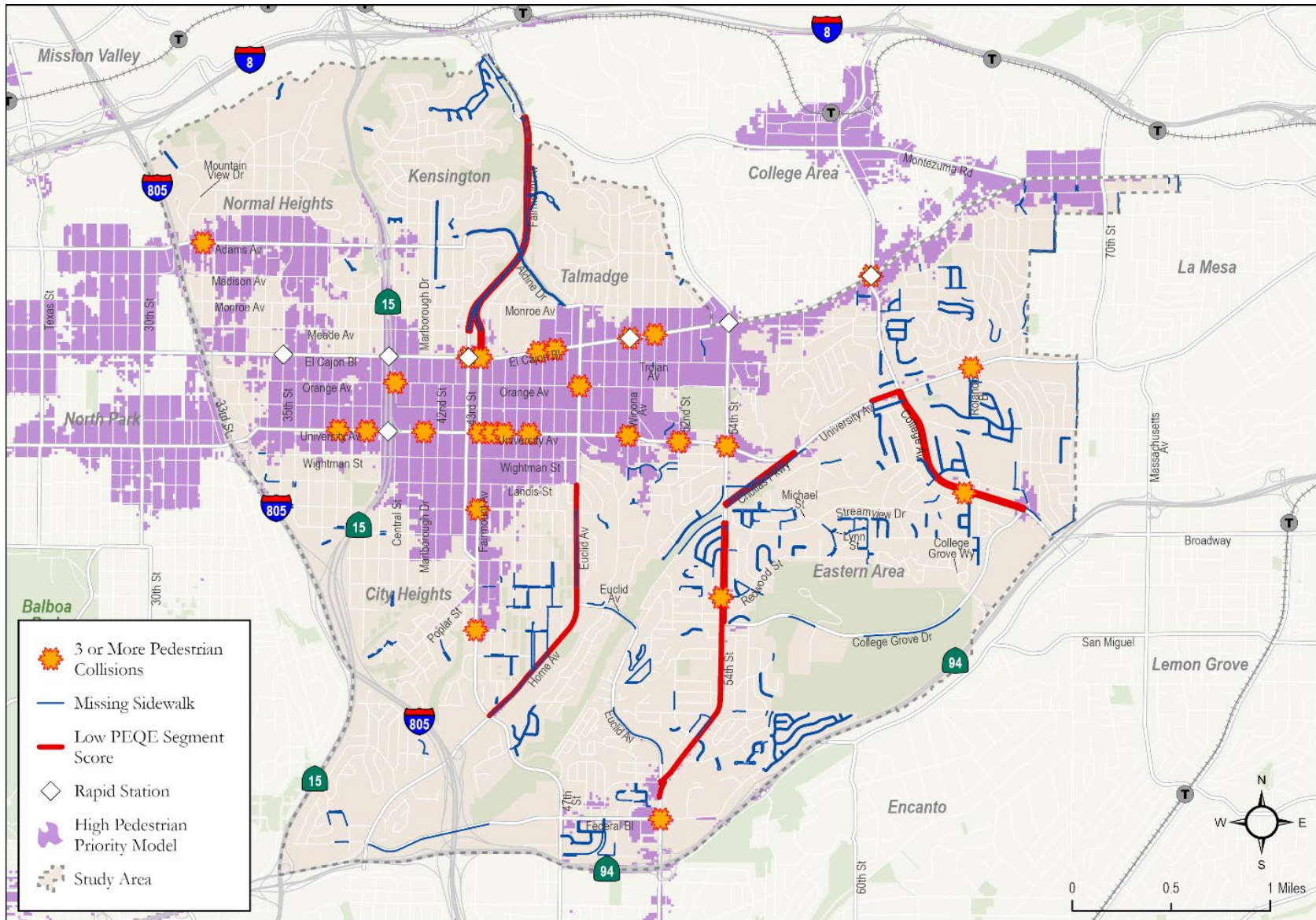
Source: CR Associates (2024)

6.2   Bicycle Needs

Bicycle infrastructure should provide for the safety and comfort of its users, and the bicycle network should facilitate connectivity within and between communities. Safety and comfort are of paramount consideration to cyclists, since by nature, they are more sensitive to how they experience the characteristics of the roadway environment compared to other types of travelers. A slight gap in comfortable roadway conditions within a system or along a route can often be detrimental enough to deter the choice of making a trip by that mode. The bicycle network should be made up of facilities that support and encourage internal trips in the community as well as regional trips to adjacent communities.

Figure 6.2 shows areas of cycling needs within Mid-City, identified by high-crash locations, roadways with high stress environments for bicyclists, and high bicycle priority areas.

Similarly to the pedestrian results, the central area of the Mid-City communities where more commercial activity is located has higher bicycle demand and priority characteristics based on the Bicycle Priority Model results. This area primarily extends along El Cajon Boulevard, University Avenue, a small portion along Fairmount Avenue and a small portion along Adams Avenue.

All the major corridors within Mid-City are LTS 3 or LTS 4 in their entirety through the community, meaning that the facilities do not feel adequate for cyclists to ride comfortably. These include El Cajon Boulevard, Fairmount Avenue, College Avenue, Euclid Avenue, Federal Boulevard, 54th Street and College Grove Drive. University Avenue is primarily LTS 4 but has some segments with higher scoring conditions.

The following are planned improvements included in relevant regional plans:

- El Cajon Boulevard will be improved from an existing bus-bike lane and Class III bike route to a class II bike lane with a continuation of the bus-bike lane throughout the Mid-City communities' extent.
- University Avenue will add new Class II bike lanes and Class IV cycle tracks to close the existing gaps.
- The existing northern segment of Fairmount Avenue will be improved from a Class II bike lane to a Class IV cycle track and extended to reach the existing Class II bike lane at Poplar Street as a combination of a Class III bike route and Class II bike lane to close the gap.
- Existing gaps will be closed along Euclid Avenue/Home Avenue with new Class III bike routes.
- The existing Class II bike lane on 54th Street between El Cajon boulevard and Chollas Parkway will be converted into a Class IV cycle track.
- College Avenue south of University Avenue will be improved from a Class II bike lane to a Class IV cycle track and a small portion of Class I multi-use path.
- New Class I multi-use paths will be installed along Chollas Parkway and Federal Boulevard.

A total of 142 bicycle-involved collisions resulting in injury were reported during the five-year study period, with 70% of bicycle collisions occurring at intersections. The intersection with the most frequent bicycle-involved collisions was College Avenue & University Avenue, with 3 collisions reported. The corridors with the greatest number of bicycle-involved collisions are University Avenue, Fairmount Avenue and El Cajon Boulevard. Locations with fatal bicycle collisions reported were:

- Alamo Drive & University Avenue
- College Avenue, approximately 100' north of Adelaide Avenue.

Figure 6.2 - Bicycle Needs
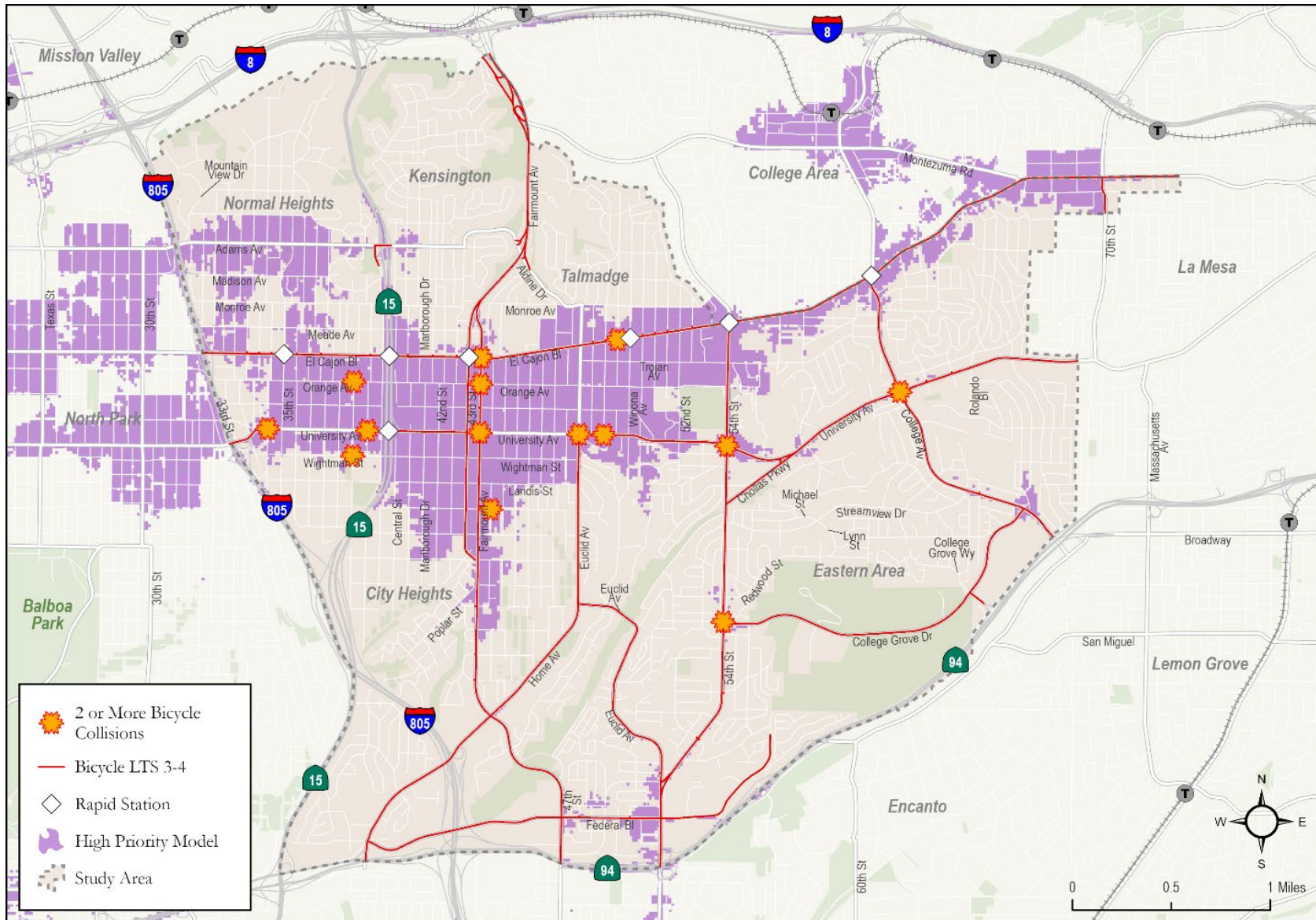
Source: CR Associates (2024)

6.3   Transit Needs

The City of Villages strategy supports better utilization of the region's transit system by directing the development of urban villages, employment centers, and other higher intensity land uses in areas that can be well served by transit. This will allow more people to live and work within walking distance of transit. Transit needs for the Mid-City communities are illustrated in **Figure 6.3**.

The Mid-City communities are served by fourteen (14) MTS bus routes, including two *Rapid* bus routes (215 and 235). Most of the western side of the community, where more activity is found, is within a quarter mile walking distance of a bus stop. Destinations and places reached by the Mid-City-serving bus routes include Mission Valley, La Mesa, Downtown San Diego, El Cajon, Spring Valley, SDSU, National City, UTC, and Escondido. No trolley lines currently serve the Mid-City communities, however, the planned Purple Line is anticipated to have at least one station in Mid-City, which may drive additional transit activity and first-/last-mile trips.

Bus stops with the highest ridership volumes were along University Avenue and El Cajon Boulevard. They are located at the following intersections:
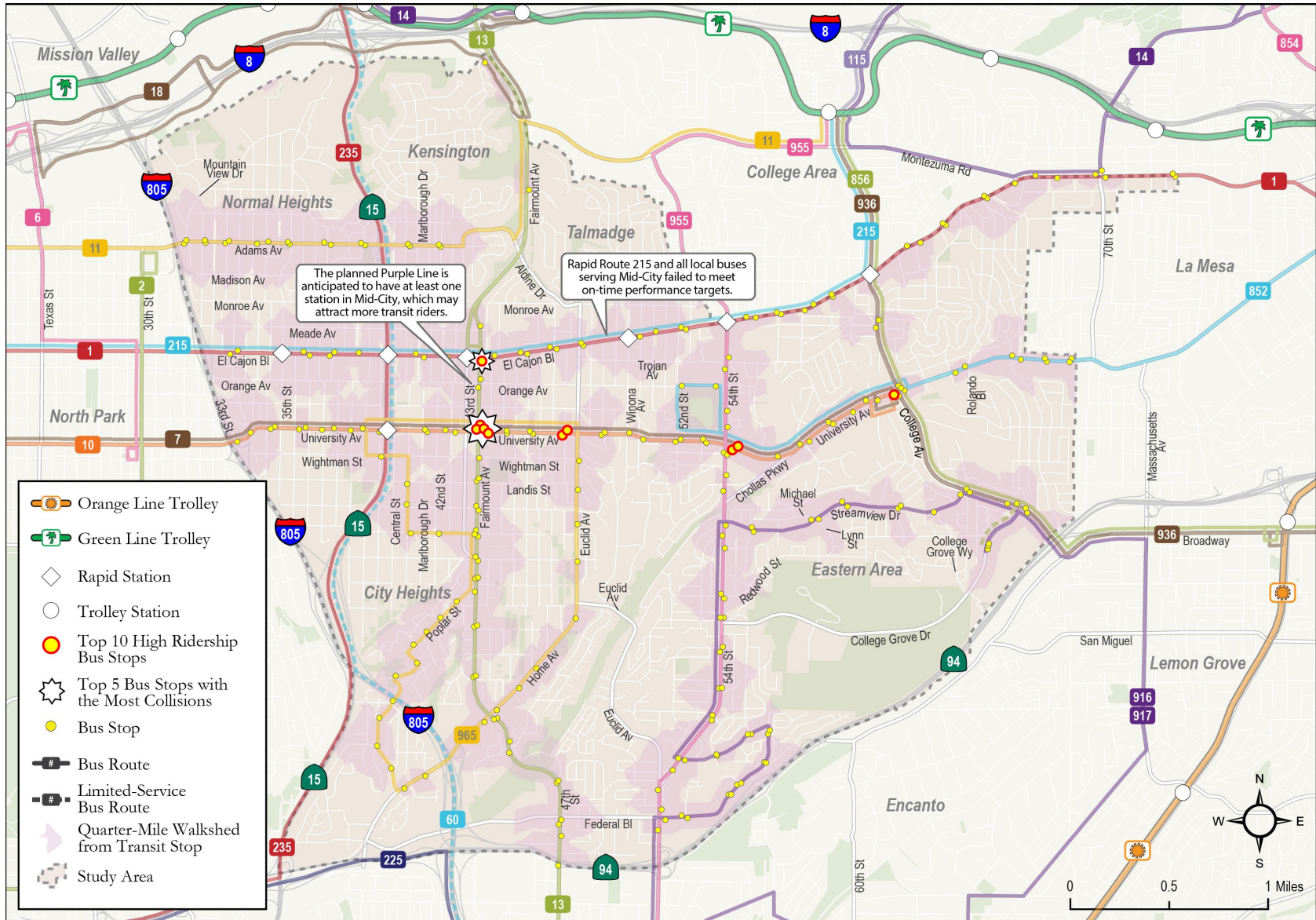
- Fairmount Avenue & University Avenue
- Euclid Avenue & University Avenue
- 54th Street & University Avenue
- College Avenue & University Avenue
- Fairmount Avenue & El Cajon Boulevard

Transit within Mid-City operates along the same roadway segments as passenger vehicles and is therefore influenced by the same congestion. Roadways identified as having substandard level of service performing segments and/or intersections that also serve transit include Adams Avenue, El Cajon Boulevard, Euclid Avenue, Fairmount Avenue, Home Avenue, University Avenue, and Wightman Street. Routes along influenced by the substandard performing roadways include routes 1, 7, 10, 11, 13, 955, and 965. This substandard performance influences areas with some of the highest transit passenger activity, including stops at Fairmount Avenue and University Avenue.

On-time performance is an important factor for people that depend on public transit for transportation to work, school, or other time sensitive matters. Congestion can degrade on-time performance. Average on-time performance ranged from 75% to 88% among the 14 bus routes in the study area. Only one route, rapid 235, met its target with 88% on-time performance and the target being 85%.

Nearly all transit users access transit stops by walking and some users access transit by bicycling. Frequent occurrences of pedestrian and bicycle collisions near a transit stop may indicate potential safety risk for transit users. Bus stops with the most pedestrian and bicycling collisions near a transit stop occurred at Fairmount Avenue & University Avenue and Fairmount Avenue & El Cajon Boulevard.

Figure 6.3 - Transit Needs

The planned Purple Line is anticipated to have at least one station in Mid-City, which may attract more transit riders.

Rapid Route 215 and all local buses serving Mid-City failed to meet on-time performance targets.

Legend:
- Orange Line Trolley
- Green Line Trolley
- Rapid Station
- Trolley Station
- Top 10 High Ridership Bus Stops
- Top 5 Bus Stops with the Most Collisions
- Bus Stop
- Bus Route
- Limited-Service Bus Route
- Quarter-Mile Walkshed from Transit Stop
- Study Area

Source: CR Associates (2024)

6.4   Vehicular Needs

Driving is the dominant form of transportation in the region and the Mid-City communities. Maintaining an efficient roadway system is imperative to our quality of life and sustaining the economy. Vehicular needs are depicted in **Figure 6.4**.

The needs are illustrative of intersections and segments that operate at substandard Level of Service F, segments with low average speed to posted speed ratios, and areas with higher concentrations of vehicular collisions. The needs are largely concentrated on the roadways providing connections to adjacent communities and the freeway system, including Adams Avenue, El Cajon Boulevard, University Avenue, Fairmount Avenue, and Euclid Avenue.

The high need areas exhibit the study area's higher vehicular volumes. These roadways interface with the higher residential density areas as well as locations with commercial uses. There is significant overlap between the vehicular need areas and the needs of the other travel modes (pedestrian, bicycle, and transit). Providing for the safety, efficiency, and comfort of each travel mode is critical to supporting a balanced transportation system. A holistic approach to network development will be required to ensure improvements to one mode do not significantly decrease the safety or viability of other modes.

Roadway segments identified as operating at a substandard level of service (LOS E or F) through the roadway planning capacity analysis are identified below. The capacity analysis is one method to identify potentially congested segments, however arterial and intersection analysis generally provide a better understanding of daily operations. Importantly, the roadway network performance also influences transit performance and associate travel times, due to routes operating along the same facilities. Substandard performing roadway facilities that also serve transit are also identified below.
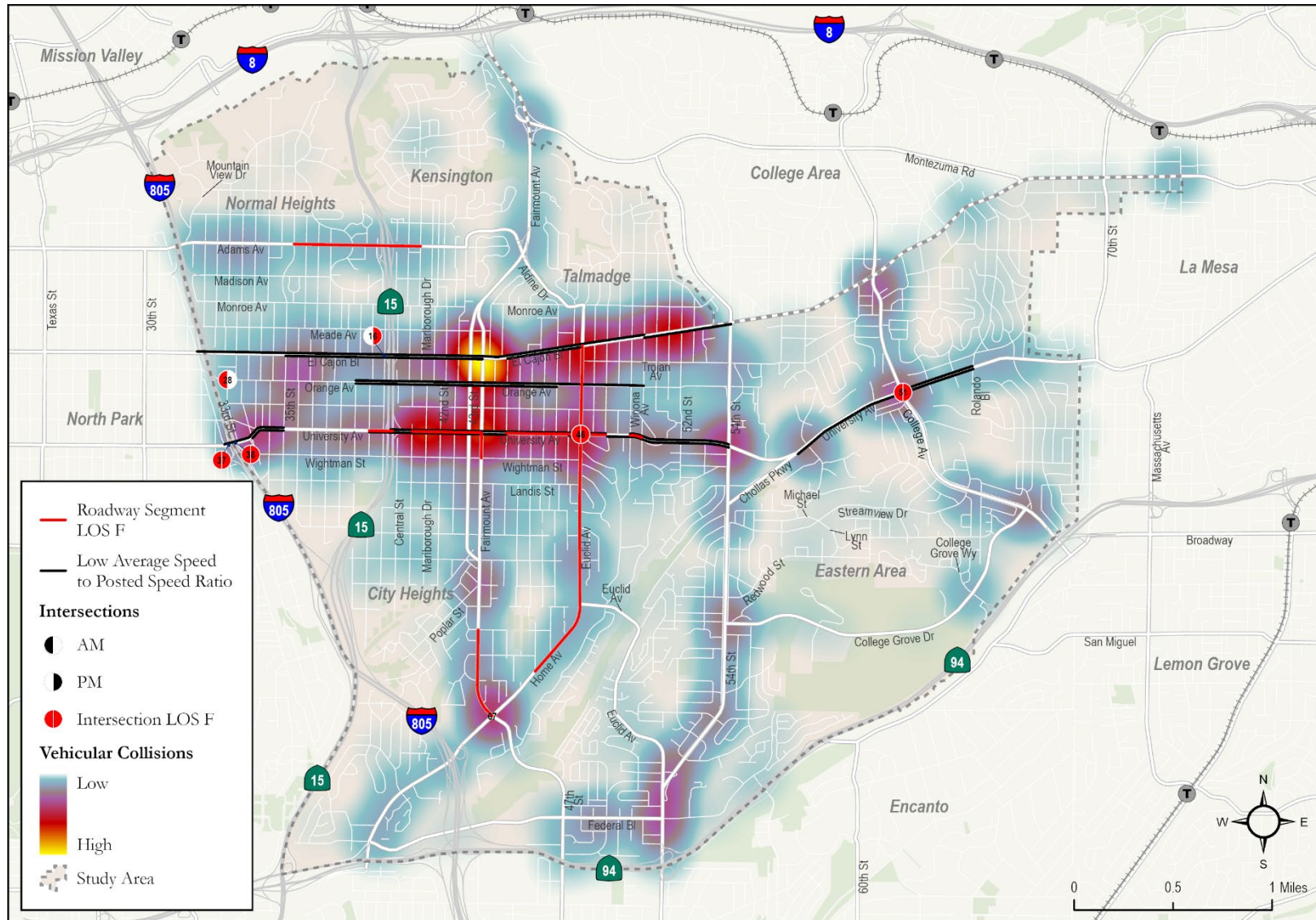
- Adams Ave, between 35th St to I-15 (LOS F) – Serves Bus Route 11
- Adams Ave, between I-15 to Marlborough Ave (LOS F) – Serves Bus Route 11
- Euclid Ave, between Monroe Ave to El Cajon Blvd (LOS E)
- Euclid Ave, between El Cajon Blvd to Orange Ave (LOS F)
- Euclid Ave, between Orange Ave to University Ave (LOS F)
- Euclid Ave, between University Ave to Landis St (LOS F) – Serves Bus Route 965
- Euclid Ave, between Landis St to Euclid Ave/Home Ave (LOS F) – Serves Bus Route 965
- Fairmount Ave, between University Ave to Wightman St (LOS F) – Serves Bus Route 13
- Fairmount Ave, between Wightman St to Landis St (LOS E) – Serves Bus Route 13
- Fairmount Ave, between Landis St to Thorn St (LOS E) – Serves Bus Routes 13 and 965
- Fairmount Ave, between Thorn St to Redwood St (LOS E) – Serves Bus Routes 13 and 965
- Fairmount Ave, between Redwood St to Olive St (LOS E) – Serves Bus Route 13
- Fairmount Ave, between Olive St to Home Ave (LOS F) – Serves Bus Route 13
- Home Ave, between 46th St to Euclid Ave (LOS F) – Serves Bus Route 13
- University Ave, between I-805 to Wabash Ave (LOS E) – Serves Bus Routes 7 and 10
- University Ave, between Wabash Ave to 35th St (LOS E) – Serves Bus Routes 7 and 10
- University Ave, between 35th St to 39th St (LOS E) – Serves Bus Routes 7 and 10
- University Ave, between 39th St to I-15 (LOS F) – Serves Bus Routes 7, 10, and 965
- University Ave, between I-15 to 41st St (LOS E) – Serves Bus Routes 7, 10, and 965
- University Ave, between 41st St to 43rd St (LOS F) – Serves Bus Routes 7, 10, and 965
- University Ave, between 43rd St to Fairmount Ave (LOS F) – Serves Bus Routes 7, 10, and 965
- University Ave, between Highland Ave to 47th St (LOS F) – Serves Bus Routes 7, 10, and 965
- University Ave, between 47th St to Euclid Ave (LOS F) – Serves Bus Routes 7, 10, and 965
- University Ave, between Euclid Ave to Estrella Ave (LOS F) – Serves Bus Routes 7 and 10

- University Ave, between Estrella Ave to Winona Ave (LOS E) – Serves Bus Routes 7 and 10
- University Ave, between Winona Ave to 50th St (LOS F) – Serves Bus Routes 7 and 10
- Wightman St, between 40th St to Central Ave (LOS E) – Serves Bus Route 965

The following intersections were found to operate at substandard levels of service (LOS E or F) during the AM or PM peak hour:

- I-805 SB Ramps & El Cajon Boulevard – LOS E (PM) – Serves Bus Routes 1 and 215
- I-15 SB Ramps & El Cajon Boulevard – LOS F (PM) – Serves Bus Routes 1 and 215
- Fairmount Avenue & El Cajon Boulevard – LOS E (AM) – Serves Bus Routes 1, 13, and 215
- I-805 SB Ramps & University Avenue – LOS E (AM/PM) – Serves Bus Routes 7 and 10
- I-805 NB Ramps & University Avenue – LOS F (AM/PM) – Serves Bus Route 7 and 10
- I-15 SB Ramps & University Avenue – LOS E (PM) – Serves Bus Routes 7, 10, and 965
- Euclid Avenue & University Avenue – LOS E (AM/PM) – Serves Bus Routes 7, 10, and 965
- College Avenue & University Avenue – LOS F (AM/PM) – Serves Bus Routes 7, 10, and 965
- Home Avenue & I-805 SB Ramps – LOS E (PM) – Serves Bus Route 965
- Home Avenue & Fairmount Avenue – LOS F (AM), LOS E (PM) – Serves Bus Route 965
- 54th Street & Chollas Parkway – LOS E (PM) – Serves Bus Route 955

Figure 6.4 - Vehicular Needs

Source: CR Associates (2024)