UPTOWN, NORTH PARK AND GOLDEN HILL CPU

Traffic Impact Study



JUNE 2015 | DRAFT VERSION 3

Prepared By:



EXECUTIVE SUMMARY

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

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

Intersections

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

Segments

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

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

Freeway Mainline Segments

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

Freeway Interchange Ramps

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

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

- Sixth Avenue
- University Avenue
- Washington Street

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

Intersections

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

Segments

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

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

Freeway Mainline Segments

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

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

- University Avenue
- El Cajon Boulevard

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

Intersections

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

Seaments

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

Freeway Mainline Segments

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

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

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Appendices

Appendix A Existing Traffic Signal Timing Sheets

Appendix B Existing Intersection Geometrics

Appendix C Traffic Count Sheets

Appendix D Synchro Peak-Hour Intersection Analysis Sheets

Appendix E Ramp Meter Rates

Appendix F Post-Model Volume Adjustments

Appendix G Peak-Hour Volumes Forecast Worksheets

1 INTRODUCTION

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

1.1 PROJECT DESCRIPTION

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

1.2 ANALYSIS SCENARIOS

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

Existing Conditions

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

Horizon Year Conditions (2035)

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

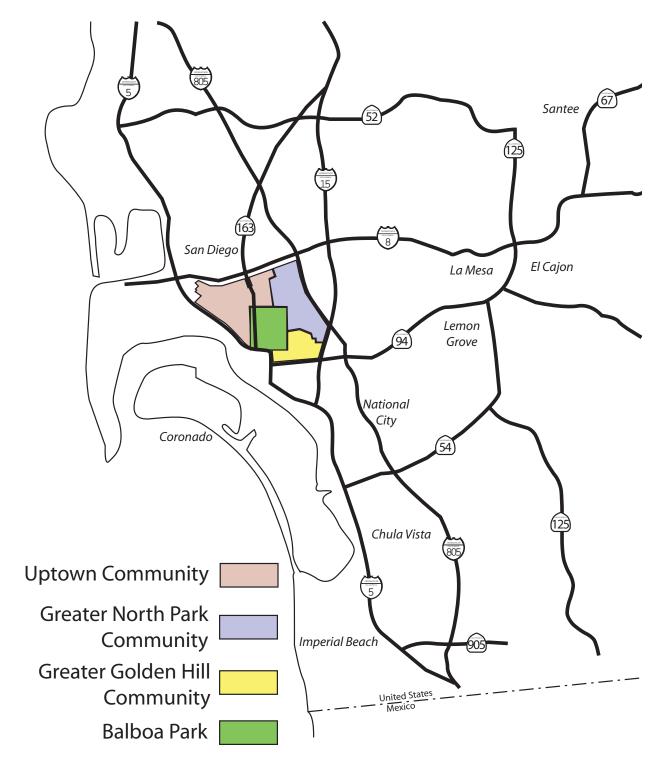


FIGURE 1-2

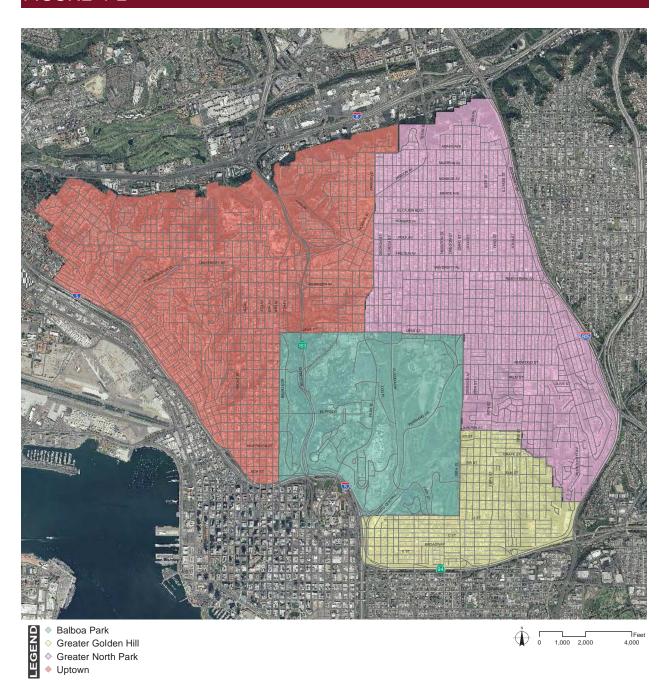


Table 1-1 Trip Generation Comparison: Uptown

Land Use		2008			Adopte	d	P	Proposed		
Land Use	Amoui	nt	Vehicle	Amo	unt	Vehicle	Amou	nt	Vehicle	
ACTIVE PARK (AC)	27.7	acre	1382	27.7	acre	1381	47.7	acre	2378	
ARTERIAL COMMERCIAL	869.6	ksf	34620	791.2	ksf	31499	752.5	ksf	29954	
AUTO DEALERSHIP (KSF)	6.9	ksf	346	0	ksf	0	0	ksf	0	
AUTO RENTAL SERV (LS-										
KSF)	4.5	ls-ksf	57	0	ls-ksf	0	0	ls-ksf	0	
AUTO REPAIR (KSF)	48.7	ksf	1007	12.5	ksf	257	12.5	ksf	257	
·										
Carwash (F service-site)	1.0	site	922	0	site	0	0	site	0	
CHURCH (NO DAY-CARE										
KSF)	345.4	ksf	1724	343.1	ksf	1712	343.1	ksf	1712	
CHURCH (W/DAY-CARE										
KSF)	114.3	ksf	1713	80.5	ksf	1207	80.5	ksf	1207	
CHURCH (W/O DAYCARE-			1 = 3							
AC)	1.0	acre	32	1	acre	30	1	acre	30	
COMMUNICATION OR										
UTILITY	3.0	ksf	8	2.9	ksf	7	2.9	ksf	7	
COMMUNITY									_	
COMMERCIAL (KSF)	107.6	ksf	7513	1829	ksf	127713	1833.9	ksf	128093	
CONVALESCENT/NURSING	107.0	KSI	7313	1023	1131	12//13	1000.0	KSI	120033	
(BED)	23.0	bed	67	23	bed	67	23	bed	67	
CONVALESCENT/NURSING	23.0	bea	07		БСС	0,		bca	07	
(BED)	105.0	bed	304	104	bed	301	104	hed	301	
(525)	103.0	bea	304	104	bcu	301	104	bcu	301	
CORPORATE										
HEADQTRS/SING(KSF)	19.9	ksf	199	0	ksf	0	0	ksf	0	
DAY CARE/PRE-SCHOOL										
(STU)	70.0	stu	352	0	stu	0	0	stu	0	
DMV (KSF)	15.5	ksf	2678	15.5	ksf	2678	15.5	ksf	2678	
DRINKING PLACE (KSF)	20.3	ksf	2646	5.8	ksf	758	5.8	ksf	758	
DRUG STORE (KSF)	58.7	ksf	5288	58.7	ksf	5288	58.7	ksf	5288	
ELEMENTARY SCHOOL										
(STU)	2519.0	stu	7319	3062	stu	8897	3062	stu	8897	
FINAN INST(W/O-DR/THR-										
KSF)	24.0	ksf	3392	24	ksf	3392	24	ksf	3392	
FINANCIAL INST(W										
DR/THR-KSF)	49.0	ksf	9252	49	ksf	9252	49	ksf	9252	
FIRE OR POLICE STATION	3.0	site	684	3	site	684	3	site	684	
FURNITURE STORE (KSF)	56.5	ksf	340	8.1	ksf	49	8.1	ksf	49	
· · · · · · · · · · · · · · · · · · ·	30.3		3.3			.,,	0.1		.,	
GAS STA W										
MART/CARWASH(PUMP)	12 0	pump	1856	12	pump	1856	12	pump	1856	
ivii atti e attivasii(i oivii)	12.0	μαιτιμ	1000	12	purity	1000	12	μαπιμ	1000	

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

		2008		Adopted			Proposed			
Land Use	Amou	nt	Vehicle	Amo	unt	Vehicle	Amou	nt	Vehicle	
GAS STATION W FMART										
(PUMP)	52.0	pump	7782	52	pump	7782	52	pump	7782	
GOV'T										
OFFICE/CENTER(KSF)	11.1	ksf	341	0	ksf	0	0	ksf	0	
HIGH RISE OFFICE (KSF)	140.8	ksf	2255	140.8	ksf	2255	140.8	ksf	2255	
HIGH-RISE HOTEL (ROOM)	74.0	room	739	74	room	739	74	room	739	
HOSPITAL-GENERAL (KSF)	499.5	ksf	10308	499.5	ksf	10308	499.5	ksf	10308	
INACTIVE USE	438.9	0	0	413.5	0	0	408.5	0	0	
LIBRARY (KSF)	4.5	ksf	226	4.5	ksf	226	4.5	ksf	226	
LIGHT INDUSTRY (KSF)	1.2	ksf	18	0	ksf	0	0	ksf	0	
LOW-RISE HOTEL/MOTEL- ROOM	795.0	room	7145	146	room	1313	146	room	1313	
LR OFFICE (10.1k-20k-KSF)	439.6	ksf	11741	398.1	ksf	11535	398.1	ksf	10633	
LR OFFICE (20.1k-35k-KSF)	321.7	ksf	7431	321.7	ksf	7431	321.7	ksf	7431	
LR OFFICE (35.1K-75K KSF)	158.3	ksf	3291	158.3	ksf	3291	158.3	ksf	3291	
LR OFFICE (50.1k-75k-KSF)	163.8	ksf	3102	111.8	ksf	2117	111.8	ksf	2117	
LR OFFICE (5K-10K KSF)	383.9	ksf	12142	123.1	ksf	3715	93.1	ksf	2944	
LR OFFICE (U 5K KSF)	474.3	ksf	18513	96.4	ksf	3715	90.1	ksf	3517	
MARKET OPEN 16HR/DAY (KSF)	5.6	ksf	2811	5.6	ksf	2811	5.6	ksf	2811	
MARKET OPEN 24HR/DAY	3.0	N31	2011	5.0	KSI	2011	3.0	KSI	2011	
(KSF)	4.8	ksf	3360	4.8	ksf	3360	4.8	ksf	3360	
MEDICAL OFFICE (KSF)	206.8	ksf	10661	236.1	ksf	12178	294.1	ksf	14911	
MONASTERY (ksf)	3.6	ksf	5	0	ksf	0	0	ksf	0	
MOVIE THEATER (KSF)	15.6	ksf	1218	15.6	ksf	1218	15.6	ksf	1218	
MULTI-FAMILY (O										
20DU/AC)	14329.0	du	86510	28504	du	172097	26379	du	159265	
MULTI-FAMILY (U										
20DU/AC)	549.0	du	4392	466	du	3728	473	du	3784	
NEIGHBORHOOD COMM										
(KSF)	65.4	ksf	7838	39.4	ksf	4718	39.4	ksf	4718	
NURSERY (KSF)	5.3	ksf	211	4.5	ksf	178	4.5	ksf	178	
OTHER CHILD										
SCHOOL(KSF)	13.4	ksf	519	13.4	ksf	519	13.4	ksf	519	

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

Level Her		2008		Adopted			Pi	ropose	d
Land Use	Amou	nt	Vehicle	Amo	unt	Vehicle	Amou	nt	Vehicle
OTHER GROUP QUARTERS	4.3	acre	13	1	acre	3	1	acre	3
OTHER GROUP QUARTERS									
(DU)	1.0	du	4	0	du	0	0	du	0
OTHER HEALTH CARE									
(KSF)	603.3	ksf	30192	541.7	ksf	27109	541.7	ksf	27109
OTHER PUBLIC SERVICE	0.7	ksf	208	0	ksf	0	0	ksf	0
OTHER RECREATION-LOW	2.9	line	13	2.4	line	11	0	16	0
	2.9	ksf	13	2.4	ksf	11	U	ksf	U
OTHER RETAIL COMM.	F2 F	16	2000	0.3	16	226	0.3	16	226
(KSF)	52.5	ksf	2090	8.2	ksf	326	8.2	ksf	326
OTHER SCHOOL (STU)	125.0	stu	361	125	stu	361	125	stu	361
OTHER UNIV./COLLEGE									
(KSF)	850.0	ksf	1382	0	ksf	0	0	ksf	0
PARKING	28.5	acre	0	9.3	acre	0	3.4	acre	0
POST OFFICE W/MAIL									
DROP(KSF)	15.9	ksf	4783	15.9	ksf	4783	15.9	ksf	4783
RBALL/TENNIS/HEALTH(KS									
F)	18.0	ksf	703	18	ksf	703	18	ksf	703
RESTAURANT (FAST-FOOD									
KSF)	22.2	ksf	15627	22.2	ksf	15627	22.2	ksf	15627
RESTAURANT (SIT-DOWN									
KSF)	127.8	ksf	16644	103.7	ksf	13506	103.7	ksf	13506
RESTUARANT (QUALITY-									
KSF)	195.7	ksf	19593	183.1	ksf	18337	168.1	ksf	16837
RETIREMENT/SENIOR									
HOME (DU)	0.0	du	0	84	du	336	84	du	336
RETIREMENT/SENIOR									
HOME(DU)	140.0	du	560	154	du	616	154	du	616
RIGHT-OF-WAY	756.9	ksf	0	732.1	ksf	0	740	ksf	0
SCHOOL DISTRICT OFF									
(ksf)	139.9	ksf	4387	139.9	ksf	4387	139.9	ksf	4387
SINGLE FAMILY									
(DETACHED)	4762.0	du	42536	4252	du	37981	4284	du	38264
SINGLE-MULTI UNIT	2770.0	du	22039	1286	du	10234	1155	du	9193
SPECIALTY									
COMMERCIAL(KSF)	46.5	ksf	1822	2.5	ksf	100	19	ksf	1656
SDORT FACILITY IN (AC)	0.2		7	0		0	0		0
SPORT FACILITY-IN (AC) SUPERMARKET (KSF)	63.8	acre	9597	19.3	acre	2905	19.3	acre ksf	2905
UCSD Hospital (ksf)		ksf		183.9	ksf	3659	368		
	183.9	ksf	3659 11	183.9	ksf		0	ksf	7320
UNDER CONTRUCTION	2.4	acre	93		acre	0	0	acre	0
WAREHOUSING (KSF) Grand Total	18.5	ksf	462584	46166	ksf 0	593246	44137	ksf •	584112
Grand Total	34594.6	0.0	402364	40100	U	333240	4413/	U	304112

Table 1-4 Trip Generation Comparison: North Park

		2008		-	Adopted		Proposed			
Land Use	Amo		Vehicle	Δm	ount	Vehicle		ount	Vehicle	
ACTIVE PARK (AC)	15.5		773	15.5		773	16		798	
ARTERIAL COMMERCIAL	15.5	acre	773	15.5	acre	7/3	10	acre	798	
(KSF)	1163.9	ksf	46126	608.3	ksf	24213	608.3	ksf	24213	
AUTO DEALERSHIP (KSF)	32.3	ksf	1621	0.6	ksf	30	0.6	ksf	30	
AUTO PART SALE (KSF)	18.7	ksf	1198	0.0	ksf	0	0.0	ksf	0	
AOTOTANT SALL (KST)	10.7	KSI	1190	0	KSI	0	0	KSI	0	
AUTO RENTAL SERV (LS-KSF)	2.8	ls-ksf	36	0	ls-ksf	0	0	ls-ksf	0	
AUTO REPAIR (KSF)	82.6	ksf	1703	14.4	ksf	296	14.4	ksf	296	
CAR-WASH (SELF-WASH										
STALL)	8	stalls	797	0	stalls	0	0	stalls	0	
CASINO (ksf)	0.3	ksf	3	0	ksf	0	0	ksf	0	
CHURCH (NO DAY-CARE KSF)	358.2	ksf	1791	358.2	ksf	1791	358.2	ksf	1791	
CLINIC (KSF)	0	ksf	0	1	ksf	33	1	ksf	33	
COMMUNICATION OR	0	N31	J	1	1671	<i>J</i> J	1	1671	33	
UTILITY	1	acre	3	1	acre	2	1	acre	2	
COMMUNITY COMMERCIAL										
(KSF)	12.6	ksf	879	637.5	ksf	44531	613.8	ksf	42876	
CONVALESCENT/NURSING										
(BED)	12	bed	35	12	bed	35	12	bed	35	
DAY CARE/PRE-SCHOOL	250		1250	250	 .	1250	250	 .	1250	
(STU)	250	stu	1259	250	stu	1259	250	stu	1259	
DRINKING PLACE (KSF)	29.6	ksf	3838	10.7	ksf	1384	10.7	ksf	1384	
DRUG STORE (KSF)	37.7	ksf	3397	37.7	ksf	3397	37.7	ksf	3397	
ELEMENTARY SCHOOL (STU)	1282	stu	3725	1897	stu	5512	1897	stu	5512	
FINAN INST(W/O-DR/THR-										
KSF)	20.3	ksf	2870	20.3	ksf	2870	20.3	ksf	2870	
FINANCIAL INST(W DR/THR-										
KSF)	11.7	ksf	2207	11.7	ksf	2207	11.7	ksf	2207	
FIRE OR POLICE STATION	0	site	0	1	site	228	1	site	228	
FURNITURE STORE (KSF)	47.1	ksf	283	2	ksf	12	2	ksf	12	
GAS STATION W FMART (PUMP)	F.C		0270	F.C		0270	F.C		0270	
(POIVIP)	56	pump	8379	56	pump	8379	56	pump	8379	
GOV'T OFFICE/CENTER(KSF)	15.5	ksf	475	0	ksf	0	0	ksf	0	
HIGH RISE OFFICE (KSF)	2.8	ksf	45	0	ksf	0	0	ksf	0	
HOSPITAL-GENERAL (KSF)	75.7	kof	1562	75.7	kof	1563	75.7	kef	1562	
INACTIVE USE	75.7	ksf	1562	75.7	ksf	1562	75.7	ksf	1562	
	175.3	acre	0	167.6	acre	0	165.4	acre	0	
LIBRARY (KSF)	18.8	ksf	939	18.8	ksf	939	18.8	ksf	939	
LIGHT INDUSTRY (KSF)	17.4	ksf	263	0	ksf	0	0	ksf	0	
LOW-RISE HOTEL/MOTEL- ROOM	217	room	1950	205	room	1842	205	room	1842	
LR OFFICE (10.1k-20k-KSF)		ksf			ksf					
LR OFFICE (20.1k-35k-KSF)	97.2		2598	97.2		2598	83.6	ksf	2234	
LN OFFICE (ZU.1K-35K-K5F)	25.2	ksf	582	25.2	ksf	582	25.2	ksf	582	
LR OFFICE (35.1K-75K KSF)	44.6	ksf	927	44.6	ksf	927	44.6	ksf	927	
LR OFFICE (5K-10K KSF)	81	ksf	2568	81	ksf	2568	81	ksf	2568	

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

Land Han		2008			Adopted		Proposed			
Land Use	Am	ount	Vehicle	Am	ount	Vehicle	Am	ount	Vehicle	
LR OFFICE (U 5K KSF)	73.4	ksf	2869	73.4	ksf	2869	73.4	ksf	2869	
MARKET OPEN 16HR/DAY										
(KSF) MARKET OPEN 24HR/DAY	78.5	ksf	39395	78.5	ksf	39395	78.5	ksf	39395	
(KSF)	9.8	ksf	6843	9.8	ksf	6843	9.8	ksf	6843	
MEDICAL OFFICE (KSF)	33	ksf	1707	32	ksf	1653	32	ksf	1653	
MOVIE THEATER (KSF)	23	ksf	1796	23	ksf	1796	23	ksf	1796	
INOVIE THEATER (RSI)	23	K31	1750	23	KSI	1730	23	KSI	1730	
MULTI-FAMILY (O 20DU/AC)	17330	du/acre	104633	26946	du/acre	162689	27947	du/acre	168735	
MULTI-FAMILY (U 20DU/AC)	1908	du/acre	15264	2276	du/acre	18209	2451	du/acre	19609	
NEIGHBORHOOD COMM										
(KSF)	45.2	ksf	5411	45.2	ksf	5411	45.2	ksf	5411	
NURSERY (KSF)	0.2	ksf	8	0	ksf	0	0	ksf	0	
OTHER GROUP QUARTERS										
(DU)	13	du	48	13	du	48	12	du	44	
OTHER HEALTH CARE (KSF)	66.5	ksf	3339	66.5	ksf	3339	66.5	ksf	3339	
OTHER PUBLIC SERVICE	0.9	acre	213	0.3	acre	86	0.3	acre	86	
OTHER RECREATION-HIGH	2.8	acre	109	2.6	acre	104	2.6	acre	104	
OTHER RETAIL COMM. (KSF)	1.5	ksf	59	0	ksf	0	0	ksf	0	
PARKING	12.3	acre	0	4.9	acre	0	4.8	acre	0	
POST OFFICE W/MAIL										
DROP(KSF)	6.2	ksf	1865	0	ksf	0	0	ksf	0	
PUBLIC STORAGE(KSF)	20.3	ksf	41	0	ksf	0	0	ksf	0	
RBALL/TENNIS/HEALTH(KSF)	12.7	ksf	495	12.7	ksf	495	12.7	ksf	495	
RESTAURANT (FAST-FOOD										
KSF)	29.4	ksf	20652	29.4	ksf	20652	29.4	ksf	20652	
RESTAURANT (SIT-DOWN KSF)	104.2	ksf	13569	104.2	ksf	13569	104.2	ksf	13569	
DESTUADANT (OLIALITY VSE)	767	lf	7700	76.7	16	7700	76.7	16	7700	
RESTUARANT (QUALITY-KSF)	76.7	ksf	7709	76.7	ksf	7709	76.7	ksf	7709	
RIGHT-OF-WAY	760.4	acre	0	760.4	acre	0	760.4	acre	0	
SENIOR HIGH SCHOOL(STU)	1441	stu	2594	1441	stu	2594	1441	stu	2594	
SINGLE FAMILY (DETACHED)	5007	du	44721	4633	du	41384	4640	du	41447	
SINGLE-MULTI UNIT	961	du	7646	614	du	4885	614	du	4885	
SPECIALTY			- 1.5					,		
COMMERCIAL(KSF)	3.7	ksf	143	0	ksf	0	0	ksf	0	
SPORT FACILITY-IN (AC)	0.3	ksf	10	0.3	ksf	9	0.3	ksf	9	
SUPERMARKET (KSF)	86.5	ksf	13011	86.5	ksf	13011	86.5	ksf	13011	
TIRE STORE (KSF)	4.8	ksf	124	0	ksf	0	0	ksf	0	
UNDER CONTRUCTION	0.7	ksf	3	0	ksf	0	0	ksf	0	
WAREHOUSING (KSF)	5	ksf	25	0	ksf	0	0	ksf	0	
Grand Total			387134	41979.4		454720			460231	

Table 1-6 Trip Generation Comparison: Golden Hill

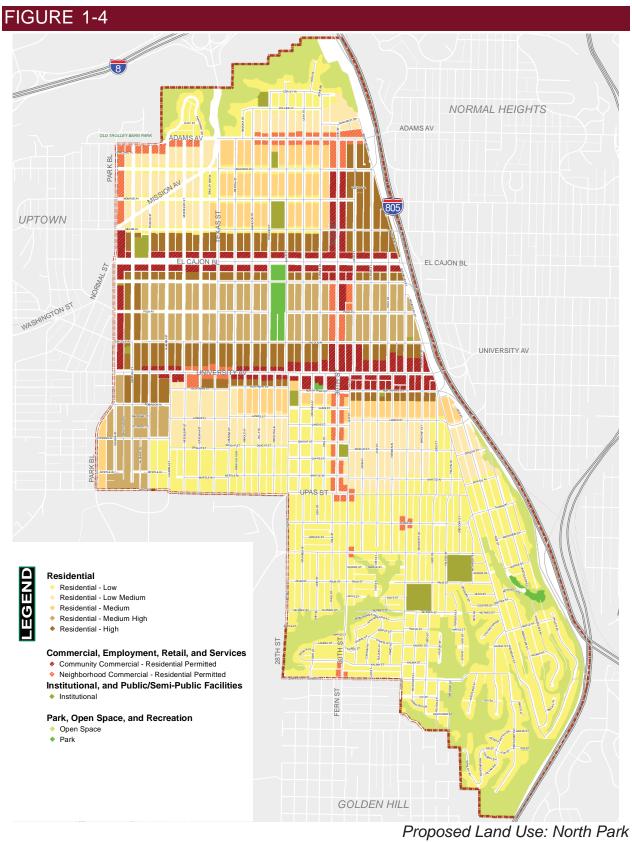
	2000				Adorstoil		Dunnand			
Land Use		2008			Adopted		Proposed		h	
ARTERIAL COMMERCIAL	Am	ount	Vehicle	Am	ount	Vehicle	Amount		Vehicle	
(KSF)	124.3	ksf	4942	33.9	ksf	1355	35.9	ksf	1437	
AUTO REPAIR (KSF)	6.2	ksf	128	2	ksf	41	2	ksf	41	
CHURCH (NO DAY-CARE	0.2	KOI	120		KOI			1.31		
KSF)	44.5	ksf	222	44.5	ksf	222	44.5	ksf	222	
CHURCH (W/DAY-CARE										
KSF)	21.4	ksf	321	21.4	ksf	321	21.4	ksf	321	
COMMUNITY				264		40400	2446		4.4000	
COMMERCIAL (KSF) CONVALESCENT/NURSING	0	ksf	0	264	ksf	18439	214.6	ksf	14999	
(KSF)	32	ksf	235	28	ksf	205	28	ksf	205	
DRINKING PLACE (KSF)	4.6	ksf	604	4.6	ksf	604	4.6	ksf	604	
ELEMENTARY SCHOOL		1.01			1101					
(STU)	949	stu	2758	1226	stu	3563	1226	stu	3563	
ESTATE HOUSING (DU)	1	du	12	1	du	12	1	du	12	
FIRE OR POLICE STATION	1	site	228	1	site	228	1	site	228	
TIKE OKTOLICE STATION		site	220	1	site	220	1	site	220	
FURNITURE STORE (KSF)	2.1	ksf	13	0	ksf	0	0	ksf	0	
GAS STATION W FMART										
(PUMP)	12	pump	1796	12	pump	1796	12	pump	1796	
INACTIVE USE	109.2	acre	0	96.3	acre	0	54.3	acre	0	
LIGHT INDUSTRY (KSF)	112.8	ksf	1696	102.6	ksf	1543	102.6	ksf	1543	
LR OFFICE (10.1k-20k-KSF)	14	ksf	374	14	ksf	374	14	ksf	374	
LR OFFICE (U 5K KSF)	18.7	ksf	729	18.7	ksf	729	18.7	ksf	729	
MARKET OPEN 16HR/DAY										
(KSF)	20.1	ksf	10036	20.1	ksf	10036	20.1	ksf	10036	
MEDICAL OFFICE (KSF)	4.5	ksf	231	4.5	ksf	231	4.5	ksf	231	
MULTI-FAMILY (O		_						_		
20DU/AC) MULTI-FAMILY (U	3903	du/acre	23565	6389	du/acre	38574	6365	du/acre	38430	
20DU/AC)	237	du/acre	1896	305	du/acre	2441	305	du/acre	2441	
NEIGHBORHOOD COMM	237	du/acre	1830	303	uu/acre	2441	303	du/acre	2441	
(KSF)	12.4	ksf	1489	7.2	ksf	864	17.2	ksf	2062	
OTHER CHILD SCHOOL(KSF)	6	ksf	232	0	ksf	0	0	ksf	0	
OTHER GROUP QUARTERS OTHER GROUP QUARTERS	8.0	acre	3	0	acre	0	0	acre	0	
(DU)	7	du	26	7	du	26	7	du	26	
OTHER HEALTH CARE (KSF)	10.7	ksf	534	10.7	ksf	534	10.7	ksf	534	
OTHER PUBLIC SERVICE	0.7	ksf	196	0	ksf	0	0	ksf	0	
OTHER RETAIL COMM.	···		250			Ĭ				
(KSF)	2.1	ksf	83	2.1	ksf	83	2.1	ksf	83	
POST OFFICE W/MAIL										
DROP(KSF)	3.8	ksf	1126	0	ksf	0	0	ksf	0	
RESTAURANT (FAST-FOOD KSF)	2.8	ksf	1930	2.8	ksf	1930	2.8	ksf	1930	
NJI J	2.0	K51	1330	2.0	167	1320	2.8	K51	1320	

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

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

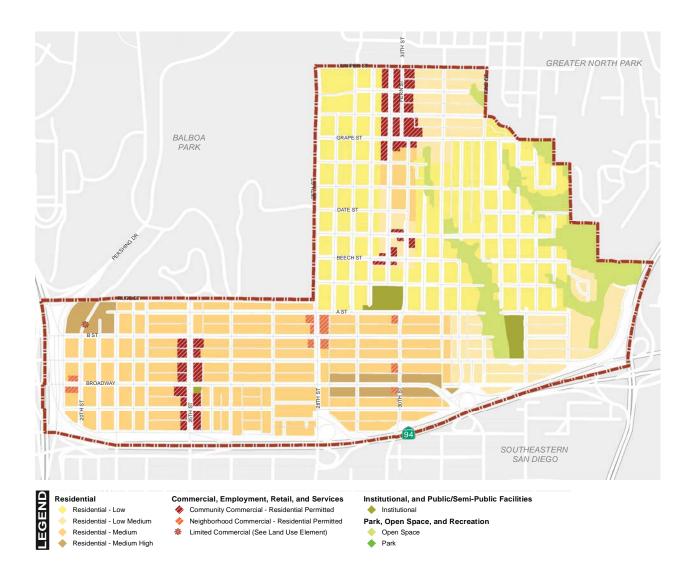
FIGURE 1-3 BALBOA PARK SAN DIEGO INTERNATIONAL AIRPORT Residential Residential - High Office Commercial - Residential Permitted Residential - Low Institutional, and Public/Semi-Public Facilities Residential - Very High Residential - Low Medium Commercial, Employment, Retail, and Services Institutional Park, Open Space, and Recreation Residential - Medium Community Commercial - Residential Permitted Residential - Medium High Neighborhood Commercial - Residential Permitted Open Space Park

Proposed Land Use: Uptown



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FIGURE 1-5



2 METHODOLOGY

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

2.1 STUDY INTERSECTIONS

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

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

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

Table 2-1 Study Intersections: Uptown

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

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

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

Table 2-1.2 Study Intersections: North Park

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

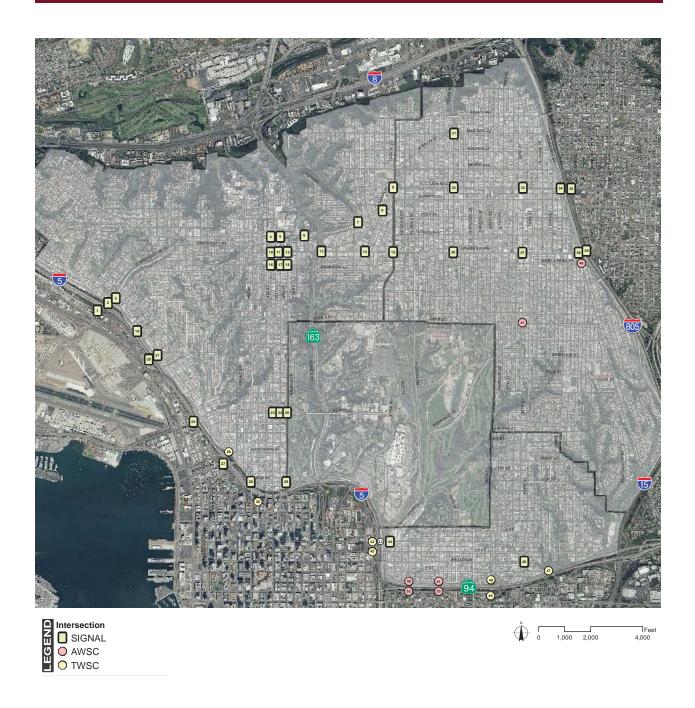
As shown in the table, 9 of the 11 intersections evaluated in the North Park community are signalized while 2 intersections are all-way stop controlled unsignalized. The majority of the intersections include at least one of the major roadways within the community, which are El Cajon Boulevard, University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

Table 2-1.3 Study Intersections: Golden Hill

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

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

FIGURE 2-1



2.2 ANALYSIS PROCESS

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

2.2.1 ANALYSIS SOFTWARE

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

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

2.2.2 SIGNALIZED AND UNSIGNALIZED INTERSECTIONS

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

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

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

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

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

(a) 2000 Highway Capacity Manual, Chapter 16, Page 2, Exhibit 16-2

(b) 2000 Highway Capacity Manual, Chapter 17, Page 2, Exhibit 17-2

2.2.3 ROADWAY SEGMENTS

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

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

Road Class	Lanes	А	В	С	D	Е
Freeway	8	60,000	84,000	120,000	140,000	150,000
Freeway	6	45,000	63,000	90,000	110,000	120,000
Freeway	4	30,000	42,000	60,000	70,000	80,000
Expressway	6	30,000	42,000	60,000	70,000	80,000
Prime Arterial (two-way)	6	25,000	35,000	50,000	55,000	60,000
Major Arterial (two-way)	6	20,000	28,000	40,000	45,000	50,000
Major Arterial (two-way)	4	15,000	21,000	30,000	35,000	40,000
Major Arterial (two-way)	3	11,250	15,750	22,500	26,250	30,000
Major Arterial (one-way)	3	12,500	16,500	22,500	25,000	27,500
Major Arterial (one-way)	2	10,000	13,000	17,500	20,000	22,500
Collector (two-way)	4	10,000	14,000	20,000	25,000	30,000
Collector (No center lane)	4	F 000	7,000	10.000	12.000	15.000
(Continuous left-turn lane)	2	5,000	7,000	10,000	13,000	15,000
Collector (No fronting property)	2	4,000	5,500	7,500	9,000	10,000
Collector (two-way)	3	7,500	10,500	15,000	17,500	20,000
Collector (no center turn lane)	3	4,000	5,500	7,500	10,000	11,500
Collector (Commercial/Industrial fronting)	2	2,500	3,500	5,000	6,500	8,000
Collector (Multi-family)	2	2,500	3,500	5,000	6,500	8,000
Collector (one-way)	3	11,000	14,000	19,000	22,500	26,000
Collector (one-way with one lane dedicated for bike facility)	3	7,500	9,500	12,500	15,000	17,500
Collector (one-way)	2	7,500	9,500	12,500	15,000	17,500
Collector (one-way)	1	2,500	3,500	5,000	6,250	7,500
Sub-Collector (Single family)	2	-	-	2,200	-	-

Notes:

The volumes and the average daily level of service listed above are only intended as a general planning guideline. Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors. Capacities for any classification not identified in the sources noted below were developed based on interpolation from similar classifications.

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

2.2.4 FREEWAY SEGMENTS

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

Table 2-4 LOS Criteria For Freeway Segment Analysis

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

Based on the 1992 Caltrans guidelines.

2.2.5 FREEWAY RAMP METERING

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

2.3 SIGNIFICANCE DETERMINATION

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

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

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

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

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

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

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

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

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

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

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

Table 2-5 Significance Criteria For Facilities in Study Area

Facility	Measures of Effectiveness (MOE)	Significance Threshold ^(a)
Intersection	Seconds of Delay	>2.0 seconds at LOS E or >1.0 second at LOS F
Roadway Segment	ADT, v/c Ratio	>0.02 at LOS E, or >0.01 at LOS F
Freeway Segment	v/c Ratio	>0.01 at LOS E, or >0.005 at LOS F
Freeway Ramp Meter	Minutes of delay per vehicle	>2.0 minutes for freeway segments operating at LOS E, and > 1.0 minutes for freeway segments operating at LOS F. The criteria only apply for ramp meters where the delay without project is 15 minutes or higher.

Notes: If a project adds any increment of delay to cause the operations of an intersection to go from LOS D to either LOS E or LOS F, then the project is considered to cause a significant impact.

Source: City of San Diego Significance Determination Thresholds, page 72, January 2011.

(a) Significance threshold applies only when the type of facility operates at LOS E or F.

3 EXISTING CONDITIONS

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

3.1 ROAD NETWORK

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

UPTOWN

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Richmond Street functions as a north-south 2-lane collector with a curb to curb width of 50 feet between Upas Street and Washington Street. Its adopted plan ultimate classification is to be a 3-lane collector between Cleveland Avenue and Robinson Avenue, and a 2-lane collector between Robinson Avenue and Upas Street. Richmond Street is lined with sidewalks and curbs with parallel parking allowed on both sides of the street. The posted speed limit is 25 mph. The City BMP proposes Richmond Street as a Class II (Bike Lanes) facility between Upas Street and Cleveland Avenue.

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

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

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

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

University Avenue functions as an east-west 2-lane collector with a curb to curb width of 45 feet between Washington Street and Fifth Avenue, as a 4-lane collector between Fifth Avenue and Eighth Avenue (varying between with and without a center lane), as a 4-lane major between Vermont Street and Normal Street, and a 4-lane collector between Normal Street and Park Boulevard. University Avenue has a curb to curb width of 60 feet between Fifth Avenue and Tenth Avenue, 110 feet between Tenth Avenue and Normal Street, and 50 feet between Normal Street and Park Boulevard. It is currently functioning at its adopted plan ultimate classification. University Avenue is lined with sidewalks and curbs on both sides of the street Angle parking is available on both sides of the street between Vermont Street and Normal Street. Parallel parking is available along the other sections between Fifth Avenue and Park Boulevard. The posted speed limit is 25 mph between Washington Street and Park Boulevard. It is classified as a Class III bicycle facility between Goldfinch Street and Third Avenue. The City BMP proposes University Avenue as a Class III (Bike Lanes) facility east of First Avenue beyond the community boundaries, with the option of a Class III (Bike Route) facility between Fifth Avenue and Florida Street.

Upas Street functions as an east-west 2-lane collector with a curb to curb width of 50 feet between Front Street and Sixth Avenue, and provides access to Balboa Park. Upas Street is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 25 mph. It is classified as

a Class III bicycle facility east of Third Avenue. The City BMP proposes Upas Street as a Class III (Bike Route) facility between First Avenue and Third Avenue as well.

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

NORTH PARK

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

GOLDEN HILL

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

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

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

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

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

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

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

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

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

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

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

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

FREEWAYS

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

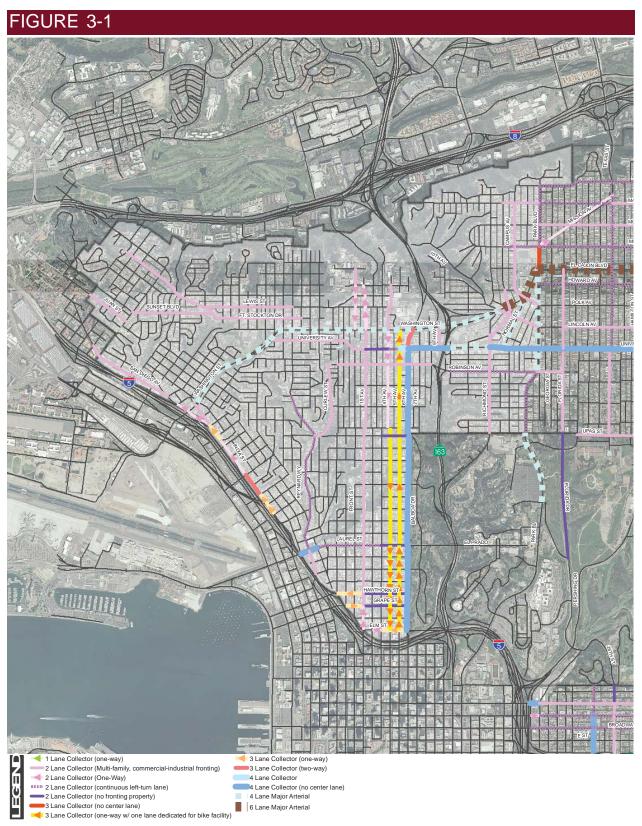
Interstate 8 is a significant east-west interstate that traverses from the western coast of San Diego to central Arizona. I-8 runs just north of the study communities, with direct access from Texas Street. I-8 provides connections with I-5, SR-163, and I-805 within the vicinity of the study area.

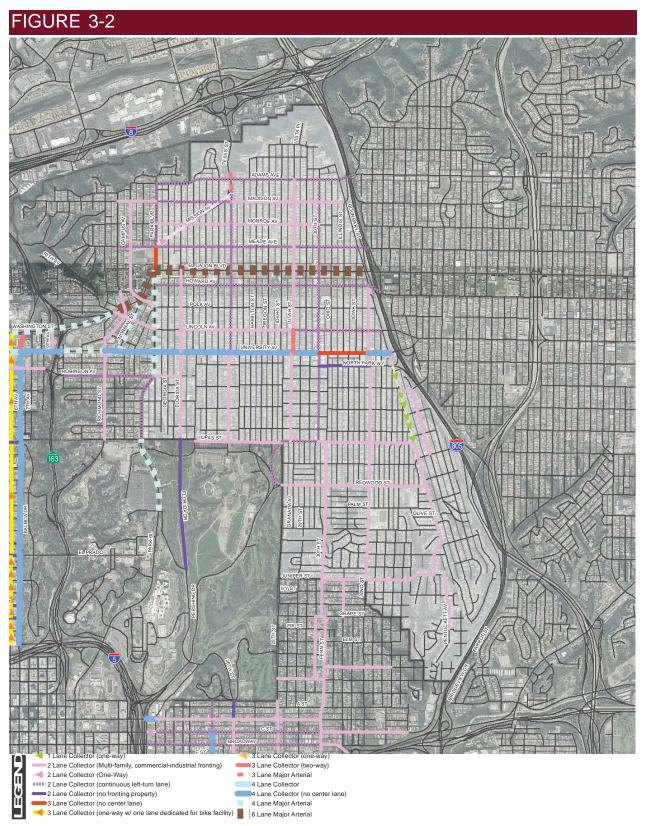
State Route 15 / **Interstate 15** is a significant north-south interstate that traverses from San Diego to Salt Lake City through the states of California, Nevada, and Utah. SR-15 can be accessed by SR-94 and I-805, but direct access is not provided from within the vicinity of the study area.

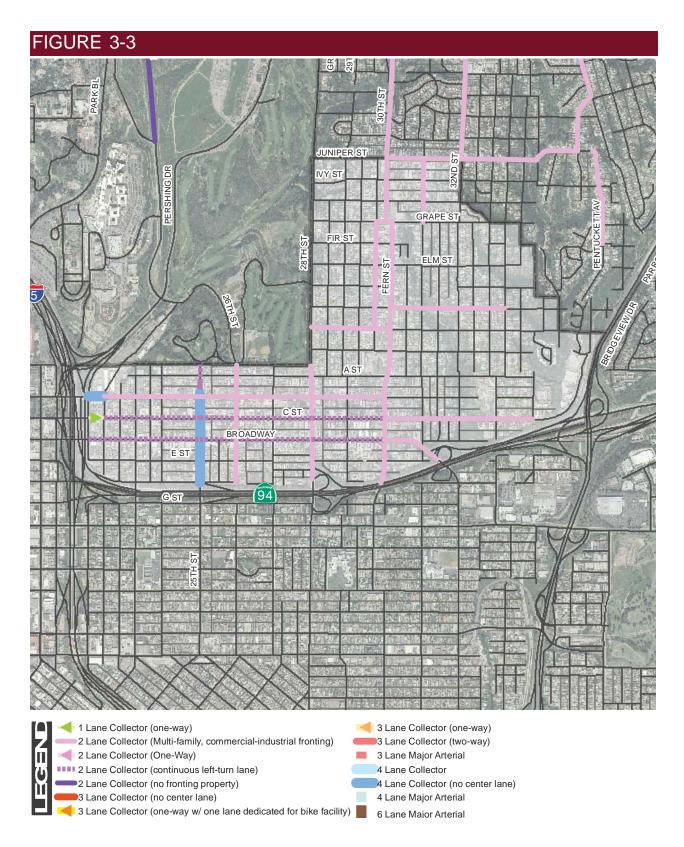
Interstate 805 is largely contained within the San Diego metropolitan area. Termini are both located along Interstate 5, one near the Mexico border and the other near the Torrey Pines State Reserve and the University of California at San Diego. I-805 can be directly accessed from the North Park community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

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

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







Existing Roadway Functional Classification: Golden Hill

3.2 TRAFFIC VOLUMES

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

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

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

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

FIGURE 3-4			
1	2	3	4 6 60 82 e
5 V V V V V V V V V	6	7	8 20 20 20 20 20 20 20 2
9	10	11 \$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	12
13	14	15	16 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9
17	18	19 Se pui S 54 / 33	20

UPTOWN

Legend

X/Y=AM/PM PEAK HOUR
TURNING VOLUMES



Existing Peak-Hour Intersection Volumes: Uptown

FIGURE 3	3-5						
84/285 A 14/43 ⇔ 81/114 %	\$ 18 / 11 \$ 37 / 25 \$assafras \$t \$ 20 86 2 1 / 282 \$ 20 86 2 1 / 282 \$ 30 8	22 55 g g g g g g g g g g g g g g g g g	126 / 32 10	23 86 / 48 86	⇔ 233 / 279	24 8A 41111 137 / 214	54 / 78 \$\displays \text{195} / 335 \text{Laurel St} \$\displays \text{920} / \text{920} / \text{869} \$\displays \text{92} / \text{869} \$\displays \text{969} \text{969} \$\displays \text{969} \text{969}
© 140 / 136 © 477 / 522 © 69 / 103 Sixth Ave	□ 19 / 120 □ 42 / 84 □ 14 / 67 Laurel St	26 27 / 13 30 31 32 33 34 34 34 34 34 34	S 379 / 786 ⇔ 55 / 129 Hawthorn St	27 35 aggs	Grape St	28 Elist Ave	□ 76 / 18
128 / 236	64 /81 & 326 /395 & 26 /62 &		3 /2 % 0 /1 % 48 /108 %	44 / 23	49 /84 🕁		584 / 1368 & 140 / 219 & 33 / 45 & \$\infty\$
\$ 84 / 38 \$ 588 / 620 \$ Sixth Ave	s 1082 / 356 ⇔ 1200 / 398 № 1166 / 468 Elm St	30 708 / 534 7	Cedar St				
		214 / 49 😘	20 /74				

UPTOWN

Legend

X/Y = AM / PM PEAK HOUR

TURNING VOLUMES



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

FIGURE 3	3-6						
% 40 / 123 % 285 / 857 % 59 / 215 Texas St	S 386 / 195 ⇔ 39 / 54 ঐ 22 / 19 Madison Ave	35 73 /123 ÷ 151 /481 Ø 74 /272 Texas St	S 88 / 100 ⇔ 585 / 579 ≥ 44 / 66 El Cajon Blvd	33 45 /61 0 146 /302 0 107 /164 30th St	5 73 / 85 ⇔ 860 / 1083 ⊵ 71 / 192 El Cajon Blvd	27 / 793	⇔ 946 / 943
307 / 226	9 / 24 & 614 / 563 & 13 / 12 &	75 / 165	59 / 41 & 265 / 253 ÷ 20 / 60 %	29 / 64 Ø 551 / 1151 ⇒ 41 / 94	76 /101 & 146 /232 & 68 /136 &	716 / 1123 ⇔ 502 / 601 ∿	
35 E805 NB Ramps	S 346 / 275 ⇔ 613 / 866 El Cajon Blvd	39 73 / 66 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S 48 / 62 ⇔ 434 / 490 № 9 / 12 University Ave	24 49 / 81 49 / 81 40 / 95 30th St	S 38 / 59 ⇔ 384 / 399 ⊵ 109 / 141 University Ave	8 1/2 c 62/101 c 26/31 Boundary St	S 0 / 2 ⇔ 437 / 557 № 180 / 233 University Ave
513 / 265 Ø 341 / 1480 ⇔	519 / 333 & 1/1 & 1/2 / 260 &	58 / 87	67 /49 & 71 /135 \$\infty\$ 13 /32 \$\infty\$	67 / 98 Ø 365 / 538 ⇔ 39 / 69 ∿	65 /84 & 168 /306 ÷ 101 /126 %	1 / 2	86 / 118 & 10 / 17 + 95 / 228 &
6 13 / 30 6 52 / 30 7 20 / 54 1805 NB Ramps	S 8 / 17 ⇔ 290 / 372 № 265 / 159 University Ave	40 A 45 / 43 A 45 A	S 187 / 413 ⇔ 107 / 229 ⊵ 88 / 309 I-805 SB Ramps	s 157 / 159 2 127 / 307 30th St (W)	S 244 / 236 \$ 287 / 207 Upas St		
5 / 8 Ø 252 / 527 ⇔ 681 / 511	331 /382 & 85 /149 & 132 /223 %	107/238 \$ \$ 6/17 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	40 /24 & 76 /80 &	91 / 176 Ø 103 / 313 ⇔ æ	1/1 &		

NORTH PARK

Legend

X/Y = AM / PM PEAK HOUR
TURNING VOLUMES



Existing Peak-Hour Intersection Volumes: North Park

FIGURE 3-7			
42 sd war 23 / 25 / 25 / 25 / 25 / 25 / 25 / 25 /	43	*** **********************************	45 45 45 47 47 48 49 49 40 41 41 42 43 43 44 44 45 46 47 47 47 47 47 47 47 47 47 47
17th St	15 NB Off- Ramp 813 / 426 Ø 21 / 36 Ø	2 / 0 & 8 - 7 / 18 8 8 / 7 / 17 8 8 / 7 / 17 9 / 17 / 19 8 / 7 / 18 / 17 / 17 / 19 / 19 / 19 / 19 / 19 / 19	326 / 754 ⇔ 129 / 289 %
46	47	48	49 86 87 75 88 81 / 153 88 86 773 88-94 EB Ramps
14/40 Ø S 40 Ø S 60 / 35/57	83 / 90 ÷ 48 / 67 °S	2/2 & & & & & & & & & & & & & & & & & &	161 / 168 ÷ 210 / 286 °s
50	51	22 61 /83 22nd 8t	23 c 255 / 388 c 217 / 369 c 24
142 /75 % 80 /76 %	130 /70 & 220 /196 &	45 / 62	41 / 63 & û & 102 / 135 & 9 1

GOLDEN HILL

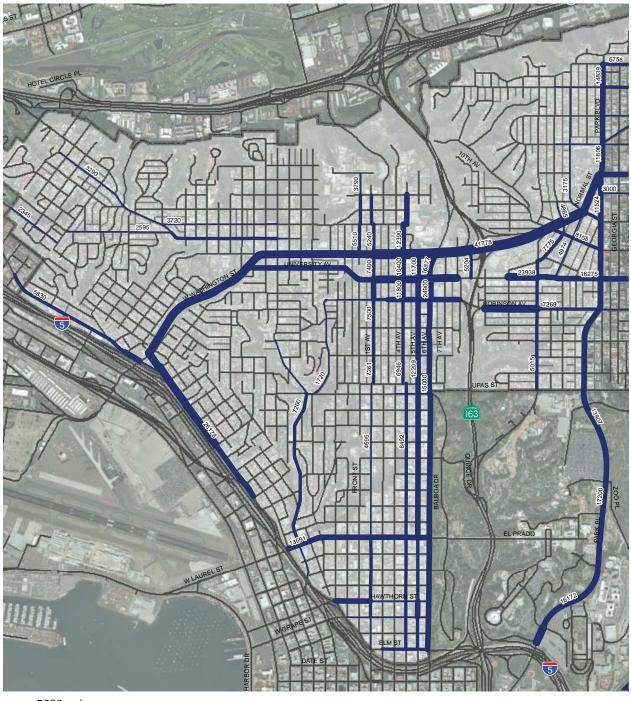
Legend

X/Y = AM/PM PEAK HOUR
TURNING VOLUMES



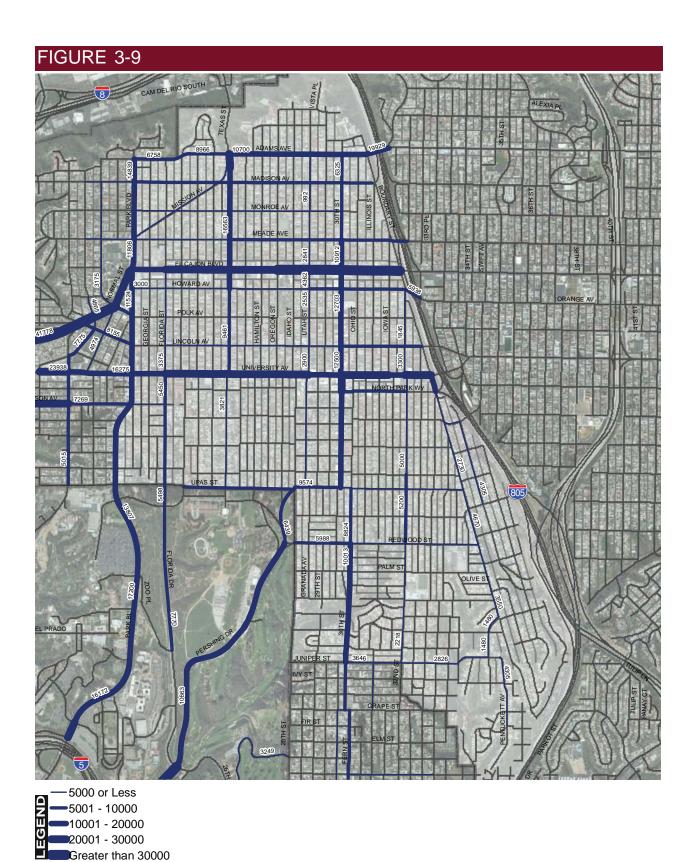
Existing Peak-Hour Intersection Volumes: Golden Hill

FIGURE 3-8

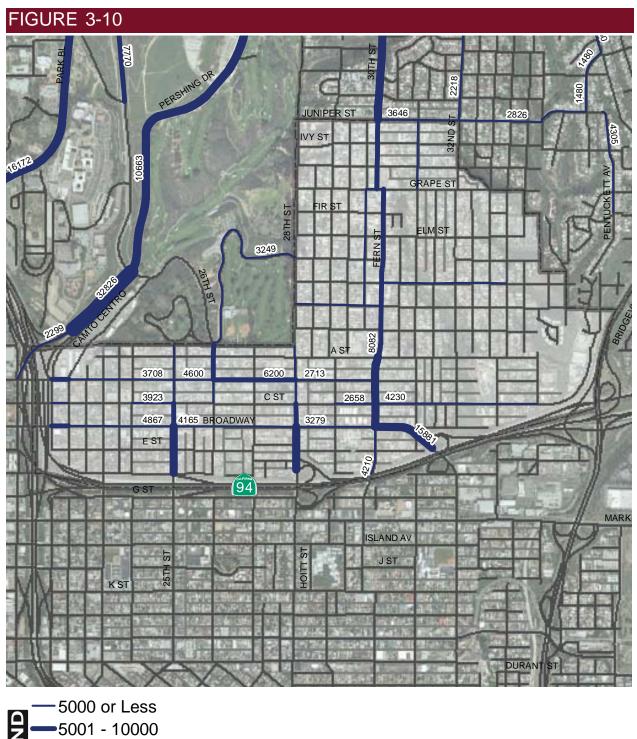


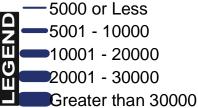
5000 or Less 5001 - 10000 10001 - 20000 20001 - 30000 Greater than 30000

Existing Roadway Segment ADT Volumes: Uptown



Existing Roadway Segment ADT Volumes: North Park





3.3 INTERSECTION ANALYSIS

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

UPTOWN

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

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

NORTH PARK

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

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

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

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

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

GOLDEN HILL

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

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

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

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

Appendix D contains the LOS calculation worksheets.

Table 3-1 Existing Conditions Summary of Intersection Analysis

				EXIST	TING
	INTERSECTION	TRAFFIC CONTROL	PEAK HOUR	DELAY (a)	LOS (b)
		UPT	OWN		
1	Washington Ct & House It Ct	C:1	AM	24.9	С
1	Washington St & Hancock St	Signal	PM	28.2	С
2	Washington St & San Diego Ave	Signal	AM	19.7	В
	washington St & San Diego Ave	Signai	PM	17.6	В
3	Washington St & India St	Signal	AM	11.7	В
	Washington St & India St	Signai	PM	14.2	В
4	Washington St & Fourth Ave	Signal	AM	25.2	C
	Washington St & Fourth 7170	Signai	PM	37.3	D
5	Washington St & Fifth Ave	Signal	AM	15.2	В
	Ü		PM	16.3	В
6	Washington St & Eighth Ave/SR-163 Off-	Signal	AM	42.6	D
	Ramp		PM	ECL	F
7	Washington St & Richmond St/SR-163	Signal	AM	18.6	В
	On-Ramp		PM	13.2	В
8	Washington St/Normal St & Campus	Signal	AM	43.0	D
	Ave/Polk Ave		PM	50.0	D
9	Normal St/El Cajon Blvd & Park Blvd	Signal	AM	25.2	С
	,		PM	34.3	С
10	University Ave & Fourth Ave	Signal	AM	29.1	С
	-		PM	28.2	С
11	University Ave & Fifth Ave	Signal	AM	12.9	В
	-		PM	25.3	С
12	University Ave & Sixth Ave	Signal	AM	32.9	С
		-	PM	54.8	D
13	University Ave & Tenth St	Signal	AM	18.6	В
			PM	20.6	С
14	University Ave & Normal St	Signal	AM	5.6	A
			PM	10.6	В
15	University Ave & Park Blvd	Signal	AM	24.5	С
	-		PM	39.4	D
16	Robinson Ave & Fourth Ave	Signal	AM	21.4	C
			PM	18.4	В
17	Robinson Ave & Fifth Ave	Signal	AM	10.8	В
		6	PM	15.0	В
18	Robinson Ave & Sixth Ave	Signal	AM	21.6	C
		5.5	PM	27.6	С
19	Vine St & India St	Signal	AM	5.6	A
• /	· Inc St & India St	5151101	PM	7.3	A
20	Sassafras St & Kettner Blvd	Signal	AM	10.4	В
20	Bassairas St & Retiner Divu	Sigilal	PM	12.5	В
21	Sassafras St & India St	Signal	AM	6.3	A
41	Sassairas St & Iliula St	aighai	PM	20.9	С

Bold values indicate intersections operating at LOS E or F.

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

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

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

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

				EXIST	TING	
	INTERSECTION	TRAFFIC CONTROL	PEAK HOUR	DELAY (a)	LOS (b)	
		UPTOW	VN (cont.)			
22	Laurel St & India St/I-5 NB On-Ramp	Signal	AM	17.0	В	
22	Laurer St & fildra St/1-3 NB Off-Ramp	Signai	PM	21.4	С	
23	Laurel St & Fourth Ave	Signal	AM	12.2	В	
23	Laurer St & Pourur Ave	Signai	PM	14.9	В	
24	Laurel St & Fifth Ave	Signal	AM	12.3	В	
21	Educion St. Co. 1 Main 71 Vo	Signai	PM	12.7	В	
25	Laurel St & Sixth Ave	Signal	AM	13.7	В	
		8	PM	20.5	C	
26	Hawthorn St & Brant St	Two-Way Stop	AM	9.9	A	(SB R)
			PM	12.9	В	(SB R)
27	Grape St & State St	Signal	AM	15.7	В	
			PM	18.7	В	
28	Elm St & First Ave	Signal	AM	13.3	В	
			PM	21.6	C	
29	Elm St & Sixth Ave	Signal	AM	54.4	D	
		, c	PM	14.8	В	
30	Cedar St & Second Ave	Two-Way Stop	AM	31.8	D	(SB R)
		, ,	PM	18.0	С	(SB R)
	1	NORT	H PARK			
31	Madison Ave & Texas St	Signal	AM	77.4	E	
			PM	34.7	С	
32	El Cajon Blvd & Texas St	Signal	AM	35.9	D	
			PM	106.8	F	
33	El Cajon Blvd & 30th St	Signal	AM	26.0	С	
		-	PM	50.2	D	
34	El Cajon Blvd & I-805 SB Ramps	Signal	AM	18.4	В	
	1		PM	80.9	F	
35	El Cajon Blvd & I-805 NB Ramps	Signal	AM	27.9	C	
			PM	19.2	В	
36	University Ave & Texas St	Signal	AM	19.5	В	
	Chivelenty Tive & Tenas St	S.g.m.	PM	72.7	E	
37	University Ave & 30th St	Signal	AM	25.0	C	
37	omversity rive & source	Signai	PM	49.2	D	
38	University Ave & Boundary St	Signal	AM	23.0	C	
50	om one of the control	Signai	PM	42.1	D	_
39	University Ave & I-805 NB Ramps	Signal	AM	29.0	C	
39	Oniversity Ave & 1-003 ND Kamps	Signal	PM	35.6	D	
40	North Park Way/I-805 SB Ramps &	All-Way Stop	AM	18.1	С	
40	Boundary St/33rd St	An-way Stop	PM	10.6	В	

Bold values indicate intersections operating at LOS E or F.

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

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

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

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

				EXIS	TING	
	INTERSECTION	TRAFFIC CONTROL	PEAK HOUR	DELAY (a)	LOS (b)
		NORTH PA	ARK (cont.)			
41	Upas St & 30th St (W)	All-Way Stop	AM	24.4	C	
41	opas St & Soul St (W)	All-Way Stop	PM	25.9	D	
		GOLDE	N HILL			
42	B St & 17th St/I-5 SB Off-Ramp	One-Way Stop	AM	130.7	F	(SB TR
	B Stee Trui Stra BB on Rump	one way stop	PM	29.3	D	(SB TR
43	B St & I-5 NB Off-Ramp	No Conflicting	AM	N/A	N/A	
-13	B St & 1 5 1 1 B OH Ramp	Movements	PM	N/A	N/A	
44	B St & 19th St/I-5 NB On-Ramp	Signal	AM	9.4	A	
	B St & 17th St 13 11B On Rump	Signar	PM	6.8	A	
45	C St & 17 St	One-Way Stop	AM	13.7	В	(SB TR
73	C St & 17 St	One-way Stop	PM	23.3	C	(SB TR
46	Broadway & 30th St	Signal	AM	14.2	В	
40	Broadway & Sour St	Signai	PM	11.9	В	
47	SR-94 WB Ramps & Broadway	One-Way Stop	AM	63.0	F	(WB L)
47	SR-94 WB Ramps & Bloadway	One-way Stop	PM	55.3	F	(WB L)
48	SR-94 WB Ramps & 28th St	Two-Way Stop	AM	46.6	E	(WB LT)
40	SR-74 WB Ramps & 20th St	1 wo- way Stop	PM	370.9	F	(WB LT
49	SR-94 EB Ramps & 28th St	One-Way Stop	AM	26.7	D	(WBL)
47	SR-74 ED Ramps & 28th St	One-way Stop	PM	507.0	F	(WB L)
50	F St & 22nd St	All-Way Stop	AM	13.6	В	
30	1 St & 22llu St	All-way Stop	PM	8.6	A	
51	F St & 25th St	A 11 XX/ C4	AM	20.8	С	
51	F St & 25th St	All-Way Stop	PM	16.2	С	
52	G St & 22nd St	All-Way Stop	AM	9.6	A	
32	G St & 22Hu St	An-way Stop	PM	9.4	A	
53	G St & 25th St	All Way Stor	AM	12.4	В	
33	G St & 25th St	All-Way Stop	PM	16.0	С	

Bold values indicate intersections operating at LOS E or F.

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

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

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

3.4 ROADWAY SEGMENT ANALYSIS

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

UPTOWN

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

NORTH PARK

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

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

GOLDEN HILL

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

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

ROADWAY SEGMENT	ROADWAY FUNCTIONAL CLASSIFICATION	LOS E CAPACITY	ADT	V/C RATIO (a)	LOS
	UPTOWN				
irst Ave					
Arbor Dr to Washington St	2 Lane Collector (one-way)	17,500	5,240	0.299	A
Washington St to University Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	7,400	0.925	E
University Ave to Robinson Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	10,100	1.263	F
Robinson Ave to Pennsylvania Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	7,500	0.938	E
Pennsylvania Ave to Walnut Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	7,261	0.908	E
Walnut Ave to Laurel St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	4,695	0.587	C
Laurel St to Hawthorn St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	7,290	0.911	E
Hawthorn St to Grape St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	3,810	0.476	С
Grape St to Elm St	2 Lane Collector (one-way)	17,500	3,285	0.188	A
ourth Ave					
Arbor Dr to Washington St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	12,390	1.549	F
Washington St to University Ave	2 Lane Collector (one-way)	17,500	10,400	0.594	С
University Ave to Robinson Ave	2 Lane Collector (one-way)	17,500	11,800	0.674	С
Robinson Ave to Walnut Ave	2 Lane Collector (one-way)	17,500	6,946	0.397	A
Walnut Ave to Laurel St	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	8,492	0.485	В
Laurel St to Grape St	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	7,790	0.445	В
Grape St to Elm St	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	7,570	0.433	В
ifth Ave				•	
Washington St to University Ave	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	11,700	0.669	С
University Ave to Robinson Ave	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	10,300	0.589	С
Robinson Ave to Walnut Ave	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	12,209	0.698	С
Walnut St to Laurel St	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	11,400	0.651	С
Laurel St to Hawthorn St	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	9,260	0.529	В
Hawthorn St to Grape St	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	10,045	0.574	С
Grape St to Elm St	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	9,220	0.527	В
ixth Ave	· · · · · · · · · · · · · · · · · · ·			•	
Washington St to University Ave	3 Lane Collector (two-way)	20,000	16,877	0.844	D
University Ave to Robinson Ave	4 Lane Collector (no center lane)	15,000	24,900	1.660	F
Robinson Ave to Upas St	4 Lane Collector (no center lane)	15,000	15,000	1.000	F
Upas St to Laurel St	4 Lane Collector (no center lane)	15,000	15,128	1.009	F
Laurel St to Juniper St	4 Lane Collector (no center lane)	15,000	10,140	0.676	D
Juniper St to Grape St	4 Lane Collector (no center lane)	15,000	10,915	0.728	D
Grape St to Elm St	4 Lane Collector (no center lane)	15,000	10,650	0.710	D
linth Ave	. , ,		· · · · · · · · · · · · · · · · · · ·		
Washington St to University Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	5,204	0.651	D
Campus Ave/Polk Ave		,			
Madison Ave to Washington St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	3,175	0.397	В
Washington St to Park Blvd	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	5,610	0.701	D
Cleveland Ave	7,	-,	- ,		
Tyler St to Lincoln St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	4,865	0.608	С
Lincoln St to Richmond St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	7,775	0.972	E
curlew St	,,	-,	.,		
Robinson Ave to Reynard Wy	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1,720	0.215	A
Clm St	(main many), commercial medicinal fronting)	0,000	1,720	0.215	
Second Ave to Third Ave	2 Lane Collector (one-way)	17,500	7,889	0.451	В
Third Ave to Fifth Ave	3 Lane Collector (one-way)	26,000	8,179	0.315	A
	3 Lane Collector (one-way)	26,000	6,720	0.258	A
Fifth Ave to Sixth Ave					

Capacity for non-standard roadway classifications (those not shown in Table 2-3) were provided by City of San Diego staff.

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

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

ROADWAY SEGMENT	ROADWAY FUNCTIONAL CLASSIFICATION	LOS E CAPACITY	ADT	V/C RATIO (a)	LOS
ROADWAT SEGMENT	ROADWAT FUNCTIONAL CLASSIFICATION	CATACITI	ADI	KATIO (a)	LOS
	UPTOWN				
Fort Stockton Dr					
Arista St to Sunset Blvd	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	3,290	0.411	В
Sunset Blvd to Hawk St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	6,100	0.763	D
Hawk St to Goldfinch St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	8,450	1.056	F
Goldfinch St to Falcon St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2,910	0.364	В
Front St					
Dickinson St to Arbor Dr	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	3,790	0.474	C
Arbor Dr to Washington St	2 Lane Collector (one-way)	17,500	5,510	0.315	A
Grape St					
Albatross St to First Ave	3 Lane Collector (one-way)	26,000	2,082	0.080	A
First Ave to Third Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	4,289	0.536	С
Third Ave to Sixth Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2,097	0.262	A
Hawthorn St					
Brant St to First Ave	3 Lane Collector (one-way)	26,000	11,558	0.445	В
First Ave to Third Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	3,634	0.454	С
Third Ave to Sixth Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	3,577	0.447	С
India St	·				
Winder St to Glenwood Dr	3 Lane Collector (one-way)	26,000	8,345	0.321	A
Glenwood Dr to Sassafrass St	2 Lane Collector (one-way)	17,500	26,178	1.496	F
Sassafras St to Redwood St	3 Lane Collector (two-way)	20,000	18,676	0.934	E
Redwood St to Palm St	3 Lane Collector (one-way)	26,000	16,705	0.643	С
Juan St	· · · · · · · · · · · · · · · · · · ·	•			
Harney St to Witherby St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2,345	0.293	A
Laurel St				•	
Columbia St to Union St	4 Lane Collector (no center lane)	15,000	13,691	0.913	E
Union St to First Ave	2 Lane Collector (continuous left-turn lane)	15,000	11,128	0.742	D
First Ave to Third Ave	2 Lane Collector (continuous left-turn lane)	15,000	11,326	0.755	D
Third Ave to Sixth Ave	2 Lane Collector (continuous left-turn lane)	15,000	11,516	0.768	D
Lewis St		•			
Fort Stockton Dr to Goldfinch St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	3,720	0.465	С
Lincoln Ave	1				
Washington St to Park Blvd	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	8,155	1.019	F
Madison Ave					
Cleveland Ave to Park Blvd	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	3,750	0.469	С
Meade Ave		•		•	
Cleveland Ave to Park Blvd	2 Lane Collector (continuous left-turn lane)	15,000	3,290	0.219	A
Normal St	, and the same that the same t				
Park Blvd to Washington St	6 Lane Major Arterial	50,000	22,296	0.446	В
Washington St to University Ave	4 Lane Major Arterial	40,000	4,974	0.124	A
Notes:	•				
Bold values indicate roadway segments operating at LO	S E or F. e not shown in Table 2-3) were provided by City of San Diego staff.				

Lapiany for non-samanati roadway classifications (time not shown in 1 abore 2-5) were provided by City of (a) The v/c nois-samanati roadway classifications (time not shown in 1 abore 2-5) were provided by City of (a) The v/c nois-samanati roadway segment's capacity K;SND_TPTO(995240042_Future[240042R801.45m]Updated Existing

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

ROADWAY SEGMENT	ROADWAY FUNCTIONAL CLASSIFICATION	LOS E CAPACITY	ADT	V/C RATIO (a)	LOS
	UPTOWN				
Park Blvd					
Adams Ave to Mission Ave	2 Lane Collector (continuous left-turn lane)	15,000	14,839	0.989	E
Mission Ave to El Cajon Blvd	3 Lane Collector (no center lane)	11,500	11,806	1.027	F
El Cajon Blvd to Polk Ave	4 Lane Major Arterial	40,000	11,524	0.288	A
Polk Ave to University Ave	4 Lane Major Arterial	40,000	13,936	0.348	A
University Ave to Robinson Ave	4 Lane Major Arterial	40,000	14,400	0.360	A
Robinson Ave to Upas St	2 Lane Collector (continuous left-turn lane)	15,000	12,501	0.833	D
Upas St to Zoo Pl	4 Lane Major Arterial	40,000	13,807	0.345	A
Reynard Wy					
Torrance St to Curlew St	2 Lane Collector (continuous left-turn lane)	15,000	1,955	0.130	A
Curlew St to Laurel St	2 Lane Collector (continuous left-turn lane)	15,000	7,200	0.480	С
Richmond St					
Cleveland Ave to University Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	7,085	0.886	E
University Ave to Robinson Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	5,345	0.668	D
Robinson Ave to Upas St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	5,015	0.627	D
Robinson Ave			·		
Brant St to First Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1,995	0.249	A
First Ave to Third Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	5,800	0.725	D
Third Ave to Eighth Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	11,022	1.378	F
Tenth Ave to Richmond St	2 Lane Collector (continuous left-turn lane)	15,000	10,120	0.675	D
Richmond St to Park Blvd	2 Lane Collector (continuous left-turn lane)	15,000	7,269	0.485	C
San Diego Ave					
Hortensia St to Pringle St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	5,830	0.729	D
McKee St to Washington St	3 Lane Collector (one-way)	26,000	13,920	0.535	В
Washington St to India St	2 Lane Collector (one-way)	17,500	4,920	0.281	A
State St					
Laurel St to Juniper St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	4,140	0.518	C
Sunset Blvd					
Witherby St to Fort Stockton Dr	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2,595	0.324	В
University Ave					
Ibis St to Albatross St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	10,527	1.316	F
Albatross St to First Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	16,851	2.106	F
First Ave to Fourth Ave	2 Lane Collector (no fronting property)	10,000	11,750	1.175	F
Fourth Ave to Fifth Ave	2 Lane Collector (continuous left-turn lane)	15,000	20,250	1.350	F
Fifth Ave to Sixth Ave	4 Lane Collector	30,000	21,184	0.706	D
Sixth Ave to Eighth Ave	4 Lane Collector (no center lane)	15,000	24,400	1.627	F
Vermont St to Normal St	4 Lane Major Arterial	40,000	23,938	0.598	C
Normal St to Park Blvd	4 Lane Collector (no center lane)	15,000	16,275	1.085	F
Upas St					
Third Ave to Sixth Ave	2 Lane Collector (no fronting property)	10,000	4,475	0.448	В
Vashington St					
India St to University Ave	4 Lane Major Arterial	40,000	27,929	0.698	C
University Ave to First Ave	4 Lane Major Arterial	40,000	20,477	0.512	В
First Ave to Fourth Ave	4 Lane Major Arterial	40,000	25,745	0.644	C
Fourth Ave to Fifth Ave	4 Lane Major Arterial	40,000	30,900	0.773	D
Fifth Ave to Sixth Ave	4 Lane Major Arterial	40,000	38,428	0.961	E
Sixth Ave to Richmond St	4 Lane Major Arterial	40,000	41,778	1.044	F
Richmond St to Normal St	6 Lane Major Arterial	50,000	38,725	0.775	С

Capacity for non-standard roadway classifications (those not shown in Table 2-3) were provided by City of San Diego staff.

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

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

ROADWAY SEGMENT	ROADWAY FUNCTIONAL CLASSIFICATION	LOS E CAPACITY	ADT	V/C RATIO (a)	LOS
	NORTH PARK				
30th St					
Adams Ave to Meade Ave	2 Lane Collector (continuous left-turn lane)	15,000	6,325	0.422	В
Meade Ave to El Cajon Blvd	2 Lane Collector (continuous left-turn lane)	15,000	10,912	0.727	D
El Cajon Blvd to Howard Ave	2 Lane Collector (continuous left-turn lane)	15,000	12,684	0.846	D
Howard Ave to Lincoln Ave	2 Lane Collector (continuous left-turn lane)	15,000	12,703	0.847	D
Lincoln Ave to University Ave	2 Lane Collector (continuous left-turn lane)	15,000	12,500	0.833	D
University Ave to North Park Way	2 Lane Collector (continuous left-turn lane)	15,000	12,150	0.810	D
North Park Way Ave to Upas St	2 Lane Collector (continuous left-turn lane)	15,000	12,241	0.816	D
Upas St to Redwood St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	8,824	1.103	F
Redwood St to Juniper St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	10,013	1.252	F
32nd St					
Howard Ave to Lincoln Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1,845	0.231	A
Lincoln Ave to University Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	3,300	0.413	В
University Ave to Myrtle Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	5,000	0.625	D
Myrtle Ave to Upas St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	6,985	0.873	E
Upas St St to Redwood St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	5,200	0.650	D
Redwood St to Juniper St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2,218	0.277	A
Adams Ave	•	•	-	•	
Park Blvd to Alabama St	2 Lane Collector (continuous left-turn lane)	15,000	6,758	0.451	В
Alabama St to Texas St	2 Lane Collector (continuous left-turn lane)	15,000	8,966	0.598	С
Texas St to 30th St	2 Lane Collector (continuous left-turn lane)	15,000	10,700	0.713	D
30th St to W Mountain View Dr	2 Lane Collector (continuous left-turn lane)	15,000	19,929	1.329	F
Boundary St	<u> </u>			•	
University Ave to North Park Way	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	12,620	1.578	F
North Park Way to Myrtle Ave	1 Lane Collector (one-way)	7,500	2,730	0.364	В
Myrtle Ave to Redwood St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	4,670	0.584	С
Redwood St to Commonwealth Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	3,550	0.444	C
Commonwealth Ave	1		,	•	
Boundary St to Juniper St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1,480	0.185	A
El Cajon Blvd	3/				
Park Blvd to Florida St	6 Lane Major Arterial	50,000	19,407	0.388	A
Florida St to Texas St	6 Lane Major Arterial	50,000	23,366	0.467	В
Texas St to Oregon St	6 Lane Major Arterial	50,000	24,479	0.490	В
Oregon St to Utah St	6 Lane Major Arterial	50,000	32,468	0.649	C
Utah St to 30th St	6 Lane Major Arterial	50,000	32,191	0.644	C
30th St to Illinois St	6 Lane Major Arterial	50,000	39,116	0.782	C
Illinois St to I-805 Ramps	6 Lane Major Arterial	50,000	46,062	0.921	E
Florida St	o Edito Major Morali	20,000	10,002	0.521	
El Cajon Blvd to University Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	3,375	0.422	В
University Ave to Robinson Ave	Lane Collector (Multi-family, commercial-industrial fronting) Lane Collector (Multi-family, commercial-industrial fronting)	8,000	5,450	0.681	D
Robinson Ave to Upas St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	5,600	0.700	D
Florida Dr	2 Lane Concetor (wutti-rannily, commercial-industrial fronting)	0,000	3,000	0.700	
Upas St to Morley Field Dr	2 Lane Collector (no fronting property)	10,000	5,498	0.550	В
Ioward Ave	2 Lane Conector (no fronting property)	10,000	3,470	0.550	в
Park Blvd to Florida St	2 Lane Collector (continuous left-turn lane)	15,000	3,000	0.200	A
Florida St to Texas St	2 Lane Collector (continuous left-turn lane) 2 Lane Collector (continuous left-turn lane)	15,000	3,566	0.238	A
Texas St to Utah St	2 Lane Collector (continuous left-turn lane) 2 Lane Collector (continuous left-turn lane)	15,000	4,815	0.238	A
		1	,		B B
					С
Utah St to 30th St 30th St to 32nd St Notes: Bold values indicate roadway segments operating at LO	2 Lane Collector (continuous left-turn lane) 2 Lane Collector (continuous left-turn lane)	15,000 15,000 15,000	6,137 7,187	0.409)

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

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

Subject Subj	DO A DIMA SECRETARIE	DOADWAY EUNOPIONAL OLAGORIOATION	LOS E	A DOT	V/C	LOC
Section Sect	ROADWAY SEGMENT	ROADWAY FUNCTIONAL CLASSIFICATION	CAPACITY	ADT	RATIO (a)	LOS
2 2		NORTH PARK				
2 2 2 2 2 2 2 2 2 2	uniper St					
Boundary St to Nile St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 3,790 0,474 Collector (Multi-family, commercial-industrial fronting) 8,000 990 0,124 A Collector (Multi-family, commercial-industrial fronting) 8,000 2,400 0,300 A Collector (Multi-family, commercial-industrial fronting) 8,000 8,450 0,305 B Collector (Multi-family, commercial-industrial fronting) 8,000 5,473 0,465 B Collector (Multi-family, commercial-industrial fronting) 8,000 8,473 0,407 B Collector (Multi-family, commercial-industrial fronting) 8,000 5,295 0,662 D Collector (Multi-family, commercial-industrial fronting) 8,000 8,000 0,271 A Collector (Multi-family, commercial-industrial fronting) 8,000 0,271 A Collector (Multi-family, commercial-industrial fronting) 8,000 0,271 A Collector (Multi-family, commercial-industrial fronting) 8,000 1,200 0,400 A Collector (Multi-family, commercial-industrial fronting) 8,000 1,200 0,400 A Collector (Multi-family, commercial-industrial fronting) 8,000 1,200 0,400 A Collector (Multi-family, commercial-industrial fronting) 8,000 2,255 0,278 A Collector (Multi-family, commercial-industrial fronting) 8,000 2,255 0,278 A Collector (Multi-family, commercial-industrial fronting) 8,000 2,255 0,278 A Collector (Multi-family, commerci	30th St to 32nd St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	3,646	0.456	С
	32nd St to Commonwealth Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2,826	0.353	В
Incode New	Landis St					
Profids St to Texas St	Boundary St to Nile St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	3,790	0.474	С
Texas St to Unib St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8.000	Lincoln Ave					
Linh St in 30th St 2 Lane Collector (continuous left-turn lane) 15,000 4,550 0,303 A 30th St in 32nd St 2 Lane Collector (continuous left-turn lane) 15,000 5,563 0,371 B 30th St in 32nd St 2 Lane Collector (continuous left-turn lane) 15,000 5,473 0,365 B Indison Ave	Florida St to Texas St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	990	0.124	A
30th St to 32nd St 2 Lane Collector (continuous left-turn lane) 15,000 5,563 0,371 B 12nd St to Boundary St 2 Lane Collector (continuous left-turn lane) 15,000 5,673 0,365 B 12nd St to Boundary St 15,000 15,000 15,000 10,	Texas St to Utah St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2,400	0.300	A
21	Utah St to 30th St	2 Lane Collector (continuous left-turn lane)	15,000	4,550	0.303	A
Facility Facility	30th St to 32nd St	2 Lane Collector (continuous left-turn lane)	15,000	5,563	0.371	В
Park Blvd to Mission Ave 2 Lane Collector (continuous left-turn lane) 15,000 6,110 0,407 B	32nd St to Boundary St	2 Lane Collector (continuous left-turn lane)	15,000	5,473	0.365	В
Mission Ave to Texas St	Madison Ave	·				
Texas St to Ohio St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 5,295 0,662 D	Park Blvd to Mission Ave	2 Lane Collector (continuous left-turn lane)	15,000	6,110	0.407	В
Fark Blvd to Texas St		·	15,000	8,040	0.536	С
Face New Park Blvd to Texas St 2 Lane Collector (continuous left-turn lane) 15,000 4,060 0,271 A	Texas St to Ohio St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	5,295	0.662	D
Texas St to 30th St 2 Lane Collector (continuous left-turn lane) 15,000 8,576 0,572 C	Meade Ave				•	
Texas St to 30th St 2 Lane Collector (continuous left-turn lane) 15,000 5,280 0.352 B 30th St to Illinois Ave 2 Lane Collector (continuous left-turn lane) 15,000 8,576 0.572 C C Station Ave 2 Lane Collector (continuous left-turn lane) 15,000 8,651 0.577 C C Station Ave Station Av	Park Blvd to Texas St	2 Lane Collector (continuous left-turn lane)	15,000	4,060	0.271	A
30th St to Illinois Ave 2 Lane Collector (continuous left-turn lane) 15,000 8,576 0.572 C C Illinois St to Iowa St 2 Lane Collector (continuous left-turn lane) 15,000 8,651 0.577 C C Illinois St to Iowa St 2 Lane Collector (continuous left-turn lane) 15,000 8,651 0.577 C C Illinois St to Iowa St C C C C C C C C C	Texas St to 30th St		15,000	5,280	0.352	В
Fark Blvd to Mississippi St	30th St to Illinois Ave	2 Lane Collector (continuous left-turn lane)	15,000	8,576	0.572	С
First Bird to Mississippi St	Illinois St to Iowa St	2 Lane Collector (continuous left-turn lane)	15,000	8,651	0.577	С
Park Blvd to Mission Ave	Mission Ave	, , , , , , , , , , , , , , , , , , ,		,		
Park Blvd to Mission Ave	Park Blvd to Mississippi St	2 Lane Collector (one-way)	17,500	1,497	0.086	A
Mission Ave to Texas St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 1,500 0.188 A	Monroe Ave			,		
Mission Ave to Texas St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 1,500 0.188 A	Park Blvd to Mission Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1,200	0.150	A
Texas St to 30th St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 2,158 0,270 A		·	8,000	1,500	0.188	A
Landis St to Thorn St			8,000	2,158	0.270	A
Landis St to Thorn St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 4,305 0.538 C	Nile St	, , , , , , , , , , , , , , , , , , , ,	-,	,		
South Park Way 30th St to 32nd St		2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	4,305	0.538	С
Parage Ave/Howard Ave	North Park Way			,		
Tampe Ave/Howard Ave Tampe Ave/Howard Ave/Ho	30th St to 32nd St	2 Lane Collector (no fronting property)	10,000	6,737	0.674	С
Section Sect				,		
Section Company Comp	Iowa St to I-805	2 Lane Collector (continuous left-turn lane)	15.000	5,938	0.396	В
Puniper St to Fir St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 2,225 0.278 A	Pentuckett Ave		- /	- //		
Pershing Dr Upas St to Redwood St 2 Lane Collector (continuous left-turn lane) 15,000 6,439 0.429 B Redwood St 28th St to 30th St 2 Lane Collector (Multi-family, commercial-industrial fronting) 30th St to 32nd St 2 Lane Collector (Multi-family, commercial-industrial fronting) 30th St to 32nd St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 4,912 0.614 C 32nd St to Boundary St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 1,650 0.206 A Redwood St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 4,160 0.520 C Revas St Adams Ave to Mission Ave 3 Lane Major Arterial 30,000 27,532 0.918 E El Cajon Blvd to Howard Ave 2 Lane Collector (continuous left-turn lane) 15,000 16,563 1.104 F El Cajon Blvd to Howard Ave 2 Lane Collector (continuous left-turn lane) Howard Ave to University Ave 2 Lane Collector (continuous left-turn lane) 15,000 9,461 0.631 C University Ave to Myrtle Ave 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 3,821 0.478 C		2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2,225	0.278	A
Upas St to Redwood St 2 Lane Collector (continuous left-turn lane) 15,000 6,439 0.429 B	Pershing Dr			,		
28th St to 30th St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 5,988 0.749 D 30th St to 32nd St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 4,912 0.614 C 32nd St to Boundary St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 1,650 0.206 A Notified St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 4,160 0.520 C Exacts St Adams Ave to Mission Ave 3 Lane Major Arterial 30,000 27,532 0.918 E Mission Ave to El Cajon Blvd 2 Lane Collector (continuous left-turn lane) 15,000 16,563 1.104 F El Cajon Blvd to Howard Ave 2 Lane Collector (continuous left-turn lane) 15,000 10,404 0.694 D Howard Ave to University Ave 2 Lane Collector (continuous left-turn lane) 15,000 9,461 0.631 C University Ave to Myrtle Ave 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 3,821 0.478 C </td <td></td> <td>2 Lane Collector (continuous left-turn lane)</td> <td>15,000</td> <td>6,439</td> <td>0.429</td> <td>В</td>		2 Lane Collector (continuous left-turn lane)	15,000	6,439	0.429	В
28th St to 30th St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 5,988 0.749 D 30th St to 32nd St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 4,912 0.614 C 32nd St to Boundary St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 1,650 0.206 A Notified St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 4,160 0.520 C Exacts St Adams Ave to Mission Ave 3 Lane Major Arterial 30,000 27,532 0.918 E Mission Ave to El Cajon Blvd 2 Lane Collector (continuous left-turn lane) 15,000 16,563 1.104 F El Cajon Blvd to Howard Ave 2 Lane Collector (continuous left-turn lane) 15,000 10,404 0.694 D Howard Ave to University Ave 2 Lane Collector (continuous left-turn lane) 15,000 9,461 0.631 C University Ave to Myrtle Ave 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 3,821 0.478 C </td <td>Redwood St</td> <td>,</td> <td>!</td> <td></td> <td>· · ·</td> <td></td>	Redwood St	,	!		· · ·	
32nd St to Boundary St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 1,650 0.206 A		2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	5,988	0.749	D
32nd St to Boundary St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 1,650 0.206 A		, J			+	
Park Blvd to Florida St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 4,160 0.520 C		•				
Park Blvd to Florida St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 4,160 0.520 C Exas St Adams Ave to Mission Ave 3 Lane Major Arterial 30,000 27,532 0.918 E Mission Ave to El Cajon Blvd 2 Lane Collector (continuous left-turn lane) 15,000 16,563 1.104 F El Cajon Blvd to Howard Ave 2 Lane Collector (continuous left-turn lane) 15,000 10,404 0.694 D Howard Ave to University Ave 2 Lane Collector (continuous left-turn lane) 15,000 9,461 0.631 C University Ave to Myrtle Ave 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 3,821 0.478 C	Robinson Ave	· , , , , , , , , , , , , , , , , , , ,				
Exas St Adams Ave to Mission Ave 3 Lane Major Arterial 30,000 27,532 0.918 E Mission Ave to El Cajon Blvd 2 Lane Collector (continuous left-turn lane) 15,000 16,563 1.104 F El Cajon Blvd to Howard Ave 2 Lane Collector (continuous left-turn lane) 15,000 10,404 0.694 D Howard Ave to University Ave 2 Lane Collector (continuous left-turn lane) 15,000 9,461 0.631 C University Ave to Myrtle Ave 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 3,821 0.478 C		2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	4,160	0.520	С
Adams Ave to Mission Ave 3 Lane Major Arterial 30,000 27,532 0.918 E Mission Ave to El Cajon Blvd 2 Lane Collector (continuous left-turn lane) 15,000 16,563 1.104 F El Cajon Blvd to Howard Ave 2 Lane Collector (continuous left-turn lane) 15,000 10,404 0.694 D Howard Ave to University Ave 2 Lane Collector (continuous left-turn lane) 15,000 9,461 0.631 C University Ave to Myrtle Ave 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 3,821 0.478 C	Texas St	, , , , , , , , , , , , , , , , , , ,				-
Mission Ave to El Cajon Blvd 2 Lane Collector (continuous left-turn lane) 15,000 16,563 1.104 F El Cajon Blvd to Howard Ave 2 Lane Collector (continuous left-turn lane) 15,000 10,404 0.694 D Howard Ave to University Ave 2 Lane Collector (continuous left-turn lane) 15,000 9,461 0.631 C University Ave to Myrtle Ave 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 3,821 0.478 C		3 Lane Major Arterial	30,000	27.532	0.918	E
El Cajon Blvd to Howard Ave 2 Lane Collector (continuous left-turn lane) 15,000 10,404 0.694 D Howard Ave to University Ave 2 Lane Collector (continuous left-turn lane) 15,000 9,461 0.631 C University Ave to Myrtle Ave 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 3,821 0.478 C		·				
Howard Ave to University Ave 2 Lane Collector (continuous left-turn lane) 15,000 9,461 0.631 C University Ave to Myrtle Ave 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 3,821 0.478 C					+	
University Ave to Myrtle Ave 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 3,821 0.478 C						
	*					
	old values indicate roadway segments operating at LO					

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

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

ROADWAY SEGMENT	ROADWAY FUNCTIONAL CLASSIFICATION	LOS E CAPACITY	ADT	V/C RATIO (a)	LOS
KOND WIT BEGINERY	ROLD WITTENCTION IN CERUSITE STREET	CHINCHI	nD1	ICITIO (a)	LOS
	NORTH PARK				
niversity Ave					
Park Blvd to Florida St	4 Lane Collector (no center lane)	15,000	19,200	1.280	F
Florida St to Texas St	4 Lane Collector (no center lane)	15,000	21,611	1.441	F
Texas St to Oregon St	4 Lane Collector (no center lane)	15,000	20,058	1.337	F
Oregon St to Utah St	4 Lane Collector (no center lane)	15,000	20,361	1.357	F
Utah St to 30th St	4 Lane Collector (no center lane)	15,000	19,173	1.278	F
30th St to Illinois St	3 Lane Collector (no center lane)	11,500	21,100	1.835	F
Illinois St to Iowa St	3 Lane Collector (no center lane)	11,500	25,857	2.248	F
Iowa St to 32nd St	3 Lane Collector (no center lane)	11,500	19,644	1.708	F
32nd St to Boundary St	4 Lane Collector (no center lane)	15,000	25,568	1.705	F
pas St					
Alabama St to Texas St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	7,100	0.888	E
Texas St to Pershing Rd	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	7,160	0.895	E
Pershing Rd to 30th St	2 Lane Collector (continuous left-turn lane)	15,000	9,574	0.638	С
30th St to 32nd St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	4,347	0.543	С
32nd St to Boundary St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2,600	0.325	В
tah St					
Adams Ave to Monroe Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	992	0.124	A
Meade Ave to El Cajon Blvd	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2,841	0.355	В
El Cajon Blvd to Howard Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	4,362	0.545	С
Howard Ave to Lincoln Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2,535	0.317	В
Lincoln Ave to University Ave	3 Lane Collector (no center lane)	11,500	2,900	0.252	A
University Ave to North Park Way	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	4,740	0.593	С
North Park Way to Upas St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1.919	0.240	A
· · · · · · · · · · · · · · · · · · ·					
F. C.	GOLDEN HILL				
5th St		15,000	7.550	0.502	
Russ Blvd to B St	2 Lane Collector (continuous left-turn lane)	15,000	7,550	0.503	C
B St to Broadway	4 Lane Collector (no center lane)	15,000	9,409	0.627	C
Broadway to F St	4 Lane Collector (no center lane)	15,000	12,105	0.807	D
6th St	T	I		T I	
Russ Blvd to B St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	9,152	1.144	F
B St to C St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2,146	0.268	A
8th St		0.000	4.000		
Russ Blvd to C St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	4,888	0.611	<u>C</u>
C St to Broadway	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	8,150	1.019	F
Broadway to SR-94	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	10,697	1.337	F
		ı		1	
0th St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	3,865	0.483	C
Grape St to Ash St	•			1 1	
Grape St to Ash St A St to Broadway	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	16,610	2.076	F
Grape St to Ash St A St to Broadway Broadway to SR-94	•	8,000 8,000	16,610 4,210	2.076 0.526	F C
Grape St to Ash St A St to Broadway	2 Lane Collector (Multi-family, commercial-industrial fronting)	- /	- ,		

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Table 3-10 Existing Conditions Summary of Roadway Segment LOS Summary (Cont.)

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

3.5 FREEWAY SEGMENT ANALYSIS

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

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

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

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

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

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

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

3.6 FREEWAY RAMP METERING ANALYSIS

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

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

Appendix E contains the ramp meter information provided by Caltrans.

Table 3-11 Existing Conditions Freeway Segment Analysis Summary

					PEAK	¢	DE A IZ			JIE
FREEWAY SEGMENT	DIRECTION	NUMBER OF LANES	CAPACITY (a)	ADT (b)	VOLUME (b)	ONAL ()	HOUR VOLUME (c)	V/C RATIO	ros	3-1
				AM PEAK						I
I-5										
Old Town Ave to Washington St	NB	4 M + 1 A	9,200	196 000	15 600	0.560	8,736	0.95	E	(IS
Old Town Ave to Washington St	SB	4 M + 1 A	9,200	170,000	13,000	0.440	6,864	0.75	C	un
Wochington Ct to Dogific Highway	NB	4 M	8,000	148,000	12,000	0.560	6,720	0.84	D	9
Washington 3t to Facility frighway	SB	4 M	8,000	1+6,000	12,000	0.440	5,280	0.66	С	
First Ave to Sivth Ave	NB	4 M + 1 A	9,200	201 000	15 500	0.750	11,625	1.26	F1	ווכ
That Ave to Statt Ave	SB	5 M + 1 A	11,200	201,000	13,300	0.250	3,875	0.35	A	all
SD 163 to SD 04	NB	5 M + 1 A	11,200	210,000	16 200	0.750	12,150	1.08	F0	IOI
SR-103 to SR-94	SB	5 M + 1 A	11,200	210,000	10,200	0.250	4,050	0.36	A	15
SD 0/ to Immanial Avia	NB	4 M + 1 A	9,200	164 000	12 700	0.750	9,525	1.04	F0	П
SN-74 to imperial Ave	SB	4 M + 1 A	9,200	104,000	12,700	0.250	3,175	0.35	A	е
I-8										∌ ₩
Hotel Circle (W) to Hotel Circle (E)	WB	4 M + 1 A	9,200	000800	16 500	0.570	9,405	1.02	F0	/a
	EB	4 M	8,000	203,000	10,200	0.430	7,095	0.89	D	/ 3
Mission Center Rd to Ougloomm Wv	WB	4 M + 1 A	9,200	224 000	17 900	0.570	10,203	1.11	F0	se
Mission Center for Cataconni 44 y	EB	4 M + 1 A	9,200	224,000	11,700	0.430	7,697	0.84	D	gn
1 805 to SD 15	WB	4 M + 1 A	9,200	000 277	10 100	0.650	12,415	1.35	F1	ie
1-00 to 3N-10	EB	4 M + 1 A	9,200	2+2,000	12,100	0.350	6,685	0.73	C	ΠL
SR-15			•			•	•	•		А
1-805 to SP-94	NB	3 M + 1 A	7,200	000 96	0008	0.430	3,827	0.53	В	na
	SB	2 M + 1 A	5,200	70,000	6,700	0.570	5,073	0.98	E	ıy
Notes: Bald volume in divide financial community community of 100 D or D	0.00 E or E									515
Doin values muncate freeway segments operating at the M=Main Lane; A= Auxiliary Lane.	.C3 E G L:									<u>ی</u>
(a) The capacity is calculated as 2,000 ADT per main lane and 1,200 ADT per auxiliary lane	lane and 1,200 ADT $_{ m I}$	er auxiliary lane								un
(b) Traffic volumes provided by Caltrans (2008)										IIII
(c) Peak-hour volume calculated by: (2-way Peak-Hour Volume)*(D)	ur Volume)*(D)									aı ≕

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

					PEAK	_	PEAK.		
FREEWAY SEGMENT	DIRECTION	NUMBER OF LANES	CAPACITY (a)	ADT (b)	VOLUME (b)	IONAL T)	HOUR VOLUME (c)	V/C RATIO	ros
			AN	AM PEAK					
I-805									
I.8 to Adams Ave	NB	4 M + 1 A	9,200	192 000	15 900	0.730	11,607	1.26	F1
re to Addins Ave	SB	5 M + 1 A	11,200	172,000	13,700	0.270	4,293	0.38	A
El Coion Dlyd to University Ave	NB	4 M	8,000	171 000	14 600	0.330	4,818	0.60	В
El Cajon Biva to Omversity Ave	SB	4 M + 1 A	9,200	1/1,000	14,000	0.670	9,782	1.06	F0
Hinterestry Ava to SP-15	NB	4 M + 1 A	9,200	169 000	13 000	0.330	4,290	0.47	В
	SB	4 M + 1 A	9,200	10,000	13,000	0.670	8,710	0.95	Ħ
SR-94									
25th St to 38th St	WB	4 M	8,000	123 000	10 700	0.730	7,811	0.98	E
25 til 5t t0 26til 5t	EB	4 M	8,000	123,000	10,700	0.270	2,889	0.36	A
28th St to 30th St	WB	4 M	8,000	130.000	12 000	0.730	8,760	1.10	F0
	EB	4 M	8,000	120,000	12,000	0.270	3,240	0.41	A
Broadway to SP-15	WB	4 M	8,000	144 000	13 300	0.730	9,709	1.21	$\mathbf{F0}$
Dioadway to SN-15	EB	4 M + 1 A	9,200	144,000	13,300	0.270	3,591	0.39	A
SR-163									
I 8 to Washington St	NB	3 M + 1 A	7,200	126,000	10 100	0.410	4,141	0.58	В
r-o to washington St	SB	3 M + 1 A	7,200	120,000	10,100	0.590	5,959	0.83	D
Washington St to Dobinson Ava	NB	2 M	4,000	000 96	7 800	0.410	3,198	0.80	C
Washington of to roomson Ave	SB	2 M	4,000	20,000	7,900	0.590	4,602	1.15	$\mathbf{F0}$
Oning Date 1	NB	2 M	4,000	108 000	10 100	0.350	3,535	0.88	D
Canace Di to 1-3	SB	2 M	4,000	100,000	10,100	0.650	6,565	1.64	F2
Notes:									
Bold values indicate freeway segments operating at LOS E or F	OS E or F.								
M=Main Lane; A= Auxiliary Lane.									
(a) The capacity is calculated as 2,000 ADT per main lane and	_	,200 ADT per auxiliary lane							
(b) Traffic volumes provided by Caltrans (2008)									
(c) reak-flour volume calculated by: (z-way reak-flour volume)"(D)	I voiune)"(D)								

Table 3-13 Existing Conditions Freeway Segment Analysis Summary (Cont.)

					PEAK					
FD FFWAV CFCMFNT		NUMBER	CAPACITY	A TOTA	HOUR VOLUME	NAL	PEAK- HOUR	V/C	50	
FINEWA I SEGUENT	DINECTION	OF LAINES	(a)	ADI (D)	(n)	SELLI	VOLUME (C)	NATIO	ros	
			FIN	PM PEAK						_
I-5			•			•				
Old Town Ave to Washington St	NB	4 M + 1 A	9200	196 000	15 600	0.460	7,176	0.78	C	19
Old TOWN AVO to Washington St	SB	4 M + 1 A	9200	170,000	12,000	0.540	8,424	0.92	D	
Mochinaton St to Dovific Highway	NB	4 M	8000	148 000	12 000	0.460	5,520	69:0	C	
Washington St to Facility Ingliway	SB	4 M	8000	146,000	12,000	0.540	6,480	0.81	D	<u> </u>
First Ava to Sivth Ava	NB	4 M + 1 A	9200	201 000	15 500	0.640	9,920	1.08	F0	
THE AVE IS SIVILLAVE	SB	5 M + 1 A	11200	201,000	000,01	0.360	5,580	0.50	В	
SB 163 to SB 04	NB	5 M + 1 A	11200	210,000	16 200	0.640	10,368	0.93	E	
5N-103 to 5N-34	SB	5 M + 1 A	11200	210,000	10,200	0.360	5,832	0.52	В	
SD 04 to Immorphial Arra	NB	4 M + 1 A	9200	164,000	12 700	0.640	8,128	0.88	D	
SN-74 to imperial Ave	SB	4 M + 1 A	9200	104,000	12,700	0.360	4,572	0.50	В	va
8-I										у '
Hotal Circle (W) to Hotal Circle (E)	WB	4 M + 1 A	9200	000800	16 500	0.450	7,425	0.81	D	
	EB	4 M	8000	200,000	10,200	0.550	9,075	1.13	$\mathbf{F0}$	yı
Mission Center Del to Onelcomm Wy	WB	4 M + 1 A	9200	00077	17 900	0.450	8,055	0.88	D	
Mission Center va to Qualconnin wy	EB	4 M + 1 A	9200	774,000	17,200	0.550	9,845	1.07	F0	,,,,
I 805 to SP 15	WB	4 M + 1 A	9200	242,000	10 100	0.430	8,213	0.89	D	. / \
1-000 to 3K-10	EB	4 M + 1 A	9200	242,000	12,100	0.570	10,887	1.18	F0	110
SR-15			•							41 y
1 805 to SB 97	NB	3 M + 1 A	7200	000 96	0008	0.430	3,827	0.53	В	اد
1-000 to 5N-7-	SB	2 M + 1 A	5200	20,000	0,200	0.570	5,073	0.98	E	
Notes:	ţ									
Bold values indicate freeway segments operating at LOS E or F.	JS E or F.									
M=Main Lane; A= Auxiliary Lane.										1110
(a) The capacity is calculated as 2,000 ADT per main lane and I	lane and 1,200 ADT p	,200 ADT per auxiliary lane								ar y
(c) Peak-hour volume calculated by: (2-way Peak-Hour Volume)*(D)	ır Volume)*(D)									' (
										╗

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

FREEWAYSECMENT	PIRECTION	NUMBER OF I ANES	CAPACITY (a)	ADT (b)	PEAK HOUR VOLUME	D (DIRECTIONAL SPI IT)	PEAK- HOUR VOI IIME (c)	V/C	201
				PM PEAK					
I-805									
I_8 to Adams Ava	NB	4 M + 1 A	9200	192 000	15 900	0.340	5,406	0.59	В
OVA SILIBATA OT OTI	SB	5 M + 1 A	11200	172,000	006,61	099.0	10,494	0.94	E
El Caion Blud to University Ave	NB	4 M	8000	171 000	14 600	0.600	8,760	1.10	F0
El Cajon Bivu to Omversity Ave	SB	4 M + 1 A	9200	1/1,000	14,000	0.400	5,840	0.63	C
I Iniversity Ava to QP_15	NB	4 M + 1 A	9200	169 000	13 000	0.600	7,800	0.85	D
	SB	4 M + 1 A	9200	102,000	13,000	0.400	5,200	0.57	В
SR-94									
25th St to 38th St	WB	4 M	8000	173 000	10.700	0.300	3,210	0.40	A
25.01.51.02.501.51	EB	4 M	8000	123,000	10,700	0.700	7,490	0.94	E
28th St to 30th St	WB	4 M	8000	130,000	12 000	0.300	3,600	0.45	В
	EB	4 M	8000	150,000	75,000	0.700	8,400	1.05	$\mathbf{F0}$
Broadway to SP-15	WB	4 M	8000	144 000	13 300	0.300	3,990	0.50	В
Diodawaj to Siviro	EB	4 M + 1 A	9200	111,000	000,01	0.700	9,310	1.01	$\mathbf{F0}$
SR-163									
I. 8 to Washington St	NB	3 M + 1 A	7200	176,000	10 100	0.620	6,262	0.87	D
1-0 to washington St	SB	3 M + 1 A	7200	120,000	10,100	0.380	3,838	0.53	В
Washington St to Robinson Ava	NB	2 M	4000	06 000	7 800	0.620	4,836	1.21	$\mathbf{F0}$
Washington St to robinson Ave	SB	2 M	4000	20,000	000,7	0.380	2,964	0.74	С
Oning Dr to 1 5	NB	2 M	4000	108 000	10 100	0.540	5,454	1.36	F2
	SB	2 M	4000	103,000	10,100	0.460	4,646	1.16	F0
Notes:									
Bold values indicate freeway segments operating at LOS E or F	OS E or F.								
M=Main Lane; A= Auxiliary Lane.		-							
(a) The capacity is carculated as 2,000 ADT per main (b) Traffic volumes provided by Caltrans (2008)		,200 AD1 per auxinary tane							
(c) Peak-hour volume calculated by: (2-way Peak-Hour Volume)*(D)	ır Volume)*(D)								

Table 3-15 Existing Conditions Summary of Freeway Ramp Metering

li .					
ON-RAMP	PEAK PERIOD	METER RATE ¹ (veh/hr)	DEMAND ² (veh/hr)	EXCESS DEMAND (veh/hr)	AVERAGE DELAY (min)
	II	NTERSTATE 5			
Washington St to I-5 NB	AM	996	1020	24	1.4
w ashington St to 1-3 NB	PM	996	1034	38	2.3
India St to I-5 NB	AM	996	915	0	0.0
India St to 1-5 NB	PM	996	1066	70	4.2
Hawthorn St to I-5 NB	AM	996	454	0	0.0
Trawmon St to 1-3 1VD	PM	996	842	0	0.0
Hancock St to I-5 SB	AM		Ramp not metere	d in the a.m. peak	
Transcock St to 1-3 SD	PM	1140	1287	147	7.7
Kettner Blvd to I-5 SB	AM		Ramp not metere	d in the a.m. peak	
Rettiler Bive to 1-3 5B	PM	498	269	0	0.0
Fifth Ave to I-5 SB	AM		Ramp not metere	d in the a.m. peak	
Thurst to 13 SB	PM	996	1087	91	5.5
		NTERSTATE 8			
NB Texas St to I-8 EB	AM		Ramp not metere	d in the a.m. peak	
Texas St to 1 o LB	PM	498	465	0	0.0
SB Texas St to I-8 EB	AM		Ramp not metere	d in the a.m. peak	
DE TEMES DE LOT O EB	PM	1140	866	0	0.0
		TERSTATE 805			
El Cajon Blvd to I-805 NB	AM	1140	860	0	0.0
Er edjon Brid to 1 000 112	PM			d in the p.m. peak	
University Ave to I-805 NB	AM	1140	998	0	0.0
Oniversity Tive to 1 003 TVB	PM		Ramp not metere	d in the p.m. peak	
		ATE ROUTE 94			
28th St to SR-94 WB	AM	534	100	0	0.0
2001 20 00 210 3 1 1 1 2	PM			d in the p.m. peak	
32nd St/Broadway to SR-94 WB	AM	570	99	0	0.0
Sala Subroda way to bit 51 WB	PM		Ramp not metere	d in the p.m. peak	
25th St to SR-94 EB	AM			d in the a.m. peak	
25th St to SR 7 1 EB	PM	960	785	0	0.0
28th St to SR-94 EB	AM			d in the a.m. peak	
	PM	960	732	0	0.0
32nd St/Broadway to SR-94 EB	AM			d in the a.m. peak	,
22222222222	PM	570	464	0	0.0
		ATE ROUTE 163			
Washington St to SR-163 SB	AM	498	373	0	0.0
domington of to bit 100 bb	PM		Ramp not metere	d in the p.m. peak	
Notes:					

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

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

4 FUTURE COMMUNITY BUILDOUT CONDITIONS

This section provides a description of future community buildout conditions.

4.1 ROAD NETWORK

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

4.2 TRAFFIC VOLUMES

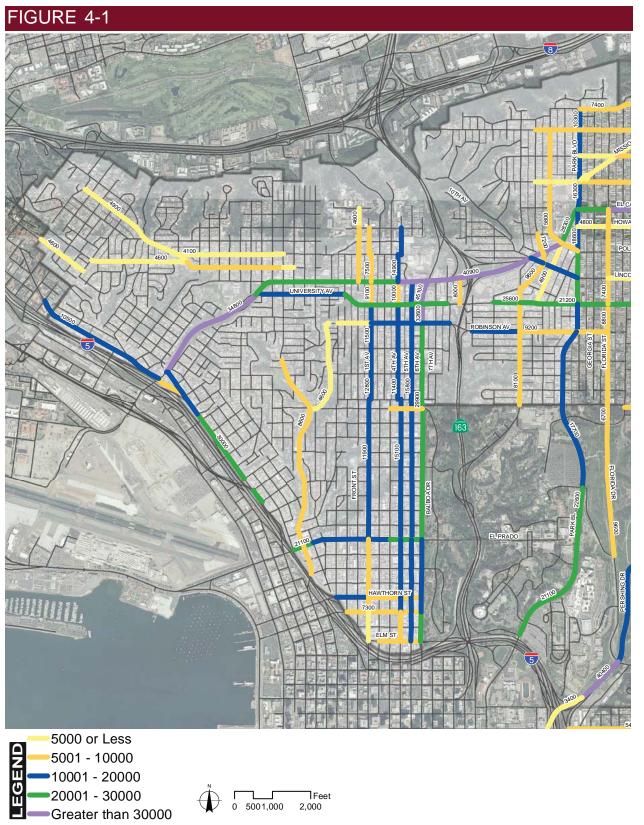
The projections of land use intensities were developed using GIS analysis techniques by the City of San Diego's Planning Department staff. Allowable uses, floor-to-area ratios, residential densities, allowable heights, and space for parking were all considered when determining the reasonably expected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

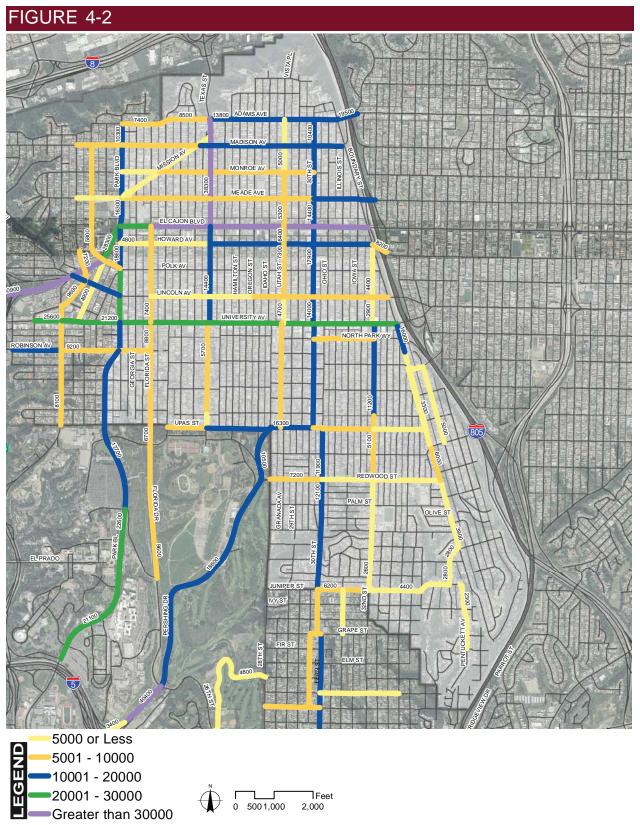
Model Adjustments

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

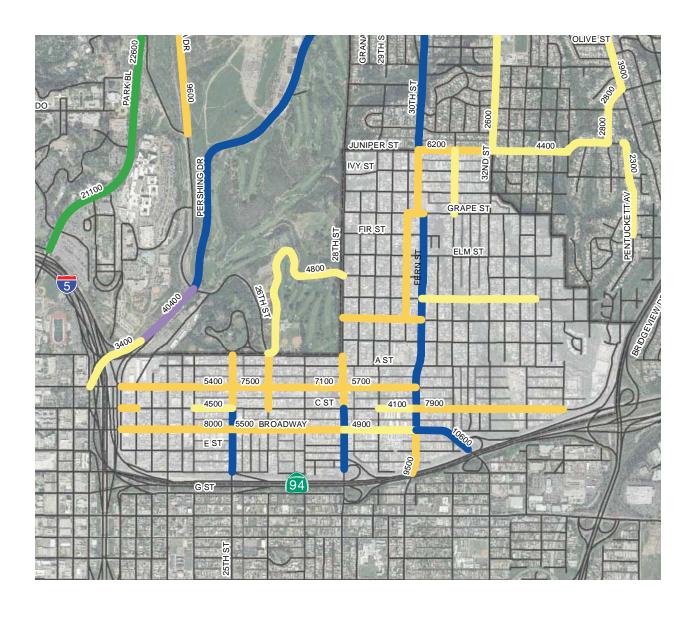
For roadway segments where the difference between the calibrated existing 2008 model and the
actual count exceeded 10% or 2,000 daily vehicles, the difference was subtracted or added to the
Year 2035 forecast model to adjust the future volume based on the discrepancy noted between base
year model volumes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

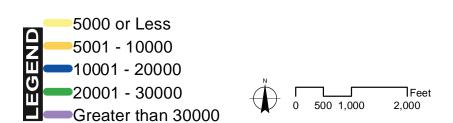
The post model adjustment details for the Year 2035 scenario are included in **Appendix F**. The resulting daily traffic volumes for Year 2035 are presented in **Figures 4-1, 4-2,** and **4-3**.





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





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

Turning Movement Volume Forecasts

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

FIGURE 4-4

1	⇔ 257 / 249 № 689 / 710 Washington St	2	207 / 286 / 396 / 795 Washington St © 986 / 792 © 986	3	© 0 / 7 ⇔ 1698 / 1387 ⋈ 16 / 44 Washington St © 626 0 26 0 27 0 28 0	4 4 4 4 4 4 4 4 4 4	S 176 / 89 ⇔ 1099 / 908 ⊅ 481 / 525 Washington St
25 / 98	© 0 / 260 ⇔ 1657 / 1117 Washington St © 1857 / 1217 Washington St © 1870 / 1870	6 983 / 2782 ⇔ 983 / 2782 ⇔ 96 / 291 ⊗	78,78 % 10,114 % 10,113 % 10,1	80 / 281 0 180 / 587 0 180 / 5	© 1680 / 874 ⇔ 839 / 551 Washington St 00 6/ 2	8 99 19 19 19 19 19 19 19 19 19 19 19 19	© 22/22 © 77/45 © 309/127 © 1/4 Polk Ave
9	\$ 80 / 59 \$ 591 / 439 \$ 198 / 221 El Cajon Blvd	00 08E / 99 Country Ave Fourth Ave	⇔ 50 / 508	11 8 49 472 / 541 \$\display\$	354 / 343 355 / 745 University Ave 9 1 29 1 199 1 1	12 12 12 13 14 15 15 15 15 15 15 15	23 184 / 171 475 / 535 2 164 / 165 University Ave
13 88 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	\$\frac{4}{6}\$ \$\pi \frac{9}{58} \frac{857}{837} \frac{713}{13}\$ University Ave \$\pi \text{ \$\phi\$} \$\	79 / 210 Ø 285 / 854 \$\phi\$	\$ 115 / 96 \$ 550 / 607 University Ave	15 96 67 17 17 238 Pvd 49 1125 9 96	\$ 147 / 129 \$ 514 / 448 \$ 135 / 100 University Ave	16 P	⇔ 195 / 337 ⋈ 87 / 81 Robinson Ave

<u>Legend</u>

X/Y=AM/PMPEAKHOUR

TURNING VOLUMES

SIGNAL



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

FIGURE 4-5 119 / 154 1 1042 / 991 1 / 6 19 358 / 1797 / 292 r Blvd Sixth Ave Fifth Ave Kettner 440 / 1273 / 150 / 72 / 113 57 / 35 198 / 193 82 / 130 148 / 76 168 / 103 256 / 260 23 / 19 Robinson Ave Robinson Ave Vine St Sassafras St 5 t 0 5 f 0 \[\frac{1}{2}\] 65 / 65 180 / 187 280 / 340 144 / 295 78 / 272 \Rightarrow 31 2544 20 152 993 267 110 50 / 57 79 / 107 💍 🕾 11 / 604 / 53 / 23 / 1572 / 10 / 95 / 546 / 115 / 21 22 23 24 /125 /595 /80 India St 41 / 26 131 594 42 0 / v Fifth 72 / 103 70 / 48 313 / 375 258 / 445 p 180 / 252 ≈ 70 / 10 ≈ 216 / 231 78 / 55 Sassafras St Laurel St Laurel St 130 / 408 186 / 291 √S ⊕ 32/37 ° 6/1 ° 206/470 ° 29/60 ° 117 / 96 806 / 1038 a 79 / 143 431 / 751 300 / 580 226 /111 957 /1677 14 /39 580 / 1138 △ 362 / 573 ⇒ 83 / 115 126 / 74 27 25 26 28 177 /173 696 /766 105 /159 6/6 **Brant St** State St First Ave 29 / 174 363 / 752 109 / 28 53 / 100 21 / 96 121 / 259 176 / 460 2 D Laurel St Hawthorn St Grape St Elm St 164 / 303 117 / 381 136 / 92 443 / 720 **□ □** û Ø © ⊕ /1375 /364 /43 2 / 2 0 / 1 74 / 168 123 /210 112 /119 100 588 93 70 / 147 936 / 1967 78 / 484 / 38 / 585 238 31 154 /345 324 /255 130 /122 Second St 29 30 /1053 /47 9 1073 / s 1888 / 646 728 / 242 17 18 1216 / 422 2 D 2 Elm St 739 / 463 46 /177 6 /2 267 / 44 Legend X / Y = AM / PM PEAK HOUR TURNING VOLUMES

SIGNAL
AWSC
TWSC

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

27

28

23 24 25

FIGURE 4-6

6 69 / 192 5 69 / 192 5 333 / 1116 8 8 / 304 Texas St	S 503 / 272 ⇔ 25 / 32 ≥ 12 / 12 Madison Ave	35 97 / 199	5 112 / 136 ⇔ 707 / 648 ≥ 46 / 66 El Cajon Blvd	2 # S 2 8	2 / 110 0 / 1256 2 / 198 8 B Blvd	\$ 1182 / 1028 2 190 / 350 El Cajon Blvd
419 / 353	7 / 17 & 824 / 744 ÷ 10 / 11 &	102 / 256 Ø 368 / 907 ⇔ 16 / 34 №	65 / 47 & 288 / 334 ÷ 23 / 61 \$	34/105 & CEL/ P4/ CE 40/125 & CEL/ P4/ CE 40/125 & CEL/ P4/ P4/ CEL/ P4/ P4/ P4/ P4/ P4/ P4/ P4/ P4/ P4/ P4	904 / 1229 ⇔ 568 / 780 №	
25 Fambs	s 453 / 349 c 702 / 974 El Cajon Blvd	% 115/112 % 71/177 % 43/225 Texas St	S 30 / 80 ⇔ 386 / 553 № 9 / 13 University Ave	± 360 ± ± 5 ± 110	38 89 144 80 145 80 145 80 145 80 145 80 145 80 145 81	□ 0 / 2 □ 466 / 641 □ 220 / 265 University Ave
661 / 395	667 /448 & 4/2 ÷ 134 /301 \$	90 / 139	124 /61 & 82 /177 ÷ 11 /32 \$	75 / 146 & 86 / 19 343 / 610 \$ 86 / 19 36 / 81 \$ 0 10 61	875 / 926	125 /166 Ø 8 /19 ↔
25 18 / 41 27 73 / 44 20 32 / 72 1-805 NB Ramps	S 16 / 22 ⇔ 349 / 418 ≥ 340 / 192 University Ave	Nouth Park Wy North Park Wy North Park Wy	S 250 / 571 \$\(\phi\) 128 / 209 \$\(\phi\) 92 / 317 \$\(\begin{array}{cccccccccccccccccccccccccccccccccccc	2 2 38	4 / 306 5 / 202 is St	
11 / 15	338 /476 & 114 /204 & 168 /269 &	128 / 263 \Leftrightarrow 8 / 41 \Leftrightarrow 9 28	44 / 47 & 81 / 85 &	152 / 268 & T		

<u>Legend</u>

X/Y=AM/PM PEAK HOUR

TURNING VOLUMES



SIGNAL AWSC

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

FIGURE 4-7 43 44 45 913 /399 87 /72 51 /37 140 /98 **17th St** I-5 SB Ramps 19th St ⇔ 1317 / 606 ₺ 158 / 52 715 / 163 8 21/28 c 422/129 c 369/140 ₽ Ø C St B St I-5 NB Off-Ramp 315 / 865 17th St /42 81/37 286/174 136/322 19/21 2/0 Ø 17/21 ⇔ 229 / 363 1069 28 46 47 48 49 0 / 9 482 / 620 121 / 89 28th St 483 /498 413 /584 **28th St** 63 /68 226 /250 361 /477 30th St 273 /646 87 /66 374 / 623 518 / 677 535 / 256 100 / 190 109 / 62 9 / 31 32 / 11 292 / 257 568 / 263 Û 0 41 / 63 SR-94 WB Ramps SR-94 WB Ramps SR-94 EB Ramps Broadway 46 / 84 16 / 42 4/3 5/3 115 /33 220 /169 11 /21 21 /137 86 /65 11 /7 311 /341 79 /65 /268 35 / 36 46 / 24 346 50 51 52 53 49 / 114 81 / 75 22nd St 45 /31 49 /110 /66 /526 /489 22nd St 36 / 19 101 25th 152 / 281 424 405 **25th** 1043 / 111 78 / 69 570 / 85 155 / 201 ₽ ₽ Û 0 F St G St Robinson Ave F St G St □ \[\bar{\partial}{2} 46 / 92 201 / 221 77 / 90 205 / 145 S ⊕ Ø û Ø ₽ ⇔ 163 / 118 161 / 43 151 /87 78 /104 /73 v /0 517 /281 268 /301 30 / 82 55 / 114 336 Legend X / Y = AM / PM PEAK HOUR TURNING VOLUMES 46 (48) SIGNAL (49) **AWSC**

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

TWSC

4.3 INTERSECTION ANALYSIS

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

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

4.4 ROADWAY SEGMENT ANALYSIS

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

4.5 FREEWAY SEGMENT ANALYSIS

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

4.6 FREEWAY RAMP METERING ANALYSIS

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

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

		TRAFFIC	PEAK	Exis	ting	Year	2035		
	INTERSECTION	CONTROL	HOUR	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Δ (c)	SIGNIFICANT?
				UPTOV	VN				
1	Washington St & Hancock St	Signal	AM	24.9	C	33.2	C	8.3	NO
1	washington St & Hancock St	Signai	PM	28.2	С	51.6	D	23.4	NO
2	Washington St & San Diego Ave	Signal	AM	19.7	В	15.4	В	-4.3	NO
	Washington St & San Diego Ave	Signai	PM	17.6	В	21.9	С	4.3	NO
3	Washington St & India St	Signal	AM	11.7	В	15.8	В	4.1	NO
	Washington St & India St	Digital	PM	14.2	В	20.3	С	6.1	NO
4	Washington St & Fourth Ave	Signal	AM	25.2	C	31.8	С	6.6	NO
•	Washington St & Fourth TTV	518.11.1	PM	37.3	D	59.9	E	22.6	YES
5	Washington St & Fifth Ave	Signal	AM	15.2	В	14.1	В	-1.1	NO
	Trustangeon Se & Trust Tre	518.11.1	PM	16.3	В	19.2	В	2.9	NO
6	Washington St & Eighth Ave/SR-	Signal	AM	42.6	D	71.5	E	28.9	YES
	163 Off-Ramp	518.11.1	PM	333.0	F	331.7	F	-1.3	NO
7	Washington St & Richmond St/SR-	Signal	AM	18.6	В	51.4	D	32.8	NO
,	163 On-Ramp	Signai	PM	13.2	В	33.9	С	20.7	NO
8	Washington St/Normal St &	Signal	AM	43.0	D	62.7	E	19.7	YES
0	Campus Ave/Polk Ave	Signai	PM	50.0	D	57.3	E	7.3	YES
9	Normal St/El Cajon Blvd & Park	Signal	AM	25.2	C	26.6	C	1.4	NO
,	Blvd	Signai	PM	34.3	C	43.8	D	9.5	NO
10	University Ave & Fourth Ave	Signal	AM	29.1	C	31.8	C	2.7	NO
10	Oliversity Ave & Pourtil Ave	Signai	PM	28.2	C	30.3	С	2.1	NO
11	University Ave & Fifth Ave	Signal	AM	12.9	В	13.7	В	0.8	NO
11	Oliversity Ave & Fitti Ave	Signai	PM	25.3	C	28.0	С	2.7	NO
12	University Ave & Sixth Ave	Signal	AM	32.9	С	38.7	D	5.8	NO
12	University Ave & Sixui Ave	Signai	PM	54.8	D	55.3	E	0.5	YES
13	University Ave & Tenth St	Signal	AM	18.6	В	17.5	В	-1.1	NO
13	University Ave & Tenui St	Signai	PM	20.6	С	37.0	D	16.4	NO
1.4	I I	C:1	AM	5.6	A	6.3	A	0.7	NO
14	University Ave & Normal St	Signal	PM	10.6	В	13.3	В	2.7	NO
1.5	II 4 6 D 1 D1 1	G: 1	AM	24.5	С	25.2	С	0.7	NO
15	University Ave & Park Blvd	Signal	PM	39.4	D	42.1	D	2.7	NO
		a	AM	21.4	С	27.0	С	5.6	NO
16	Robinson Ave & Fourth Ave	Signal	PM	18.4	В	20.8	C	2.4	NO
			AM	10.8	В	12.5	В	1.7	NO
17	Robinson Ave & Fifth Ave	Signal	PM	15.0	В	17.5	В	2.5	NO
			AM	21.6	С	22.7	С	1.1	NO
18	Robinson Ave & Sixth Ave	Signal	PM	27.6	C	30.9	C	3.3	NO
						1	_	+	
19	Vine St & India St	Signal	AM	5.6	A	5.9	A	0.3	NO NO
			PM	7.3	A	8.5	A	1.2	NO
20	Sassafras St & Kettner Blvd	Signal	AM	10.4	В	13.2	В	2.8	NO
			PM	12.5	В	43.6	D	31.1	NO
21	Sassafras St & India St	Signal	AM	6.3	A	8.4	A	2.1	NO
			PM	20.9	С	47.4	D	26.5	NO

Bold values indicate intersections operating at LOS E or F.

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

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

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

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

		TRAFFIC	PEAK	Exis	sting	Year	2035		
	INTERSECTION	CONTROL	HOUR	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Δ (c)	SIGNIFICANT?
				UPTOWN	(cont.)				
22	Laurel St & India St/I-5 NB On-	Cional	AM	17.0	В	19.7	В	2.7	NO
22	Ramp	Signal	PM	21.4	С	29.5	С	8.1	NO
23	Laurel St & Fourth Ave	Signal	AM	12.2	В	13.8	В	1.6	NO
23	Laurer St & Pourtii Ave	Signai	PM	14.9	В	23.8	C	8.9	NO
24	Laurel St & Fifth Ave	Signal	AM	12.3	В	13.3	В	1.0	NO
24	Laurer St & Filth Ave	Signai	PM	12.7	В	17.8	В	5.1	NO
25	Laurel St & Sixth Ave	Signal	AM	13.7	В	15.8	В	2.1	NO
	Eaurer St & Sixtii 71ve	Signai	PM	20.5	С	27.9	С	7.4	NO
26	Hawthorn St & Brant St	Two-Way Stop	AM	9.9	A (SB R)	10.0	B (SB R)	0.1	NO
20	Hawthom St & Brant St	1 wo-way Stop	PM	12.9	B (SB R)	12.9	B (SB R)	0.0	NO
27	Grape St & State St	Signal	AM	15.7	В	12.6	В	-3.1	NO
21	Grape St & State St	Signai	PM	18.7	В	41.7	D	23.0	NO
28	Elm St & First Ave	Signal	AM	13.3	В	17.8	В	4.5	NO
20	Emilist & Thist Ave	Signai	PM	21.6	С	21.0	С	-0.6	NO
29	Elm St & Sixth Ave	Signal	AM	54.4	D	153.6	F	99.2	YES
	Emi St & Sixui 74ve	Signai	PM	14.8	В	18.8	В	4.0	NO
30	Cedar St & Second Ave	Two-Way Stop	AM	31.8	D (SB R)	459.3	F (SB L)	427.5	YES
50	Coddi St & Second 11ve	Two way btop	PM	18.0	C (SB R)	43.0	E (SB L)	25.0	YES
				NORTH F	PARK				
31	Madison Ave & Texas St	Signal	AM	77.4	E	144.4	F	67.0	YES
	Triadison Tive & Terras St	DIG.IIII	PM	34.7	С	63.9	E	29.2	YES
32	El Cajon Blvd & Texas St	Signal	AM	35.9	D	37.6	D	1.7	NO
32	El Cajon Biva & Texas St	Signai	PM	106.8	F	85.3	F	-21.5	NO
33	El Cajon Blvd & 30th St	Signal	AM	26.0	C	29.7	C	3.7	NO
33	El Cajon Biva & 30th St	Signai	PM	50.2	D	68.1	E	17.9	YES
34	El Cajon Blvd & I-805 SB Ramps	Signal	AM	18.4	В	21.9	С	3.5	NO
34	El Cajoli Bivu & 1-803 SB Ranips	Signai	PM	80.9	F	96.8	F	15.9	YES
25	FIG.: DI LO LOOS ND D	G. I	AM	27.9	С	30.1	С	2.2	NO
35	El Cajon Blvd & I-805 NB Ramps	Signal	PM	19.2	В	24.7	С	5.5	NO
2.	T	G: 1	AM	19.5	В	25.5	С	6.0	NO
36	University Ave & Texas St	Signal	PM	72.7	E	49.5	D	-23.2	NO
			AM	25.0	С	26.5	С	1.5	NO
37	University Ave & 30th St	Signal	PM	49.2	D	57.8	E	8.6	YES
			AM	23.0	C	26.0	C	3.0	NO
38	University Ave & Boundary St	Signal	PM	42.1	D	50.0	D	7.9	NO
	1		AM	29.0	С	45.5	D	16.5	NO
39	University Ave & I-805 NB Ramps	Signal	PM	35.6	D	80.9	F	45.3	YES
	North Park Way/I-805 SB Ramps		AM	18.1	C	18.1	C	0.0	NO
40	& Boundary St/33rd St	All-Way Stop	PM	10.6	В	134.8	F	124.2	YES
			AM	24.4	С	40.1	E E	15.7	YES
41	Upas St & 30th St (W)	All-Way Stop	PM	25.9	D	54.8	F	28.9	YES
Notes:	<u>I</u>	<u> </u>	1 171	23.7	D	57.0	£	20.7	110

Bold values indicate intersections operating at LOS E or F.

ECL = Exceeds Calculable Limit.

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

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

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

		TRAFFIC	PEAK	Exis	sting	Year	2035		
	INTERSECTION	CONTROL	HOUR	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Δ (c)	SIGNIFICANT?
				GOLDEN	HILL				
42	B St & 17th St/I-5 SB Off-Ramp	One-Way Stop	AM	130.7	F (SB TR)	ECL	F (SB TR)	-	YES
42	B 3t & 17th 301-3 3B Off-Kamp	One-way Stop	PM	29.3	D (SB TR)	20.4	C (SB TR)	-8.9	NO
43	B St & I-5 NB Off-Ramp	No Conflicting	AM	N/A	N/A	N/A	N/A	N/A	N/A
43	B St & 1-5 NB On-Kamp	Movements	PM	N/A	N/A	N/A	N/A	N/A	N/A
44	B St & 19th St/I-5 NB On-Ramp	Signal	AM	9.4	A	11.2	В	1.8	NO
44	B St & 17th St/1-5 NB On-Kamp	Signai	PM	6.8	A	7.1	A	0.3	NO
45	C St & 17 St	One-Way Stop	AM	13.7	B (SB TR)	14.3	B (SB TL)	0.6	NO
43	C St & 17 St	One-way Stop	PM	23.3	C (SB TR)	32.6	D (SB TL)	9.3	NO
46	Broadway & 30th St	Signal	AM	14.2	В	14.6	В	0.4	NO
0	Broadway & Sour St	Signai	PM	11.9	В	14.3	В	2.4	NO
47	SR-94 WB Ramps & Broadway	One-Way Stop	AM	63.0	F (WB L)	187.5	F (WB L)	124.5	YES
47	SK-94 WB Kamps & Bloadway	One-way Stop	PM	55.3	F (WB L)	185.9	F (WB L)	130.6	YES
48	SR-94 WB Ramps & 28th St	Two-Way Stop	AM	46.6	E (WB LT)	ECL	F (WB LT)	-	YES
	SK-94 WB Kamps & 20th St	1 wo-way Stop	PM	370.9	F (WB LT)	883.9	F (WB LT)	513.0	YES
49	SR-94 EB Ramps & 28th St	One-Way Stop	AM	26.7	D (WB L)	245.3	F (WB L)	218.6	YES
	SK-94 EB Kamps & 20th St	One-way Stop	PM	507.0	F (WB L)	ECL	F (WB L)	-	YES
50	F St & 22nd St	All-Way Stop	AM	13.6	В	17.4	C	3.8	NO
50	1 St & ZZIId St	7 m- way btop	PM	8.6	A	8.7	A	0.1	NO
51	F St & 25th St	All-Way Stop	AM	20.8	C	82.3	F	61.5	YES
31	1 St & 25th St	All-way Stop	PM	16.2	C	39.4	E	23.2	YES
52	G St & 22nd St	All-Way Stop	AM	9.6	A	10.4	В	0.8	NO
32	G St & ZZIII St	7 m- way 5top	PM	9.4	A	10.1	В	0.7	NO
53	G St & 25th St	All-Way Stop	AM	12.4	В	55.2	F	42.8	YES
	O 51 & 25th 51	An-way stop	PM	16.0	C	68.0	F	52.0	YES

Bold values indicate intersections operating at LOS E or F.

ECL = Exceeds Calculable Limit.

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

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

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

LOS ADT CA110 CA29 B			(EXISTING V/C		FU	FUTURE (2035)	35)	A in ADT	A in ADT A in V/C	SIGNIFI
Part	ROADWAY SEGMENT	ROADWAY FUNCTIONAL CLASSIFICATION	CAPACITY		(a)	SOT	ADT	(a)	SOT			CANIZ
Distance All and All a		UP	PTOWN									
Type of State Of	First Ave											
TOTAL DELINEARIZADORA D	Arbor Dr to Washington St	2 Lane Collector (one-way)	17,500	5,240	0.299	A	7,500	0.429	В	2260	0.130	ON
No. 10.0	Washington St to University Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	7,400	0.925	E	9,100	1.138	F	1700	0.213	YES
No. Bills of Bills of State Collector (Malbi-damity, commondal information) 8 (100) 7.55 (0) 0.988 E 1.52 (0) 1.488 F 5 (20) 1. All collector (Malbi-damity, commondal information) 3.100 2.500 1.500 1.500 1.600 F 5 (20) 1. All collectors (Malbi-damity, commondal information) 3.000 2.500 0.988 E 1.500 1.600 F 7 (20) Non Bridgers 2. Lanc Collector (Malbi-damity, commondal information) 3.000 1.500 1.600 F 1.500 1.600 F 1.700 1.500 1.600 F 1.700	University Ave to Robinson Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	10,100	1.263	Ŧ	16,300	2.038	Ŧ	6200	0.775	YES
State Part Political National National Political National Political National Political National Political National Political National Na	Robinson Ave to Pennsylvania Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	7,500	0.938	E	11,500	1.438	F	4000	0.500	YES
No. 10 1.2 1	Pennsylvania Ave to Walnut Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	7,261	0.908	E	12,800	1.600	Ŧ	5539	0.692	YES
No. 1982	Walnut Ave to Laurel St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	4,695	0.587	C	11,900	1.488	Ā	7205	0.901	YES
Store Stor	Laurel St to Hawthorn St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	7,290	0.911	E	8,400	1.050	Ā	1110	0.139	YES
Storo Diane Stor	Hawthorn St to Grape St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	3,810	0.476	C	6,800	0.850	E	2990	0.374	YES
Dec. No. Michinguist St. 2 Lanc Collector (Abdil-dumly, commercial-industrial fronting) 8,000 12,300 1,4300 1,835 P 23,10 0,000 Dec. No. Michinguist St. 2 Lanc Collector (core easy) 2 Lanc Collector (core easy) 17,500 0,239 C 1,1400 0,737 D 1,140 0,000 rish No. Laure Collector (core easy) 2 Lanc Collector (core easy) 2 Lanc Collector (core easy) 17,500 6,249 0,837 D 11,60 0,000 R No. D. Laure St. 3 Lanc Collector (core easy) 2 Lanc Collector (core easy) 17,500 6,249 0,837 D 11,60 0,856 D 10,00 0,00 R No. D. Laure St. 3 Lanc Collector (core easy) 1,00 1,00 0,5	Grape St to Elm St	2 Lane Collector (one-way)	17,500	3,285	0.188	A	4,500	0.257	A	1215	0.069	ON
De to Mandrigue SIS 1 Lance Collector (Mandrigue) (Mandrigue SIS 1) Lance Collector (Mandrigue Mandrigue) (Mandrigue SIS 1) Lance Collector (Mandrigue Mandrigue Mandrigue SIS 1) Lance Collector (Mandrigue Mandrigue Mandrigue SIS 1) Lance Collector (Mandrigue Mandrigue Mandrig	Fourth Ave											
Interval National Action Progressive State Deliveration Action State Oct. In 1200 0554 C. 0 1000 00554 C. 0 1000 00554 C. 0 1000 00554 C. 0 1000 00554 C. 0 1000 00555 C. 0 10	Arbor Dr to Washington St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	12,390	1.549	F	14,900	1.863	Ā	2510	0.314	YES
Inchesing the Resistance Area (Inchesion (1988)) (17,500 (18,500 (1987)) (1980)	Washington St to University Ave	2 Lane Collector (one-way)	17,500	10,400	0.594	C	10,400	0.594	C	0	0.000	NO
1	University Ave to Robinson Ave	2 Lane Collector (one-way)	17,500	11,800	0.674	С	12,900	0.737	D	1100	0.063	NO
No. 10. Lines Collector (one-way) w/r one lanc dedicated for multi-modal) 17.500 8.429 8. 15.100 0.885 E 6.008 0.378	Robinson Ave to Walnut Ave	2 Lane Collector (one-way)	17,500	6,946	0.397	А	11,400	0.651	C	4454	0.254	NO
Still of Indepsity State Collector (one-way w/ one lane decireated for multi-modul) 1,500 1,570 0,445 B 1,710 0,554 C 2130 0,121	Walnut Ave to Laurel St	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	8,492	0.485	В	15,100	0.863	E	8099	0.378	YES
No. Districtions of St. Line Collector (one-way) w/ one lane dekined for multi-modal) 1.3500 Lln30 6.659 C 1.8700 Lln30 0.654 C 2.700 Lln30 0.654 C 2.700 Lln30 0.650 Lln30 0.651 C 1.800 Lln30 0.651 C <th< td=""><td>Laurel St to Grape St</td><td>3 Lane Collector (one-way w/ one lane dedicated for multi-modal)</td><td></td><td>7,790</td><td>0.445</td><td>В</td><td>13,700</td><td>0.783</td><td>D</td><td>5910</td><td>0.338</td><td>NO</td></th<>	Laurel St to Grape St	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)		7,790	0.445	В	13,700	0.783	D	5910	0.338	NO
Roy No. Biological Strate St	Grape St to Elm St	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)		7,570	0.433	В	9,700	0.554	С	2130	0.121	NO
Part Part Part Part Part Part Part Part	Fifth Ave											
ricy Ave to Rebisson, Ave 3 Lane Collector (core-way w/o one lane declicated for multi-modal) 17,500 10,300 0.589 C 15,800 0.903 E 3591 0.203 Art Ave Lour Walnut Ave 3 Lane Collector (core-way w/o one lane declicated for multi-modal) 17,500 16,51 C 15,800 0.903 E 3591 0.035 Art Ave Loured Six 3 Lane Collector (core-way w/o one lane declicated for multi-modal) 17,500 9,220 0.523 B 14,400 0.843 D 2,300 0.035 Bis to Hawkhom Six 3 Lane Collector (core-way w/one lane declicated for multi-modal) 17,500 9,220 0.523 B 14,400 0.843 D 2,300 0.035 Bis to Elan Si 3 Lane Collector (core-way w/one lane declicated for multi-modal) 17,500 9,220 0.527 B 14,400 0.843 D 2,300 0.043 Bis to Elan Si A Lane Collector (core-way w/one lane declicated for multi-modal) 15,000 16,877 B 16,100 0.847 C 18,300 0.043 C 18,300	Washington St to University Ave	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)		11,700	0.669	С	11,800	0.674	C	100	0.005	NO
State Collector (one-way) with compactable for multi-modal) 17.500 11.400 0.6520 8 14.400 0.6835 D 5.400 0.1955	University Ave to Robinson Ave	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	10,300	0.589	С	14,000	0.800	D	3700	0.211	NO
State Daily Stat	Robinson Ave to Walnut Ave	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	12,209	0.698	С	15,800	0.903	E	3591	0.205	YES
State District Dist	Walnut Ave to Laurel St	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	11,400	0.651	С	14,800	0.846	D	3400	0.195	ON
National State Sta	Laurel St to Hawthorn St	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	9,260	0.529	В	14,400	0.823	D	5140	0.294	NO
St to Elm St 3 Lane Collector (one-way w/ one lane dedicated for multi-modal) 17.500 6.877 6.871 C 880 0.050 very or standard were and the collector (one-way w/ one lane dedicated for multi-modal) 15.000 15.800 1.6871 B 45.100 6.877 F 2.050 1.73 F 7.00 0.513 Standard St very or Uras St 4 Lane Collector (no center lane) 15.000 15.000 1.687 P 2.2600 1.73 F 7.00 0.513 St to Lamer St 4 Lane Collector (no center lane) 15.000 15.00 1.687 D 45.00 1.73 F 7.00 0.513 St to Lamer St 4 Lane Collector (no center lane) 15.000 15.10 0.678 D 15.00 1.710 F 7.00 0.518 St to Grape St 4 Lane Collector (no center lane) 15.000 10.915 C 20.20 1.717 F 7.00 0.518 As to Grape St A Lane Collector (no center lane) 15.000 10.915 F 25.000	Hawthorn St to Grape St	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	10,045	0.574	С	14,300	0.817	D	4255	0.243	ON
very mingons it of lumiversity Ave 4 Lane Collector (no center lane) 15,000 16,877 0.844 D 45,100 3,007 F 22,00 21,03 1,	Grape St to Elm St	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)		9,220	0.527	В	10,100	0.577	С	880	0.050	ON
Page	Sixth Ave											
Sto Laurel State Order Concenter lane) 15,000 15,000 1,600 F 22,000 1,993 F 1,9700 0,993 Sto Laurel State Order Concenter lane) 15,000 15,000 15,000 1,993 F 1,9700 0,993 Sto Laurel State Order Concenter lane) 15,000 15,000 1,000 F 25,900 1,993 F 1,990 0,993 Sto Laurel State Order Concenter lane) 15,000 10,915 0,728 D 1,6700 1,777 F 6,460 0,431 Sto Laurel State Order Concenter lane) 15,000 10,915 0,728 D 1,8700 1,247 F 7,788 0,519 Sto Laurel State Order Concenter lane) 15,000 10,915 0,728 D 1,8700 1,247 F 7,788 0,519 Sto Laurel State Order Concenter lane) 15,000 10,915 0,728 D 1,8700 1,247 F 7,788 0,519 Sto Laurel State Order Concenter lane) 15,000 10,915 0,710 D 2,0300 1,247 F 7,788 0,519 Sto Laure Collector (Multi-family, commercial-industrial fronting) 8,000 3,175 0,397 B 5,800 0,725 D 2,625 0,228 Sto Laure Collector (Multi-family, commercial-industrial fronting) 8,000 3,175 0,900 E 3,600 1,200 E 2,635 0,228 Sto Laure Collector (Multi-family, commercial-industrial fronting) 8,000 1,775 0,900 E 3,600 1,200 E 3,600 1,200 Sto Laure Collector (Multi-family, commercial-industrial fronting) 8,000 1,775 0,900 E 3,600 1,200 E 3,600 1,30	Washington St to University Ave	4 Lane Collector (no center lane)	15,000	16,877	0.844	D	45,100	3.007	F	28223	2.163	YES
Strice Laurel Strice Laure Collector (no center lane) 15,000 15,000 1,000 F 25,900 1,107 F 14900 0.993 1,100 1	University Ave to Robinson Ave	4 Lane Collector (no center lane)	15,000	24,900	1.660	F	32,600	2.173	F	7700	0.513	YES
St to Lamer St to Carpe St t	Robinson Ave to Upas St	4 Lane Collector (no center lane)	15,000	15,000	1.000	F	29,900	1.993	Ŧ	14900	0.993	YES
15,000 10,140 10,650 10,140 10,670 10,140 10,670 1,107 F 6460 0,431	Upas St to Laurel St	4 Lane Collector (no center lane)	15,000	15,128	1.009	F	25,900	1.727	F	10772	0.718	YES
v.v. No. Institute of Collector (no center lane) 15,000 10,915 0.728 D 18,700 1.247 F 7785 0.519 v.v. v.v. A Lane Collector (no center lane) 15,000 10,650 0.710 D 20,300 1.353 F 9650 0.643 nigton St to University Ave 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 5,204 0.651 D 20,300 1,000 F 2796 0.349 nad Ave Folks 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 5,510 0,701 D 7,400 0,925 E 1790 0,224 nad Ave To Richmond St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 4,865 0,608 C 7,200 0,900 E 2,600 1,700 0,900 E 2,600 1,700 0,900 E 2,600 0,701 R 1,700 0,800 1,700 0,701 R 1,700 0,702 R 1,700 0,702	Laurel St to Juniper St	4 Lane Collector (no center lane)	15,000	10,140	9.676	D	16,600	1.107	F	6460	0.431	YES
Note to University Ave Ingrom St to University Ave Ingrand National State Elm St Individe St to University Ave Ingrand St to University Ave Ind Ave Ind Ave Ind Ave to Richmond St Tame Collector (Multi-family, commercial-industrial fronting) Ind Ave to Richmond St Tame Collector (Multi-family, commercial-industrial fronting) Ind Ave to Richmond St Tame Collector (Ingerway) Ind Ave to Fifth Ave Ind Ave to Richmond St Tame Collector (Ingerway) Ind Ave to Fifth Ave Ind Ave to Richmond St Tame Collector (Ingerway) Ind Ave to Sixth Ave Ind	Juniper St to Grape St	4 Lane Collector (no center lane)	15,000	10,915	0.728	D	18,700	1.247	F	7785	0.519	YES
Ave Polk Ave Ave Polk Ave S,000 5,204 0.651 D 8,000 T,000 F 2796 0.349 A ve Polk Ave con Ave to Washington St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 5,204 0,651 D 7,400 0,925 E 1790 0,224 Sto Lincoln Ave 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 4,865 0,608 C 7,400 0,925 E 1790 0,224 Bin Ave to Richmond St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 4,865 0,608 C 7,200 0,900 F 1825 0,228 St Discount Ave 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 1,720 0,912 E 9,600 1,200 F 1825 0,228 St St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 1,720 0,215 A 4,600 0,575 C 2,880 0,280 Ave to Richmond St<	Grape St to Elm St	4 Lane Collector (no center lane)	15,000	10,650	0.710	D	20,300	1.353	F	9650	0.643	YES
Aver Deliversity Ave	Ninth Ave											
AverPolk Ave Clane Collector (Multi-family, commercial-industrial fronting) 8,000 3,175 0,397 B 5,800 0,725 D 2625 0,328 Ingrom St to Park Blvd 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 4,865 0,608 C 7,200 0,900 E 1790 0,224 Ave to Richmond St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 7,775 0,972 E 9,600 1,200 F 1825 0,224 St Ave to Richmond St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 1,775 0,972 E 9,600 1,200 F 1825 0,228 St Ave to Reynard Wy 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 1,720 0,215 A 4,600 0,575 C 2,880 0,360 Ave to Third Ave 2 Lane Collector (Multi-family, commercial-industrial fronting) 1,750 7,889 0,451 B 8,500 0,575 C 2,600 0,575 A<	Washington St to University Ave		8,000	5,204	0.651	D	8,000	1.000	Ŧ	2796	0.349	YES
con Ave to Washington St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 3,175 0.397 B 5,800 0.725 D 2625 0.328 nad Ave 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 4,865 0.608 C 7,200 0.900 E 1790 0.224 St to Lincoln Ave 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 7,775 0.972 E 9,600 1,200 F 1825 0.224 St to Lincoln Ave 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 7,775 0.972 E 9,600 1,200 F 1825 0.228 St Ave to Reynard Wy 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 1,720 0.215 A 4,600 0.575 C 2880 0.360 Ave to Third Ave 2 Lane Collector (Multi-family, commercial-industrial fronting) 17,500 7,889 0.451 B 8,500 0.575 C 2880 0.360 Ave to Third Ave	Campus Ave/Polk Ave	-										
Ingron St to Park Blvd 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 5,610 0.701 D 7,400 0.925 E 1790 0.224 1	Madison Ave to Washington St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	3,175	0.397	В	5,800	0.725	D	2625	0.328	NO
nd Ave In Ave to Richmond St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 4,865 0,608 C 7,200 0,900 E 2335 0,292 St In Ave to Richmond St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 7,775 0,608 C 7,200 0,900 F 1825 0,228 St St Ave to Third Ave 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 1,720 0,215 A 4,600 0,575 C 2880 0,360 Ave to Third Ave 2 Lane Collector (one-way) 17,500 7,889 0,451 B 8,500 0,486 B 611 0,035 Ave to Fifth Ave 3 Lane Collector (one-way) 26,000 8,179 0,315 A 9,100 0,350 A 9,100 A 9,100 A 9,100 A 9,100 A 1,100 A 1,100 A 1,100 A 1,100 A 1,100 A 1,100 1,100	Washington St to Park Blvd	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	5,610	0.701	D	7,400	0.925	E	1790	0.224	YES
St to Lincoln Ave 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 4,865 0.608 C 7,200 0.900 E 2335 0.292 St on Lincoln Ave 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 7,775 6092 E 9,600 F 1825 0.228 7 Ston Ave to Reynard Wy 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 1,720 0.215 A 4,600 0.575 C 2880 0.360 Ave to Third Ave 2 Lane Collector (Multi-family, commercial-industrial fronting) 1,750 7,889 0.451 B 8,500 0.486 B 611 0.035 Ave to Third Ave 3 Lane Collector (one-way) 26,000 8,179 0.315 A 9,100 0.350 A 9,100 A 9,100 0.035 A 10,035 Ave to Sixth Ave 3 Lane Collector (one-way) 26,000 6,720 0.258 A 8,100 0.315 A 9,100 0.315 A <	Cleveland Ave											
State Collector (Multi-family, commercial-industrial fronting) 8,000 7,775 E 9,600 1.200 F 1825 0.208 State Collector (Multi-family, commercial-industrial fronting) 8,000 1,720 0.215 A 4,600 0.575 C 2880 0.360 Ave to Third Ave 2 Lane Collector (one-way) 17,500 7,889 0.451 B 8,500 0.486 B 611 0.035 Ave to Fifth Ave 3 Lane Collector (one-way) 26,000 8,179 0.218 A 9,100 0.350 A 9,10 0.350 A 9,10 0.035 A 0.035 A <td< td=""><td>Tyler St to Lincoln Ave</td><td>2 Lane Collector (Multi-family, commercial-industrial fronting)</td><td>8,000</td><td>4,865</td><td>0.608</td><td>С</td><td>7,200</td><td>0.900</td><td>E</td><td>2335</td><td>0.292</td><td>YES</td></td<>	Tyler St to Lincoln Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	4,865	0.608	С	7,200	0.900	E	2335	0.292	YES
St Son Ave to Reynard Wy 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 1,720 0.215 A 4,600 0.575 C 2880 0.360 Ave to Third Ave 2 Lane Collector (one-way) 17,500 7,889 0.451 B 8,500 0,486 B 611 0.035 Ave to Fifth Ave 3 Lane Collector (one-way) 26,000 8,179 0,215 A 9,100 0,350 A 921 0,035 Ave to Sixth Ave 3 Lane Collector (one-way) 26,000 6,720 0,258 A 8,100 0,312 A 1380 0,054	Lincoln Ave to Richmond St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	7,775	0.972	E	009,6	1.200	F	1825	0.228	YES
son Ave to Reynard Wy 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 1,720 0.215 A 4,600 0.575 C 2880 0.360 d Ave to Third Ave 2 Lane Collector (one-way) 17,500 7,889 0.451 B 8,500 0,486 B 611 0.035 Ave to Fifth Ave 3 Lane Collector (one-way) 26,000 8,179 0,235 A 9,100 0,350 A 921 0,035 Ave to Sixth Ave 3 Lane Collector (one-way) 26,000 6,720 0,258 A 8,100 0,312 A 1380 0,054	Curlew St											
d Ave to Third Ave 2 Lane Collector (one-way) 17,500 7,889 0.451 B 8,500 0.486 B 611 0.035 Ave to Fifth Ave 3 Lane Collector (one-way) 26,000 8,179 0.315 A 9,100 0.350 A 921 0.035 Ave to Sixth Ave 3 Lane Collector (one-way) 26,000 6,720 0.258 A 8,100 0.312 A 1380 0.054	Robinson Ave to Reynard Wy		8,000	1,720	0.215	A	4,600	0.575	C	2880	0.360	NO
rd Ave to Fifth Ave 3 Lane Collector (one-way) 26,000 8,179 0.315 A 9,100 0.350 A 921 0.035	Second Ave to Third Ave	2 Lane Collector (one-way)	17,500	7.889	0.451	В	8,500	0.486	В	611	0.035	NO
h Ave to Sixth Ave 3 Lane Collector (one-way) 26,000 6,720 0.258 A 8,100 0.312 A 1.380 0.054	Third Ave to Fifth Ave	3 Lane Collector (one-way)	26,000	8,179	0.315	Α	9,100	0.350	A	921	0.035	ON
	Fifth Ave to Sixth Ave	3 Lane Collector (one-way)	26,000	6.720	0.258	Α	8.100	0.312	A	1380	0.054	ON
Nation	Attendado Canadas	(fa.: arro) romanto America	222624	5	240	4	22162	2	*,	200	- 2010)

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

			E	XISTING		FU	FUTURE (2035)	(5)			
ROADWAY SEGMENT	ROADWAY FUNCTIONAL CLASSIFICATION	LOS E CAPACITY	ADT	V/C RATIO (a)	ros	ADT	V/C RATIO (a)	SOT	Δ in ADT	Δ in V/C	SIGNIFI CANT?
	d)	UPTOWN									
Fort Stockton Dr											
Arista St to Sunset Blvd	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	3,290	0.411	В	4,900	0.613	С	1610	0.202	NO
Sunset Blvd to Hawk St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	6,100	0.763	D	7,900	0.988	E	1800	0.225	YES
Hawk St to Goldfinch St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	8,450	1.056	F	8,900	1.113	F	450	0.057	YES
Goldfinch St to Falcon St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2,910	0.364	В	3,300	0.413	В	390	0.049	NO
Front St											
Dickinson St to Arbor Dr	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	3,790	0.474	С	4,600	0.575	С	810	0.101	NO
Arbor Dr to Washington St	2 Lane Collector (one-way)	17,500	5,510	0.315	Α	7,900	0.451	В	2390	0.136	NO
Grape St											
Albatross St to First Ave	3 Lane Collector (one-way)	26,000	2,082	0.080	Α	7,300	0.281	Α	5218	0.201	NO
First Ave to Third Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	4,289	0.536	С	7,300	0.913	E	3011	0.377	YES
Third Ave to Sixth Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2,097	0.262	Α	9,000	1.125	F	6903	0.863	YES
Hawthorn St											
Brant St to First Ave	3 Lane Collector (one-way)	26,000	11,558	0.445	В	15,000	0.577	С	3442	0.132	NO
First Ave to Third Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	3,634	0.454	С	7,300	0.913	E	3666	0.459	YES
Third Ave to Sixth Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	3,577	0.447	С	8,700	1.088	F	5123	0.641	YES
India St											
Washington St to Winder St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000				11,000	1.375	F			
Winder St to Glenwood Dr	3 Lane Collector (one-way)	26,000	8,345	0.321	А	10,700	0.412	A	2355	0.091	NO
Glenwood Dr to Sassafrass St	2 Lane Collector (one-way)	17,500	26,178	1.496	F	30,000	1.714	F	3822	0.218	YES
Sassafras St to Redwood St	3 Lane Collector (two-way)	20,000	18,676	0.934	E	21,300	1.065	F	2624	0.131	YES
Redwood St to Palm St	3 Lane Collector (one-way)	26,000	16,705	0.643	С	20,300	0.781	D	3595	0.138	NO
Juan St											
Harney St to Witherby St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2,345	0.293	А	4,600	0.575	С	2255	0.282	NO
Laurel St											
Columbia St to Union St	4 Lane Collector (no center lane)	15,000	13,691	0.913	E	21,100	1.407	F	7409	0.494	YES
Union St to First Ave	2 Lane Collector (continuous left-turn lane)	15,000	11,128	0.742	D	17,900	1.193	Ŧ	6772	0.451	YES
First Ave to Third Ave	2 Lane Collector (continuous left-turn lane)	15,000	11,326	0.755	D	16,100	1.073	Ŧ	4774	0.318	YES
Third Ave to Sixth Ave	2 Lane Collector (continuous left-turn lane)	15,000	11,516	0.768	D	20,200	1.347	Ŧ	8684	0.579	YES
Lewis St			•								
Fort Stockton Dr to Goldfinch St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	3,720	0.465	C	4,100	0.513	C	380	0.048	NO
TAIRCOIL AVE		000	1	010	ŗ	001	000	ş	27.00	0.00	Chan
Washington St to Park Blvd Madison Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	8,155	1.019	¥	11,100	1.388	-	2945	0.369	YES
Cleveland Ave to Park Blvd	2 Lane Collector (Multi-family commercial-industrial fronting)	8 000	3.750	0.469	٦	6 100	0.763	Q	2350	0.294	ON
Meade Ave	Guerra de la companya				,			1			
Cleveland Ave to Park Blvd	2 Lane Collector (continuous left-turn lane)	15,000	3,290	0.219	А	3,500	0.233	Α	210	0.014	NO
Normal St											
Park Blvd to Washington St	6 Lane Major Arterial	50,000	22,296	0.446	В	28,300	0.566	C	6004	0.120	NO
Washington St to University Ave	4 Lane Major Arterial	40,000	4,974	0.124	Α				c	0.498	ON
- ve faces and an another and	2 Lane Collector (Multi-family, commercial-industrial fronting)**	8,000				4,974	0.622	С)))

Notes:

Bold values indicate roadway segmen

***Normal Street will be classified as a two lane collector with continuous center left turn lane to accommodate future bicycle boulevard pending further project level analy

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

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

				EXISTING		FU	FUTURE (2035)	35)			
ROADWAY SEGMENT	ROADWAY FUNCTIONAL CLASSIFICATION	LOSE	ADT	V/C RATIO (a)	SOT	ADT	V/C RATIO (a)	S07	Δ in ADT	Δ in V/C	SIGNIFI CANT?
		UPTOWN									
Park Blvd											
Adams Ave to Mission Ave	2 Lane Collector (continuous left-turn lane)	15,000	14,839	0.989	E	14,893	0.993	E	54	0.004	NO
Mission Ave to El Cajon Blvd	3 Lane Collector (no center lane)	11,500	11,806	1.027	F	16,300	1.417	F	4494	0.390	YES
El Cajon Blvd to Polk Ave	4 Lane Major Arterial	40,000	11,524	0.288	А	18,600	0.465	В	2076	0.177	NO
Polk Ave to University Ave	4 Lane Major Arterial	40,000	13,936	0.348	А	22,500	0.563	С	8564	0.215	NO
University Ave to Robinson Ave	4 Lane Major Arterial	40,000	14,400	0.360	А	19,800	0.495	В	5400	0.135	NO
Robinson Ave to Upas St	2 Lane Collector (continuous left-turn lane)	15,000	12,501	0.833	D	17,200	1.147	Į,	4699	0.314	YES
Revnard Wv	+ Laire Majoi Arteriai	10,000	10,007	£0	ď	17,700	Ť	ď	2022	0.070	ONT
Torrance St to Curlew St	2 Lane Collector (continuous left-turn lane)	15.000	1.955	0.130	A	5.300	0.353	В	3345	0.223	ON
Curlew St to Laurel St	2 Lane Collector (continuous left-turn lane)	15,000	7,200	0.480	C	8,600	0.573	С	1400	0.093	ON
Richmond St											
Cleveland Ave to University Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	7,085	0.886	E	9,000	1.125	F	1915	0.239	YES
University Ave to Robinson Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	5,345	0.668	D	6,700	0.838	E	1355	0.170	YES
Robinson Ave to Upas St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	5,015	0.627	D	8,100	1.013	F	3085	0.386	YES
Robinson Ave	-										
Brant St to First Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1,995	0.249	Α	4,600	0.575	C	2605	0.326	NO
First Ave to Third Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	5,800	0.725	D	11,500	1.438	F	5700	0.713	YES
Third Ave to Eighth Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	11,022	1.378	F	14,400	1.800	F	3378	0.422	YES
Tenth Ave to Richmond St	2 Lane Collector (continuous left-turn lane)	15,000	10,120	0.675	D	12,300	0.820	D	2180	0.145	NO
Richmond St to Park Blvd	2 Lane Collector (continuous left-turn lane)	15,000	7,269	0.485	С	9,200	0.613	С	1931	0.128	NO
San Diego Ave											
Hortensia St to Pringle St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	5,830	0.729	D	10,500	1.313	F	4670	0.584	YES
McKee St to Washington St	3 Lane Collector (one-way)	26,000	13,920	0.535	В	18,200	0.700	၁ .	4280	0.165	ON !
Washington St to India St	2 Lane Collector (one-way)	17,500	4,920	0.281	А	7,100	0.406	Α	2180	0.125	NO
State St											
Laurel St to Juniper St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	4,140	0.518	C	8,200	1.025	F	4060	0.507	YES
Sunset Blvd								-	1		
Witherby St to Fort Stockton Dr	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2,595	0.324	В	4,600	0.575	C	2005	0.251	NO
University Ave	7 O-11	000	503.01	2101	Ē	00277	000	Ē	27.17	0030	544
TOTAL OF ALBAHOSS ST	2 Lane Confector (Municipality, Commercial-Industrial nonling)	0,000	10,327	0.100	ı.	30,000	0.000	ī	41/3	0.322	CTI
First Aug to Fourth Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	3,000	10,851	1 175	ī ū	14 100	1.410	ī Į	3349	0.35	VES
Fourth Ave to Fifth Ave	2 Lane Collector (continuous laft-turn lane)	15,000	20.750	1.350	4 14	21,500	1 440	4 12	1350	0.000	VES
Fifth Ave to Sixth Ave	4 Lane Collector	30,000	21,184	0.706	D	24.900	0.830	D	3716	0.124	ON
Sixth Ave to Eighth Ave	4 Lane Collector (no center lane)	15,000	24,400	1.627	F	29,300	1.953	F	4900	0.326	YES
Vermont St to Normal St	4 Lane Major Arterial	40,000	23,938	0.598	C	25,600	0.640	С	1662	0.042	NO
Normal St to Park Blvd	4 Lane Collector (no center lane)	15,000	16,275	1.085	F	21,200	1.413	F	4925	0.328	YES
Upas St	-										
Third Ave to Sixth Ave	2 Lane Collector (no fronting property)	10,000	4,475	0.448	В	8,500	0.850	D	4025	0.402	NO
Washington St											
India St to University Ave	4 Lane Major Arterial	40,000	27,929	0.698	С	34,800	0.870	D	6871	0.172	NO
University Ave to First Ave	4 Lane Major Arterial	40,000	20,477	0.512	В	25,400	0.635	С	4923	0.123	NO
First Ave to Fourth Ave	4 Lane Major Arterial	40,000	25,745	0.644	С	25,745	0.644	С	0	0.000	NO
Fourth Ave to Fifth Ave	4 Lane Major Arterial	40,000	30,900	0.773	D	37,300	0.933	E	6400	0.160	YES
Fifth Ave to Sixth Ave	4 Lane Major Arterial	40,000	38,428	0.961	E	41,100	1.028	F	2672	0.067	YES
Sixth Ave to Richmond St	4 Lane Major Arterial	40,000	41,778	1.044	F	41,778	1.044	r i	0	0.000	NO
Richmond St to Normal St	6 Lane Major Arterial	50,000	38,725	0.775	С	47,100	0.942	E	8375	0.167	YES
Notes:	1										

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

No. 10 N					EXISTING		FU	TURE (20)	35)			
A NAME IN MARKET A NAME IN MARKET CASCA I CAS	ROADWAY SEGMENT	ROADWAY FUNCTIONAL CLASSIFICATION	LOS E CAPACITY	ADT	V/C RATIO (a)	S07	ADT	V/C RATIO (a)		Δ in ADT		SIGNIFI CANT?
Ave to Mode & Vector 2 Lanc Calcitor (continuous bell-carm lane) 15,000 6,237 0.1 44,400 0.693 0 <td></td> <td>NOR</td> <td>TH PARK</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>		NOR	TH PARK									
El Cipie Blobd 2 Lane Collector (continuous bell-turn miled) 55,000 12,647 03420 03450	30th St											
District No. Dist	Adams Ave to Meade Ave	2 Lane Collector (continuous left-turn lane)	15,000	6,325	0.422	В	10,400	69.0	D	4075	0.271	NO
Name	Meade Ave to El Cajon Blvd	2 Lane Collector (continuous left-turn lane)	15,000	10,912	0.727	D	14,400	096.0	E	3488	0.233	YES
1.200. 1	El Cajon Blvd to Howard Ave	2 Lane Collector (continuous left-turn lane)	15,000	12,684	0.846	D	12,684	0.846	D	0	0.000	NO
Objective March State 2.1 and Collector Continuous belf-arm blace 15,000 2.9.36 0.8.33 D 2.9.00 0.8.33 D 2.9.00 0.9.33 D 2.9.00 0.9.33 D 2.9.00 0.9.33 D 0.2.90 0.9.33 D 0.9.30 D 2.9.90 0.9.33 D 0.9.90 N 0.9.90 N 0.9.90 D 1.2.90 0.9.93 E 1.9.90 0.9.93 D 0.9.90 N 0.9.90 N 0.9.90 N 0.9.90 N 0.9.90 0.9.90 0.9.90 N 0.9.90 0.9.9	Howard Ave to Lincoln Ave	2 Lane Collector (continuous left-turn lane)	15,000	12,703	0.847	D	17,900	1.193	F	5197	0.346	YES
AND	Lincoln Ave to University Ave	2 Lane Collector (continuous left-turn lane)	15,000	12,500	0.833	D	14,000	0.933	E	1500	0.100	YES
Op/Note (NR) 2 Lanc Collector (Multi-Gunity, commercial Industrial Fronting) 55.00 52.24 (1.60) F (1.50) F (2.50) (1.90) F (2.50) (2.94) VERA O Lanck (Matter Analy, commercial Industrial Fronting) 8,000 (3.24) (8.24) (1.100) F (1.20) F (2.50) (2.57) (University Ave to North Park Way	2 Lane Collector (continuous left-turn lane)	15,000	12,150	0.810	D	12,500	0.833	D	350	0.023	NO
Obligation (SI) 12 Lanc Collector (Abtil-family, commercial-industrial fronting) 8,000 1,122 1,120 1,485 F 3,767 0,137 N. Onling SI 2 Lanc Collector (Abtil-family, commercial-industrial fronting) 8,000 1,243 8 1,130 1,430 8 9 0,019 NY Director Abstract (Abtil-family, commercial-industrial fronting) 8,000 1,826 0,23 6 1,430 8 9 0,019 NY Director Abstract (Abtil-family, commercial-industrial fronting) 8,000 6,200 0,23 8 0 0,135 8 0 0,135 8 0 0 0,135 8 0 0,137 8 0 </td <td>North Park Way Ave to Upas St</td> <td>2 Lane Collector (continuous left-turn lane)</td> <td>15,000</td> <td>12,241</td> <td>0.816</td> <td>D</td> <td>16,500</td> <td>1.100</td> <td>F</td> <td>4259</td> <td>0.284</td> <td>YES</td>	North Park Way Ave to Upas St	2 Lane Collector (continuous left-turn lane)	15,000	12,241	0.816	D	16,500	1.100	F	4259	0.284	YES
Onlinged State 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 1,015 1,22 F 1,210 1,513 F 205 0.53 0.51 NO to invocand Ave 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 1,320 0.413 F 1,200 0.435 F 2,00 0.435 F 2,00 0.435 F 0.00<	Upas St to Redwood St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	8,824	1.103	F	11,900	1.488	F	3076	0.385	YES
Objective of the best of the be	Redwood St to Juniper St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	10,013	1.252	F	12,100	1.513	F	2087	0.261	YES
December Collector (Multi-family, commercial-industrial fronting) S/000 S/300 0.435 0.431 S/300 0.4550	32nd St											
to byper systems (a) a contraction fronting) 8,000 3,000 1,013 B 3,000 1,013 B 1,000 1,010 B 1,000 1,0	Howard Ave to Lincoln Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1,845	0.231	A	4,400	0.550	С	2555	0.319	NO
Lee ob Mytle Ave 2 Lane Collector (Multi-Smully, commercial)-Industrial fronting) 8,000 6,023 B 11,200 1,440 F 6,000 0.735 MS Redoxod St 2 Lane Collector (Multi-Smully, commercial)-Industrial fronting) 8,000 6,520 0.657 B 2,500 0.658 B 9 0 </td <td>Lincoln Ave to University Ave</td> <td>2 Lane Collector (Multi-family, commercial-industrial fronting)</td> <td>8,000</td> <td>3,300</td> <td>0.413</td> <td>В</td> <td>3,300</td> <td>0.413</td> <td>В</td> <td>0</td> <td>0.000</td> <td>NO</td>	Lincoln Ave to University Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	3,300	0.413	В	3,300	0.413	В	0	0.000	NO
Other SI, Table Collector (Abulis-family, commercial-industrial fronting) 8,000 6,985 0,873 E 7,900 0,988 E 9,15 0,115 YERS Redwood SI 1 Lane Collector (Abulis-family, commercial-industrial fronting) 8,000 5,238 0,237 A 2,240 0,589 C 6,650 D 0,000 NO Albahan SI 2 Lane Collector (Abulis-family, commercial-industrial fronting) 15,000 0,733 D 5,200 0,698 C 6,989 C	University Ave to Myrtle Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	5,000	0.625	D	11,200	1.400	F	6200	0.775	YES
Redwored St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 5,200 0,650 0,650 D 0,000 ND Pringber St 2 Lane Collector (Multi-family, commercial-industrial fronting) 15,000 1,218 0,218 0,250 0,250 0,250 0,000 ND Pringber St 2 Lane Collector (Continuous left-arm lane) 15,000 10,710 0,713 P 1,800 0,250 C 6,2 0,000 NO Oh Start St 2 Lane Collector (Continuous left-arm lane) 15,000 1,730 P 1,800 0,290 C 6,2 0,000 NO Oh Start Day Nath A Lane Collector (Continuous left-arm lane) 15,000 1,730 F 1,800 0,750 D 1,380 0,790 D 1,380 0,990 NO 1,280 0,790 D 1,380 0,000 NO 0,000 </td <td>Myrtle Ave to Upas St</td> <td>2 Lane Collector (Multi-family, commercial-industrial fronting)</td> <td>8,000</td> <td>6,985</td> <td>0.873</td> <td>E</td> <td>7,900</td> <td>886'0</td> <td>E</td> <td>915</td> <td>0.115</td> <td>YES</td>	Myrtle Ave to Upas St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	6,985	0.873	E	7,900	886'0	E	915	0.115	YES
Althorams St. 2 Lane Collector (Multi-family, commercial-industrial fronting) 15,000 6,758 0,451 18,040 0,495 0,495 0,598	Upas St St to Redwood St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	5,200	0.650	D	5,200	0.650	D	0	0.000	ON
Allohamu SN 2 Lame Collector (continuous left-turn lane) 15,000 6,738 C 8,966 0,598 C 642 0.042 NO this SN 2 Lane Collector (continuous left-turn lane) 15,000 8,966 0,588 C 8,966 0,588 C 642 0.000 NO Mountain Vices Dr 2 Lane Collector (continuous left-turn lane) 15,000 10,700 0,713 D 13,800 0,990 E 3100 0.000 NO et oxoth Park Way 2 Lane Collector (Authi-family, commercial-industrial fronting) 8,000 12,620 1,578 F 16,000 0,790 B 300 0,440 NO No Selevosal St 2 Lane Collector (Authi-family, commercial-industrial fronting) 8,000 1,670 0,384 C 5,000 0,450 NO 1,670 0,384 C 5,000 0,450 NO 1,670 0,444 C 5,000 0,450 NO 1,670 0,444 C 5,000 0,456 NO 1,670 0,484	Redwood St to Juniper St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2,218	0.277	A	2,600	0.325	В	382	0.048	ON
Abhoma St 2 Lane Collector (continuous left-turn lane) 15,000 6,738 0,451 B 7,400 0,493 C 602 0.002 NO 15 cas St 2 Lane Collector (continuous left-turn lane) 15,000 1,500 1,500 1,390 <	Adams Ave											
OF Cleans St 2 Lame Collector (continuous left-turn lane) 15,000 8,966 0.598 C 8966 0.598 C 0.000 Oth St 2 Lame Collector (continuous left-turn lane) 15,000 10,700 0.713 P 13,999 F 300 0.000 No North Park Way 2 Lane Collector (continuous left-turn lane) 15,000 10,700 1,739 F 16,000 0.000 1,899 F 10,000 0.00	Park Blvd to Alabama St	2 Lane Collector (continuous left-turn lane)	15,000	6,758	0.451	В	7,400	0.493	C	642	0.042	ON
Note Comparison Compariso	Alabama St to Texas St	2 Lane Collector (continuous left-turn lane)	15,000	8,966	0.598	С	8,966	0.598	C	0	0.000	ON
No North Park Way 2 Lane Collector (continuous left-turn lane) 15,000 12,520 1,578 F 16,000 2,700 5,700 2,730 0,364 B 3,300 0,440 B 570 0,076 NO NO NO NO NO NO NO N	Texas St to 30th St	2 Lane Collector (continuous left-turn lane)	15,000	10,700	0.713	D	13,800	0.920	E	3100	0.207	YES
vol. by March Park Way 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 1,2,620 1,578 F 1,6000 2,000 F 3380 0,422 FBS Agy to Myrtle Ave 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 2,730 0,344 C 6,000 0,750 D 1330 0,045 NO o Commonwealth Ave 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 3,530 0,440 B 3,500 0,440 B 570 0,044 NO o Louiper St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 1,480 0,185 A 2,280 0,440 B 3,00 0,444 NO Florida St 6 Lane Major Arterial 6 Lane Major Arterial 50,000 23,866 0,447 C 3,900 0,542 B 3,450 0,692 C 1032 NO Trans St 6 Lane Major Arterial 50,000 32,468 0,649 C 3,800 0,796 E	30th St to W Mountain View Dr	2 Lane Collector (continuous left-turn lane)	15,000	19,929	1.329	F	19,929	1.329	F	0	0.000	ON
ce to North Park Way 21 ane Collector (Multi-family, commercial-industrial fronting) 8,000 12,620 1,578 6,000 2,000 F 3380 0,422 VES sky to Ndyrtle Ave 1 Lane Collector (Multi-family, commercial-industrial fronting) 7,500 2,730 0,346 C 5,000 0,449 C 5,000 0,449 C 5,000 0,448 C 5,000 0,449 C 3,000 0,448 C 1,000 D 1,480 C 3,000 0,448 </td <td>Boundary St</td> <td></td>	Boundary St											
Interview Interview <t< td=""><td>University Ave to North Park Way</td><td>2 Lane Collector (Multi-family, commercial-industrial fronting)</td><td>8,000</td><td>12,620</td><td>1.578</td><td>F</td><td>16,000</td><td>2.000</td><td>F</td><td>3380</td><td>0.422</td><td>YES</td></t<>	University Ave to North Park Way	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	12,620	1.578	F	16,000	2.000	F	3380	0.422	YES
O Commonwealth Ave 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 4,670 0.584 C 6,000 0,750 D 1330 0,106 o Commonwealth Ave 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 1,480 0.185 A 2,800 0,488 C 350 0,044 Florida St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 1,480 0,185 A 2,800 0,380 B 1,50 0,154 Florida St 6 Lane Major Arterial 50,000 23,366 0,467 B 34,600 0,582 C 11234 0,255 Florida St 6 Lane Major Arterial 50,000 23,479 0,490 B 34,800 0,582 C 11234 0,255 Utla St 6 Lane Major Arterial 50,000 22,149 0,490 C 3,800 0,796 C 1032 0,57 Utla St 6 Lane Major Arterial 50,000 32,191 0,670 2,800 0,796	North Park Way to Myrtle Ave	1 Lane Collector (one-way)	7,500	2,730	0.364	В	3,300	0.440	В	570	0.076	NO
h Ave Lane Collector (Multi-family, commercial-industrial fronting) 8,000 1,480 C 188 C 2,800 0,488 C 3,900 0,488 C 1,80 0,044 C 3,900 0,048 C 1,80 0,049 D 1,80	Myrtle Ave to Redwood St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	4,670	0.584	С	6,000	0.750	D	1330	0.166	ON
h Ave P Ave 1.480 0.185 A 2,800 0.350 B 1320 0.165 D 0.165	Redwood St to Commonwealth Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	3,550	0.444	С	3,900	0.488	C	350	0.044	NO
Florida St	Commonwealth Ave					•						
Florida St Clame Major Arterial 50,000 19,407 0.388 A 27,100 0.542 B 7693 0.154 Texas St 6 Lane Major Arterial 50,000 23,366 0.467 B 34,600 0.692 C 11234 0.225 regon St 6 Lane Major Arterial 50,000 24,479 0.649 C 42,800 0.696 C 10221 0.207 th St 6 Lane Major Arterial 50,000 32,468 0.649 C 42,800 0.896 D 10321 0.207 Hois St 6 Lane Major Arterial 50,000 32,191 0.644 C 48,800 0.976 E 9684 0.194 Hois St 6 Lane Major Arterial 50,000 34,116 0.782 C 48,800 1,178 F 12838 0.257 Holo Liviversity Ave 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 5,450 0.681 D 6,800 0.740 C 1200 0.150 <td>Boundary St to Juniper St</td> <td>2 Lane Collector (Multi-family, commercial-industrial fronting)</td> <td>8,000</td> <td>1,480</td> <td>0.185</td> <td>Α</td> <td>2,800</td> <td>0.350</td> <td>В</td> <td>1320</td> <td>0.165</td> <td>ON</td>	Boundary St to Juniper St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1,480	0.185	Α	2,800	0.350	В	1320	0.165	ON
10 Florida St 6 Lane Major Arterial 50,000 19,407 0.388 A 27,100 0.542 B 7693 0.154 11 Florida St 6 Lane Major Arterial 50,000 23,366 0.467 B 34,600 0.692 C 11234 0.225 11 Florida St 6 Lane Major Arterial 50,000 24,479 0.490 B 34,800 0.696 C 10321 0.206 12 Florida St 6 Lane Major Arterial 50,000 32,148 0.649 C 39,800 0.766 C 7609 0.152 13 Florida St 6 Lane Major Arterial 50,000 32,191 0.644 C 39,800 0.765 D 10332 0.207 14 Florida St 6 Lane Major Arterial 50,000 39,116 0.782 C 48,800 0.766 C 7609 0.152 15 Florida Major Arterial 50,000 39,116 0.782 C 48,800 0.766 C 7609 0.152 15 Florida Major Arterial 50,000 36,000 39,116 0.782 C 88,900 1.178 F 12838 0.257 16 Florida Major Arterial 50,000 3,375 0.422 B 7,400 0.925 E 4025 0.503 17 Florida Major Arterial Major Arterial Major Arterial Major Arterial Major Arterial Major Maj	El Cajon Blvd											
to Texas St 6 Lane Major Arterial 50,000 23,366 0.467 B 34,600 0.692 C 11234 0.225 to Oregon St 6 Lane Major Arterial 50,000 24,479 0.490 B 34,600 0.695 C 10321 0.206 to Utal St 6 Lane Major Arterial 50,000 32,468 0.649 C 42,800 0.896 C 10321 0.207 1 Illinois St 6 Lane Major Arterial 50,000 32,191 0.649 C 48,800 0.796 C 7609 0.152 Illinois St 6 Lane Major Arterial 50,000 39,116 0.782 C 48,800 0.796 E 7609 0.157 Blvd to University Ave 6 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 5,450 0.61 B 7,400 0.850 E 1200 0.150 Ave to Clipas St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 5,600 0.700 B 6,800 0.850	Park Blvd to Florida St	6 Lane Major Arterial	50,000	19,407	0.388	A	27,100	0.542	В	7693	0.154	NO
to Oregon St 6 Lane Major Arterial 50,000 24,479 0.490 B 34,800 0.696 C 10321 0.206 to Utal St 6 Lane Major Arterial 50,000 32,468 0.649 C 42,800 0.896 C 7609 1032 0.207 1 Illinois St 6 Lane Major Arterial 50,000 32,191 0.644 C 39,800 0.796 C 7609 0.152 1 Illinois St 6 Lane Major Arterial 50,000 39,116 0.782 C 48,800 0.976 E 7609 0.152 Blvd to University Ave 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 5,450 0.681 D 6,800 1.100 F 3350 0.419 Ave to Clpas St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 5,600 0.700 D 6,800 0.850 E 1200 0.150 Ave to Upas St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 5,600 0.700	Florida St to Texas St	6 Lane Major Arterial	50,000	23,366	0.467	В	34,600	0.692	C	11234	0.225	NO
tro Utah St 6 Lane Major Arterial 50,000 32,468 0.649 C 42,800 0.856 D 10332 0.207 5 Soth St 6 Lane Major Arterial 50,000 32,191 0.644 C 39,800 0,796 C 7609 0,152 1 Illinois St 6 Lane Major Arterial 50,000 39,116 0.782 C 48,800 0,976 E 7609 0,152 Blvd to University Ave 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 3,375 0,422 B 7,400 0,925 E 4025 0,503 Ave to Robinson Ave 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 5,490 0,700 B 8,000 1,10 F 3350 0,419 Ave to Upas St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 5,600 0,700 B 6,800 0,850 E 1200 0,150 Ave to Upas St 2 Lane Collector (Multi-family, commercial-industrial fronting) 0,500 5,600 <	Texas St to Oregon St	6 Lane Major Arterial	50,000	24,479	0.490	В	34,800	969.0	C	10321	0.206	NO
30th St 6 Lane Major Arterial 50,000 32,191 0.644 C 39,800 0.796 C 7699 0.152 Hillinois St 6 Lane Major Arterial 50,000 39,116 0.782 C 48,800 0.976 E 9684 0.194 It o L-805 Ramps 6 Lane Major Arterial 50,000 46,062 0.921 E 88,900 1.178 F 12838 0.257 Blvd to University Ave 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 5450 0.681 B 7,400 0.925 E 4055 0.503 Ave to Upas St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 5,600 0.700 B 6,800 0.850 E 1200 0.150 Ave to Upas St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 5,600 0.700 D 6,800 0.850 E 1200 0.150	Oregon St to Utah St	6 Lane Major Arterial	50,000	32,468	0.649	С	42,800	0.856	D	10332	0.207	ON
Illinois St 6 Lane Major Arterial 50,000 39,116 0.782 C 48,800 0.976 E 9684 0.194 It to L80S Ramps 6 Lane Major Arterial 50,000 46,062 0.921 E 58,900 1.178 F 12838 0.257 Blvd to University Ave 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 5,450 0.681 D 8,800 1.100 F 3350 0.419 Ave to Robinson Ave 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 5,600 0.700 D 6,800 0.850 E 1200 0.150 Ave to Upas St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 5,600 0.700 D 6,800 0.850 E 1200 0.150	Utah St to 30th St	6 Lane Major Arterial	50,000	32,191	0.644	С	39,800	0.796	C	6092	0.152	NO
to L 805 Ramps 6 Lane Major Arterial 50,000 46,062 0.921 E 58,900 1.178 F 12838 0.257 Blvd to University Ave 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 3,375 0.422 B 7,400 0,925 E 4025 0.503 Ave to Robinson Ave 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 5,600 0.700 D 6,800 0.850 E 1200 0.150 Ave to Upas St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 5,600 0.700 D 6,800 0.850 E 1200 0.150	30th St to Illinois St	6 Lane Major Arterial	50,000	39,116	0.782	С	48,800	0.976	E	9684	0.194	YES
Bivd to University Ave 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 3,375 0,422 B 7,400 0,925 E 4025 0.503 YES Ave to Robinson Ave 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 5,450 0,681 D 8,800 1,100 F 3350 0,419 YES Ave to Upas St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 5,600 0,700 D 6,800 0,850 E 1200 0,150 YES Ave to Upas St 2 Lane Collector (Multi-family, commercial-industrial fronting) 10,000 5,490 0,550 B 6,700 0,700 C 1202 0,120 NO	Illinois St to I-805 Ramps	6 Lane Major Arterial	50,000	46,062	0.921	E	58,900	1.178	F	12838	0.257	YES
Bived to University Ave 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 3,375 0,422 B 7,400 0,925 E 4025 0.503 y Ave to Robinson Ave 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 5,450 0.681 D 8,800 1.100 F 3350 0.419 Ave to Upas St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 5,600 0.700 D 6,800 0.850 E 1200 0.150 Ave to Upas St 2 Lane Collector (Multi-family, commercial-industrial fronting) 10,000 5,498 0.550 B 6,800 0.670 C 1200 0.150	Florida St	-				-						
y Ave to Robinson Ave 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 5,450 0.681 D 8,800 1.100 F 3350 0.419 Ave to Upas St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 5,600 0.700 D 6,800 0.850 E 1200 0.150 Anorey Field Dr 2 Lane Collector (no fronting property) 10,000 5,498 0.550 B 6,700 0.670 C 1202 0.120	El Cajon Blvd to University Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	3,375	0.422	В	7,400	0.925	E	4025	0.503	YES
Ave to Upas St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 5,600 0.700 D 6,800 0.850 E 1200 0.150 Ondrey Field Dr 2 Lane Collector (no fronting property) 10,000 5,498 0.550 B 6,700 0.670 C 1202 0.120	University Ave to Robinson Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	5,450	0.681	D	8,800	1.100	F	3350	0.419	YES
Ondrey Field Dr 2 Lane Collector (no fronting property) 10,000 5,498 0.550 B 6,700 0,670 C 1202 0.120	Robinson Ave to Upas St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	5,600	0.700	D	6,800	0.850	E	1200	0.150	YES
1s St to Morley Field Dr 2 Lane Collector (no fronting property) 10,000 5,498 0,550 B 6,700 0,670 C 1202 0,120	Florida Dr							ļ				
	Upas St to Morley Field Dr	2 Lane Collector (no fronting property)	10,000	5,498	0.550	В	6,700	0.670	၁	1202	0.120	ON

Bold values indicate roadway segments operating at LOS E or F.
Capacity for non-standard roadway classifications were provided by City of San Diego staff.

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

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

A 4,800 A 4,800 A 4,300 B 10,20 C 10,30 B 4,400 C 4,000 C 4,000 C 4,000 D 12,200 D 12,200 C 11,50 C 11,50 C A 3,700 A 3,700 A 3,700 A 5,500 C 5,000 C 5,000					EXISTING		FU	FUTURE (2035)	2)			
Proficial State Collector Conditions (Indian Line)	MANAMAN (A MANAMAN)		LOSE		V/C RATIO	301	ADT	V/C RATIO		A in ADT		SIGNIFI CANT?
State Colorest Co	ROADWAY SEGMENT		CAPACITY	TOW	(a)	103	TOW.	(a)	FOS			
Charles State Calcierer (continuous left-turn lancy) Lisation Sanot Calcierer (continuous left-turn lancy) Lisation Li		NOR	TH PARK									
Process Proc	Howard Ave				•							
Clanac Colasce (Malic family, commercial industrial fronting) 15,000 3.56 0.28 A 50 C 52 Orba SS 2 Lanc Collector (Malic family, commercial industrial fronting) 15,000 3.56 0.28 C 28 2 34 0.290 Orba SS 2 Lanc Collector (Malic family, commercial industrial fronting) 15,000 4.815 0.27 1.417 F 648 C 2 Orba SS 2 Lanc Collector (Malic family, commercial industrial fronting) 1.500 2.187 0.479 C 0.290 1.379 F 648 0.29 And SS 2 Lanc Collector (Malic family, commercial industrial fronting) 1.000 1.376 0.479 C 6.200 0.773 F 678 0.773 C 4.000 0.773 C 4.000 0.773 C <t< td=""><td>Park Blyd to Florida St</td><td>2 Lane Collector (continuous left-turn lane)</td><td>15,000</td><td>3,000</td><td>0.200</td><td>А</td><td>•</td><td>•</td><td></td><td>1800</td><td>0 400</td><td>QN</td></t<>	Park Blyd to Florida St	2 Lane Collector (continuous left-turn lane)	15,000	3,000	0.200	А	•	•		1800	0 400	QN
Orbits St 2 Lane Collector (Abilic family, commercial substrain fronting) 5,000 3,606 0,238 A 3,900 0,488 C 334 0,200 Orbits St 2 Lane Collector (Abilic family, commercial substrain fronting) 1,500 4,815 0,213 A 1,915 1,413 F 6,855 1,902 Orbits St 2 Lane Collector (Abilic family, commercial substrain fronting) 1,800 1,187 C 1,200 1,315 F 6,055 0,856 1,902 1,902 1,905 0,856 1,905 1,905 1,905 0,805 </td <td>Tally Diva to Holling St</td> <td>2 Lane Collector (Multi-family, commercial-industrial fronting)**</td> <td>8,000</td> <td></td> <td></td> <td></td> <td>4,800</td> <td>0.600</td> <td>С</td> <td>0001</td> <td>0.400</td> <td>Okt</td>	Tally Diva to Holling St	2 Lane Collector (Multi-family, commercial-industrial fronting)**	8,000				4,800	0.600	С	0001	0.400	Okt
2 Lane Collector (Multi-form), commercial relations 15,000 1,413 7 1,410 7 1,410 7 1,410 7 1,410 7 1,410 7 1,410 7 1,410 7 1,410 7 1,410 7 1,410 7 1,410 1,410 7 1,410	Florida St to Texas St	2 Lane Collector (continuous left-turn lane)	15,000	3,566	0.238	А				334	0.250	QN.
Polysist 2 Lane Collector (Multi-finally, commercial industrial fronting)* 8,000 4,517 0,413 F 6,685 1,985 1,985 Obb/AST 2 Lane Collector (Multi-finally, commercial industrial fronting)* 1,500 6,137 0,497 C 1,137 F 6,685 1,985 1,985 And St 2 Lane Collector (Multi-finally, commercial industrial fronting)* 1,500 7,487 0,487 C 6,230 1,373 F 6,685 1,985 1,985 And St 2 Lane Collector (Multi-finally, commercial industrial fronting)* 8,000 3,487 0,485 C 6,230 0,737 F 3,131 6,849 1,870 <th< td=""><td>Tibilda St to Texas St</td><td>2 Lane Collector (Multi-family, commercial-industrial fronting)**</td><td>8,000</td><td></td><td>•</td><td></td><td>3,900</td><td>0.488</td><td>С</td><td>+55</td><td>0.20</td><td>ON</td></th<>	Tibilda St to Texas St	2 Lane Collector (Multi-family, commercial-industrial fronting)**	8,000		•		3,900	0.488	С	+55	0.20	ON
2 Lane Collector (Multi-family, commercial infoaring)	Texas St to Urah St	2 Lane Collector (continuous left-turn lane)	15,000	4,815	0.321	А	+	+		6485	1.092	YES
Rob St 1 and Callector (Multi-faminy, commercial-industrial fronting)** 8,000 6,137 0,479 C 1275 F 406 80 0,80 2 Lanc Callector (Multi-faminy, commercial-industrial fronting)** 1,187 0,479 C 1,273 F 4,20 0,273 F 4,05 0,50 1,313 F 3,13 0,834	Towns of the court	2 Lane Collector (Multi-family, commercial-industrial fronting)**	8,000				11,300	1.413	F	600	700.7	
2 Lane Collector (Multi-family, commercial-industrial fronting)	Trab St to 30th St	2 Lane Collector (continuous left-turn lane)	15,000	6,137	0.409	В				4063	998 0	VES
2 Lane Collector (Multi-family, commercial-industrial fronting)= 8,000 3,456 0,4	20 100 00 10 100 00 100 100 100 100 100	2 Lane Collector (Multi-family, commercial-industrial fronting)**	8,000		•		10,200	1.275	F	6001	000.0	67.1
2 Lane Collector (Multi-family, commercial-industrial fronting)	30th St to 32nd St	2 Lane Collector (continuous left-turn lane)	15,000	7,187	0.479	С				3313	0.834	VES
2. Lane Collector (Malti-family, commercial-industrial fronting) 8.000 2.826 0.456 C 6.200 0.775 D 2.554 0.197 Commonwealth Ave		2 Lane Collector (Multi-family, commercial-industrial fronting)**	8,000				10,500	1.313	Ā	2		
2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 3,546 0,545 0,540 0,559 C 1574 0,197	Juniper St				-							
Commonwealth Ave 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 2,826 0.353 B 4,440 0.550 C 1574 0.197 Free SS 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 3,700 0.474 C 4,000 0.530 C 210 0.046 Free SS 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 2,400 0.370 A 3,200 0.400 B 8,00 0.104 Und SS 2 Lane Collector (Multi-family, commercial-industrial fronting) 15,000 5,473 0.366 B 9,800 0.613 C 2,190 0.107 Mod SS 2 Lane Collector (Continuous left-turn lane) 15,000 5,473 0.366 B 9,800 0.633 C 13,90 0.137 Mol SS 2 Lane Collector (Continuous left-turn lane) 15,000 5,473 0.366 D 1,220 0.380 C 1,900 0.137 Office SS 2 Lane Collector (Continuous left-turn lane) 15,000 <td< td=""><td>30th St to 32nd St</td><td>2 Lane Collector (Multi-family, commercial-industrial fronting)</td><td>8,000</td><td>3,646</td><td>0.456</td><td>С</td><td>6,200</td><td>0.775</td><td>D</td><td>2554</td><td>0.319</td><td>NO</td></td<>	30th St to 32nd St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	3,646	0.456	С	6,200	0.775	D	2554	0.319	NO
Companies Comp	32nd St to Commonwealth Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2,826	0.353	В	4,400	0.550	С	1574	0.197	NO
1.0 1.0	Landis St											
Texas St 2 Lane Collector (Abulti-family, commercial-industrial fronting) 8,000 2,400 0.300 A 3,200 0.450 B 800 0.104 Unh St 2 Lane Collector (Abulti-family, commercial-industrial fronting) 8,000 2,400 0.300 A 3,200 0.400 B 800 0.100 Mondary St 2 Lane Collector (continuous left-turn lane) 15,000 5,630 0.300 C 2,950 0.107 Mondary St 2 Lane Collector (continuous left-turn lane) 15,000 5,473 0.265 B 9,200 0.630 C 2,950 0.103 Mondary St 2 Lane Collector (continuous left-turn lane) 15,000 5,473 0.565 B 9,800 0.540 C 2,900 0.503 Obic St Collector (continuous left-turn lane) 15,000 8,404 0.536 C 10,300 0.687 D 2,260 0.131 Obic St 2 Lane Collector (Abult-family, commercial-industrial fronting)** 15,000 8,406 0.577 C 11,500	Boundary St to Nile St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	3,790	0.474	С	4,000	0.500	С	210	0.026	NO
Orders SN 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 2,00 0,124 A 4,200 0,538 C 3310 0,410 Unb St 2 Lane Collector (Continuous left-turn lane) 15,000 2,400 0,300 A 3,200 0,400 C 2,900 0,410 noth St 2 Lane Collector (continuous left-turn lane) 15,000 5,563 0,371 B 9,200 0,613 C 2,900 0,197 noth St 2 Lane Collector (continuous left-turn lane) 15,000 6,110 0,407 B 8,100 0,631 C 2,900 0,137 no Mission Ave 2 Lane Collector (continuous left-turn lane) 15,000 8,490 0,530 C 10,300 0,430 0,530 C 10,300 0,430 0,430 0,430 0,530 C 1,320 0,135 0,413 0,432 0,432 0,433 0,433 0,433 0,433 0,433 0,433 0,433 0,433 0,433 0,433 0,433 0,433 </td <td>Lincoln Ave</td> <td></td>	Lincoln Ave											
Utuble Sty 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 2,400 6300 A 3,200 0,400 B 8,00 0,100 Moh St 1 Lane Collector (Continuous left-turn lane) 15,000 4,573 0,363 C 2,290 0,101 Seandfary St 2 Lane Collector (Continuous left-turn lane) 15,000 8,473 0,365 B 8,000 0,6613 C 2,290 0,137 Sol Stisson Ave 2 Lane Collector (Continuous left-turn lane) 15,000 8,410 0,540 0,671 C 1,327 C 1,327 C 1,327 0,282 0,673 C 1,327 0,282 0,131 B 8,000 0,671 C 1,327 0,282 0,131 B 8,000 0,573 C 1,327 0,282 0,131 B 1,327 0,282 0 0,131 B 1,327 0,282 0 0,131 B 1,327 0,282 0 0,131 B 2,260 0,131 B	Florida St to Texas St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	066	0.124	Α	4,300	0.538	С	3310	0.414	NO
Oth Six 1 Lane Collector (continuous left-turn lane) 1 5,000 4.550 0.371 B 7,500 0.500 C 29-90 0.197 2 Lane Collector (continuous left-turn lane) 15,000 5,503 0.371 B 9,200 0.613 C 3637 0.192 Abusion Ave 2 Lane Collector (continuous left-turn lane) 15,000 6,110 0.407 B 8,000 0.536 C 1930 0.613 C 3637 0.288 D 0.030 C 4327 0.288 0.058 C 1,500 0.510 C 1,500 0.520 C 1,200 0.153 E 1,500 0.520 C 1,200 C	Texas St to Utah St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2,400	0.300	А	3,200	0.400	В	800	0.100	NO
Decay Street	Utah St to 30th St	2 Lane Collector (continuous left-turn lane)	15,000	4,550	0.303	А	7,500	0.500	С	2950	0.197	NO
Seanchary St 2 Lane Collector (continuous left-turn lane) 15,000 5,473 0.365 B 9,800 0.653 C 19,80 0.653 C 10,30 0.687 D 22,60 0.153 F 6,905 0.853 F 6,905 0.853 C 10,30 0.687 D 12,20 1,50 0.853 B 1,50 0.853 B 0.853 D 1,50 0.853 D 1,50 0.853 D 1,50 0.853 D 1,50 1,50 0.854 0.854 0.854 0.856 D 1,	30th St to 32nd St	2 Lane Collector (continuous left-turn lane)	15,000	5,563	0.371	В	9,200	0.613	С	3637	0.242	NO
o Mission Ave 2 Lane Collector (continuous left-turn lane) 15,000 6,110 0.407 B 8,100 0.530 C 1930 0.153 Othos St 2 Lane Collector (continuous left-turn lane) 15,000 8,040 0.536 C 10,300 0.687 D 2.260 0.151 Offices St 2 Lane Collector (Multi-family, commercial-industrial fronting)** 8,000 4,060 0.271 A 1,220 1,235 F 6905 0.863 Offices St 2 Lane Collector (Multi-family, commercial-industrial fronting)*** 8,000 4,060 0.372 B 8,200 1,236 F 4450 0.866 30th St 2 Lane Collector (Multi-family, commercial-industrial fronting)*** 8,000 5,280 0.572 C 1,438 F 4620 0.886 Ilinois Ave 2 Lane Collector (continuous left-turn lane) 15,000 8,576 0.577 C 1,438 F 4620 0.886 Ilinois Ave 2 Lane Collector (Multi-family, commercial-industrial fronting)** 8,000 1,497	32nd St to Boundary St	2 Lane Collector (continuous left-turn lane)	15,000	5,473	0.365	В	9,800	0.653	С	4327	0.288	NO
Oblission Ave 2 Lane Collector (continuous left-turn lane) 15,000 6,110 0,407 B 8,100 0,540 C 1990 0,133 e or Texas St 2 Lane Collector (continuous left-turn lane) 15,000 6,040 0,536 C 10,300 0,687 D 2,260 0,131 Orbio St 2 Lane Collector (Multi-family, commercial-industrial fronting)** 8,000 4,060 0,271 A 8,200 1,235 F 6,05 0,58 0,58 Orbio St 2 Lane Collector (Multi-family, commercial-industrial fronting)** 8,000 5,280 0,572 C 1,230 F 4620 0,784 30th St 2 Lane Collector (Multi-family, commercial-industrial fronting)** 8,000 8,576 0,572 C 1,580 1,580 0,577 C 1,580 1,580 Abova St 2 Lane Collector (Multi-family, commercial-industrial fronting)** 8,000 8,576 0,577 C 1,580 1,480 R 2 2 2 2 1,590 1,480 R <	Madison Ave							٠				
Clears St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 5,285 0,662 D 1,200 1,525 F 6905 0,583 Clear Collector (Multi-family, commercial-industrial fronting) 8,000 2,280 0,371 A 8,200 1,236 F 4140 0,754 Clear Collector (Multi-family, commercial-industrial fronting) 8,000 8,576 0,572 C 11,500 1,288 F 4020 0,784 Clear Collector (Multi-family, commercial-industrial fronting) 8,000 8,576 0,577 C 11,500 1,438 F 3,249 0,911 Clear Collector (Multi-family, commercial-industrial fronting) 8,000 8,651 0,577 C 11,500 1,438 F 3,249 0,911 Clear Collector (Multi-family, commercial-industrial fronting) 8,000 1,500 0,150 A 3,700 0,100 B 2,000 0,200 Clear Collector (Multi-family, commercial-industrial fronting) 8,000 1,500 0,150 A 3,700 0,101 A 2,000 0,200 Clear Collector (Multi-family, commercial-industrial fronting) 8,000 1,500 0,150 A 3,700 0,101 A 2,000 0,200 Clear Collector (Multi-family, commercial-industrial fronting) 8,000 1,500 0,188 A 3,700 0,101 A 3,500 0,403 Clear Collector (Multi-family, commercial-industrial fronting) 8,000 1,500 0,188 A 5,500 0,688 D 4,000 0,500 Clear Collector (Multi-family, commercial-industrial fronting) 8,000 1,500 0,188 A 5,700 0,131 A 2,000 0,400 Clear Collector (Multi-family, commercial-industrial fronting) 8,000 2,188 C 5,000 0,131 A 5,500 0,431 Clear Collector (Multi-family, commercial-industrial fronting) 8,000 2,188 C 5,000 0,501 0,431 Clear Collector (Multi-family, commercial-industrial fronting) 8,000 2,188 C 5,000 0,501 0,501 0,431 Clear Collector (Multi-family, commercial-industrial fronting) 8,000 2,188 C 5,000 0,501 0,501 0,501 0,501 0,501 0,501 0,501 0,501 0,501 0,501 0,501 0,501 0,501 0,501 0,501 0,501 0,501 0,501	Park Blvd to Mission Ave		15,000	6,110	0.407	В	8,100	0.540	С	1990	0.133	NO
Othio St 2 Lane Collector (Multi-family, commercial-industrial fronting)** 15,000 4,060 0.271 A 1.22.0 1.625 F 6905 0.863 30h St 2 Lane Collector (Multi-family, commercial-industrial fronting)*** 8,000 4,060 0.271 A 8,200 1.025 F 4620 0.886 30h St 2 Lane Collector (Multi-family, commercial-industrial fronting)*** 8,000 5,280 0.372 B 4620 0.886 Ilinois Ave 2 Lane Collector (Multi-family, commercial-industrial fronting)** 8,000 8,576 0.572 C 11,500 1.488 F 4620 0.886 Ilmois Ave 2 Lane Collector (Multi-family, commercial-industrial fronting)** 8,000 8,651 0.577 C 11,500 1.488 F 3249 0.911 O lowa St 2 Lane Collector (Multi-family, commercial-industrial fronting)* 8,000 1,497 0.086 A 3,700 0.400 B 2024 0.866 O loss Strippi St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 <td>Mission Ave to Texas St</td> <td>2 Lane Collector (continuous left-turn lane)</td> <td>15,000</td> <td>8,040</td> <td>0.536</td> <td>С</td> <td>10,300</td> <td>0.687</td> <td>D</td> <td>2260</td> <td>0.151</td> <td>NO</td>	Mission Ave to Texas St	2 Lane Collector (continuous left-turn lane)	15,000	8,040	0.536	С	10,300	0.687	D	2260	0.151	NO
o Texas St 2 Lane Collector (Multi-family, commercial-industrial fronting)*** 8,000 4,060 0.271 A 8,200 1,025 F 4140 0.754 30th St 2 Lane Collector (Multi-family, commercial-industrial fronting)*** 8,000 5,280 0,352 B 8,200 1,025 F 4620 0,886 30th St 2 Lane Collector (Multi-family, commercial-industrial fronting)*** 8,000 8,576 0,572 C 1,138 F 4620 0,886 Ilinois Ave 2 Lane Collector (Continuous left-turn lane) 15,000 8,576 0,577 C 11,500 1,488 F 3249 0,911 A lane Collector (Multi-family, commercial-industrial fronting)*** 8,000 8,571 C 11,500 1,488 F 3249 0,911 A lane Collector (Multi-family, commercial-industrial fronting) 8,000 1,497 0,866 A 3,700 1,488 F 3249 0,911 A lane Collector (Multi-family, commercial-industrial fronting) 8,000 1,500 0,500 0,500 0,400	Texas St to Ohio St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	5,295	0.662	D	12,200	1.525	F	9005	0.863	YES
O Texas St 2 Lane Collector (continuous left-turn lane) 15,000 4,060 0.271 A 8,200 1.025 F 4140 0.754 30th St 2 Lane Collector (Multi-family, commercial-industrial fronting)*** 8,000 5,280 0,352 B 4,050 1,238 F 4620 0,386 30th St 2 Lane Collector (Multi-family, commercial-industrial fronting)*** 8,000 8,576 0,572 C 11,500 1,438 F 3249 0,911 3 Lowa St 2 Lane Collector (Continuous left-turn lane) 15,000 8,631 0,577 C 11,500 1,488 F 3249 0,911 3 Lowa St 2 Lane Collector (Multi-family, commercial-industrial fronting)** 8,000 1,497 0,86 A 3,700 0,410 A 2,203 0,911 A Lane Collector (Multi-family, commercial-industrial fronting) 8,000 1,500 0,180 A 3,700 0,410 B 200 0,911 A Lane Collector (Multi-family, commercial-industrial fronting) 8,000 1,200 0,1	Meade Ave											
Substitution Subs	Park Blyd to Texas St	2 Lane Collector (continuous left-turn lane)	15,000	4,060	0.271	Α		-		4140	0.754	VES
Subtract Subtract		2 Lane Collector (Multi-family, commercial-industrial fronting)**	8,000		•		8,200	1.025	Ŧ	2		
Simple Collector (Multi-family, commercial-industrial fronting) Simple Simpl	Texas St to 30th St	2 Lane Collector (continuous left-turn lane)	15,000	5,280	0.352	В	-	-		4620	0.886	YES
Ilinois Ave 2 Lane Collector (Continuous left-turn lane) 15,000 8,576 0.577 C 11,500 1.438 F 2924 0.866 C 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 1,200 0.150 C 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 1,200 0.150 C 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 1,200 C 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 1,200 C 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 2,158 C 5,000 C 2,158 C 5,000 C 2,158 C 2,000 C 2,00		2 Lane Collector (Multi-family, commercial-industrial fronting)**	8,000		-		006'6	1.238	F			
2 Lane Collector (Multi-family, commercial-industrial fronting)	30th St to Illinois Ave	2 Lane Collector (continuous left-turn lane)	15,000	8,576	0.572	C		-		2924	0.866	YES
2 Lane Collector (Multi-family, commercial-industrial fronting)** 8,000 8,651 0.577 C 11,900 1.488 F 3249 0.911 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 1,200 0.150 A 3,700 0.211 A 2203 0.125 3 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 1,500 0.150 A 5,700 0.713 D 3542 0.443 3 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 2,158 0.270 A 5,700 0.713 D 3542 0.443 3 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 2,158 0.270 A 5,700 0.713 D 3542 0.443 3 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 4,305 0.538 C 5,000 0.655 D 695 0.087 3 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 4,305 0.538 C 5,000 0.655 D 695 0.087 3 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 4,305 0.538 C 5,000 0.655 D 695 0.087 3 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 4,305 0.538 C 5,000 0.655 D 695 0.087 3 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 4,305 0.538 C 5,000 0.655 D 695 0.087 3 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 4,305 0.538 C 5,000 0.655 D 695 0.087 3 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 4,305 0.538 C 5,000 0.655 D 695 0.087 3 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 4,305 0.538 C 5,000 0.655 D 695 0.087 3 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 0.500		2 Lane Collector (Multi-family, commercial-industrial fronting)**	8,000		-		11,500	1.438	F			
OMississippi St 2 Lane Collector (Multi-family, commercial-industrial fronting)** 8,000 1,497 0.086 A 3,700 0.211 A 22.03 0.125 O Mississippi St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 1,200 0.150 A 3,700 0.400 B 2000 0.250 30h St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 1,500 0.188 A 5,500 0,688 D 4000 0,500 30h St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 2,188 A 5,700 0,713 D 3542 0,443 5 Thom St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 2,188 A 5,700 0,713 D 3542 0,443 5 Thom St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 4,305 0,500 0,713 D 3695 D 4,43	Illinois St to Iowa St	2 Lane Collector (continuous left-turn lane)		8,651	0.577	С		-		3249	0.911	VES
o Mississippi St Lane Collector (one-way) 17,500 1,497 0.086 A 3,700 0.211 A 2203 0.125 o Mission Ave 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 1,500 0.150 A 3,200 0,400 B 2000 0.250 30th St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 1,500 0,188 A 5,500 0,688 D 4000 0,500 30th St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 2,158 0,270 A 5,700 0,713 D 3542 0,443 3 Thom St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 4,305 0,500 0,713 D 3542 0,443		2 Lane Collector (Multi-family, commercial-industrial fronting)**	_				11,900	1.488	F			
o Mississippl St 2 Lane Collector (one-way) 17,500 1,497 0.086 A 3,700 0.211 A 2203 0.125 O Mission Ave 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 1,200 0.150 A 5,500 0.400 B 2000 0.250 30th St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 1,500 0.188 A 5,500 0,688 D 4000 0,500 30th St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 2,158 0,270 A 5,700 0,713 D 3342 0,443 7 Thom St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 4,305 0,530 A 5,700 0,713 D 3342 0,443	Mission Ave	-			•		•	١				
o Mission Ave 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 1,200 0.150 A 3,200 0.400 B 2000 0.250 8 to Texas St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 1,500 0.188 A 5,500 0.688 D 4000 0.500 30th St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 2,158 0.270 A 5,700 0.713 D 3542 0.443 9 Thom St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 4,305 0.538 C 5,000 0.625 D 695 0.087	Park Blvd to Mississippi St	2 Lane Collector (one-way)	17,500	1,497	0.086	Α	3,700	0.211	А	2203	0.125	NO
Blvd to Mission Ave 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 1,200 0.150 A 3,200 0.400 B 2000 0.250 on Ave to Texas St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 1,500 0.188 A 5,500 0.688 D 4000 0.500 sSt to 30th St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 2,158 0.270 A 5,700 0.713 D 3542 0.443 s St to Thom St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 4,305 0.538 C 5,000 0.625 D 695 0.087	Monroe Ave	-			•		•	١				
on Ave to Texas St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 1,500 0.188 A 5,500 0.688 D 4000 0.500 i.St to 30th St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 2,158 0.270 A 5,700 0.713 D 3542 0.443 s St to Thom St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 4,305 0.538 C 5,000 0.625 D 695 0.087	Park Blvd to Mission Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1,200	0.150	Α	3,200	0.400	В	2000	0.250	NO
St to 30th St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 2,158 0.270 A 5,700 0.013 D 3542 0.443 0.443 0.270 D 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 4,305 0.538 C 5,000 0.625 D 695 0.087	Mission Ave to Texas St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1,500	0.188	А	5,500	0.688	D	4000	0.500	NO
s St to Thom St 2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 4,305 0.538 C 5,000 0.625 D 695 0.087	Texas St to 30th St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2,158	0.270	Α	5,700	0.713	D	3542	0.443	NO
2 Lane Collector (Multi-family, commercial-industrial fronting) 8,000 4,305 0.538 C 5,000 0.625 D 695 0.087	Nile St	-	Ī		-							
	Landis St to Thorn St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	4,305	0.538	С	5,000	0.625	D	695	0.087	NO
	Bold values indicate roadway segments operating at LOS E	Bor R.										
Bold values indicate roadway segments operating at LOS E or F.												

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

				EXISTING		FU	FUTURE (2035)	5)			
ROADWAY SEGMENT	ROADWAY FUNCTIONAL CLASSIFICATION	LOS E CAPACITY	ADT	V/C RATIO (a)	SOT	ADT	V/C RATIO (a)	ros	Δ in ADT	Δ in ADT Δ in V/C	SIGNIFI CANT?
		NORTH PARK									
North Park Way											
30th St to 32nd St	2 Lane Collector (no fronting property)	10,000	6,737	0.674	С	8,500	0.850	D	1763	0.176	NO
32nd St to Boundary St	2 Lane Collector (no fronting property)	10,000	-	-	-	10,600	1.060	F	-	-	
Orange Ave/Howard Ave	-										
Iowa St to I-805	2 Lane Collector (continuous left-turn lane)	15,000	5,938	0.396	В	0000	0.547	ر	2262	0.151	NO
Pentuck ett A ve	2 Early Collector (Marian Tanin), Colling Can Thrushian Holling)	0,000				0,700	+ 00)			
Juniper St to Fir St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2,225	0.278	А	2,300	0.288	А	75	0.010	NO
Pershing Dr					,	0		1	;		
Upas St to Redwood St	2 Lane Collector (continuous left-turn lane)	15,000	6,439	0.429	В	10,500	0.700	D	4061	0.271	ON
28th St to 30th St	2 I and Collector (Multi-family commercial-industrial fronting)	8 000	5 988	0.749	٦	7 200	0.900	Ţ	1212	0.151	VES
30th St to 32nd St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	4,912	0.614	C	4,912	0.614	C	0	0.000	ON
32nd St to Boundary St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1,650	0.206	А	4,400	0.550	C	2750	0.344	ON
Robinson Ave											
Park Blvd to Florida St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	4,160	0.520	C	5,900	0.738	D	1740	0.218	NO
Texas St											
Adams Ave to Mission Ave	3 Lane Major Arterial	30,000	27,532	0.918	A	39,100	1.303	H	11568	0.385	YES
Mission Ave to El Cajon Blvd	2 Lane Collector (continuous left-turn lane)	15,000	16,563	1.104	ī	000.00	1 222	Ē	21737	0.173	YES
El Caion Blyd to Howard Ave	2 Lane Collector (continuous left-turn lane)	30,000	10 404	0 694	C	12.700	0.847	ī.	9666	0.153	CN
Howard Ave to University Ave	2 Lane Collector (continuous left-turn lane)	15.000	9,461	0.631	C	14,400	096.0	E	4939	0.329	YES
University Ave to Myrtle Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	3,821	0.478	С	5,700	0.713	D	1879	0.235	ON
Myrtle Ave to Upas St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2,814	0.352	В	4,100	0.513	С	1286	0.161	ON
University Ave											
Park Blvd to Florida St	4 Lane Collector (no center lane)	15,000	19,200	1.280	F	23,900	1.593	F	4700	0.313	YES
Florida St to Texas St	4 Lane Collector (no center lane)	15,000	21,611	1.441	F	21,611	1.441	F	0	0.000	ON NO
Texas St to Oregon St	4 Lane Collector (no center lane)	15,000	20,058	1.337	F	23,700	1.580	ħ	3642	0.243	YES
Oregon St to Utah St	4 Lane Collector (no center lane)	15,000	20,361	1.357	Ŧ	22,900	1.527	F	2539	0.170	YES
Utah St to 30th St	4 Lane Collector (no center lane)	15,000	19,173	1.278	Y.	20,800	1.387	Y.	1627	0.109	YES
30th St to Illinois St Illinois St to 32nd St	3 Lane Collector (no center lane)	11,500	21,100	1.835	ĮTI ĮT	22,800	1.983	T T	1700	0.148	YES
32nd St to Boundary St	4 Lane Collector (no center lane)	15,000	25,568	1.705	· Y	29,600	1.973	, Y	4032	0.268	YES
Upas St							1				
Alabama St to Texas St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	7,100	0.888	E	8,600	1.075	F	1500	0.187	YES
Texas St to Pershing Rd	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	7,160	0.895	E	11,500	1.438	F	4340	0.543	YES
Pershing Rd to 30th St	2 Lane Collector (continuous left-turn lane)	15,000	9,574	0.638	C	16,300	1.087	F	6726	0.449	YES
30th St to 32nd St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	4,347	0.543	C	6,100	0.763	D	1753	0.220	ON
32nd St to Boundary St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2,600	0.325	В	2,700	0.338	В	100	0.013	ON
Utah St Adams Ave to Monroe Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8.000	992	0.124	4	5.000	0.625	Q	4008	0.501	ON
Meade Ave to El Cajon Blvd	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2,841	0.355	В	5,300	0.663	D	2459	0.308	ON
El Cajon Blvd to Howard Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	4,362	0.545	C	6,400	0.800	D	2038	0.255	ON
Howard Ave to Lincoln Ave	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2,535	0.317	В	7,300	0.913	E	4765	0.596	YES
Lincoln Ave to University Ave	3 Lane Collector (no center lane)	11,500	2,900	0.252	A	4,700	0.409	В	1800	0.157	ON
University Ave to North Park Way	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	4,740	0.593	ပ -	5,100	0.638	Q F	360	0.045	ON
North Park Way to Upas St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1,919	0.240	A	7,500	0.938	Z)	1866	0.698	YES

Notes

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

**OrangeHoward Avenue will be classified as a two lane collector with no continous center left turn lane to accommodate future bicy cle boulevard pending further project level analysis "Capacity for non-standard roadway classifications were provided by City of San Diego staff.

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

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

				EXISTING		FU	FUTURE (2035)	(5)			
ROADWAY SEGMENT	ROADWAY FUNCTIONAL CLASSIFICATION	LOS E CAPACITY	ADT	V/C RATIO (a)	LOS	ADT	V/C RATIO (a)	FOS	Δ in ADT	Δ in ADT A in V/C	SIGNIFI CANT?
		T TILL NO.									
2541 C4	900	GOLDEN HILL									
Russ Blyd to B St	2 Lane Collector (continuous left-furn lane)	15.000	7.550	0.503	C	7.800	0.520	C	250	0.017	ON
D Ct to Decodrate	4 Lane Collector (no center lane)	15,000	9,409	0.627	С				1401	0010	OIN
b St to broad way	2 Lane Collector (continuous left-turn lane)	15,000				10,900	0.727	D	1491	0.100	INO
Broadway to F St	4 Lane Collector (no center lane)	15,000	12,105	0.807	D				5295	0.353	YES
26th St	2 Lane Collector (continuous left-turn lane)	15,000				17,400	1.160	Ā			
Russ Blyd to B St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8.000	9.152	1.144	F	9.152	1.144	Ţ	0	0.000	NO
B St to C St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2,146	0.268	A	5,100	0.638	D	2954	0.370	NO
28th St											
Russ Blvd to C St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	4,888	0.611	С	8,800	1.100	F	3912	0.489	YES
C St to Broadway	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	8,150	1.019	F	10,500	1.313	F	2350	0.294	YES
Broadway to SR-94	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	10,697	1.337	F	19,100	2.388	Ŧ	8403	1.051	YES
30th St				}		·					
Grape St to Ash St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	3,865	0.483	С	6,900	0.863	Œ	3035	0.380	YES
A St to Broadway	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	16,610	2.076	F	19,800	2.475	Ŧ	3190	0.399	YES
Broadway to SR-94	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	4,210	0.526	С	9,500	1.188	Ŧ	5290	0.662	YES
31st St											
Juniper St to Grape St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2,299	0.287	А	4,700	0.588	С	2401	0.301	NO
B St	-			F							
19th St to 20th St	4 Lane Collector (no center lane)	15,000	5,372	0.358	В	6,500	0.433	В	1128	0.075	NO
20th St to 25th St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	3,708	0.464	С	5,400	0.675	D	1692	0.211	NO
25th St to 26th St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	4,600	0.575	C	7,500	0.938	E	2900	0.363	YES
26th St to 28th St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	6,200	0.775	D	7,100	0.888	E	006	0.113	YES
28th St to 30th St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2,713	0.339	В	5,700	0.713	D	2987	0.374	NO
Beech St	-			F							
28th St to Fern St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1,770	0.221	А	6,200	0.775	D	4430	0.554	NO
Broadway				}							
19th St to 20th St	2 Lane Collector (continuous left-turn lane)	15,000	5,788	0.386	В	6,000	0.400	В	212	0.014	NO
20th St to 25th St	2 Lane Collector (continuous left-turn lane)	15,000	4,867	0.324	А	8,000	0.533	С	3133	0.209	NO
25th St to 28th St	2 Lane Collector (continuous left-turn lane)	15,000	4,165	0.278	А	5,500	0.367	В	1335	0.089	NO
28th St to 30th St	2 Lane Collector (continuous left-turn lane)	15,000	3,279	0.219	A	4,900	0.327	A	1621	0.108	NO
30th St to SR-94	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	15,881	1.985	Ŧ	15,811	1.976	Ŧ	-20	-0.009	ON
C St											
19th St to 20th St	1 Lane Collector (one-way)	7,500	3,827	0.510	C	6,100	0.813	D	2273	0.303	NO
20th St to 25th St	2 Lane Collector (continuous left-turn lane)	15,000	3,923	0.26	Α	4,500	0.300	A	577	0.038	NO
25th St to 28th St	2 Lane Collector (continuous left-turn lane)	15,000				5,500	0.367	В			
28th St to 30th St	2 Lane Collector (continuous left-turn lane)	15,000	2,658	0.177	А	4,100	0.273	А	1442	0.096	NO
30th St to 34th St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	4,230	0.53	С	7,900	0.988	E	3670	0.459	YES
Cedar St				-							
Fern St to Felton St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2,815	0.352	В	3,400	0.425	В	585	0.073	ON
Fern St	-			F							
Juniper St to Grape St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	8,350	1.044	F	8,900	1.113	Ā	550	0.069	YES
Grape St to A St	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	8,082	1.010	Ŧ	15,000	1.875	Ţ	6918	0.865	YES
Grape St 30th St to 31st St	2 I and Collector (Multi-family, commercial-industrial fronting)	8.000	2.614	0.327	я	00006	1.125	ī	6386	0.798	YES
Notes:	z zane conector (municipalmy, commercialmustratum)	20060		1	ď	2,000	1.1	4	200	2//2	A A.O.

Notes:

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

Capacity for non-standard roadway classifications were provided by City of San Diego staff.

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

Table 4-12 Horizon Year (2035) Freeway Segment Analysis Summary

		NUMBER	CAPACITY	EXISTING	ING	BUILD OUT BASELINE	BASELINE		
FREEWAY SEGMENT	DIRECTION	OF LANES	(a)	V/C RATIO	ros	V/C RATIO	ros	Δ (c)	SIGNIFICANT?
ų,			A	AM PEAK					
6-1	NB	4 M + 1 A	0 200	0.050	Ē	1 183	EO	0.234	VEC
Old Town Ave to Washington St	SB	4 M + 1 A	9,200	0.230	ع د	0.798	O.T	0.052	NO
	G N	4 M	8,000	0.840	٥	1 096	E0	0.256	VES
Washington St to Pacific Highway	SB	4 M	8,000	0.660	C	0.739	C	0.079	ON
	NB	4 M + 1 A	9,200	1.264	F1	1.341	F1	0.078	YES
First Ave to Sixth Ave	SB	5 M + 1 A	11.200	0,346	A	0.743	C	0.397	ON
	S S	5 M + 1 A	11.200	1.085	F0	1.149	F0	0.064	YES
SR-163 to SR-94	SB	5 M + 1 A	11,200	0.362	A	0.901	D	0.540	ON
V 1	NB	4 M + 1 A	9,200	1.035	F0	1.064	F0	0.029	YES
SK-94 to Imperial Ave	SB	4 M + 1 A	9,200	0.345	А	0.835	D	0.490	NO
I-8									
Hotel Circle (W) to Hotel Circle (E)	WB	4 M + 1 A	9,200	1.022	F0	1.333	F1	0.311	YES
	EB	4 M	8,000	0.887	D	0.763	С	-0.124	NO
Mission Conton Dd to Onelcomm Wir	WB	4 M + 1 A	9,200	1.109	F0	1.366	F2	0.257	YES
Mission Center for to Qualconnin wy	EB	4 M + 1 A	9,200	0.837	D	0.680	С	-0.157	NO
L-805 to SB-15	WB	4 M + 1 A	9,200	1.349	F1	1.545	F2	0.196	YES
	EB	4 M + 1 A	9,200	0.727	С	0.766	С	0.040	NO
SR-15									
I_805 to SR-94	NB	3 M + 1 A	7,200	0.532	В	0.772	С	0.241	NO
+ (A) (C) (C) (A)	SB	2 M + 1 A	5,200	0.976	E	1.283	F1	0.307	YES
I-805									
I-8 to Adams Ave	NB	4 M + 1 A	9,200	1.262	F1	1.515	F2	0.253	YES
	SB	5 M + 1 A	11,200	0.383	А	0.458	В	0.074	NO
El Cajon Blyd to University Ave	NB	4 M	8,000	0.602	В	1.427	F2	0.825	YES
El Cajon Brva to Omiversity Ave	SB	4 M + 1 A	9,200	1.063	F0	0.457	В	-0.607	NO
Theiromethy Arms to CD 15	NB	4 M + 1 A	9,200	0.466	В	1.207	F0	0.740	YES
University Ave to SK-15	SB	4 M + 1 A	9,200	0.947	H	0.421	В	-0.526	NO
SR-94									
25th St to 28th St	WB	4 M	8,000	0.976	E	1.241	F0	0.264	YES
25 th 35 to 26th 3t	EB	4 M	8,000	0.361	A	0.470	В	0.109	NO
28th St to 30th St	WB	4 M	8,000	1.095	F0	1.303	F1	0.208	YES
	EB	4 M	8,000	0.405	А	0.494	В	0.089	NO
Broadway to SR-15	WB	4 M	8,000	1.214	F0	1.414	F2	0.200	YES
	EB	4 M + 1 A	9,200	0.390	А	0.466	В	0.075	NO
SR-163									
I-8 to Washington St	NB	3 M + 1 A	7,200	0.575	В	1.121	F0	0.546	YES
	SB	3 M + 1 A	7,200	0.828	D	0.950	E	0.122	YES
Washington St to Robinson Ave	NB	2 M	4,000	0.800	C	0.830	D	0.031	NO
	SB	2 M	4,000	1.151	F0	1.846	F2	969.0	YES
Oning Dr to 1 5	NB	2 M	4,000	0.884	D	0.914	D	0.030	NO
	SB	2 M	4,000	1.641	F2	2.032	F3	0.391	YES
Notes: Bold values indicate freeway segments operating at LOS E or E.	SE or F.								
(a) The capacity is calculated as 2,000 ADT per lane and 1,200 ADT per auxiliary lane	d 1,200 ADT per auxil	iary lane							
(b) Traffic volumes provided by City of San Diego model	lel								
(c) Peak-hour volume calculated by: (ADT*K*D)/Truck Factor	k Factor								

Table 4-13 Horizon Year (2035) Freeway Segment Analysis Summary (Cont.)

		NUMBER	CAPACITY	EXISTING	ING	BUILD OUT BASELINE	BASELINE		
FREEWAY SEGMENT	DIRECTION	OF LANES	(a)	V/C RATIO	ros	V/C RATIO	ros	Δ (c)	SIGNIFICANT?
i,			P.	PM PEAK					
6-1	aN M	4 M ± 1 A	0.000	0.780	ر	1 000	ĭ	0220	VEC
Old Town Ave to Washington St	SB	4 M + 1 A	9.200	0.916	o o	1.187	E0	0.271	YES
	S N	4 M	8 000	0690	ر ا	9260	<u> </u>	0.236	VES
Washington St to Pacific Highway	SB	4 M	8,000	0.810	Q	1.100	F0	0.290	YES
Times A received to Circuit. A rec	NB	4 M + 1 A	9,200	1.078	F0	1.133	F0	0.055	YES
That Ave to Statil Ave	SB	5 M + 1 A	11,200	0.498	В	1.105	F0	0.607	YES
SR-163 to SR-94	NB	5 M + 1 A	11,200	0.926	E	1.091	F0	0.166	YES
100 to 500 to	SB	5 M + 1 A	11,200	0.521	В	1.213	F0	0.693	YES
SR-94 to Imperial Ave	NB	4 M + 1 A	9,200	0.883	D	1.011	F0	0.127	YES
ave ampeniar ave	SB	4 M + 1 A	9,200	0.497	В	1.124	F0	0.627	YES
I-8									
Hotel Circle (W) to Hotel Circle (E)	WB	4 M + 1 A	9,200	0.807	Q	0.889	D	0.082	ON
	EB	4 M	8,000	1.134	F0	1.449	F2	0.315	YES
Mission Center Rd to Oualcomm Wv	WB	4 M + 1 A	9,200	0.876	D	0.910	D	0.035	NO
	EB	4 M + 1 A	9,200	1.070	F0	1.291	F1	0.221	YES
1-805 to SR-15	WB	4 M + 1 A	9,200	0.893	D	0.920	E	0.027	YES
	EB	4 M + 1 A	9,200	1.183	F0	1.511	F2	0.327	YES
SR-15									
I-805 to SR-94	NB	3 M + 1 A	7,200	0.532	В	1.120	F0	0.589	YES
	SB	2 M + 1 A	5,200	0.976	E	1.367	F2	0.391	YES
I-805									
I-8 to Adams Ave	NB	4 M + 1 A	9,200	0.588	В	1.063	F0	0.475	YES
	SB	5 M + 1 A	11,200	0.937	E	1.297	F1	0.360	YES
El Caion Blyd to University Ave	NB	4 M	8,000	1.095	F0	1.001	F0	-0.094	NO
	SB	4 M + 1 A	9,200	0.635	С	1.293	F1	0.659	YES
Thivarcity Ava to SR-15	NB	4 M + 1 A	9,200	0.848	D	0.867	D	0.019	NO
Officerally Ave to SK-13	SB	4 M + 1 A	9,200	0.565	В	1.203	F0	0.637	YES
SR-94									
25th St to 28th St	WB	4 M	8,000	0.401	А	0.612	В	0.210	NO
	EB	4 M	8,000	0.936	E	1.482	F2	0.545	YES
28th St to 30th St	WB	4 M	8,000	0.450	В	0.642	C	0.192	NO
	EB	4 M	8,000	1.050	F0	1.556	F2	0.506	YES
Broadway to SR-15	WB	4 M	8,000	0.499	В	0.697	C	0.198	NO
	EB	4 M + 1 A	9,200	1.012	F0	1.468	F2	0.456	YES
SR-163									
I-8 to Washington St	NB	3 M + 1 A	7,200	0.870	D	1.301	F1	0.431	YES
)	SB	3 M + 1 A	7,200	0.533	В	0.797	C	0.264	NO
Washington St to Robinson Ave	NB	2 M	4,000	1.209	$\mathbf{F0}$	1.658	F2	0.449	YES
	SB	2 M	4,000	0.741	C	1.016	F0	0.275	YES
Onings Dr to L-5	NB	2 M	4,000	1.364	F2	1.362	F2	-0.001	NO
C-I O I C COURS	SB	2 M	4,000	1.162	F0	1.160	F0	-0.001	NO
Notes: Bold values indicate freeway segments operating at LOS E or F.	SE or F.								
 (a) The capacity is calculated as 2,000 AD1 per lane and 1,200 AD1 per auxiliary lane (b) Traffic volumes provided by City of San Diego model 	i 1,200 ADI per auxil el	iary lane							
(c) Peak-hour volume calculated by: (ADT*K*D)/Truck Factor	Factor								

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

Color Colo								EXCESS	AVERAGE	ΔIN		
PERIOD (veb/ful) (METER	EXISTING	EXCESS EXISTING	AVERAGE EXISTING	FUTURE (2035)	FUTURE (2035)	FUTURE (2035)	DELAY WITH		AVERAGE WITH
PM 996 1020 24 124 245 148 153 116 NO 6,125 ft PM 996 1020 24 148 124 245 148 153 NO 6,125 ft PM 996 1020 24 124 124 245 116 NO 263 ft PM 996 1034 388 2.3 1227 231 139 NO 6,125 ft PM 996 454 0 0.0 460 0 0 0 0 0 0 PM 996 842 0 0 0 0 460 0 0 0 0 0 PM 996 842 0 0 0 0 460 0 0 0 0 0 0 PM 996 842 0 0 0 0 0 0 0 0 0	ON BAND	PEAK	RATE ¹ (yeh/hr)	DEMAND ²	DEMAND (veh/hr)	DELAY (min)	DEMAND ²	DEMAND (voh/hr)	DELAY (min)	PROJECT (min)	SIGNIFICANT	PROJECT
AM 996 1020 24 1147 245 14.8 13.3 NO 6,125 ft PM 996 1034 38 1.2 127 21 11.8 11.6 NO 26.7 NO 26.75 ft PM 996 1064 70 4.2 1172 121 10.6 NO NO 26.7 NO 26.7 NO 10.0 0.0 0.0 NO NO 0.0 0.0 0.0 NO NO 0.0 0.0 0.0 0.0 NO NO 0.0 <th>ON-MAIN</th> <th></th> <th>(</th> <th>(1000)</th> <th>(1000)</th> <th></th> <th>(m m)</th> <th></th> <th></th> <th>(*****)</th> <th></th> <th></th>	ON-MAIN		((1000)	(1000)		(m m)			(*****)		
AM 996 1020 24 14 1241 234 1135 1133 NO 6(1551) PM 996 1034 38 2.3 1227 211 13.9 113.9 NO 5051 AM 996 1054 30 1007 117 10.6 0.0 0.0 0.0 0.0 4451 4.17 10.0 0.0												
PM 996 1034 38 2.3 1127 211 113 116 NO 55736 ft AM 996 9164 70 4.2 1173 117 0.6 6.4 NO 24415 ft PM 996 1965 70 4.2 1173 177 10.6 6.4 NO 0.0 PM 996 1842 0 0.0 0.0 0.0 0.0 0.0 0.0 PM 1140 1287 Ramp not metered in the am, peak 402 21.2 13.4 ND 0.0 AM 498 269 1087 147 147 40.5 10.0 0.0 <td< td=""><td>Washington St to L-5 NB</td><td>AM</td><td>966</td><td>1020</td><td>24</td><td>1.4</td><td>1241</td><td>245</td><td>14.8</td><td>13.3</td><td>ON</td><td>6,125 ft</td></td<>	Washington St to L-5 NB	AM	966	1020	24	1.4	1241	245	14.8	13.3	ON	6,125 ft
AM 996 1915 0 1173 111 0.6 0.64 NO 44515 ft AM 996 454 0 0.0 4400 0.0 <td>Washington of the Park</td> <td>PM</td> <td>966</td> <td>1034</td> <td>38</td> <td>2.3</td> <td>1227</td> <td>231</td> <td>13.9</td> <td>11.6</td> <td>NO</td> <td>5,775 ft</td>	Washington of the Park	PM	966	1034	38	2.3	1227	231	13.9	11.6	NO	5,775 ft
PM 996 454 0 0 0 415 m 106 64 NO 4415 m 1410 996 454 0 0 0 0 171	India St to 1 5 ND	AM	966	915	0	0.0	1007	11	9.0	9.0	ON	263 ft
PM 996 8454 0 0.00 460 0 0 0 0 0 0 0 0 0	THURS OF TO 1-0 IND	PM	966	1066	70	4.2	1173	177	10.6	6.4	ON	4,415 ft
PM 996 842 0 0 0 0 0 0 0 0 0	Hourthows Ct to I S MD	AM	966	454	0	0.0	460	0	0.0	0.0	ON	0 ft
PM	Tawuloul St to I-2 IND	PM	966	842	0	0.0	825	0	0.0	0.0	ON	0 ft
PM 1140 1287 147 1542 402 21.2 13.4 YES 10.050 ft AM 498 269 0 0 0 0 0 0 0 0 PM 498 269 0 0 0 0 0 0 0 0 0 PM 498 269 0 0 0 0 0 0 0 0 0	Homony Ct to I S CB	AM			Ramp no	t metered in the	a.m. peak			0.0	ON	0 ft
AM 4M 498 269 90 861 363 43.7 43.7 VES 90.00 0.0 AM 498 1087 91 5.5 1894 898 54.1 48.6 YES 92.462 ft AM AM 1087 91 5.5 1894 898 54.1 48.6 YES 92.462 ft AM 498 465 0 0 0 NO 0.0 NO 0.0 0.0 NO 0.0 0.0 NO 0.0 0.0 NO 0.0	rightoon of to 1-5 ab	PM	1140	1287	147	7.7	1542	402	21.2	13.4	YES	10,050 ft
PM 498 269 0 0.0 861 363 43.7 44.7 44.7 VES 9.070 ft AM 996 1087 91 S.5 1894 888 54.1 48.6 VES 22.462 ft AM 498 465 0 0.0 0.0 888 0.0 0.0 0.0 0.0 PM 1140 866 0 0.0 1118 0 0.0 0.0 0.0 0.0 PM 1140 998 0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 PM 1140 998 0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 PM 140 998 0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 PM S34 100 0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 PM S34 100 0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 PM S34 100 0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 PM S34 100 0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 PM S34 100 0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 PM S34 100 0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 PM S34 100 0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 PM S34 100 0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 PM S34 100 0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 PM S34 100 0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 PM S34 S45 0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 PM S34 S45 0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 PM S34 S45 S45	do 3 1 - 1 F - 1 d	AM			Ramp no	t metered in the	a.m. peak			0.0	ON	0 ft
AM 996 1087 918 1894 898 54.1 486 YES 22,462 ft 1884 1884 898 54.1 486 YES 22,462 ft 1884 1884 898 54.1 486 YES 22,462 ft 1884 488 465 0 0 0	Nettner BIVG to 1-3 3B	PM	498	269	0	0.0	861	363	43.7	43.7	YES	9,070 ft
PM 996 1087 91 5.5 1894 898 54.1 486 YES 22.462 ft MINESTATES MINESTAT	Difth A to I & CD	AM			Ramp no	t metered in the	a.m. peak			0.0	ON	0 ft
NAME 1498 465 0 0.0 579 81 9.8 9.8 NO 0.0	Film Ave to 1-3 3B	PM	966	1087	91	5.5	1894	868	54.1	48.6	YES	22,462 ft
AM 488 60 NO 0ff PM 498 465 0 579 81 9.8 NO 0ff PM 1140 866 0 100 888 0 0.0 NO 0ff AM 1140 866 0 100 888 0 0.0 NO 0ff AM 1140 866 0 0.0 118 0 0.0 NO 0ff PM 1140 860 0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 PM 1140 868 0 0.0<					INT	ERSTATE 8						
PM 498 465 0 0.0 579 81 9.8 NO 2,026 ft AM 1140 866 0 0 0 0.0 0.0 NO 0ft AM 1140 860 0 1118 0 0.0 0.0 NO 0ft PM AM 1140 860 0 1118 0 0.0 NO 0ft PM AM 1140 988 0 0.0 0.0 NO 0ft PM AM 1140 988 0 1132 0 0.0 NO 0ft PM AM 1140 988 0 0.0 0.0 NO 0ft PM AM 1140 988 0 0.0 0.0 NO 0ft PM AM 570 99 0 0 0 0 0 0 0 0 0 0 0 <	df 01-1-20-E df	AM			Ramp no	t metered in the	a.m. peak			0.0	ON	0 ft
AM INTERSTATE 8 0 0.0	IND Texas St to 1-8 EB	PM	498	465	0	0.0	579	81	8.6	8.6	ON	2,026 ft
PM 1140 866 0 0.00 888 0 0.00 NO 0 th PM 1140 860 0 0.00 1132 0 0.00 0.00 0.00 PM 1140 988 0 0.00 1132 0 0.00 0.00 0.00 PM 1140 988 0 0.00 1132 0 0.00 0.00 0.00 PM 534 100 0 100 123 0 0.00 0.00 0.00 PM 570 99 0 0.00 173 0 0.00 0.00 0.00 PM 570 99 0 0.00 173 0 0.00 0.00 0.00 PM 570 99 0 0.00 173 0 0.00 0.00 0.00 PM 570 99 0 0.00 173 0 0.00 0.00 0.00 PM 570 99 0 0.00 173 0 0.00 0.00 0.00 PM 570 99 0 0.00 173 0 0.00 0.00 0.00 PM 570 464 0 0.00 870 0.00 0.00 0.00 PM 570 464 0 0.00 870 0.00 0.00 0.00 PM 570 464 0 0.00 558 0 0.00 0.00 0.00 PM 570 464 0 0.00 558 0 0.00 0.00 0.00 PM 570 464 0 0.00 558 0 0.00 0.00 0.00 PM 570 464 0 0.00 615 117 14.2 14.2 NO 2.936 ft PM 570 464 0 0.00 615 117 14.2 14.2 NO 0.00 PM 570 464 0 0.00 615 117 14.2 14.2 NO 0.00 PM 570 464 0 0.00 615 117 14.2 14.2 NO 0.00 PM 570 570 570 570 570 570 570 570 570 570 570 PM 570	SD Town C+ +0 1 9 ED	AM			Ramp no	t metered in the	a.m. peak			0.0	ON	0 ft
AM	3D 16743 31 10 I-0 ED	PM	1140	998		0.0	888	0	0.0	0.0	ON	0 ft
AM 1140 860 0 1118 0 0.0					ILLI	ERSTATE 8						
PM 1140 998 0 1132 0 0.0	El Caion Blyd to L805 NB	AM	1140	860	0	0.0	1118	0	0.0	0.0	ON	0 ft
AM 1140 998 0 0.0 1132 0 0.0 0.0 NO 0ft PM 534 100 0 <td>El Cajon Diva to 1-803 ivB</td> <td>ΡΜ</td> <td></td> <td></td> <td>Ramp no</td> <td>t metered in the</td> <td>p.m. peak</td> <td></td> <td></td> <td>0.0</td> <td>NO</td> <td>0 ft</td>	El Cajon Diva to 1-803 ivB	ΡΜ			Ramp no	t metered in the	p.m. peak			0.0	NO	0 ft
PM S34 100 0 205 0 0.0	Thiversity Ave to L805 NB	AM	1140	866	0	0.0	1132	0	0.0	0.0	ON	0 ft
AM 534 100 0 0 205 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		PM			Ramp no	t metered in the	p.m. peak			0.0	NO	0 ft
AM 534 100 0 205 0 0.0						RSTATE 94						
PM Ramp not metered in the p.m. peak 0.0 0.0 NO 0ft AM 570 99 0 0.0 173 0 0.0 NO 0ft PM AM 960 785 0 0.0 935 0 0.0 NO 0ft PM 960 732 0 0.0 0.0 0.0 0.0 0.0 0ft PM 570 464 0 0.0 0.0 0.0 0.0 0ft PM 498 373 0 0.0 615 NO NO 0ft PM 498 373 0 0.0 615 117 14.2 NO 2,936 ft PM 498 373 0 0.0 615 10.0 NO 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 <t< td=""><td>28th St to SR-94 WB</td><td>AM</td><td>534</td><td>100</td><td>0</td><td>0.0</td><td>205</td><td>0</td><td>0.0</td><td>0.0</td><td>ON</td><td>0 ft</td></t<>	28th St to SR-94 WB	AM	534	100	0	0.0	205	0	0.0	0.0	ON	0 ft
AM 570 99 0 173 0 0.0		PM			Ramp no	t metered in the	p.m. peak			0.0	ON	0 ft
PM Ramp not metered in the p.m. peak 0.0 NO 0 ft AM Seo 785 0 0.0 935 0 0.0 0.0 0.0 0.0 PM 960 785 0 0.0 870 0.0 0.0 0.0 0.0 0.0 PM 960 732 0 0.0 870 0.0 0.0 0.0 0.0 PM S70 464 0 0.0 0.0 0.0 0.0 0.0 PM 570 464 0 0.0 558 0 0.0 0.0 0.0 AM 498 373 0 0.0 615 117 14.2 14.2 NO 2,936 ft PM Ramp not metered in the p.m. peak 0.0 0.0 0.0 0.0 PM S70 A64 0 0.0 0.0 0.0 0.0 0.0 PM S70 Ramp not metered in the p.m. peak 0.0 0.0 0.0 0.0 PM S70 Ramp not metered in the p.m. peak 0.0 0.0 0.0 0.0 PM S70 Ramp not metered in the p.m. peak 0.0 0.0 0.0 0.0 PM S70 S70 S70 S70 S70 0.0 0.0 0.0 PM S70 S70 S70 S70 S70 0.0 0.0 0.0 PM S70 S70 S70 S70 S70 0.0 0.0 0.0 PM S70 S70 S70 S70 S70 S70 0.0 0.0 0.0 PM S70 S70	32nd St/Broadway to SR-94 WB	AM	270	66	0	0.0	173	0	0.0	0.0	ON	0 ft
AM Bamp not metered in the a.m. peak 0.0 0.0 NO 0 ft PM 960 735 0 0.0 0.0 0.0 0.0 0 ft PM 960 732 0 0.0 870 0 0.0 0.0 0 ft PM 570 464 0 0.0 558 0 0.0 0.0 0 ft AM 570 464 0 0.0 558 0 0.0 0.0 0 ft AM 498 373 0 615 117 14.2 NO 2,936 ft PM 498 373 0 0.0 NO 0.0 NO 0 ft	•	ΡΜ			Kamp no	t metered in the	p.m. peak			0.0	NO	0.11
PM 960 785 0 0.0 935 0 0.0 0.0 NO 0ft AM AM 960 732 0 0.0 870 0 0.0 NO 0ft PM 570 464 0 0.0 558 0 0.0 0.0 0ft AM 498 373 0 0.0 615 117 14.2 NO 2.936 ft PM 498 373 0 Ramp not metered in the p.m. peak 117 14.2 NO 2.936 ft	25th St to SR-94 EB	AM			Ramp no	t metered in the	a.m. peak			0.0	ON	0 ft
AM 960 732 0 0.0 870 0 0.0 0.0 00 <th< td=""><td></td><td>PM</td><td>096</td><td>785</td><td>0</td><td>0.0</td><td>935</td><td>0</td><td>0.0</td><td>0.0</td><td>NO</td><td>0 ft</td></th<>		PM	096	785	0	0.0	935	0	0.0	0.0	NO	0 ft
PM 960 732 0 0.0 870 0 0.0 0.0 NO 0 ft AM AM 570 464 0 0.0 558 0 0.0 0.0 0 ft AM 498 373 0 0.0 615 117 14.2 NO 2,936 ft PM Ramp not metered in the p.m. peak 0.0 0.0 NO 0.0	28th St to SP-04 FB	AM	'		Ramp no	t metered in the	a.m. peak			0.0	NO	0 ft
AM Ramp not metered in the a.m. peak 0.0 0.0 NO 0 ft PM 570 464 0 0.0 558 0 0.0 NO 0 ft AM 498 373 0 0.0 615 117 14.2 NO 2,936 ft PM Ramp not metered in the p.m. peak 0.0 NO 0 ft 0 ft	44 F V V V V V V V V V V V V V V V V V V	PM	096	732	0	0.0	870	0	0.0	0.0	NO	0 ft
PM 570 464 0 0.0 558 0 0.0 0.0 0 ft INTERSTATE 163	22nd Ct/Broadway to SR-94 FB	AM			Ramp no	t metered in the	a.m. peak			0.0	ON	0 ft
AM 498 373 0 0.0 615 117 14.2 NO 2,936 ft PM PM PM Ramp not metered in the p.m. peak	Sena Subjoanway to SN-74 ED	PM	570	464	0	0.0	558	0	0.0	0.0	NO	0 ft
AM 498 373 0 0.0 615 117 14.2 NO 2,936 ft Ramp not metered in the p.m. peak 0.0 NO 0 ft					INTE	RSTATE 163						
PM Ramp not metered in the p.m. peak 0.0 NO 0 ft	Workington St to SP 163 SB	AM	498	373	0	0.0	615	117	14.2	14.2	NO	2,936 ft
	Washington of to or-100 od	PM			Ramp no	t metered in the	p.m. peak			0.0	ON	0 ft

Notes.

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

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

5 SIGNIFICANCE OF IMPACTS AND MITIGATION MEASURES

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

5.1 UPTOWN

5.1.1 SIGNIFICANCE OF IMPACTS

INTERSECTIONS

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

SEGMENTS

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

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

5.1.2 MITIGATION MEASURES

INTERSECTIONS

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

SEGMENTS

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

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

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

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

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

CORRIDORS

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

- Sixth Avenue
- University Avenue
- Washington Avenue

TRANSPORTATION DEMAND MANAGEMENT

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

5.2 NORTH PARK

5.2.1 SIGNIFICANCE OF IMPACTS

INTERSECTIONS

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

SEGMENTS

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

5.2.2 MITIGATION MEASURES

INTERSECTIONS

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

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

SEGMENTS

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

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

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

CORRIDORS

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

- University Avenue
- El Cajon Boulevard

TRANSPORTATION DEMAND MANAGEMENT

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

5.3 GOLDEN HILL

5.3.1 SIGNIFICANCE OF IMPACTS

INTERSECTIONS

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

SEGMENTS

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

5.3.2 MITIGATION MEASURES

INTERSECTIONS

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

SEGMENTS

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

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

TRANSPORTATION DEMAND MANAGEMENT

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

5.4 FREEWAYS

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

5.4.1 SIGNIFICANCE OF IMPACTS

MAINLINE SEGMENTS

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

INTERCHANGE RAMPS

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

5.4.2 MITIGATION MEASURES

MAINLINE SEGMENTS

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

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

INTERCHANGE RAMPS

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

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

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

6 POST-MITIGATION ANALYSIS

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

6.1 INTERSECTION ANALYSIS

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

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

6.2 ROADWAY SEGMENT ANALYSIS

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

6.3 FREEWAY SEGMENT AND RAMP METER ANALYSIS

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

Table 6-1 Post Mitigation Summary of Intersection Analysis

	5	Year 2035	Post-Mitigation
Intersection	Peak Hour	Delay (a) / LOS (b)	Delay (a) / LOS (b)
Upto	own		
Weshington St at Fourth Ave	AM	31.8 / C	27.3 / C
Washington St at Fourth Ave	PM	59.9 / E	42.7 / D
Washington St, Eighth Ave & SR-163 Off Ramp	AM	71.5 / E	22.3 / C
Washington St, Eighth Ave & SK-165 On Kamp	PM	ECL / F	49.5 / D
Washington St, Normal St & Campus Ave, Polk Ave	AM	62.7 / E	49.9 / D
Washington ot, Normal of a Campus Ave, I olk Ave	PM	57.3 / E	39.5 / D
University Ave & Sixth Ave	AM	38.7 / D	40.0 / D
Children Ave a Cixar Ave	PM	55.3 / E	50.8 / D
Elm St & Sixth Ave	AM	153.6 / F	20.6 / C
Emil of a dixtil / tvo	PM	18.8 / B	12.5 / B
Cedar St & Second Ave	AM	459.3 / F	25.9 / C
	PM	43.0 / E	10.1 / B
North	Park		
Madison Ave & Texas St	AM	144.4 / F	36.2 / D
Wadison Ave & Texas of	PM	63.9 / E	35.0 / D
El Cajon Blvd & 30th St	AM	29.7 / C	26.1 / C
El Gajori Biva a Sotti Gt	PM	68.1 / E	52.0 / D
El Cajon Blvd & I-805 SB Ramps	AM	21.9 / C	15.5 / B
El Gajori Biva a 1 000 OB Ramps	PM	96.8 / F	37.7 / D
University Ave & 30th St	AM	26.5 / C	25.9 / C
Child of the Country Ave a count of	PM	57.8 / E	44.3 / D
University Ave & I-805 NB Ramps	AM	45.5 / D	52.6 / D
	PM	80.9 / F	54.9 / D
North Park Way, I-805 SB Ramps, & Boundary St	AM	18.1 / C	11.4 / B
	PM	134.8 / F	32.1 / D
Upas St & 30th St	AM	40.1 / E	14.5 / B
·	PM	54.8 / F	34.1 / D
Golde			
B St & 17th St/ I-5 SB Off-Ramp	AM	ECL/F	25.1 / C
	PM	20.4 / C	7.2 / A
SR-94 WB Ramps & Broadway	AM	ECL/F	11.1 / B
1 2 2	PM	ECL/F	13.2 / B
SR-94 WB Ramps & 28th St	AM	ECL/F	15.4 / B
	PM	ECL/F	14.6 / B
SR-94 EB Ramps & 28th St	AM	ECL/F	13.8 / A
	PM	ECL/F	18.4 / B
F St & 25th St	AM	82.3 / F	12.5 / B
	PM	39.4 / E	7.5 / A
G St & 25th St	AM	55.2 / F	19.8 / B
Notes:	PM	68.0 / F	16.5 / B

Notes

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

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

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

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

ROADWAY SEGMENT	Year 2035 ADT	ROAD	ROADWAY FUNCTIONAL CLASSIFICATION	LOSE	V/C RATIO (a)	ros
First Ave						
Woshington St to University Ave	0 100	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1.138	F
Washington St to Oniversity Ave	2,100	Mitigated Classification	2 Lane Collector (continuous left-tum lane)	15,000	0.607	С
or A second d of or A refinencial I	16 300	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2.038	Ŧ
University Ave to Roomson Ave	10,500	Mitigated Classification	4 Lane Collector	30,000	0.543	C
Dobinos Ass to Doming Ass	11 500	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1.438	Ŧ
RODIISON AVE to Femisylvania Ave	000:11	Mitigated Classification	2 Lane Collector (continuous left-turn lane)	15,000	0.767	D
On V trailo W of on V of months and	17 800	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1.600	Ŧ
Fennsylvania Ave to wanut Ave	17,000	Mitigated Classification	2 Lane Collector (continuous left-turn lane)	15,000	0.853	D
WValue A see I stored Ot	11,000	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1.488	ī
wainut Ave to Laurei St	11,900	Mitigated Classification	2 Lane Collector (continuous left-tum lane)	15,000	0.793	D
to an other of to the lower I	0 400	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1.050	ī
Laurel St to Hawthorn St	8,400	Mitigated Classification	2 Lane Collector (continuous left-turn lane)	15,000	0.560	C
70 70 17	000	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	0.850	Э
nawmorn of to Grape of	0,800	Mitigated Classification	2 Lane Collector (continuous left-tum lane)	15,000	0.453	В
Fourth Ave						
A. L D t	14,000	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1.863	Ē
Arbor Dr to Washington St	14,900	Mitigated Classification	4 Lane Collector	30,000	0.497	C
43 lourne I of only timelolW	15 100	Baseline Classification	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	0.863	E
wanni Ave to Laurei St	001,61	Mitigated Classification	3 Lane Collector (one-way)	26,000	0.581	C
Fifth Ave						
Pohinga Anato Walmt Ana	15 800	Baseline Classification	3 Lane Collector (one-way w/ one lane dedicated for multi-modal)	17,500	0.903	E
NOOHISOH AVE tO Wallut AVE	13,000	Mitigated Classification	3 Lane Collector (one-way)	26,000	0.608	C
Sixth Ave						
and whimenial I of 12 actual deal.	15 100	Baseline Classification	3 Lane Collector (two-way)	20,000	2.255	F
Washington St to Oniversity Ave	43,100	Mitigated Classification	6 Lane Prime Arterial	000'09	0.752	С
University Ave to Polyneon Ave	009 68	Baseline Classification	4 Lane Collector (no center lane)	15,000	2.173	F
Office of Ave of Avenue Ave	22,000	Mitigated Classification	4 Lane Major Arterial	40,000	0.815	D
Pohinson Ava to Ilnas St	20 000	Baseline Classification	4 Lane Collector (no center lane)	15,000	1.993	F
NODHISOH AVE to Opas St	29,300	Mitigated Classification	4 Lane Major Arterial	40,000	0.748	C
That St to I arreal St	00050	Baseline Classification	4 Lane Collector (no center lane)	15,000	1.727	F
Opas St to Laurer St	23,300	Mitigated Classification	4 Lane Major Arterial	40,000	0.648	C
I marian C++0 Inning C+	16 600	Baseline Classification	4 Lane Collector (no center lane)	15,000	1.107	F
Laurer St.to Jumper St	10,000	Mitigated Classification	4 Lane Collector	30,000	0.553	C
Innings of to Grong St	18 700	Baseline Classification	4 Lane Collector (no center lane)	15,000	1.247	F
samper of to Orape of	10,700	Mitigated Classification	4 Lane Collector	30,000	0.623	С
Grane St to Flm St	20 300	Baseline Classification	4 Lane Collector (no center lane)	15,000	1.353	Ŧ
Orape Stro Emil St	20,300	Mitigated Classification	4 Lane Collector	30,000	0.677	D
Notes:						

Capacity for non-standard roadway classifications were provided by City of San Diego staff:

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

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

ROADWAY SEGMENT	Year 2035 ADT	ROAD	ROADWAY FUNCTIONAL CLASSIFICATION	LOSE	V/C RATIO (a)	SOT
Ninth Ave						
Wochington Ct to Ilninomity And	000 8	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1.000	Ŧ
Washington of to omveisity Ave	0,000	Mitigated Classification	2 Lane Collector (continuous left-turn lane)	15,000	0.533	С
Campus Ave/Polk Ave						
Washington St to Park Blvd	7,400	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	0.925	E
Clearly A vo		Mitigated Classification	2 Lane Collector (continuous left-turn lane)	15,000	0.493	C
Cieveianu Ave		Pacalina Classification	21 and Collactor Multi family commonded induction franction	000 8	0000	ū
Tyler St to Lincoln Ave	7,200	Mitigated Classification	2 Lane Conector (Mutur-ranny), commercial-musutan nonung) 2 Lane Collector (continuous left-tum lane)	0,000	0.900	C
,		Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1.200	H
Lincoln Ave to Richmond St	009,6	Mitigated Classification	2 Lane Collector (continuous left-turn lane)	15,000	0.640	C
Fort Stockton Dr						
Concat Blud to House St	7 900	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	0.988	E
Suliset Bivu to Hawk St	006,1	Mitigated Classification	2 Lane Collector (continuous left-tum lane)	15,000	0.527	С
Hawk St to Goldfinch St	8.900	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1.113	H
7		Mitigated Classification	2 Lane Collector (continuous left-turn lane)	15,000	0.593	C
Grape St		Description Of section	21 cm Collection Malti familia communical industrial familia	000 %	0.012	Ē
First Ave to Third Ave	7,300	Mitigated Classification	2 Lane Collector (Mutu-lamily, commercial-industrial fronting) 2 Lane Collector (continuous left-tum lane)	8,000	0.913	ع <i>د</i>
		Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1.125) 🔄
Third Ave to Sixth Ave	000,6	Mitigated Classification	2 Lane Collector (continuous left-tum lane)	15,000	0.600	C
Hawthorn St						
Einet Ave to Third Ave	7 300	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	0.913	E
First Ave to Tillid Ave	006,1	Mitigated Classification	2 Lane Collector (continuous left-tum lane)	15,000	0.487	С
Third Ave to Sixth Ave	8 700	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1.088	Ħ
	0,100	Mitigated Classification	2 Lane Collector (continuous left-tum lane)	15,000	0.580	С
India St						
Washington St to Winder St	11 000	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1.375	F
washington St to winder St	11,000	Mitigated Classification	2 Lane Collector (continuous left-tum lane)	15,000	0.733	D
Glanwood Dr to Saccofface St	30.000	Baseline Classification	2 Lane Collector (one-way)	17,500	1.714	F
Olemwood Di to Sussamuss St	20,000	Mitigated Classification	4 Lane Collector (one-way)	35,000	0.857	D
Sassafrass St to Redwood St	21.300	Baseline Classification	2 Lane Collector (one-way)	17,500	1.217	H
		Mitigated Classification	3 Lane Collector (one-way)	26,000	0.819	D
Laurel St				000	,	,
Columbia St to Union St	21,100	Baseline Classification	4 Lane Collector (no center lane)	15,000	1.40/	Ξ.
		Mitigated Classification	4 Lane Collector	30,000	0.703	D
Union St to First Ave	17.900	Baseline Classification	2 Lane Collector (continuous left-turn lane)	15,000	1.193	Œ
		Mitigated Classification	4 Lane Collector	30,000	0.597	C
First Ave to Third Ave	16 100	Baseline Classification	2 Lane Collector (continuous left-turn lane)	15,000	1.073	F
	001,01	Mitigated Classification	4 Lane Collector	30,000	0.537	С
Third Ave to Sixth Ave	20.200	Baseline Classification	2 Lane Collector (continuous left-turn lane)	15,000	1.347	F
	201,01	Mitigated Classification	4 Lane Collector	30,000	0.673	D
Lincoln Ave						
Washington St to Park Blvd	11.100	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1.388	Ŧ
		Mitigated Classification	2 Lane Collector (continuous left-turn lane)	15,000	0.740	D
Notes:						

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

ROADWAY SEGMENT	Year 2035 ADT	ROAD	ROADWAY FUNCTIONAL CLASSIFICATION	LOS E CAPACITY	V/C RATIO (a)	ros
Park Blvd						
Mission Ave to El Cajon Blud	16 300	Baseline Classification	3 Lane Collector (no center lane)	11,500	1.417	F
Mission Ave to El Cajon Bivu	10,300	Mitigated Classification	4 Lane Collector	30,000	0.543	C
Dodings And the Ct	17 200	Baseline Classification	2 Lane Collector (continuous left-turn lane)	15,000	1.147	F
Kobinson Ave to Opas at	17,200	Mitigated Classification	4 Lane Collector	30,000	0.573	С
Richmond St						
Claveland Area to Ilminerative Area	000 6	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1.125	F
Cleveralid Ave to University Ave	9,000	Mitigated Classification	2 Lane Collector (continuous left-turn lane)	15,000	0.600	С
Their organists And to Dobingon And	002 9	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	0.838	E
University Ave to robinson Ave	0,700	Mitigated Classification	2 Lane Collector (continuous left-turn lane)	15,000	0.447	В
Dobingon AnatolInge Ct	8 100	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1.013	H
Kobinson Ave to Upas St	8,100	Mitigated Classification	2 Lane Collector (continuous left-turn lane)	15,000	0.540	С
Robinson Ave						
Einet A via to Third A via	11500	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1.438	F
The Ave to thing Ave	000,11	Mitigated Classification	2 Lane Collector (continuous left-turn lane)	15,000	0.767	D
Third Ave to Eighth Ave	14.400	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1.800	F
	14,400	Mitigated Classification	4 Lane Collector	30,000	0.480	С
San Diego Ave						
Hortensia St to Dringle St	10.500	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1.313	F
notelista seto rilligie se	10,200	Mitigated Classification	2 Lane Collector (continuous left-turn lane)	15,000	0.700	D
State St						
I aural St to Inninar St	8 200	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1.025	Ξ.
Laurei St. to Jumper St.	3,200	Mitigated Classification	2 Lane Collector (continuous left-turn lane)	15,000	0.547	C
University Ave						
This St to Albatrose St	14 700	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1.838	F
TOTAL OF THE GRANDS OF	14,700	Mitigated Classification	4 Lane Collector	30,000	0.490	С
A Botrong St to Biret Aug	00806	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2.600	F
Albatross St. to First Ave	20,000	Mitigated Classification	4 Lane Collector	30,000	0.693	D
Direct Area to Borneth Area	14 100	Baseline Classification	2 Lane Collector (no fronting property)	10,000	1.410	F
OVER MINO TOTOVE SHIT	74,100	Mitigated Classification	4 Lane Collector	30,000	0.470	С
Fourth Ave to Eifth Ave	21600	Baseline Classification	2 Lane Collector (continuous left-turn lane)	15,000	1.440	F
	21,000	Mitigated Classification	4 Lane Collector	30,000	0.720	D
Sixth Ave to Fighth Ave	29 300	Baseline Classification	4 Lane Collector (no center lane)	15,000	1.953	Ŧ
Sydn Ave to Eight Ave	27,500	Mitigated Classification	4 Lane Major Arterial	40,000	0.733	С
Normal St to Park Blvd	21 200	Baseline Classification	4 Lane Collector (no center lane)	15,000	1.413	F
TACTURE DO OF HIS DAY	207,17	Mitigated Classification	4 Lane Collector	30,000	0.707	D
Washington St						
Fourth Ave to Eifth Ave	37 300	Baseline Classification	4 Lane Major Arterial	40,000	0.933	E
	005,15	Mitigated Classification	6 Lane Major Arterial	50,000	0.746	C
Fifth Ave to Sixth Ave	41 100	Baseline Classification	4 Lane Major Arterial	40,000	1.028	Ŧ
	44,400	Mitigated Classification	6 Lane Major Arterial	50,000	0.822	D
Richmond St to Normal St	47 100	Baseline Classification	6 Lane Major Arterial	50,000	0.942	E
	77,700	Mitigated Classification	6 Lane Prime Arterial	60,000	0.785	C
Notes:						

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

ROADWAY SEGMENT	Future ADT	ROA	ROADWAY FUNCTIONAL CLASSIFICATION	LOSE	V/C RATIO (a)	SOT
30th St						
Manda Ava to El Cojon Blud	14 400	Baseline Classification	2 Lane Collector (continuous left-turn lane)	15,000	096.0	E
Meade Ave to Et Cajon Bivo	14,400	Mitigated Classification	4 Lane Collector	30,000	0.480	С
Howard Ave to Lincoln Ave	000 71	Baseline Classification	2 Lane Collector (continuous left-turn lane)	15,000	1.193	F
noward Ave to Emboni Ave	17,500	Mitigated Classification	4 Lane Collector	30,000	0.597	С
Timoral And to Ilainosiativ	000 71	Baseline Classification	2 Lane Collector (continuous left-turn lane)	15,000	0.933	E
Lincoln Ave to University Ave	14,000	Mitigated Classification	4 Lane Collector	30,000	0.467	С
Most Dody Way And to I Jaco Ct	16 500	Baseline Classification	2 Lane Collector (continuous left-turn lane)	15,000	1.100	F
NOTH FAIR Way Ave to Opas St	10,300	Mitigated Classification	4 Lane Collector	30,000	0.550	С
1 Property of 12 Profit	11 000	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1.488	F
Opas Stito Nedwood St	11,200	Mitigated Classification	2 Lane Collector (continuous left-turn lane)	15,000	0.793	D
Redwood St to Juniper St	12.100	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1.513	F
	001,21	Mitigated Classification	2 Lane Collector (continuous left-turn lane)	15,000	0.807	D
32nd St						
Thiversity Ave to Mortle Ave	11 200	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1.400	F
Officerstly Ave to Myttle Ave	11,200	Mitigated Classification	2 Lane Collector (continuous left-turn lane)	15,000	0.747	D
Merchania Area to Thomas	0000	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	0.988	E
Myrue Ave to Opas St	006,7	Mitigated Classification	2 Lane Collector (continuous left-turn lane)	15,000	0.527	C
Adams Ave						
Thomas Cana 20th Ca	12 800	Baseline Classification	2 Lane Collector (continuous left-turn lane)	15,000	0.920	Э
Texas of to som of	13,000	Mitigated Classification	4 Lane Collector	30,000	0.460	В
Boundary St						
University Ave to North Park Way	16,000	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2.000	F
Office of the control of the state of the st	10,000	Mitigated Classification	4 Lane Collector	30,000	0.533	C
El Cajon Blvd						
30th St to Illinois St	48 800	Baseline Classification	6 Lane Major Arterial	50,000	0.976	E
ound of the minor	000,01	Mitigated Classification	8 Lane Major Arterial	60,000	0.813	C
Illinois St to L-805 Ramps	006 85	Baseline Classification	6 Lane Major Arterial	50,000	1.178	F
edimor coor or somin	20,700	Mitigated Classification	8 Lane Major Arterial	60,000	0.982	E
Florida St	_					
El Caion Blyd to University Ave	7.400	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	0.925	E
		Mitigated Classification	2 Lane Collector (continuous left-tum lane)	15,000	0.493	C
University Ave to Robinson Ave	8,800	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1.100	Ŧ
	`	Mitigated Classification	2 Lane Collector (continuous left-tum lane)	15,000	0.587	C
Robinson Ave to Upas St	008'9	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	0.850	Ħ
-		Mitigated Classification	2 Lane Collector (continuous left-turn lane)	15,000	0.453	В
Howard Ave				,		
Texas St to Utah St	11,300	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)** 2 Lane Collector (continuous laft turn lane)	8,000	1.413	ביו כ
		Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial frontino)**	8.000	1.275	ī
Utah St to 30th St	10,200	Mitigated Classification	2 Lane Collector (continuous left-turn lane)	15,000	0.680	D
30th St to 32nd St	10.500	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)**	8,000	1.313	Ŧ
		Mitigated Classification	2 Lane Collector (continuous left-turn lane)	15,000	0.700	D
Madison Ave		:		4	1	
Texas St to Ohio St	12,200	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1.525	ъ с
Notice		Mingated Ciassification	2 Lane Conector (continuous ren-turn rane)	000,61	0.013	П

Notes:
Capacity for non-standard roadway classifications were provided by City of San Diego staff.

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

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

ROADWAY SEGMENT	Future ADT	ROA	ROADWAY FUNCTIONAL CLASSIFICATION	LOS E CAPACITY	V/C RATIO (a)	SOT
Meade Ave						
Park Blvd to Texas St	8,200	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)**	8,000	1.025	E4 (
		Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)**	8,000	1.238	ء ر
Texas St to 30th St	006'6	Mitigated Classification	2 Lane Collector (continuous left-turn lane)	15,000	099.0	C
30th St to Illinois St	11 500	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)**	8,000	1.438	Ŧ
South of to minos of	000:11	Mitigated Classification	2 Lane Collector (continuous left-turn lane)	15,000	0.767	D
Illinois St to Iowa St	11,900	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)**	8,000	1.488	E4 C
North Park Way		Mingated Classification	Z Lane Conector (continuous jen-turn jane)	000,61	0.793	Ω.
22nd Ct to Boundary Ct	10 600	Baseline Classification	2 Lane Collector (no fronting property)	10,000	1.060	F
Szilu St to Boundary St	10,000	Mitigated Classification	2 Lane Collector (continuous left-turn lane)	15,000	0.707	D
Redwood St		:				
28th St to 30th St	7,200	Baseline Classification Mitigated Classification	2 Lane Collector (Multi-family, commercial-industrial fronting) 2 Lane Collector (continuous left-turn lane)	8,000	0.900	C
Texas St						
Adams Ave to Mission Ave	39 100	Baseline Classification	3 Lane Major Arterial	30,000	1.303	F
Addina ave to trassion ave	27,100	Mitigated Classification	6 Lane Major Arterial	50,000	0.782	C
		Baseline Classification	2 Lane Collector (continuous left-turn lane)	15,000	2.553	<u> </u>
Mission Ave to El Cajon Blvd	38,300	Partial Mitigation Class.	4 Lane Collector	30,000	1.277	Ξ.
		Mitigated Classification	6 Lane Major Arterial	50,000	0.766	C
Howard Ave to University Ave	14,400	Baseline Classification	2 Lane Collector (continuous left-turn lane)	15,000	096.0	五
		Mitigated Classification	4 Lane Collector	30,000	0.480	C
University Ave		Baseline Classification	4 Lane Collector (no center lane)	15 000	1.593	Ξ
Park Blvd to Florida St	23,900	Mitigated Classification	4 Lane Collector	30,000	0.797	, D
		Baseline Classification	4 Lane Collector (no center lane)	15,000	1.580	Ή
Texas St to Oregon St	23,700	Mitigated Classification	4 Lane Collector	30,000	0.790	D
70 11-141 -770	000 00	Baseline Classification	4 Lane Collector (no center lane)	15,000	1.527	H
Oregon St to Utan St	77,900	Mitigated Classification	4 Lane Collector	30,000	0.763	О
T1601 Ct to 2041 Ct	000 00	Baseline Classification	4 Lane Collector (no center lane)	15,000	1.387	Ŧ
Otan 5t to 50th 5t	20,800	Mitigated Classification	4 Lane Collector	30,000	0.693	D
30th St to Illinois St	22 800	Baseline Classification	3 Lane Collector (no center lane)	11,500	1.983	F
		Mitigated Classification	4 Lane Collector	30,000	0.760	D
Illinois St to 32nd St	22.600	Baseline Classification	3 Lane Collector (no center lane)	11,500	1.965	Ŧ
		Mitigated Classification	4 Lane Collector	30,000	0.753	D
32nd St to Boundary St	29,600	Mitigated Classification	4 Lane Collector (no center lane)	15,000	1.973	E C
Upas St		Mingated Classification	+ Laic Major Archia	40,000	0.740)
E	000	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1.075	Ŧ
Alabama St to Texas St	8,600	Mitigated Classification	2 Lane Collector (continuous left-tum lane)	15,000	0.573	C
Towns Cot of Double in the	11 500	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1.438	Ħ
1 CAAS SUO FCISIIIIB NU	000,11	Mitigated Classification	2 Lane Collector (continuous left-turn lane)	15,000	0.767	D
Descriping Del to 30th St	16 300	Baseline Classification	2 Lane Collector (continuous left-turn lane)	15,000	1.087	F
retaining rou to 30th 50	10,300	Mitigated Classification	4 Lane Collector	30,000	0.543	С
Utah St					-	
Howard Ave to Lincoln Ave	7,300	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	0.913	Ħ
	,	Mitigated Classification	2 Lane Collector (continuous left-turn lane)	15,000	0.487	C
North Park Way to Upas St	7,500	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	0.938	<u>되</u>
N. M. C.		Mitigated Classification	2 Lane Collector (continuous left-tum lane)	15,000	0.500	၁

fores: apacity for non-standard roadway classificatio

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

						I
ROADWAY SEGMENT	Future ADT	ROA	ROADWAY FUNCTIONAL CLASSIFICATION	LOS E CAPACITY	V/C RATIO (a)	SOT
25th St						
Decoderant to E Ct	17 400	Baseline Classification	2 Lane Collector (continuous left-turn lane)	15,000	1.160	F
Diodaway to r St	17,400	Mitigated Classification	4 Lane Collector	30,000	0.580	С
28th St						
Buss Blyd to C St	008.8	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1.100	F
russ Divu to C 3t	0,000	Mitigated Classification	2 Lane Collector (continuous left-turn lane)	15,000	0.587	С
C St to Broadway	10 500	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1.313	F
St to Dioadway	10,300	Mitigated Classification	2 Lane Collector (continuous left-turn lane)	15,000	0.700	D
		Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2.388	F
Broadway to SR-94	19,100	Partial Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	1.273	F
		Mitigated Classification	4 Lane Collector	30,000	0.637	С
30th St						
Grane St to Ash St	0069	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	0.863	H
order or response	0,700	Mitigated Classification	2 Lane Collector (continuous left-turn lane)	15,000	0.460	В
		Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2.475	Ŧ
A St to Broadway	19,800	Partial Mitigation	2 Lane Collector (continuous left-turn lane)	15,000	1.320	F
		Mitigated Classification	4 Lane Collector	30,000	0.060	С
Broadway to SP-04	0050	Baseline Classification	2 Lane Collector (no fronting property)	10,000	0.950	E
Dioduway to Six-74	7,500	Mitigated Classification	2 Lane Collector (continuous left-turn lane)	15,000	0.633	С
B St	-	-				
25th St to 26th St	7 500	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	0.938	E
	,,	Mitigated Classification	2 Lane Collector (continuous left-turn lane)	15,000	0.500	С
26th St to 28th St	7 100	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	0.888	H
	2016	Mitigated Classification	2 Lane Collector (continuous left-turn lane)	15,000	0.473	С
C St						
30th St to 32nd St	7,900	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	0.988	E
į		Mitigated Classification	2 Lane Collector (continuous left-turn lane)	15,000	0.527	၁
Fern St						
Juniper St to Grape St	8.900	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1.113	F
		Mitigated Classification	2 Lane Collector (continuous left-turn lane)	15,000	0.593	С
Grana St to A St	15,000	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1.875	F
	000,61	Mitigated Classification	4 Lane Collector	30,000	0.500	С
Grape St	-	-				
30th St to 31st St	000.6	Baseline Classification	2 Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1.125	Œ.
	, , ,	Mitigated Classification	2 Lane Collector (continuous left-turn lane)	15,000	0.600	С

Capacity for non-standard roadway classifications were prov

APPENDIX A

EXISTING TRAFFIC SIGNAL TIMING SHEETS

APPENDIX B

EXISTING INTERSECTION GEOMETRICS

APPENDIX C

TRAFFIC COUNT SHEETS

APPENDIX D

SYNCHRO PEAK-HOUR INTERSECTION ANALYSIS SHEETS

APPENDIX E

RAMP METER RATES

APPENDIX F

POST-MODEL VOLUME ADJUSTMENTS

APPENDIX G

PEAK-HOUR VOLUMES FORECAST WORKSHEETS